
From: Shabih, Raheel
Sent: Friday, September 06, 2013 4:16 PM
To: Rivera, Jose; Baig, Rizwan (Mirza); Diculescu, Michael; Lepore, Armando
Cc: Bates, Jennifer; Paradiso, John; 'McMenamin, Bill'; Rawashdeh, Anis; Fraser, Craig; Altan, Osman; Laub, Ryan; Patel, Umang
Subject: RE: GWB Upper Level Toll Plaza Modified

Update:

Bob Durando has confirmed in a phone conversation with Jose that the lane reduction plan will be implemented Monday morning. I called and informed Victor Chung who was under the impression that this will be delayed. I also informed him that we will assess the impact on the mainline travel time using our transmit readers and that TB&T needs to work with the facility to assess the impacts on the local streets.

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From: McMenamin, Bill [mailto:wmcmnamin@gpinet.com]
Sent: Friday, September 06, 2013 11:39 AM
To: Diculescu, Michael; Shabih, Raheel; Baig, Rizwan (Mirza); Patel, Umang; Laub, Ryan; Altan, Osman; Fraser, Craig; Rawashdeh, Anis
Cc: Lepore, Armando; Bates, Jennifer; Paradiso, John
Subject: RE: GWB Upper Level Toll Plaza Modified

All -

I am actually at the facility today and was asked by Ricky to accompany he, Bob, and Ken on a visit to the site. A few observations:

- All Fort Less lanes will be tapered into toll lane 24, the southern-most toll lane, which currently operates as mixed mode.
- There are three signs that will be impacted by this change - one at the corner of BRB and Hoyt, one on the Hudson Street median just north of BRB, and one on the Martha Washington median just south of BRB. These signs, which currently depict lanes usage approaching the upper toll plaza will be covered by facility maintenance prior to Monday morning.
- The pavement markings on Martha Washington approaching the Hudson Street entrance permit for three lanes to go through. Based on my discussions, all tapering of these lanes into one will happen north of BRB.

The facility is expecting heavy congestion and delays during Monday morning's rush. Let me know if I can provide anything further.

From: Diculescu, Michael [mdicules@panynj.gov]
Sent: Friday, September 06, 2013 10:57 AM

**GOVERNMENT
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To: Shabih, Raheel; Baig, Rizwan (Mirza); Patel, Umang; Laub, Ryan; Altan, Osman; McMenamin, Bill; Fraser, Craig; Rawashdeh, Anis
Cc: Lepore, Armando; Bates, Jennifer; Paradiso, John
Subject: RE: GWB Upper Level Toll Plaza Modified

We should probably also do some field observations once this is implemented to assess the situation. This would be more of a qualitative assessment rather than quantitative, but could be used to supplement the travel time/queue data.

In addition, the Fort Lee approach is currently striped as three lanes, and there are existing signs out there depicting the lane configuration/lane-use on the approach. (Anis: Please provide some photos showing this.) I'm assuming that the three lanes will be coned into the rightmost toll lane. We should take a look at how they plan to do this and work with them to make it as safe as possible. If this becomes permanent, we will need to modify the markings and signs accordingly.

Thanks,
Mike

From: Shabih, Raheel
Sent: Friday, September 06, 2013 10:45 AM
To: Baig, Rizwan (Mirza); Patel, Umang; Laub, Ryan; Altan, Osman; 'wmcmnamin@gpinet.com'; Fraser, Craig
Cc: Lepore, Armando; Diculesscu, Michael; Bates, Jennifer
Subject: RE: GWB Upper Level Toll Plaza Modified

Rizwan,

I spoke with Jose about this. We can measure the improvement in delays on the mainline but cannot measure the impact on the Fort Lee approach, as there are no travel time readers on local streets. Jose suggested that I talk to Jerry and see what TBT is planning to do. Jose also suggested that Skycom can be used to assess the queues.

Jerry is out on vacation. I am reaching out to Bob Durando to see who is working on this from TBT side and what they are planning to do to measure the impact.

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-----Original Message-----

From: Baig, Rizwan (Mirza)
Sent: Friday, September 06, 2013 9:55 AM
To: Patel, Umang; Shabih, Raheel; Laub, Ryan; Altan, Osman; 'wmcmnamin@gpinet.com'; Fraser, Craig
Cc: Lepore, Armando
Subject: Fw: GWB Upper Level Toll Plaza Modified

Importance: High

Yes or no ? if no what needs to be done ?

Sent from my RizBerry Wireless Device

----- Original Message -----

From: Rivera, Jose

Sent: Friday, September 06, 2013 08:23 AM

To: Baig, Rizwan (Mirza)

Cc: Shabih, Raheel; Patel, Umang; Diculescu, Michael

Subject: FW: GWB Upper Level Toll Plaza Modified

Rizwan,

Yikes!!

Seems like David Wildstein is having TB&T limit the Fort Lee approach to the UL to just one lane.

Will it be possible to monitor delays using the travel time readers similar to the orthotropic deck project? How involved would it be to set that up?

Jose

From: Zipf, Peter

Sent: Friday, September 06, 2013 8:22 AM

To: Fulton, Cedrick

Subject: FW: GWB Upper Level Toll Plaza Modified

Hi Cedrick,

This is what I called about – I just wanted to make sure that you were aware of the below plan. I assume GWB staff have already advised you – just wanted to be sure.

If you don't mind it would be good if our respective Traffic staff could work together to assess any and all impacts so we both can be on the same page.

Hope you agree. Please let me know if you need anything from us.

Have a great day!!

Peter

From: Zipf, Peter

Sent: Friday, September 06, 2013 8:11 AM

To: Rivera, Jose

Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,

I was advise that on Monday TBT plans to implement the plan per sheet 4 (neck down to one lane).

Is there any way that Traffic can be in touch with what ramifications come from this, -ie, I assume TBT will monitor traffic impacts on Fort Lee as well as GWB flow through. Do they share that with your group or does your group get its own information?

Thanks,
Peter

From: Zipf, Peter
Sent: Thursday, August 29, 2013 6:09 PM
To: Rivera, Jose
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks Jose!

Peter

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

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.

<< File: 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

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 5: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.

Sheet 6: 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 7: 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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