

70 Wood Avenue, 4th Floor
Iselin, NJ 08830

Phone: 732-452-9200
Fax: 732-452-0023

PROJECT TITLE: Rt-7 Over the Hackensack River**MEETING DATE:** 7/23/2007**LOCATION:** 30 Montgomery Street**SUBJECT:** NJTPA

DID ATTEND	INITIALS	ATTENDEE NAME	COMPANY NAME
Y	BKR	Bruce K. Riegel	New Jersey Dept. of Transportation
Y	DL	David Lambert	New Jersey Dept. of Transportation
Y	DG	Doug Greenfeld	Jersey City HEDC
Y	EC	Eve Chamberlain	NJ Transportation Planning Authority
Y	JD	Joao D'Souza	Jersey City Traffic
Y	JL	John Lane	Hudson County Engineering
Y	LB	Lynne Baumann	Jacobs Civil Inc.
Y	MVJ	Mariano Vega Jr.	Jersey City Council- H C Division
Y	MAH	Martin A. Hofler	NJ Transportation Planning Authority
Y	NH	Naomi Hsu	Jersey City Planning
Y	TJ	Thomas Johnson	New Jersey Dept. of Transportation
Y	WG	William Goble	Jersey City Engineer

ITEM	DESCRIPTION	STATUS	STARTED	DUE	BALL IN COURT
00001	The meeting was opened with a round of introductions. EC noted the purpose of the meeting was to focus on the WittPenn Bridge- Rt 7 Over the Hackensack River. MV noted the interest that NJTPA had in the project and the recent developments which were apparent from the programing of money in the TIP. The question of interest was what had changed in the project to result in the 07 Tip showing contract 1 and programing for contract 2 and the pre-TIP having Contract 3 and 4. Why is the project broken up? What does it mean to the project with different construction calendars? Is this being done for efficiency or better business in procurement?	NEW			

Prepared By: Jacobs Civil Inc.

Signed: _____
Lynne Baumann

Dated: 8/8/2007

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00002	<p>BR described the project. The preliminary design was submitted in November 2005. The project calls for the replacement of the existing bridge with a new vertical lift to the north and the new bridge will be 35 ft higher than the existing bridge reducing the number of openings for the span by approximately 75%. The project includes rehabilitation of sections of Fish House Road (FHR). After the PD submittal in 2005 , NJDOT took another look at the project as it faces major fiscal challenges. All mega projects and Wittpenn is considered one, have been revisited to reduce the project cost while holding the project purpose and needs. The efforts that have been studied since the PD was first submitted resulted in recommendations to keep FHR and eliminate a major loop ramp flyover which eliminates structure costs and reduces impacts to HCIA and Bellezza property while still maintaining all the traffic movements needed for the crossing. The cross section of the bridge remains as shown during the PD, 2-12 ft through lanes, 1-12 ft accell/decell lane and an 8 ft shoulder in each direction on the bridge. Inside shoulders against the median barrier vary from 3-5 ft for sight distances and a sidewalk is provided on the south side of the structure to provide continuity from FHR in Kearny -to Charlotte Avenue in Jersey City. During the Value Engineering review and Right sizing studies the 8 ft wide shoulders on the outsides of the cross section on each side of the bridge were removed but at the time the Department was unaware of the East Coast Greenway (ECG) commitments and when this was identified the shoulders were put back into the project. The distance from the water to the first land pier was questioned. It was noted the Hackensack River Greenway may place a waterfront walkway adjacent to the waters edge and it should be anticipated that a 30 ft wide area is needed between the river and the columns of the first land pier. It was noted the proposed pier is located further back from the river than 30 ft. The issue was also raised about the concerns of evacuation. Post 9-11, this crossings use as part of the evacuation route from New York became apparent and the full shoulder will be a great improvement to the existing condition along with the accell/decell lanes.</p>	NEW			

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00003	BR described the programing aspects of the project. The Department has fiscal problems and a 450Million dollar project would essentially wipe out the budget for the department for the year and NJ has a lot of projects that need funding. By breaking the project into separate construction contracts the project can be moved forward with more manageable multi year funding of projects. The splitting of the contracts has allowed the Department to obtain funding for sections of the design that can be moved forward in advance of the full project design being completed and this will help to make up some of the slippage of time from the original PD submittal schedule. The splitting of the contracts allows for smaller contracts to be awarded which increases the competition on bids and allows specialty work to be awarded to specialty contractors. There are not a lot of contractors that can be bonded for a \$450M contract which restricts competition. The Department has the ROW funding for the entire project. The final design funding is allocated for Contract 1 and Contract 2 will be submitted for negotiations shortly. The Department is accepting higher cost for multiple contracts but at the same time reducing the cash flow needs of each contract is allowing the job to move forward. The Department has plans to follow up with an Officials Briefing and then a Public Info Center in both Jersey City and Kearny after the submittal of the revised PD and submittal of the plans to each of the Counties and Municipalities Engineering Departments.	NEW			
00004	The availability of a web site for the project was questioned. BR noted a web site existed on the Departments web site however it is outdated and will be updated after the revised preliminary design submittal is completed.	NEW		8/31/2007 JCI	LB

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00005	BR described the four contracts estimated. The projects are all being permitted as one contract so they are not looked at for independent utility from an environmental perspective. Once the first contract is started the full project is committed. The first contract is the river piers and fender system. The second contract is the super and substructure in Jersey City and Kearny which does not require maintenance of traffic. The third contract is for the lift span which is being executed late in the construction so that the structure does not have to be designed as a bridge which remains in the open position and so the warranties on the electrical and mechanical systems will not be wasted. The last contract is the largest in cost and longest in duration and is the completion of all the approach and roadway work which requires maintenance of traffic. This contract is in the 120 Million dollar range and will last approximately 3-4 years with completion in 2015.	NEW			
00006	MV questioned the other projects that would be going on in the area at the same time. BR noted the 1& 9 (T) St Pauls would be completed before Wittpenn is complete. There are interim repairs (10-15 yr) planned for the Pulaski Skyway and there is a project which is coming out of scoping for the work south of the limits of work on FHR for Wittpenn called the Pennsylvania Fish House Road project but there is no value to this project preceding Rt 7 therefore it will be delayed until Rt 7 is complete. The Penn/FHR project is also a Portway Project.	NEW			
00007	BR noted the work currently going on in Jersey City for Verizon test pits to locate services in preparation for relocation of their service across the river. The submarine lines for Verizon are funded in this year's work for relocation as the new piers are directly in line with their existing service. PSE&G has not been cooperating as well as Verizon. The Department is still trying to get PSE&G to identify the need for a river crossing or to identify an acceptable upland rerouting. Resolution of this remains a struggle. The Department has been in discussion with NJTransit with regard to the plans for ARC and Portal Bridge. It was noted the plans for Portal include one 50 ft fixed span and one 40 ft movable span. BR noted the alignments for Wittpenn had been identified and relayed to NJTransit. The access to HCIA also remains unchanged with the Wittpenn project. The driveway off Fish House Road remains.	NEW			

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00008	BR noted the Department is also addressing the needs of the existing bridge to maintain its service until replacement and the Department is currently evaluating the magnitude of the interim repairs which at a minimum will include replacement of the NE Sheave and testing of the lift span ropes. The railings will also need to be addressed possibly with fencing. The funding for this and approval with FHWA is under development. The risk and exposure of the existing bridge condition is a concern to the Department and recently an additional set back in the approval process was identified when the Pulaski Skyway became a listed resource. Prior to the Pulaski becoming a landmark the Historic Sites Council (HSC) had no review authority on the project. Even though the project has passed the EA phase there is no grandfathering of the review process and a recent meeting with representation from NJDEP-SHPO and HSC identified element of the Alternatives Analysis that in their view required further justification. While the major impact is one of viewshed the entire process is open to challenge and currently the proposed height has been questioned. BR noted that safety is a major issue with all agencies and certainly safety concerns with the existing structure will help expedite the process. The final design will begin as soon as this issue is resolved with HSC.	NEW			
00009	MV noted their is a new face to NJTPA on their web site and encouraged all to view the listings under Notices, on the map. The members of the council expressed their support of the challenging project and offered assistance if any deal breakers were identified to delay this critical project from moving forward. A question was raised about a representative from Jersey City that would be interested in working with the SHPO and HSC to represent Jersey City and the name Dan Wriden was given as a contact for the Jersey City Historic Commission.	NEW			

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