



COUNTY OF BERGEN / COUNTY OF ESSEX



Final Design Phase for Kingsland Avenue (Avondale and De Jessa Memorial) Bridge Replacement Township of Lyndhurst and Township of Nutley, New Jersey

COMMUNITY STAKEHOLDERS MEETING NO. 1 MEETING REPORT

DATE: Monday, May 4, 2026
TIME: 2:00 p.m.
LOCATION: Online via Microsoft Teams
ATTENDEES:

First Name	Last Name	Representing
COMMUNITY STAKEHOLDERS		
Jose	Antunes	Passaic River Rowing Association
Anthony	Guzzo	Lyndhurst Resident
Eynar	Ledezma	Transform Church
Jose	Nieves	Nutley Business Owner
Evelyn	Nunez	Lyndhurst Resident
Terri Jo	Tatusko	Nutley Resident
LOCAL OFFICIALS		
Robert B.	Giangeruso	Lyndhurst Mayor
Amelia	Jarvis	Lyndhurst Mayor's Assistant
Brian	Intindola, P.E., P.P., CME, CPWM	Lyndhurst Township Engineer / North Arlington Borough Engineer
Michael	Carrino	Lyndhurst Police Chief
Paul	Haggerty	Lyndhurst Deputy Police Chief
Christopher	Melilli	Nutley Police Department
Stephen	Lo Iacono	North Arlington Administrator
Margaret	Morse, MPA	North Arlington Assistant Administrator
Unknown	Caller	North Arlington Police Department
AGENCIES		
Donna D	Leoce	U.S. Coast Guard
Alice	Yeh	U.S. Environmental Protection Agency
Eric	Granholm, PE	Passaic Valley Sewerage Commission
Abigail	Ikner	NJ Sports & Exposition Authority
Nadereh	Moini	NJ Sports & Exposition Authority
Elizabeth	Aguiar Da Silva	NJ Transit
Alexander	Fleming	NJ Transit
Donyea T	Hoffman	NJ Transit
Alejandra I	Monroig-Cedeno	NJ Transit
Richmond	Oppong	NJ Transit
Marcus H	Setzer	NJ Transit

First Name	Last Name	Representing
PROJECT TEAM		
Joseph	Baladi, P.E., P.P., CME	Planning Division Director/Bergen County Project Manager, Bergen County Planning & Engineering
Martin	Maver, P.E.	Supervising Engineer, Bergen County Planning & Engineering
Adam	Camerlengo, E.I.T.	Assistant Engineer, Bergen County Planning & Engineering
Bruce	Riegel, P.E.	Project Manager, Hardesty & Hanover
Brian	Medino, P.E.	Deputy Project Manager, Hardesty & Hanover
Robert	Supino, P.E.	Bridge Engineer, Hardesty & Hanover
Matthew	Witkowski, P.E.	Traffic Engineer, Hardesty & Hanover
Mathew	John	Bridge Engineer, Hardesty & Hanover
Melyssa	Garcia	Senior Environmental Scientist, Davey Resource Group
Martine	Culbertson	Community Involvement Facilitator, M.A. Culbertson, LLC
Val	Aylesworth	Project Assistant, M.A. Culbertson, LLC
Sean	Ream	Environmental Project Manager, NJDOT BEPR
Lindsay M.	Thivierge, M.A.	Environmental Specialist, NJDOT BEPR
Sarbjit	Kahlon	Manager, Local Capital Project Delivery, NJTPA

PURPOSE OF MEETING

The purpose of this meeting was to introduce the Final Design Phase (FD) Project Team, provide the project status and schedule, present the proposed bridge replacement and approach roadway improvements, obtain input from the communities, and discuss next steps for the Kingsland Avenue (Avondale and De Jessa Memorial) Bridge replacement (see attached Agenda).

ONLINE MEETING GUIDELINES

Martine Culbertson, Community Involvement Facilitator, welcomed participants to the online meeting and noted the following meeting guidelines:

- The meeting was being recorded for internal project team use only.
- All mics/phones should be on mute unless speaking.
- Cameras could be on during introductions and Q&A but should be off during the presentation.
- Questions could be submitted at any time during the presentation using the Chat feature.
- During Q&A, questions and comments from Chat would be read aloud in order of receipt and a Project Team member would respond.
- After Chat questions were addressed, participants could use the Raise Hand feature to ask questions aloud.

MEETING SUMMARY

1. Welcome & Introductions

The agenda was reviewed and the Project Team members were introduced via a list of names and titles on a presentation slide. The Project Team consists of representatives from a number of agencies and consultants working together, which includes the North Jersey Transportation Planning Authority (NJTPA) and the New Jersey Department of Transportation (NJDOT). Bergen County is the lead agency for the project, in cooperation with Essex County. Project Team members introduced themselves as they spoke during the meeting presentation.

After introductions of the Project Team, Martine explained that, for efficient use of time, participants would be asked to introduce themselves and their affiliation during the Q&A session when providing comments or asking questions.

2. Opening Remarks

Joseph Baladi, Bergen County Planning Division Director/Bergen County Project Manager, for this bridge replacement, welcomed everyone and thanked participants for their interest in this bridge project and for attending the meeting.

3. Project Overview and Update

Bruce Riegel, Hardesty & Hanover (H&H) Project Manager, presented the following project overview and background information:

- a. The bridge was built in 1905 and spans the Passaic River, connecting the townships of Nutley and Lyndhurst. The bridge is under the jurisdiction of and is maintained by Bergen County and Essex County.
- b. The Local Concept Development (LCD) Phase was completed in June 2020, and the Local Preliminary Engineering (LPE) Phase was completed in November 2024. The current phase, Final Design, commenced in July 2025.
- c. The project is federally funded with oversight provided by NJTPA and NJDOT.
- d. The project limits are from the Riverside Avenue/Kingsland Avenue intersection in Lyndhurst to the River Road/Park Avenue intersection in Nutley. Challenges and issues for the project were noted at previous outreach meetings and include
 - traffic congestion throughout the project limits;
 - limited distance between the signalized intersections;
 - limited horizontal and vertical clearance under the Route 21 bridge;
 - US Coast Guard (USCG) jurisdiction over the river; and
 - the waterfront walkway in Lyndhurst.
- e. The Project Team is committed to minimizing the impacts to the waterfront walkway.
- f. As a navigable waterway, the Passaic River is under USCG jurisdiction, and a USCG permit is required for replacement of the bridge. During the LCD Phase, the Project Team coordinated with the USCG to allow a fixed bridge replacement with at least a 12-foot vertical clearance and a 75-foot-wide navigation channel. A fixed bridge replacement is significantly less costly in terms of construction costs and long-term maintenance than a movable bridge replacement.
- g. The new bridge has to accommodate existing and future uses of the waterway. Current usage is predominantly recreational, but the PVSC utilizes a skimmer vessel to clean the river for recreational users. The current vessel is too tall to pass through the 12-foot vertical clearance over mean high water (MHW) of the proposed new fixed bridge so, as previously mentioned, acquisition of a new skimmer vessel has been coordinated with PVSC.

4. Local Project Delivery Process

Federally funded capital projects, such as this one, go through a four-phase process.

- a. The Local Concept Development (LCD) Phase for this bridge project was completed in June 2020. During that phase, the project purpose and need was established. Alternatives to meet the purpose and need were developed. The most prudent alternative was selected to advance the design and construction while obtaining consensus from public.

- b. The Local Preliminary Engineering (LPE) Phase was completed in November 2024. The predominant goal of that phase was to complete enough engineering to establish the project footprint and complete environmental documentation in order to obtain federal funding needed for the rest of the project.
 - c. Since Summer 2025, the project has been in the Final Design (FD) Phase. In this phase, contract plans and bid documents will be completed, any needed right of way will be secured, and construction permits will be obtained. In FD, all engineering components will be finalized including highway, bridge, geotechnical, drainage, utilities, lighting, signage, and traffic. The expected duration of the FD Phase is two years.
 - d. The final phase in the process is Construction. It is expected to commence by Spring 2028.
 - e. Community outreach has been an essential part of each phase. The project website has been updated during each phase for continued transparency.
5. Final Design for Bergen County Kingsland Avenue (Avondale and De Jessa Memorial) Bridge over the Passaic River

The H&H Team presented details for the Final Design Phase.

- a. Bridge Replacement
 - i. The new bridge will be 78-feet wide with two lanes eastbound and three lanes westbound. The outside lane on each side will be 15 feet wide. There will continue to be 6-foot sidewalks on both sides.
 - ii. As previously noted, the PVSC utilizes a vessel to perform river skimming, and a new vessel had to be acquired to accommodate the 12-foot minimum vertical clearance above MHW of the new bridge.
 - iii. The new bridge will be a five-span fixed bridge approximately 392 feet long with 12-foot vertical clearance and 75-foot horizontal clearance. The middle span will be centered over the navigational channel to meet clearances.
 - iv. The profile is limited by the MHW clearance and clearance under Route 21.
 - v. Additional considerations:
 - Preferred horizontal clearance for Passaic River Rowing Association (PRRA)
 - Marine environment corrosion considerations / future maintenance
 - Low freeboard
 - vi. The recommended structure type uses prestressed concrete I-beams:
 - AASHTO Standard Type III Beams
 - Commonly used and supplied by local fabricators
 - Delivery by truck or barge
 - 5-span continuous layout to minimize deck joints (at abutments only)
 - 100-foot center span over the navigational channel
 - Minimize future maintenance
 - vii. The fender system will be FRP waler system attached directly to piers/end dolphins:
 - Limited vessel traffic - design criteria AASHTO minimum empty barge adrift
 - Pier supported on drilled shafts with rock sockets
 - Piers to be designed for full vessel impact
 - Add drilled shafts at four corners as fender nose/end dolphins
 - viii. Conceptual renderings of aerial and river views of the bridge replacement were shown.

b. Intersection Improvements

All three intersections will have ADA-compatible curb ramps, pedestrian countdown heads and pushbuttons, crosswalks, and traffic calming elements to address pedestrian safety.

- i. On the Nutley side, the roadway improvements extend west past Route 21 and River Road.

Park Avenue / River Road Intersection:

- Eastbound will introduce a dedicated left turn lane and two through lanes on Park Avenue with sidewalks on both sides of the roadway.
- Westbound Park Avenue under the Route 21 bridge will have a shared left turn/through lane and a shared right turn/through lane.
- Widening on Park Ave will be on the north side to accommodate the additional lanes and will impact the bank property.
- The configuration on River Road will not change.

Park Avenue / Route 21 Ramps Intersection:

- Eastbound Park Avenue will have two through lanes and a dedicated left turn lane for the Route 21 on-ramp and boat ramp driveway.
- Westbound traffic off the new bridge will have two through lanes and a dedicated right turn lane for the Route 21 on-ramp and boat ramp driveway.
- The Route 21 off-ramp will have two exclusive left and right lanes to provide better capacity at the signal.
- Due to the horizontal constraints of the existing Route 21 bridge, there will be only one sidewalk on Park Avenue under Route 21 on the south side. Pedestrians will be directed to cross Park Avenue to the south side to access the sidewalk.

- ii. On the Lyndhurst side, the roadway improvements extend approximately 150 feet east past the bridge, just short of Riverside Avenue.

- Lane configurations on Kingsland Avenue at the Riverside intersection to remain the same.
- The river walkway and adjacent Parc at Lyndhurst parking lot on the south side of Kingsland Avenue will be impacted by the bridge widening.
- The Empire Sports property driveway and parking lot on the north side of Kingsland Avenue will be modified slightly to accommodate two additional westbound lanes along Kingsland Avenue and onto the new bridge.

c. Proposed Detour Routes

- i. Existing bridge will be closed during construction.
- ii. The proposed southern detour route utilizes River Road in Nutley to Main Street in Belleville to Route 7 East over the Belleville Turnpike Bridge, then north on River Road in North Arlington. There will be ongoing coordination with NJDOT regarding the improvements at the Rutgers Street/Main Street intersection in Belleville.
- iii. The proposed northern detour utilizes Riverside Avenue in Lyndhurst to westbound Route 3 to Route 21 North or South.
- iv. The duration of the detour is estimated to be 18-24 months.
- v. The Project Team is still evaluating detour options for pedestrians and bicyclists.

d. Access Impacts in Nutley

- i. There will be impacts to access for seven (7) existing driveways in Nutley:
 - Valley Bank two-way driveway on Park Avenue

- Valley Bank one-way driveway on Park Avenue (shared with River Garden Apartments)
 - Nutley Parks & Recreation building driveway (44 Park Avenue)
 - Monsignor Owens Park driveway (75 Park Avenue)
 - Tint shop driveway (35 Park Avenue)
 - Dunkin' driveway on Park Avenue
 - Dunkin' driveway on River Road
- ii. New driveways will be similar in design and width as the existing.
 - iii. Parking stalls and circulation will not be affected by the driveway/access improvements.
 - iv. Not shown in presentation was the boat ramp area adjacent to the Route 21 on-ramp. This area will be disturbed during construction. Access and ROW will have to be coordinated with NJDOT and the Township of Nutley.
- e. Access Impacts in Lyndhurst
- i. There will be impacts to access for two (2) driveways in Lyndhurst along Kingsland Avenue:
 - Empire Sports driveway
 - Parc at Lyndhurst apartment building driveway
 - ii. Widening of the road and bridge will push the Empire Sports driveway to the north at the same location. The circulation and number of parking spaces will remain the same after construction.
 - iii. Minor modifications to the curb return will be made to the Parc at Lyndhurst driveway but the opening will not change. The number of parking spaces will be greater than or equal to the existing number of spaces.
 - iv. The Parc at Lyndhurst parking lot will be reconfigured slightly because of the walkway and proposed bridge retaining wall impacts.
 - v. The Project Team will create individual access plans or cut outs for each property that the County will use to discuss driveway impacts with the property owners.
- f. Right-of-Way Impacts
- i. Right-of-Way (ROW) negotiations and acquisitions will begin in this phase. Bergen County and Essex County will begin appraising properties, contacting owners, and negotiating and acquiring properties.
 - ii. ROW for this project will mostly consist of temporary and permanent easements. A map highlighting properties that will require temporary or permanent ROW acquisitions was shown in the presentation.
 - iii. In Nutley:
 - A partial taking will be required at Valley Bank (Block 6801, Lot 5) in Nutley due to roadway widening. A temporary easement will also be needed.
 - The rest of the Nutley properties will require temporary easements for driveway work and minor regrading. There will be no effects on parking during or after construction.
 - Nutley Parks and Recreation property (Block 6801 Lot 6)
 - Tint shop property (Block 6800 Lot 1)
 - Dunkin' property (Block 6800 Lot 2)
 - iv. In Lyndhurst:
 - Partial takings will be necessary at both Empire Sports (Block 116 Lot 9) and Parc at Lyndhurst apartments (Block 170 Lot 1) due to widening of the bridge.
 - Temporary easements will be needed to reconfigure parking.

- v. Trestles and barges will be used in the Passaic River during construction, so rights will have to be acquired from NJDEP:
 - Tidelands Licenses will be needed for temporary usage.
 - Riparian Grants will be needed for permanent usage.

g. Environmental Impacts and Permitting

- i. The NEPA Categorical Exclusion Documentation was approved. Environmental considerations included:
 - Noise
 - Air Quality
 - Potential Ecological Constraints
 - Cultural Resources
 - Section 4(f) Involvement
 - Hazardous Materials and Landfills
 - Socioeconomics
 - Public Reaction
 - Environmental Commitments
- ii. The environmental constraints map was updated to show the 50-foot riparian zone and 100-year FEMA floodplain.
- iii. The following permits/approvals/coordination are still needed:
 - Soil Erosion and Sediment Control Plan Certification
 - NJDEP Waterfront Development Permit including Section 401 Water Quality Certification, NJ Flood Hazard and NJ Stormwater Management compliance
 - USACE permits
 - USCG bridge permit
 - National Marine Fisheries coordination to address the ESA listed species, such as sturgeon and sea turtles, as well as Essential Fish Habitats
 - Riparian license and grant previously mentioned, due to construction work in the river
- iv. The following will also be done during FD:
 - Site investigation to identify the contaminated soils within the footprint as the Passaic River is listed on the National Priority List as a confirmed Superfund site
 - Visual survey of the existing bridge to determine likely absence or potential presence of bats that may be utilizing the structure (tri-colored bat and northern long-eared bat are considered endangered species)
- v. The Section 106 Memorandum of Agreement between FHWA, NJHPO, NJDOT and Bergen County was executed in August 2024. The measures needed to mitigate adverse effects will be carried out in this FD Phase:
 - Documentation of the bridge to the standards of the Historic American Engineering Record
 - Creation of interpretative signage, publicly accessible area, detail history and significance of the historic bridge
 - Development of publicly accessible website interpreting the history of movable bridges on the Passaic River

h. Community Involvement

Community involvement and public outreach are important aspects required when using federal funds for improvement projects and are instrumental in delivering a successful bridge replacement project.

- i. Meetings were held with local officials, community stakeholders, and the general public during the LCD Phase and again in the LPE Phase. The same three-tier approach is being used in this FD Phase:

- A Local Officials Meeting was held on October 6, 2025, and another will be scheduled for Winter/Spring 2027 after ROW, environmental and FD plans are complete.
 - This meeting was the Community Stakeholders Meeting.
 - An online Public Information Center (PIC) meeting, open to the general public, is anticipated for Spring 2027.
- ii. The Project Team stays in touch with the community and the public through the project website and the project email account. Both are always available to the community, local officials and public to submit questions or comments at any time. Questions/comments submitted via email or the website contact form are distributed to the project team for review and response
 - iii. The project's website and email account will continue to be maintained through the Construction Phase to provide up-to-date information needed by the community.

6. Community Input – Comments & Questions (Q&A Session)

At the end of the presentation slides, the meeting was opened for community input by participants.

- Comments and questions in the Chat box were read first, as they were received.
- Participants were asked to use the Raise Hand option and unmute to verbally share comments and questions.
- Those connected by phone audio were invited to unmute if they wished to provide comments or questions.
- Q&A continued with additional questions entered into Chat and participants with raised hands and unmuting.

The following questions and comments were addressed during Q&A:

- *Comment/Question #1:* There is on-going project work with an 18–24-month detour at Rutgers and Main Street that project team should be aware of.

Response #1: The Project Team will contact NJDOT to determine any potential traffic impacts and that the NJDOT project work timing doesn't conflict with this bridge replacement project during construction.

- *Question #2:* With the bridge closed during construction will there be shuttle buses for pedestrians and bicyclists?

Response #2: The Project Team is determining what options are possible for pedestrian and bicycle access and mobility during the Construction Phase, when the existing bridge cannot accommodate pedestrians and bicycles crossing. A bus service is a consideration which the Project Team will analyze and provide further information at the future public meeting.

- *Comment/Question #3:* The Passaic River Rowing Club is interested in the rowing access under the bridge during construction. Will it ever be closed or remain open for rowers?

Response #3: The navigational channel is under the jurisdiction of the US Coast Guard (USCG) and as such the County and Project Team will obtain a permit from USCG, which requires keeping a navigational main channel open for vessels to pass under the bridge. If for safety during the Construction Phase, the navigational channel must be restricted or temporarily closed, a 90-day notice is required and will be posted as a Notice to Mariners on the USCG website. Any temporary restrictions or closures will also be posted to the project website.

- *Comment/Question #4:* There are currently two channels for rowing. What will be the capacity for the new bridge?

Response #4: When the bridge is constructed, there will be one 88' foot main navigational channel.

- *Question #5:* What's the timing of Passaic River remediation and dredging that might impact the project?

Response #5: Dredging and the remediation projects are under the jurisdiction of the U.S. Army Corps of Engineers (USACOE). The USACOE representative explained the work is scheduled for the lower Passaic River and there's no date determined for work in the upper Passaic River. The Project Team will continue to coordinate with the USACOE to determine status and if any impacts as both projects progress.

- *Question/Comments#6:* Can the traffic signal on the Nutley side be upgraded before construction? NJDOT implemented changes but due to power surge or outage, the timing is a problem for left turn backups. It's no longer working appropriately, causing traffic backups.

Response #6: The traffic lights on the Nutley side are under the jurisdiction of the NJDOT and Essex County. Bergen County continues to coordinate with Essex County and the NJDOT. The Project Team will forward this information to NJDOT to schedule meeting to address and the Mayor's request for a field site visit.

Additional Response#6: There were upgrades done to the Lyndhurst traffic signal, but not to the NJDOT and Essex County traffic signals. When this project goes to construction, the Nutley side traffic signals will be upgraded due to the widening of the bridge and adjacent intersection improvements. It's not possible as part of this bridge replacement project to provide any traffic signal upgrades before the bridge replacement goes to the Construction Phase.

7. Next Steps - Anticipated Project Schedule

Below are the next steps to complete the Final Design phase and to then advertise the bridge replacement project for the Construction phase. Items marked with an asterisk (*) are contingent upon federal funding availability and timing regulations of the completed permits:

- Start Final Design Phase – Summer 2025
- Complete Access Plans – Fall 2025
- Secure Right of Way – Summer 2027
- Obtain Required Permits – Summer 2026 – Summer 2027
- Submit Final Design Plans – Winter 2027
- Complete Final Design Phase – Summer/Fall 2027
- Start Construction Phase* – Winter/Spring 2028
- Complete Construction Phase* – Spring/Summer 2030

8. Closing Remarks

In closing, Joseph Baladi, Bergen County Division Head – Planning and Bergen County Project Manager, thanked local officials and the attendees for their time and participation in today's meeting. The valuable input provided by participants is appreciated and the support and cooperation from local officials continues to help Bergen County advance this important bridge replacement project.

The main contacts for this project are Joe Baladi for Bergen County and Alexandra Pacelli for Essex County. They can be reached via the project website at www.kingslandavenuebridge.com or the project email address at kingslandavenuebridge@gmail.com. The meeting adjourned by 3:30 p.m.

KEY ACTION ITEMS

1. The Hardesty & Hanover Team will continue the engineering and environmental studies in addition to continued coordination with private and public utilities.
2. A meeting summary report will be posted on the project website, with the presentation pdf file, after review and approval by Bergen County and Essex County.

3. The Public Information Center (PIC) meeting notice will be mailed a minimum of two weeks prior to the determined meeting date. The PIC notice letter will be mailed to property owners within 500' of the project limits and to community stakeholders who provided a mailing address at prior outreach meetings. The PIC meeting notice will also be distributed by email blast to all on the project contact list who provided an email address.
4. Please submit any information you would like to share with the Project Team via the project email address: kingslandavenuebridge@gmail.com

NEXT MEETING

Public Information Center (PIC) Meeting No. 1

Date: Spring 2027 - *To be determined (TBD)*

Time: 6-8 p.m.

Location: Online – *The meeting link will be in the PIC notice and will post on the project website*

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 five (5) working days of receipt. Without notification, these minutes will be considered to be record of fact.

Kingsland Avenue (Avondale and De Jessa Memorial) Bridge Replacement Project Team



COUNTY OF BERGEN / COUNTY OF ESSEX
Final Design Phase for the
Kingsland Avenue (Avondale and De Jessa Memorial) Bridge
Replacement over the Passaic River
Township of Lyndhurst and Township of Nutley, New Jersey



Community Stakeholders Meeting No. 1

Monday, May 4, 2026, 2:00 p.m. – 4:00 p.m.

Online Meeting via Microsoft Teams

AGENDA

The purpose of this meeting is to introduce the Final Design Phase (FD) Project Team, provide the project status and schedule, present the proposed bridge replacement and approach roadway improvements, obtain input from the communities, and discuss next steps for the Kingsland Avenue (Avondale and De Jessa Memorial) Bridge replacement.

I. *WELCOME AND INTRODUCTION*

- Project Overview & Update
- Local Project Delivery Process – Final Design Phase

II. *BERGEN COUNTY / ESSEX COUNTY KINGSLAND AVENUE BRIDGE OVER THE PASSAIC RIVER*

- Project Status and Schedule – FD Phase Work Effort
- Bridge Replacement – *Proposed Improvements and Detour Plans*
- Preliminary Right of Way and Access Impacts
- Environmental Process – *Considerations, CED, Permits & Cultural Resources Mitigation*
- Community Involvement – *Project Website and Public Outreach Meetings*

III. *DISCUSSION*

Q & A - Community Input - *Interests, Issues, Improvements*

IV. *NEXT STEPS*

- FD Phase and Anticipated Project Schedule
- Public Outreach:
 - Website Updates, Public Information Center - *Online Meeting, Anticipated Spring 2027*
 - Project Website Updates: www.kingslandavenuebridge.com
 - Project Email: kingslandavenuebridge@gmail.com

V. *CLOSING REMARKS*