

ROUTE 18
TRANSPORTATION IMPROVEMENTS

**COMMUNITY
PARTNERING TEAM**

CITY OF NEW BRUNSWICK

**CORRIDOR AESTHETICS GROUP
MEETING NO. 9 REPORT**

DATE: October 10, 2002
SUBJECT: Route 18 Corridor Aesthetics Meeting No. 9
PLACE: Middlesex Cty Planning Dept, Elks Bldg, New Brunswick, NJ

ATTENDEES:

RaNae Bacon	New Brunswick Apts	732-745-9200
Jim Campbell	NB City Parks	732-745-5112
Helen Erdey	Carpender Road	732-247-3391
Steven Hardegen	NJDEP/HPO	609-984-0141
Linda Hunter	University Mews/Phelps Ave	732-249-5583
Susan Kittredge	Middlesex Cty Cultural Heritage	732-745-4489
Tom Loughlin	City of New Brunswick	732-745-5007
Mel Scheinerman	Westminster Mgt-Riveside Towers	973-822-0050
Todd Smircina	Carpender Road	732-545-5771
Cathie Springer	Newell Avenue	732-828-7958
Frank Wong	Rutgers University	732-445-2430x604
Cindy Bloom-Cronin	NJDEP Landscape/Urban Design	609-530-5676
Brenda Hammer	NJDEP Landscape/Urban Design	609-530-5672
Ed Tomaszewski	NJDOT/BES	609-530-2835
Tom Kondash	NJDOT-VE	609-530-4947
Paul Nowicki	Gannett Fleming	908-755-0040
Noriko Maeda	Vollmer Associates	212-366-5600
Jeff Grob	Vollmer Associates	212-366-5600
Martine Culbertson	M.A. Culbertson, LLC	856-795-0524

SUMMARY

Meeting Number 9 reviewed the corridor aesthetic features and elements; finalized recommendations to be made to the Steering Committee and discussed what information and materials needs to be presented at the Public Information Center.



POINTS OF DISCUSSION

After introducing RaNae Bacon (New Brunswick Apts) and Mel Scheinerman (Riverside Towers) and the group, Martine Culbertson announced October 30, 2002 is scheduled for the Public Information Center, 3-7 p.m.

Jeff Grob presented design sketches for the Type A, B, and C sidewalks, as previously discussed in Meeting 8. It was important for the group to see how the sidewalks merged with the adjacent wall structures. Jeff presented views of both the 7, and 12, wide sidewalks for all three types. Discussed ensued, with many questioning whether the brick/paver patterns on the Type A walkways appeared „too busy" when connected to an adjacent sound wall structure textures. Jeff detailed the location of each „Type A" sidewalk portion and seemed to relieve concerns when it was discovered that there were relatively few instances where all these designs came together. The majority of the corridor will be comprised of Type B and Type C walkways, which are not as elaborately detailed, nor are they abutting large walled sections. Overall, the design was met with an enthusiastic approval to be presented to the Steering committee.

CARPENDER ROAD OVERPASS

Since the last meeting, it was determined that the prior design of the overpass needs to be altered to include a truss with a bowstring archway. Jeff showed examples of other such bowstring arches from other projects. His team will revise this design for the public information center. The Albany Street bridge will have a similar design, acting as the two gateways into New Brunswick.

ANTILLES FIELD

There was a great deal of discussion on the rock wall that runs adjacent and under Antilles Field of Rutgers/ Douglas campus on the S/B Rte 18 roadway. Jeff explained that about twenty feet of this natural rock wall would have to be shaved away to make room for roadway expansion. He presented three alternative designs including: (a) retaining wall of a material to be decided, to be constructed in front of the shaved portion to prevent collapse; (b) long rods drilled into the rock, with a cage to catch possible falling rock and (c) A molded „shotcrete" wall structure to simulate the original rock formation.

Since removal of the twenty feet will effectively remove the landscaping above, Antilles Field will now have a view out to the river, a view not seen for many years. Frank Wong (Rutgers) suggested Rutgers would prefer any alternative that brings the lookout area above to most closely resemble its original design intent, while retaining a rock appearance below. The group agreed. Option 3 with its simulated rock appearance was preferred.

The final design treatment will carry forth to music building wall just further south of this site and to the new George Street parapet w/ archways adjacent to the new fishing boat launch ramp. The group strongly endorses any design that simulates a natural rock wall, rather than additional manufactured wall treatments.

NEWELL/PHELPS AVENUE CLOSINGS

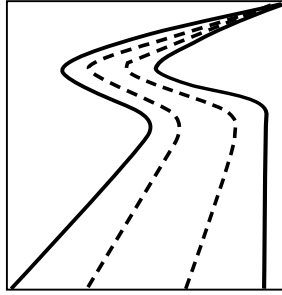
Discussion ensued in regards to the possible closing of the present Newell and Phelps street openings. The present design calls for these streets to close to allow for better sound protection for the neighborhood, with a single new opening to be added between these two streets. This option is still be considered, as well as the possible opening in the back of the neighborhood onto Labor Center Way. No final decisions have been made. Tom Loughlin (City of NB) said these discussions are on-going, with the City eagerly seeking public comment.

PUBLIC INFORMATION CENTER

Finally discussion ensued in regards to the amount of information and visuals that need to be presented at the October 30th center. Many thought a computer generated depiction of the roadway as one travels north and south would be helpful to the public, as well as all the display of the individual design elements. The neighborhood representatives stated that the taxpayers want to be shown both how the roadway will look aesthetically, as well as how roadway safety will improve with this handsomely design preferred alternative.

Respectively submitted by:

Todd Smircina
Neighborhood Representative



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AGENDA

October 10, 2002

Middlesex County Planning Dept. Conference Room
Elks Building, New Brunswick, NJ, 9:00 a.m.

Objective: To review the corridor aesthetic features and elements; to finalize recommendations to be made to the Steering Committee and to discuss the information to be presented at the Public Information Center meeting.

I. Welcome and Introductions

- Agenda and Goals
- Corridor Aesthetics Review

II. Corridor Aesthetics Discussion

- Structures and Bridges
- Pedestrian Bridges, Berm Area, and Bus Stop
- Sidewalk/Wall Relationship
- Lighting and Signage
- Barriers, Fencing, and Railings
- Streetscape Elements

III. Boyd Park Enhancements Discussion

- City Docks Area
- Commercial Avenue Gateway Area
- Landscape Elements

IV. Summary and Close

- Group Discussion and Recommendations
- Action Items / Next Meeting
- Feedback / Closing Comments

