APPENDIX

Clubs of New Jersey

The AAA Clubs of New Jersey

Testimony Regarding the Pulaski Skyway Rehabilitation

December 14, 2015

New Jersey motorists have learned to live with the delays that come with the Pulaski Skyway rehabilitation project. The sad fact is that lengthening delays and deteriorating roadways are a way of life for New Jersey motorists. We continue to hear motorists complain about worsening commutes. Those poor ratings are most prevalent in North Jersey. Delays in larger projects like the Pulaski Skyway only exacerbate the problem.

Alternative routes already jammed with regular commuters experience even more pressure from motorists rerouted from the Pulaski Highway. Those roadways will require additional maintenance as a result. By lengthening the project and extending the use of the alternative routes the project not only becomes more expensive and more inconvenient for commuters but it accelerates the need for additional repairs and maintenance on the detour routes, which increases tangential costs as well.

It is those additional costs and deteriorating conditions that should be of concern to motorists. With no TTF plan for 2016 there is literally no money with which to address any increases in costs or new infrastructure maintenance or investment.

The problems motorists face at the Pulaski Skyway are a localized example of the problems our state infrastructure faces:

- Long delayed maintenance created a need for a quick infusion of cash, created long term impacts on commuting patterns and set the projects up to be ripe for overrun costs.
- Long term detours have pushed additional traffic on to already jammed local roadways
- Commuters with one of the longest commutes in the nation face additional increases in commute times with little relief in sight.
- Once the larger project is done, instead of commuters breathing a sigh of relief because the alternative routes see reduced volume, it is likely that those routes will quickly start to see a need for maintenance due to the increased volume it experienced for years.

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While we cannot fix the problems that caused the project delays, we can try to avoid it from happening in the future by making a lasting investment in our infrastructure.

Having a stable, sustainable Transportation Trust Fund would allow for more routine maintenance that would have prevented the need to close the Pulaski Skyway in one direction for over two years.

New Jersey commuters cannot continue to endure longer commutes and deteriorating roadways. We must act now to stop this cycle and commit to investing in our infrastructure.

2x

State of New Jersey
DEPARTMENT OF TRANSPORTATION
P.O. Box 600
Trenton, New Jersey 08625-0600

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

RICHARD T. HAMMER
Acting Commissioner

December 11, 2015

New Jersey State Legislature
Assembly Transportation and Independent Authorities Committee
State House Annex
PO Box 068
Trenton, NJ 08625

Dear Chairman Wisniewski:

Thank you for your invitation to testify before the Assembly Transportation and Independent Authorities Committee regarding the Pulaski Skyway Rehabilitation Program. I appreciate your keen interest in the progress of this important program. To address the issues raised in your letter, I am pleased to provide you with this written submission describing the progress, current status, and projected completion of the rehabilitation of this work.

It is important to note that the Pulaski Skyway is an extremely unique and complicated structure. There is no other facility quite like it anywhere. In addition, the long term diversion of nearly 40,000 vehicles per day is the largest of its kind in the country.

The Pulaski Skyway Rehabilitation Program consists of ten (10) separate design and construction contracts, the first of which began construction back in 2012. The final contract, the painting of the entire Skyway is slated to be advertised for construction in 2021.

Contract #1 consisted of the removal of the existing concrete encasement within the eastern half-mile of the structure. This contract was essentially an exploratory contract which exposed the underlying structural steel so that an evaluation of the condition of the steel could be made. This contract exposed severely deteriorated floor beams and resulted in the fabrication and installation of long term temporary supports at each of the expansion floor beams. These temporary supports were to remain in place until such time that the floor beams were replaced under a future contract. This contract is 100% complete and cost $22.7 million.

In June 2013 the Department awarded Contract #2 for $104.0 million. This contract addresses the rehabilitation of the eastern approach to the Pulaski Skyway, both the upper and lower roadways of Route 139 in Jersey City. This contract is nearly 50% complete at this time. The original upper roadway deck has been removed and is currently being replaced by new steel beams and a prefabricated deck. The wall holding up the upper roadway has been rehabilitated and work is underway replacing the six (6) cross street overpasses. The project is scheduled to be completed by the end of 2017.

The Pulaski Skyway is being re-decked under two (2) separate construction contracts. The first contract, Contract #3, will replace the northbound deck from span 44 through the western abutment, span 108. The second contract, Contract #4, will replace the northbound deck from span 43 through the eastern abutment, span A0, as well as the entire southbound deck. In addition, both projects will replace the existing fascia girders, the stringers, the ornamental balustrade and a number of the severely deteriorated ridge end floor beams and cross girders within the eastern half-mile of the Skyway. In addition, a Conew lighting system mimicking the historic original lighting on the structure will be provided.

Contract #3 was award to CCA Civil, Inc. for $126.0 million in June 2013. The original contract documents called for Contract #3 to close the northbound lanes on March 1, 2014, however, the closure was delayed as we wanted to make absolutely certain that the traffic mitigations strategies would work, which they have. As such, the northbound lanes of the Skyway were closed to traffic on April 12, 2014 and the contractor for Contract #3 immediately began the necessary demolition in preparation of installing the nearly 1400 precast and exodermic deck panels required by the contract #3. At this time, the contractor has completed the replacement of the stringers, the fascia girders, and the deck installation and has grouted the panel closure pours constructed with Ultra-High Performance Concrete (UHPC) for all of the Contract #3 deck panels. In addition, the contractor has begun installing the new lighting, the decorative balustrade and placing the final overlay riding surface, polyester polymer concrete (PPC) in preparation of diverting southbound traffic onto portions of the newly constructed northbound lanes.

Due to the extensive steel deterioration that was discovered (and only could have been discovered) once the old deck was removed, approximately $16.0 million in extras have been added to the project which is currently estimated to be 85% complete. The updated cost of Pulaski #3 with extras is $141M and this additional unanticipated work has also contributed to the delays in this part of the Program.

Contract #4 was awarded to CCA Civil / Daidone Electric, Joint Venture for $210.0 million in May 2014. The contractor has completed all demolition of the northbound lanes (spans 43 through A0) and is currently prepping the existing steel in preparation of placing the new exodermic deck panels. The contractor is currently scheduled to begin placing the new deck panels in the NB spans in January 2016. This contract involves the fabrication and installation of nearly 2400 precast and exodermic deck panels. Once all work is completed on the northbound side of the Skyway, all southbound traffic will be diverted to the completed northbound side and the southbound work; demolition steel repairs, placement of the new deck panels, widening around the Broadway Ramp to the introduction of an acceleration lane and the installation of the new center aluminum median barrier will begin. This contract is currently estimated to be 15% complete.

Because the top flange of the floor beams had not been exposed since the structure was constructed in the late 1920's and early 30's, it was impossible to accurately predict the extent of the steel deterioration on the floor beams until the existing deck was removed. Due to the raised sidewalk design of the original structure, all runoff from the Skyway fell directly onto the steel below, and as a result, when the old deck was removed and the floor beams were exposed, a significant amount of top flange deterioration was found in the outside 5-6 feet of most floor beams.

In addition, the project has experienced delays due the severity of the winter last year. At present, we anticipate the completion of the project, restoration of both northbound and southbound traffic by the end of 2016. This completion date will be reevaluated after the upcoming winter months.

Contract #5 will rehabilitate the two center ramps, the Kearny Ramp and the Broadway Ramp. The project is currently in the design phase with the Final Design Documents scheduled to be submitted in July 2016. Advertisement of the construction contract is currently scheduled for December 2016 with construction scheduled to commence in mid-2017. Once Contract #4 is completed and traffic is restored to both the NB and SB lanes of the Skyway.

Contract #7 will rehabilitate the Newark SB Off-Ramp and will address the necessary steel and foundation repairs at the eastern and western ends of the Skyway. This contract will follow the same schedule as Contract #5 with Final Design Documents being submitted to the Department for review in July 2016 and the project being

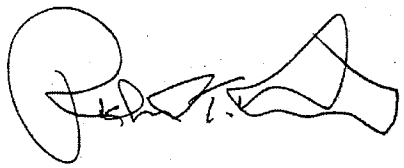
advertised for construction in December 2016. As with Contract #5, construction will commence once traffic is restored to both the NB and SB lanes of the Skyway.

Contracts #6, #8 and #9 will address the necessary steel repairs, and will address the rehabilitation / replacement of the existing concrete piers along the main spans of the Skyway, Spans 44 thru 98. All three of these contracts are currently in the design phase with Final Design Document schedule to be submitted to the Department in mid-2017. Due to the environmental permits and potential right-of-way, construction on these three contracts should all commence in Spring/Summer 2018.

The estimated total cost of the Pulaski Skyway Rehabilitation Program is approximately $1.2 billion including the future Contract #10 which will address the painting of the entire Skyway. And will extend the Service Life of the structure another 75 years.

Thank you again for your interest in the Pulaski Skyway Rehabilitation Program. Please don't hesitate to contact me if you have any additional questions.

Regards,



Richard T. Hammer
Acting Commissioner