

<i>Meeting Date</i>	10/18/2005	<i>Type</i>	Internal	Team	Progress	Other
<i>Date of Issuance</i>	10/25/05					<b>Coordination</b>
<i>Attendees</i>	See attached sign-in sheet					
<i>Location</i>	Great Hall, Holland Tunnel					

**Route 139 Contract 2 PANYNJ Coordination Meeting**

**Purpose:** To provide a briefing the construction stages and associated traffic impacts to Port Authority

Larry Vogel introduced all attendees and discussed the current status of construction.

Bill Weissman said the construction barrier for Stage 1 construction will be established starting 10/24/05, which will take one night for striping and 1~2 nights for barrier setup. The striping and barrier setup will be performed from 10 PM to 5 AM.

The contractor, D’Annunzio & Sons’ Vice President, Rick Manning, presented the background and early experience of the firm. Bill Weissman discussed the contractor’s revised staging schedule and the associated traffic control. The revised staging makes several original plan stages concurrent to reduce the overall construction duration while retaining the traffic pattern proposed in the original traffic control and staging plans. The revised staging schedule is attached. Specific items mentioned were:

- Stage 1 – The construction barrier for the demolition of the parapet and safety walk will take approximately 3 months of the total stage duration.
- Stage 3B – Anticipate 3 weekends, 10 PM Friday until 5 AM Monday, over 3 months
- Stage 4B – 3 months of weekend work (1 lane of traffic in each direction on the lower roadway, 10 PM Friday until 5 AM Monday, each weekend). Work may occur during weeknights as well, 10 PM until 5 AM the following morning.
- Stage 6C – 4 to 5 weekends, 10 PM Friday until 5 AM Monday, over 3 months (1 lane upper EB and 1 lane lower EB traffic)

Rick Jaffe, NJDOT (Bureau of Value Management), provided 2 handouts and explained the traffic delay during each stage and the associated traffic mitigation strategies.

- The methodology of Road User Cost (RUC) and the traffic delay estimation in NJDOT Road User Cost Manual were discussed. The traffic delay calculation is based upon the existing traffic volume and the total capacity that the facility can provide.

Lee Home (PANYNJ) stated that their calculation indicates one-lane operation on Route 139 lower roadway will cause 88 minutes delay for westbound direction during AM peak and 120 minutes delay for eastbound direction during PM peak in Stage 3B. Mark Hauske explained that the 30 minute delay in the NJDOT calculations was the average delay for the purpose of determining the Road User Costs.

Bob Eadicicco stated that Holland Tunnel radio will be turned on 2 weeks before the Stage 3B, and also requested that NJDOT to provides additional traffic signs along 14<sup>th</sup> Street to guide westbound traffic to NJTPK as well as to coordinate with NJTA for Highway Advisory Radio on NJTPK. The location and sign messages are to be decided but should be in place before the start of Stage 3B. Should WB traffic delays occur, the PANYNJ police may be placed at the 14<sup>th</sup> Street Viaduct gore to direct traffic to the Turnpike Ramp. Bob asked if there could be compensation for the additional Port Authority Police. Larry Vogel stated the compensation could be through inter-agency agreement.

The Port Authority's ongoing 14<sup>th</sup> Street Project will be changing the traffic pattern and closing the north side (right lane) from the end of November 2005 to end of March 2006. The cantilever sign structures, built by the PANYNJ, but which will carry NJDOT installed Dynamic Message Signs, will not be complete until March 2006.

Herman Krieg said they are reviewing the proposal from the Contractor for the static signs in New York City. The location and message are finalized.

Port Authority is looking for alternatives of moveable barrier because it will take considerable time and space to store and move the moveable barrier transfer vehicle. Bill Weissman mentioned that they are looking at other types and will be submitting a Value Engineering Proposal to eliminate movable barrier and utilize Type 4 precast barrier instead.

Rick Jaffe explained the permanent restriping scheme on 12<sup>th</sup> Street Viaduct to create an eastbound left-turn only lane and to reduce the south ramp to one-lane. Stage 4A will have the similar traffic impacts as the Stage 3B. Stage 4B weekend construction will close one eastbound lane and one westbound lane from Friday 10PM to Monday 5AM, and Port Authority stated that Stage 4B Weekend construction (one lane in each direction) will cause 1 hour delay for each direction.

For Stage 2A, Rick Jaffe stated 10 seconds increase in the green time of westbound traffic at Jersey Avenue will eliminate the delay. Referring to the Draft Proposed Alternate Routes drawing in the handouts, Rick presented several mitigation alternatives to separate local traffic from the EB/WB through traffic,

- Eliminate Jersey Avenue SB signal phase at 12<sup>th</sup> Street @ Jersey Avenue. Rick indicated that the existing Jersey Avenue southbound traffic can utilize "green detour route" to access 10<sup>th</sup> Street local area, and use "Orange detour route" to access Holland Tunnel;
- With the closure of Jersey Avenue SB through movement, 3 right-turn lanes on Jersey Avenue SB can be provided at 14<sup>th</sup> Street to maintain the existing capacity while assigning more green time to the westbound traffic. Lee stated overhead signs will be needed to indicate the proper right-turn lane for 139 Lower, 139 Upper and NJTPK in the case of the split work zone on 14<sup>th</sup> Street Viaduct during Stage 2B;
- Provide a "teardrop turnaround" configuration on Jersey Avenue to redirect the left-turn traffic from 12<sup>th</sup> Street Viaduct and NJTPK EB to local streets during Stages 2 to 4; or redirect the EB left-turn traffic (Hoboken bound) to make right turn onto 11<sup>th</sup> Street Viaduct (i.e., "blue detour route") that has no restriction of vertical clearance.
- Restripe Jersey Avenue between 14<sup>th</sup> Street and 12<sup>th</sup> Street as a southbound one-way street during Stage 5 to 6C, and provide 3 SB left-turn lanes onto 12<sup>th</sup> Street; Lee Home stated this

option may create a grid-lock situation while feeding 12<sup>th</sup> Street continuously through both EB and SB signal phases.

Bob and Lee will discuss the above options in detail after the meeting and provide feedback to NJDOT. Lee suggested providing Jersey City with detour options for their selection. They noted that Newport Mall may have concerns regarding the closure of Jersey Avenue SB. Bob offered having the PANYNJ attend the meeting with Jersey City.

Rick Jaffe presented the proposed widening scheme on NJTPK EB approach at Jersey Avenue, where an additional right-turn only lane will be built before Stage 5. Bob and Lee stated that this improvement may eliminate the left-turn movement from NJTPK approach permanently. Jeff Lanigan said Jersey City may have concerns that permanently eliminating the left turn will direct trucks and busses on to the "Blue route" towards the waterfront.

Rick Jaffe mentioned that the "red detour route" may not be favorable to the local residents at 10<sup>th</sup> Street, but the "blue detour route" may be acceptable to the residents.

Larry summarized the discussions in this meeting and the actions to follow up.

**Actions (responsible party):**

1. Ensure the "No Left Turn" and "No Parking" signs at the approach to 139 Upper before the occurrence of lane closure in Stage 1 (Herman Krieg);
2. Inter-agency agreement to provide compensation for the additional Port Authority Police force (Larry Vogel);
3. Provide a copy of contractor's revised staging plans to Bob Eadicicco (D'Annunzio to prepare revised plans for Larry Vogel to forward);
4. Port Authority will discuss the NJDOT proposed mitigation options and provide feedback to Larry and Rick (Bob Eadicicco);
5. Port Authority to place the 877 information phone number on their website (Larry Vogel to provide the number when operational);
6. Port Authority will adjust the 14<sup>th</sup> St and Jersey Ave signal timing if queues occur during Stage 1 (Herman Krieg to notify PANYNJ if delays occur);
7. NJDOT to place static construction signs along 14<sup>th</sup> Street directing traffic to NJTPK (Herman Krieg);
8. NJDOT to discuss with NJ Turnpike Authority the placing of signs on SB Ramp directing WB traffic to Route 78 (Larry Vogel);
9. NJDOT to present alternate routes to Jersey City. PANYNJ offered to attend the meeting. (Larry Vogel to arrange meeting with Jersey City)
10. NJDOT to provide PANYNJ with the link to connect to the project specific web-site and to be able to link to the two cameras recently installed by NJDOT on the PANYNJ building (Larry Vogel).
11. NJDOT to provide NJDOT with the NJDOT communication contact person's name and telephone number for on-going communication on media/communication related matters (Larry Vogel).

Submitted:

## **DMJM Harris**

Ernest Hutchins  
Project Manager

The above represents the writer's understanding of the discussions and a complete and accurate record of the decisions and agreements made. Amendments to this record shall be made in writing to the author.

cc: Attendees

October 18, 2005

Rt 139 Mtg with Port Authority

<u>NAME</u>	<u>Organization</u>	<u>Phone</u>
Larry Vocco	NJDOT	609-530-5529
Herman J Knieg	"	201-222-1766
Rick Jaffe	NJDOT	609-530-5643
Ernest Hutchins	DMJM Harris	732-636-4990
Yimin Tang	DMJM Harris	732-636-4990
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Rick Manning	D'Annunzio & Sons	732-574-1300
Bill Weissman	D'Annunzio & Sons	732-574-1300