



April 11, 2022

To Whom it May Concern,

The Route 495 Viaduct is one of the busiest roadways in the nation. It consists of eight lanes, one of which is the Exclusive Bus Lane (XBL), the busiest bus lane in the nation. The XBL is used by over 1800 buses daily which carry more than 63,000 passengers through the Lincoln Tunnel into the Port Authority Bus Terminal. The integrity of the Route 495 Viaduct is critical in maintaining this crucial transportation link between NY & NJ.

The Route 495 Viaduct is in one of the most densely populated regions in the country and provides the only vehicular corridor that directly connects into Midtown Manhattan. A thorough rehabilitation of the Viaduct was crucial to maintain this critical transportation link for both the present and the future. This project provided efficient and cost-effective solutions and met the goal of repairing this aging yet essential structure.

This project could not have been successfully accomplished without establishing a collaborative coordination with the various stakeholders to plan for and resolve issues and traffic impacts associated with the project's complex staging. The construction staging impacted traffic on Route 495 with the Port Authority of New York and New Jersey and New Jersey Turnpike being the significant stakeholders. The project staging also impacted the traffic through the local roadway network and impacted the local municipalities such as the Township of North Bergen, the Town of Secaucus, the City of Union City, and the City of Weehawken. A very comprehensive and robust Traffic Management Plan was developed during the design and implemented during construction. A large task force involving various agencies, Lincoln Tunnel staff, local police, fire and rescue personnel and design team members was created and which focused on Traffic, Incident Management and Outreach.

As the General Manager of the Lincoln Tunnel, I truly appreciated the dedicated efforts of the team of focused, knowledgeable, and determined professionals for the completion of this critical project. Without the efforts of this team and NJDOT, the long-term safe operations of this crucial transportation asset would be in jeopardy, putting the regional network at risk along with the area's economy. I believe this project and the project team must be recognized for their terrific accomplishments.

Sincerely yours,

Gerard P. Lindenmeier

General Manager – Lincoln Tunnel

Port Authority of New York & New Jersey



We Bring the World to New Jersey

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April 08, 2022

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**Re: Route 495 Project**

The rehabilitation of the nation's busiest Route 495 viaduct, which provided efficient and cost-effective solutions to repair the aging structure located in one of the most densely populated regions in the United State, was a major undertaking. The corridor is one of the most congested areas in the State and carrying more than 152,000 vehicles per day. Because of the strategic location of this project and the involvement of various stakeholders to manage traffic associated with the construction staging, the collaboration among the stakeholders was necessary to launch, execute, and complete this project in the most effective and efficient manner.

With this knowledge, NJDOT recognized all involved stakeholders and launched a significant outreach prior and during the project execution. Consequently, the project was completed successfully in a timely manner. New Jersey Sports and Exposition Authority (NJSEA) who maintains and operates several adaptive traffic signal controls in key intersections within the project area was one of the involved stakeholders. Per NJDOT request, these traffic signals, which are part of the Meadowlands Adaptive Signal System for Traffic Reduction (MASSTR) network, were re-programmed to maintain excessive traffic diverted to these intersections as a result of rerouting traffic from this viaduct to local roads. The NJDOT emphasis on leveraging this system to deliver seamless traffic progression and efficient construction staging were vital to diminish impacts of traffic rerouting during the project construction. The close collaboration between NJDOT and NJSEA and constant traffic monitoring were crucial to pinpoint problems and rectify issues swiftly and efficiently.

This project would be a good model for future construction projects seeking to rehabilitate aging infrastructure, improve traffic operations, and address safety concerns.

Regards,

A handwritten signature in black ink, appearing to read 'N. Moini', is positioned below the 'Regards,' text.

Nadereh Moini PhD, PE, PTOE, PTP

Chief of Transportation