



QUICK FACTS

- On April 12, 2014, the Pulaski Skyway northbound lanes towards Jersey City and New York were closed to begin the two year process to replace both directions of the 3.5 - mile deck
- Full weekend closures to replace existing deteriorated floorbeams will begin on March 27
- On average, 620 people switched to bus, ferry, and park and rides
- Over 36% of all incidents were disabled vehicles

PARTNER AGENCIES

- New Jersey Turnpike Authority
- NJ TRANSIT
- Port Authority of New York and New Jersey
- PATH
- Hudson TMA

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updates and more
info!

www.pulaskiskyway.com
www.511nj.org

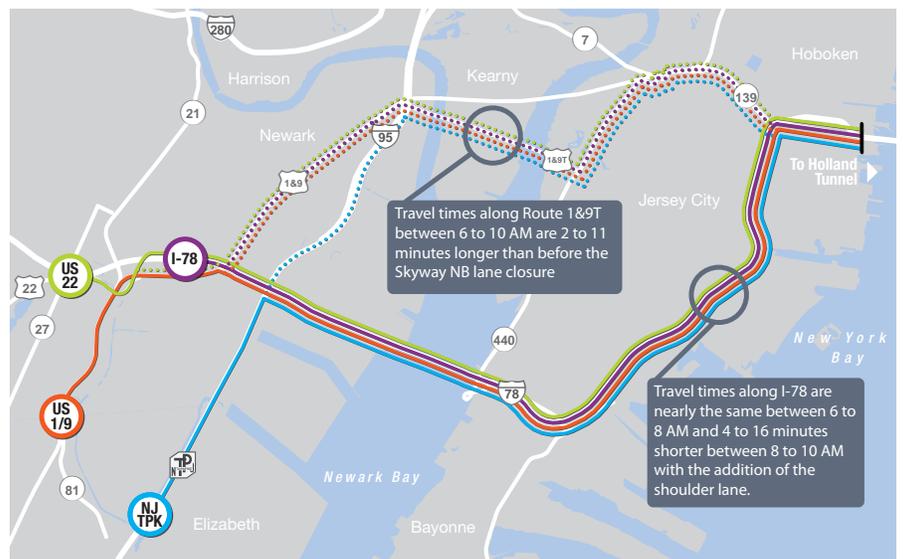
Pulaski Lane Closure Mitigation is Working

The New Jersey Department of Transportation, in collaboration with other partner agencies, have implemented a comprehensive monitoring and data collection program to measure the impacts of the Pulaski lane closure on area roadways.

The regional roadway system is absorbing the diverted traffic volumes reasonably well, with the NJ Turnpike Extension/I-78 and Route 1&9T taking on the bulk of diverted traffic. Travel times remain steady on regional roadways as well as local Jersey City streets. Ridership on enhanced transit options have shown steady increases since their introduction. Overall, the disruption to the regional system has been minimized.

Travel Times to Holland Tunnel

The two major "parallel" detour routes to the Holland Tunnel are the NJ Turnpike Extension (shown with solid lines above) and Route 1&9T (shown with dotted lines).



Port Authority River Crossings

Overall, volumes are slightly down on the collective Hudson River Crossings when comparing pre-closure data to post closure data. With the exception of the Bayonne Bridge (which has seen reductions up to 46% in the 9 to 10 AM hour), all are following similar hourly patterns post-closure as compared to pre-closure. Volumes are highest in the 6 to 7 AM hour and fall slightly in the three following peak hours.

Jersey City Summary

The last data available for volumes on Jersey City streets is from September 2014. Volumes increased on the major arterials to the Jersey City waterfront, including Route 1&9T, Communipaw Avenue, Columbus Avenue, and Grand Street. In many cases, intersection throughput was significantly increased. Geometric and signal changes at the Route 1&9T/Communipaw Avenue intersection has allowed the throughput of the eastbound left movement to double. Overall, the signal changes improved throughput by almost 4,300 vehicles in the peak period which is a 21% improvement over the pre-closure volumes (from 20,300 to 24,600 vehicles).

Other city streets such as Duncan and Sip Avenue remained stable. The overall increase in traffic on the major streets of Jersey City has very little impact on travel times.

Jersey Avenue Intersection

The PANYNJ monitored the Jersey Avenue/NJ Turnpike Extension intersection throughout the first month for the AM peak period and made adjustments to the signal. The Turnpike approach peaks between 6 to 7 AM while the NJ 139 approach peaks between 8 to 9 AM. This requires the signal to be adjusted to balance the traffic during the two different peak hours. Prior to April 14th, geometric changes were made, giving the NJ Turnpike Extension approach an extra travel lane. The geometric changes combined with the monitoring and adjustments has allowed the intersection to process 3,800 more vehicles in the peak period, an improvement of over 30%.



Adapting the Plan

The Traffic Management Plan (TMP) was developed to be a living plan, and as such, strategies can be adjusted as necessary to improve effectiveness, or removed if deemed ineffective. The following changes have been made to the original plan once the closure began:

1. The Turnpike Extension approach to the Jersey Avenue traffic signal was widened from two (2) lanes at the signal to three (3) lanes. This has provided an additional 815+ linear feet of vehicle storage at the signal and allows for the traffic at the signal to flush out quicker, avoiding potential back-ups on this approach to the Holland Tunnel.

2. The Route 1&9Truck NB jughandle at Broadway, which was originally closed when the NB lanes of the Skyway were closed, was reopened to traffic on April 28, 2014. When reopened, the jughandle was restriped to a single lane ramp in an effort to alleviate signal pole knock-downs which are common at this intersection. Further modifications to the signal pole locations have been completed to eliminate the potential for knock-downs.
3. Due to motorists' confusion with the closure of the Ferry Street Turnpike Entrance at Interchange 15E and the closure of the Ferry Street / Doremus Avenue ramp, additional traffic control devices and striping modifications were made in this area.
4. Due to continued congestion at the Route 1&9Truck / Route 440 / Communipaw intersection when the NB lanes of the Skyway were closed, further traffic signal modifications were made at this intersection. Prior to the closure the intersection operated as four (4) separate intersections. Post-closure, the signal equipment for the four (4) intersections were consolidated into a single intersection. This allows the intersection to operate more efficiently, eliminating the congestion during all times except during the peak of the peak period.
5. "Don't Block The Box" striping modifications and signage were added at three (3) intersections:
 - a) Route 440 NB lanes at the Virginia Avenue (Mall Entrance)
 - b) Route 440 SB approach at Ramp from Route 440 NB to Route 1&9Truck SB
 - c) Route 440 SB approach at Route 1&9Truck NB Ramp
6. Through the partnership with Jersey City, street parking on Communipaw was eliminated during the peak periods in order to utilize the 2nd lane of traffic. This has effectively kept traffic moving on Communipaw to the point where the pre-closure and post-closure travel times on this corridor are virtually the same.

With enforcement of the "Don't Block The Box" regulations at these locations, these intersections are able to operate more efficiently.

Construction Updates



- Contract 3: Construction on the two northbound lanes is well underway, with work occurring in multiple areas. Crews have removed the majority of the steel balustrade (which is essentially the railing along the outside of the bridge) and sections of the existing deck at various locations. In those areas with the deck removed, the contractor completed a significant amount of repairs to the top flange of the exposed floor beams and has replaced the existing stringers with new beams. When all necessary steel repairs were made in the first section, the installation of precast deck panels began in late August 2014.
- Contract 4: Work began in July to remove the existing concrete balustrade in the northbound direction and the remaining concrete encasement on the beams at the eastern end of the Skyway, between Newark Avenue and the Tonnele Circle.
- Full weekend closures to replace existing deteriorated floorbeams will begin on March 27. Subsequent closures will take place throughout the summer. Motorists will be notified via VMS and 511nj.org. More detailed information about the closings can be found at <http://www.pulaskiskyway.com>, <https://www.youtube.com/user/NJDeptTransportation>, or follow us on Twitter @skywayrehab.

Did you know?

- The Skyway had no official name for approximately 18 months after opening – it was referred to as the ‘Diagonal Highway’, the ‘Newark-Jersey City Viaduct’, or the ‘High Level Viaduct.’
- A bill was proposed in 1933 to add tolls to the Skyway (10c for cars, 20c for trucks) but was never implemented.
- Completed in 1932 at a cost of \$20 million, (approximately \$347 million adjusted for inflation) the Pulaski Skyway was the most expensive bridge ever built.
- The cost of completing the Skyway was about the same as the 77-story Chrysler Building, completed only two years prior.



The Pulaski Skyway, shown in 1941 before the addition of a center median



Be Prepared, Don't Get Stranded!

Over 36% of total traffic incidents since the Skyway northbound lane closure have been disabled vehicles. In order to minimize the incidents and impacts of disabled vehicles, drivers should remember to prepare their vehicle before their trip and, in the case of a breakdown, follow appropriate procedures to safely and swiftly remove the vehicle from the roadway.

Remember to:

- Always ensure your vehicle has a full tank of gas before you begin your journey
- Adhere to the appropriate and recommended maintenance schedule for your vehicle

In the event your vehicle becomes disabled:

- Move your vehicle off the roadway to the shoulder
- Turn on your hazard lights
- Call for assistance or wait for a patrol car
- If possible, stay inside your vehicle!

For More Information

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Still have questions?
Call the project hotline,
973-776-7400



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