

**The Port Authority of New York and New Jersey
Committee on Construction Meeting Transcripts
November 15, 2011**

[Chair R. Pocino] We'll call to order the Committee on Construction. Today's meeting of the Committee on Construction is being held in public session in its entirety. In addition, this meeting is being broadcast live on the Port Authority's website for those interested in viewing today's proceedings via the Internet. For discussion, we have 2 items, the first item being the John F. Kennedy International Airport Rehabilitation of Taxiway C Project Authorization. Susan will give us that report.

[S. Baer] I will indeed. Thank you, and good morning. I'm here today to seek project authorization to rehabilitate Taxiway C at JFK Airport. This project would maintain a state of good repair and improve access for Group V aircraft to Cargo Areas C and D, which are served by the taxiway. This project will result in the creation of 120 jobs, \$8 million in wages, and \$32 million in economic activity. The portion of Taxiway C being rehabilitated under this project authorization is 4,300 feet long and 75 feet wide. It's located at the end of Runway 13L-31R to just beyond Taxiway W. The taxiway is used primarily as the main route for aircraft arrivals on Runway 13L-31R heading to Cargo Areas C and D. The portion of the taxiway east of Taxiway W remains in a state of good repair. It does not require rehabilitation at this time. Rehabilitation also includes shoulders, erosion pavement, and the associated restricted vehicle service road. The bulk of the taxiway was last rehabilitated in 1997. Based on Engineering's pavement management system, staff has determined that the existing pavement has deteriorated due to normal wear as you will see in the images before you. This taxiway rehabilitation is necessary to maintain the state of good repair. The taxiway will be rehabilitated in asphalt because it is the most cost-effective solution based on the expected aircraft usage. The work will be staged, and certain sections of the taxiway will be closed nightly but will reopen at 6 a.m. daily. Impacts on the airport operations are expected to be minimal as alternative taxiway routes will be used during the temporary closures. In addition to paving, the turning radii at fillet locations will be increased, and guidance signs will be relocated to accommodate the larger turning radii required for Group V aircraft, including the 747-400, the 777-300, the A-Airbus 340-600, and with some restrictions, the Group VI 747-800. As part of this project, the electrical and civil infrastructure will be rehabilitated, including the airfield lighting, water, and drainage improvements. The total economic impact over the life of the project is currently estimated to result in 120 jobs, \$8 million in wages, and \$32 million in economic activity. ACOM was retained in 2009 to provide project management services at an estimated amount of \$130,000 to support this project. The firm was selected from an existing call-in list developed via publicly advertised request for proposals. Planning for this project was authorized with the All Airport Aeronautical Operations Area Pavement Rehabilitation Program last May. We expect to return to the board for contract authorization in the 1st quarter of 2012. Due to the seasonal nature of asphalt paving work and required staging to keep the cargo areas operational through the construction, a 2-year construction period is anticipated. The total project cost is estimated at \$20 million, which will be fully recoverable through the JFK flight fee. In addition, an application will be submitted to the FAA to recover eligible construction costs through airport improvement program grants. Commissioners, I request that you advance this item to the full board for approval. Thank you.

[Chair R. Pocino] Thanks, Sue. Commissioners, obviously, airports are an integral, valuable asset in terms of what the Port Authority does here. Keeping them in a state of good repair is a no-brainer.

Anyone have any comments or questions in reference to moving this on to the full board?

[Comm. A. Sartor] I motion to move to full committee.

[Comm. W. Schuber] Having originally--Susan had given me the tour back out at JFK and taken a look actually at some of these runways--

[S. Baer] Actually, on this taxiway.

[Comm. W. Schuber] On this taxiway, and I can well understand why this is important, and I second Tony's motion.

[S. Baer] Thank you.

[Chair. R. Pocino] Okay, all in favor?

[Comm. A. Sartor] Aye.

[Chair R. Pocino] Oppose? The ayes have it. The next item on our agenda is the Lincoln Tunnel, the structural rehabilitation and repaving of the helix, award of the contract there, and Cedrick Fulton will give us that report. Cedrick?

[C. Fulton] Good morning, commissioners. In December 2010, the board authorized a project for the structural rehabilitation and repaving of the Lincoln Tunnel Helix at a total estimated project cost of \$98.1 million. Today we are seeking your concurrence of the contract award for this project, which is included on a November action of reports. This project is expected to generate 470 jobs, \$27 million in wages, and \$123 million in economic activity. The Lincoln Tunnel Helix plays a key role in the regional transportation network as it connects the Lincoln Tunnel to several major New Jersey highways, including the New Jersey Turnpike, Routes 1 and 9, New Jersey Routes 3 and I-495. The helix carries the exclusive bus lane, which provides a vital link to Midtown Manhattan for 63,000 passengers and more than half of the total number of customers that use the Lincoln Tunnel each day during the morning peak period. The helix was constructed in 1937, and while it's structurally sound, it's nearing the end of its useful life. In addition, it is functionally obsolete with narrow lanes and no shoulders. A recent structural assessment and field investigation confirmed that the helix structure requires rehabilitation. While the current conditions do not compromise the load-carrying capacity of the helix at this time, they must be addressed under this contract to maintain the helix in a sound, operational condition over the next 10 years as work is undertaken for its eventual replacement. Addressing these issues now will avoid the potential for costly emergency repairs and the unplanned lane closures and potential failure and load restrictions on the helix. The level of facility maintenance resources required to maintain the helix pavement has significantly increased in recent years. It has become increasingly difficult to maintain a smooth ride surface due to the age and the condition of the underlying structural deck. As a result, staff developed a program for the helix to address its short-term needs, paving repairs, mid-term needs, this work that we're proposing today, and long-term needs, the replacement. The proposed contract for the structural rehabilitation and repaving of the helix will address varying levels of wear to the existing structural components and the roadway pavement. The scope of the rehabilitation will include concrete repairs to the structural deck, beams and columns, repairs to the support steel, replacement of the

expansion joints and roadway pavement, and upgrading of the median barrier. The completion of the structural rehabilitation and repaving of the helix will provide a safe, reliable and well-maintained roadway and ensure customer confidence and satisfaction. Another benefit of this project is it provides staff with the necessary time to put together a detailed program to replace the helix. This program includes the identification of staging and replacement alternatives, the development of conceptual and preliminary designs, the evaluation of alternatives, the selection of preferred alternatives, and conducting the necessary environmental reviews and securing environmental permits as necessary. The contract work requires full closures of the helix in 1 direction at a time. The work will be performed during off-peak overnight shifts during the week and on weekends to minimize inconvenience to travelers and impacts on facility operations using the typical closure patterns used for routine maintenance. The full overnight closures of the helix will occur in the eastbound direction first. The anticipated start date for these closures is August 2012. Once all eastbound work is complete, the full closures will begin in the westbound direction. The westbound overnight closures of the helix will begin during the latter part of 2013. Traffic management plans will be used to minimize delays to our customers. The traffic management plan includes the use of police at signalized intersections to improve traffic flow along the detour routes. The plan also includes the implementation of a comprehensive customer outreach program including fixed and variable message signs, press releases, website information, tunnel radio, New York and New Jersey 511 travel information numbers, and regular contact with local individuals, businesses, community groups, and other transportation agencies to ensure project information is readily available to those impacted by the construction. It is anticipated that traffic delays will occur during the beginning, late night, and/or early morning hours of the overnight shifts when traffic levels are relatively high. Again, the total regional economic impact over the life of the project is currently estimated to result in 470 jobs, \$27 million in wages and \$123 million in economic activity. Bids were solicited from a list of 16 contractors developed from a publicly advertised request for qualifications. 9 bids were received. Staff recommends the award of this contract to the lowest bidder, El Sol Contracting and Construction Corporation of Maspeth, New York at a total estimated cost of \$56.3 million, including extra work, risk extra work, net cost work, and contractor's compensation of 8% of the estimated net cost work amount. Based on current forecasts, staff believes that the project can be implemented at a total cost of \$88.4 million, which is \$9.7 million below the authorized budget. Construction is expected to start in the spring of 2012 and be completed by the 4th quarter of 2014. Commissioners, your concurrence is requested for award of this contract.

[Chair R. Pocino] Thank you, Cedrick. Again, the key artery in terms of this facility that we run, this Port Authority, keeping it in a state of good repair is obviously very important to us and keeping people, goods and services moving throughout the region and indeed, throughout the world, when you think about it, and a great addition in terms of affecting our economy, especially at this time when it's needed so badly. Again, commissioners, I urge us to move this onto the board for approval.

[Comm. P. Schuber] So moved.

[Comm. A. Sartor] Second.

[Chair R. Pocino] All in favor?

[Comm's. A. Sartor & J. Moerdler] Aye.

[Chair R. Pocino] Opposed? The ayes have it. Thank you very much. That concludes our session here at the Construction Committee. I thank all of you for your participation and have a good day.