

ROUTE 139 – REHABILITATION OF THE HOBOKEN AND CONRAIL VIADUCTS

Contracts 1,2 & 3

MINUTES OF MEETING – JUNE 8, 2000

Frederic R. Harris, Inc.

Meeting Date	6/8/2000	Type	Internal	Team	Progress	Other
Date of Issuance					X	
Attendees	Henry Cole	NJDOT	Ernest Hutchins		F. R. Harris	
	Larry Vogel	NJDOT	John Kovar			
	Tom Johnson	NJDOT				
	Gerry Nissen	Jersey City				
Location	Jersey City Engineers Office					

- 1) **Purpose:** The purpose of the meeting was to update the Jersey City Engineer as to the project status, and design changes based on previous community outreach meetings.
- 2) **Other Issues:** T. Johnson discussed the issue of receiving a resolution of support from the City. A draft resolution was submitted but NJDOT has not received the resolution. Mr. Nissen asked that the draft resolution be sent to his office and he would check on the status. Mr. Nissen also asked for minutes of all meetings with the community since the rehabilitation scheme has been in place.

Henry Cole introduced the project and explained that after receiving comments from community groups, the Mayor of Jersey City and the County Executive, the Department has addressed their concerns. The Department specifically reconsidered Contract 3 which called for the removal of the existing EB State Street structure between Collard and Palisade Aves. and now proposes the rehabilitation of the existing structure. The following update schedule was presented:

Contract #	Bid Date	Est Completion	Est Contract Value (10/99)
1	Under Constr.	3/01	\$9,000,000
2	5/03	12/05	\$86,000,000
3	6/04	4/07	\$108,000,000

Mr. Cole said that the Department has been coordinating the schedule and work with the Port Authority and the Turnpike Authority and will continue the coordination during the design process of Contracts 2&3.

E. Hutchins discussed the purpose of Contract 2, Rehabilitation of 12th and 14th St. Viaducts which is the deck replacement, repair and strengthening of the superstructure, substructure and foundations, and the seismic retrofit of the structures. The work will be performed using stage construction so that traffic will not be detoured outside of the project area. To accomplish this a new, permanent, 15' wide shoulder structure will be constructed adjacent to the north side of the 14th Street Viaduct from the gore of the NJTA Ramp bridge to Hoboken Ave. This structure will provide room for one lane of traffic during the stage construction of Contract 2. In the last stage of construction a sidewalk will be added on the shoulder structure. The Department will be acquiring the property under the viaducts.

G. Nissen questioned the installation of a sidewalk on the new shoulder structure. The installation of a sidewalk will be reviewed as to its necessity.

Mr. Hutchins then presented the Contract 3, Rehabilitation of the Existing State Street Viaduct. This work includes the concrete repair to walls on the lower roadway, encasement removal from floor beams, strengthening of the floorbeams, replacement of the deck and stringers between the cross streets

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with an inset type system, and replacement of the cross street decks. This work will be performed using overnight staged construction so that construction will occur during off-peak traffic hours with no detours outside the project area. The netting in the open areas between EB and WB State Street will be replaced with an open grate which will carry traffic during the stage construction and remain in the final condition to provide protection to the lower roadway from falling objects.

J. Kovar described the operational improvements that have been incorporated into the rehabilitation project. The major improvement is the realignment of EB State Street between Baldwin and Palisade Ave. The improvement transitions EB traffic to the south so that at Palisade Ave it will align with the 12th Street Viaduct ramp. Mr. Kovar described the other intersection operational improvements proposed:

Palisade Ave.:

Add SB left turn lane. Modify EB State Highway to better align with the ramp down to the 12th Street viaduct. Provide left turn lanes in the eastbound and westbound directions. It was noted by Sue Mack that of the recent signal modifications at the intersection, the NB left turn only signal is located on a pole at the NW corner of the WB roadway rather than on a signal arm opposite the NB left turn lane. Its location is not noticed by most drivers who do not see the dedicated left turn signal and tend to wait for the green.

Mr. Nissen stated that there is a proposal to develop the land opposite the chocolate factory along Hoboken Ave. Mr. Nissen had concerns over the increased traffic volumes at the intersection of Hoboken Avenue and the ramp from 12th Street. With the new shoulder structure site distance from Hoboken Avenue will be increased.

Baldwin Ave.:

The cross street bridge will be widened for a new NB left turn lane. Turning radius improvements are proposed on the southeast and southwest corners. The east end of the parking lot on the south side of EB State St. will be closed to allow the stop bar for NB traffic on Baldwin Ave to be move closer to the intersection.

Mr. Nissen questioned the ownership of the parking lot on the southwest corner. FRH will investigate.

Oakland/Central:

In order to eliminate WB left turn at Oakland and Central Aves., it is proposed that traffic be routed to make a right at Central, right on Fleet St, and then right on Oakland Ave. This would add about 50 vehicles to Fleet St. during the peak hours.

Mr. Nissen expressed a concern for the additional traffic which would be required to use Fleet Street.

Summit/Bevan St.:

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To improve operations, widen the Summit St bridge for a SB Summit to EB State Hwy. turning lane. If accepted by the community, eliminate the cross street at Bevan.

Landscape Plan

A rendering of the proposed landscaping to be done along State Highway was presented. Mr. Nissen suggested that the trees being provided be a "London Plane" and/or "Honey Locust". Architectural features such as light fixtures that replicate the original fixtures are proposed. Since the existing balustrades do not meet AASHTO safety requirement, safety barriers with an architectural treatment on the outside are proposed. The treatment, called a blind arcade, replicates the posts of the balustrade. At the request of the community groups, schematics of trees and grassy areas have been added where practical. Mr. Nissen stated that Jersey City has had problems with the Hatco lighting standards

Mr. Nissen added the following points:

1. A new middle school is to be constructed on the old reservoir property north on Collard Street.
2. Greenery should be maximized where possible,
3. Jersey City is looking to install security cameras at select locations in the City.

3) Action Items Resulting from This Meeting:

- a) Prepare and send Meeting Minutes and a listing of the public outreach effort to NJDOT for forwarding to Mr. Gerry Nissen. (J. Kovar)
- b) Forward the Draft resolution of support to Mr. Nissen (NJDOT)
- c) Review the need for a sidewalk along the 14th Street shoulder. (J. Kovar/J. Shah)
- d) Verify the ROW on the southwest corner of Baldwin Avenue and State Highway. (J. Kovar)

The above represents the understanding of the writer. Please advise of additions/corrections as soon as possible.

Submitted:

FREDERIC R. HARRIS, INC.

John Kovar
Civil Task Leader

cc:

Attendees
E. Hutchins, Project Manager
Task Leaders
Project File (Minutes)