

Rivera, Jose

From: Rivera, Jose
Sent: Thursday, August 29, 2013 12:54 PM
To: Zipf, Peter; Wildstein, David
Subject: RE: GWB Upper Level Toll Plaza Modified

Categories: Blue Category

As discussed, attached is a revised PDF showing the GWB Upper Level Toll Plaza under four scenarios:

- Sheet 1: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.
- Sheet 2: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.
- Sheet 3: Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.
- Sheet 4: Similar to above, however traffic from Fort Lee is restricted to two lanes then merged into one lane to feed the right-most lane of the toll plaza. Also as above, since traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones to reduce the risk of sideswipe crashes.



GWB UL Tolls 6.pdf

Jose

From: Zipf, Peter
Sent: Wednesday, August 28, 2013 6:19 PM
To: Wildstein, David
Cc: Rivera, Jose
Subject: GWB Upper Level Toll Plaza Modified

David,

As requested, attached is a suggested modification. Jose will certainly work out the details/further development with GWB as needed. One additional scenario could be a merge down to one lane, if needed.

Let me know if you need anything further.

Peter

**GOVERNMENT
EXHIBIT
1068**

From: Rivera, Jose
Sent: Wednesday, August 28, 2013 6:11 PM
To: Zipf, Peter
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael
Subject: GWB Upper Level Toll Plaza Modified

Attached is a PDF showing the GWB Upper Level Toll Plaza under three scenarios:

- Sheet 1: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.
- Sheet 2: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.
- Sheet 3: Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

<< File: GWB UL Tolls 5a.pdf >>

I hope this helps. Please advise if you need additional information.

Jose M. Rivera, Jr., P.E.
Chief Traffic Engineer

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ONE TEXT OR CALL COULD WRECK IT ALL | www.distraction.gov

Traffic cones are set aside and traffic is allowed to move freely from the various approaches.

↑
Bus Slip

3 LANES FROM FORT LEE

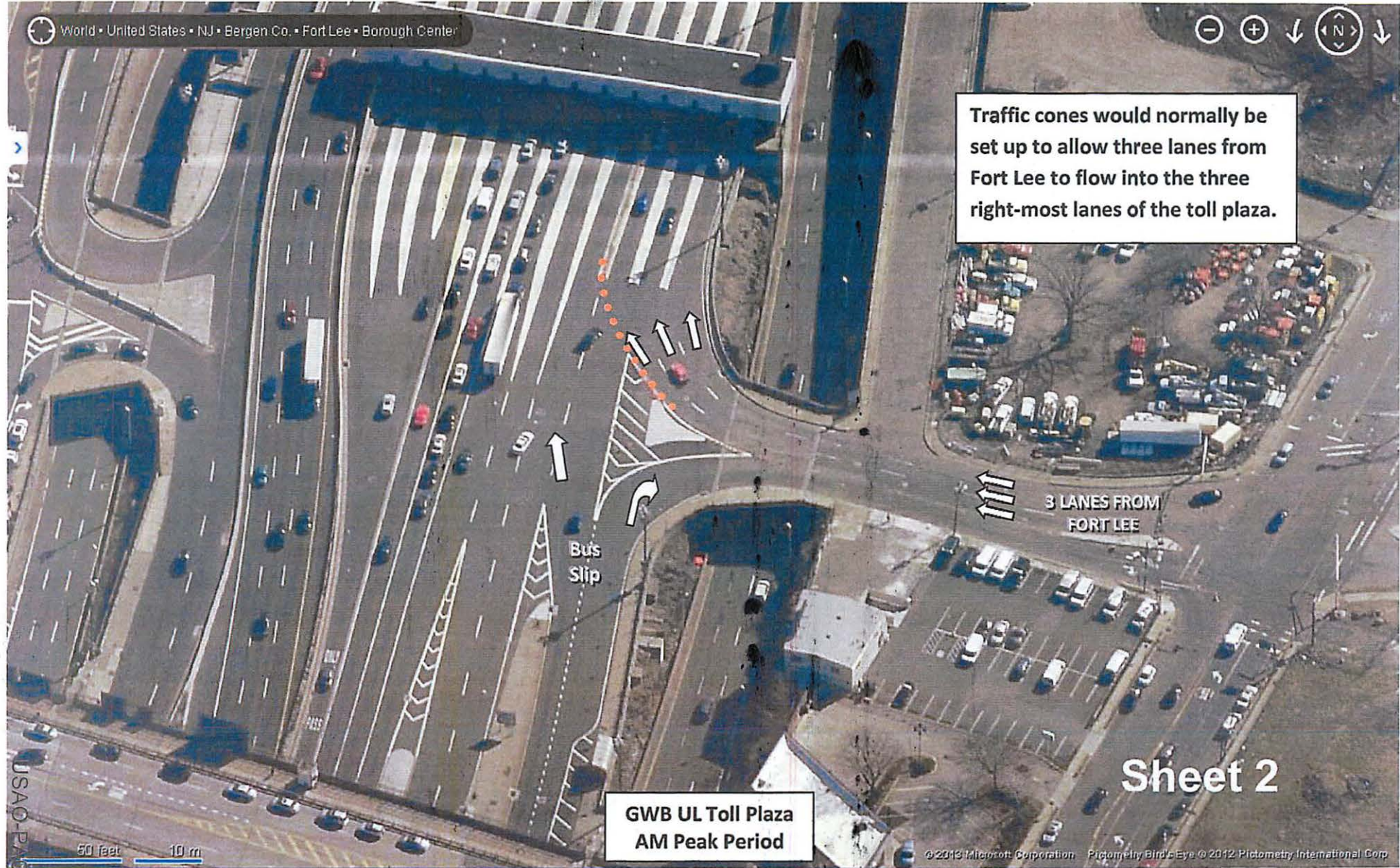
GWB UL Toll Plaza
Mid-Day Operation

Sheet 1

SAOP-100536

50 feet 10 m

Traffic cones would normally be set up to allow three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.



**GWB UL Toll Plaza
AM Peak Period**

Sheet 2

USAO-PAC-00537

Since the traffic flows are extremely congested during the morning peak periods, Fort Lee traffic should be segregated from the other approaches, by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

Shown here is Fort Lee traffic feeding the two right-most lanes of the toll plaza.

3 LANES MERGE TO 2 LANES

Bus Slip

3 LANES FROM FORT LEE

GWB UL Toll Plaza
Modified AM Peak Period

Sheet 3

50 feet 10 m

Since the traffic flows are extremely congested during the morning peak periods, Fort Lee traffic should be segregated from the other approaches, by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

Shown here is two lanes of Fort Lee traffic feeding the right-most lanes of the toll plaza.

2 LANES MERGE TO 1 LANES

2 LANES FROM FORT LEE

Bus Slip

GWB UL Toll Plaza
Modified AM Peak Period

Sheet 4

50 feet 10 m