

= New Jersey Route 3 =

Route 3 is a state highway in the northern part of New Jersey in the United States . The route runs 10 @. @ 84 miles (17 @. @ 45 km) from U.S. Route 46 in Clifton , Passaic County to U.S. Route 1 / 9 in North Bergen , Hudson County . Route 3 is sometimes called the Secaucus Bypass within Secaucus . The route is a divided highway for its entire length , with most of the highway considered a freeway , except the westernmost part , which contains direct access to a few businesses . Route 3 intersects many major roads , including the Garden State Parkway and Route 21 in Clifton , the western spur of the New Jersey Turnpike (Interstate 95) in East Rutherford , the eastern spur of the New Jersey Turnpike in Secaucus , and Route 495 in North Bergen . A commuting route for northern New Jersey to the Lincoln Tunnel into New York City by way of Route 495 , Route 3 also provides access to the Meadowlands Sports Complex in East Rutherford . The road inspired a story in The New Yorker in 2004 by Ian Frazier .

Route 3 was originally established in 1927 to run from the New York border on the west shore of Greenwood Lake to Secaucus . In 1929 , the western terminus was cut back to Paterson when the alignment west of there was planned to become part of Route S4B . Route 3 originally followed present @-@ day Route 20 through Paterson and ran along local streets to East Rutherford , where it followed present @-@ day Route 120 and the Paterson Plank Road to Secaucus . It was extended east to the Lincoln Tunnel in 1939 . The freeway section of Route 3 between U.S. Route 46 in Clifton and East Rutherford was completed in the 1940s as Route S3 as well as the Secaucus Bypass , which was designated a bypass of Route 3 . Route 3 was moved to the Route S3 freeway and the Secaucus Bypass in 1953 and was truncated to U.S. Route 1 / 9 in North Bergen in 1959 when the Lincoln Tunnel approach was designated as Interstate 495 . The Route 3 freeway has seen many improvements over the years such as widening and interchange reconstructions . It is undergoing final stages of major reconstruction , which is expected to be completed in 2014 , to modern highway standards with bridge replacements , including the new Passaic River bridge that is now functional , between Clifton and Route 17 in Rutherford .

= = Route description = =

= = = Passaic County = = =

Route 3 heads to the southeast , from an interchange with U.S. Route 46 and County Route 621 (Valley Road) as a six @-@ lane divided highway with a Jersey barrier . It is not up to freeway standards , as it contains a few businesses with right @-@ in / right @-@ out access . The route interchanges with County Route 623 (Grove Street) and County Route 509 (Broad Street) , then the Garden State Parkway , where it interchanges with the southbound lanes and then the northbound lanes . All interchange movements are present between Route 3 and the Garden State Parkway , except from the southbound Garden State Parkway to westbound Route 3 and from eastbound Route 3 to the northbound Garden State Parkway .

Past the Garden State Parkway , Route 3 eventually turns into a six @-@ lane freeway that is not designed to Interstate Highway standards . It interchanges with County Route 622 (Bloomfield Avenue) , then intersects County Route 603 (Passaic Avenue) , which heads south into Nutley to become Route 7 . The next interchange is for County Route 601 (Main Avenue) . Past that interchange , Route 3 comes to an interchange with Route 21 , then passes over the route .

= = = Bergen County = = =

Route 3 crosses the Passaic River on a fixed bridge , which replaced a double @-@ leaf trunnion bascule bridge in 2013 , into Rutherford , Bergen County . Just after crossing the river , the route interchanges with County Route 507 (Riverside Avenue) . The freeway continues through a residential area and comes to an exit that provides access to southbound Route 17 . Past this

interchange , Route 3 is closely paralleled by Route 17 to the south until Route 3 interchanges again with Route 17 , which continues to the north of Route 3 .

The route widens to eight lanes and enters the New Jersey Meadowlands , crossing into East Rutherford and then passing over the Berrys Creek . Route 3 passes to the south of the Meadowlands Sports Complex and has access to Route 120 , MetLife Stadium , and the Meadowlands Racetrack in the eastbound direction and to MetLife Stadium and the Meadowlands Racetrack in the westbound direction . The route narrows back to six lanes and comes to a ramp which provides access to the western spur of the New Jersey Turnpike (Interstate 95) . Route 3 interchanges with Route 120 and the carriageways separately . The route passes under the western spur of the New Jersey Turnpike and becomes eight lanes again .

= = = Hudson County = = =

Route 3 crosses the Hackensack River into Secaucus , Hudson County . It interchanges with the Meadowlands Parkway and continues southeast into a residential area with the carriageways joining back together . At the interchange with County Route 681 (Paterson Plank Road) , Route 3 widens into a local @-@ express lane configuration with three express lanes and local lanes each in the eastbound direction and two express lanes and three local lanes in the westbound direction . The route passes by the Mill Creek Mall and crosses under the mainline of the New Jersey Turnpike (Interstate 95) . Route 3 comes to an eastbound exit and entrance with Harmon Meadow Boulevard and features a cloverleaf interchange with Paterson Plank Road . The route crosses the Penhorn Creek into North Bergen . In North Bergen , the route comes to a truck @-@ restricted eastbound ramp for eastbound Route 495 . Route 3 then interchanges with Route 495 , which provides access to the New Jersey Turnpike and the Lincoln Tunnel . Past this interchange , the local @-@ express lane configuration ends and Route 3 heads southeast as a four @-@ lane highway . The route meets a westbound exit and entrance for the Lincoln Tunnel Park & Ride and comes to its terminus at a traffic light with U.S. Route 1 / 9 south , with no direct access from Route 3 east to U.S. Route 1 / 9 north . (Both 1 / 9 north and 1 / 9 south do have connectors to the start of Route 3 west .)

= = History = =

Route 3 was legislated by the 1927 New Jersey state highway renumbering to run from the New York border on the west shore of Greenwood Lake to Route 1 (now U.S. Route 1 / 9) in Secaucus . In 1929 , the route west of Paterson was designated to become part of Route S4B , a spur of Route 4 , and Route 3 was modified to end at Route S4B north of Paterson . Route S4B was never built west of Paterson while the portion that was built became Route 208 in 1953 .

Following the 1929 amendments , Route 3 ran from Paterson along today 's Route 20 , through Clifton , Passaic , Wallington , Carlstadt , and East Rutherford along local streets , and finally down Paterson Plank Road (part of which is today 's Route 120) to Secaucus . In 1939 , Route 3 was extended east along present @-@ day Route 495 to the Lincoln Tunnel into Manhattan , New York City .

The section of what is now Route 3 from U.S. Route 46 in Clifton to Route 120 in East Rutherford was planned to be built as a freeway in the mid @-@ 1930s designated as Route S3 , a spur of Route 3 . Construction started in 1940 , but it was interrupted by World War II . It would resume , with the first section of freeway opening between Route 17 to Route 3 (now Route 120) in 1942 . The freeway was completed by 1949 , including a bypass of Secaucus that was designated as a bypass of Route 3 . The freeway had cost a total of \$ 10 million to build and cut commuting times between Northern New Jersey and Manhattan . Before the freeway was completed , Route S3 was designated to follow Allwood Road between Hepburn Road and Bloomfield Avenue in Clifton ; the road was later returned to Passaic County and is currently County Route 602 . In 1942 , a spur of Route S3 in Clifton was commissioned ; this became Route S3 Spur in 1948 and Route 161 in 1953 .

In the 1953 New Jersey state highway renumbering , Route 3 was realigned to follow the entire

length of the Route S3 freeway . In addition , Route 3 in Secaucus was shifted off the Paterson Plank Road to the newly built Secaucus Bypass . The original alignment of Route 3 became Route 153 . Only the section west of Paterson Plank Road was state @-@ maintained after the renumbering , and the entire route was eliminated by the 1990s . In the mid @-@ 1950s , Route 3 was planned as one of the original routes of the Interstate Highway System ; however , the New Jersey State Highway Department had deemed it too expensive to bring it up to Interstate Highway standards and Interstate 280 was favored instead . In 1959 , the Lincoln Tunnel approach was designated as Interstate 495 and Route 3 was truncated back to U.S. Route 1 / 9 in North Bergen .

Many improvements have occurred to the Route 3 freeway . In the 1970s , the interchanges with Route 17 , the New Jersey Turnpike western spur , and Route 120 were improved with the construction of the Meadowlands Sports Complex in the area . The bridge over the Berrys Creek , originally built in 1948 , was reconstructed in the mid @-@ 1990s and Route 3 was widened to eight lanes in the area near the bridge . In 2003 , the interchange with Route 495 and the intersection with U.S. Route 1 / 9 was improved at a cost of \$ 16 million .

Plans were made to improve Route 3 near the Meadowlands Sports Complex with the construction of American Dream Meadowlands . An overpass between eastbound Route 3 and northbound Route 120 was completed in May 2009 at a cost of \$ 38 @. @ 1 million , a flyover from southbound Route 120 to eastbound Route 3 was completed in early 2010 at a cost of \$ 13 million , and improvements to the New Jersey Turnpike interchange was completed in the later part of 2010 at a cost of \$ 49 million .

= = Future developments = =

As of 2013 , Route 3 is in the final stages of major reconstruction to modern highway standards with noise walls installed and bridge replacements , including the new Passaic River bridge that is now functional , between Main Avenue in Clifton and Route 17 in Rutherford . All work is projected to be complete in 2014 . In a separate project , the roadway is being resurfaced in 2013 from just west of the Route 17 north interchange to U.S. Route 1 / 9 in North Bergen .

The NJDOT is planning to rebuild the interchange at U.S. Route 46 and Valley Road in Clifton starting in 2014 . This project will reconfigure ramps , bring bridges up to standard , and will provide for three @-@ lane connections between Route 3 and U.S. Route 46 . It is projected to cost more than \$ 150 million .

= = In popular culture = =

Route 3 was the inspiration for a story in The New Yorker in 2004 by Ian Frazier . In this story , Frazier describes a bus journey along the route , mentioning scenes along the road such as traffic congestion , the Meadowlands Sports Complex , and the Tick Tock Diner off Route 3 in Clifton . He also described a walking journey he once took into New York City along Route 3 , encountering heavy , noisy traffic speeding by and debris along the side of the road .

In a Saturday Night Live sketch featuring Horatio Sanz and Derek Jeter , the fictional business " Derek Jeter 's Taco Hole " is on Route 3 in Nutley , New Jersey between Kinko 's and " El Duque 's Shoe Repair " .

= = Exit list = =

All exits are unnumbered .