



Rt. 36 Highlands Bridge Replacement

COMMUNITY PARTNERING TEAM

ROUTE 36 HIGHLANDS BRIDGE OVER THE SHREWSBURY RIVER MONMOUTH COUNTY COMMUNITY PARTNERING TEAM AESTHETICS TASK FORCE MEETING NO. 2 REPORT

DATE: February 28, 2006
 TIME: 10:00 a.m. – Noon
 LOCATION: Bahr’s Restaurant
 Highlands, NJ

ATTENDEES:

First Name	Last Name	Representing	Phone	Email
Steering Committee				
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PURPOSE OF MEETING

To review the aesthetic design considerations, and discuss aesthetic elements and treatments for the Route 36 Highlands Bridge Replacement Project. (Agenda attached)

MEETING SUMMARY

1. Meeting opened with introductions and distribution of a booklet of color renderings for review and discussion by the task force. Copies of Aesthetics Task Force Meeting No. 1 were also distributed.
2. Pankesh Patel, NJDOT Project Manager, noted the need to come to agreement on the aesthetic elements to move forward with the final design. He inquired as to the status of the jurisdictional agreement for the Borough of Sea Bright pedestrian overpass. Maria Fernandes and Jack Keeler responded that they would have it on the agenda for the next council meeting. *ACTION ITEM*
3. Lynne Baumann, Jacobs Civil Project Manager, presented information on each of the aesthetic design treatments as listed in the handout booklet. Comments were noted during the discussion of each element listed below.

(A) Roadway Surface and Shoulder

After review by NJDOT SMEs, the tire grip material was not recommended due to high maintenance cost and concern for wearing of the surface appearance.

- NJDOT Landscape & Urban Design noted the material service life is only 5 years after which replacement would be required
- Without the tire grip, and no change in surface color, the bike/shoulder area needs some visual separation from the vehicular lanes which will be provided by the lane striping and the bikeway trailblazer on the deck surface

Recommendation:

- > Painted surface - white color (standard)
- > Bike symbol on bike area - (could consider color for symbol)

ACTION:

(A-1) Project team will continue to examine options to address the roadway surface and grade on the bridge

(B) Granite Form Liners / Pier Columns

- Option 1 Piers (in handout booklet) is consistent with the style of the existing piers

Option 2 Piers (in handout booklet) - fluted lines are excessive, more detail than needed

Option 3 Piers (in handout booklet) - stonework on the piers excessive, bulky heavy appearance

- Steve Hardegen, SHPO, noted the need for the design to be as 'minimalist' as possible in the view shed of historic Twinlights. It is a national historic landmark. The bridge should blend with the environment rather than contrast with the site.
- Members noted the interest in tinting the concrete or selecting an aggregate concrete for the bridge to provide a "sandy" warm tone and not a cold concrete 'gray' appearance given the size and height of the structure. Painting or coloring of the concrete could cause a quality issue as there is no guarantee that all pre-cast units will be the "same" color or that they will age uniformly in color. Use of a concrete pigment will be specified to change the concrete appearance.
- Consider rounding corners of Pier base similar to the shape of the base of the piers on the existing structure. The shape helps to prevent ice forming.
 - To provide a rounded end on two sides of the footing would add significant weight to the foundation and would require additional piles. This additional cost is not warranted for design as the piers are designed to resist ice loads. Rounding of just the corners of the existing footing will be evaluated however even this will raise form costs and add to construction constraints.
 - Each pier column has a separate footing and they cannot be connected due to the staging of construction and the fact that the superstructures are also separate.
- There will be navigation lights in the main navigation channel.
- Piers are spaced to avoid existing piers, which will remain while construction of the south half of the bridge is built, therefore the navigation channel piers will be spaced further outside the channel however the actual navigation channel remains 100 ft. where it is today.
- There will be a fender system made of fiber reinforced material – light gray coloring and attached to the piers rather than driven into the channel bottom.
- There was discussion on the size of the concrete collar/secondary pour which is placed on top of the footing. It was noted the secondary pour is needed to provide additional sealing of the joints in the piers to protect the post-tensioning cables in the pier columns and footing. The height and size of the pour was directed by the Department and was recently used on Victory Bridge. We will review with the Department the possibility of reducing the size of the pour.

Recommendation:

- > Option 1 Piers with recess shape and granite bases, with rounding of base on ends
- > Aggregate or tinting of concrete to provide warm sand tone coloring of the bridge

ACTION:

(B-1) Project team will examine tinting options or selection of aggregate material for the concrete.

(B-2) Final effect needs to be part of the contract specs to maintain quality.

(B-3) Create renderings of the channel with Option 1 piers and the fenders both close up from the water and from a distance Sandy Hook looking back at the bridge and Twinlights.

(B-4) Project team will check with the Department on size of secondary pour on top of footing.

(C) Railings and Fencing - Lighting

- The view shed in the area of historic Twinlights must consider night as well as day time conditions
- There will be less poles but the light is higher, more intense to provide adequate safety
- The proposed design has 21 poles with 24 foot high lights.
- In rail lighting is not acceptable by NJDOT in this situation due to a number of factors. Primarily it cannot provide adequate roadway lighting and concerns for failure of the units due to vibration and exposure to breakage from vehicle impact or snow plows.
- Light 'spillage' or 'pollution' must be minimized due to close proximity to the historic Twinlights and the residential areas near the bridge.
- Lighting options for the pole and bulb were presented in options with open and closed railing in white, black or silver (gray). A handout was distributed indicating the available poles and light styles for consideration.
- Historic type lighting options were not recommended due to the height of the lights and more light spillage (outward rather than downward).
- The closed concrete railing was not recommended due to the heavy, 'closed in' appearance of the walls on the bridge deck.
- The 5 bar open steel rail was found more desirable however additional renderings are needed to illustrate the square versus elliptical shape of the rails, especially from the pedestrian level.

Recommendation:

- > Straight pole similar to the existing situation with a curved end piece
- > Light bulb fixture, which minimizes light spillage (intensity downward on roadway) in silver color and can be maintained as a standard

ACTION:

(C-1) Create renderings of open rail with the standard NJDOT light fixtures (as on the bridge currently) and open rail with the "Elf" type lighting style (arched arm-shown on handout) - silver color

(C-2) Provide close up renderings of either bulb style if both are found to be similar in light spillage and maintenance cost

(C-3) Create renderings of elliptic and flat open rails from pedestrian perspective to distinguish the difference - show in coordination with lighting

(D) Pedestrian Overpasses

- Pedestrian overpasses should be similar in style to the highway bridge (minimalist appearance) and should not compete with Twinlights
- Pedestrian overpass (bridges) blend as part of larger bridge in scale
- Members suggested the removal of the bases to the overpass piers - not needed and to utilize landscaping to minimize the visual appearance
- Try to minimize width of the pier to maintain as much open view shed as possible
- Landscape area similar to existing
- Minimize areas for hiding
- Pedestrian overpass bridges should have open railing continuous from the bridge but in scale with the overpass structures.
- Pedestrian overpass lighting should also be minimized and need for lighting still needs to be investigated. There may be sufficient light from the adjacent roadways. This will be further explored for the next meeting. If lighting is needed may consider low-level lighting such as bollard type lights for the overpass structures and stairs.

Recommendation:

- > Keep the design in scale and as continuous structures in balance with the bridge
- > Revised rendering shown in booklet (no towers or roof areas) is supported
- > Members dislike the fencing requirement on the overpass, but will yield to have the material as transparent as possible to minimize obstruction to view shed
- > Prefer low-level lighting for pedestrian overpass and stairs

ACTION:

(D-1) Project team to examine options for pedestrian lighting on the overpass structures.

(D-2) Revise renderings of pedestrian overpasses to reflect comments (remove pier bases)

(D-3) Create renderings of both solid overpass piers (columns) and 'recess shape' piers (columns) similar to bridge piers to determine if appropriate or better without given difference in scale.

(D-4) Show renderings of overpass with lighting and fencing both from pedestrian perspective and a distant perspective from Sandy Hook and from Sea Bright

(E) Streetscape Elements - Monuments, Tiles

- Soldier monument to be removed and stored during construction. Monument will be returned to site with landscaping as coordinated with NJDOT Landscaping Unit.
- Pylons at the abutment to be re-designed in scale and maintain square shape.
- Pylon options (A-F) shown in booklet were discussed with Options A, E or F as most in character with current bridge environment.
- Suggestion to repeat horizontal tile pattern at base of pylon for greater visibility.
- Tiles should be in scale with pylon.
- Tiles in appropriate scale and design may be repeated in the lighting bases to provide continuity and aesthetic flow over the bridge

Recommendation:

> Preference for Option A (possibly E or F) with tiles horizontally at the base of the pylon where greater visibility.

ACTION:

(E-1) Create renderings of Option A with tiles horizontal at bottom - provide both close up pedestrian perspective and distant perspective of the pylons in relationship to the bridge in scale.

(E-2) Create rendering of tiles in the lighting bases as possible aesthetic treatment

(E-3) Anna Little to provide name of Veteran organization representative to Lynne Baumann to coordinate Soldier monument temporary relocation effort and appropriate signage for monument (American Legion, Patterson).

(E-4) Tim Hill to inform Brenda Hammer of next meeting of the Highlands historic and garden organization meetings to present and discuss landscaping efforts in the Highlands area.

(E-5) Create landscaping renderings in this area of the project for future task force meeting.

(F) Retaining Walls

- Sidewalk treatments from the bridge could be repeated for the sidewalks above the retaining walls.
- Retaining walls are a concrete, pre-formed aggregate material, consistent with bridge material, color to match
- May need some relief pattern to minimize height and be light in color (reduce shading especially in the Highlands area - close proximity to residential area)
- Need to see exact area and scale with some optional patterns, may use some tiles or minimize visual impact (minimalist effect, blend in, light soft sand color)
- Could consider some granite in lower areas for relief if appropriate
- Provide options to minimize appearance, height, and not compete with Twinlights

Recommendation:

> Not decided, need renderings

ACTION:

(F-1) Create renderings in the specific locations on the project which reflect comments above with both a close up and distant perspective

(G) Highlands Park

- Green Acres program is in process and coordination efforts with Highlands are progressing.
- The Highlands Park proposed modified fishing pier by NJDOT is under review with Highlands and there is on-going coordination with DEP.
- The NJDOT Landscaping Unit will provide the landscaping elements in the final design. Brenda Hammer and Tim Hill will meet with the Highlands historic and garden organizations to develop the landscaping plans.

ACTION:

(G-1) Meeting to be scheduled with the Highlands historic and garden organizations (project could be added as an agenda item at regularly scheduled Highlands garden club or historic society meeting)

(H) Toll Plaza / Gate House

- Project team continuing to coordinate with NPS and SHPO on these design elements
- Toll booths and gatehouse design to follow the aesthetic theme of blending into environment

ACTION:

(H-1) Continue to coordinate with NPS and SHPO on gatehouse and toll booth design

(H-2) Create renderings of area for presentation at future task force meeting

4. In summary, the task force members were in agreement on the aesthetic nature of the bridge to minimize detailing and provide a structure, which blends into the environment as a warm tone, 'sandy' coloring giving a minimalist effect in appearance.

5. In closing, Pankesh thanked members for their continual support and efforts. The next meeting is scheduled for March 28, 2006 (*moved to April date*). Martine Culbertson will provide meeting minutes and Jacobs Civil will provide renderings. Meeting adjourned at noon.

KEY ACTION ITEMS

- Highlands Borough (Anna Little, Tim Hill) - Items E & G: Provide contact for monument to Lynne Baumann and meeting logistics with historic and garden organizations to Brenda Hammer
- Sea Bright Borough (Jack Keeler, Maria Fernandes) - Item 2: Sea Bright pedestrian overpass jurisdictional agreement on council meeting agenda
- Jacobs Civil (Lynne Baumann) - Items A-H
- Hardesty & Hanover (Al Algazi) - Item B,D &H: lighting analysis of light spillage and maintenance cost of options
- H2L2- Item E
- M.A. Culbertson (Martine Culbertson) - Provide meeting minutes and logistics for next task force meeting

NEXT CPT MEETING - AESTHETICS TASK FORCE

Date: Tuesday, March 28, 2006 (moved to Wednesday, April 26, 2006)

Time: 10:00 a.m. - Noon

Location: Bahr's Restaurant, Highlands, NJ

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, these minutes will be considered to be record of fact.

Martine Culbertson
RT36 CPT Facilitator

**ROUTE 36 HIGHLANDS BRIDGE REPLACEMENT
COMMUNITY PARTNERING TEAM
AESTHETICS TASK FORCE MEETING NO. 2**

AGENDA

Tuesday, February 28, 2006

Bahr's Restaurant, Highlands, NJ, 10:00 a.m. - Noon

Objective: To review the aesthetic design considerations, and discuss aesthetic elements and treatments for the Route 36 Highlands Bridge Replacement Project.

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| 10:00 a.m. | I. Welcome and Introductions <ul style="list-style-type: none">• Project Status |
| 10:15 a.m. | II. Aesthetic Design Considerations <ul style="list-style-type: none">• Highlands Bridge View Shed - historic• Community Gateways and Sandy Hook - recreational |
| 10:30 a.m. | III. Aesthetic Design Treatments <ul style="list-style-type: none">• Roadway Surface and Shoulder• Granite Form Liners / Pier Columns• Retaining Walls• Railings and Fencing• Lighting• Pedestrian Overpasses• Streetscape Elements - Monuments, Tiles• Highlands Park• Toll Plaza / Gate House |
| 11:45 a.m. | IV. Summary and Close <ul style="list-style-type: none">• Action Items/ Next Steps |