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# **Bridge & Intersection Improvements at Market Street, Essex Street and Rochelle Avenue/Main Street**

Borough of Lodi, Townships of Rochelle Park & Saddle Brook, Bergen County



**Local Preliminary Engineering – Public Information Center Meeting**

July 21, 2026



# Presentation Agenda

- Project Status/Community Involvement
- Project Location
- Purpose and Need
- Existing Conditions
- Proposed Improvements
- Partial ROW Acquisitions
- Construction Detour
- Project Schedule

## Project Status

- Multi-year delay for cultural resource documentation approvals related to historic Cornelius Demarest House
- Federal Procedure for the National Environmental Policy Act (NEPA) requires that a current round of public outreach meetings be completed to obtain the environmental document for this project and complete the Local Preliminary Engineering Phase

# Community Involvement

- Local Concept Development Phase
  - Resolutions of Support
- Local Preliminary Engineering Phase
  - Meetings with Local Officials and Affected Property Owners in December 2018
  - Public Information Center (PIC) held in April 2019

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## PROJECT LOCATION MAP



## Purpose and Need

- Improve safety and traffic operations for each leg of the intersection.
- Intersection is a major link to regional roadways including the area's only trauma center.
- Intersection crash rate higher than the statewide average for number of rear-end collisions and injuries and is not ADA compliant.
- Motorists experience extensive delays at the intersection due to high traffic volume and insufficient number of lanes.
- The west leg of the intersection includes a bridge over Saddle River, which is deemed "Functionally Obsolete" due to the narrow roadway width on the bridge.

## Existing Roadway – Market/Essex Street

- Market Street/Essex Street in East-West direction
- Rochelle Avenue/Main Street in North-South direction



## Existing Roadway – Market/Essex Street

- West Leg of Intersection (Market Street):
  - 15' EB Lane
  - 15' WB Lane



## Existing Roadway – Market/Essex Street

- East Leg of Intersection (Essex Street):
  - 15' EB Lane
  - 11' WB Through and Right Turn Lane
  - 10' WB Left Turn Only Lane



## Existing Roadway – Rochelle Ave./Main St.

- North Leg of Intersection (Rochelle Avenue):
  - 15' NB Lane
  - 15' SB Lane



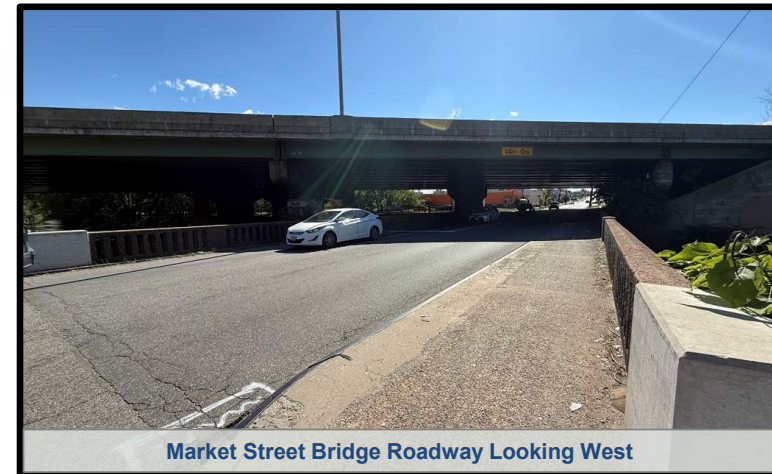
## Existing Roadway – Rochelle Ave./Main St.

- South Leg of Intersection (Main Street):
  - 14' NB Lane
  - 14' SB Lane
  - 5' NB and SB Shoulders



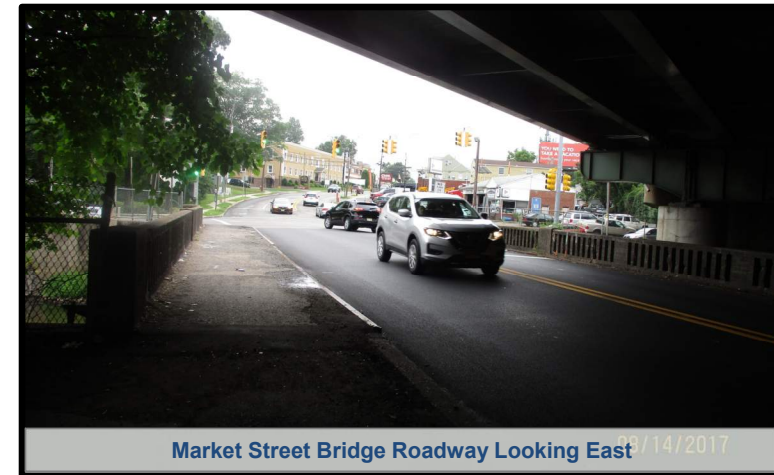
## Existing Bridge Information

- Year Built: 1923
- Bridge Dimensions: Two spans, 91-feet-long by 41 feet and 6 inches wide
- Superstructure: 26" and 30" deep concrete encased steel beams with 8½" thick concrete deck
- Substructure: Concrete gravity wall abutments and pier



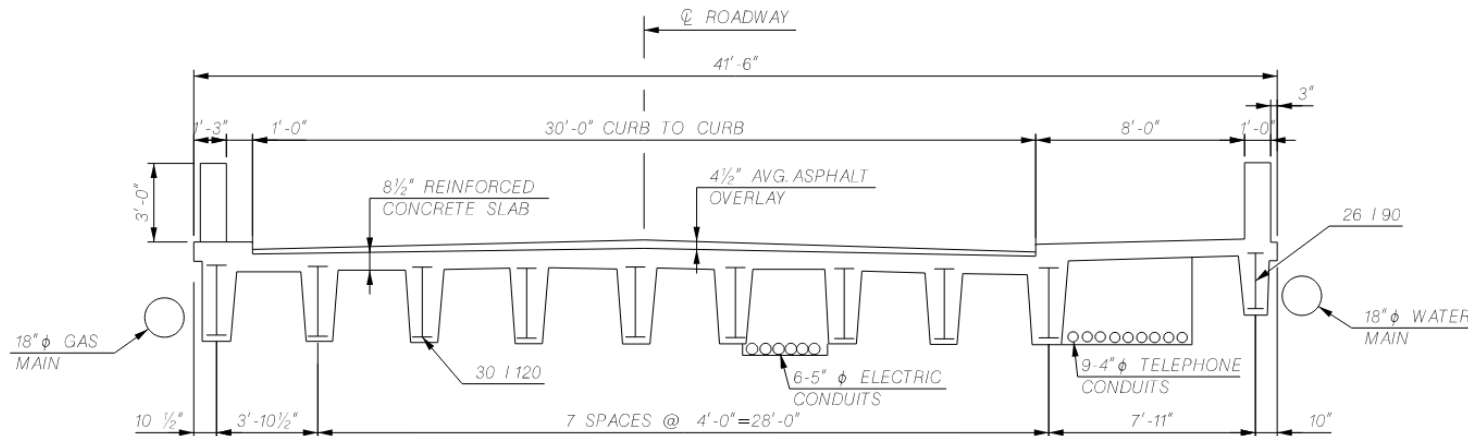
## Existing Bridge Information

- Adjacent Route 80 bridge constructed over the Market Street Bridge in 1961
- Foundations for the Route 80 bridge constructed adjacent to the abutments and pier of Market Street Bridge
- 14'-3" vertical clearance over the Market Street Bridge below the Route 80 Bridge



## Existing Bridge Information

- Bridge furnishes 30 feet clear roadway between curbs
- 8-foot sidewalk on north side of bridge
- Utilities supported by bridge
  - Gas, Electric, Telephone and Water



## Existing Bridge Condition

- Bridge is in overall “Fair” condition (Rating = 5) due to the condition of the substructure
- Sufficiency Rating = 58.0 (out of 100)
- Classified as “Scour Critical”

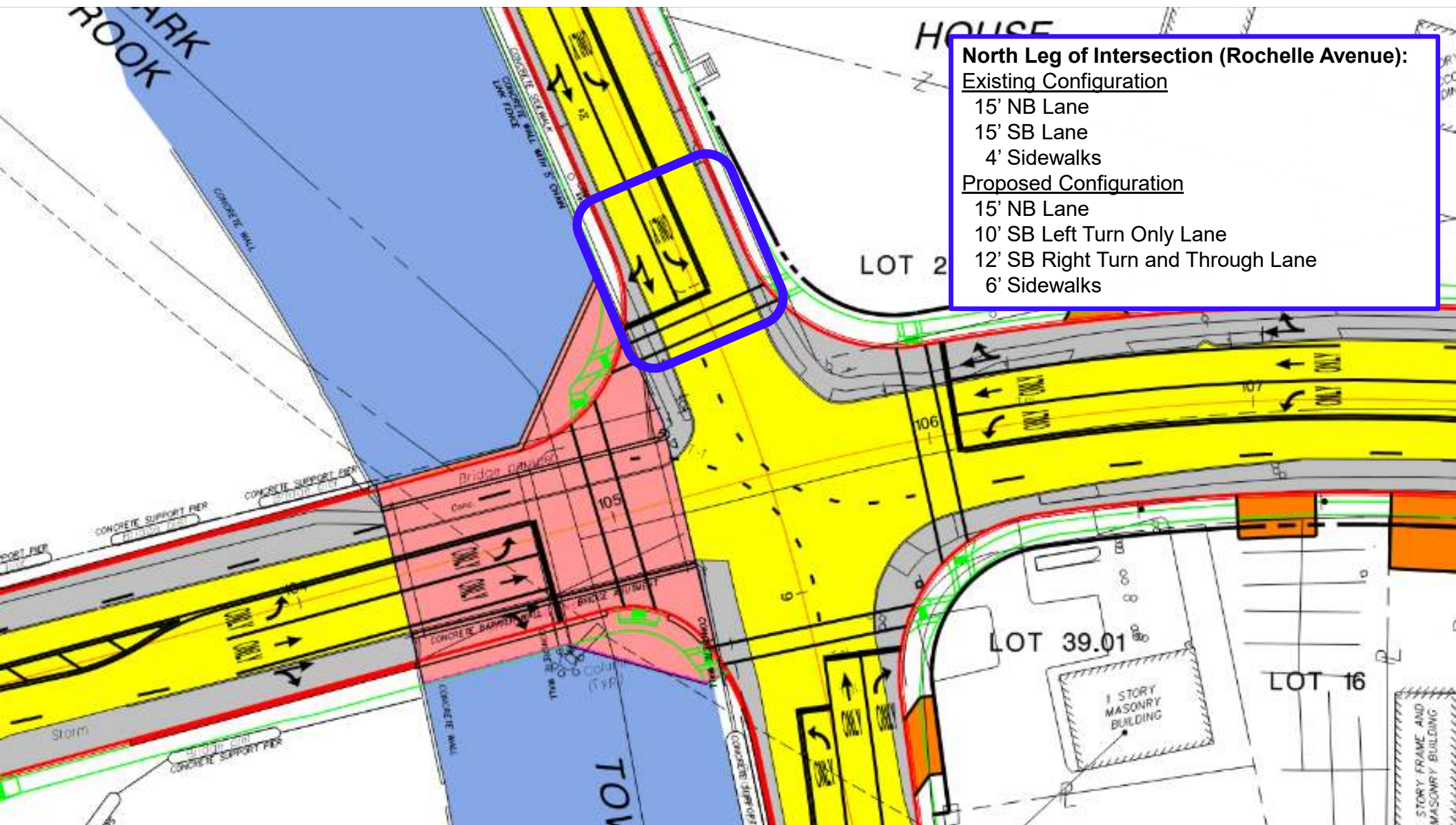
## Substandard Design Elements

- Roadway cross slopes less than 1.5% minimum required
- No superelevation along curved portion of Essex Street
- Sag vertical curve on Essex Street does not meet minimum required length
- No right shoulders at all legs of intersection where 8' minimum required
- Underclearance below I-80 Bridge is 14'-3" where 16'-6" is required
- Bridge classified as "Functionally Obsolete" due to substandard roadway width on the bridge (30' where 32' minimum is required)

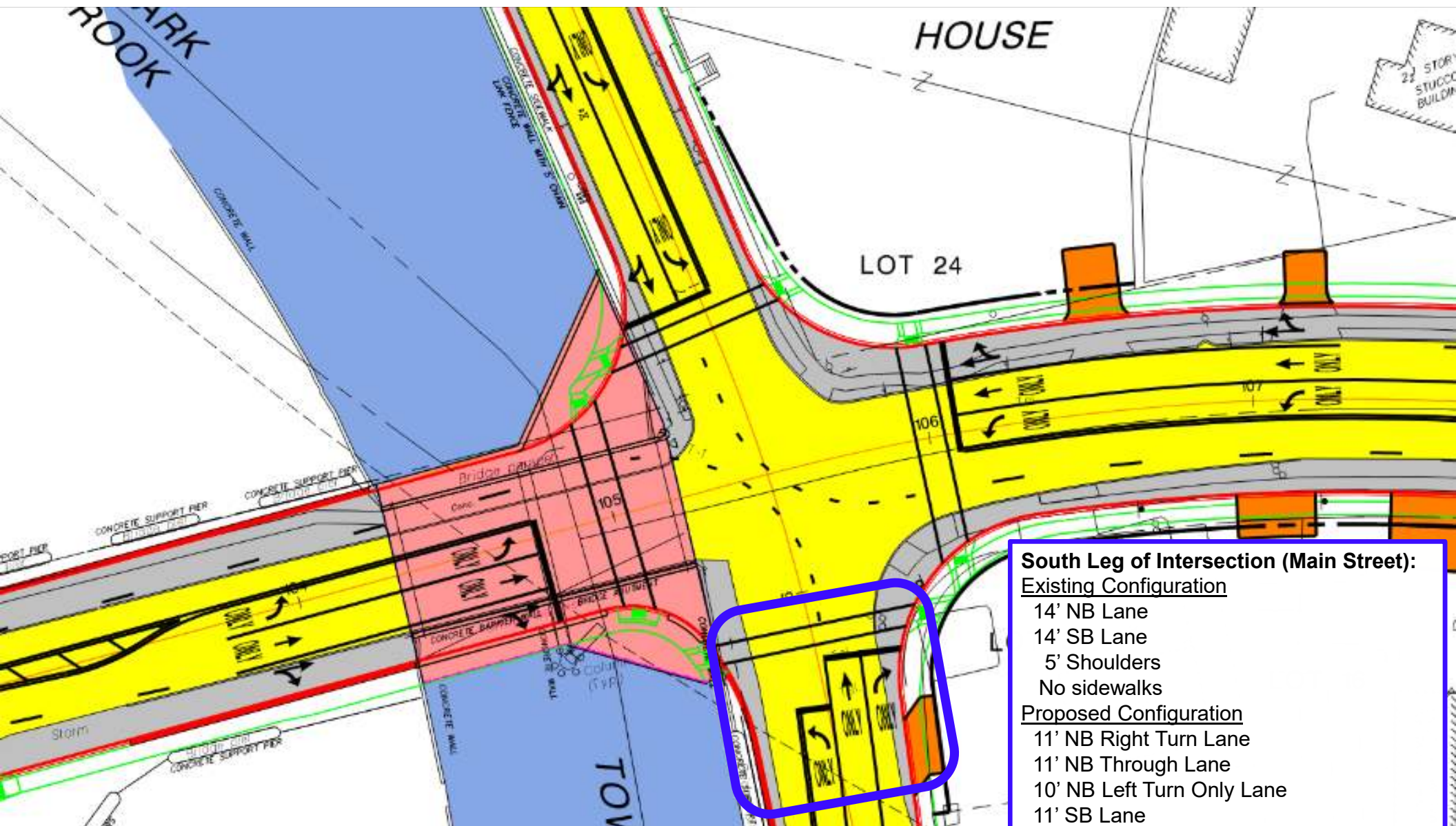
## Proposed Improvements

- Acquire ROW strip takings as necessary for roadway widening
- Relocate utilities
- Widen three legs of the intersection prior to bridge work
- Replace the 2-lane bridge with a 5-lane bridge, close bridge during construction and detour traffic
- New traffic signal, pavement reconstruction/resurfacing and striping
- Pedestrian crosswalks and ADA ramps on all 4 legs of the intersection

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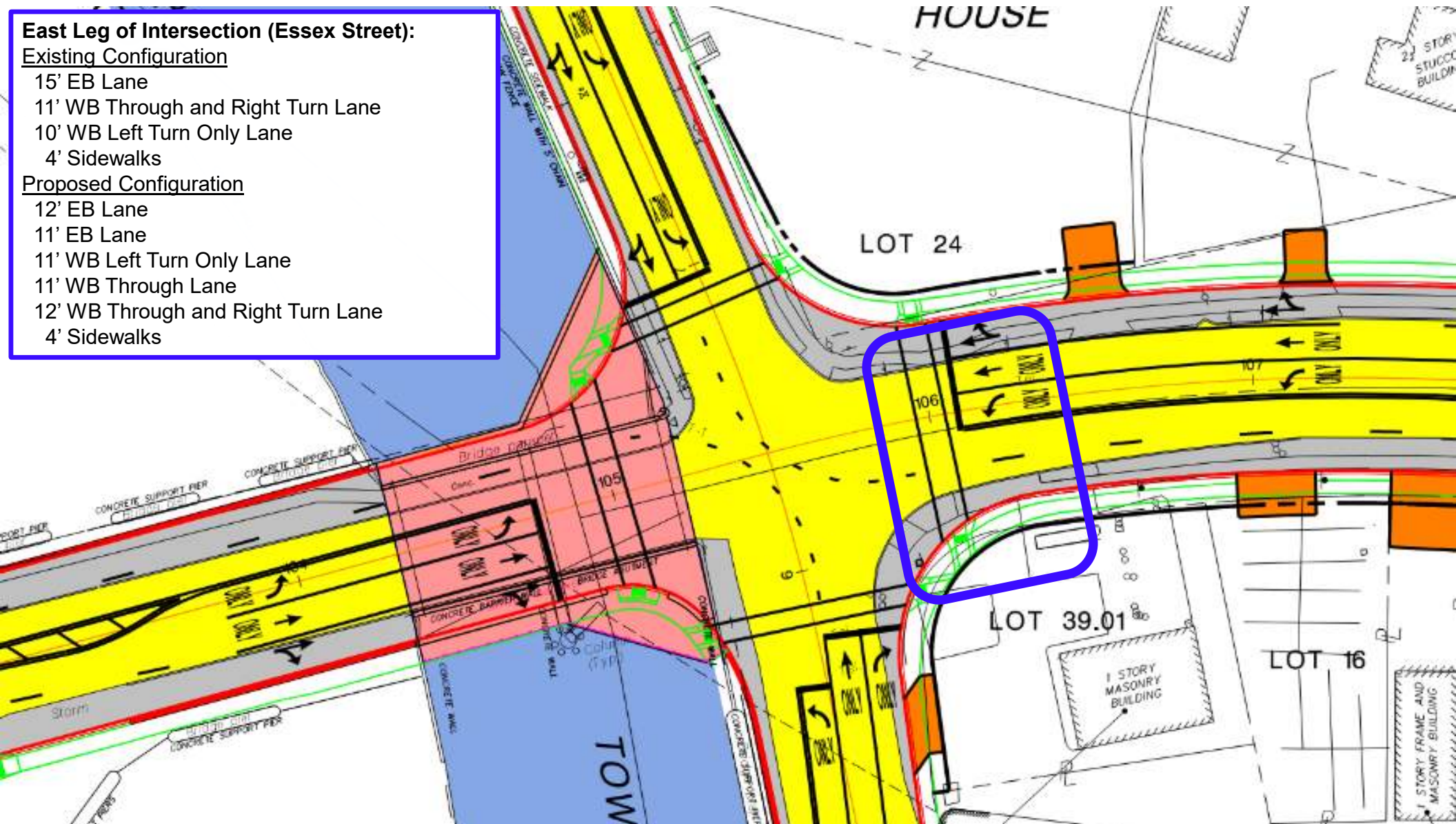
**East Leg of Intersection (Essex Street):**

Existing Configuration

- 15' EB Lane
- 11' WB Through and Right Turn Lane
- 10' WB Left Turn Only Lane
- 4' Sidewalks

Proposed Configuration

- 12' EB Lane
- 11' EB Lane
- 11' WB Left Turn Only Lane
- 11' WB Through Lane
- 12' WB Through and Right Turn Lane
- 4' Sidewalks



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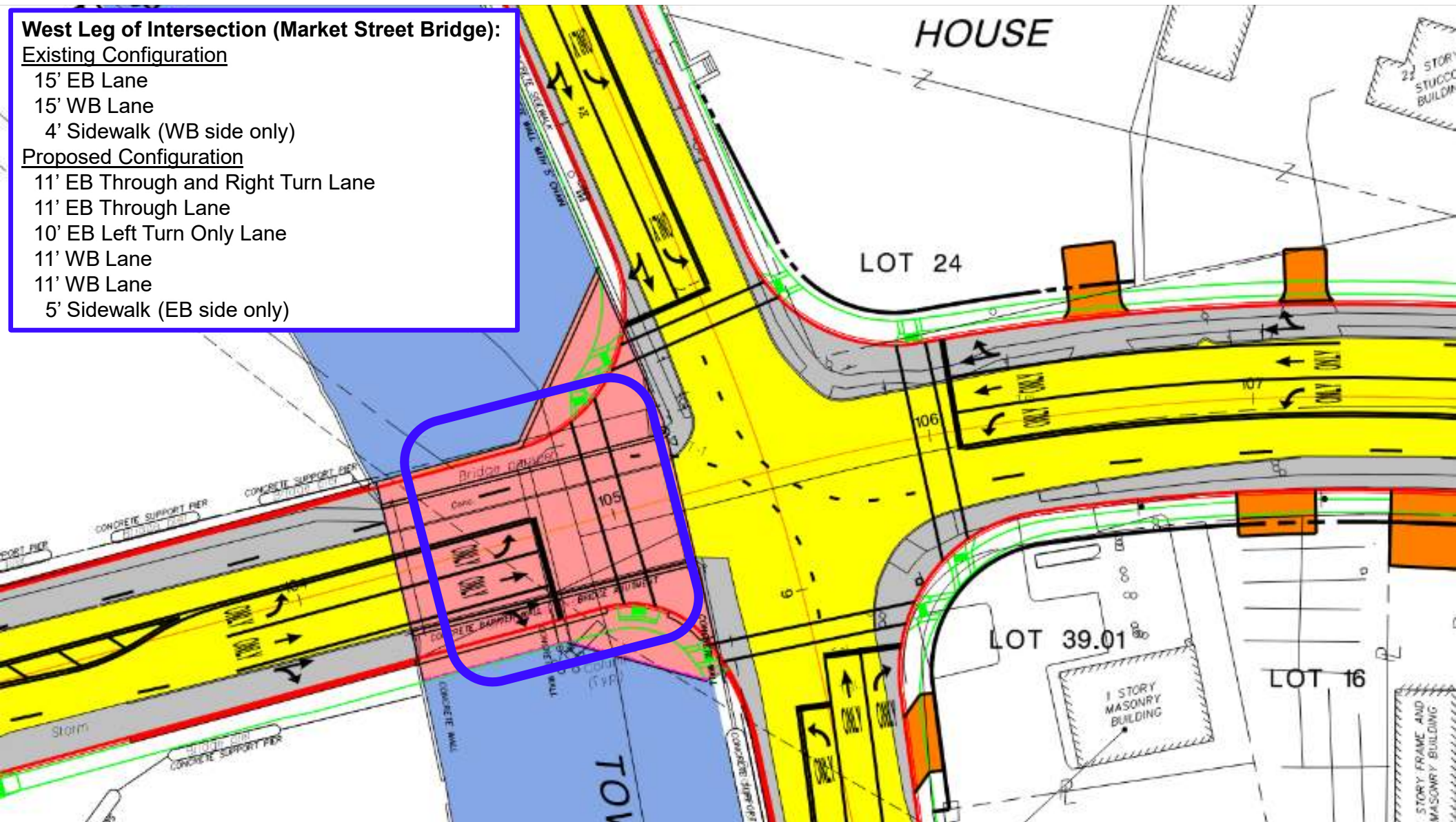
**West Leg of Intersection (Market Street Bridge):**

Existing Configuration

- 15' EB Lane
- 15' WB Lane
- 4' Sidewalk (WB side only)

Proposed Configuration

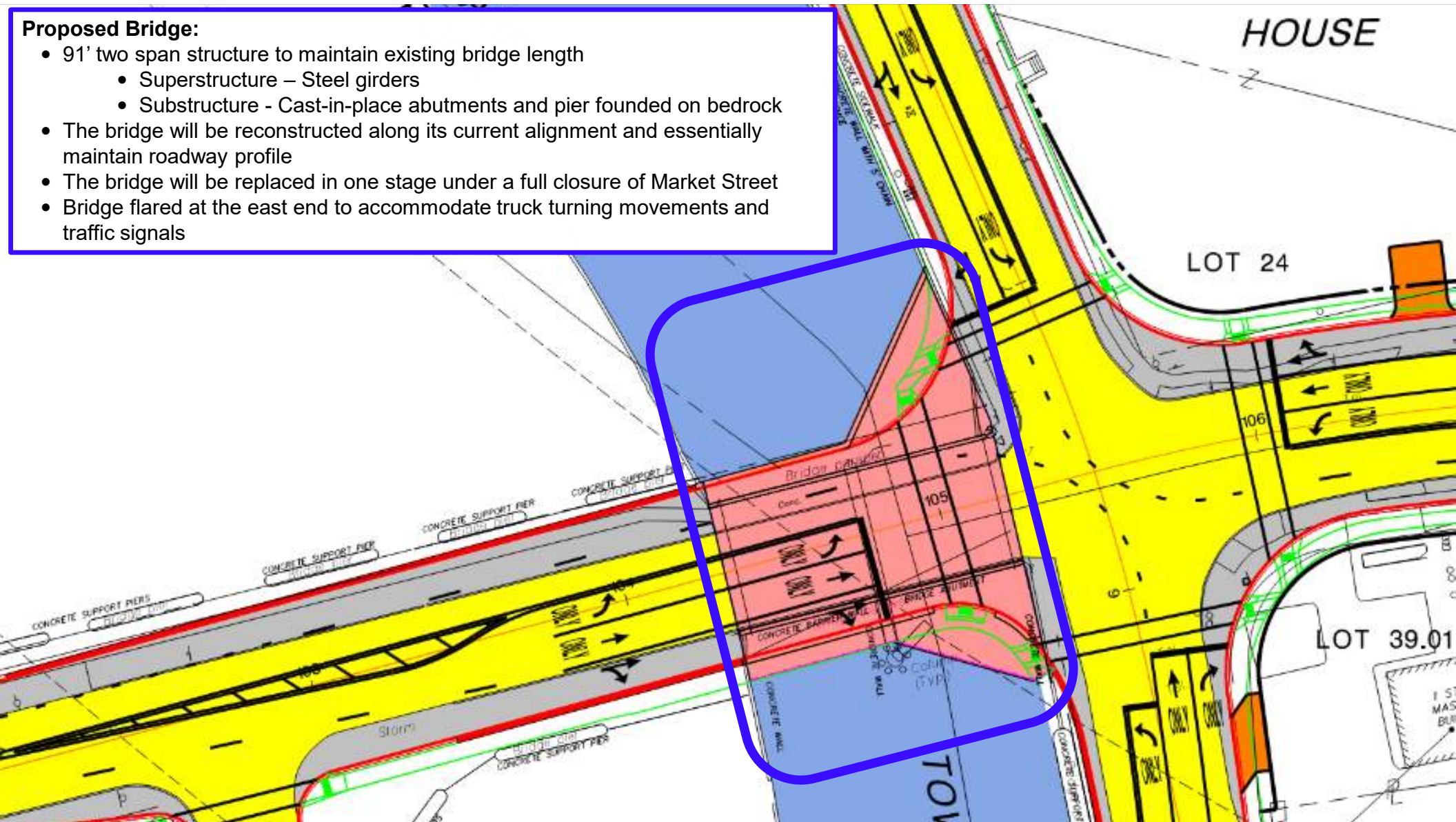
- 11' EB Through and Right Turn Lane
- 11' EB Through Lane
- 10' EB Left Turn Only Lane
- 11' WB Lane
- 11' WB Lane
- 5' Sidewalk (EB side only)



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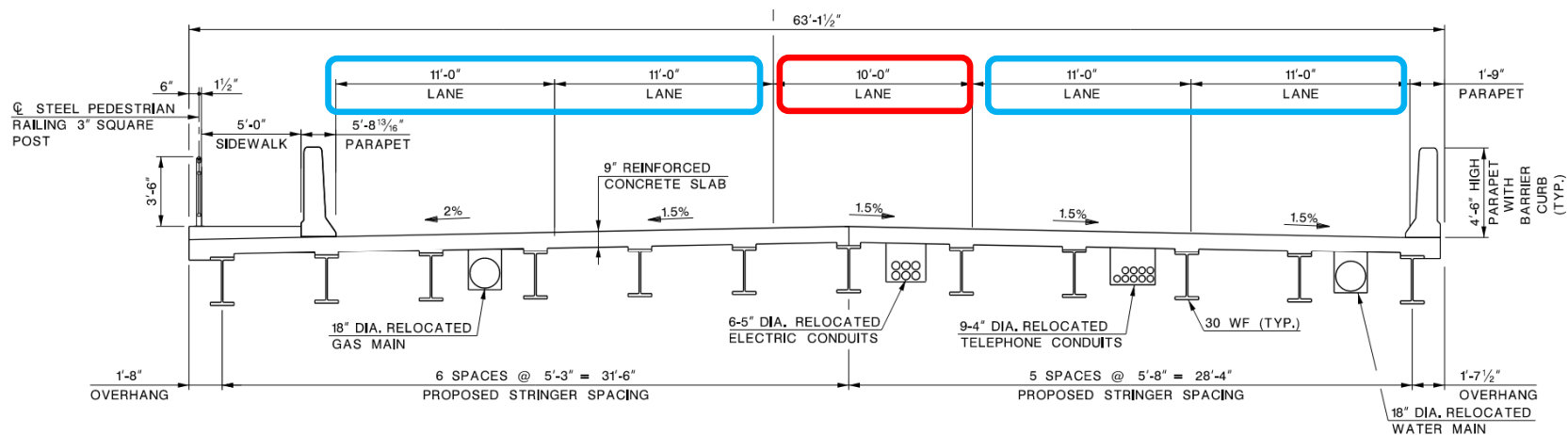
## Proposed Bridge:

- 91' two span structure to maintain existing bridge length
  - Superstructure – Steel girders
  - Substructure - Cast-in-place abutments and pier founded on bedrock
- The bridge will be reconstructed along its current alignment and essentially maintain roadway profile
- The bridge will be replaced in one stage under a full closure of Market Street
- Bridge flared at the east end to accommodate truck turning movements and traffic signals



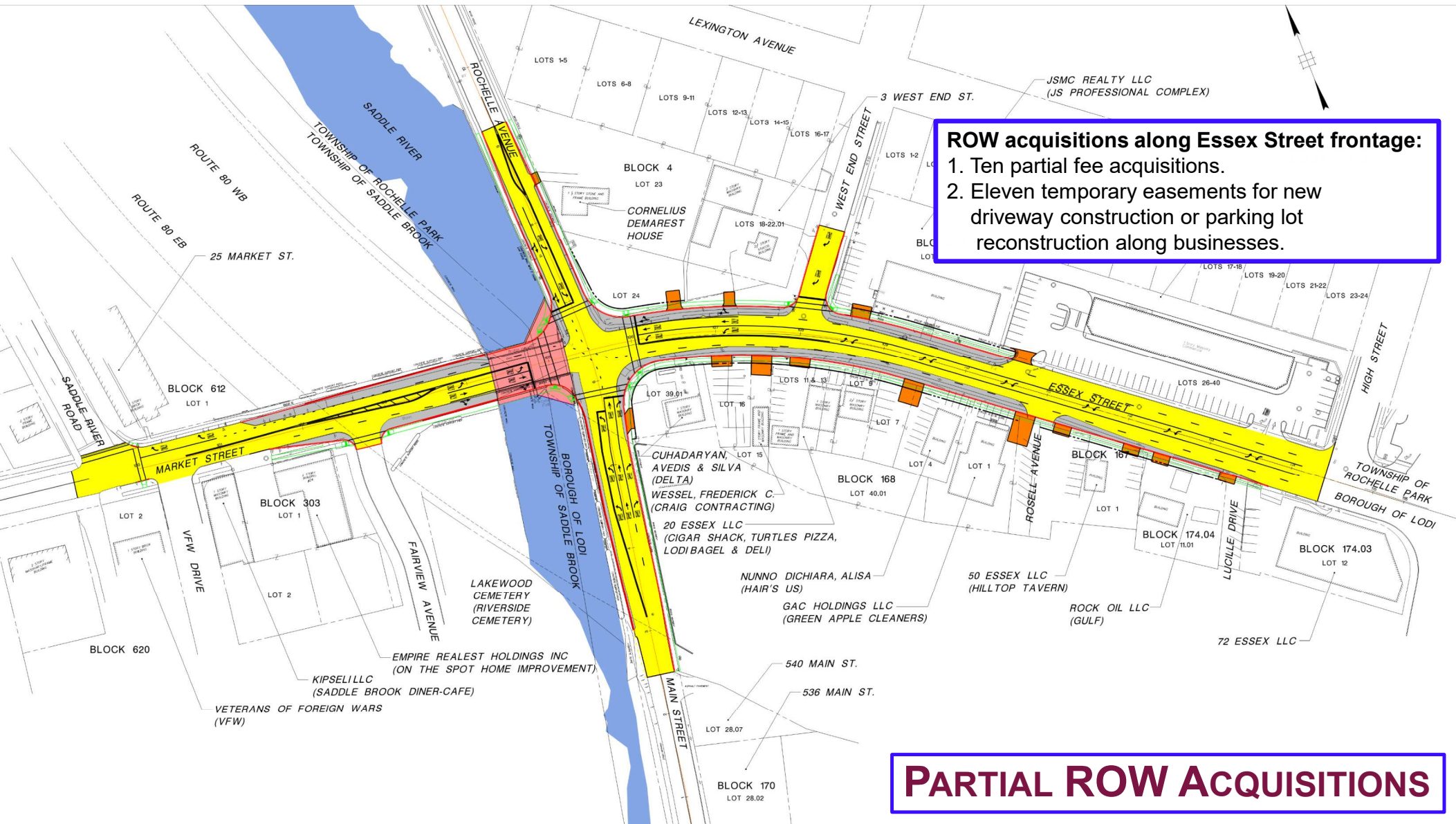
## Proposed Bridge Section

- Proposed bridge furnishes 54-foot clear roadway between curbs
  - Two 11' through lanes each direction and 10' left turn EB lane
  - 5-foot sidewalk on south (eastbound) side
  - Bridge carries gas, water, electric and telephone utilities

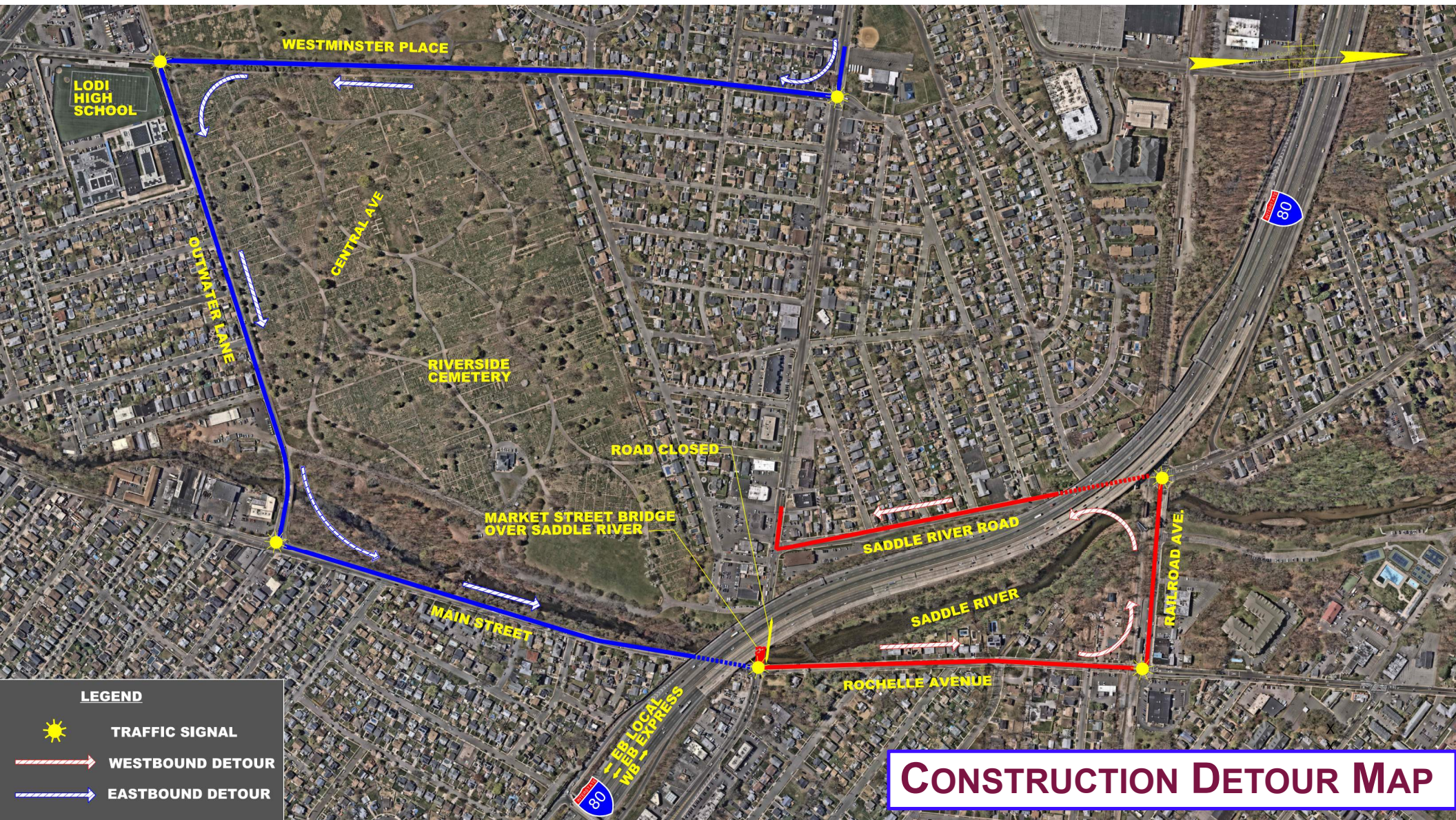


PROPOSED BRIDGE SECTION  
(LOOKING WEST)

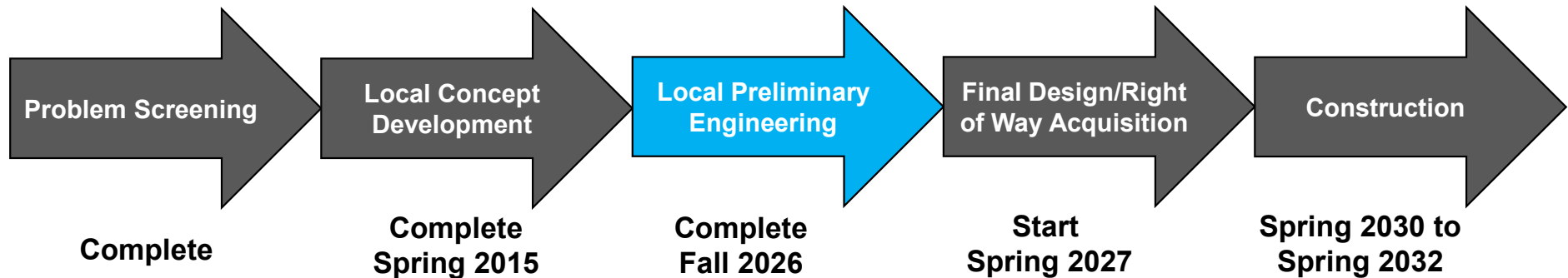
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## Tentative Project Schedule and Next Steps



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# Comments / Questions

