



GSP Interchange 145 Improvements Replacement of Central Avenue Overpass, M.P. 146.7



8/10/2017

Public Hearing Record

Submitted to:

New Jersey Turnpike Authority

Submitted by:

GPI



*GSP Interchange 145 Improvements
Replacement of Central Avenue Overpass
M.P. 146.7*

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1. Introduction

On Thursday, March 12, 2015, a Public Hearing (Hearing) was held by the New Jersey Turnpike Authority (NJTA) for the Garden State Parkway (GSP) Interchange 145 Improvements project located in the City of East Orange, Essex County. The Hearing was held pursuant to Executive Order No. 172. The meeting was held at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey 07018.

2. Public Hearing Summary

Project team members in attendance included representatives from the NJTA and the consultant team, including Greenman-Pedersen, Dewberry, and Stump/Hausman. Thirty-three (33) members of the general public attended. The signed registration sheets are included in Appendix E.

An open house format meeting was held from 5:30 pm to 7:30 pm where attendees could review the project displays and ask questions about the project. Display boards included a plan showing the proposed improvements, a rendering of the Central Avenue bridge, planned detour routes, and the various proposed lane configurations of the Garden State Parkway within the project area. A handout summarizing the project was available at the registration table. Project team members were available to answer questions and address comments and concerns of the attendees.

Attendees were given the opportunity to fill out comment sheets and to register for oral testimony during the Hearing. The Hearing portion of the meeting consisted of a presentation by the NJTA and its consultant Greenman-Pedersen, followed by oral testimony from the public. Ten (10) members of the public presented oral testimony at the Hearing.

Formal responses to the oral comments received at the meeting are included in Section 7 below.

3. Project Overview

The purpose of GSP Interchange 145 Improvements, Replacement of Central Avenue Overpass, M.P. 146.7 project is to improve the safety and operations of the GSP Interchange 145. This interchange connects the GSP with I-280 and the City of East Orange local roadway network. The high volume of traffic utilizing the interchange, along with narrow lane widths, poor sight distance on the ramp from the toll plaza to the GSP southbound, substandard acceleration lane lengths, and narrow deceleration lanes, has led to poor levels of service and high accident rates in this section of the GSP.

The project includes widening Ramp 145 SBE (Interchange 145 Toll Plaza to GSP Southbound mainline) to provide a two-lane entrance ramp. Ramp 145 SBE narrows from five lanes at the Interchange 145 Toll Plaza to a single lane entrance ramp. Providing a two-lane entrance ramp will improve the operations of the ramp merging onto the GSP southbound mainline. The GSP Northbound will be widened to re-establish the two-lane deceleration lane to Ramp 145 NBX (GSP Northbound mainline to Interchange 145 Toll Plaza). The GSP Northbound was restriped in 2012 to eliminate the second deceleration lane. The eliminated lane had a sub-standard width beneath the Central Avenue (CR 508) overpass (Structure No. 146.7), causing vehicles to shy away

from the bridge abutment into the adjacent lane resulting in same direction side-swipe accidents. The additional auxiliary lanes will be constructed within the confines of the existing retaining walls flanking the GSP. The Central Avenue Bridge over the GSP will require replacement to accommodate these additional standard width auxiliary lanes, and to improve the condition of the bridge. The Central Avenue Bridge is approximately 64 years old. Bridges designed in that period typically have a lifespan of 50-75 years. Because of the age of the bridge and its deteriorating condition, major rehabilitation or complete replacement of the bridge has become a necessity. This project will replace the existing bridge in order to maintain the integrity of the thoroughfare for the City and the County, while also improving safety and traffic flow on the Garden State Parkway.

The proposed project improvements will:

- Provide a two lane entrance ramp from the Interchange 145 Toll Plaza to GSP Southbound.
- Widen GSP northbound to re-establish a two lane deceleration lane to the Interchange 145 Toll Plaza.
- Replace the Central Avenue Bridge which is approaching the end of its serviceable life to accommodate additional auxiliary lanes on the GSP.
- Minimize construction impacts on both the GSP and the local roadway network.
- All work on the GSP will be completed within the existing right-of-way.

The project scope has expanded since the Public Hearing was held and now also includes improvements along Oraton Parkway as requested by the local officials. The expanded project will also:

- Reconstruct the pavement along Oraton Parkway Northbound and Southbound from Central Avenue to Park Street.
- Replace five traffic signals located at the following intersections: Oraton Parkway NB with Freeway Drive; Oraton Parkway SB with Freeway Drive; Oraton Parkway NB with Williams Street; Oraton Parkway SB with Williams Street; and Oraton Parkway NB with New Street.
- The five traffic signals and all sidewalks within project limits will be upgraded to meet the requirements of the Americans with Disabilities Act (ADA).
- Due to the additional improvements to Oraton Parkway, the estimated completion of construction work is now 2022.

4. Notice of Public Hearing

- **Written Notice**

Invitation letters to local and county public officials were sent providing written notice of the Hearing (Appendix A) which included a copy of the Hearing Handout. A copy of the Hearing Handout can be found in Appendix D.

- **Legal Notice**

Public notice for the Public Hearing was published in *The Newark Star Ledger* on February 25, 2015 and in the *East Orange Record* on February 26, 2015. The affidavits of publication are included in Appendix C.

5. Public Hearing

The Hearing was held from 7:30 pm to 8:45 pm on Thursday, March 12, 2015, at Warwick Institute, 120 Central Avenue, East Orange, New Jersey 07018.

Total attendance was forty-three (43) people (including NJTA representatives). The Hearing began at 7:30 pm with a formal presentation, after which the public was given the opportunity to provide comments. The Hearing was adjourned at 8:45 pm. The presentation and public comments were recorded by a Certified Court Reporter. A copy of the Hearing transcript is included in Appendix F.

6. Written Comments

Blank comment forms were available to provide written comments. The comment period was open until March 27, 2015. No written comments were received at the meeting or following the meeting.

7. Public Hearing Comments

Public Comment #1

Christopher Coke

City of East Orange Director of Public Works

MR. COKE: "Christopher Coke, C-O-K-E. Good afternoon everybody, my name is Chris Coke. I am the Director of Public Works, and I am actually here as a representative of the City and of the Mayor. Some of the messages that the Mayor wanted me to pass on, first he wanted to thank the Turnpike Authority who owns and maintains the Parkway for doing this public forum and he wanted to thank all the residents and business owners who came out to have their voice heard in regards to this project. He wanted to stress about some of the things going on in East Orange right now on the transit village designation around the bridge church area, train station with over a hundred million dollars in investment coming into the City. The quality of life task force which has been improvement conditions, and has no right summonses for quality of life issues the City and working hard to attract major retail, commercial and residential development throughout the city installing. He wanted to note that this project does play a part in all of these above bullet points, welcomes your input and asks for patience and support throughout this process. Again, as the Director of Public Works, I would like to echo sentiment and again there is a sign-up sheet if you're interesting in speaking. I would encourage those, especially those who will be

impacted in this area. Mainly, you have, Hawthorne Ave., Winthrop, over on the Sussex Avenue side, if you want your voice heard, this is your opportunity. So I would definitely encourage you to do so. Me personally, the project was presented and I had some concerns about the impact that it would have to the City. Obviously, residents first and foremost, but also to the commercial business owners and schools. The schools that we do have in the area, and of course the hospital. I am not sure Ibrahim Small from our community, constituent services offices here and I am not sure if we sent the invite to the hospital, or if we have representatives from the hospital, so I guess we will pass -- we do? Okay. So we will pass the information onto them to make sure that they're all in the loop. Obviously, this is a challenging task, for both the intentions and the intent of the project is good and I have expressed this with representatives from the Turnpike as well as the designers, although the intentions are good, the impact to the City are serious. So therefore, as the Public Works Director, I want to ensure that our concerns are properly addressed. And I have requested certain upgrades be made as part of this project and hopefully the Turnpike Authority will consider them as I think they're necessary to see this project advance. We're going to have some areas, especially the bottom of Freeway Drive, that have not had this type of traffic in the area that now will get improved traffic as well as again the schools impacted, so I echo the Mayor's sentiment in terms of being patient, but I would definitely say, you can reach out to my office or the mayor's office if you have any particular concerns, and we will pass them on to the Turnpike to be addressed. Before I end, I would I like to welcome and I think Council President Alicia Holman is here, so I want to say thank you for coming out, fourth ward councilwoman, Councilwoman Fields is here and of course former but always Councilman Holt is here. Thank you for coming out. So again, we don't want this to be a situation that when the shovels come out here and start digging holes, that now we're going to hear all the issues. This is our opportunity and I believe we said an August construction date?"

Response: Late summer.

MR. COKE: "Late summer construction date. So again, thank you for all coming and it's great to see the amount of interest we have here but we need to keep the conversation going. This is not something -- as citizens, you deserve to have a voice in this, and again although the intentions are good, we need to make sure that our concerns are addressed and I need you to know the Mayor and obviously myself stand behind supporting citizens while supporting the Turnpike and making improvements to the interchange."

Response: As noted, construction was scheduled to begin in late summer, 2015. However, the project has been delayed and will be advertised for construction in 2017 to incorporate contract revisions to address some of the City's concerns and to mitigate construction staging and scheduling conflicts with an ongoing bridge deck repair contract on the Garden State Parkway. Oraton Parkway Northbound (NB) and Southbound (SB) pavement will be reconstructed from Central Avenue to Park Avenue. The traffic signals at the intersections of Oraton Parkway NB & SB with Freeway Drive and Williams Street, and Oraton Parkway NB and New Street, will be upgraded to meet current requirements, and all sidewalks within the project limits will be upgraded to meet ADA requirements.

The NJTA understands that this project will inconvenience the residents of East Orange during construction but the existing Central Avenue Bridge, which serves as a major thoroughfare to the City of East Orange and the County of Essex, is approximately 64

years old. Bridges designed in that period typically have a lifespan of 50-75 years. Because of the age of the bridge and its deteriorating condition, major rehabilitation or complete replacement of the bridge has become a necessity. This project will replace the existing bridge in order to maintain the integrity of the thoroughfare for the City and the County, while also improving safety and traffic flow on the GSP.

Public Comment #2

Alicia Holman

East Orange City Council Ward #5

MS. HOLMAN: *"Alicia Holman, H-O-L-M-A-N. Good evening everyone. Well, I actually have a question that I want to ask rather than a statement -- well, both. I am glad that we're widening the Parkway entrance because we seem to have a tight section coming onto the Parkway going southbound, and I arrived a little late so you may have already answered it, but are we going to have a temporary entrance and exit on and off the Parkway while this is going on or are we just going to be closed altogether here in the City? That's one of my questions. And I apologize if I missed something."*

Response: Ramp 145 SBE (Interchange 145 Toll Plaza to GSP Southbound mainline) will be open to traffic while the ramp is widened. Because the travel lane width on the ramp will be reduced to accommodate construction, there will likely be delays, as was experienced during 2012 when a section of the ramp was widened as part of the interim improvements.

There will however be a temporary southbound exit ramp north of Freeway Drive. The existing southbound exit ramp to Central Avenue will be closed while the Central Avenue Bridge is under construction. The temporary exit ramp will be located to the north of Freeway Drive so Freeway Drive can be signed as an alternate route to points east of the GSP. Drivers will still be able to turn left from South Oraton Parkway onto Central Avenue eastbound, but the number of lanes for Central Avenue eastbound will be reduced from two through lanes to one through lane. The alternate route will mitigate the Central Avenue lane reduction and allow vehicles to distribute out and use the existing road network.

MS. HOLMAN: *"All right. That was one of my questions I had. Wait a minute. I am having a senior moment. Actually Director Coke probably covered it in conversations with you, some of the improvements that we would like to see from DOT, I'm quite sure you've had conversations with that, for instance, on our roadways, alongside, going southbound and northbound entrance, the pavement of our roadways and not just for the project but the long-term upkeep of those roads because I think from beginning to end, they are in a disarray. So Director Coke I hope you're addressing those issues as well. And I think that is about it. I will give him my laundry list in case I forget anything."*

Response: To clarify, this is a New Jersey Turnpike Authority (NJTA) project and not a NJDOT project.

Portions of Central Avenue, Whittlesey Avenue, Birchwood Avenue, and Oraton Parkway Northbound (NB) and Southbound (SB) from Central Avenue to Park Avenue impacted by the project will be reconstructed as part of the proposed improvements extending the life of the roadways and reducing the need for regular maintenance.

MS. HOLMAN: *Are we planning another public hearing before we start this project?"*

Response: This public hearing fulfills the Executive Order No. 172 requirements to advise the public of the proposed project and provide the public with a forum to voice their opinions, recommendations and suggestions. Formal responses to comments and questions will be included in the formal Public Hearing report. The NJTA will continue to coordinate directly with the City of East Orange officials.

MS. HOLMAN: *"Let me make a suggestion. I don't think the notation should just be in this area. I know the project is in this area, but I think it should be citywide, because it's going to be affect the entire city. I know we have had a public works meeting and I know I stated quite a few things that I would like to see from DOT, and when I speak about the roadways and as my colleague said, what is East Orange going to get? It needs to be contractual, because I don't want our roadways done just for the sake of this project. And then get winter we get snow after snow after ice and then they clear our roads and then we don't see them anymore, because our roadways have looked like this for a long time, a very long time. So whatever we're going to do, it needs to be in a contractual manner if possible, and on a city level."*

Response: To clarify, this is a New Jersey Turnpike Authority (NJTA) project and not a NJDOT project.

The NJTA maintenance responsibilities in the City of East Orange per the March 8, 1962 agreement are limited to bridges crossing the Garden State Parkway and Oraton Parkway (northbound and southbound). However, as part of this project, improvements will be made to local streets directly impacted by the proposed detour routes and the Central Avenue bridge replacement. All other East Orange roadways are the responsibility of other entities and beyond the NJTA's jurisdiction and responsibility. This project will provide long term benefits to the City of East Orange that include:

1. The existing Central Avenue Bridge, which serves as a major thoroughfare to the City of East Orange and the County of Essex, is approximately 64 years old. Bridges designed in that period typically have a lifespan of 50-75 years. Because of the age of the bridge and its deteriorating condition, major rehabilitation or complete replacement of the bridge has become a necessity. This project will be replacing the existing bridge in order to maintain the integrity of the thoroughfare for the City and the County, while also improving safety and traffic flow on the GSP. The new bridge will be self-sustaining and have a life span of 75 years.
2. Local roads in the immediate vicinity of the Central Avenue Bridge are littered with existing and aged utilities lines. This project will clean up the layout of these utilities schematically allowing for easier access for any future projects. This project will also provide for the replacement of existing utility lines impacted by the NJTA's improvements with new utility lines.
3. An existing 42" gas distribution line runs underneath the GSP and continues down the center of Central Avenue. It has been identified that this pipe has a depth of cover that is substandard and could conflict with any future projects the City or PSE&G - Gas has planned. As part of the planned improvements, this 42" gas main

will be protected with a structure, thereby eliminating an undesirable situation. In addition to the protection structure, repairs to the existing 42” gas main will be made as part of this project.

4. Through the reconstruction of the new bridge and improvements of the intersections that flank the Central Avenue Bridge, this project will provide for new traffic signals that comply with current Manual on Uniform Traffic Control Devices (MUTCD) standards. Pedestrian crossing time will be increased to meet the new standards to allow for sufficient time for a pedestrian to cross the street.
5. As part of this project, curb ramps within the limits of construction will be modified to meet the current guidelines set forth by the Americans with Disabilities Act (ADA) Standards allowing for pedestrians with disabilities safe travel across intersections.
6. Upgraded sidewalk will be provided along local roads replacing in some cases damaged and cracked concrete sidewalk.
7. Portions of local roadways impacted by the project will be repaved as part of the proposed improvements extending the life of the roadways and reducing the need for regular maintenance.
8. In its current condition, there is a “temporary” water main on top of the sidewalk of the southern half of the Central Avenue Bridge. The water main reduces the traversable area of the sidewalk making it difficult for pedestrians to walk and creates for an unsightly appearance. The proposed bridge will remove this water main off of the top of the bridge and provide for full eight (8) foot wide sidewalks.
9. During the initial coordination meetings, the City requested installation of decorative lighting to replace the standard street lighting on the bridge. Decorative lighting is included as part of the improvements.
10. Various utility improvements have been on-going for several years leaving steel plates at the intersections of Central Avenue and Oraton Parkway Northbound (NB) and Oraton Parkway Southbound (SB). Deep excavations are partially protected by construction drums and in some cases just plywood causing safety concerns for pedestrians. These steel plates will be removed as part of this project creating a safer route for pedestrians and drivers alike. Upon construction completion, all plates and open excavations will be eliminated.
11. The primary goal of this project is to improve the safety and operations on the Garden State Parkway by adding an additional acceleration lane onto the GSP Southbound and an additional deceleration lane to the Interchange 145 northbound exit. These improvements will reduce delays that occur on a daily basis. Vehicles often use Oraton Parkway to bypass these delays. Vehicles will stay on the GSP rather than exiting and using the local road network ultimately leading to less congestion on city streets.
12. The improvements to the overall traffic flow on the GSP will reduce the time where cars are idling thus reducing the amount of emissions produced in the surrounding area.
13. As requested by the City, the Authority will be reconstructing the pavement along Oraton Parkway NB and SB from Central Avenue to Park Street and providing traffic signal improvements at the intersections of Oraton Parkway NB and SB with Freeway Drive and with William Street, and Oraton Parkway NB with New Street.

Public Comment #3

Sharon Fields

East Orange City Council Ward #4

MS. FIELDS: *"Sharon Fields, F-I-E-L-D-S. Good evening, everyone. I live directly across the street, and my concerns are Central Avenue, okay. My vision is in what I kind of figured is, that this block here might have to become a one way, going out to Central and coming up from Oraton Parkway and around."*

Response: None of the roadways within the project area will be made one-way for extended periods of time. Short term traffic pattern revisions will be required during night-time working hours to complete intersection improvements in close proximity to the Central Avenue Bridge. Other than these temporary impacts, two-way traffic will be maintained on all local roadways during construction.

"I know you will be working with the County, but Central is very heavy traffic around 3:30 and 4:00 o'clock. Between Munn and Oraton Parkway, it comes out, so I don't know how you are going to address the traffic flow coming up and going down Central, because between Munn and Oraton, it almost becomes one lane."

Response: Central Avenue westbound traffic will be maintained with its existing two-lane section. Central Avenue eastbound will be reduced for the duration of the Central Avenue Bridge replacement to one lane. The overall lane reduction is required to stage construction of the Central Avenue Bridge replacement and provide adequate work area for the Contractor to construct the work while maintaining traffic in both directions. Detailed traffic data collection and traffic modeling was conducted and it was determined that traffic destined for points east on Central Avenue had several alternate routes that would accommodate the redirected traffic resulting from the reduction to one eastbound lane on the Central Avenue Bridge.

"And my big concerns are, I know how long we're going to be in this, but the digging, right now we have on Central Avenue, cones sitting in the middle of the street from PSE&G."

Response: As part of this project, the designers have been coordinating with PSE&G for the relocation of gas facilities along Central Avenue and the GSP that are impacted by the project within the project area. PSE&G will be upgrading their facilities within the project area to both protect and harden their infrastructure. However, the NJTA does not have control over PSE&G's long term maintenance of their facilities beyond the limits of what is included in this project.

"We are going to be inconvenienced greatly by this. The last construction we had, all of the debris was put on, what is that, Orange Street, Main Street -- right. I have concerns about that. Is the debris going to be taken away immediately? Are we going to have to suffer through dump sites in our community?"

Response: The NJTA's Standard Specifications requires that the Contractor keep the construction site in a neat and orderly condition as well as make a daily cleanup of all trash originating from the operations of the Contractor or his subcontractors. The NJTA

will have a full time resident engineer overseeing the work of the Contractor and to ensure that the Contractor adheres to the NJTA's requirements.

"So I don't know if you're prepared to answer some of my questions now, but this area here, it's going to be a mess, a hot mess, for us residents. Okay. For street cleaning, okay, you're going to be here three years. What we went through with the snow, so I mean, yes, we're having dialog but Director Coke, we're going to have to have a lot of dialogue, a lot, a lot of dialog, because I wasn't here. But Councilman Holt can attest to when they did 280, some of the people may have been here or may not have been here, okay, but what has come through our community and we have reaped no benefits but inconvenience. And we do not need to be inconvenienced anymore without any benefits, okay. Because this is our community and I live here and I want to see it improve, but right about now the traffic at 145 is not at the height of my agenda, this community is. So I hope you so discussed it, I have said, you can relay it back to Mr. Coke because I don't want to see cones, I don't want to see the traffic on Central Avenue backed up with the state trooper earning pay okay, for monitoring you guys here in our City. So like I said, Mr. Coke, Director Coke, we need more dialog here. And I was a little late, but I am not seeing anything here right now that's going to truly benefit us in our community. I have a family who live right next door to me and I'll be here until December 31st, and I am not going to have people knocking on my door okay, asking me about something that I can't give them too many answers about. So I want answers now, not later and not in August. Thank you."

Response: The project Specifications require that the East Orange Police Department must be used for Maintenance and Protection of Traffic operations on all East Orange local roads.

The NJTA understands that this project will inconvenience the residents of East Orange during construction but there are long term benefits that include:

1. The existing Central Avenue Bridge, which serves as a major thoroughfare to the City of East Orange and the County of Essex, is approximately 64 years old. Bridges designed in that period typically have a lifespan of 50-75 years. Because of the age of the bridge and its deteriorating condition, major rehabilitation or complete replacement of the bridge has become a necessity. This project will be replacing the existing bridge in order to maintain the integrity of the thoroughfare for the City and the County, while also improving safety and traffic flow on the GSP. The new bridge will be self-sustaining and have a life span of 75 years.
2. Local roads in the immediate vicinity of the Central Avenue Bridge are littered with existing and aged utilities lines. This project will clean up the layout of these utilities schematically allowing for easier access for any future projects. This project will also provide for the replacement of existing utility lines impacted by the NJTA's improvements with new utility lines.
3. An existing 42" gas distribution line runs underneath the GSP and continues down the center of Central Avenue. It has been identified that this pipe has a depth of cover that is substandard and could conflict with any future projects the City or PSE&G - Gas has planned. As part of the planned improvements, this 42" gas main will be protected with a structure, thereby eliminating an undesirable situation. In addition to the protection structure, repairs to the existing 42" gas main will be made as part of this project.

4. Through the reconstruction of the new bridge and improvements of the intersections that flank the Central Avenue Bridge, this project will provide for new traffic signals that comply with current Manual on Uniform Traffic Control Devices (MUTCD) standards. Pedestrian crossing time will be increased to meet the new standards to allow for sufficient time for a pedestrian to cross the street.
5. As part of this project, curb ramps within the limits of construction will be modified to meet the current guidelines set forth by the Americans with Disabilities Act (ADA) Standards allowing for pedestrians with disabilities safe travel across intersections.
6. Upgraded sidewalk will be provided along local roads replacing in some cases damaged and cracked concrete sidewalk.
7. Portions of local roadways impacted by the project will be repaved as part of the proposed improvements extending the life of the roadways and reducing the need for regular maintenance.
8. In its current condition, there is a “temporary” water main on top of the sidewalk of the southern half of the Central Avenue Bridge. The water main reduces the traversable area of the sidewalk making it difficult for pedestrians to walk and creates for an unsightly appearance. The proposed bridge will remove this water main off of the top of the bridge and provide for full eight (8) foot wide sidewalks.
9. During the initial coordination meetings, the City requested installation of decorative lighting to replace the standard street lighting on the bridge. Decorative lighting is included as part of the improvements.
10. Various utility improvements have been on-going for several years leaving steel plates at the intersections of Central Avenue and Oraton Parkway Northbound (NB) and Oraton Parkway Southbound (SB). Deep excavations are partially protected by construction drums and in some cases just plywood causing safety concerns for pedestrians. These steel plates will be removed as part of this project creating a safer route for pedestrians and drivers alike. Upon construction completion, all plates and open excavations will be eliminated.
11. The primary goal of this project is to improve the safety and operations on the Garden State Parkway by adding an additional acceleration lane onto the GSP Southbound and an additional deceleration lane to the Interchange 145 northbound exit. These improvements will reduce delays that occur on a daily basis. Vehicles often use Oraton Parkway to bypass these delays. Vehicles will stay on the GSP rather than exiting and using the local road network ultimately leading to less congestion on city streets.
12. The improvements to the overall traffic flow on the GSP will reduce the time where cars are idling thus reducing the amount of emissions produced in the surrounding area.
13. As requested by the City, the Authority will be reconstructing the pavement along Oraton Parkway NB and SB from Central Avenue to Park Street and providing traffic signal improvements at the intersections of Oraton Parkway NB and SB with Freeway Drive and with William Street, and Oraton Parkway NB with New Street.

MS. FIELDS: *“Excuse me. I have one more question. Will there be jobs made available to our community?”*

"Well, like I said, we need dialog and then what you need to do, and I need to help you understand this, you need to have some sort of dialog with the contractors. Because you are coming in and you are tearing up our community and like I said, we are reaping no benefits but inconvenience and it's not fair."

Response: The Contractor will be awarded the project through the competitive bidding process in accordance with N.J.A.C. 27:23-6.1, N.J.A.C. 19:9-2.2 and Executive Order No. 37 (Corzine 2006). The Contractor is responsible for hiring all subcontractors and laborers for the project. The NJTA does not control who the Contractor hires other than requiring that they meet the well-defined State of New Jersey Small Business Enterprise (SBE) requirements. Small Business Enterprise (SBE) firms include both minority and women owned businesses. The NJTA has reached out to the Utilities and Transportation Contractors Association (UTCA) of New Jersey to discuss any opportunities for SBE participation. Although this issue is being discussed with the UTCA, the contract documents cannot be modified to incorporate any additional language beyond what is required by state SBE requirements. It should also be noted that the State of New Jersey Equal Employment Opportunity targets for construction contractors and subcontractors in Essex County is 53% minority participation and 6.9% female participation.

MS. FIELDS: *"I know I received this information (meeting notice) Monday evening, okay, and I had spoken to Mr. Coke earlier, and my concern was how does this help our community because with the finances what have you, I think you should have gone from door to door in the fourth ward. I mean for this thing -- but I mean this should have been, okay, money should have been expanded to let the residents know. Like I can look in this room right now, okay, and this is not a representation of the City of East Orange. So this being a public hearing, I don't think it is a public hearing because we don't have enough people here from the public."*

Response: The meeting was advertised in accordance with the public notice requirements of Executive Order No. 172, which requires that the NJTA provide public notice in newspapers at least fifteen (15) days prior to the public forum. The meeting notice was published in the Newark Star Ledger on February 25, 2015 and in the East Orange Record on February 26, 2015. Additionally, the notice of the public forum was posted on the NJTA's website. The NJTA also distributed the public hearing announcement and the handout to City officials on February 23, 2015 with the intent that the City would post this information on the City's website.

MS. FIELDS: *"When you say comply, okay, when complying is beneficial to you, and I have got a problem with that, because that's to your advantage, not to the residents and the City of East Orange. And I understand what you're saying and quoting the codes and the paper and all of that, okay, and I really, at this point in time don't think you came here, okay, to really -- it just sounds like you made up your minds that you are going to do what you are going to do, we are going to be inconvenienced and we don't know much more than you're getting ready to tear up. And I don't know how the rest of the people in this room feel, but that's how I feel. But once they're up, okay, and we're just going to be -- just like PSE&G. They come and tear up and we're riding about cones and trying not to have accidents and they're reciting codes. We can't live with reciting of codes. We have to live day to day, okay, and right about now, this isn't acceptable to me."*

Response: The NJTA understands that this project will inconvenience the residents of East Orange during construction but the existing Central Avenue Bridge, which serves as a major thoroughfare to the City of East Orange and the County of Essex, is approximately 64 years old. Bridges designed in that period typically have a lifespan of 50-75 years. Because of the age of the bridge and its deteriorating condition, major rehabilitation or complete replacement of the bridge has become a necessity. This project will replace the existing bridge to maintain the integrity of the thoroughfare for the City and the County, while also improving safety and traffic flow on the GSP.

Public Comment #4

Romal Bullock

East Orange City Council Ward #2

MR. BULLOCK: *"I am Romal Bullock, councilman from the second ward. B-U-L-L-O-C-K. I apologize for both my tardiness and the fact that I really can't stay, but I wanted to bring up a couple of things. First of all, I'm even more alarmed now than I was before. As I am pulling up and late in finding new problems finding very easy parking, there is -- it's clear to me that there is absolutely no awareness about the seriousness of this issue as far as the impact on our community, among many other things, the detours around our residential areas nearby here and the fact that Central Avenue from what I understand is to be shut down while, between across the Parkway while they take the bridge down to widen the Parkway. Those are going to be apocalyptic on our community. The thing I want to see and keep people aware of is, that once that happens, there will be no east, west, access across the Parkway in East Orange between South Orange Avenue Freeway Drive. That's about a mile. I went on Google Maps last night and put the direction, used the direction feature to find out how long the distance that is, it's about a mile between there where there is no cross access. And I don't know if the Authority has considered or there is any way to consider some sort of temporary span, somehow, across while the Central Avenue bridge is down. If we're going to be going through this for three years. That's going to be horrible. And if not, there is a span across where Maybaum Avenue/Oraton Parkway crosses into Newark, from Newark into East Orange, if that can be made two ways somehow to help the issue. If streets that are currently one way could be made two way, those things need to be considered very carefully. This is going to have a tremendous impact on the community for years. And I don't know that we can afford it, to be honest, not having that access and having other streets rerouted and closed down is going to have a brutal impact. And as I said, I understand, I came up the Parkway northbound today to get to East Orange for a seminar that I had, and it's terrible all the way from the Union tolls up, and I know something does need to be done, but you have to be -- first of all, there has to be more done to publicize this issue to the people. This is pathetic right here. There is nobody -- there is basically nobody showed up tonight. There could be double what we have here tonight and nobody really showed up. But secondly, every possibility of anything that ameliorates this, the fact that we're going to have all these streets closed off and a major thoroughfare closed off in the middle of an area where there is really no other access, this is going to be a real problem that needs to be addressed, and I just want to make sure -- I know my council colleagues want to make sure, that the interest of the residents of this community are taken into effect and I have to be honest, I don't think they're right now."*

Response: The Central Avenue Bridge will not be closed during its reconstruction. The bridge will be replaced using staged construction and three travel lanes will be maintained across the Central Avenue bridge including two westbound through lanes and one eastbound through lanes. Left turn lanes on the bridge will be eliminated during construction. The left turn movements from Central Avenue westbound and eastbound will be detoured to Munn Avenue and Grove Street.

The meeting was advertised in accordance with the public notice requirements of Executive Order No. 172, which requires that the NJTA provide public notice in newspapers at least fifteen (15) days prior to the public forum. The meeting notice was published in the Newark Star Ledger on February 25, 2015 and in the East Orange Record on February 26, 2015. Additionally, the notice of the public forum was posted on the

NJTA's website. The NJTA also distributed the public hearing announcement and the handout to City officials on February 23, 2015 with the intent that the City would post this information on the City's website.

Public Comment #5

Dwight Saunders

City of East Orange

Director of Property Maintenance, Code Enforcement

MR. SAUNDERS: *"Dwight Saunders, S-A-U-N-D-E-R-S. Good evening, everyone, I am the director of Property and Maintenance, Code Enforcement for the City of East Orange. And I take code enforcement very seriously. My question is -- a couple of questions. You said you advertised in the papers. You advertised on the web site? Right?"*

MR. ABUAN: Yes.

MR. SAUNDERS: *"I haven't seen anything on the website, there is nothing on the City website right now. I would like that answered."*

Response: The meeting was advertised in accordance with the public notice requirements of Executive Order No. 172, which requires that the NJTA provide public in newspapers at least fifteen (15) days prior to the public forum. The meeting notice was published in the Newark Star Ledger on February 25, 2015 and in the East Orange Record on February 26, 2015. Additionally, the notice of the public forum was posted on the NJTA's website. The NJTA also distributed the public hearing announcement and the handout to City officials on February 23, 2015 with the intent that the City would post this information on the City's website.

"And my other question is the health issue. What effect it's going to have on our residents in the City with all the dust and gravel, you know, have you all done a study on that?"

Response: Environmental Studies were performed as part of the Environmental Assessment of the project required by Executive Order No. 215. The Environmental Assessment was submitted and approved by the New Jersey Department of Environmental Protection (NJDEP). Additionally, all work will be performed in accordance with the Hudson Essex Passaic Soil Erosion and Sediment Control Standards.

"And my third question is, what is the City – and I feel that you're going to inconvenience us for the next three years, there should be some monetary money coming into the City for that inconvenience. And those are the three questions I have. Thank you very much."

Response: The NJTA understands that this project will inconvenience the residents of East Orange during construction but there are long term benefits that include:

1. The existing Central Avenue Bridge, which serves as a major thoroughfare to the City of East Orange and the County of Essex, is approximately 64 years old. Bridges designed in that period typically have a lifespan of 50-75 years. Because of the age of the bridge and its deteriorating condition, major rehabilitation or complete replacement of the bridge has become a necessity. This project will replace the existing bridge to maintain the integrity of the thoroughfare for the City and the County, while also improving safety and traffic flow on the GSP. The new bridge will

be self-sustaining and have a life span of 75 years.

2. Local roads in the immediate vicinity of the Central Avenue Bridge are littered with existing and aged utilities lines. This project will clean up the layout of these utilities schematically allowing for easier access for any future projects. This project will also provide for the replacement of existing utility lines impacted by the NJTA's improvements with new utility lines.
3. An existing 42" gas distribution line runs underneath the GSP and continues down the center of Central Avenue. It has been identified that this pipe has a depth of cover that is substandard and could conflict with any future projects the City or PSE&G - Gas has planned. As part of the planned improvements, this 42" gas main will be protected with a structure, thereby eliminating an undesirable situation. In addition to the protection structure, repairs to the existing 42" gas main will be made as part of this project.
4. Through the reconstruction of the new bridge and improvements of the intersections that flank the Central Avenue Bridge, this project will provide for new traffic signals that comply with current Manual on Uniform Traffic Control Devices (MUTCD) standards. Pedestrian crossing time will be increased to meet the new standards to allow for sufficient time for a pedestrian to cross the street.
5. As part of this project, curb ramps within the limits of construction will be modified to meet the current guidelines set forth by the Americans with Disabilities Act (ADA) Standards allowing for pedestrians with disabilities safe travel across intersections.
6. Upgraded sidewalk will be provided along local roads replacing in some cases damaged and cracked concrete sidewalk.
7. Portions of local roadways impacted by the project will be repaved as part of the proposed improvements extending the life of the roadway and reducing the need for regular maintenance.
8. In its current condition, there is a "temporary" water main on top of the sidewalk of the southern half of the Central Avenue Bridge. The water main reduces the traversable area of the sidewalk making it difficult for pedestrians to walk and creates for an unsightly appearance. The proposed bridge will remove this water main off of the top of the bridge and provide for full eight (8) foot wide sidewalks.
9. During the initial coordination meetings, the City requested installation of decorative lighting to replace the standard street lighting on the bridge. Decorative lighting is included as part of the improvements.
10. Various utility improvements have been on-going for several years leaving steel plates at the intersections of Central Avenue and Oraton Parkway Northbound (NB) and Oraton Parkway Southbound (SB). Deep excavations are partially protected by construction drums and in some cases just plywood causing safety concerns for pedestrians. These steel plates will be removed as part of this project creating a safer route for pedestrians and drivers alike. Upon construction completion, all plates and open excavations will be eliminated.
11. The primary goal of this project is to improve the safety and operations on the Garden State Parkway by adding an additional acceleration lane onto the GSP Southbound and an additional deceleration lane to the Interchange 145 northbound exit. These improvements will reduce delays that occur on a daily basis. Vehicles often use Oraton Parkway to bypass these delays. Vehicles will stay on the GSP rather than

exiting and using the local road network ultimately leading to less congestion on city streets.

12. The improvements to the overall traffic flow on the GSP will reduce the time where cars are idling thus reducing the amount of emissions produced in the surrounding area.
13. As requested by the City, the Authority will be reconstructing the pavement along Oraton Parkway NB and SB from Central Avenue to Park Street and providing traffic signal improvements at the intersections of Oraton Parkway NB and SB with Freeway Drive and with William Street, and Oraton Parkway NB with New Street.

Public Comment #6
William Holt

MR. HOLT: *"William Holt, H-O-L-T. I guess I have been around long enough to deal with the fiasco, the Turnpike, the highway, the Garden State Parkway as it relates to East Orange. Going back to this one area of 145, when the Parkway came to East Orange, we were told at that point that there would never be a toll in East Orange ever.*

There was an entrance and an exit on the north and southbound side of Central Avenue, there was an entrance and exit on the northbound so I am not sure if these are what you are talking about by way of temporary entrances and exits, because as we listen, as I listen to your presentation, and some areas I feel a little confused, and I don't know about everybody else here, if they totally understand, because a lot of times these presentations are made out of formality and not so much for the people to understand what is going on."

Response: The GSP was originally constructed with ramps that directly connected Central Avenue to the GSP. The construction of I-280 and the associated ramps to/from the GSP performed by the New Jersey Department of Transportation in the 1960's necessitated the need to eliminate the direct ramps to/from Central Avenue. As part of the NJTA's project, the temporary southbound exit ramp being proposed to Oraton Parkway from the Southbound GSP ramp to I-280 will provide alternate access to eastbound Central Avenue via Oraton Parkway and Freeway Drive while the existing exit ramp is closed to facilitate construction staging for the Central Avenue Bridge replacement.

"Because if you're concerned about that presentation will be made to the readiness for follow-up presentation, there would be a presentation here in the school for the parents of the students that go here, because it's going to be a whole lot of transfer going on for the next few years. And certainly, we're all concerned about public safety, but we want to make sure that it's more than words. That it's an actuality."

Response: One of the factors that was considered in selecting the Maintenance and Protection of Traffic (MPT) configuration of how to use the three lane section on Central Avenue was to ensure that westbound traffic would not back up to Grove Street, where the elementary school is located. Although the left turn movement from Central Avenue eastbound to Grove Street northbound will have more vehicles during construction due to the detour of the left turning vehicles from Central Avenue onto Oraton Parkway northbound, any vehicular queues resulting from the bridge construction staging will not impact the school.

"What I am concerned, too, is what do you really expect out of East Orange? I mean we often times, as illustrated by the comment I made about you said there was -- you, meaning the Garden State Parkway, you said there would never be an exchange here in East Orange. Yet I sat in on a meeting when the Garden State Parkway, and it wasn't even the luxury of a public hearing like this, they just came in and just said they were now going to put an exchange at 145. Then, years later, you came back and you chopped up that whole area again because you wanted to expand the arm going over the Parkway."

Response: When I-280 was constructed in the early 1960s by the New Jersey Department of Transportation, a new interchange was constructed and the Central Avenue ramps to/from the GSP were eliminated to accommodate the ramp connections to/from I-280. The I-280 improvements constructed in 2006 by the New Jersey Department of Transportation consisted of widening the ramps and acceleration lanes from the toll plaza leading to I-280 and were intended to alleviate the lengthy queuing and congestion of traffic destined to I-280. The currently proposed improvements by the NJTA involve improvements on the GSP to provide an additional acceleration lane on the GSP southbound and an additional deceleration lane on the GSP northbound to improve the safety and operations of vehicles entering onto and exiting from the GSP at Interchange 145. The complexity of the interchange and the urban environment surrounding the interchange made a multi-stage improvement plan necessary to minimize impacts to the community and the traveling public to the maximum extent possible.

It should be noted that the existing Central Avenue Bridge, which serves as a major thoroughfare to the City of East Orange and the County of Essex, is approximately 64 years old. Bridges designed in that period typically have a lifespan of 50-75 years. Because of the age of the bridge and its deteriorating condition, major rehabilitation or complete replacement of the bridge has become a necessity. This project will replace the existing bridge to maintain the integrity of the thoroughfare for the City and the County, while also improving safety and traffic flow on the GSP. The new bridge will be self-sustaining and have a life span of 75 years.

"You littered East Orange with dust, dirt, gravel and for some reason -- for some reason we were kind enough to make ourselves a repository of dropping a lot of that junk off and a lot of that debris is still here in East Orange. The trucks went through the street, dust, dirt, brick, uncovered, which is against the law, until our people got after you and then they decided they would cover it up. "

Response: The NJTA's Standard Specifications requires that the Contractor keep the construction site in a neat and orderly condition as well as make a daily cleanup of all trash originating from the operations of the Contractor or his subcontractors. The NJTA will have a full time resident engineer overseeing the work of the Contractor and to ensure that the Contractor adheres to the NJTA's requirements. Additionally, the resident engineer's responsibilities include ensuring that environmental permit conditions and applicable state laws are adhered to. State law requires covering trucks that are hauling debris.

"But no respect for the town. The State of New Jersey has never given the City of East Orange any respect as it pertains to the Parkway and that whole exchange. Anything they want to do, they do, and that's what is happening right now. You decided because you didn't do it right the second time, because you didn't do it right the first time, that you're coming in here, creating a mess, trying to straighten out your mess, and it's going to be a greater mess as we go through. So in all the while we have got to be on our Ps and Qs to run behind you, to find out what is going on, just to make sure that we're getting the minimum amount of service. And I think again, it's disrespectful when the council person asks you about jobs. Everybody in any entity that starts any kind of project, jobs are at the core of it all. And

you're going to be able to scatter out millions of dollars to people who live outside of this town, while people in this town do not get jobs and it's a falsehood for you to say or not to say that you don't know where that has to be negotiated by us. Why should we have to negotiate something that is your mess. That's just a little bit about what I have to say and it's a good thing I only have a little time."

Response: The Contractor will be awarded the project through the competitive bidding process in accordance with N.J.A.C. 27:23-6.1, N.J.A.C. 19:9-2.2 and Executive Order No. 37 (Corzine 2006). The Contractor is responsible for hiring all subcontractors and laborers for the project. The NJTA does not control who the Contractor hires other than requiring that they meet the well-defined State of New Jersey Small Business Enterprise (SBE) requirements. Small Business Enterprise (SBE) firms include both minority and women owned businesses. The NJTA has reached out to the Utilities and Transportation Contractors Association (UTCA) of New Jersey to discuss any opportunities for SBE participation. Although this issue is being discussed with the UTCA, the contract documents cannot be modified to incorporate any additional language beyond what is required by state SBE requirements. It should also be noted that the State of New Jersey Equal Employment Opportunity targets for construction contractors and subcontractors in Essex County is 53% minority participation and 6.9% female participation.

Public Comment #7

Willie Wells

MR. WELLS: *"Willie Wells, W-E-L-L-S. I don't understand. You're talking about the Garden State Parkway, right? What about the Expressway that you have running up and down Central Avenue, that little kids have to go across the street every day where the light doesn't hold long enough for an old person or young person to get across the street."*

Response: All traffic signals within the project limits that are impacted by the improvements will be modified and designed in accordance with the latest Manual on Uniform Traffic Control Devices (MUTCD) standards which contains all national standards for the design, application, placement, and support provisions for traffic control devices. These standards were recently revised to reduce walking speeds requiring longer pedestrian intervals to accommodate both children and the elderly. These changes will address the concerns with the pedestrian clearance timing.

"The Garden State Parkway, if you would reopen the old mix, that came over Central Avenue, and when they went down Central Avenue, you have the same thing now. I mean it was better than you have now. I don't know how old you are or nothing like that, but 1960 you had exits where you came up on Central Avenue, you had exits where you went on to Central Avenue, am I correct?"

Response: This is correct, but the old exit ramps could not accommodate the traffic volume of the GSP or Central Avenue. When I-280 was constructed in the early 1960s by the New Jersey Department of Transportation (NJDOT) a new interchange was constructed and the Central Avenue ramps to/from the GSP were eliminated to accommodate the ramp connections to/from I-280.

"Now, this railroad job that you pulled on us tonight, makes you look very bad because you have all these black construction workers that you have overlooked like we don't even exist. It makes me mad. I am not speaking to you, sir, but it makes me really mad because all these people in the neighborhood come in here and take all the money out of here and we don't get a damn dime. I mean we're tired of it. Now, either you guys give us some of the money or don't come in. That's all I have got to say."

Response: The existing Central Avenue Bridge, which serves as a major thoroughfare to the City of East Orange and the County of Essex, is approximately 64 years old. Bridges designed in that period typically have a lifespan of 50-75 years. Because of the age of the bridge and its deteriorating condition, major rehabilitation or complete replacement of the bridge has become a necessity. This project will replace the existing bridge to maintain the integrity of the thoroughfare for the City and the County, while also improving safety and traffic flow on the GSP. The new bridge will be self-sustaining and have a life span of 75 years. Additionally, improvements to the traffic signals and pedestrian facilities will also benefit the City.

The Contractor will be awarded the project through the competitive bidding process in accordance with N.J.A.C. 27:23-6.1, N.J.A.C. 19:9-2.2 and Executive Order No. 37 (Corzine 2006). The Contractor is responsible for hiring all subcontractors and laborers for the project. The NJTA does not control who the Contractor hires other than requiring

that they meet the well-defined State of New Jersey Small Business Enterprise (SBE) requirements. Small Business Enterprise (SBE) firms include both minority and women owned businesses. The NJTA has reached out to the Utilities and Transportation Contractors Association (UTCA) of New Jersey to discuss any opportunities for SBE participation. Although this issue is being discussed with the UTCA, the contract documents cannot be modified to incorporate any additional language beyond what is required by state SBE requirements. It should also be noted that the State of New Jersey Equal Employment Opportunity targets for construction contractors and subcontractors in Essex County is 53% minority participation and 6.9% female participation.

The NJTA maintenance responsibilities in the City of East Orange per the March 8, 1962 agreement are limited to bridges crossing the Garden State Parkway and Oraton Parkway (northbound and southbound). However, as part of this project, improvements will be made to local streets directly impacted by the proposed detour routes and the Central Avenue bridge replacement. All other East Orange roadways are the responsibility of other entities and beyond the NJTA's jurisdiction and responsibility.

Public Comment #8

Ted Green

East Orange City Council Ward #3

MR. GREEN: *"Ted Green, G-R-E-E-N, Councilman Ted Green, from the City of East Orange. I guess you probably heard this one hundred times this evening already in reference to, first of all, how you advertised the public hearing, because when I look at the number of people in the room with a project, especially at this magnitude, it should have been filled in here but because people didn't have the information like it should have went out, and sometimes I think it's done purposely to kind of like not have people at these type of meetings, so I guess one of my questions would be how did you advertise and when, where, you know."*

Response: The meeting was advertised in accordance with the public notice requirements of Executive Order No. 172, which requires that the NJTA provide public notice in newspapers at least fifteen (15) days prior to the public forum. The meeting notice was published in the Newark Star Ledger on February 25, 2015 and in the East Orange Record on February 26, 2015. Additionally, the notice of the public forum was posted on the NJTA's website. The NJTA also distributed the public hearing announcement and the handout to City officials on February 23, 2015 with the intent that the City would post this information on the City's website.

"The second thing is I am going to continue to talk about when a project at this number and you just heard former Councilman Holt and probably some other council colleagues and the director asked, when folks come to the City of East Orange, we have saw it time after time after time especially with a project of this dollar amount, that job opportunities. We're a city that's trying to not only work within our young people because when folks come in our city and its construction or roadwork and we drive by, it don't look like the folks who live here. So, we want to know how can we be a part of the job opportunity because what happens is that when you do a job in our city, you use our streets, you use our water department, you're going to have to use a cop if something happens, use our fire department at taxpaying people pay for that. So again I think that hopefully we can sit down at the table and have another public hearing before this project starts. But one of my biggest advocacies will be, how can we be able to be in the rim of job opportunities for East Orange residents and also how do we benefit?"

Response: The Contractor will be awarded the project through a competitive bidding process in accordance with N.J.A.C. 27:23-6.1, N.J.A.C. 19:9-2.2 and Executive Order No. 37 (Corzine 2006). The Contractor must be pre-qualified to perform this magnitude of work. The Contractor will hire properly trained men and women who are properly trained in their respective fields. In addition, the Contractor is required to hire a percentage of Small Business Enterprise (SBE) firms who must meet specific requirements mandated by the State of New Jersey. Small Business Enterprise (SBE) firms include both minority and women owned businesses. The SBE goal for this contract is 25%. Additionally, it should also be noted that the State of New Jersey Equal Employment Opportunity targets for construction contractors and subcontractors in Essex County is 53% minority participation and 6.9% female participation.

The project Specifications requires that the Contractor coordinate all local traffic control with the local police. The NJTA's Contractor will pay the local police department for

approved costs associated with the local police providing maintenance and protection of traffic on local roads related to the NJTA's contract.

"Not only for a one-term hit and job opportunities, but the opportunities for men and women in the community to be a part of -- if you're doing another project at this magnitude, how can we work and go on for a while to be a part of what the New Jersey Turnpike Authority is doing, so again, those are some of the questions that I think should be answered before we start this job. And can I say this, too, you know, I think that when a decision is made and you all do make the decision, we can take a proactive of trying to work with the New Jersey Turnpike Authority or we can, as a city and as a community, we can kind of go out and protest, because we're not protesting to be negative or be of any type of city where we are trying to hurt anybody, but the protest would be, how do we benefit? Because in this city, we have a forty percent of unemployment in a town that we live in, and we want to make sure that our folks who live here, rent here, pay taxes here and our young people get an opportunity to be a part of the project. So that is something you're probably going to hear through the duration of what you are all doing and how you are all doing it and we just want to make sure that in the future, that we have another public hearing. We don't want this project to start without having another hearing and getting more East Orange residents out and more folks out and not only that, sit and talk to the City Council because we're the governing body here and I know the Mayor and other folks, but give us an opportunity to sit down collectively and see how we can come up with some benefactors in terms of being part of the project. Thank you."

Response: This public hearing fulfills the Executive Order No. 172 requirements to advise the public of the proposed project and provide the public with a forum to voice their opinions, recommendations and suggestions. Formal responses to comments and questions will be included in the formal Public Hearing report. The NJTA will continue to coordinate directly with the City of East Orange officials. However, the scope of the project has been expanded to include the following:

Oraton Parkway NB and SB will be repaved from Central Avenue to Park Avenue. The traffic signals at the intersections of Oraton Parkway Northbound (NB) & Southbound (SB) with Freeway Drive and Williams Street, and Oraton Parkway NB with New Street, will be upgraded to meet current requirements, and all sidewalks will be upgraded to meet Americans with Disabilities Act (ADA) requirements.

The Contractor will be awarded the project through a competitive bidding process in accordance with N.J.A.C. 27:23-6.1, N.J.A.C. 19:9-2.2 and Executive Order No. 37 (Corzine 2006). There are restrictions that are built into the public bidding and public contract requirements. The Contractor is responsible for hiring all subcontractors and laborers for the project. The NJTA does not control who the Contractor hires other than requiring that they meet the well-defined State of New Jersey Small Business Enterprise (SBE) requirements. Small Business Enterprise (SBE) firms include both minority and women owned businesses. The NJTA has reached out to the Utilities and Transportation Contractors Association (UTCA) of New Jersey to discuss any opportunities for SBE participation. Although this issue is being discussed with the UTCA, the contract documents cannot be modified to incorporate any additional language beyond what is required by state SBE requirements. It should also be noted that the State of New Jersey

Equal Employment Opportunity targets for construction contractors and subcontractors in Essex County is 53% minority participation and 6.9% female participation.

The NJTA understands that this project will inconvenience the residents of East Orange during construction but there are long term benefits that include:

1. The existing Central Avenue Bridge, which serves as a major thoroughfare to the City of East Orange and the County of Essex, is approximately 64 years old. Bridges designed in that period typically have a lifespan of 50-75 years. Because of the age of the bridge and its deteriorating condition, major rehabilitation or complete replacement of the bridge has become a necessity. This project will replace the existing bridge in order to maintain the integrity of the thoroughfare for the City and the County, while also improving safety and traffic flow on the GSP. The new bridge will be self-sustaining and have a life span of 75 years.
2. Local roads in the immediate vicinity of the Central Avenue Bridge are littered with existing and aged utilities lines. This project will clean up the layout of these utilities schematically allowing for easier access for any future projects. This project will also provide for the replacement of existing utility lines impacted by the NJTA's improvements with new utility lines.
3. An existing 42" gas distribution line runs underneath the GSP and continues down the center of Central Avenue. It has been identified that this pipe has a depth of cover that is substandard and could conflict with any future projects the City or PSE&G - Gas has planned. As part of the planned improvements, this 42" gas main will be protected with a structure, thereby eliminating an undesirable situation. In addition to the protection structure, repairs to the existing 42" gas main will be made as part of this project.
4. Through the reconstruction of the new bridge and improvements of the intersections that flank the Central Avenue Bridge, this project will provide for new traffic signals that comply with current Manual on Uniform Traffic Control Devices (MUTCD) standards. Pedestrian crossing time will be increased to meet the new standards to allow for sufficient time for a pedestrian to cross the street.
5. As part of this project, curb ramps within the limits of construction will be modified to meet the current guidelines set forth by the Americans with Disabilities Act (ADA) Standards allowing for pedestrians with disabilities safe travel across intersections.
6. Upgraded sidewalk will be provided along local roads replacing in some cases damaged and cracked concrete sidewalk.
7. Portions of local roadways impacted by the project will be repaved as part of the proposed improvements extending the life of the roadway and reducing the need for regular maintenance.
8. In its current condition, there is a "temporary" water main on top of the sidewalk of the southern half of the Central Avenue Bridge. The water main reduces the traversable area of the sidewalk making it difficult for pedestrians to walk and creates for an unsightly appearance. The proposed bridge will remove this water main off of the top of the bridge and provide for full eight (8) foot wide sidewalks.
9. During the initial coordination meetings, the City requested installation of decorative lighting to replace the standard street lighting on the bridge. Decorative lighting is included as part of the improvements.

10. Various utility improvements have been on-going for several years leaving steel plates at the intersections of Central Avenue and Oraton Parkway NB and Oraton Parkway SB. Deep excavations are partially protected by construction drums and in some cases just plywood causing safety concerns for pedestrians. These steel plates will be removed as part of this project creating a safer route for pedestrians and drivers alike. Upon construction completion, all plates and open excavations will be eliminated.
11. The primary goal of this project is to improve the safety and operations on the Garden State Parkway by adding an additional acceleration lane onto the GSP Southbound and an additional deceleration lane to the Interchange 145 northbound exit. These improvements will reduce delays that occur on a daily basis. Vehicles often use Oraton Parkway to bypass these delays. Vehicles will stay on the GSP rather than exiting and using the local road network ultimately leading to less congestion on city streets.
12. The improvements to the overall traffic flow on the GSP will reduce the time where cars are idling thus reducing the amount of emissions produced in the surrounding area.
13. As requested by the City, the Authority will be reconstructing the pavement along Oraton Parkway NB and SB from Central Avenue to Park Street and providing traffic signal improvements at the intersections of Oraton Parkway NB and SB with Freeway Drive and with William Street, and Oraton Parkway NB with New Street.

Public Comment #9
Ronald Jean

MR. JEAN: *"Ronald Jean, J-E-A-N. I would just like to make a couple comments. I think the council have done a good job in some of the comments I wanted to make regarding, one, notification the residents. We heard about it last night; second, what economic benefit is the City going to receive from this?"*

Response:

The meeting was advertised in accordance with the public notice requirements of Executive Order No. 172, which requires that the NJTA provide public notice in newspapers at least fifteen (15) days prior to the public forum. The meeting notice was published in the Newark Star Ledger on February 25, 2015 and in the East Orange Record on February 26, 2015. Additionally, the notice of the public forum was posted on the NJTA's website. The NJTA also distributed the public hearing announcement and the handout to City officials on February 23, 2015 with the intent that the City would post this information on the City's website.

Under Construction Benefits:

1. Construction contracts of this magnitude require a field office that is to be used by the contractor and engineers throughout the life of the project. Field offices are typically rented vacant office spaces in the nearby vicinity of the project location. Although there is not a requirement that the Contractor must rent space within East Orange, this project would provide the opportunity for a local East Orange business owner to rent vacant office space to the Contractor who would occupy it for approximately four years.
2. The East Orange economy will be stimulated through the use of the local eateries and businesses that will benefit from the frequent visits of the various engineers and construction workers throughout the life of the project.
3. It has been noted in the project Specifications that the East Orange Police Department must be used for the Maintenance and Protection of Traffic operations on all East Orange local roads.

Post-Construction Benefits:

1. The existing Central Avenue Bridge, which serves as a major thoroughfare to the City of East Orange and the County of Essex, is approximately 64 years old. Bridges designed in that period typically have a lifespan of 50-75 years. Because of the age of the bridge and its deteriorating condition, major rehabilitation or complete replacement of the bridge has become a necessity. This project will replace the existing bridge to maintain the integrity of the thoroughfare for the City and the County, while also improving safety and traffic flow on the GSP. The new bridge will be self-sustaining and have a life span of 75 years.
2. Local roads in the immediate vicinity of the Central Avenue Bridge are littered with existing and aged utilities lines. This project will clean up the layout of these utilities schematically allowing for easier access for any future projects. This

project will also provide for the replacement of existing utility lines impacted by the NJTA's improvements with new utility lines.

3. An existing 42" gas distribution line runs underneath the GSP and continues down the center of Central Avenue. It has been identified that this pipe has a depth of cover that is substandard and could conflict with any future projects the City or PSE&G - Gas has planned. As part of the planned improvements, this 42" gas main will be protected with a structure, thereby eliminating an undesirable situation. In addition to the protection structure, repairs to the existing 42" gas main will be made as part of this project.
4. Through the reconstruction of the new bridge and improvements of the intersections that flank the Central Avenue Bridge, this project will provide for new traffic signals that comply with current Manual on Uniform Traffic Control Devices (MUTCD) standards. Pedestrian crossing time will be increased to meet the new standards to allow for sufficient time for a pedestrian to cross the street.
5. As part of this project, curb ramps within the limits of construction will be modified to meet the current guidelines set forth by the Americans with Disabilities Act (ADA) Standards allowing for pedestrians with disabilities safe travel across intersections.
6. Upgraded sidewalk will be provided along local roads within the project limits replacing in some cases damaged and cracked concrete sidewalk.
7. Portions of local roadways impacted by the project will be repaved as part of the proposed improvements extending the life of the roadway and reducing the need for regular maintenance.
8. In its current condition, there is a "temporary" water main on top of the sidewalk of the southern half of the Central Avenue Bridge. The water main reduces the traversable area of the sidewalk making it difficult for pedestrians to walk and creates for an unsightly appearance. The proposed bridge will remove this water main off of the top of the bridge and provide for full eight (8) foot wide sidewalks.
9. During the initial coordination meetings, the City requested installation of decorative lighting to replace the standard street lighting on the bridge. Decorative lighting is included as part of the improvements.
10. Various utility improvements have been on-going for several years leaving steel plates at the intersections of Central Avenue and Oraton Parkway Northbound (NB) and Oraton Parkway Southbound (SB). Deep excavations are partially protected by construction drums and in some cases just plywood causing safety concerns for pedestrians. These steel plates will be removed as part of this project creating a safer route for pedestrians and drivers alike. Upon construction completion, all plates and open excavations will be eliminated.
11. The primary goal of this project is to improve the safety and operations on the Garden State Parkway by adding an additional acceleration lane onto the GSP Southbound and an additional deceleration lane to the Interchange 145 northbound exit. These improvements will reduce delays that occur on a daily basis. Vehicles often use Oraton Parkway to bypass these delays. Vehicles will stay on the GSP rather than exiting and using the local road network ultimately leading to less congestion on city streets.

12. The improvements to the overall traffic flow on the GSP will reduce the time where cars are idling thus reducing the amount of emissions produced in the surrounding area.
13. As requested by the City, the Authority will be reconstructing the pavement on Oraton Parkway northbound and southbound from Central Avenue to Park Street and providing traffic signal improvements at the intersections of Oraton Parkway NB and SB with Freeway Drive and William Street and Oraton Parkway NB with New Street.

"Is there going to be the benefit of any off-site improvements to the Township?"

Response: The pavement on Oraton Parkway northbound and southbound will be reconstructed from Central Avenue to Park Avenue. The traffic signals at the intersections of Oraton Parkway NB and SB with Freeway Drive and Oraton Parkway NB and SB with William Street, and Oraton Parkway NB with New Street will be upgraded. All intersections within these reconstruction limits will be upgraded to meet ADA requirements.

"And I think the third point I want to make is that I think that council can effect this, notwithstanding the fact that I have spent already -- so the bond has been funded and the project is ready to go, and I guess the procurement and the bidding should be soon, and one other point I would like to make, what sort of effort is being made to include minorities?"

Response: The NJTA specifications require that Small Business Enterprise (SBE) firms which includes both minority and women owned businesses have a certain percentage of the project. These firms must be prequalified with the State of New Jersey.

The Contractor is responsible for hiring all subcontractors and laborers for the project. The NJTA does not control who the Contractor hires other than requiring that they meet the well-defined State of New Jersey Small Business Enterprise (SBE) requirements. Small Business Enterprise (SBE) firms include both minority and women owned businesses. The NJTA has reached out to the Utilities and Transportation Contractors Association (UTCA) of New Jersey to discuss any opportunities for SBE participation. Although this issue is being discussed with the UTCA, the contract documents cannot be modified to incorporate any additional language beyond what is required by state SBE requirements. It should also be noted that the State of New Jersey Equal Employment Opportunity targets for construction contractors and subcontractors in Essex County is 53% minority participation and 6.9% female participation.

Public Comment #10
Lester Banks

MR. BANKS: *"Lester Banks, B-A-N-K-S. This is not an idea up for discussion. This is a -- we're being informed that this is what is going to happen. Yes? No?"*

A SPEAKER: *"That's correct."*

MR. BANKS: *"That's all I have to say."*

A SPEAKER: *"So no matter what you do, this is a done deal. Thank you. Have a good evening."*

Response: The Executive Order No. 172 Public Hearing process is intended to advise the public of the proposed project and provide the public with a forum to voice their opinions, recommendations and suggestions. Formal responses to comments and questions will be included in the formal Public Hearing report.

The NJTA understands that this project will inconvenience the residents of East Orange during construction but the existing Central Avenue Bridge, which serves as a major thoroughfare to the City of East Orange and the County of Essex, is approximately 64 years old. Bridges designed in that period typically have a lifespan of 50-75 years. Because of the age of the bridge and its deteriorating condition, major rehabilitation or complete replacement of the bridge has become a necessity. This project will replace the existing bridge to maintain the integrity of the thoroughfare for the City and the County, while also improving safety and traffic flow on the GSP. The new bridge will be self-sustaining and have a life span of 75 years.

APPENDIX A

Notice of Public Hearing

APPENDIX B

Letters Sent to Public Officials

APPENDIX C

Affidavits of Publication

APPENDIX D

Handout Distributed at Public Hearing

APPENDIX E

Sign-in Sheet

APPENDIX F

Transcript of Proceedings of Public Hearing

APPENDIX A

Notice of Public Hearing

The newspapers of **New Jersey** make public notices from their printed pages available electronically in a single database for the benefit of the public. This enhances the legislative intent of public notice - keeping a free and independent public informed about activities of their government and business activities that may affect them. Importantly, Public Notices now are in one place on the web (www.PublicNoticeAds.com), not scattered among thousands of government web pages.

County: Essex

Printed In: The Star-Ledger, Newark

Printed On: 2015/02/25

NEW JERSEY TURNPIKE AUTHORITY NOTICE OF PUBLIC HEARING GARDEN STATE PARKWAY INTERCHANGE 145 PROJECT CITY OF EAST ORANGE, COUNTY OF ESSEX NOTICE IS HEREBY GIVEN that the New Jersey Turnpike Authority (Authority) will hold a Public Hearing in compliance with Executive Order No. 172 for the purpose of taking public comment on the proposed Garden State Parkway (GSP) Interchange 145 ("Project"), located in the City of East Orange, Essex County. The Project includes the replacement of the Central Avenue (County Route 508) bridge over the Garden State Parkway, to facilitate widening the southbound entrance ramp, which leads from the Interchange 145 Toll Plaza to the GSP southbound, to provide a two-lane entrance ramp; and widening the GSP northbound to provide a two-lane deceleration lane to the Interchange 145 Toll Plaza. The Project is intended to improve the safety and operations of Interchange 145 by accommodating the high traffic volume at the interchange between I-280, the GSP and the local road network. The Public Hearing will be held on Thursday, March 12, 2015, from 5:30 p.m. to 9:00 p.m. at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey, 07018. Representatives of the Authority and its consultants will be available to discuss the Project informally between 5:30 and 7:30 p.m. The official Public Hearing will begin at 7:30 p.m. with a brief presentation by the Authority followed by the opportunity for members of the public to make verbal or written comments on the Project for the record. Written comments may also be submitted to the Authority prior to the hearing and until Friday, March 27, 2015, which is the official closing date of the comment period. All comments received, oral or written, will be responded to in a written Public Hearing Record. Written comments should be addressed to: Maynard Abuan, P.E., Project Engineer Hearing Officer New Jersey Turnpike Authority P.O. Box 5042 Woodbridge, NJ 07095-5042 JOSEPH W. MROZEK EXECUTIVE DIRECTOR 2/25/2015 \$104.40

Public Notice ID: 22204086

APPENDIX B

Letters Sent to Public Officials



New Jersey Turnpike Authority

ADMINISTRATION BUILDING - 581 MAIN STREET
P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DUPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Anthony Jackson, Deputy County Clerk
Essex County Hall of Records, Room 247
465 Dr. Martin Luther King, Jr. Blvd.
Newark, NJ 07102

Re: New Jersey Turnpike Authority
Notice of Public Hearing -- Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

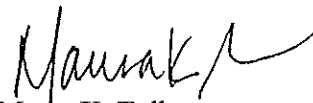
Dear Deputy County Clerk Jackson:

Please be advised that the New Jersey Turnpike Authority will be holding a Public Hearing on Thursday, March 12, 2015 beginning at 5:30 p.m. and concluding at 9:00 p.m. The hearing will be held at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey. The specifics of the hearing and a description of the proposed improvements are outlined in the attached flyer. Also attached is a copy of the Public Hearing Notice.

The public hearing is being held to satisfy the requirements of *Executive Order No. 172* which requires that the Authority conduct a public hearing to advise the public of certain highway projects prior to the start of construction and to notify County and Municipal Officials of such a hearing. Notice of the public hearing will also be published in several newspapers.

It is the Authority's hope that you will be able to attend this hearing. In the meantime, please feel free to contact the Authority's Project Manager Maynard Abuan at (732) 750-5300, Extension 8214 or by e-mail at MAbuan@turnpike.state.nj.us.

Very truly yours,


Maureen K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

ADMINISTRATION BUILDING - 581 MAIN STREET
P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DUPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Mr. Sanjeev Varghese, P.E.
Director and County Engineer
Essex County Dept. of Public Works
900 Bloomfield Avenue
Verona, NJ 07044

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

Dear Mr. Varghese:

Please be advised that the New Jersey Turnpike Authority will be holding a Public Hearing on Thursday, March 12, 2015 beginning at 5:30 p.m. and concluding at 9:00 p.m. The hearing will be held at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey. The specifics of the hearing and a description of the proposed improvements are outlined in the attached flyer. Also attached is a copy of the Public Hearing Notice.

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Very truly yours,

Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

ADMINISTRATION BUILDING - 581 MAIN STREET
P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DUPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. KROZEK, Executive Director

February 23, 2015

Honorable Christopher J. Durkin
Essex County Clerk
Hall of Records
P.O. Box 690
Newark, NJ 07101-0690

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

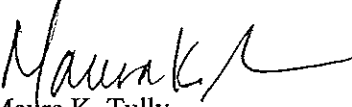
Dear Clerk Durkin:

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Very truly yours,


Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

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P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DuPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Deborah Davis Ford, Clerk
Essex County Board of Chosen Freeholders
Hall of Records, Room 558
465 Dr. Martin Luther King, Jr. Blvd.
Newark, NJ 07102

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

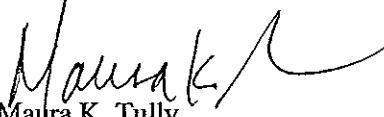
Dear Freeholder Clerk Ford:

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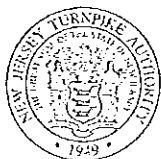
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Very truly yours,


Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

ADMINISTRATION BUILDING - 581 MAIN STREET
P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DUPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Honorable Britnee N. Timberlake
Freeholder President – Essex County
465 Dr. Martin Luther King Jr. Blvd.
Hall of Records, Room 558
Newark, NJ 07102

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

Dear Freeholder President Timberlake:

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Very truly yours,

Maureen K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

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CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DuPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Honorable Joseph N. DiVincenzo, Jr.
County Executive -- Essex County
465 Dr. Martin Luther King Jr. Blvd.
Hall of Records, Room 205
Newark, NJ 07102

Re: New Jersey Turnpike Authority
Notice of Public Hearing -- Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

Dear County Executive DiVincenzo:

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Very truly yours,

Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

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P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
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MICHAEL R. DUPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. KROZEK, Executive Director

February 23, 2015

Christopher Mobley, Deputy Director
Planning and Economic Development
City of Orange Township
29 N. Day Street
Orange, NJ 07050

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

Dear Deputy Director Mobley:

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Very truly yours,

Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

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ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Honorable Dwayne D. Warren, Mayor
City of Orange Township
29 N. Day Street
Orange, NJ 07050

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
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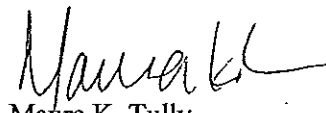
Dear Mayor Warren:

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Very truly yours,


Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

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ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Dr. Kevin Slavin, FACHE
President/CEO
East Orange General Hospital
300 Central Avenue
East Orange, NJ 07018

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

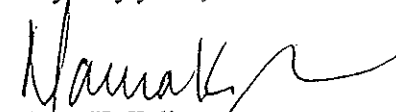
Dear Dr. Slavin:

Please be advised that the New Jersey Turnpike Authority will be holding a Public Hearing on Thursday, March 12, 2015 beginning at 5:30 p.m. and concluding at 9:00 p.m. The hearing will be held at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey. The specifics of the hearing and a description of the proposed improvements are outlined in the attached flyer. Also attached is a copy of the Public Hearing Notice.

The public hearing is being held to satisfy the requirements of *Executive Order No. 172* which requires that the Authority conduct a public hearing to advise the public of certain highway projects prior to the start of construction and to notify County and Municipal Officials of such a hearing. Notice of the public hearing will also be published in several newspapers.

It is the Authority's hope that you will be able to attend this hearing. In the meantime, please feel free to contact the Authority's Project Manager Maynard Abuan at (732) 750-5300, Extension 8214 or by e-mail at MABuan@turnpike.state.nj.us.

Very truly yours,


Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

ADMINISTRATION BUILDING - 581 MAIN STREET
P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DuPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Mr. Christopher Weiss
East Orange Fire Department
60 Main Street
East Orange, NJ 07018

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

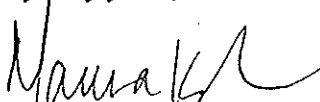
Dear Mr. Weiss:

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Very truly yours,


Maufa K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

ADMINISTRATION BUILDING - 581 MAIN STREET
P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DuPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Mr. Sean Anders
East Orange Water Commission
99 South Grove Street
East Orange, NJ 07018

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

Dear Mr. Anders:

Please be advised that the New Jersey Turnpike Authority will be holding a Public Hearing on Thursday, March 12, 2015 beginning at 5:30 p.m. and concluding at 9:00 p.m. The hearing will be held at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey. The specifics of the hearing and a description of the proposed improvements are outlined in the attached flyer. Also attached is a copy of the Public Hearing Notice.

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Very truly yours,

Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

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TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DuPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Officer Tony Cook
East Orange Police Department
15 South Munn Avenue
East Orange, NJ 07018

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

Dear Officer Cook:

Please be advised that the New Jersey Turnpike Authority will be holding a Public Hearing on Thursday, March 12, 2015 beginning at 5:30 p.m. and concluding at 9:00 p.m. The hearing will be held at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey. The specifics of the hearing and a description of the proposed improvements are outlined in the attached flyer. Also attached is a copy of the Public Hearing Notice.

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Very truly yours,

Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

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TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DUPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Mr. Brent Mustofa
East Orange School District
199 4th Avenue
East Orange, NJ 07017

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

Dear Mr. Mustofa:

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Very truly yours,

Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

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RONALD GRAVINO, Vice Chairman
MICHAEL R. DuPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Mr. Craig Smith
East Orange School District
199 4th Avenue
East Orange, NJ 07017

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

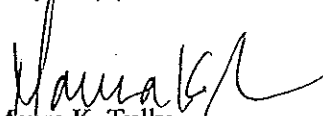
Dear Mr. Smith:

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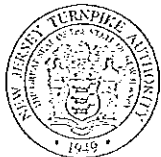
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Very truly yours,


Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

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P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
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LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DuPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. KROZEK, Executive Director

February 23, 2015

Matthew Stevens, Director
East Orange Recreation & Cultural Affairs
1 Fellowship Circle
East Orange, NJ 07017

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

Dear Director Stevens:

Please be advised that the New Jersey Turnpike Authority will be holding a Public Hearing on Thursday, March 12, 2015 beginning at 5:30 p.m. and concluding at 9:00 p.m. The hearing will be held at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey. The specifics of the hearing and a description of the proposed improvements are outlined in the attached flyer. Also attached is a copy of the Public Hearing Notice.

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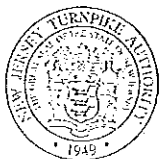
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Very truly yours,

Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

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P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DuPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Rita Delores Butts, Manager
East Orange Division of Senior Services
90 Halsted Street
East Orange, NJ 07018

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

Dear Ms. Butts:

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Very truly yours,

Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

ADMINISTRATION BUILDING - 581 MAIN STREET
P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DUPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. IMROZEK, Executive Director

February 23, 2015

Carolyn Ryan Reed, Director
East Orange Public Library
21 South Arlington Avenue
East Orange, NJ 07018

Re: New Jersey Turnpike Authority
Notice of Public Hearing -- Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

Dear Director Reed:

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Very truly yours,

Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

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P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DUPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. KROZEK, Executive Director

February 23, 2015

Dr. Gloria C. Scott, Superintendent
City of East Orange School District
199 4th Avenue
East Orange, NJ 07017

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

Dear Dr. Scott:

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Very truly yours,

Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



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P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DuPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Ms. Valerie Jackson
Director of Planning
City of East Orange
44 City Hall Plaza
East Orange, NJ 07018

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

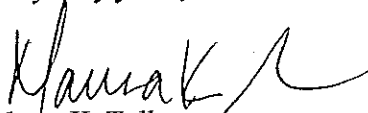
Dear Ms. Jackson:

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Very truly yours,


Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
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CHRIS CHRISTIE
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RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Christopher Coke, Director
Public Works Department
City of East Orange
44 City Hall Plaza
East Orange, NJ 07019

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex


Dear Director Coke:

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Very truly yours,


Maureen K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

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P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

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GOVERNOR

KIM GUADAGNO
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MICHAEL R. DUPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. KROZEK, Executive Director

February 23, 2015

Chief William Robinson
East Orange Police Department
15 South Munn Avenue
East Orange, NJ 07018

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

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Very truly yours,

Maurya K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

ADMINISTRATION BUILDING - 581 MAIN STREET
P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DUPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. KROZEK, Executive Director

February 23, 2015

Chief Charles Salley
East Orange Fire Department
468 Main Street
East Orange, NJ 07018

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

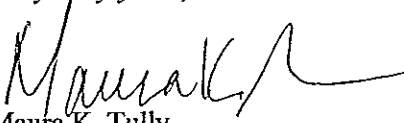
Dear Chief Salley:

Please be advised that the New Jersey Turnpike Authority will be holding a Public Hearing on Thursday, March 12, 2015 beginning at 5:30 p.m. and concluding at 9:00 p.m. The hearing will be held at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey. The specifics of the hearing and a description of the proposed improvements are outlined in the attached flyer. Also attached is a copy of the Public Hearing Notice.

The public hearing is being held to satisfy the requirements of *Executive Order No. 172* which requires that the Authority conduct a public hearing to advise the public of certain highway projects prior to the start of construction and to notify County and Municipal Officials of such a hearing. Notice of the public hearing will also be published in several newspapers.

It is the Authority's hope that you will be able to attend this hearing. In the meantime, please feel free to contact the Authority's Project Manager Maynard Abuan at (732) 750-5300, Extension 8214 or by e-mail at MAbuan@turnpike.state.nj.us.

Very truly yours,


Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

ADMINISTRATION BUILDING - 581 MAIN STREET
P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DUPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Mr. R. David Williams
OEM Coordinator
East Orange Fire Department
468 Main Street
East Orange, NJ 07018

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

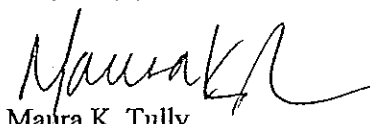
Dear Mr. Williams:

Please be advised that the New Jersey Turnpike Authority will be holding a Public Hearing on Thursday, March 12, 2015 beginning at 5:30 p.m. and concluding at 9:00 p.m. The hearing will be held at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey. The specifics of the hearing and a description of the proposed improvements are outlined in the attached flyer. Also attached is a copy of the Public Hearing Notice.

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It is the Authority's hope that you will be able to attend this hearing. In the meantime, please feel free to contact the Authority's Project Manager Maynard Abuan at (732) 750-5300, Extension 8214 or by e-mail at MAbuan@turnpike.state.nj.us.

Very truly yours,


Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

ADMINISTRATION BUILDING - 581 MAIN STREET
P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DuPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. KROZEK, Executive Director

February 23, 2015

Honorable Christopher James, Councilman
City of East Orange
44 City Hall Plaza
East Orange, NJ 07019

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex


Dear Councilman James:

Please be advised that the New Jersey Turnpike Authority will be holding a Public Hearing on Thursday, March 12, 2015 beginning at 5:30 p.m. and concluding at 9:00 p.m. The hearing will be held at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey. The specifics of the hearing and a description of the proposed improvements are outlined in the attached flyer. Also attached is a copy of the Public Hearing Notice.

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Very truly yours,


Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

ADMINISTRATION BUILDING - 581 MAIN STREET
P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DuPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. KROZEK, Executive Director

February 23, 2015

June Zheng, Engineer
City of East Orange
44 City Hall Plaza
East Orange, NJ 07019

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

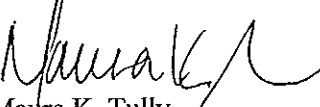
Dear Ms. Zheng:

Please be advised that the New Jersey Turnpike Authority will be holding a Public Hearing on Thursday, March 12, 2015 beginning at 5:30 p.m. and concluding at 9:00 p.m. The hearing will be held at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey. The specifics of the hearing and a description of the proposed improvements are outlined in the attached flyer. Also attached is a copy of the Public Hearing Notice.

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Very truly yours,


Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

ADMINISTRATION BUILDING - 581 MAIN STREET
P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DUPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. KROZEK, Executive Director

February 23, 2015

Cynthia Brown, Clerk
City of East Orange
44 City Hall Plaza
East Orange, NJ 07019

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

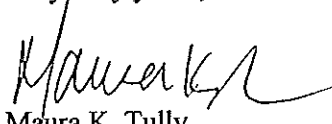
Dear Ms. Brown:

Please be advised that the New Jersey Turnpike Authority will be holding a Public Hearing on Thursday, March 12, 2015 beginning at 5:30 p.m. and concluding at 9:00 p.m. The hearing will be held at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey. The specifics of the hearing and a description of the proposed improvements are outlined in the attached flyer. Also attached is a copy of the Public Hearing Notice.

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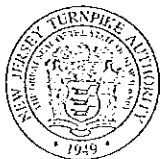
It is the Authority's hope that you will be able to attend this hearing. In the meantime, please feel free to contact the Authority's Project Manager Maynard Abuan at (732) 750-5300, Extension 8214 or by e-mail at MAbuan@turnpike.state.nj.us.

Very truly yours,


Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



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TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DuPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

William Senande, Administrator
City of East Orange
44 City Hall Plaza
East Orange, NJ 07019

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

Dear Administrator Senande:

Please be advised that the New Jersey Turnpike Authority will be holding a Public Hearing on Thursday, March 12, 2015 beginning at 5:30 p.m. and concluding at 9:00 p.m. The hearing will be held at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey. The specifics of the hearing and a description of the proposed improvements are outlined in the attached flyer. Also attached is a copy of the Public Hearing Notice.

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It is the Authority's hope that you will be able to attend this hearing. In the meantime, please feel free to contact the Authority's Project Manager Maynard Abuan at (732) 750-5300, Extension 8214 or by e-mail at MAbuan@turnpike.state.nj.us.

Very truly yours,

Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.



New Jersey Turnpike Authority

ADMINISTRATION BUILDING - 581 MAIN STREET
P.O. BOX 5042 - WOODBRIDGE, NEW JERSEY 07095
TELEPHONE (732) 750-5300

CHRIS CHRISTIE
GOVERNOR

KIM GUADAGNO
LIEUTENANT GOVERNOR

JAMIE FOX, Chairman
RONALD GRAVINO, Vice Chairman
MICHAEL R. DuPONT, Treasurer
RAYMOND M. POCINO, Commissioner
ULISES E. DIAZ, Commissioner
DANIEL F. BECHT, Commissioner
JOHN D. MINELLA, Commissioner
JOSEPH W. MROZEK, Executive Director

February 23, 2015

Honorable Lester E. Taylor III
Mayor, City of East Orange
44 City Hall Plaza
East Orange, NJ 07019

Re: New Jersey Turnpike Authority
Notice of Public Hearing – Thursday, March 12, 2015
Construction Contract No. P300.289
Proposed Improvements to Garden State Parkway Interchange 145 Improvements
Replacement of Central Avenue Overpass, Milepost 146.7
City of East Orange, County of Essex

Dear Mayor Taylor:

Please be advised that the New Jersey Turnpike Authority will be holding a Public Hearing on Thursday, March 12, 2015 beginning at 5:30 p.m. and concluding at 9:00 p.m. The hearing will be held at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey. The specifics of the hearing and a description of the proposed improvements are outlined in the attached flyer. Also attached is a copy of the Public Hearing Notice.

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Very truly yours,

Maura K. Tully
Deputy General Counsel

MKT/jlr/Atts.

cc: Tom Feeney, Media Relations Coordinator
John M. Keller, P.E., P.M.P., Deputy Chief Engineer/Design
Maynard Abuan, P.E.

APPENDIX C

Affidavits of Publication

CITY OF EAST ORANGE,
COUNTY OF ESSEX

STATE OF NEW JERSEY }
COUNTY OF ESSEX } SS

NOTICE IS HEREBY GIVEN that the New Jersey Turnpike Authority (Authority) will hold a Public Hearing in compliance with Executive Order No. 172 for the purpose of taking public comment on the proposed comment state Parkway (GSP) Interchange 145 ("Project"), located in the City of East Orange, Essex County.

The Project includes the replacement of the Central Avenue (County Route 508) Bridge over the Garden State Parkway to facilitate widening the southbound entrance ramp, which leads from the Interchange 145 Toll Plaza to the GSP southbound, to provide a two-lane entrance ramp; and widening the GSP northbound to provide a two-lane deceleration lane to the Interchange 145 Toll Plaza. The Project is intended to improve the safety and operations of Interchange 145 by accommodating the high traffic volume at the interchange between I-280, the GSP and the local road network. The Public Hearing will be held on Thursday, March 12, 2015, from 5:30 p.m. to 9:00 p.m. at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey, 07018. Representatives of the Authority and its consultants will be available to discuss the project informally between 5:30 and 7:30 p.m. The official public hearing will begin at 7:30 p.m. with a brief presentation by the Authority followed by the opportunity for members of the public to make verbal or written comments on the project for the record. Written comments may also be submitted to the Authority prior to the hearing and until Friday, March 27, 2015, which is the official closing date of the comment period. All comments received, or responded to in a written public hearing record. Written comments should be addressed to: Maynard Abuan, P.E., Project Engineer Hearing Officer New Jersey Turnpike Authority P.O. Box 5042 Woodbridge, NJ 07095-5042

JOSEPH W. MROZEK
EXECUTIVE DIRECTOR
2/25/2015 \$104.40

Tamela Pamey

Being duly sworn, according to law, on his/her oath sayeth that he/she is CLERK of the Star-Ledger, in the County of Essex, and that the notice, of which the attached is a copy, was published in said paper on the 25 day of February 2015 and continued therein for _____ successively, at least once in each _____ for 1 day

Sworn to and subscribed before me this 23 day of March, 2015

Maryanne Uldrich
NOTARY PUBLIC OF NEW JERSEY




Affidavit of Publication

STATE OF NEW JERSEY
COUNTY OF ESSEX

SS:

Chrisma Leon of the *East Orange Record*, being duly sworn according to law, states on oath, that a notice of which the annexed is a true copy, was published in the *East Orange Record*, a public newspaper published at East Orange, New Jersey, in its issue of February 26, 2015 making 1 insertion in all.



Sworn and subscribed before me this 26th day of

February, 2015



Notary Public of New Jersey

NANCY J. WORRALL
A NOTARY PUBLIC OF NEW JERSEY
My Commission Expires May 19, 2019

PUBLIC NOTICE

EAST ORANGE

NEW JERSEY TURNPIKE AUTHORITY
NOTICE OF PUBLIC HEARING
GARDEN STATE PARKWAY
INTERCHANGE 145 PROJECT

CITY OF EAST ORANGE,
COUNTY OF ESSEX

NOTICE IS HEREBY GIVEN that the New Jersey Turnpike Authority (Authority) will hold a Public Hearing in compliance with Executive Order No. 172 for the purpose of taking public comment on the proposed Garden State Parkway (GSP) Interchange 145 ("Project"), located in the City of East Orange, Essex County. The Project includes the replacement of the Central Avenue (County Route 508) bridge over the Garden State Parkway, to facilitate widening the southbound entrance ramp, which leads from the Interchange 145 Toll Plaza to the GSP southbound, to provide a two-lane entrance ramp; and widening the GSP northbound to provide a two-lane deceleration lane to the Interchange 145 Toll Plaza. The Project is intended to improve the safety and operations of Interchange 145 by accommodating the high traffic volume at the interchange between I-280, the GSP and the local road network.

The Public Hearing will be held on Thursday, March 12, 2015, from 5:30 p.m. to 9:00 p.m. at the Warwick Institute, 120 Central Avenue, East Orange, New Jersey, 07018. Representatives of the Authority and its consultants will be available to discuss the Project informally between 5:30 and 7:30 p.m. The official Public Hearing will begin at 7:30 p.m. with a brief presentation by the Authority followed by the opportunity for members of the public to make verbal or written comments on the Project for the record.

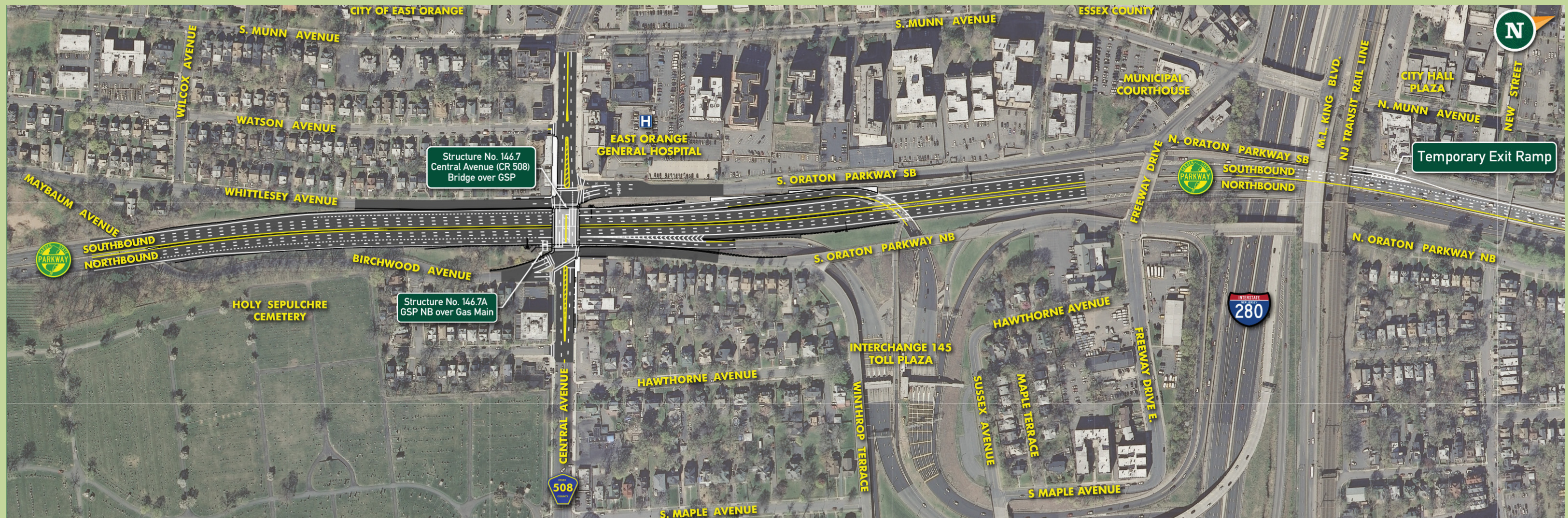
Written comments may also be submitted to the Authority prior to the hearing and until Friday, March 27, 2015, which is the official closing date of the comment period. All comments received, oral or written, will be responded to in a written Public Hearing Record. Written comments should be addressed to:

Maynard Abuan, P.E.,
Project Engineer
Hearing Officer
New Jersey Turnpike Authority
P.O. Box 5042
Woodbridge, NJ 07095-5042

JOSEPH
W. MROZEK
EXECUTIVE DIRECTOR
E22421 EOR February 26, 2015 (\$22.68)

APPENDIX D

Handout Distributed at Public Hearing



Project Overview

The purpose of this project (Construction Contract No. P300.289) is to improve the safety and operations of the Garden State Parkway (GSP) Interchange 145. This interchange connects the GSP with I-280 and the East Orange local roadway network. The high volume of traffic utilizing the interchange, along with narrow lane widths, poor sight distance and substandard acceleration lane lengths and narrow deceleration lanes, has led to poor levels of service and high accident rates in this section of the GSP.

The project includes widening Ramp SBE (Interchange 145 Toll Plaza to GSP Southbound mainline) to provide a two-lane entrance ramp. Ramp SBE narrows from five lanes at the Interchange 145 Toll Plaza to a single lane entrance ramp. Providing a two-lane entrance ramp will improve the operations of the ramp merging onto the GSP southbound mainline. The GSP Northbound will be widened to re-establish the two-lane deceleration lane to Ramp NBX (GSP Northbound mainline to Interchange 145 Toll Plaza). The GSP Northbound was restriped in 2012 to eliminate the second deceleration lane. The eliminated lane had a sub-standard width beneath the Central Avenue (CR 508) overpass (Structure No. 146.7), causing vehicles to shy away from the bridge abutment into the adjacent lane resulting in same direction side-swipe accidents. The Central Avenue Bridge over the GSP will require replacement to accommodate these additional auxiliary lanes. The additional auxiliary lanes will be constructed within the confines of the existing retaining walls flanking the GSP.

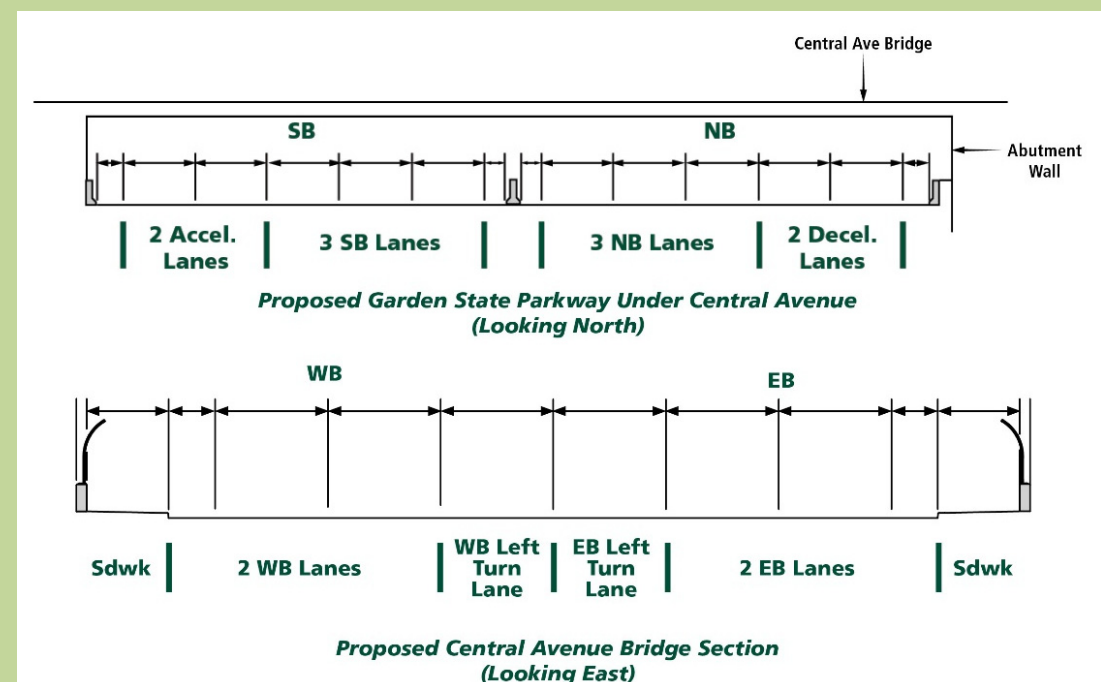
- The proposed project improvements will:
 - Provide a 2 lane entrance ramp from the Interchange 145 Toll Plaza to GSP Southbound
 - Widen GSP northbound to re-establish a two lane deceleration lane to the Interchange 145 Toll Plaza
 - Replace the Central Avenue Bridge to accommodate additional auxiliary lanes
 - Minimize construction impacts on both the GSP and the local roadway network.



Project Overview (Continued)

- All work on the GSP will be completed within the existing right-of-way
- The estimated construction cost is \$20-\$25 million
- The estimated completion of construction work is 2018

Typical Proposed Sections



Project Implementation Schedule



Permits and Approvals

- NJ Executive Order 215 Environmental Assessment (Approved October 2014)
- Hudson-Essex-Passaic Soil Conservation District Soil Erosion and Sediment Control Plan (Approved August 2014)

Public Hearing Rules

This Public Hearing is pursuant to New Jersey Executive Order 172 (EO 172). EO 172 requires that the Authority conduct a public hearing to advise the public of certain highway projects prior to the start of construction.

The following rules will govern the Public Comment portion of tonight's Public Hearing, beginning at 7:30 p.m.

1. Everyone wishing to speak must register at the desk located at the entrance to the meeting room.
2. Speakers will be called in the order in which they registered, except for public officials who will be given priority.
3. Speakers are asked to state their full name and address, and spell their last name. All comments will be recorded by the Certified Court Reporter.
4. Oral comments will be limited to 5 minutes. Remaining time cannot be assigned to another speaker. There is no limit on the length of written comments.
5. The Public Hearing will end when all those registered to comment have done so.

The record shall remain open for fifteen days (15) days after the hearing, until March 27, 2015 and any additional comments must be submitted in writing to:

Maynard A. Abuan, P.E.
Hearing Officer
New Jersey Turnpike Authority
PO Box 5042
Woodbridge, New Jersey 07095

All comments, oral and written, will be addressed in a written Final Hearing Report, which will be issued after the close of the comment period.

PUBLIC HEARING



The New Jersey Turnpike Authority
Garden State Parkway Interchange 145 Improvements
Construction Contract No. P300.289
Replacement of Central Avenue Overpass, M.P. 146.7

Date: March 12, 2015

Place: Warwick Institute, 120 Central Avenue,
City of East Orange, New Jersey 07018

Time: Public Information Center 5:30 - 7:30 pm
Public Hearing 7:30 pm - 9:00 pm

PUBLIC HEARING AGENDA:

- Introduction of Purpose and Need
- Description of Improvements
- Detours During Construction
- Public Comment



For more information: <http://www.state.nj.us/turnpike>



APPENDIX E

Sign-in Sheet



The New Jersey Turnpike Authority
Garden State Parkway
Interchange 145 Improvement Project
City of East Orange, NJ
Public Information Center and Public Hearing



March 12, 2015

Please Sign In

LAST NAME	FIRST NAME	ORGANIZATION	ADDRESS AND ZIP CODE	PHONE	FAX	EMAIL
Dubinson	Delanya		121 Chestnut St EO			delanyadubinson@gmail.com
Jones-Green	Jane		110 Montross Pl.	973 678-0116		



The New Jersey Turnpike Authority
Garden State Parkway
Interchange 145 Improvement Project
City of East Orange, NJ
Public Information Center and Public Hearing



March 12, 2015

Please Sign In

LAST NAME	FIRST NAME	ORGANIZATION	ADDRESS AND ZIP CODE	PHONE	FAX	EMAIL
Brown	Mandellie		58 S. Maple Ave E.O. NJ 07018	973 676-0158		
FORSE	DALE		455 N ARINGTON Ave E.O. NJ 07017			
Holt	William		74 Freeman E.O. NJ 07018			
Brown	Marie		58 S. Maple Ave. E. Orange, NJ			
Salomon	Danielle		75 S. Maple Ave E.O. NJ 07018			
Holman	Alicia	City of E.O.	44 City Hall E.O. NJ			
Salsgen Brown			58 S. Maple Ave E.O. NJ, 07018	973-609-4661		
Fiedls	Sharon	County, Monmouth E.O.	27 S. Maple	201-247-4094		
SAUNDERS Dw	Dwight	City of E.O.	44 City Hall P12	973 266-5320		dwight.Saunders@EastOrange-nj.org
Combs/Man Bo Genod	rod	City of E.O.	44 " " Hall	973 266-5120		Nial @Comcast.NJ



The New Jersey Turnpike Authority
Garden State Parkway
Interchange 145 Improvement Project
City of East Orange, NJ
Public Information Center and Public Hearing



March 12, 2015

Please Sign In

LAST NAME	FIRST NAME	ORGANIZATION	ADDRESS AND ZIP CODE	PHONE	FAX	EMAIL
Chaplin	SANDRA	-	614 PARK AVE E ORANGE NJ 07067	973-677-9087		Chaplin596@yahoo
lester Banks	-		87 Hawthorne Ave	973 675 0420		
Westerberg	Adam	H2m				awesterberg@h2m.com
Ross	Russell		44 So. Maple	973-674-0388		FARJEANE@AOL.COM
Jacquelyn Banks	Jacquelyn	Homeowner	87 Hawthorne Ave	973 675 0420		
Cole	KEVIN		60 S. Maple Ave.	973-985-7928		KACole2367@verizon.NET
NATHARE	LISA	Homeowner	60 S. Maple Ave	973-819-1818		LMNATHARE@gmail.Com
Willie Williams			55 SOUTH MAPLE AVE E ORANGE			
A. Salomon	Salomon		74 So. Maple Ave	(973) 673-5316		
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The New Jersey Turnpike Authority
Garden State Parkway
Interchange 145 Improvement Project
City of East Orange, NJ
Public Information Center and Public Hearing



March 12, 2015

Please Sign In

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APPENDIX F

Transcript of Proceedings of Public Hearing

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IN RE

NEW JERSEY TURNPIKE AUTHORITY
NOTICE OF PUBLIC HEARING
PROPOSED GSP INTERCHANGE 145
IMPROVEMENTS (CONSTRUCTION
CONTRACT NO. P300.289), CITY OF
EAST ORANGE
COUNTY OF ESSEX

TRANSCRIPT OF
PROCEEDINGS

Transcript of proceedings taken on
March 12, 2015, at 7:00 P.M. at the Warwick Institute,
120 Central Avenue, East Orange, New Jersey.

A P P E A R A N C E S:

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PUBLIC HEARING OFFICER
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732-750-5300

JUDITH G. BOWEN, P.E.
Senior Project Manager
Vice President
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100 Corporate Drive
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Lebanon, NJ 08833
908-236-9001

1 MR. ABUAN: Good evening everybody,
2 it's 7:30 so we will get started.

3 I would like to welcome you all to the
4 public hearing for The New Jersey Turnpike
5 Authority's Interchange 145 Project, my
6 name is Maynard Abuan and I am the
7 Authority's project manager for the
8 improvement. It's now 7:30 p.m., on
9 Thursday, March 12, 2015.

10 I will be serving tonight as the
11 hearing officer for the public hearing.
12 The hearing is being conducted pursuant to
13 New Jersey Executive Order Number 172.

14 The purpose of this hearing is for the
15 Authority is to provide a forum for the
16 public to provide their comments regarding
17 this project. Assisting me this evening is
18 Judy Bowen, a Senior Project Manager with
19 Greenman-Pedersen. Greenman-Pedersen is
20 the design consultant for the 145
21 Improvements.

22 Tonight's agenda includes the
23 presentation on the purpose and need of the
24 project and a description of all of its
25 improvements. After the presentation,

1 public officials and members of the public
2 will be given the opportunity to provide
3 their comments for the record.

4 So when the public comment period of
5 the public hearing begins and you wish to
6 formally comment on the project, please
7 come up, state your name, spell your last
8 name and include what you're making
9 comments on, what your concerns are.

10 If we can answer the questions to any
11 of your concerns here, we will. If we're
12 unable to provide the answer this evening,
13 your comments have been recorded by a
14 certified court reporter and will be
15 addressed in our formal Public Hearing
16 Report. If you prefer not to speak this
17 evening but would like to get your comments
18 on the record, you can submit your comments
19 via regular mail. Written comments can be
20 mailed to the New Jersey Turnpike
21 Authority. The address for the comments
22 are located in the handouts that were
23 distributed and we also have comment
24 letters with Sarah and Jennifer.

25 Now, the responses to all the

1 comments, oral and written, given tonight
2 or via regular mail, will be answered in
3 our Public Hearing Report.

4 Now, for those of you wishing to
5 publicly and formally state your comments
6 for the record, I ask you to adhere to the
7 following rules, which are displayed here.
8 Number one, everyone wishing to speak must
9 register at the desk located at the
10 entrance to the meeting room. Speakers
11 will be called in the order in which they
12 registered except for public officials who
13 will be given priority. Speakers are asked
14 to state their full name and address and
15 spell their last name. All comments will
16 be recorded by the Certified Court
17 Reporter. Oral comments will be limited to
18 five minutes. Remaining time cannot be
19 assigned to another speaker. There is no
20 limit on the length for written comments.
21 The public hearing will end when all
22 registered to comment have done so.

23 Interchange 145 has been identified in
24 the 2008 study as a priority interchange
25 requiring both short-term and long-term

1 improvements to improve the safety and
2 operations of the interchange.

3 The Authority's improvements are
4 needed to accommodate the high traffic
5 volume between I-280, the Garden State
6 Parkway and the local road network.

7 To minimize impacts to the traveling
8 public both on the Garden State Parkway and
9 the local road network and the adjacent
10 community.

11 Improve traffic operations at
12 Interchange 145, to keep Garden State
13 Parkway through traffic off Oraton Parkway
14 and on the Parkway itself.

15 The Authority has taken the staged
16 approach to improving the long-term
17 operations of the interchange. In 2008 the
18 joint project between the New Jersey
19 Department of Transportation and the
20 Authority constructed improvements to the
21 ramps and signing from the Interchange 145
22 toll plaza to I-280 Eastbound and
23 Westbound.

24 In 2012, interim improvements were
25 completed to improve the safety and

1 operations of the interchange and correct
2 deficiencies that would not require any
3 structural changes to the existing
4 retaining walls and ramps.

5 Now, this project will complete the
6 Authority's long-term multi-stage project
7 goals.

8 This is an overview of what is
9 happening now. As you can see from the
10 photos here, during the peak hours we have
11 five lanes coming out of the toll plaza
12 that merges down into one lane for the
13 southbound entrance ramp. So obviously
14 between the high volume and the merge
15 conditions we experience congestion during
16 peak hours.

17 Now, to show the existing
18 configuration of the Garden State Parkway,
19 here we have three lanes coming southbound
20 and three lanes going northbound. In the
21 southbound direction, the entrance ramp
22 from the Interchange 145 toll plaza became
23 a through lane, a fourth through lane. In
24 the northbound direction -- we had to
25 reduce the number of deceleration lanes

1 into the one lane as part of our 2012
2 improvements. The reason we had to do that
3 is because Central Avenue, the people in
4 the outside lane, the deceleration lane
5 were shying away from the abutment into the
6 adjacent lane causing accidents.

7 Here are some additional photos of the
8 southbound on-ramp. As you can see, we
9 have a wide lane coming on and then also
10 the wide shoulder here. The retaining wall
11 on the Garden State Parkway side and along
12 Oraton Parkway restrict widening of the
13 ramp.

14 Now, I would like to call Judy up to
15 present the rest of the project.

16 MISS BOWEN: Thanks, Maynard. A lot
17 of the slides you are going to see tonight
18 are similar or exactly the same as the
19 display boards. I hope you had the
20 opportunity to review them before the
21 presentation. If not, please feel free to
22 follow afterwards and look at them more
23 closely because you're not going to see the
24 same detail on the screen as you will when
25 you're up close.

1 But essentially, this slide is showing
2 the overall project limits. Our proposed
3 improvements as Maynard stated is to widen
4 the southbound entrance ramp, coming from
5 Interchange 145. And to re-establish the
6 two-lane deceleration lane. That's the
7 major goal of the project, but in order to
8 do that, we have to replace Central Avenue
9 bridge because we have to kickback the
10 abutment in order to widen the existing
11 lanes.

12 The project limits extend from just
13 south of Freeway Drive and extend down
14 Maybaum, those are the overall project
15 limits where we will be providing the
16 widened lanes and the resurfacing. The
17 resurfacing of the project, will extend to
18 the south and north once we're all done, to
19 accommodate the lane closings so we don't
20 have paint stripes showing through from the
21 project.

22 The other thing that is shown on this
23 display is the temporary exit ramp. I am
24 going to get into more detail on the
25 temporary exit ramp later in the discussion

1 of how we're handling traffic, but that's
2 why we're showing this improvement up at
3 the north end of the project. And just so
4 you're aware, the north is on this side and
5 south is to there. We have the cemetery
6 in this location, the hospital is right
7 down here at the school.

8 This next slide is a blow up of the
9 same display. As Maynard said, because of
10 the existing structural constraints, we
11 couldn't widen the ramp during the interim
12 improvements because of the retaining walls
13 located on each side. We have the fly-over
14 ramp that comes from Interchange 145, it
15 takes you -- when you exit from the
16 southbound, that takes you right down to
17 Oraton Parkway. That ramp itself,
18 constrains improvements as well as the
19 retaining wall.

20 The bridge right now is a two-span
21 structure. As I'm sure you're all well
22 aware from living in the area, the project
23 area is really constrained, so when you
24 look at the Garden State Parkway itself,
25 you say how am I going to widen underneath

1 there, as I said, we have to kick back
2 those abutments. All the widening will
3 take place within the existing retaining
4 walls, so we have a very confined work area
5 to deal with. In order to maximize that
6 space, we are proposing to replace the
7 existing structure with a single structure
8 so there won't be any center pier and there
9 won't be this span type sign structure, we
10 will be taking everything away from the
11 median. That gives us enough room within
12 the center to provide some widening.

13 We will also be replacing the median
14 barrier throughout the project limits so we
15 can better balance the lanes in the
16 northbound and southbound direction. This
17 board, which is going to be hard for you --
18 I apologize back there but it's one of the
19 central boards. It's a rendering of the
20 proposed improvements. The display on the
21 top, shows the existing -- actually, it's a
22 pre 2012 modification condition where we
23 had the five lane section northbound and it
24 shows the bridge with the center pier and
25 the sign structure. This is looking to the

1 north.

2 The display right beneath it shows the
3 proposed improvements as planned with the
4 five-lane section, no center pier,
5 five-lane section in the southbound and
6 this is a typical section of what the
7 Parkway will look like.

8 They will continue to have three
9 northbound through-lanes, we will have two
10 deceleration lanes, it will have three
11 southbound -- two acceleration lanes, one
12 of the acceleration lanes will continue to
13 be a through lane just as in the existing
14 condition but we'll be adding a second
15 acceleration lane that will terminate at
16 the end of our project limit, so it
17 provides more opportunity to merge into the
18 stream of traffic on the Parkway.

19 This is a closer look at the typical
20 section we showed before as we discussed
21 the existing abutment walls, have to be
22 kicked back because we can't widen because
23 they're in the way.

24 One of the other key issues that came
25 up with the project is there is a very

1 large gas main that travels down Central
2 Avenue. I'm going to take a step back for
3 a second.

4 The gas main comes down Central Avenue
5 down the center and then angles off, goes
6 underneath the Parkway, angles back and
7 continues on Central Avenue. That gas main
8 is a forty-two inch cast iron gas main that
9 will be protected during construction and
10 we will not be touching the gas main
11 itself.

12 So this is a typical section again,
13 the same thing we talked about before,
14 widening the bridge itself, will be a
15 single span bridge. You can't see, but if
16 you look at it closer you will see that
17 there is a center pier right now, we will
18 be eliminating that.

19 This typical section shows a little
20 bit more detail of the ramp itself as
21 Maynard said and I said before, we have a
22 retaining wall between the Garden State
23 Parkway, on this side, this is the
24 structure that carries the ramp from
25 Interchange 145 exit onto the Parkway. We

1 have to reconstruct this retaining wall,
2 and in order to do that, we will be
3 shifting traffic to the east side to allow
4 for additional space. We have to put a
5 different configuration retaining wall in
6 there, because once we're widening, we
7 don't have the ability to put a retaining
8 wall that has a toe that helps to stabilize
9 the retaining wall itself.

10 On Central Avenue, the proposed
11 configuration of Central Avenue will be the
12 same as it is now. It will be two through
13 lanes in each direction and it will have a
14 westbound turn lane and an eastbound left
15 turn lane, the sidewalks are eight foot
16 wide sidewalks and will have a fence on
17 each side.

18 Just a few other photos. As I
19 mentioned before we will be lining up our
20 proposed improvements, this picture shows
21 the retaining wall but we'll be setting
22 back on our improvements to line up with
23 the retaining wall with the Parkway itself.

24 During all stages of the construction,
25 we will be accommodating pedestrians to

1 cross Central Avenue and to cross the side
2 streets. We're not going to be able to
3 have pedestrians on both sides of the
4 bridge, while it's under construction, but
5 there will be signs to direct pedestrians
6 to the alternate side so they can safely
7 pass over and we know pedestrian access is
8 critical within this area.

9 This is a very detailed display of the
10 staged construction. Obviously, replacing
11 this bridge is going to be difficult, we
12 have two intersections on each side. A lot
13 of thought was put into how we can
14 construct it.

15 We considered numerous stages, not
16 just two, we're doing this in two stages.
17 The more stages we would have, the longer
18 the duration of the construction, so we are
19 trying to make it as short as possible.
20 But two stages of the construction will
21 allow us to have three lanes maintained to
22 cross the bridge. Obviously taking half
23 away is going to be troublesome at times,
24 but we have come up with ideas or methods
25 to handle the traffic. The duration of

1 construction is also going to be affected
2 because there are numerous utilities on the
3 bridge. We have gas mains, not the
4 forty-two inch, but we have other gas
5 mains, we have water mains, we've got
6 Verizon lines and we have electrical lines.
7 There is no sewer that goes across the
8 bridge but each of those utilities has to
9 be relocated in sequence with construction.
10 Some of those utilities also have to be
11 supported, so it's a very step-by-step
12 labor intensive process which extends the
13 duration of the project.

14 The first stage of construction --
15 actually we don't have a display board but
16 I can show you on -- we will be replacing
17 the south side of the structure, so all the
18 traffic will be shifted to the north side
19 and then as we step through, we will move
20 the traffic to the newly constructed south
21 side and then construct the north side.
22 Again there is a lot of detail on this
23 slide but --

24 So as I mentioned, we had to come up
25 with the best way to handle the traffic, so

1 from six lanes to three lanes, certainly
2 requires a lot of thought. We went through
3 an extensive traffic modeling process which
4 began with data collection.

5 We had data from other projects, as
6 I'm sure you recall when the County did the
7 intersection improvements up and down the
8 Central Avenue corridor. We got the data
9 from the County and their engineer who did
10 that project. We also did recent traffic
11 counts to see if there was any difference
12 in the traffic that is out there right now.
13 And we also did an aerial survey.

14 And the aerial survey basically we put
15 planes in the air and they collect traffic
16 for an hour and they look at the study area
17 which I'll show you in a little bit, but it
18 tracks the vehicles as they come in to and
19 out of the network. So what that does for
20 us, we can see where the vehicles are
21 coming from and where their actual
22 destination is, whether it's within the
23 study area or it's going out of the study
24 area. So it gives us a better idea how the
25 traffic actually functions within the area.

1 We know there's traffic, but we have to do
2 the study to know where it's going.

3 We did modeling for not only
4 construction impact, but for the proposed
5 conditions to make sure that what we're
6 actually constructing on the Parkway, the
7 five-lane section in each direction was
8 going to be able to handle projected
9 traffic volumes.

10 The traffic model also interprets how
11 traffic functions between intersections, so
12 we do a simulation model that you can see
13 how traffic progresses through the entire
14 project area, so it takes into account the
15 impact of the different traffic signals,
16 it's a pretty intensive and pretty valuable
17 tool to use to plan how future traffic
18 conditions will operate.

19 So when I said we have an extensive
20 model, this picture means nothing to you,
21 it's a lot of red dots, there is over one
22 hundred study nodes on this model, it
23 extended for about a mile and a quarter to
24 east of our project area which is right
25 here, when I'm talking project area right

1 now, I'm talking about Central Avenue. It
2 extended about a mile to the west and about
3 a half a mile north and south of Central
4 Avenue. So each of those one hundred data
5 points were used to, as I said, evaluate
6 how traffic is operating within this entire
7 network. I mean it's huge. I mean it's a
8 very, very powerful tool.

9 So the things that we were studying
10 were the obvious conflict points that we
11 have here. We have very critical traffic
12 movements, we have Central Avenue which we
13 have eastbound and westbound traffic.
14 Eastbound traffic is higher in the morning,
15 westbound traffic is higher in the
16 afternoon.

17 We have Oraton Parkway southbound.
18 The traffic is the left turn from Oraton
19 Parkway is higher in the morning and the
20 through traffic is higher in the afternoon.
21 Birchwood Avenue, traffic is pretty much
22 higher in the afternoon both for the
23 turning lane and the through lane. And
24 again, as I noted, we're considering
25 pedestrians in all of our studies.

1 So with that said, the model that we
2 used, understanding the traffic patterns,
3 one of the critical things that came out of
4 our traffic study, is that one-third of the
5 vehicles who arrive at this intersection
6 during the a.m. peak, aren't coming from
7 Central Avenue, they're actually coming
8 from South Oraton Parkway. One-third of
9 the vehicles. That was a key critical
10 thing that came into our traffic study and
11 what came out of that is, we figured we
12 have to handle that turning movement. It's
13 already been very very tight through
14 construction, each of these intersections.
15 I am moving the abutments back. I have to
16 have barrier curb, I have to protect the
17 work area, I have to protect the vehicular
18 traffic as well as the construction
19 workers. We will be closing the left turn
20 lane, one of the left turn lanes. Right
21 now it's a three-lane section, you have a
22 through lane, a through-left and a left
23 lane at this intersection. We will be
24 closing that left turn lane to accommodate
25 some of the construction activities and to

1 provide some marginal wiggle room for the
2 contractor.

3 So I don't have that left, which I
4 absolutely need during construction to
5 accommodate the traffic that gets there.
6 So when I talk about a temporary ramp, that
7 is one of the critical things that we did
8 to accommodate the traffic.

9 The other issues that -- we had to
10 make a decision of how we're going to
11 handle whether eastbound or westbound
12 traffic, the two lanes are going to go, and
13 because of the a.m. traffic movement and
14 our ability to relocate that move, we made
15 the decision that we will have two lanes
16 westbound and one lane eastbound for the
17 duration of the construction. It's very
18 important to have consistency throughout
19 the project, especially with the duration,
20 because when you start changing things back
21 and forth, safety can be compromised. It
22 will be critical here. Not only do I have
23 the workers and the vehicular traffic, we
24 have pedestrians all over the place. So
25 it's really really important that something

1 is understandable for everybody -- all road
2 users.

3 So the temporary exit ramp is going to
4 be located just north of the railroad
5 bridge. If you're familiar with that area,
6 it's where the Garden State Parkway and
7 Oraton Parkway come to the same elevation,
8 so it provides enough room that we can
9 provide a deceleration lane by shifting the
10 traffic closer to the retaining wall along
11 The Oraton Parkway and provide an
12 additional exit ramp at that location.

13 It's proximity to Freeway Drive, which
14 is located right here, will allow us to
15 assign Freeway Drive as an alternate route
16 to get to points east of the Parkway. It's
17 not a detour, it's an alternate route. And
18 the reason I am saying it's not a detour is
19 because vehicles will still be able to
20 continue down Oraton Parkway and take a
21 left on Central Avenue, we just have to
22 accommodate some of the traffic to allow it
23 to distribute throughout the existing local
24 road network. So the alternate route will
25 be to come down through here, go on to

1 Freeway Drive, follow Sussex Avenue to
2 Market Street. Now, of course, once you
3 pass those streets, you can distribute
4 yourself through the existing local road
5 network with the city streets, but it takes
6 some of the vehicles out of the
7 construction zone which will reduce delays
8 and improve safety.

9 As part of that, we're closing the
10 existing ramp that you typically would take
11 now to get to Oraton Parkway and Central
12 Avenue, so that ramp closure is right where
13 it splits to go, to the toll plaza or to
14 Oraton Parkway. We'll be closing this ramp
15 so if somebody misses our temporary exit
16 ramp, we don't want them to get stressed
17 out, we have a separate detour route that
18 will sign them through the interchange, get
19 back onto 280, turn back around and get
20 back into the normal detour route where
21 they can continue onto Central Avenue or
22 continue through the signed alternate
23 route.

24 I call this the oops detour, but it's
25 something that we have to accommodate for

1 people that might miss the first sign.

2 I think one of the things that I may
3 have missed in the previous slides is, in
4 order to accommodate traffic, we can't have
5 the left turns from Central Avenue onto the
6 side streets for the westbound traffic onto
7 Whittlesey and the eastbound traffic onto
8 Oraton Parkway. We have to detour those in
9 order to be able to get the throughput onto
10 Central Avenue and to get the vehicles that
11 are traveling eastbound and westbound
12 Central Avenue. So those vehicles in the
13 eastbound direction will be detoured rather
14 than taking a left onto Oraton, will be
15 detoured down to Grove Street and back to
16 Oraton Parkway through this area. For the
17 westbound traffic who would simply take a
18 left onto Whittlesey, will be detoured and
19 back to Wilcox and continue onto
20 southbound.

21 Now, of course we know that people
22 live on Whittlesey, so in order to get to
23 your homes there, you will have to go onto
24 the side streets and continue on to Oraton
25 Parkway and continue on and go through

1 Oraton Parkway, another route we will be
2 using during off peak hours, and only
3 during off peak hours. So if we're going
4 to have some extensive construction right
5 at the intersection of Central, Oraton
6 Parkway northbound, there are some drainage
7 pipes that need to be replaced, extensive
8 utility work that's going to require
9 nighttime closures. Obviously, if you
10 can't take a left into this street and you
11 can't take a right into it from Central
12 Avenue, we have to bring you in from a
13 different way. So during nighttime hours
14 only, we're going to make Winthrop Terrace
15 a two-way street. So if you live on Oraton
16 Parkway in this area, the only way to
17 access it will be to come up Winthrop
18 Terrace, it will be two ways, well marked,
19 well signed, to access your property from
20 here. You won't be able to get out this
21 way. You will only be able to get out
22 through the existing ramp or back through
23 Winthrop Terrace, the way to come in.
24 Again this is only required when we have to
25 close Oraton for short-term utility work.

1 With that, our construction costs
2 estimated right now to be twenty to thirty
3 million dollars. It will depend on
4 contractors' bids and we expect to start
5 construction late summer of this year and
6 the overall duration is about three years.
7 Now, two years, twenty-four months of that
8 is the bridge construction. And as I said,
9 because of the staging and utilities,
10 extends the duration of the bridge
11 reconstruction. The additional time after
12 the bridge is done, will be all on the
13 Parkway, Central Avenue will be opened to
14 traffic and its proposed six lane section
15 and the traffic won't be affected at that
16 point. But with that, I am going to turn
17 it back to Maynard and we will be opening
18 the public comment process. Thank you for
19 all of your attention.

20 MR. ABUAN: Thank you, Judy. So the
21 public is now invited to provide comments
22 regarding the project. If you have not
23 registered to speak, please register with
24 Jennifer and Sara here to my right.

25 When I read your name, please come

1 forward, Christopher Coke.

2 MR. COKE: Christopher Coke, C-O-K-E.
3 Good afternoon everybody, my name is Chris
4 Coke. I am the Director of Public Works,
5 and I am actually here as a representative
6 of the City and of the Mayor.

7 Some of the messages that the Mayor
8 wanted me to pass on, first he wanted to
9 thank the Turnpike Authority who owns and
10 maintains the Parkway for doing this public
11 forum and he wanted to thank all the
12 residents and business owners who came out
13 to have their voice heard in regards to
14 this project.

15 He wanted to stress about some of the
16 things going on in East Orange right now on
17 the transit village designation around the
18 bridge church area, train station with over
19 a hundred million dollars in investment
20 coming into the City. The quality of life
21 task force which has been improvement
22 conditions, and has no right summonses for
23 quality of life issues the City and working
24 hard to attract major retail, commercial
25 and residential development throughout the

1 city installing. He wanted to note that
2 this project does play a part in all of
3 these above bullet points, welcomes your
4 input and asks for patience and support
5 throughout this process. Again, as the
6 Director of Public Works, I would like to
7 echo sentiment and again there is a sign up
8 sheet if you're interesting in speaking. I
9 would encourage those, especially those who
10 will be impacted in this area. Mainly, you
11 have, Hawthorne Ave., Winthrop, over on the
12 Sussex Avenue side, if you want your voice
13 heard, this is your opportunity. So I
14 would definitely encourage you to do so.

15 Me personally, the project was
16 presented and I had some concerns about the
17 impact that it would have to the City.
18 Obviously, residents first and foremost,
19 but also to the commercial business owners
20 and schools. The schools that we do have
21 in the area, and of course the hospitals.
22 I am not sure Ibrahim Small from our
23 community, constituent services office is
24 here and I am not sure if we sent the
25 invite to the hospital, or if we have

1 representatives from the hospital, so I
2 guess we will pass -- we do? Okay. So we
3 will pass the information onto them to make
4 sure that they're all in the loop.

5 Obviously, this is a challenging task,
6 for both the intentions and the intent of
7 the project is good and I have expressed
8 this with representatives from the Turnpike
9 as well as the designers, although the
10 intentions are good, the impact to the City
11 are serious. So therefore, as the Public
12 Works Director, I want to ensure that our
13 concerns are properly addressed. And I
14 have requested certain upgrades be made as
15 part of this project and hopefully the
16 Turnpike Authority will consider them as I
17 think they're necessary to see this project
18 advance.

19 We're going to have some areas,
20 especially the bottom of Freeway Drive,
21 that have not had this type of traffic in
22 the area that now will get improved traffic
23 as well as again the schools impacted, so I
24 echo the Mayor's sentiment in terms of
25 being patient, but I would definitely say,

1 you can reach out to my office or the
2 mayor's office if you have any particular
3 concerns, and we will pass them on to the
4 Turnpike to be addressed.

5 Before I end, I would I like to
6 welcome and I think Council President
7 Alicia Holman is here, so I want to say
8 thank you for coming out, fourth ward
9 councilwoman, Councilwoman Fields is here
10 and of course former but always Councilman
11 Holt is here. Thank you for coming out.
12 So again, we don't want this to be a
13 situation that when the shovels come out
14 here and start digging holes, that now
15 we're going to hear all the issues. This
16 is our opportunity and I believe we said an
17 August construction date?

18 MR. ABUAN: Late summer.

19 MR. COKE: Late summer construction
20 date. So again, thank you for all coming
21 and it's great to see the amount of
22 interest we have here but we need to keep
23 the conversation going. This is not
24 something -- as citizens, you deserve to
25 have a voice in this, and again although

1 the intentions are good, we need to make
2 sure that our concerns are addressed and I
3 need you to know the Mayor and obviously
4 myself stand behind supporting citizens
5 while supporting the Turnpike and making
6 improvements to the interchange.

7 Thank you for your time.

8 MR. ABUAN: Alicia Holman.

9 MISS HOLMAN: Alicia Holman,
10 H-O-L-M-A-N. Good evening everyone. Well,
11 I actually have a question that I want to
12 ask rather than a statement -- well, both.
13 I am glad that we're widening the Parkway
14 entrance because we seem to have a tight
15 section coming onto the Parkway going
16 southbound, and I arrived a little late so
17 you may have already answered it, but are
18 we going to have a temporary entrance and
19 exit on and off the Parkway while this is
20 going on or are we just going to be closed
21 altogether here in the City? That's one of
22 my questions. And I apologize if I missed
23 something.

24 MISS BOWEN: The traffic will be
25 maintained during construction. The area

1 you're probably concerned about is the
2 southbound entrance ramp onto the Parkway
3 from the interchange, it will not be a
4 temporary ramp, but it will be
5 accommodating traffic through the duration
6 of the construction. It will be tight,
7 there will likely be delays as there always
8 is, because what happens is, as you might
9 have recalled when the recent improvements
10 were done in 2012, when you have
11 construction, there are going to be some
12 delays at that point, but that's the last
13 stage of the improvements as far as this
14 project, the retaining wall construction
15 will begin and there will already be the
16 widening of the Parkway to the south of
17 that, but that ramp will remain open for --
18 other than for a very possible minimal
19 improvements as part of this -

20 MISS HOLMAN: Of the same ramp?

21 MISS BOWEN: Of the same ramp. It
22 will be constructed while traffic is
23 functioning.

24 MISS HOLMAN: All right. That was
25 one of my questions I had. Wait a minute.

1 I am having a senior moment. Actually
2 Director Coke probably covered it in
3 conversations with you, some of the
4 improvements that we would like to see from
5 DOT, I'm quite sure you've had
6 conversations with that, for instance, on
7 our roadways, alongside, going southbound
8 and northbound entrance, the pavement of
9 our roadways and not just for the project
10 but the long-term upkeep of those roads
11 because I think from beginning to end, they
12 are in a disarray. So Director Coke I hope
13 you're addressing those issues as well.
14 And I think that is about it. I will give
15 him my laundry list in case I forget
16 anything.

17 MR. ABUAN: Thank you. Sharon
18 Fields.

19 MISS SHIELDS: Sharon Fields,
20 F-I-E-L-D-S.

21 Good evening, everyone. I live
22 directly across the street, and my concerns
23 are Central Avenue, okay. My vision is in
24 what I kind of figured is, that this block
25 here might have to become a one way, going

1 out to Central and coming up from Oraton
2 Parkway and around. I know you will be
3 working with the County, but Central is
4 very heavy traffic around 3:30 and 4:00
5 o'clock. Between Munn and Oraton Parkway,
6 it comes out, so I don't know how you are
7 going to address the traffic flow coming up
8 and going down Central, because between
9 Munn and Oraton, it almost becomes one
10 lane. And my big concerns are, I know how
11 long we're going to be in this, but the
12 digging, right now we have on Central
13 Avenue, cones sitting in the middle of the
14 street from PSE&G. We are going to be
15 inconvenienced greatly by this. The last
16 construction we had, all of the debris was
17 put on, what is that, Orange Street, Main
18 Street -- right. I have concerns about
19 that. Is the debris going to be taken away
20 immediately? Are we going to have to
21 suffer through dump sites in our community?
22 So I don't know if you're prepared to
23 answer some of my questions now, but this
24 area here, it's going to be a mess, a hot
25 mess for us residents. Okay. For street

1 cleaning, okay, you're going to be here
2 three years. What we went through with the
3 snow, so I mean, yes, we're having dialog
4 but Director Coke, we're going to have to
5 have a lot of dialogue, a lot, a lot of
6 dialog, because I wasn't here, but
7 Councilman Holt can attest to when they did
8 280, some of the people may have been here
9 or may not have been here, okay, but what
10 has come through our community and we have
11 reaped no benefits but inconvenience. And
12 we do not need to be inconvenienced anymore
13 without any benefits, okay. Because this
14 is our community and I live here and I want
15 to see it improve, but right about now the
16 traffic at 145 is not at the height of my
17 agenda, this community is. So I hope you
18 so discussed it, I have said, you can relay
19 it back to Mr. Coke because I don't want to
20 see cones, I don't want to see the traffic
21 on Central Avenue backed up with the state
22 trooper earning pay okay, for monitoring
23 you guys here in our City. So like I said,
24 Mr. Coke, Director Coke, we need more
25 dialog here. And I was a little late, but

1 I am not seeing anything here right now
2 that's going to truly benefit us in our
3 community. I have a family who live right
4 next door to me and I'll be here until
5 December 31st, and I am not going to have
6 people knocking on my door okay, asking me
7 about something that I can't give them too
8 many answers about. So I want answers now,
9 not later and not in August. Thank you.

10 MR. ABUAN: Thank you, Councilwoman.
11 As Director Coke knows, we have had an open
12 dialog with East Orange, and throughout
13 construction we will continue to have any
14 dialog with him that is necessary and if
15 there are issues, we're available to
16 address those. So it's a two-way street
17 here. And we need to hear from you and we
18 will address whatever issues come up as
19 best as possible.

20 Correct me if I am wrong, our traffic
21 control has -- we identify and specifically
22 specify the East Orange police on the local
23 roadway because obviously it is the County
24 and local network and it's not on the
25 Parkway, so obviously the state police are

1 not necessarily within their jurisdiction
2 at that point.

3 MISS FIELDS: Excuse me. I have one
4 more question. Will there be jobs made
5 available to our community?

6 MR. ABUAN: That would be up to the
7 contractor. I mean obviously, with
8 construction workers in the area, there are
9 opportunities for that kind of trickle down
10 effect with business.

11 MISS FIELDS: Well, like I said, we
12 need dialog and then what you need to do,
13 and I need to help you understand this, you
14 need to have some sort of dialog with the
15 contractors. Because you are coming in and
16 you are tearing up our community and like I
17 said, we are reaping no benefits but
18 inconvenience and it's not fair.

19 MR. ABUAN: Thank you. Jennifer, are
20 there any other? Romal Bullock.

21 MR. BULLOCK: I am Romal Bullock,
22 councilman from the second ward.
23 B-U-L-L-O-C-K. I apologize for both my
24 tardiness and the fact that I really can't
25 stay, but I wanted to bring up a couple of

1 things. First of all, I'm even more
2 alarmed now than I was before. As I am
3 pulling up and late in finding new problems
4 finding very easy parking, there is -- it's
5 clear to me that there is absolutely no
6 awareness about the seriousness of this
7 issue as far as the impact on our
8 community, among many other things, the
9 detours around our residential areas nearby
10 here and the fact that Central Avenue from
11 what I understand is to be shutdown while,
12 between across the Parkway while they take
13 the bridge down to widen the Parkway.
14 Those are going to be apocalyptic on our
15 community. The thing I want to see and
16 keep people aware of is, that once that
17 happens, there will be no east, west,
18 access across the Parkway in East Orange
19 between South Orange Avenue Freeway Drive.
20 That's about a mile. I went on Google Maps
21 last night and put the direction, used the
22 direction feature to find out how long the
23 distance that is, it's about a mile between
24 there where there is no cross access. And
25 I don't know if the Authority has

1 considered or there is anyway to consider
2 some sort of temporary span, somehow,
3 across while the Central Avenue bridge is
4 down. If we're going to be going through
5 this for three years. That's going to be
6 horrible. And if not, there is a span
7 across where Maybaum Avenue/Oraton Parkway
8 crosses into Newark, from Newark into East
9 Orange, if that can be made two ways
10 somehow to help the issue. If streets that
11 are currently one way could be made two
12 way, those things need to be considered
13 very carefully. This is going to have a
14 tremendous impact on the community for
15 years. And I don't know that we can afford
16 it, to be honest, not having that access
17 and having other streets rerouted and
18 closed down is going to have a brutal
19 impact. And as I said, I understand, I
20 came up the Parkway northbound today to get
21 to East Orange for a seminar that I had,
22 and it's terrible all the way from the
23 Union tolls up, and I know something does
24 need to be done, but you have to be --
25 first of all, there has to be more done

1 publicize this issue to the people. This
2 is pathetic right here. There is nobody --
3 there is basically nobody showed up
4 tonight. There could be double what we
5 have here tonight and nobody really showed
6 up. But secondly, every possibility of
7 anything that ameliorates this, the fact
8 that we're going to have all these streets
9 closed off and a major thoroughfare closed
10 off in the middle of an area where there is
11 really no other access, this is going to be
12 a real problem that needs to be addressed,
13 and I just want to make sure -- I know my
14 council colleagues want to make sure, that
15 the interest of the residents of this
16 community are taken into effect and I have
17 to be honest, I don't think they're right
18 now.

19 MR. ABUAN: Thank you, Councilman. I
20 would like to clarify that we're not
21 proposing a long-term closure of Central
22 Avenue. There is a lane reduction that
23 we're proposing, but we're maintaining
24 traffic. There may be short-term nighttime
25 type closures, so we're maintaining

1 traffic.

2 MISS FIELDS. I know I received this
3 information Monday evening, okay, and I had
4 spoken to Mr. Coke earlier, and my concern
5 was how does this help our community
6 because with the finances what have you, I
7 think you should have gone from door to
8 door in the fourth ward. I mean for this
9 thing -- but I mean this should have been,
10 okay, money should have been expanded to
11 let the residents know.

12 Like I can look in this room right
13 now, okay, and this is not a representation
14 of the City of East Orange. So this being
15 a public hearing, I don't think it is a
16 public hearing because we don't have enough
17 people here from the public.

18 MR. ABUAN: We complied with the
19 EO172 requirements which is to publish in
20 the newspapers within two weeks of the
21 public hearing, fifteen days. We have
22 provided to the City of East Orange, you
23 know, in addition to our coordination, the
24 hand-outs and we had asked or at least when
25 we have talked with the City about posting

1 it on the City's website, to announce
2 meetings so that the public is aware of it.
3 So we have complied with what is required.

4 MISS FIELDS: When you say comply,
5 okay, when complying is beneficial to you,
6 and I have got a problem with that, because
7 that's to your advantage, not to the
8 residents and the City of East Orange. And
9 I understand what you're saying and quoting
10 the codes and the paper and all of that,
11 okay, and I really, at this point in time
12 don't think you came here, okay, to really
13 -- it just sounds like you made up your
14 minds that you are going to do what you are
15 going to do, we are going to be
16 inconvenienced and we don't know much more
17 than you're getting ready to tear up. And
18 I don't know how the rest of the people in
19 this room feel, but that's how I feel. But
20 once they're up, okay, and we're just going
21 to be -- just like PSE&G. They come and
22 tear up and we're riding about cones and
23 trying not to have accidents and they're
24 reciting codes. We can't live with
25 reciting of codes. We have to live day to

1 day, okay, and right about now, this isn't
2 acceptable to me.

3 MR. ABUAN: We understand your
4 concerns and as I said, we will continue to
5 work with the City on your issues.

6 MR. SAUNDERS: Dwight Saunders,
7 S-A-U-N-D-E-R-S. Good evening, everyone, I
8 am the director of Property and
9 Maintenance, Code Enforcement for the City
10 of East Orange. And I take code
11 enforcement very seriously. My question is
12 -- a couple of questions. You said you
13 advertised in the papers. You advertised
14 on the web site? Right?

15 MR. ABUAN: Yes.

16 MR. SAUNDERS: I haven't seen
17 anything on the website, there is nothing
18 on the City website right now. I would
19 like that answered. And my other question
20 is the health issue. What effect it's
21 going to have on our residents in the City
22 with all the dust and gravel, you know,
23 have you all done a study on that? And my
24 third question is, what is the City -- and
25 I feel that you're going to inconvenience

1 us for the next three years, there should
2 be some monetary money coming into the City
3 for that inconvenience. And those are the
4 three questions I have. Thank you very
5 much.

6 MR. ABUAN: William Holt.

7 MR. HOLT: William Holt, H-O-L-T. I
8 guess I have been around long enough to
9 deal with the fiasco, the Turnpike, the
10 highway, the Garden State Parkway as it
11 relates to East Orange. Going back to this
12 one area of 145, when the Parkway came to
13 East Orange, we were told at that point
14 that there would never be a toll in East
15 Orange ever. There was an entrance and an
16 exit on the north and southbound side of
17 Central Avenue, there was an entrance and
18 exit on the northbound so I am not sure if
19 these are what you are talking about by way
20 of temporary entrances and exits, because
21 as we listen, as I listen to your
22 presentation, and some areas I feel a
23 little confused, and I don't know about
24 everybody else here, if they totally
25 understand, because a lot of times these

1 presentations are made out of formality and
2 not so much for the people to understand
3 what is going on. Because if you're
4 concerned about that presentation will be
5 made to the readiness for follow-up
6 presentation, there would be a presentation
7 here in the school for the parents of the
8 students that go here, because it's going
9 to be a whole lot of transfer going on for
10 the next few years. And certainly, we're
11 all concerned about public safety, but we
12 want to make sure that it's more than
13 words. That it's an actuality.

14 What I am concerned, too, is what do
15 you really expect out of East Orange? I
16 mean we often times, as illustrated by the
17 comment I made about you said there was --
18 you, meaning the Garden State Parkway, you
19 said there would never be an exchange here
20 in East Orange. Yet I sat in on a meeting
21 when the Garden State Parkway, and it
22 wasn't even the luxury of a public hearing
23 like this, they just came in and just said
24 they were now going to put an exchange at
25 145. Then, years later, you came back and

1 you chopped up that whole area again
2 because you wanted to expand the arm going
3 over the Parkway. You littered East Orange
4 with dust, dirt, gravel and for some reason
5 -- for some reason we were kind enough to
6 make ourselves a repository of dropping a
7 lot of that junk off and a lot of that
8 debris is still here in East Orange.

9 The trucks went through the street,
10 dust, dirt, brick, uncovered, which is
11 against the law, until our people got after
12 you and then they decided they would cover
13 it up. But no respect for the town. The
14 State of New Jersey has never given the
15 City of East Orange any respect as it
16 pertains to the Parkway and that whole
17 exchange. Anything they want to do, they
18 do, and that's what is happening right now.
19 You decided because you didn't do it right
20 the second time, because you didn't do it
21 right the first time, that you're coming in
22 here, creating a mess, trying to straighten
23 out your mess, and it's going to be a
24 greater mess as we go through.

25 So in all the while we have got to be

1 on our Ps and Qs to run behind you, to find
2 out what is going on, just to make sure
3 that we're getting the minimum amount of
4 service. And I think again, it's
5 disrespectful when the council person asks
6 you about jobs. Everybody in any entity
7 that starts any kind of project, jobs are
8 at the core of it all. And you're going to
9 be able to scatter out millions of dollars
10 to people who live outside of this town,
11 while people in this town do not get jobs
12 and it's a falsehood for you to say or not
13 to say that you don't know where that has
14 to be negotiated by us. Why should we have
15 to negotiate something that is your mess.
16 That's just a little bit about what I have
17 to say and it's a good thing I only have a
18 little time.

19 MISS FIELDS: You can keep going.

20 MR. ABUAN: No, five minutes. Thank
21 you, sir. Willie Wells.

22 MR. WELLS: Willie Wells, W-E-L-L-S.
23 I don't understand. You're talking about
24 the Garden State Parkway, right? What
25 about the Expressway that you have running

1 up and down Central Avenue, that little
2 kids have to go across the street every day
3 where the light doesn't hold long enough
4 for an old person or young person to get
5 across the street. The Garden State
6 Parkway, if you would reopen the old mix,
7 that came over Central Avenue, and when
8 they went down Central Avenue, you have the
9 same thing now. I mean it was better than
10 you have now. I don't know how old you are
11 or nothing like that, but 1960 you had
12 exits where you came up on Central Avenue,
13 you had exits where you went on to Central
14 Avenue, am I correct?

15 Now, this railroad job that you pulled
16 on us tonight, makes you look very bad
17 because you have all these black
18 construction workers that you have
19 overlooked like we don't even exist. It
20 makes me mad. I am not speaking to you,
21 sir, but it makes me really mad because all
22 these people in the neighborhood come in
23 here and take all the money out of here and
24 we don't get a damn dime. I mean we're
25 tired of it. Now, either you guys give us

1 some of the money or don't come in. That's
2 all I have got to say.

3 MR. ABUAN: Thank you. Ted Green.

4 MR. GREEN: Ted Green, G-R-E-E-N,
5 Councilman Ted Green, from the City of East
6 Orange. I guess you probably heard this
7 one hundred times this evening already in
8 reference to, first of all, how you
9 advertised the public hearing, because when
10 I look at the number of people in the room
11 with a project, especially at this
12 magnitude, it should have been filled in
13 here but because people didn't have the
14 information like it should have went out,
15 and sometimes I think it's done purposely
16 to kind of like not have people at these
17 type of meetings, so I guess one of my
18 questions would be how did you advertise
19 and when, where, you know.

20 The second thing is I am going to
21 continue to talk about when a project at
22 this number and you just heard former
23 Councilman Holt and probably some other
24 council colleagues and the director asked,
25 when folks come to the City of East Orange,

1 we have saw it time after time after time
2 especially with a project of this dollar
3 amount, that job opportunities. We're a
4 city that's trying to not only work within
5 our young people because when folks come in
6 our city and it's construction or roadwork
7 and we drive by, it don't look like the
8 folks who live here. So we want to know
9 how can we be a part of the job opportunity
10 because what happens is that when you do a
11 job in our city, you use our streets, you
12 use our water department, you're going to
13 have to use a cop if something happens, use
14 our fire department at taxpaying people pay
15 for that. So again I think that hopefully
16 we can sit down at the table and have
17 another public hearing before this project
18 starts. But one of my biggest advocacies
19 will be, how can we be able to be in the
20 rim of job opportunities for East Orange
21 residents and also how do we benefit? Not
22 only for a one-term hit and job
23 opportunities, but the opportunities for
24 men and women in the community to be a part
25 of -- if you're doing another project at

1 this magnitude, how can we work and go on
2 for awhile to be a part of what the New
3 Jersey Turnpike Authority is doing, so
4 again, those are some of the questions that
5 I think should be answered before we start
6 this job. And can I say this, too, you
7 know, I think that when a decision is made
8 and you all do make the decision, we can
9 take a proactive of trying to work with the
10 New Jersey Turnpike Authority or we can, as
11 a city and as a community, we can kind of
12 go out and protest, because we're not
13 protesting to be negative or be of any type
14 of city where we are trying to hurt
15 anybody, but the protest would be, how do
16 we benefit? Because in this city, we have
17 a forty percent of unemployment in a town
18 that we live in, and we want to make sure
19 that our folks who live here, rent here,
20 pay taxes here and our young people get an
21 opportunity to be a part of the project.
22 So that is something you're probably going
23 to hear through the duration of what you
24 are all doing and how you are all doing it
25 and we just want to make sure that in the

1 future, that we have another public
2 hearing. We don't want this project to
3 start without having another hearing and
4 getting more East Orange residents out and
5 more folks out and not only that, sit and
6 talk to the City Council because we're the
7 governing body here and I know the Mayor
8 and other folks, but give us an opportunity
9 to sit down collectively and see how we can
10 come up with some benefactors in terms of
11 being part of the project. Thank you.

12 MR. ABUAN: Thank you, Councilman.
13 Ronald Jean.

14 MR. JEAN: Ronald Jean, J-E-A-N. I
15 would just like to make a couple comments.
16 I think the council have done a good job in
17 some of the comments I wanted to make
18 regarding, one, notification the residents.
19 We heard about it last night; second, what
20 economic benefit is the City going to
21 receive from this? Is there going to be
22 the benefit of any off-site improvements to
23 the Township? And I think the third point
24 I want to make is that I think that council
25 can effect this, notwithstanding the fact

1 that I have spent already -- so the bond
2 has been funded and the project is ready to
3 go, and I guess the procurement and the
4 bidding should be soon, and one other point
5 I would like to make, what sort of effort
6 is being made to include minorities?
7 Because this is primarily a minority town
8 and I don't see too many of you looking
9 like me. So something needs to be done
10 with this. The other points of the
11 council, you have the power. It's how you
12 use it. So I don't accept the fact, I
13 don't accept the notion that you can't do
14 anything about it. Because you can. Now,
15 you just have to look at how you want to
16 exert the power that you do have. So those
17 are my comments.

18 MR. ABUAN: Thank you.

19 Anybody else that would like to speak?

20 MISS HOLMAN: Alicia Holman,
21 H-O-L-M-A-N. Are we planning another
22 public hearing before we start this
23 project?

24 MISS FIELDS: That's a no.

25 MR. COKE: I am going to request one

1 based on the turnout tonight. And I'll
2 discuss that with Maynard. I think that's
3 something that needs to be discussed.

4 MISS HOLMAN: Let me make a
5 suggestion. I don't think the notation
6 should just be in this area. I know the
7 project is in this area, but I think it
8 should be citywide, because it's going to
9 be affect the entire city. I know we have
10 had a public works meeting and I know I
11 stated quite a few things that I would like
12 to see from DOT, and when I speak about the
13 roadways and as my colleague said, what is
14 East Orange going to get? It needs to be
15 contractual, because I don't want our
16 roadways done just for the sake of this
17 project. And then get winter we get snow
18 after snow after ice and then they clear
19 our roads and then we don't see them
20 anymore, because our roadways have looked
21 like this for a long time, a very long
22 time. So whatever we're going to do, it
23 needs to be in a contractual manner if
24 possible, and on a city level. My
25 colleagues and myself and the Mayor and you

1 yourself, Mr. Coke, need to sit down,
2 because I don't think I'm getting a lot of
3 dialogue here, I need feedback. If we're
4 asking questions as residents and never
5 mind the fact that we're elected officials,
6 but as residents of the City of East Orange
7 that you're coming through and you're not
8 giving answers back to our residents, this
9 is supposed to be a public hearing where
10 you can interact and we get answers back.
11 Do you feel like we got any answers here?
12 So that is totally disrespectful, so when
13 you go and get back to city hall, we need
14 to sit down and have further discussion on
15 this. The sooner the better, because I
16 know I am going out of town. We need to
17 get on it as quickly as possible.

18 MR. ABUAN: Thank you, Councilwoman.
19 Just to clarify, the process here is to
20 receive comments. This is not supposed to
21 be an open dialogue, and formally we're
22 suppose to respond in a Public Hearing
23 Report. So we're trying to address some of
24 your questions here and as I said earlier,
25 when we started this process, that if we're

1 able to answer some of your questions, we
2 can. We will.

3 MISS FIELDS: But you have not
4 answered. No one has responded, okay, to
5 any questions. So we come here and we give
6 comment, okay, when do we get the answers?

7 MR. ABUAN: In the Public Hearing
8 Report.

9 MISS FIELDS: So that means you're
10 coming back then?

11 MR. ABUAN: No. The Public Hearing
12 Report to the City.

13 MISS FIELDS: You're going to give
14 the report to the City?

15 MR. ABUAN: Yes.

16 MISS FIELDS: Again, that's not
17 acceptable. You need to come back okay and
18 if all six of you can't answer questions,
19 we need to sit down -- I mean this is what
20 you gave out, okay. Everybody here -- not
21 everybody necessarily can reads maps, and
22 understands. I'm not saying they're
23 illiterate or anything. This is a lot to
24 digest. You put up twenty, thirty million
25 dollars. That's a lot of money and as I

1 said, you're going to be getting and we're
2 not going to be receiving. And when you
3 come back, which you said you're not coming
4 back, we need to know about the job
5 situation. We need to know what benefits
6 the City of East Orange are going to reap
7 from this.

8 A SPEAKER: And I would like--

9 MR. ABUAN: Sir, if you would like to
10 speak, you need to register. Come up.

11 MISS FIELDS: There was eight people
12 -- was the public information, was that
13 5:30?

14 MR. ABUAN: Yes.

15 MISS FIELDS: Well, this is a home
16 owner's-based community. Most people don't
17 get off until that time.

18 MR. ABUAN: Well, 5:30 to 7:30 and
19 that would accommodate people who work. No
20 disrespect to both councilwomen here.

21 MISS FIELDS: To me a public hearing
22 is a Q and A. Okay. I understand what
23 you're saying by law what you have to do,
24 but what is the purpose of holding a public
25 hearing if you're not going to be

1 responding to the residents of the
2 community?

3 That's all. I am trying to get you to
4 understand. 5:30 to 7:30 for a working
5 community to have children is not a time
6 for Q and A. I get off from work at five
7 thirty. I have children and a family that
8 I have to cook for. And I'm elected to do
9 this. And I got here late. I got here at
10 quarter to eight. That is unacceptable,
11 unacceptable.

12 MR. BANKS: Lester Banks, B-A-N-K-S.
13 This is not an idea up for discussion.
14 This is a -- we're being informed that this
15 is what is going to happen. Yes? No?

16 A SPEAKER: That's correct.

17 MR. BANKS: That's all I have to say.

18 A SPEAKER: So no matter what you do,
19 this is a done deal. Thank you. Have a
20 good evening.

21 MR. ABUAN: Is there any other
22 speakers who want to register to speak?

23 MR. COKE: Again, before we close
24 out, as I said in the beginning, if you
25 have any concerns, issues, get them to me,

1 office of constituent service or your
2 council person. I can't make requests
3 without getting the information about what
4 you as residents want. Thank you.

5 MR. ABUAN: All right. It's now
6 8:45. The public hearing is now closed.
7 (The hearing was adjourned at 8:45 p.m.)
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C E R T I F I C A T I O N

I, RICHARD A. MERLINO, being a
Certified Court Reporter and Notary Public within
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