

ROUTE 139 – REHABILITATION OF THE HOBOKEN, 12TH, 14TH AND CONRAIL VIADUCTS
Contracts 1,2 & 3
MINUTES OF MEETING – OCTOBER 13, 1999
Frederic R. Harris, Inc.

Meeting Date	10/13/1999	Type	Internal	Team	Progress	Other
Date of Issuance	10/18/1999					Project Update Presentation
Attendees	See Attendance List					
Location	Hudson County Executive's Office, Jersey City					

The purpose of the meeting was to update the Hudson County Executive as to the project status, design changes to eastbound State Street (Hoboken Viaduct) made in response to community concerns and to invite comments.

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:

<u>Contract #</u>	<u>Bid Date</u>	<u>Est Completion</u>	<u>Est Contract Value (10/99)</u>
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 as well as the building west of Monmouth St. between the viaducts currently occupied by Moshe's Storage.

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 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.

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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.

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.

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. Janiszewski raised several items concerning the traffic routing. 1) considerable traffic from Newark Ave travels NB on Oakland Ave to Hoboken Ave and turns right (at the triangular parking lot) to go EB on State Hwy. He suggested the Department investigate the volumes at the NB Oakland and Hoboken Ave intersection, 2) a new school will be built along Summit Ave. in the area of the recently completed firehouse, 3) a school exists approximately one block north of Fleet Street and the proposed traffic routing will add traffic on streets where children will be crossing. He suggested the Department contact the school administration to discuss the origins of the children's walk to and from school, 4) there is a catering hall on the corner of Fleet and Central which has minimal parking and uses on street parking for their events which could be a traffic problem and 5) to accommodate the left turns from WB State St to SB Central, consider adding a Type C Jughandle at the NW corner of WB State Street and Central Ave. This will require taking the gas station at that location.

Summit/Bevan St.:

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. Mr. Janiszewski expects that the

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residents located on St. Pauls Ave in the senior citizens building and St. Johns will want the EB State St to SB Bevan move to remain.

E. Hutchins discussed the issue of State Street being in the Route 1&9 Historic Corridor. To address this, 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. Cole concluded by outlining the upcoming community outreach. A presentation to the Jersey City Planning Board is scheduled for November 23 and a Public Information Center will be arranged for the second week in December 1999. Sue Mack noted that the Planning Board is very interested in the landscaping and it would be helpful if the types of trees proposed were noted in the presentation.

1) Action Items Resulting from This Meeting:

- a) Prepare and send a letter to the school administration highlighting the changed project, the traffic recirculation at Fleet St. and informing them of the Planning Board Meeting. (J. Kovar)
- b) Investigate NB left turn signal visibility at Palisade Ave. (NJDOT)
- c) Prepare rendering looking along State Street that shows representative landscaping. (J. Kovar)
- d) Identify suggested tree types to be used in landscaping and include in the Planning Board Presentation. (J. Kovar)
- e) Take traffic counts at the intersection of Oakland and Hoboken Aves. (south of State Street) to confirm volumes used in proposed Fleet St. recirculation. (J. Kovar)

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

Submitted:
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Ernest R. Hutchins
Project Manager

cc: NJDOT
Task Leaders
Subconsultant Team
Project File (Minutes)

NJ DOT Route 139 Rehabilitation Project Meeting
 Office of the County Executive
 October 13, 1999



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