

MINUTES OF THE MEETING OF 20 FEBRUARY 1991

TIME: 12:20 NOON - 2:30 PM
DATE: Wednesday, 20 February 1991
PLACE: William Trent House
Trenton, NJ



DELAWARE AND RARITAN
CANAL COMMISSION

ATTENDING:

COMMISSIONERS: Messrs. Jones, Kirkland, Pauley, Torpey;
Mrs. Nash

STAFF: Messrs. Amon and Dobbs; Ms. Holms
Ms. Carol Blasi, Deputy Attorney General

GUESTS: Joe Bird
Larry & Kay Pitt, Canal Society of NJ
William Moss, Canal Society of NJ
Ed Buss, NJ Water Supply Authority
Laura Palumbo, NJ Water Supply Authority
Bill McKelvey, Friends of NJ RR & Trans. Museum
Bruce Herrick, Isles, Inc.
Sharon Lezberg, Isles, Inc.
Erik Jetzt, Isles, Inc.
Liz Johnson, Trenton Open Space Advisory Board
Stephai Register, Isles, Inc.
Robert von Zumbusch
Paul Stern, D & R Canal State Park
Mary K. White, Isles, Inc.
James D. Schemmer, NJ Water Supply Authority
Maude Backes, D & R Greenway
Dan Bertin, NJ DOT, Bridge Design
Robert A. Pege, NJ DOT, Bridge Design
Daniels J. Wolfe, NJ DOT, Structural Eng. Services
Victoria Rivera-Cruz, City of Trenton, Mayor's
Office
Mary Henifin, 24 Buckingham Ave., Trenton

Mr. Kirkland opened the meeting and announced that this was a regular meeting of the D & R Canal Commission and that all provisions of the Open Public Meeting Law of 1976 had been met.

MINUTES

Mr. Jones moved approval of the minutes of 16 January 1991, Mr. Pauley seconded the motion, and it passed without dissent.

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**EXECUTIVE
DIRECTOR**
James C. Amon

COMMISSIONERS
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R. William Pauley

Judith A. Yaskin
Frank J. Torpey

Winona D. Nash

NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION
James J. Florio, *Governor* Judith A. Yaskin, *Commissioner*

LEASES AND PERMITS

Mr. Amon presented two lease renewals: the first was for a small piece of land between the canal and Faherty's Pub at Washington's Crossing; the restaurant has a deck for customers on this land. The second application is for a portion of land in West Amwell Township on the east side of Route 29, used as part of the Lambertville Flea Market. Mr. Amon arranged for the planting of trees (part of a previous project's condition that had not been met) along Route 29 as a condition of the lease renewal. Mrs. Nash moved approval of the two lease renewals, Mr. Pauley seconded the motion, and it passed unanimously.

REVIEW ZONE PROJECTS

Mr. Amon presented the following "A" Zone project:

90-1894A - Titusville Presbyterian Church Addition

Mr. Amon stated that the design and materials of the addition are complementary to the existing building. Mrs. Nash moved approval of this project, Mr. Pauley seconded the motion, and it passed unanimously.

Mr. Dobbs presented the following "A" and "B" Zone projects:

"A" Zone:

89-1856 - St. Georges Roman Catholic Church - Hopewell Twp.
1-story church with parking on 9+ acres with
25% impervious coverage; 1 detention basin plus an
underground chamber along Rt. 29 to provide for water
quality treatment.

"B" Zone:

89-1826 - George Bartels - W. Amwell Twp.
1 office warehouse; 4 mini-warehouses on 3 acres
with 62% impervious coverage.
87-1408 - Grayson Estates - Montgomery Township
49 single family houses on 69+ acres with 15%
impervious coverage.
90-1889 - New Era Bank Expansion - Franklin Twp., Somerset Cty.
2 two-story buildings on 5 acres, with 65% impervious
coverage.

Regarding the St. Georges Roman Catholic Church, Mr. Kirkland asked how big would the underground chamber be; Mr. Dobbs replied that he wasn't sure of the exact size, but that it would not be visible.

Mr. Dobbs stated that conditions for stormwater management and water quality protection had been met for all projects. Mr. Torpey moved approval of the one "A" Zone and three "B" Zone projects, Mr. Pauley seconded the motion, and it passed unanimously.

WATER SUPPLY AUTHORITY PROJECTS

1. Restoration of Culvert 2344+17

The Commission had previously denied approval for this project, based on the conclusion that the Historic Sites Council's recommendations for restoration was not the best engineering solution. WSA now proposes to place a metal sleeve with low-strength concrete in the culvert; the concrete is hard enough to keep erosion from occurring, but not hard enough to stick to the historic stone walls, so that at some future date the culvert could be restored to its original condition. Mr. Pauley moved approval of this project, Mr. Jones seconded the motion, and it passed unanimously.

2. Titusville Culvert (Fiddlers Creek)

This culvert was repaired by the Canal Company in the early 20th century with a reinforced concrete liner and concrete headwalls at the outlets. This repair is starting to collapse. WSA proposes to use steel-reinforced sprayed concrete to repair the culvert; the repair would assimilate the earlier repair work. Mrs. Nash moved conceptual approval of this project, Mr. Pauley seconded the motion, and it passed unanimously.

3. Waste Gate in South Bound Brook

A waste gate located upstream of the 5-Mile Lock was built in the 20th century but is currently not operational. Mr. Buss stated that the gate would be useful for future repair work; WSA proposes to rebuild the concrete headwall by replacing it with a concrete-with-stone front headwall. Any embankment stone work will be brought adjacent to the headwall. Mr. Pauley moved conceptual approval of this project, Mr. Torpey seconded the motion, and it passed unanimously.

Mr. Buss updated the Commission on the restoration of the Randolph Brook Culvert--the liner was in, but not visible, and the original timber floor was found to be in excellent condition.

PRESENTATION OF D & R GREENWAY

Ms. Maude Backes, Director of the D & R Greenway, summarized the goals and projects of her organization. According to Ms. Backes, the mission of the Greenway is to preserve land through acquisition, focusing on waterways of central New Jersey. She stated that the Stony Brook corridor was chosen as a model, and that lands with significant resources such as wetlands, hydric soils, floodplains, and steep slopes, were singled out with the goal of preserving them. Greenway works with property owners and funding agencies such as Green Acres to find a method of land preservation that appeals to all parties involved. Ms. Backes said that she works closely with Mr. Amon, noting that the Commission's first priority land acquisition is the Institute for Advanced Study, part of the Port Mercer Conservation area, and therefore is getting serious consideration from D & R Greenway as well.

DISCUSSION OF BRIDGE SAFETY ISSUE

Mr. Amon introduced Mr. Pege of the Department of Transportation to present a design for guide rails along the Wilburtha Road bridge across the canal, which would be used as a general model for all bridges that cross the canal.

The guide rails would be the standard W-shaped, steel type, and would approach the bridge as well as be placed on the bridge. Mr. Amon recommended looking at the bridges individually--he stated that of the 45 bridges that cross the canal, 6 do not even provide public access. Mr. Amon also stated that he did not favor the proposed design of the guide rails. He felt that a more appropriate type of rail was the timber/steel rectilinear rail--it also meets FHA safety standards.

Mr. Pege responded that the DOT is working within limited parameters of time and expense. Of the 45 bridges that cross the canal, 18 are concrete and steel, and would not require as complex a rail design as the remaining timber bridges. Of the timber bridges, either 6 or 14 of those would be in very light use. They are proposing that rails be placed on all the necessary bridges within 2 years at a cost not to exceed 3 million dollars. He explained that timber/steel rails could not be used unless the existing timber deck be replaced. He also said that the W-type rails are readily available, and by anchoring the rails to a metal beam underneath the deck, safety could be enhanced with a minimal visual impact.

Mr. Pauley asked whether it would be possible to devise a way to make a transition between W-shaped rails for the approaches to the bridge, to rectilinear rails on the bridge itself. Mr. Pege said it could be done, at a much higher cost, because the transition piece would have to be fabricated. Mr. Pauley asked how much would the construction of DOT's design cost; Mr. Wolfe answered approximately \$25,000. Mr. Amon asked if one bridge costs \$25,000, where did they get the \$3 million figure? Mr. Pege answered that that included all 45 bridges. Mr. Amon asked whether the new Harrison Street bridge was included in these plans, as well as the concrete bridges in Trenton. Mr. Pege replied that he was referring to approaches to bridges. Mrs. Nash expressed disfavor with a blanket approval for all bridges. Mr. Pege stated he was only asking for approval for the Wilburtha Road bridge as a prototype.

Mr. Kirkland reminded Mr. Pege that it was the responsibility of the Commission to maintain the historical integrity of the Canal Park. Mr. Pege replied that what this project represents is a minimal cost, quickest time, safety improvement for all the bridges from the past record of fatalities, as opposed to something that the Commission would like, which would be put on a replacement bridge.

Mr. von Zumbusch asked what were the causes of the accidents, and recommended reducing the speed limit on the bridges; he also felt that the approaching guide rails would greatly limit the accessibility of the park to non-motorists.

Mr. Amon questioned the cost of the bridges--at \$25,000 per bridge, rails could be placed on 120 bridges for \$3 million. This is not even taking into consideration the concrete bridges that will not require as much work, if any.

Mr. Pege reiterated that the request for funding from another source has gone unanswered, and at this time there is no money. The funds for the prototype will be taken out of a maintenance account.

Mr. Torpey stated that he did not approve of the "across the board" solution.

Mr. Pege responded that the physical limitations of the bridge and the economy necessitated the "one type fits all" concept.

Mr. Wolfe of the Department of Transportation stated that they were constrained by the lack of funding contribution from the Department of Environmental Protection.

Mr. Pauley asked whether a wood facing could be placed on the rails. Mr. Pege replied that the wood would splinter in a crash, and compared the problem with the Garden State Parkway, which is now in the process of replacing all wood rails with steel rails. Mr. Torpey said that this was not analogous.

Mr. Stern asked what the price difference was between the W-shape and rectilinear type rails. Mr. Pege said that the DOT does not use the rectilinear type rails, and so he did not know the price of them. He then said that it would probably not be a large change in cost. Mrs. Nash suggested they look into the alternatives. Mr. Pege said they looked into it--they know what is available, but that not much can be done with not-on-the-shelf items, without a totally new design.

Mr. Amon asked for clarification--that the rectilinear type was a stock item and did not need to be fabricated, and that the bulk of the \$25,000 was not for the W-shaped rails, but rather for the anchoring beams that needed to be fabricated.

Mr. Pege replied that the anchorages are not available in the rectilinear shape, but he did say that a transition from W-shape on the approach to rectilinear shape on the bridge was possible.

Mrs. Nash recommended categorizing the bridges according to their individual characteristics, and performing traffic analyses for all the bridges. She then made a motion to approve the design of the Wilburtha Road bridge guide rails, but that the Department of Transportation come back with an analysis of all the bridges to determine whether or not the guide rails used on the Wilburtha Road bridge are appropriate for the other bridges. Mr. Pauley added an amendment to the motion that the DOT investigate the feasibility of a rectilinear section on the bridge attached to a transitional piece to the W-shaped sections on the approaches. Mr. Torpey suggested that the Commissioners' concerns be explicitly expressed in a Memorandum of

Agreement, and that the entire discussion be put in writing for the record. Mr. Pauley seconded the motion, and it passed unanimously.

DISCUSSION OF STATUS OF IMPROVEMENTS TO TRENTON SECTION OF CANAL

Mr. Amon discussed the problems involved with the abandoned railroad section of the park in Trenton--bad drainage and trash. The Canal Park maintenance crew has begun clearing the right-of-way between Hermitage and Willow Streets. The Trenton Department of Public Works has agreed to pay for the removal of tires, but the repair needed to solve the drainage problem is still not funded. WSA has agreed to clear the vegetation from Hermitage to Old Rose inside the fence.

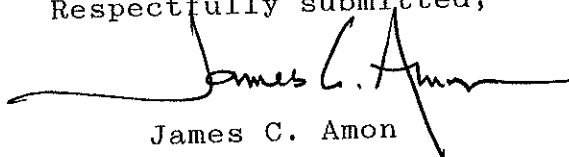
Discussion from various Trenton groups is proceeding regarding the proposed new Canal Road. Isles, Inc., is currently using a canal house for its headquarters; they are initiating programs that will help interpret the canal.

CANAL PARK SUPERINTENDENT'S REPORT

Mr. Stern discussed the extensive on-going work being done in Trenton, including the removing of vegetation and selective thinning.

The meeting adjourned at 2:30 PM.

Respectfully submitted,



James C. Amon