

**PUBLIC INFORMATION CENTER
MONDAY, DECEMBER 3, 2001 – 3:00 PM TO 7:00 PM
FIVE CORNERS LIBRARY
678 NEWARK AVENUE, JERSEY CITY
ROUTE 1&9T (26)**

**ELIMINATION OF THE CHARLOTTE CIRCLE AND IMPROVEMENTS TO THE TONNELE
CIRCLE
JERSEY CITY, HUDSON COUNTY**

The Meeting: The purpose of this public information center is to inform local residents, officials and the business community of the New Jersey Department of Transportation's (NJDOT) proposed construction to eliminate the Charlotte Circle and make improvements to the Tonnele Circle in Jersey City, Hudson County. This public information center will provide an opportunity to examine construction plans and other exhibits.

Charlotte Circle

Improvements to the Charlotte Circle will result in the elimination of the circle, with the existing traffic patterns to be served by two new traffic signals. These measures and additional signing and lighting will improve the safety of the area by providing a higher order of control than the existing yield controls on approaches both entering and within the circle. The high volume of traffic entering the circle, as well as the volumes remaining in the circle, cause hazardous merging and weaving conditions. These conditions are particularly evident at the Route 1&9T entrance from the south, the circle at the Route 7 eastbound entrance, and the circle at the Route 1&9T entrance from the north. With these operational improvements, Charlotte Avenue and Route 1&9T from the south will be connected by a new roadway that cuts through the center of the circle. Access would be provided from this connector roadway to other destinations exiting the circle as described below.

The north side of the circle will carry two-way traffic and will serve the Route 7 eastbound traffic stream toward the Tonnele Circle in addition to its current use. A traffic signal will control the intersection of this new north-south connector ("Route 1&9T") and the two-way north side of the circle ("Route 7"). The south side of the present circle will carry Route 7 eastbound local traffic destined for Charlotte Avenue and Newark Avenue, and will also carry Route 7 traffic bound for southbound Route 1&9T in the same manner it does today. Newark Avenue will be reconfigured to a two-way roadway at the intersection with Route 1&9T and will be controlled by a traffic signal. The existing eastern segment of the circle, also called James Avenue, will remain, providing two-way local access from Howell Street and Van Winkle Avenue to Route 1&9T and Route 7 via Newark Avenue.

Existing utilities in the project area will be upgraded to include a new 8-foot wide by 4-foot high sewer main as well as new gas, water and electric lines.

Tonnele Circle

Proposed modifications to Tonnele Circle include the construction of a bypass ramp for traffic on Route 1&9 southbound destined for the Pulaski Skyway; the relocation of the left turn movement from Route 1&9 southbound to the turning lane leading to the Holland Tunnel, and various modifications to the existing curbs in the northern part of the circle.

The relocation of the left turn movement is designed to reduce the angle of the existing turn required to make the maneuver. Since almost 50 percent of the traffic making this turn are trucks, the existing turn maneuver has periodically resulted in blockages of all circle traffic because of the length of the vehicle in combination with the tight geometrics of the circle in this area.

Other circle modifications include: the reduction of the Route 1&9T approach to the circle from four lanes to three (to provide for safer maneuverability for the truck-laden traffic stream to negotiate the cut-throughs of the circle to Route 1&9 northbound or the Holland Tunnel), and various curb cutbacks/relocations to accommodate the new left turn lane.

Improvements in guide signing, regulatory/warning signing, and lighting are proposed to encourage better traffic flow through the circle. Guide signing includes overhead signs and structures, some of which will be reused under the proposed project's roadway network, and ground-mounted signs, which denote the new traffic pattern. Safety improvements are also proposed, such as guiderail and protection devices at columns and piers.

Construction

The construction contract was awarded to Parsippany Construction Company on October 31st for the bid amount of \$10.8 million. No detours will be necessary during construction. The construction is anticipated to be completed in the Spring of 2003.

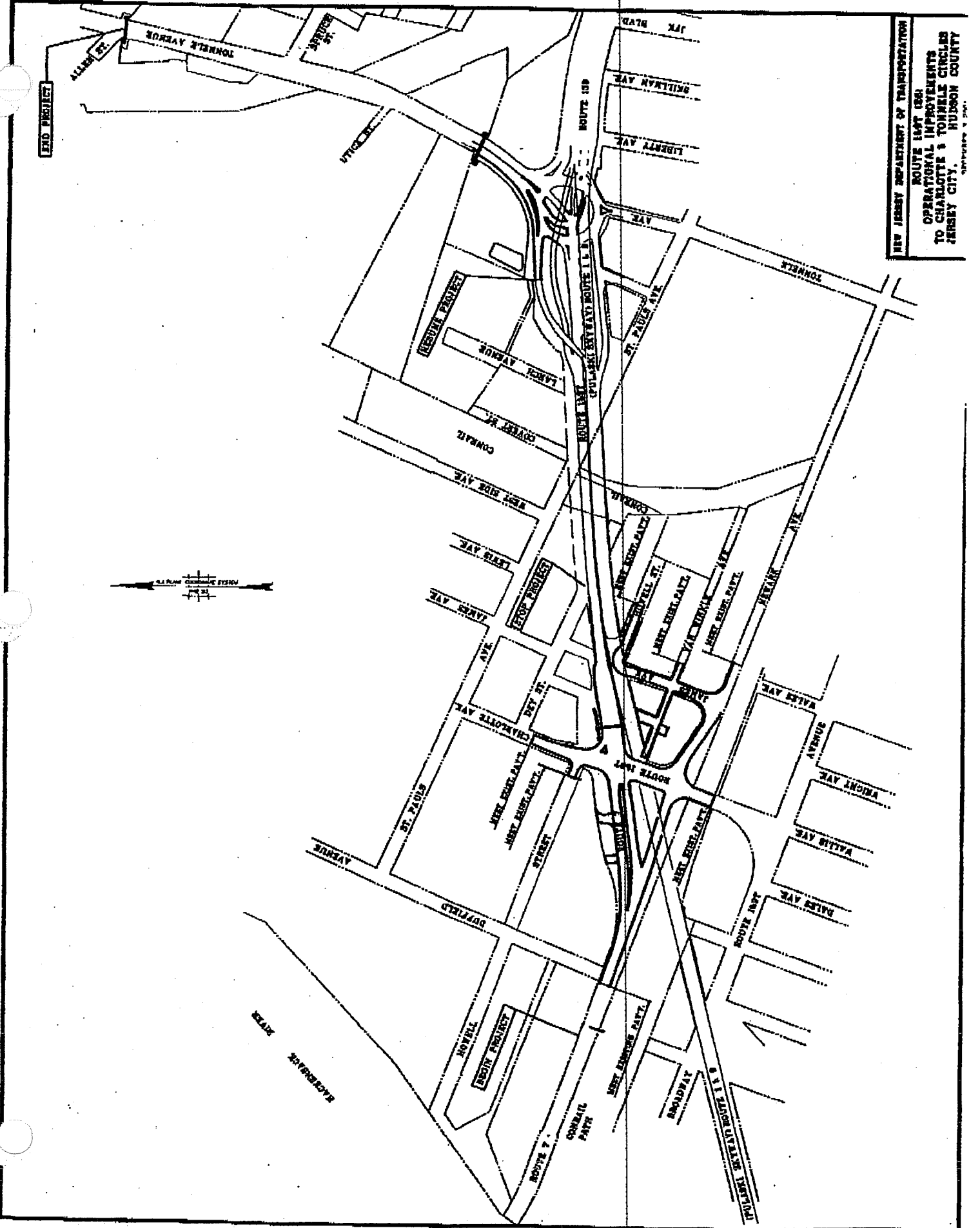
For Further Information Contact:
Tom Johnson
Office of Community Relations
New Jersey Department of Transportation
1035 Parkway Avenue, P.O. Box 600
Trenton, New Jersey 08625
609-530-2110

New Jersey Department of Transportation

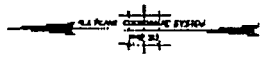


Acting Governor Donald T. DiFrancisco

Commissioner James Weinstein



NEW JERSEY DEPARTMENT OF TRANSPORTATION
 ROUTE 100
 OPERATIONAL IMPROVEMENTS
 TO CHARLOTTE & TOMHOKE CIRCLES
 JERSEY CITY, HUDSON COUNTY
 1/1/02



SCALE
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 FEET

ROAD PROJECT

SCARINCI & HOLLENBECK, LLC

Attorneys at Law

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- * CERTIFIED CRIMINAL TRIAL ATTORNEY
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Please reply to:
SECAUCUS.

December 19, 2001

Via Federal Express and Regular Mail

New Jersey Department of Transportation
1035 Parkway Avenue
P.O. Box 600
Trenton, New Jersey 08625

Re: Route 1 and 9T (25)
St. Pauls Viaduct Replacement
Jersey City, New Jersey

Hudson Regency Motel
360 Tonnelle Avenue
Jersey City, New Jersey
Lot 18, Block 954
Our File No. 1610.3000

Dear Sir/Madam:

Please be advised that this firm represents Hudson Motor Lodge, Inc., owner of the captioned property in connection with the issues related to the proposed St. Pauls Viaduct Replacement and any condemnation related thereto as it may affect my client and/or the subject premises. The proposed plan of the improvements indicates a total taking of my clients above captioned property. However, it seems from a review of the plans, that the project might well be completed without the taking of any of my clients property.

December 19, 2001

Page 2

It is hereby requested that the plans be adjusted to omit my clients' property therefrom for the following reasons:

- A. The motel structure was constructed in 1986 and is a relatively new business on the Highway which remains in fine operating condition;
- B. The motel business employs 28 individuals in mostly non-professional positions. If the motel closes all of these individuals will be put out of employment working a serious hardship on each employee and the affected families;
- C. Not only does this business serve an active section of the working force which moves American business product through the highways of the Metropolitan New York and New Jersey area but it serves as an important outlet for National, State, County and Local social service organizations including the American Red Cross, The Hudson Health Clinic and The Bayonne Economic Opportunity Foundation, Jewish Family Services, Division of Youth-Family Services and Hudson County WFNJ General Assistance Clients.

The ownership stands ready to enlarge on the foregoing and discuss alternative solutions which will permit the continued existence and operation of the Hudson Regency Motel.

We thank you in advance for your prompt attention and favorable response to the within issues.

Very truly yours,



VICTOR E. KINON
For the Firm

VEK/mf

cc: Mr. Joseph Riela
Kenneth J. Hollenbeck, Esq.

{00057668.DOC}  SCARINCI
& HOLLENBECK, LLC
Attorneys at Law

Recd 1/29/02

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STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION

ORIGINAL

IN THE MATTER OF THE PUBLIC :
HEARING CONCERNING ROUTE 1&9T : Transcript of
(25) ST. PAUL'S VIADUCT : Proceedings
REPLACEMENT. :

B E F O R E :

THOMAS P. JOHNSON, Regional Manager
STEVEN H. HOCHMAN, Project Manager

Monday, December 3, 2001
Five Corners Library
678 Newark Avenue
Jersey City, New Jersey
Commencing at 3:00 p.m.

GUY J. RENZI & ASSOCIATES
824 West State Street
Trenton, New Jersey 08618
(609) 989-9199 1-800-368-7652 (TOLL FREE)
(FAX) (609) 392-7978

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1 MR. JOHNSON: No, they have to be
2 answered out there. Excuse me.

3 MR. RIELA: I couldn't find anyone to
4 answer them.

5 MR. JOHNSON: We have a whole team
6 there. After you give your testimony, you can ask
7 questions and give more testimony if you like. It's
8 just procedure at this hearing that you can't --

9 MR. RIELA: I will see if my question is
10 answered first. Is there someone from the
11 right-of-way here?

12 MR. JOHNSON: Yes, there is.

13 MR. RIELA: Who would I speak to?

14 MR. JOHNSON: (Indicating).. Is there
15 anyone else that would like to come forward at this
16 time and give testimony for the official hearing
17 record? Once again, is there anyone else that would
18 like to come forward at this time and give testimony
19 for the official hearing record?

20 (No response.)

21 MR. JOHNSON: Finding no takers at this
22 time, the hearing will stand at a recess until such
23 time as we have speakers. Thank you.

24 (Whereupon a recess was taken.)

25 MR. JOHNSON: May I have your attention,

1 please. May I have your attention, please. The
 2 public hearing for Route 1&9T (25), St. Pauls viaduct
 3 replacement, Jersey City, Hudson County, is now
 4 reconvened. Speaker, would you be kind enough to give
 5 your name and address for the official record.

6 MR. RIELA: My name is Joseph Riela, I *John*
 7 am the owner of the Hudson Regency Motel, which is at
 8 360 Tonnele Avenue, Jersey City. It's Block 954, Lot
 9 E-2, I believe.

10 I wanted to go on record to say I think
 11 the project possibly could be realigned to not include
 12 the encompassing of my property. 30 people would be
 13 out of work. We have a fairly new building there,
 14 it's about 15 years old, which still has a long useful
 15 life. I understand the project will just hit me on
 16 the side and which would force the entire property to
 17 be closed down and then made into a space to hold
 18 water for water retention purposes. I think that
 19 could be better thought out to save a property like
 20 this.

21 I understand it's not on the immediate
 22 project at this point, but I wanted to go on record to
 23 say that I wish that the property, the alignment could
 24 be changed not to include the Hudson Regency Motel in
 25 a complete taking.

1 forward at this time and make a comment for the
2 official public hearing record?

3 (No response.)

4 MR. JOHNSON: Having no takers at this
5 time, this hearing stands at recess until such time as
6 we have speakers. Thank you.

7 (Whereupon a recess was taken.)

8 MR. JOHNSON: May I have your attention,
9 please. Would you kindly take your seats. May I have
10 your attention, would you kindly take your seats. The
11 Route 1&9 (25) St. Pauls viaduct replacement, Jersey
12 City, Hudson County, public hearing is now reconvened.
13 Would you come to the microphone and give your
14 address, your name and address for the hearing record,
15 please.

16 MS. BROWN: The name is Barbara Brown, *Chom*
17 169 Liberty Avenue, Jersey City, New Jersey 07306.
18 Please forward to me information on how the drainage
19 system will work at the location of approximately 360
20 Tonnele, right off of Spruce Street.

21 MR. BROWN: The motel.

22 MS. BROWN: The Hudson Regency Motel.
23 We want information on how the whole drainage system
24 will work, how wide will the pipes be, what will they
25 be made of and what will be placed in the area.

1 Thank you.

2 MR. JOHNSON: Do you have any comments?

3 MR. BROWN: No, that's it.

4 MR. JOHNSON: Is there anyone else who
5 would like to come forward and make a comment for the
6 official hearing record? Is there anyone else that
7 would like to come forward at this time and make a
8 comment for the official hearing record? Having no
9 takers, the hearing is recessed until such time as we
10 have other speakers. Thank you.

11 (Whereupon a recess was taken.)

12 MR. JOHNSON: May I have your attention,
13 please. The public hearing for Route 1&9T (25) St.
14 Pauls viaduct replacement, Jersey City, Hudson County,
15 is now back in session. Do we have anyone that would
16 like to come forward at this time and make a statement
17 for the public hearing record? Do we have anyone that
18 would like to come forward at this time to make a
19 statement for the public hearing record?

20 Having no takers at this time, we are
21 going to close the hearing. Written comments can
22 still be sent to the State of New Jersey Department of
23 Transportation by December 31st. All such statements
24 must be submitted to Thomas P. Johnson, New Jersey
25 Department of Transportation, Office of Community

1 Thank you.

2 MR. JOHNSON: Thank you, sir. Is there
3 anyone else that would like to come forward now to
4 give testimony for the official record? Once again,
5 is there anyone else that would like to come forward
6 at this time and give testimony for the official
7 record? Finding no takers, the hearing stands at
8 recess until such time as we find individuals that
9 would like to speak. Thank you.

10 (Whereupon a recess was taken.)

11 MR. JOHNSON: The public hearing for the
12 Route 1&9T (25) St. Pauls viaduct replacement, Jersey
13 City, Hudson County is now officially reconvened.
14 Sir, would you come forward and give your name and
15 address.

16 MR. THAKORE: My name is Ajit Thakore,
17 A-j-i-t, last name is T-h-a-k-o-r-e, property is 290
18 St. Pauls Avenue and 59 Liberty Avenue and 276 Van
19 Wagenen Avenue.

20 I have two major concerns, one is noise
21 We are not taking out any high-rise from this propert
22 and we have a new high-rise in the system so my
23 concern was the noise pollution. As for the
24 environmental report, which is on that table, the
25 noise level will be 72 dBA. As for the DOT and the

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1 federal requirement, it constitutes the construction
 2 of noise barriers. I request the state to consider
 3 this because 72 dBA is a very high noise pollution so
 4 that should be constructed along wherever you have a
 5 space to build the noise barriers.

6 *Johnson* My second concern was the traffic during
 7 construction so whenever there is a problem at the
 8 Tonnele Avenue circle, all the traffic is diverted to
 9 the St. Pauls Avenue without even assigning a property
 10 to it. So I believe that during the construction, a
 11 lot of traffic will move onto the St. Pauls Avenue and
 12 the intersection of St. Pauls Avenue and Liberty
 13 Avenue has no signals and that will create a lot of
 14 problems to the community and the engineers should
 15 consider decreasing the traffic on St. Pauls Avenue
 16 for the next three years during the construction so
 17 this will be required on St. Pauls Avenue even though
 18 there is no detour, off site detour on St. Pauls
 19 Avenue, people will try to go on St. Pauls Avenue
 20 because of the traffic problem in the circle area.

21 Thank you very much.

22 MR. JOHNSON: Thank you, sir. Is there
 23 anyone else that would like to come forward at this
 24 time and have a comment for the official record? Once
 25 again, is there anyone else that would like to come

Route 1&9T (25) Ultimate Improvements
Responses to letter from Hudson Regency Hotel and Public Hearing Comments

Response to letter from Scarinci & Hollenbeck, LLC – Attorneys for the Hudson Regency Motor Lodge – Request to Avoid Impacting the Hudson Regency Motor Lodge

The property is proposed to be an entire taking, since adequate access cannot be provided under the proposed design condition. A Route 1&9T NB Flyover Ramp is proposed to pass over Tonnele Avenue, maintain a ramp design for 70k/hr (45mph), and meet grade in the vicinity of the Hudson Regency Motel. As per NJDOT Access Code, access should be denied along state highway ramps. In addition, there is no alternate access along Spruce Street, since the hotel building spans across the entire frontage.

A proposed drainage basin is currently shown on the Preliminary Geometric Plans on this property. After the hotel property was recommended to be an entire taking, the drainage basin was added to the design as a water quality measure to treat roadway drainage. The drainage basin is not related to why the property is proposed to be acquired - which is for access reasons.

Response to Public Hearing Comments presented by Mr. Joseph Riela (of the Hudson Regency Motor Lodge) – Request to Avoid Impacting the Hudson Regency Motor Lodge
Copied from response to letter from Scarinci & Hollenbeck, LLC:

The property is proposed to be an entire taking, since adequate access cannot be provided under the proposed design condition. A Route 1&9T NB Flyover Ramp is proposed to pass over Tonnele Avenue, maintain a ramp design for 70k/hr (45mph), and meet grade in the vicinity of the Hudson Regency Motel. As per NJDOT Access Code, access should be denied along state highway ramps. In addition, there is no alternate access along Spruce Street, since the hotel building spans across the entire frontage.

A proposed drainage basin is currently shown on the Preliminary Geometric Plans on this property. After the hotel property was recommended to be an entire taking, the drainage basin was added to the design as a water quality measure to treat roadway drainage. The drainage basin is not related to why the property is proposed to be acquired - which is for access reasons.

Response to Public Hearing Comments presented by Ms. Barbara Brown – Makeup of Drainage Basin
Since the project is still in the Final Scope Development Phase, final details for the drainage basin and pipes in the vicinity of the Hudson Regency Motor Lodge have not been prepared. However, a typical drainage basin of that size would most likely receive roadway drainage water from a concrete culvert pipe (approx. 18" to 24" diameter in size) and a concrete outlet control structure at the opposite end of the basin to control the discharge of water back into the existing drainage system. The basin itself would typically be grassed with landscaping around it, and may have some riprap stone protection if required to prevent soil erosion.

Response to Public Hearing Comments presented by Mr. Ajit Thakore

Part 1 – Noise Wall Request

In the area mentioned (Van Wagenen Area and the area south of Tonnele Circle), noise is primarily coming from the Pulaski Skyway. It should be mentioned that the proposed improvements are moving the Route 1&9T roadway further to the north and away from the area in question. Improvements to the Pulaski Skyway have, such as noise walls, would have a detrimental effect on its historic nature, and as such would be outside the scope of the Route 1&9T St. Pauls Avenue Viaduct Project.

Part 2 – Traffic Concern at St. Pauls Avenue

In an effort to minimize impacts to local Jersey City streets during constructions, the construction staging scheme requires that the existing number of lanes for the Route 1&9T and Tonnele Circle roadways will be maintained at all times. Thus, it is anticipated that there will be no detours from Route 1&9T or the Tonnele Circle onto St. Pauls Avenue.