



**COUNTY OF HUDSON / COUNTY OF ESSEX**  
**Local Preliminary Engineering Phase for the**  
**Clay Street Bridge Replacement over the Passaic River**  
**Borough of East Newark and City of Newark, New Jersey**



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**PUBLIC INFORMATION CENTER SUMMARY**  
**MEETING REPORT**

DATE: Monday, April 27, 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 and PIC Notice was posted to the What's New page of the project website where the notice could be viewed in English, Spanish and Portuguese.
- Local officials for East Newark, Newark, Kearny and Harrison 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 Record* 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 sixteen (16) Project Team members also participated.

**1. Welcome and Introductions – Opening Remarks**

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

- Keep all phones/mics on mute and cameras off during the presentation.

- Questions could be submitted through the meeting Chat feature at any time during the presentation.
- 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.
- If time allowed after all Chat questions and comments were addressed, participants could use the Raise Hand feature and unmute to ask questions.
- Q&A would end around 7:55 for closing remarks.
- The meeting would officially close at 8:00 p.m.
- The meeting was being recorded and the recording would be posted to the project website.

The meeting agenda was reviewed, then key project team members from Hudson County, Essex County, the Hardesty and Hanover team, New Jersey Department of Transportation (NJDOT) and the North Jersey Transportation Planning Authority (NJTPA) were introduced using a presentation slide.

Mark Kataryniak, P.E., Hudson County Engineer, and Joseph Glembocki, P.E., Hudson County Assistant County Engineer, provided opening remarks, thanking attendees for their participation in the meeting and noting the following points:

- The Clay Street Bridge is one of three bridges jointly owned by Hudson and Essex Counties.
- The nearby Bridge Street Bridge is also being replaced and is further along in the process.
- Continued participation, support and input from local officials, stakeholders and the public is important to the process and appreciated by the Hudson County and Essex County.

The meeting was then turned over to the Hardesty and Hanover team for the presentation.

## **1. Project Overview – LPE Phase**

Bruce Riegel, the H&H Project Manager, provided an overview of the existing bridge and the proposed bridge replacement project.

- The bridge was built in 1908 and has been rehabilitated numerous times.
- A Local Concept Development (LCD) Study was completed in 2020 and determined the bridge needs to be replaced.
- The current phase, Local Preliminary Engineering (LPE), commenced in December 2023 and is expected to be completed by this Summer 2026.
- The project is federally funded with oversight provided by NJDOT and the North Jersey Transportation Planning Authority (NJTPA).
- The limits of the project are from Passaic Street in the City of Newark to the Passaic Avenue intersection in the Borough of East Newark.

Challenges and limitations with the project include

- Maintaining the required navigational channel for the river with the proposed bridge replacement;
- Impacts to geometric considerations with raising the roadway profile due to the limited distance from the bridge to adjacent intersection in East Newark and in the City of Newark;
- A skewed alignment at the west approach to the bridge.

Existing conditions based on the 2022 bridge evaluation report indicate the bridge is still in serious overall condition. It is structurally deficient due to the condition of its superstructure with widespread section losses. The substructure is in fair condition with the waterway/channel protection in poor condition. The bridge is also considered fracture critical due to the bridge type.

### Navigational Channel

- The Passaic River is a navigable waterway under the jurisdiction of the United States Coast Guard. The bridge replacement does require a U.S. Coast Guard (USCG) permit, and this project was coordinated with the USCG in the LCD phase.
- The bridge replacement should accommodate the existing and future users of the waterway. Currently, the predominant usage of the waterway in the project vicinity is mostly recreational.
- The major non-recreational users of the river in the project vicinity are New York City fire boats and the Passaic Valley Sewer Commission (PVSC).
- The fire boats need 18-foot vertical clearance over mean-high water to pass under the new proposed bridge.
- The PVSC skimmer vessel that cleans the river for recreational users needs a 16-foot vertical clearance over mean-high water.
- The needed clearance will be provided by the proposed new bridge, including a new bascule span over the river and a 75-foot-wide channel.

### Local Capital Delivery Process

The Local Capital Delivery Process consists of four phases:

- The first phase was the LCD Study which was completed in June of 2020. In that phase, the purpose and need for the project was established, and the most prudent alternative was selected to advance the design and construction while obtaining consensus from the public.
- The project is now in the next Local Preliminary Engineering (LPE) phase, that has been ongoing since December 2023. The predominant goal for the LPE phase is to complete engineering to establish the entire footprint of the project, and to also complete the environmental documentation upon which the County can continue to attain federal funding for the future final design and construction phases.
- In the Final Design (FD) phase, the contract plans and documents will be completed, construction permits will be obtained, and any needed right of way will be secured. The duration of the FD phase is expected to be two years.
- The final phase will be Construction, which is not expected to commence until the Bridge Street Bridge has been fully replaced and construction completed so it's fully open to traffic before the Clay Street Bridge is to be closed for bridge replacement.

Community outreach continues throughout each phase, and the project website is kept updated for continued transparency.

### LPE Phase Work Effort

The LPE work effort includes the development of preliminary highway structural and identifying right-of-way impacts in support of the environmental studies and subsequent documentation being completed. The LPE phase for this project also required a follow-up value engineering analysis and cost-benefit analysis.

Value engineering (VE) analyses are conducted for all federally funded bridge replacement projects exceeding \$40 million. The VE analysis conducted in the LCD phase of this project was inconclusive as to whether a movable bridge or a high-level fixed span bridge was a more prudent replacement alternative. A follow-up VE analysis was recommended and conducted in June of 2024 when more updated engineering survey information was available and complete geometric design could be performed.

Using the additional information from the second VE analysis, along with a cost-benefit analysis, it was determined that a moveable span bridge replacement is more prudent than a fixed span bridge. Beyond

cost differences, the moveable bridge is more prudent in terms of compatibility for pedestrians, less right-of-way impacts, minimized environmental impacts, visual impacts, and future sea level rise.

## **2. Hudson County / Essex County Clay Street Bridge Replacement over the Passaic River**

### **Bridge Replacement and Intersection Improvements**

- The new bridge will be 68 feet wide.
- It will have two 12-foot-wide eastbound lanes - one through lane and one left turn lane at the Passaic Ave intersection.
- It will have one 12-foot-wide westbound lane.
- There will be 8-foot-wide sidewalks on each side of the bridge.
- There will be 6-foot-wide shoulders in each direction which also will serve as bike lanes.
- At the southbound Passaic Avenue approach in East Newark, an exclusive right-hand turn lane was added by Hudson County in 2025 to address the high rate of vehicle crashes.
- At that intersection, this project will provide upgraded pedestrian signals with countdown heads, push buttons, and ADA compliant curb ramps.

### **Preliminary Preferred Alternative (PPA)**

#### **The PPA**

- meets the Purpose and Need Statement and all goals and objectives established in the LCD phase by having 18-foot vertical clearance and a single 75-foot navigable channel;
- has minimal right-of-way and environmental impacts as compared to all feasible fixed bridge alternatives;
- eliminates the horizontal skew angle on the west side; and
- is supported by the community and the general public, and Resolutions of Support were obtained from Newark, East Newark, Kearny, Harrison, Essex County and Hudson County.

### **Bridge Cross-Section and Profile**

Standing on the Newark side and looking east, the existing bridge is about 60 feet wide with just two lanes of traffic and outside sidewalks.

The proposed bridge is an estimated 8 feet wider, starting with two lanes, roadway shoulders and outside sidewalks from the Newark side. As one continues east toward East Newark, the roadway opens to include a dedicated left turn lane at the Passaic Avenue intersection in East Newark and also has roadway shoulders and sidewalks.

The intersection will align better with Central Avenue, making it easier for vehicles to traverse through the intersection.

There is a high point toward the middle of the bridge to accommodate the required 18-foot clearance, but grading on the approaches and the bridge itself will not be steeper or difficult for pedestrians or bicycles to cross the bridge.

### **Bridge Structure**

One of the biggest improvements to the proposed bridge is its resiliency.

- It is anticipated that the approach spans will be constructed with welded steel plate girders which are lighter than concrete and the sections can be shallower. This will help with constructability as well as resiliency.

- The shallower depth also aids in keeping the superstructure and bearings above the 100-year flood plain.
- The single leaf bascule span over the channel meets the requirement for a 75-foot-wide channel and provides a 24-foot vertical clearance when open. It will be constructed with a closed deck to enhance durability and resiliency for the elements located below the deck.
- In terms of flood resiliency, the intent is to meet standards for NJDOT regulatory climate adjusted sea level rise to protect all mechanical and electrical components. This exceeds the flood elevations from Superstorm Sandy.
- With the bascule span configuration, we are going to utilize an elevated trunnion, an elevated rack and pinion, and independent counterweights. This allows the mechanical electrical system to be above the 100-year flood and Superstorm Sandy elevations and to also obtain resiliency to the regulatory climate adjusted sea level rise.
- Conceptual renderings showed the use of independent counterweights to provide a clear view shed for users across the bridge
- Conceptual renderings also showed control machinery houses on either side of the bridge with architectural features that enhance viewpoints for the operations and include enclosures that provide security for the mechanical and electrical components.
- H&H is coordinating with the City of Newark and Borough of East Newark to design around the combined sewers that outfall through the existing abutments. The intent is to construct around the existing sewers and provide construction specifications and requirements, including vibration monitoring, to help protect these utilities.

#### Partial Bulkhead Reconstruction

In terms of bulkhead reconstruction, permanent sheeting will be placed in front of the existing abutments and new abutments will be construction behind the existing ones with tie ins to the existing bulkheads on each side. Tiebacks and backfill will be provided with the proposed sheeting as necessary to stabilize construction.

#### Right-of-Way and Access Impacts

A diagram of impacted properties at the four corners of the bridge was shown. Those properties will be impacted in some way by construction of the new bridge.

On the Newark side:

- To the north, the contractor will need access from the land to the river so some temporary construction easements and permanent maintenance easements will be needed.
- To the south, impacts are minimal, with some right-of-way acquisition needed due to the bridge improvements.

On the East Newark side:

- The park will be impacted due to improvements to the bridge and roadway widening.
- Over land access to the river will be required and permanent easement rights will be needed.

In the river, riparian grants and licenses will be needed from the NJ DEP (Department of Environmental Protection).

The right-of-way details and acquisitions information will be further developed in the next Final Design (FD) phase of the project. Once in the FD phase, the County will then contact affected property owners via mailed letters to provide right-of-way information and meet to discuss the impacts.

### Estimated PPA Project Costs

The estimated total cost for the project is approximately \$135 million. As the design progresses into the FD phase, the costs will be refined. The current estimates were shown as follows:

| <u>Work Activity</u>     | <u>Anticipated Cost (M)</u> |                                              |
|--------------------------|-----------------------------|----------------------------------------------|
| Roadway                  | \$ 9.8                      |                                              |
| Bridge                   | \$ 97.8                     |                                              |
| Utilities                | \$ 0.4                      | <i>Minor utility relocations anticipated</i> |
| CE/CI                    | \$ 11.0                     | <i>Inspection services</i>                   |
| Right of Way             | \$ 0.3                      |                                              |
| Escalation & Contingency | \$ 16.3                     | <i>15% of the overall cost</i>               |
| <b>Total</b>             | <b>\$ 135.6</b>             |                                              |

### Proposed Detour Plan

The bridge will be closed for approximately two years during construction. Detours on both sides of the bridge will be required. It is anticipated that the traffic will be detoured south to the Bridge Street Bridge or the Route 280/Stickel Bridge. Construction on the Bridge Street Bridge would be completed before construction could begin on the Clay Street Bridge. Detour route options are still being evaluated and will be further developed during the FD phase.

Pedestrian and bicycle detour routes are also still being evaluated and considered, similar to the vehicular detour routes, for their suitability for accommodating walking or cycling and will be further developed during the FD phase as well.

### Environmental & Cultural Resources

During the LPE phase, environmental constraints were identified and applicable investigations and consultations have been initiated. The environmental constraints map developed for the project limits during LCD identifies the following concerns:

- FEMA 100-year floodplain
- NJDOT tidelands limits
- Threatened and endangered species habitats
- 50-foot riparian zone buffer within the Passaic River

There is ongoing coordination with the NJ Historic Preservation Office (NJHPO) regarding cultural resources. The bridge is eligible for the National Register of Historic Places. Replacement of the bridge will have adverse effects on the eligibility. Recommended mitigation measures include interpretive signage, some historic recordation documentation of the structure, and archaeological monitoring during construction.

With this PPA, the environmental considerations have included community support for the PPA. The Categorical Exclusion Document (CED) is being prepared in the LPE phase. The CED is documentation verifying the project complies with the National Environmental Policy. In addition, there is the Section 106 cultural resources coordination, the development of the memorandum of agreement with SHPO, and the programmatic Section 4(f) for historic resources.

### Community Involvement and Public Outreach

Community involvement and public outreach are important aspects required when using federal funds for transportation improvement projects. They continue through all project phases and are instrumental in delivering a successful bridge project.

During the LCD Study, two rounds of meetings were held with local officials, community stakeholders, and the public. In the first round, the Purpose and Need Statement was developed and in the second round, conceptual alternatives were reviewed and a recommended PPA chosen.

During LCD, the input received was instrumental in how the conceptual alternatives were developed and the recommended PPA selected. Stakeholder and public input included the following points:

- The bridge is a vital link between communities on both sides of the river.
- The Clay Street and Bridge Street bridges cannot be closed at the same time.
- Maintain and improve pedestrian and bicycle access and connectivity.
- Widen the bridge for to add outside shoulders and a left turn lane.
- Expand riverfront access.
- Improve access to Clay Street for redevelopment opportunities.

During this LPE phase, outreach and community involvement efforts have included the following:

- LPE introduction letter mailed in January 2024
- Local Officials Meeting No. 1 in January 2024
- Community Stakeholders Meeting in July 2025
- Local Officials Meeting No. 2 on April 13, 2026
- Public Information Center (PIC )Meeting on April 27, 2026
- Project website ([www.claystreetbridge.com](http://www.claystreetbridge.com)) with prior phase information and updated during LPE
- Project email address ([claystreetbridge@gmail.com](mailto:claystreetbridge@gmail.com)) that automatically distributes to the County and team project managers to respond as needed

The project website and email address will be available through the remaining project phases as well.

### **3. Question and Answer Session**

After the presentation, the meeting was opened to questions. 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, participants used the Raise Hand feature to unmute and ask questions for the Project Team members to answer.

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 the following methods:

**E-mail:** [claystreetbridge@gmail.com](mailto:claystreetbridge@gmail.com)

**Online:** [www.claystreetbridge.com](http://www.claystreetbridge.com)

**Mail:** Joseph Glembocki, P.E.  
Hudson Assistant County Engineer  
Division of Engineering  
830 Bergen Avenue, Floor 6B  
Jersey City, NJ 07306

Written comments could be submitted through the 30-day public comment period, which ended Friday, May 29, 2026. Comments and questions are welcome at any time, but only those received during the PIC 30-day public comment period would be included in the official documentation.

### **4. Next Steps**

- The PIC presentation and recording were available to view on the project website throughout the public comment period.
- The PIC Summary Meeting Report would post to the website after 30-day public comment once the report was reviewed and approved by the Project Team, Hudson County and Essex County.
  - Comments submitted by May 29, 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 What's New page 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 (LPE) Report.
- The Inter-Agency Review Committee (IRC) would review the LPE report to concur on advancing the project to the Final Design (FD) phase.

## 5. **Closing Remarks**

Mark Kataryniak, Hudson County Engineer and Joseph Glembocki, Hudson County Assistant County Engineer, thanked everyone for participating and welcome receiving comments and input on the project. They also thanked the Project Team for the excellent presentation. Community input is important and valuable to the advancement of the design for improvements to the Clay Street Bridge.

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

## **ADDITIONAL NOTES**

- Closing remarks ended at approximately 7 p.m., however the Project Team remained online in case anyone had additional questions or any other members of the public joined the meeting prior to the scheduled 8:00 p.m. end time. Additional questions were posed by participants and were addressed by the Project Team.
- Five (5) PIC comments were received from four (4) separate individuals (see Report Attachment B). For posting on the project website, all personal information was redacted from the PIC comments and responses report attachment.
- The PIC meeting report including the redacted comments received with responses provided would post to website after 30-day comment period and upon final approval by Hudson County, Essex County, and the project team.
- The key contact for this bridge replacement project is Joseph Glembocki, P.E., who is the Hudson County Assistant County Engineer and the Clay Street Bridge Project Manager. The Essex County contact for the project is Alexandra Pacelli, Principal Engineer and the Essex County Clay Street Bridge Project Manager. Both can be contacted by email at [claystreetbridge@gmail.com](mailto:claystreetbridge@gmail.com)
- In addition to the local officials of the Borough of East Newark and the City of Newark, the local officials from the Town of Harrison and Town of Kearny have also been actively involved in the project.

*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.*

*Clay Street Bridge LPE Project Team*



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**Public Information Center (PIC) Meeting No. – April 27, 2026**

**Meeting Report Attachment**

**ATTACHMENT A**

**Public Information Center (PIC) Meeting Notice**





**COUNTY OF HUDSON / COUNTY OF ESSEX**  
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**Online Public Information Center Meeting**

The County of Hudson and the County of Essex 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 Clay Street 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:** Monday, April 27, 2026

**Time:** 6:00 p.m. – 8:00 p.m.

**Place:** Online via Microsoft Teams at <https://bit.ly/claystpic>

**Meeting ID:** 269 967 081 598 39 **Passcode:** fi3uG7y8

**Or call in (audio only):** 1-929-336-2435 **Phone conference ID:** 423 643 932#



This is an online meeting with a slide presentation and Q&A session. If you have a visual or hearing limitation/disability, contact the Project Team at [claystbridge@gmail.com](mailto:claystbridge@gmail.com) no later than Monday, April 20, 2026, for assistance.

The public is invited and encouraged to comment on the bridge replacement project. Written comments will be accepted through Friday, May 29, 2026. Comments may be submitted in any of the following ways:

**E-mail:** [claystbridge@gmail.com](mailto:claystbridge@gmail.com)

**Online:** [claystbridge.com](https://claystbridge.com)

**Mail:** Joseph Glembocki, P.E.  
Hudson Assistant County Engineer  
Division of Engineering  
830 Bergen Avenue, Floor 6B  
Jersey City, NJ 07306

Para ver este anuncio en español, visite [claystbridge.com/recent-news](https://claystbridge.com/recent-news). Si desea obtener más información sobre el proyecto, utilice el cuadro situado en la parte inferior de la pantalla para traducir el sitio web.

Para consultar este aviso em português, visite [claystbridge.com/recent-news](https://claystbridge.com/recent-news). Para obter mais informações sobre o projeto, utilize a caixa na parte inferior do ecrã para traduzir o site.

This meeting is open to all members of the public. For additional information, please visit the project website at [claystbridge.com](https://claystbridge.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.



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**Public Information Center (PIC) Meeting No. – April 27, 2026**

**Meeting Report Attachment**

**ATTACHMENT B**

**PIC Comments and Responses**  
**(Personal information redacted)**





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**Public Information Center (PIC) Meeting No. – April 27, 2026**

**Comments and Project Team Responses**

**Commenter #1**



**Subject:** Thank You

**From:** [REDACTED]

**Date:** 4/21/2026, 10:23 AM

**To:** "claystbridge@gmail.com" <claystbridge@gmail.com>

This project is long overdue. I drive the rusty old bridge several times a week and many times it is backed up. I have always feared a collapse. So thank you for this project, especially for safety reasons.

**Subject:** Re: Thank You

**From:** Clay Street Bridge Replacement Project <claystbridge@gmail.com>

**Date:** 5/1/2026, 8:18 PM

**To:** [REDACTED]  
[REDACTED]

Dear [REDACTED]

Thank you for your comments. The bridge is inspected bi-annually for safety. The existing bridge will continue to have routine maintenance and needed repairs to operate until the new bridge is constructed.

Your interest and support for this important bridge replacement project are appreciated.

Sincerely,

Clay Street Bridge Project Team

**Joseph Glembocki, P.E.**

*Hudson Assistant County Engineer*

County of Hudson Department of Roads and Public Property

Division of Engineering

830 Bergen Avenue, Floor 6B

Jersey City, NJ 07306

[claystbridge@gmail.com](mailto:claystbridge@gmail.com)



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**Public Information Center (PIC) Meeting No. – April 27, 2026**

**Comments and Project Team Responses**

**Commenter #2**



**Subject:** Adjacent Land Owner to the Clay Street Bridge

**From:** [REDACTED]

**Date:** 5/28/2026, 11:41 AM

**To:** "claystbridge@gmail.com" <claystbridge@gmail.com>

Good morning,

I am reaching out as my company owns the attached property located adjacent to the Clay Street Bridge.

I was hoping we could schedule a call to discuss the replacement project.

Thanks,



The information transmitted and any attachments is intended only for the person or entity to which it is addressed and may contain confidential and/or privileged material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and delete the material from any computer.

— Attachments: \_\_\_\_\_

[REDACTED]

380 KB

**Subject:** Re: Adjacent Land Owner to the Clay Street Bridge

**From:** Clay Street Bridge Replacement Project <claystbridge@gmail.com>

**Date:** 6/2/2026, 3:43 PM

**To:** [REDACTED]

Dear [REDACTED]

Thank you for your comments, the attached property map and the request to discuss by phone the bridge replacement project. A member of the Hardesty & Hanover (H&H) Project Team will contact you [REDACTED] to review the proposed improvements and potential property impacts.

For your information, Hudson County is the lead agency for this project and works in coordination with Essex County. They both share jurisdiction of the bridge. The H&H Project Team will share the discussion information with Joseph Glembocki, Hudson County Assistant County Engineer and who is the Hudson County Clay Street Bridge Project Manager, and with Alexandra Pacelli, Essex County Supervising Engineer, who is the Essex County Clay Street Bridge Project Manager

Your interest in this important bridge replacement project is appreciated.

Sincerely,

Clay Street Bridge Project Team

Joseph Glembocki, P.E.

Assistant County Engineer

County of Hudson

Department of Roads and Public Property

Division of Engineering

[claystbridge@gmail.com](mailto:claystbridge@gmail.com)

**Subject:** RE: Adjacent Land Owner to the Clay Street Bridge

**From:** [REDACTED]

**Date:** 6/2/2026, 3:57 PM

**To:** Clay Street Bridge Replacement Project <claystbridge@gmail.com>

Thank you. Appreciate the email.

I will look for an email from H&H.





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**Public Information Center (PIC) Meeting No. – April 27, 2026**

**Comments and Project Team Responses**

**Commenter #3**



**Subject:** Bridge is a Mess

**From:** [REDACTED]

**Date:** 4/26/2026, 3:03 PM

**To:** claystbridge@gmail.com

I Called Last Year About Unsafe Railings My 2nd Time!! You Guys Place a sign SIDEWALK CLOSED! people don't care about a sign now all that's there are sandbags and broken signs!! Someone is Going to Fall in !! It's all on you guys!!

---

Sent from my iPhone

—Attachments:—

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Video.mov

1.9 MB

**Subject:** Re: Bridge is a Mess

**From:** Clay Street Bridge Replacement Project <claystbridge@gmail.com>

**Date:** 5/1/2026, 8:20 PM

**To:** [REDACTED]  
[REDACTED]

Dear [REDACTED]

Thank you for your comments. The bridge is inspected bi-annually for safety. The sidewalk closure barricades have been reset along with caution tape. Both Hudson County and Essex County are aware of the railing condition and to have it addressed promptly. A new Maintenance Contract is in process. The contractor is aware of the railing condition and is projected to do the repair work as soon as possible.

The existing bridge will continue to have routine maintenance and needed repairs to operate until the new bridge is constructed. Both Hudson County and Essex County share the jurisdiction and cost responsibility to operate and maintain the Clay Street Bridge. Federal funds will be used to design and construct the new bridge.

Your input and understanding regarding the sidewalk situation are appreciated. Thank you for your continued participation and support for this important bridge replacement project.

Sincerely,  
Clay Street Bridge Project Team

**Joseph Glembocki, P.E.**  
*Hudson Assistant County Engineer*  
County of Hudson Department of Roads and Public Property  
Division of Engineering  
830 Bergen Avenue, Floor 6B  
Jersey City, NJ 07306  
[claystbridge@gmail.com](mailto:claystbridge@gmail.com)

**Subject:** Re: Bridge is a Mess

**From:** [REDACTED]

**Date:** 5/1/2026, 8:56 PM

**To:** Clay Street Bridge Replacement Project <claystbridge@gmail.com>

Barricades are gone they last an hour people don't care either put a concrete barricade or don't bother those posts and bags are you guys wasting money for nothing

Sent from my iPhone

**Subject:** Re: Bridge is a Mess

**From:** Clay Street Bridge Replacement Project <claystbridge@gmail.com>

**Date:** 6/2/2026, 3:39 PM

**To:** [REDACTED]

Dear [REDACTED]

Thank you for your follow-up comments. This is a courtesy reply to inform you that the County secured a Contractor who has fixed the Clay Street Bridge railing and removed the barricades.

Your interest and continued participation in this important bridge replacement project is appreciated.

Sincerely,

Clay Street Bridge Project Team

Joseph Glembocki, P.E.

Assistant County Engineer

County of Hudson

Department of Roads and Public Property

Division of Engineering

[claystbridge@gmail.com](mailto:claystbridge@gmail.com)



**COUNTY OF HUDSON / COUNTY OF ESSEX**  
**Local Preliminary Engineering Phase for the**  
**Clay Street Bridge Replacement over the Passaic River**  
**Borough of East Newark and City of Newark, New Jersey**

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**Public Information Center (PIC) Meeting No. – April 27, 2026**

**Comments and Project Team Responses**

**Commenter #4**



**Subject:** Clay St. Bridge Form Submission #702  
**From:** "Clay St. Bridge" <claystbridge@gmail.com>  
**Date:** 5/19/2026, 9:00 AM  
**To:** [REDACTED] claystbridge@gmail.com

You have a new website form submission:

**1. Name**

[REDACTED]

**2. Email Address**

[REDACTED]

**3. Phone**

[REDACTED]

**4. Would you like to join our mailing list?**

Yes

**5. Message**

Please add bike lanes and a pedestrian walk to the new bridge! Congestion is bad during peak times , and we need more modes of travel that focus on moving the most amount of people (not just cars). Several students, bike deliveristas, and community members walk or bike on the bridge already to get into and come back to Newark. We deserve a bridge that meets everyone's needs and can adapt to our growing communities in West Hudson and Essex County.

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This message was sent from <https://www.claystbridge.com>.

**Subject:** Your Comments Regarding the Clay Street Bridge Replacement Project

**From:** Clay Street Bridge Replacement Project <claystbridge@gmail.com>

**Date:** 6/2/2026, 3:32 PM

**To:** [REDACTED]

Dear [REDACTED]

Thank you for your comments. The new bridge will include a wider 8' (eight-foot) sidewalk and new 6' (six-foot) shoulder that also functions as a bike lane on both sides of the bridge roadway to improve pedestrian access and bicycle mobility. The County and Project Team acknowledge the need for these improvements and with input from the communities during the LCD Bridge Study, pedestrian and bicycle facilities and connectivity became goals noted in the purpose and need for the bridge replacement project.

The proposed bridge roadway cross section was presented at the Public Information Center (PIC) Meeting held online 4/27/26. The proposed wider sidewalks and new roadway shoulders can be viewed in the PIC Meeting Presentation (Slide/Page 19) available on the [Community Outreach page](#) of the project website. There are also renderings of the proposed bridge included in the presentation (Slide/Page 24) to help show what the new bridge will look like.

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

Sincerely,

Clay Street Bridge Project Team

Joseph Glembocki, P.E.

Assistant County Engineer

County of Hudson

Department of Roads and Public Property

Division of Engineering

[claystbridge@gmail.com](mailto:claystbridge@gmail.com)