

ROUTE 18  
TRANSPORTATION IMPROVEMENTS

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**COMMUNITY  
PARTNERING TEAM**

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CITY OF NEW BRUNSWICK

**STEERING COMMITTEE MEETING REPORT NO. 13**

**PROJECT:** ROUTE 18 - Section 2F, 7E, and 11H  
City of New Brunswick  
Middlesex County, New Jersey

**PLACE:** Middlesex County Planning Dept. Conference Room,  
Elks Building, City of New Brunswick, NJ

**DATE:** January 29, 2004

**DATE OF REPORT:** March 17, 2004

**SUBJECT:** Steering Committee

**ATTENDEES:**

Mr. Steve Lavelle	(SL)	New Jersey Department of Transportation	609-530-3762
Mr. Kiran Patel	(KP)	New Jersey Department of Transportation	609-530-3003
Mr. Stephen Mikulak	(SM)	New Jersey Department of Transportation	609-530-6558
Mr. Paul Nowicki	(PN)	Gannett Fleming, Inc.	908-755-0040
Mr. Darryl Johnson	(DJ)	Gannett Fleming, Inc.	908-755-0040
Mr. Jeff Grob	(JG)	Vollmer Associates	212-366-5600
Mr. Thomas Loughlin	(TL)	City of New Brunswick	732-745-5007

**SUMMARY:**

This periodic meeting was held to review project status, risk issues, upcoming milestones, and CPT Task Force results.



## POINTS OF DISCUSSION:

1. (SL) began the meeting and requested a project status from Gannett Fleming.
2. (DJ) reviewed status, developments, and risk issues:
  - a. The picket fence detail that is proposed for application in front of the clear noise wall panels is intended to meet aesthetic requirements of the MOA. NJDOT Structures had initially indicated that the detail is not desirable, but upon further review with NJDOT Urban Design Unit, found the detail acceptable since (fence to clear panel) offsets combined with an open bottom will keep garbage from being trapped. (KP) acknowledge that the detail is acceptable and will be included in the FDS.
  - b. RW 4/NW 8 adjacent to Rutgers' Gibbons Court has been modified to create a planting tier between the top of retaining wall and the bottom of noise wall. The system previously preferred by Rutgers University and recommended by the CPT called for a tiered retaining wall with the noise wall resting on the higher retaining wall. Designers found constructability concerns with this approach and recommended the modification. Frank Wong from Rutgers University and Ed Tomaszewski, NJDOT Noise Analyst, both concurred with the determination that the system required the modified approach in order to meet the intent of creating a tiered planting area while minimizing the excessive heights where the combined noise wall/retaining wall alignment sections are required. Also recommended as an approach modification is to propose the southern 100 feet (approx.) of the noise wall to follow the top of slope rather than follow the retaining wall alignment, which is parallel and close to Route 18 at that point. This approach will reduce the required noise wall height from approx. 20 feet to 11 feet. Although this approach will result in this section of noise wall lying outside the ROW, it will still lie inside the construction and maintenance easement. Frank Wong from Rutgers University and Ed Tomaszewski, NJDOT Noise Analyst, both concurred that the reduced wall height is much more desirable. Frank Wong also indicated that RU would work with the Department separately from the ROW negotiations that are nearing completion, to coordinate the land and access requirements since the improvements benefit RU as well as the Department. (KP) concurred and approved the modifications based on this information. (DJ) concluded that design modifications are underway, but ongoing coordination with Rutgers University will determine if this system would be complete by FDS and if access would be required via Gibbons Court to place temporary construction barrier.
  - c. RW 5B, along Route 18 southbound and in front of the RU Marryott Music Building, wall type has been changed due to constructability concerns. (DJ) concluded that design modifications are underway, but ongoing coordination with Rutgers University, Mason Gross School, will determine if this system would be complete by FDS and if access would be required via their parking lot and driveway to performing grading and landscaping, and to place temporary and permanent fencing.
  - d. The designers have noted concerns regarding ADA compliance and safety of the proposed sidewalk along Route U.S. 1 southbound, which connects Route 18 to the businesses immediately north of Route 18. The City was briefed separately on the concerns and informed that the Department must accept the proposed sidewalk with the concerns noted for the design to be completed. The City indicated that the sidewalk is still highly desirable, but will investigate a possible alternative location. (DJ) concluded that the sidewalk would be included in the FDS if the designers and SMEs can reach consensus prior to the printing deadline.
  - e. The construction staging will require the closure of Ramp H (Route U.S. 1 southbound to Route 18) for approx. 3 months. However, schedule durations were still under development. Also, the signal at Paulus Blvd may be taken out of service temporarily during construction. A request was made to check traffic concerns at Ryders Lane during Ramp H detours. (TL) expressed that modifications such as these will require presentation to the City Council for a resolution of support. (TL) also expressed that this would need to be done with sufficient time to address concerns/comments. (SL) acknowledged and stated that modifications to the staging concepts originally supported, and now proposed in the Final Design, could be presented.

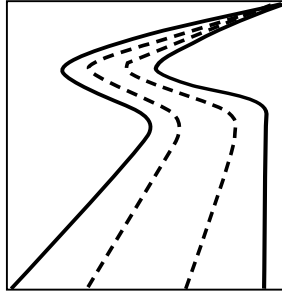
- f. Verizon relocation designs and timeframes have not been received. This is significantly behind schedule and could pose risks to the construction staging design and schedule since these will be advanced to final design without their information. In particular, areas such as Ramp GS (Douglass Campus at George St.) and Route 27 Underpass are at risk for design modifications subsequent to the FDS.
- g. Verizon did not agree to the proposed use of their conduit to cross the NJ Turnpike. The designers will investigate and facilitate a final solution, but the effort will extend beyond FDS.
- h. The construction adjacent to Douglass Campus and the Douglas Developmental Disabilities Center is sensitive to class schedules and event calendars. Further coordination will be required, but may not take place until after FDS. The results/conclusions will be reflected in the PS&E.
3. (SL) directed that Gannett Fleming attend the advanced utility relocation field meeting on Monday.
4. Regarding ROW, Riverside Towers was concerned with availability to make left turns onto Commercial Avenue. Verification was made that Bishop is a 2-way street and this issue was resolved. Riverside Towers also expressed desire to have their sign placed on their building. Riverside Towers also stated that they will need planning board approval for site cures. (TL) indicated that the City will provide a quit claim deed on Feb. 2.
5. Regarding demolitions (KP) stated that the asbestos survey, specifications, and estimate will be provided by NJDOT to the designers for inclusion in the FDS.
6. (KP) will follow-up with Meg Palmer, NJDOT ROW, regarding document disposal in the former Police Station.
7. NJDOT will be presenting at the Historic Sites Council. (DJ) was directed to call NJDOT BES to coordinated required graphics.
8. NJDEP permit applications have been approved.
9. Gannett Fleming was directed to add pre and post, survey and vibration monitoring to the contract specifications for the Agnew House. (DJ) stated that a recordation survey has not been performed for the Agnew House.
10. (SL) requested the status of the contract enhancement developments.
  - a. Prim Cruz will provide the pre-qualification procedures and required timeframe.
  - b. Pre-advertisement to the industry has not been finalized.
  - c. Electronic transmission of working drawings will be included in the specifications as an acceptable procedure.
  - d. Incentives/disincentives are under review for whether or not such methods will be included. NJDOT will determine.
11. (KP) stated that the Antilles Field easements will not be used or will be significantly restricted since construction will be performed from the Route 18 side.
12. (SL) directed that Martine Culbertson must complete the issues list and provide a summary closure report on outstanding items.
13. (SL) directed Gannett Fleming to provide a summary document of revisions to the Traffic Impact Report to the Department and City.
14. (SL) stated that the Department will not proceed to construction without signed maintenance jurisdiction agreements. (TL) stated that the City will not negotiate directly with a party regarding jurisdictional issues, but is willing to participate as requested by NJDOT.
15. (SM) stated that the M.U.P. jurisdiction must be negotiated with the County and other groups may be interested in promoting/installing public art in the corridor. (SM) will pursue and report to (KP). (PN) also offered to reach out with his contacts to identify public art opportunities and set-up a meeting through Martine Culbertson.
16. (TL) stated that elimination of parking along George St. is under review.
17. (DJ) stated that truck route signage in stage 2 will route trucks to Route 27 rather than George St. This revision was requested via the CPT Traffic Task Force.
18. (TL) asked if signage on Route 27 southbound at River Rd to detour traffic bound for Route 18 is included. (DJ) confirmed that it is.
19. (SL) stated that Martine Culbertson is preparing the Communications Plan.

20. (KP) indicated that he is waiting for additional graphics and information to be used on the NJDOT website. (DJ) summarized that the Communications Plan, final staging graphics, and final construction schedule are under development and will be available subsequent to FDS. (DJ) stated that currently available graphics are 1-2 years old and may not reflect final design. (SL) stated that the intent is still to have the website available prior to advanced utility relocation work begins.

21. (SL) stated that Martine Culbertson indicated that 50% of the resource surveys have been received to date and are required to complete the communications plan.

We believe the foregoing to be an accurate summary of discussions and related decisions. We would appreciate notification of exceptions or corrections to the minutes within three (3) working days of receipt. Without notification, we will consider these minutes to be record of fact.

Darryl Johnson



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CITY OF NEW BRUNSWICK

**STEERING COMMITTEE MEETING NO. 13**

**AGENDA**

January 29, 2004

City of New Brunswick, Elks Bldg. Middlesex Cty. Conference Room, 10:00 a.m.

Objective: To present results of Task Force meetings; to review the project status and schedule; to discuss outstanding issues; and to determine next steps for the CPT Traffic Management and Communications Task Forces.

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|------------|--|---------|
| 10:00 a.m. | I. Welcome and Introductions             |         |
|            | • Agenda and Goals                       | Lavelle |
|            | • Project Status and Schedule            | Patel   |
| 10:15 a.m. | II. Project Items                        |         |
|            | • Traffic Management TF Review           | Patel   |
|            | • Communications & Public Inf. TF Review | Patel   |
|            | • Final Design Delivery Issues           | Nowicki |
|            | • Design Refinement/ Staging Issues      | Johnson |
|            | • Environmental/Agency Coordination      | Garrett |
|            | • Issues and Recommendations Matrix      | Lavelle |
|            | • CPT – Next Steps - Task Forces         | Mikulak |
|            | • Project Management Items               | Nowicki |
| 11:30 a.m. | III. Summary and Close                   |         |
|            | • Action Items / Next Steps              | Nowicki |
|            | • Closing Comments                       | Lavelle |



**State of New Jersey Department of Transportation**

Division of Project Management