



COUNTY OF PASSAIC
Local Preliminary Engineering for the
Sixth Avenue Bridge Replacement over the Passaic River
City of Paterson, Borough of Prospect Park and Borough of Hawthorne, New Jersey

PUBLIC INFORMATION CENTER SUMMARY
MEETING REPORT

DATE: Wednesday, February 11, 2026
TIME: 6:00 P.M. – 8:00 P.M.
LOCATION: Online via Microsoft Teams

PURPOSE OF MEETING

The purpose of the Public Information Center meeting was to inform the public of the project status and schedule, present preliminary design plans and refinements to the Preliminary Preferred Alternative (PPA) established during the Local Concept Development study phase, and to solicit public input.

NOTICE OF MEETING

Notice of the meeting was distributed by the following methods:

- A Public Information Center (PIC) Meeting Notice (*Report Attachment A*) was mailed two weeks prior to the meeting date to property owners within 500 feet of the bridge, local officials, and community stakeholders, including businesses, residents, cultural and civic organizations, hospitals and schools. The mailing also included members of the general public who had provided contact information at prior meetings, via email, or via the project website.
- The PIC Meeting Notice was also sent by email to property owners, local officials, community stakeholders, and others who provided email addresses.
- The meeting information was posted to the Announcements page of the project website where it could be translated into five (5) other languages.
- The Passaic County Public Information Officer posted the PIC Meeting Notice to the Passaic County Facebook and Instagram pages
- Local officials for Paterson, Prospect Park and Hawthorne were asked to post the PIC Meeting Notice on their municipal websites.
- The PIC Meeting Notice was submitted for publication in the legal notices sections of *The Star-Ledger* and the *New Jersey Herald* newspapers.

The PIC Meeting Notice provided three ways to join the meeting - a URL address, a phone number and conference ID to join by phone (audio only), and a QR code.

MEETING SUMMARY

Approximately nine (9) members of the public attended the online PIC meeting. A total of twelve (12) Project Team members also participated.

1. Welcome and Introductions – Opening Remarks

Meeting attendees were welcomed and informed of the following guidelines for the meeting:

- The meeting would be recorded, and the recording would be posted to the project website through the public comment period.

- Microphones should be kept muted unless the attendee was speaking.
- Questions could be submitted through the meeting Chat function or held until the Q&A period after the presentation.
- During the Q&A period, questions and comments from the Chat would be read aloud in order of receipt and Project Team members would respond.
- After all Chat questions and comments were addressed, attendees could use the Raise Hand feature to ask questions.
- Q&A would end no later than 7:55 for closing remarks and the meeting would officially close at 8:00 p.m.

Key project team members from Passaic County, Michael Baker International, the New Jersey Department of Transportation (NJDOT) and the North Jersey Transportation Planning Authority (NJTPA) were introduced using a presentation slide.

Nordan Murphy, P.E., Passaic County Engineer, provided the opening remarks, thanking attendees for their participation in the meeting. The meeting was then turned over to Michael Baker team members for the project presentation.

2. Project Overview

The overview of the project location, existing conditions and history of bridge included the following points:

- The project limits include the bridge and the roadway intersection at East Main Street.
- The bridge was originally constructed circa 1900.
- Replaced by temporary steel Acrow panel trusses in 1987.
- The 2023 Bridge Re-evaluation Survey Report identified several safety concerns.
- The bridge is safe for travel due to increased maintenance by Passaic County.
- The width of the bridge, width of the sidewalk, and the guide rail are currently substandard.
- The radius for turning trucks is insufficient.

3. Local Project Delivery Process

The Local Concept Development (LCD) phase of the project was completed in 2018 and resulted in a Preliminary Preferred Alternative (PPA) to replace the bridge in the current alignment.

The project is now in the Local Preliminary Engineering (LPE) phase.

- This phase began in May 2024 and is anticipated to be completed within the next few months. Work in this phase has involved developing preliminary design plans, obtaining an approved environmental document, and obtaining an approved PE report.
- The Final Design (FD) phase will follow LPE and also has a duration of approximately two years.
- Following FD will be the Construction phase, which is expected to begin in the winter of 2028-2029.

4. Project Purpose and Need, Goals and Objectives

The purpose of the project is to address structural, geometric and operational deficiencies in order to provide safe, efficient and reliable passage for all modes of transportation, including vehicles, bicyclists, and pedestrians.

The goals and objectives are to

- Avoid delays or disruptions caused by aging infrastructure.
- Avoid or minimize impacts to social, economic and environmental resources.

- Provide bicycle compatibility and connectivity within the project limits.
- Provide ADA compliant pedestrian facilities and crossings within the project limits.
- Accommodate public access where feasible.
- Improve corner radii to facilitate truck turning movements at the western intersection.
- Avoid or minimize complete or long-term roadway closures during construction.
- Implement context sensitive design solutions.

5. LPE Work Efforts

The following LPE tasks have been completed:

- Geodetic Survey
- Utility Verifications & Risk Analysis
- Geometric Design
- Project footprint
- Temporary Traffic Control & Construction Staging
- Roadway, Structure, Traffic, & Drainage Design
- Environmental Reports
- ROW Report & Impact Plan

These LPE tasks still remain:

- Approved Environmental Document
- Public Information Center
- Final LPE Report

Proposed Bridge and Roadway Design

The PPA replaces the bridge at its current location. The proposed fixed bridge replacement structure has the following features:

- three spans
- two 12-foot travel lanes
- two 3-foot shoulders
- two ADA-compliant 5-foot sidewalks
- new traffic and pedestrian signals at the intersection

Widening at East Main Street and Goffle Road will allow for improved truck turning movements from East Main onto the bridge and from the bridge onto Goffle Road.

Utilities and Lighting

There are a number of overhead and underground utility facilities within the project limits. Some utilities will be permanently relocated. Others will be temporarily relocated to allow for construction access to the work site without interrupting service to residents.

New decorative lighting will be installed on the bridge. New lighting will also be installed at the intersection to improve visibility at night.

Proposed Right of Way

Utility, slope, sidewalk and construction easements will be necessary to complete the project. Thirteen parcels will be impacted, with one anticipated acquisition by the County due to the extent of the impact on that property.

Construction Access and Staging

It is intended that as much construction as possible will be completed offline to decrease the impact to travelers and decrease the amount of detour time. Temporary trestles will be built in the river to facilitate offline construction and allow vehicles and pedestrians to continue to use the bridge as long as possible. The trestles also allow for staging of construction equipment to reduce impacts to adjacent properties.

Full closure of the bridge will be necessary at a certain point in the Construction phase. Vehicle detours are proposed as follows:

Westbound across the bridge: Approximately 1.5 miles long, taking East 7th Street to River Street, then turning right to cross the river on Haledon Avenue and right again to go north on East Main Street.

From the south to go eastbound across the bridge: Approximately 2.5 miles long, continuing north on Goffle Road and Wagaraw Road, then turning right on Lincoln to cross the river, and right on River Street and right on 5th Avenue to get to 6th Avenue.

From the north to go eastbound across the bridge: Approximately 2.1 miles long, continuing south on East Main Street, turning left on Haledon Avenue and crossing over the river to turn right onto River Street (no left turns are allowed), using Lawrence Street and Straight Street to circle back and go north on River Street to get to 6th Avenue.

The pedestrian detour will utilize a trestle-mounted path south of the bridge between 6th Avenue and East Main Street. A temporary pedestrian traffic signal on East Main Street will guide pedestrians across East Main Street away from the construction area. Sidewalks on the east side of East Main Street and Goffle Road will be closed in the construction area, with signage to direct pedestrians through the temporary detour.

Environmental Process

Technical environmental studies have been completed for ecology, cultural resources, socioeconomics and hazardous materials. These studies were done to support the National Environmental Policy Act documentation. The New Jersey State Historic Preservation Office provided concurrence that the project will result in no adverse effects to adjacent historic properties. The environmental documentation can be completed and submitted for approval. During the FD phase, NJ Department of Environmental Protection permits related to open waters, riparian zones and flood hazard areas will be secured.

6. Community Involvement & Public Outreach

Community involvement and public outreach are required when using federal funds to transportation projects and are instrumental in delivering a successful bridge replacement project. During the LCD study phase, two rounds of meetings were held with local officials, community stakeholders, and the general public. In this LPE phase, tonight's meeting is for the general public, and meetings have previously been held with local officials and community stakeholders. Outreach with local officials, community stakeholders and the public will continue in the future Final Design and Construction phases.

The project website (sixthavenuebridge.com) provides project information and the opportunity for the community and general public to provide input. In addition, comments and questions can be submitted to the project team via the project-specific email address: contactus@sixthavenuebridge.com. Both the project website and project email address will continue through the duration of the project.

7. Question & Answer (Q&A) Session

After the presentation, the meeting was opened to questions. As noted in the meeting guidelines, questions and comments from the Chat were read aloud in order of receipt and Project Team members responded. After all Chat questions and comments were addressed, some attendees used the Raise Hand feature to ask questions and Project Team members responded.

The following is a summary of the questions and comments that were addressed by the Project Team during the meeting:

Questions and Responses:

Q1: We had meetings over this bridge's construction for over five years. How much longer will this take? Two bridges have been built in Patterson during that time, Arch St. and Haledon Ave. Plus the Broadway St. Beautiful Bridge in Paterson and the main bridge has been built off Route 20 to Fairlawn. This has taken a long, long time.

A1: There is a federal process that the County and Project Team must follow to receive the federal funds for the bridge replacement. It has four phases: Local Concept Development, Local Preliminary Engineering, Final Design and then ultimately Construction. Each one of those phases takes approximately 2 years each. There was a gap of time due to advertising and selection of the Project Team between when the Local Concept Development Study phase was completed and the Local Preliminary Engineering phase started. However, the Project Team expects to be on schedule in completing this phase. We're also on schedule to progress to the Final Design phase and then advance to the Construction phase.

Q2: Those girders (*for the bridge structure*) better be super, super strong. During Hurricane Irene, whole cars, all kinds of appliances and tons of garbage impacted the current girders with a strong current and they survived.

A2: The existing truss bridge is technically designated as a temporary bridge. It's been there for 39 years, and it is in safe condition. The County allocates a lot of resources to keep it in a state of good repair, but it has reached the end of its useful life and is recommended for replacement. The new bridge will be able to accommodate similar types of storm forces and will be designed accordingly along with two sidewalks and roadway shoulders to better accommodate vehicles, bicycles and pedestrians.

Q3: In prior meetings they had talked about a launching pad for kayaks. I don't see this in the slides. Will trees be protected or will there be any new plantings?

A3: The current Project Team is not aware of any discussion about a launching pad for kayaks but will revisit previous correspondence to confirm. Regarding trees during construction of the new bridge, some tree removal will be required for access but will be minimized as much as practicable. Trees will be replaced where possible. Riparian zone mitigation may also be required as a condition of the required environmental permits, which would be addressed during the Final Design Phase.

Follow-up Comment3:

Thanks for all the answers. Since the County will buy land, see if the kayak launch pad can be revisited.

Q4: Will they do anything to avoid the turning trucks continuously crashing into the lights when turning right towards 208/287?

A4: As part of the bridge replacement project, the plans include widening the intersection to accommodate trucks turning right to travel northbound without encroaching on southbound traffic. Additionally, the traffic signal mast and equipment will be relocated further from the curb line to avoid any future potential conflicts with vehicles.

Q5: My concern is the project should begin after City of Paterson paves River Street and Route 20 is finished.

A5: The County cannot speak for NJDOT or the City of Paterson, but from the Project Team's understanding the River Street Project should be completed well in advance of this project. For the ongoing Route 20 project, the Team will verify the timeline with NJDOT to ensure any construction activities are coordinated.

Q6: What time frame are we looking at here?

A6: This project is currently in the Local Preliminary Engineering phase and looking to progress to the Final Design phase beginning late spring of this year. The Final Design phase typically takes two years to develop the completed final design plan contract documents that are required for the contractors to bid on, which would include the bridge replacement and all related intersection improvement plans and specifications. Construction of the project is tentatively expected to begin in the winter of 2028 or early 2029.

Q7: When will you be shutting down the bridge and for how long?

A7: Based on seasonal work restrictions, and the required environmental permits which may limit access at certain times of the year, the exact timeframes are still to be determined during the Final Design phase. However, the Project Team has designed the bridge in such a way that it can remain open to traffic for the first staging portion of the project which is anticipated to last 8-9 months. Once demolition of the existing structure begins, the bridge will be closed for an estimated 12 - 16 months. The entire estimated duration of the Construction phase is anticipated to take two years to complete.

Q8: Well, I don't know if anybody here knows what Bunker Hill is. We're an island, for lack of better words. There's only one and a half ways in and one and a half ways out. There's been a lot of construction leading into Bunker Hill, which leads and leaves about a halfway in and a halfway out. Right now, that halfway line is the bridge right now. So how do you propose we get through that?

A8: The project's detour route will utilize the existing infrastructure roadways within the region and was analyzed to ensure heavy truck movements can be accommodated.

Follow-up Comment8:

When you say trucks, you mean city trucks, drivers that go home every day, but we deal with a lot of overnight carriers from California, Florida, Texas, all the states, and they just hate coming to our place to begin with. Now you're closing the artery coming in.

Follow-up A8:

There will be no restrictions on tractor trailers on the County routes in this vicinity.

Q9: Is there going to be a walkway because there are people walking in Bunker Hill? Is there going to be any walkway that they'll be able to enter Bunker Hill from that area or that will be totally shut down?

A9: Pedestrian access across the river will be maintained during construction via a temporary trestle mounted structure on the southern side of the bridge. In the final condition, the bridge will carry two, 5-ft wide sidewalks on both the north and south sides, allowing for increased mobility and connectivity to the existing pedestrian network.

Follow-up Comments9:

Taking the Lincoln Ave. Bridge when you go to River Road and you've got a large 18-wheeler truck and there are cars, it's very difficult to navigate. City of Paterson is very famous for double parking. The ballpark is there, and not only do they double park, they triple park. You can't even get around. Many times, the driver must make a K-turn (*three-point turn*) and go around the other way. If it's Saturday and the ball game is going, how are we going to be able to eliminate that?

- We've got to all work together and understand the problem that goes on. You can't have parking and trucks and cars going through there in a very narrow area while having multiple vehicles going through, you're going to gridlock.
- It's not clear what the answer is, but that's what the problem is, and the project team is going to have to figure that out. I think people on the phone call right now probably know how to do that but can't know everything for every single problem that can arise.

- Also, just keep in mind, there is about 150 to 175 buses that enter into Bunker Hill and exit Bunker Hill every day at peak rush hours.

Follow-up A9:

The Project Team will continue to develop the proposed detour plans during the Final Design phase. There will be ongoing community involvement and future public outreach meetings to provide input, which the County and Project Team appreciates. One of the key goals during the bridge replacement is to maintain business and residential access during the Construction phase.

Both before and after the Q&A session, attendees were informed that official comments to be included in the public record documentation had to be submitted via one of the following methods:

E-mail: contactus@sixthavenuebridge.com

Online: sixthavenuebridge.com

Mail: Michelle Lowry Babula, PE
Deputy County Engineer / Project Manager
Passaic County Department of Engineering
401 Grand Street
Paterson, NJ 07505

Written comments could be submitted through the 30-day public comment period, which ended Friday, March 13, 2026. Comments and questions are welcome at any time, but only those received during the PIC comment period would be included in the official documentation to be included in the LPE Report.

8. Project Next Steps

- The PIC presentation and recording was available to view on the project website throughout the public comment period.
- The PIC Meeting Report would post to the website after 30-day public comment once the report was reviewed and approved by the Project Team and Passaic County.
 - Comments submitted by March 13, 2026 would be included in the report with all personal information redacted.
 - Notification of the posting would be provided through an announcement on the project website and via email to all email addresses on file
- The Project Team would compile all information and required documentation to finalize the Local Preliminary Engineering Report.
- The Intra-Agency Review Committee (IRC) would review the report to concur on advancing the project to the FD phase.

9. Closing Remarks

Nordan Murphy, Passaic County Engineer, thanked the Project Team for the presentation and the public for their questions and input. Participation is always appreciated by the County and contributes greatly to the bridge replacement project.

The meeting was adjourned at 8:00 p.m.

ADDITIONAL NOTES

- Closing remarks ended at approximately 6:52 p.m., however the Project Team remained online in case any other members of the public joined the meeting prior to the scheduled 8:00 p.m. end time. Additional participants did join and their questions were addressed by the Project Team.

- Four (4) PIC comments were received from two (2) separate individuals (see Report Attachment B). For posting on the project website, personal information was redacted from the comments and responses.
- The complete report including the meeting summary and redacted comments was posted to website after 30-day comment period.

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.

Sixth Avenue Bridge LPE Project Team



COUNTY OF PASSAIC
Local Preliminary Engineering for the
Sixth Avenue Bridge Replacement over the Passaic River
City of Paterson, Borough of Prospect Park and Borough of Hawthorne, New Jersey

PUBLIC INFORMATION CENTER SUMMARY
MEETING REPORT

ATTACHMENT A

PIC Meeting Notice



COUNTY OF PASSAIC

Local Preliminary Engineering for the Sixth Avenue Bridge Replacement over the Passaic River City of Paterson, Borough of Prospect Park and Borough of Hawthorne, New Jersey

Online Public Information Center Meeting

The County of Passaic will be hosting an online Public Information Center meeting to inform local residents, organizations, businesses and the general public about the Local Preliminary Engineering phase for the Sixth Avenue Bridge Replacement over the Passaic River. The meeting and project implementation are in cooperation with the New Jersey Department of Transportation (NJDOT) and the North Jersey Transportation Planning Authority (NJTPA).

The purpose of the Public Information Center meeting is to inform the public of the project status and schedule, present preliminary design plans and refinements to the Preliminary Preferred Alternative (PPA) established during the Local Concept Development study phase, and to solicit public input. This meeting is being conducted in conformance with federal and state regulations.

Date: Wednesday, February 11, 2026

Time: 6:00 p.m. – 8:00 p.m.

Place: Online via Microsoft Teams at <https://tinyurl.com/6thAveBridgePIC>

Meeting ID: 262 310 173 254 41 **Passcode:** Ye3QT9BX

Or call in (audio only): 1-412-634-6334 **Phone conference ID:** 813 670 061#



This is an online meeting with a slide presentation and Q&A session. If you have a visual or hearing limitation/disability, contact Michelle Lowry Babula at contactus@sixthavenuebridge.com or 973-881-4450 no later than Friday, February 6, 2026, for assistance.

The public is invited and encouraged to comment on the bridge replacement project. Written comments will be accepted through Friday, March 13, 2026. Comments may be submitted in any of the following ways:

E-mail: contactus@sixthavenuebridge.com

Online: sixthavenuebridge.com

Mail: Michelle Lowry Babula, PE
Deputy County Engineer / Project Manager
Passaic County Department of Engineering
401 Grand Street
Paterson, NJ 07505

Para español, visite sixthavenuebridge.com y desplácese hasta la parte inferior para seleccionar el idioma.

لغة العربية، يُرجى زيارة موقع sixthavenuebridge.com والتمرير إلى أسفل الصفحة لاختيار اللغة العربية.

This meeting is open to all members of the public. For additional information, please visit the project website at sixthavenuebridge.com.

Historic and Cultural Resources

Federal regulations pertaining to the protection of historic properties, referred to as the Section 106 process, require the NJDOT to take into account the effect of proposed projects upon historic resources listed in, or eligible for listing in, the National Register of Historic Places. NJDOT is required to solicit public input to assist it in carrying out the Section 106 process. The Section 106 process promotes an ongoing, public partnership through early and continuous involvement with consulting parties.

The NJDOT strives to balance the public need for safe and effective transportation routes while considering effects to historic properties. If you would like more detailed information on your role as part of the Section 106 process, please reference the Advisory Council on Historic Preservation's *A Citizen's Guide to Section 106 Review*, available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Historic preservation organizations, historical societies, and similar groups, or individuals with information about cultural resources (archaeological or architectural) in the project area are encouraged to attend the Public Information Center or submit comments.



COUNTY OF PASSAIC
Local Preliminary Engineering for the
Sixth Avenue Bridge Replacement over the Passaic River
City of Paterson, Borough of Prospect Park and Borough of Hawthorne, New Jersey

PUBLIC INFORMATION CENTER SUMMARY
MEETING REPORT

ATTACHMENT B

PIC Comments and Responses
(Personal information redacted)



COUNTY OF PASSAIC
Local Preliminary Engineering for the
Sixth Avenue Bridge Replacement over the Passaic River
City of Paterson, Borough of Prospect Park and Borough of Hawthorne, New Jersey

Public Information Center (PIC) Meeting No. 1 – February 11, 2026

Comments and Project Team Responses

Commenter #1

Subject: RE: Sixth Avenue Bridge Replacement Project - Online Public Information Center Meeting, Wednesday 2/11/26, 6-8 p.m.

Date:

From:

To: contactus@sixthavenuebridge.com <contactus@sixthavenuebridge.com>

Hello,

Will the slides and tonight's presentation be recorded and available online afterwards?

Thank you

[REDACTED]

[REDACTED]

Subject: Re: Sixth Avenue Bridge Replacement Project - Online Public Information Center Meeting, Wednesday 2/11/26, 6-8 p.m.
From: contactus@sixthavenuebridge.com
Date: 2/11/2026, 4:04 PM
To: [REDACTED]
CC: Contactus <contactus@sixthavenuebridge.com>

Hello [REDACTED]

Thank you for your inquiry. The Public Information Center Meeting presentation recording and slides will post to the project website an estimated 24-48 hours after the meeting has been held this evening.

Your interest in this bridge replacement project is appreciated.

Sincerely,
Sixth Avenue Bridge Project Team

Michelle Lowry Babula, P.E.
Passaic County Principal Engineer / Project Manager
973-881-4450
contactus@sixthavenuebridge.com

Martine A. Culbertson
Principal / Community Involvement Facilitator
M.A. CULBERTSON, LLC
Tel 856-795-8485
contactus@sixthavenuebridge.com

Subject: RE: Sixth Avenue Bridge Replacement Project - Online Public Information Center Meeting,
Wednesday 2/11/26, 6-8 p.m.

From: [REDACTED]

Date: 2/16/2026, 3:38 PM

To: "contactus@sixthavenuebridge.com" <contactus@sixthavenuebridge.com>

Hello – have the slides been posted yet? I do not see them online

Subject: Re: Sixth Avenue Bridge Replacement Project - Online Public Information Center Meeting, Wednesday 2/11/26, 6-8 p.m.
From: contactus@sixthavenuebridge.com
Date: 2/18/2026, 11:58 AM
To: [REDACTED]
CC: Contactus <contactus@sixthavenuebridge.com>

Hello [REDACTED]

The Public Information Center Meeting presentation and slides are posted to the [Resources](#) page of the project website.

Thank you for your continued interest in this bridge replacement project.

Sincerely,
Sixth Avenue Bridge Project Team

Michelle Lowry Babula, P.E.
Passaic County Principal Engineer / Project Manager
973-881-4450
contactus@sixthavenuebridge.com

Martine A. Culbertson
Principal / Community Involvement Facilitator
M.A. CULBERTSON, LLC
Tel 856-795-8485
contactus@sixthavenuebridge.com

Subject: RE: Sixth Avenue Bridge Replacement Project - Online Public Information Center Meeting, Wednesday 2/11/26, 6-8 p.m.

From: [REDACTED]

Date: 2/18/2026, 12:35 PM

To: "contactus@sixthavenuebridge.com" <contactus@sixthavenuebridge.com>

Thank you! I do have one request I would like to formally submit to this project – as a Manufacturing firm in the Bunker Hill SID, [REDACTED], Paterson (just across the 6th ave bridge), this area does NOT have adequate electrical utilities supplied by PSE&G (the area only has antiquated 4kV lines instead of more modern 13kV lines). It is limiting our ability to grow the business, since adequate electrical power cannot be supplied to us.

PSE&G has said to us that 13kV lines would need to be brought in from across the river. Since this project is addressing electrical utilities with PSE&G already, I would like to request that it please be looked into to bring over 13kV lines to this area of Paterson, during the construction of this new bridge.

If you need any additional information, or would like to discuss this further, please feel free to contact me at the number below.

Thank you very much in advance!

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

Subject: Re: Sixth Avenue Bridge Replacement Project - Online Public Information Center Meeting, Wednesday 2/11/26, 6-8 p.m.
From: contactus@sixthavenuebridge.com
Date: 3/27/2026, 3:28 PM
To: [REDACTED]
CC: Contactus <contactus@sixthavenuebridge.com>

Hello [REDACTED]

Thank you for your comments. The Project Team does coordinate with the utility companies, however, the utilities, such as PSE&G, are independent from the bridge replacement project. Your comments regarding the need for adequate electrical supply will be forwarded to their attention.

Your input and participation in the important bridge replacement project is appreciated.

Sincerely,
Sixth Avenue Bridge Project Team

Michelle Lowry Babula, P.E.
Passaic County Deputy County Engineer / Project Manager
973-881-4450
contactus@sixthavenuebridge.com



COUNTY OF PASSAIC
Local Preliminary Engineering for the
Sixth Avenue Bridge Replacement over the Passaic River
City of Paterson, Borough of Prospect Park and Borough of Hawthorne, New Jersey

Public Information Center (PIC) Meeting No. 1 – February 11, 2026

Comments and Project Team Responses

Commenter #2

FEB 4 2026

PROSPECT PARK N.J.
JAN 29, 2026

DEAR MS. BABULA,

my NAME IS [REDACTED] I LIVE IN
PROSPECT PARK [REDACTED] file

I HAVE WALKED BACK AND FORTH TO WORK
OVER THAT BRIDGE FOR OVER 35 YEARS. I KNOW
THE TRAFFIC THAT GOES OVER IT.

I DON'T KNOW WHERE YOU OR THE ENGINEERS
ARE FROM, BECAUSE YOU AND THE MAYOR OF PATERSON
HAVE NO CLUE WHAT A TRAFFIC JAM THERE WOULD
BE ON THE OTHER BRIDGES THAT GO TO AND FROM
PATERSON.

WERE YOU IN OFFICE YEARS AGO WHEN THEY
DID THE LINCOLN AVE BRIDGE IN HAWTHORNE,
OR THE SMALL BRIDGE IN FAIRLAWN? THESE 2 BRIDGES
TOOK 2 YEARS OR MORE TO FINISH. I THINK IT'S BECAUSE
EVERYTIME YOU WOULD GO BY THAT AREA, YOU SAW ABOUT
5 GUYS ACTUALLY DOING WORK AND ABOUT 10 GUYS
JUST WATCHING (ENGINEERS)?

JUST HOW LONG DO YOU THINK IT IS GOING TO
TAKE YOUR PEOPLE TO FINISH THIS JOB?

JUST BECAUSE A TRUCK HIT THIS BRIDGE LAST MONTH
YOU THINK THIS BRIDGE NEEDS TO BE FIXED?
THIS BRIDGE WAS BUILT OVER 50 YRS AGO, WHEN THERE
WASN'T SO MANY BIG TRUCKS TRYING TO GO OVER IT.

YOU WOULD A BRIDGE FROM HAWTHORNE OVER THE
RIVER INTO THE BUNKER HILL SECTION OF PATERSON
FOR THESE BIG TRUCKS.

IF I WAS AN ENGINEER I WOULD THINK

ABOUT THIS.

BUT THEN AGAIN I'M NOT AN ENGINEER,
I'M JUST [REDACTED] WITH COMMON SENSE.

I STILL WORK IN BUNKER HILL AND GO OVER
THIS BRIDGE 5 DAYS A WEEK, BUT I NO LONGER
WALK.

SINCERELY,

[REDACTED]



**County of Passaic
Administration Building**

401 Grand Street • Paterson, New Jersey 07505-2023

OFFICE OF THE COUNTY ENGINEER

Room 524

TEL: (973) 881-4456

FAX: (973) 742-3936

TDD: (973) 279-9786

Nordan Murphy, P.E.

County Engineer

March 30, 2026

RE: Public Information Center Comments
Local Preliminary Engineering Phase for the
Sixth Avenue Bridge Replacement over the Passaic River
City of Paterson, Borough of Prospect Park and Borough of Hawthorne, New Jersey

Dear [REDACTED]

Thank you for your comments. The existing bridge is structurally, geometrically, and operationally deficient, and after a number of alternatives for improvements were presented during the Local Concept Development Study, it was determined that a full replacement of the bridge is necessary. The project website has a section providing the meeting reports from the LCD Study justifying the need to replace the bridge.

Due to the type of the existing bridge structure, it is not possible to build the new bridge while keeping a part of the existing bridge open to traffic. It must be closed to all vehicle traffic and multiple detours are proposed to assist in re-directing traffic in the area. A temporary bridge will be provided during construction to allow pedestrians to continue to cross the river. The new Sixth Avenue bridge replacement will have two sidewalks and roadway shoulders on each side to enhance access and safety for pedestrians and vehicles.

The start of construction and duration is dependent upon factors such as permit timing requirements, utility relocations, and funding availability, which will be determined in the next Final Design (FD) phase. However, construction is anticipated to begin after the FD phase is completed and the bridge replacement project has been awarded to a Contractor. Once the construction phase has been authorized, the estimated construction duration is 3 years. Please visit the website for further updates as the project progresses.

Your input and participation in this important bridge replacement project are appreciated.

Sincerely,

Sixth Avenue Bridge Project Team

Michelle Lowry Babula, P.E.

Passaic County Deputy County Engineer / Project Manager
973-881-4456

contactus@sixthavenuebridge.com