



## STAFF REPORT

**DRCC #:** 25-3000B

**DATE:** April 2, 2026

**PROJECT NAME:** NJDOT Structure No. 3000-163 -- Griggstown Causeway Bridge  
 over Delaware and Raritan Canal Replacement

**Latest Submission Received:** March 5, 2026

**Applicant:**

New Jersey Department of Transportation (NJDOT)  
 P.O. Box 600  
 Trenton, NJ  
[johnp.mikusa@dot.nj.gov](mailto:johnp.mikusa@dot.nj.gov)

**Engineer:**

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**Project Location:**

Road	Municipality	County	Block(s)	Lot(s)
Griggstown Causeway (Somerset County Route No. 632) at Milepost 3.05	Franklin Township	Somerset	N/A	N/A

**Jurisdictional Determination:**

Zone A	Minor	Governmental
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**Subject to Review for:**

Drainage	Visual	Traffic	Stream Corridors
	X		X

**Documents Received:** Site Plans (9 sheets) dated October 10, 2025, Page 6 revised February 10, 2026, Page 8 revised March 4, 2026; Traffic Signing and Striping Plan dated January 23, 2026; Traffic Signal/Electrical Plan dated September 10, 2025; NHDOT T4

**THIS STAFF REPORT IS ISSUED AS A GUIDE TO APPLICANTS IN  
 COMPLYING WITH DRCC REGULATIONS. IT IS NOT AN APPROVAL. NO  
 CONSTRUCTION SHALL BEGIN UNTIL A CERTIFICATE OF APPROVAL  
 HAS BEEN ISSUED.**

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Steel Bridge Rail Details last revised December 2024; Griggstown Causeway Deck Plan and Details; Construction Notes prepared by Dewberry Engineers, Inc.

**The application is complete and shall be presented to the Commission for their action with a staff recommendation of approval at the April 15, 2026, meeting based upon the following analysis:**

**Existing Conditions:** The project area is an approximate 0.49-acre portion of the right-of-way of the Griggstown Causeway and the NJDOT bridge, which conveys that road over the Delaware and Raritan Canal, within Commission Review Zone A. The canal bridge, along with the circa 1890 two-span metal truss Somerset County Bridge No. F302 over the Millstone River, serves to connect Franklin and Montgomery townships.



NJDOT Structure No. 3000-163 runs in an east-west direction along the Griggstown Causeway and is a three-span timber and steel stringer bridge, supported by timber abutments and timber pile bents, that was constructed circa 1950 and reconstructed in 1990. The bridge is 47 feet in length and has a curb-to-curb roadway width of 30 feet, with 5.0-foot 9.0-inch wooden walkways on either side. The white, painted bridge railings are made of metal and arranged in a four-bar configuration that is evocative of 19<sup>th</sup> century bridge types which crossed the canal. A public utility natural gas main is conveyed under the bridge structure. According to analysis submitted by NJDOT in 2016, average daily vehicle trips across the bridge totaled 4,284 in 2018.

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A project to make unspecified repairs to the bridge was given an exemption from Commission review in August 2008. In 2017, the Commission issued a General Permit No. 1 for in-kind repairs to the bridge to address fractured and damaged timber planking and the replacement of missing plank bolts (DRCC #17-3000A).

**Proposed Project:** The applicant proposes to replace the existing bridge, cut the existing timber pile bents in the canal at the mud level, and reconstruct areas of the adjacent pavement on the Griggstown Causeway. The proposed replacement bridge would be a single-span steel stringer bridge with a timber façade, concrete deck, 6.0-foot-wide asphalt sidewalks on either side, and steel T-4 “New Hampshire” railings with no concrete pylon at the railing ends. The project also proposes ADA-bicycle and pedestrian compatibility improvements to the bridge approaches.

The proposed bridge would include a sign on the bridge structure that would be visible from the canal for canoeists and kayakers which displays “Griggstown Causeway” using the same design employed for the bridge replacement projects at Washington Road and Alexander Road in Princeton/West Windsor Township.

Commission staff notes that the proposed concrete deck is consistent with the provisions of Article II, Section 8 of the Delaware and Raritan Canal Commission/NJDOT/State Historic Preservation Office Memorandum of Agreement (MOA), which provides that NJDOT design bridges with a concrete deck on bridges designated as “High Use Bridges,” defined as those bridges with an Average Daily Traffic of greater than 500 vehicles. According to analysis submitted by NJDOT in 2016, average daily vehicle trips across the bridge totaled 4,284.

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The replacement bridge would be 5.0 feet wider than the existing bridge with an out-to-out width of 47 feet, 3 inches. The 12-inch utility gas main would be contained within the substructure of the new bridge. New abutments are proposed but would be placed behind the existing timber abutments and wingwalls.

Article II, Section 11 of the MOA directs that all rehabilitation or replacement projects shall maintain a minimum under clearance above the mean high-water line of 36 inches to the lowest improvement that crosses the waterway, unless otherwise approved by the Commission. The minimum freeboard beneath the existing bridge is 31 inches, and this would not be changed as a result of the project. The applicant states that the roadway has been raised to the maximum extent practicable; and further indicates increasing the freeboard to 36 inches would entail substantial additional impacts to adjacent properties, including historic sites, as well as impacts to the nearby T-intersection of the Griggstown Causeway with Canal Road. Therefore, the applicant proposes to mitigate for this impact, which measures are described in the Visual, Historic and Natural Quality Impact review hereinbelow.

The applicant further proposes the installation of a thermoplastic-striped crosswalk where the Delaware and Raritan Canal State Park multiuse trail crosses the Griggstown Causeway, and the installation of pedestrian-activated crossing beacons. This is in compliance with Article II, Section 10 of the MOA.

The applicant's submission indicates that the project would not require the closure of the Delaware and Raritan Canal State Park multiuse trail, and that "access will be maintained during construction."

The project would result in the creation of 791 square feet (0.02 acre) of impervious surface coverage and the disturbance of 21,281 square feet (0.49 acre) of land.

**Stream Corridor:** The project site is located within the Millstone Watershed area. There are two tributaries to the Millstone River that parallel Griggstown Road before discharging into the Millstone River, which is located approximately 1,000 feet west of the project site. The project site is located within the 100-year floodplain of the Millstone River.

The 100-year floodplain was established in accordance with the standards listed at N.J.A.C. 7:45-9.2(a). The proposed activities located within the stream corridor of the Millstone River are the replacement of an existing bridge and the reconstruction of approximately 300 linear feet of roadway to meet NJDOT roadway safety standards. Pursuant to N.J.A.C. 7:45-9.4(a), the proposed activities are considered conditional uses within a stream corridor of a watercourse that does not enter the Delaware and Raritan Canal. As a result, the project has been designed in accordance with the specific stream corridor impact standards of N.J.A.C. 7:45-9.

**Stormwater Runoff and Water Quality:** The project would result in the creation of 791 square feet of impervious surface coverage. Therefore, the project results in the creation of less than 800 square feet of new impervious surface coverage, cumulatively since January 11, 1980, and less than the disturbance of one acre or more of land. Therefore, the

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project is not subject to stormwater runoff and water quality impact review pursuant to N.J.A.C. 7:45-8.

**Visual, Historic & Natural Quality Impact:** N.J.A.C. 7:45-10.2(a) directs that the Commission shall review all projects in Zone A to determine if the project is in accord with the goals for the Delaware and Raritan Canal State Park as defined in the park's Master Plan. The visual, historic, and natural quality impact review is intended to assure that development within Zone A is not harmful to the character of the environmental types identified in the Master Plan as comprising the park.

The proposed project is located in a Special Node canal environment as described in the Delaware and Raritan Canal State Park Master Plan. The Griggstown Causeway Special Node characterized at N.J.A.C. 7:45-10.2(a) as a small area with unique characteristics. The Master Plan at Page 25 states that the area was a 19<sup>th</sup> century focal point for the Griggstown community, and the area contains several densely sited historic buildings. The character of the place as a whole is often cited as the epitome of a preserved 19<sup>th</sup> century rural scene. The Master Plan calls for greater use of the buildings at the causeway for historic interpretation and recreational use, including sanitary facilities. The replacement of an existing bridge at its present location is not incompatible with these goals.

The provisions of N.J.A.C. 7:45-10.3(a), which discourage major projects in those portions of Zone A that comprise the Special Node canal environment, are inapplicable to the project, which is a minor project.

The provisions of N.J.A.C. 7:45-10.3(b) discourage minor projects in those portions of Zone A that comprise the Special Node canal environment and authorize the Commission to require specific compensatory measures that mitigate the project's potential for harmful impact on the Delaware and Raritan Canal State Park. Examples of such compensatory measures might include, but are not limited to:

- Increased setback distances from the park;
- At least 40% of the total project site be made available for open space for recreation or conservation purposes, and location of that open space be as near the park as possible;
- Extensive landscape development;
- Development of circulation patterns that direct traffic away from the park;
- Noise abatement measures;
- Improvements to adjoining portions of the park; and
- Signs or other means of interpreting any historic structures or districts relating to the site [Emphasis added].

The applicant has agreed to undertake two significant compensatory measures to mitigate for the potential harmful impact of the proposed widening, and the impact of the continued 31-inch freeboard referred to hereinabove, related to the proposed replacement Griggstown Causeway Bridge. First, the applicant proposes to undertake the exterior restoration and stabilization of the Griggstown Bridgetender's Shelter/Telegraph Station building. Second, the applicant proposes to undertake the installation of didactic wayside interpretive signage at the Griggstown Causeway Bridge and at the Griggstown Bridgetender's

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Shelter/Telegraph Station. Commission staff determines that the proposed specific compensatory measures mitigate the potential harmful impact of the bridge widening on the Delaware and Raritan Canal State Park, and recommend their approval by the Commission, subject to the conditions set forth in this report.

N.J.A.C. 7:45-10.4(a) directs that projects in Zone A shall be set back from the Delaware and Raritan Canal State Park sufficiently far so that the winter visual and natural quality of the park are not adversely affected. In the Special Node canal environment, there is no specified setback provision. Therefore, the project is in compliance with this requirement.

N.J.A.C. 7:45-10.4(b) directs that projects in Zone A shall maintain a reasonable height and scale relationship to nearby structures or vegetation. In the Special Node canal environment, structures shall be limited to a height of 40 feet above existing grade where existing vegetation does not provide adequate winter screening. The proposed T-4 “New Hampshire” steel railing would be 6 feet and 1/8 inch in height. Therefore, the project is in compliance with this requirement.

N.J.A.C. 7:45-10.4(c) directs that for projects in Zone A, the exterior appearances of a project shall be in keeping with the character of the Delaware and Raritan Canal Park’s individual environments. Specifically, colors used shall harmonize with the man-made or natural surroundings of the project and shall be typical of colors found in the park environment. Building materials and textures shall harmonize with the surrounding man-made and natural materials.

The submitted plans indicate that the proposed new structure would be a single-span steel stringer bridge with a timber façade, concrete deck, 6.0-foot-wide timber plank sidewalks on either side of the bridge structure, and white-colored steel T-4 “New Hampshire” railings.

Commission staff observes that the use of timber plank sidewalks is in compliance with the provisions of Article II, Section 9 of the MOA regarding the repair and replacement of bridges that cross the canal. Section 9 directs that NJDOT maintain wooden walkways on the designated “High Use Bridges,” provided that the walkways can be designed to drain water and to the extent that other environmental constraints permit.

N.J.A.C. 7:45-10.4(d)1 directs that any electric, telephone, cable television, and other such lines and equipment shall be underground or otherwise not visible from the Delaware and Raritan Canal State Park. The applicant’s submission indicates that an existing public utility natural gas line would be subsumed within the proposed new bridge structure. Therefore, the project is in compliance with this requirement.

The provisions of N.J.A.C. 7:45-10.4(d)2, which direct that exposed storage areas, outbuildings, exposed machinery service areas, parking lots, loading areas, utility buildings, and similar ancillary areas and structures shall either be completely concealed from view from the Delaware and Raritan Canal State Park or designed to minimize their visual impact on the park, are inapplicable to the proposed project.

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The provisions of N.J.A.C. 7:45-10.4(d)3 and 4, respectively, which regulate the dimensions and location of commercial signage and outdoor advertising structures, are inapplicable to the proposed project, which proposes no commercial signage.

The provisions of N.J.A.C. 7:45-10.4(d)5, which direct that wherever possible, natural terrains, soils, stones, and vegetation should be preserved, and that new vegetation, stones, and soils should be native to the environment in which they are placed.

The applicant's submission indicates that the project would require "[L]imited removal of natural terrains, soils, stones, and vegetation" to construct the new abutments, proposed bridge and approach roadway. The applicant further states that any removed soils or stones would be replaced in-kind or with materials native to the environment. The applicant's initial submission indicated that any vegetation that is cleared, cut, or removed, would be replanted with species of "equal or greater ecological function" than the removed species, and would be native and non-invasive.

The applicant's subsequent submission indicates that no landscape plans are proposed for the project, aside from soil and seeding the area. Out of an abundance of caution, Commission staff recommends that the project approval be conditioned upon a provision which states that if the applicant determines that landscaping is required for the project at a later date, the applicant shall submit a landscaping plan to the Commission for approval, which shall consist of species taken from the Commission Lists of Native Trees and Shrubs or species native to Somerset County on the U.S. Department of Agriculture (USDA) PLANTS database.

N.J.A.C. 7:45-10.4(d)6 directs that projects located in any officially designated Federal, State or local historic district or site shall be assessed for their impact upon that district or site. Recommendations to avoid, minimize, and/or mitigate the impacts of a project on a listed property shall be made in consultation with the New Jersey Historic Preservation Office (SHPO) and based upon the United States Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings.

The project site is located within the boundaries of the Delaware and Raritan Canal Historic District, which encompasses the canal bed and all structures within 300 feet of the centerline of the canal. The applicant's submission states that the existing fixed span bridge was constructed after the canal's period of historic significance (1830-1933), and that background research concludes there is no association with any significant events or individuals. The background research failed to identify any important individuals or a documented contribution to local history associated with the Delaware and Raritan Canal Historic District.

The project is also located within the boundaries of the Griggstown Historic District, a 861-acre Federal and State Register historic district encompassing the community along Canal Road from Old Georgetown Road to Ten Mile Run. The district was added to the National and State Registers of Historic Places in 1984 for its significance in agriculture, architecture, commerce, industry, and transportation. The applicant's submission notes

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that the date of construction of the bridge is outside the period of significance of the Delaware Griggstown Historic District (1700-1900).

The applicant's submission indicates that the bridge was not individually eligible for listing in the National Register of Historic Places and is not a contributing resource to the Delaware and Raritan Canal Historic District or the Griggstown Historic District pursuant to the criteria at 36 C.F.R. §60.4<sup>1</sup>. The applicant states that background research failed to identify association of the existing bridge with significant events or individuals. As a result, the Griggstown Causeway Bridge does not satisfy the National Register's Criterion A or B. The structure is an example of the mid- to-late 20<sup>th</sup> century development of the area and does not embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master, possess high artistic values, or engineering significance. Therefore, it does not individually satisfy Criterion C. Archaeological assessments of the bridge have recommended that the bridge is not associated with areas of historic archeological potential, thus precluding eligibility under Criterion D.

Commission staff also observes that Franklin Township has designated a geographic area, with distinctly definable boundaries composed of several buildings or sites, that has acquired a unity of character through the interrelationships of the component buildings and sites and has been designated as having historical, archaeological, cultural, scenic, architectural or other significance pursuant to the provisions of this section and properties within 1,000 feet of the Delaware and Raritan Canal, which would also encompass the bridge location.

The project site is located along the route of the Millstone Scenic Byway. Under the National Scenic Byways Program, the U.S. Secretary of Transportation recognizes certain roads as National Scenic Byways or All-American Roads based on their intrinsic qualities. The Federal Highway Administration promotes the collection as America's Byways®.

The Millstone Valley Scenic Byway Corridor Management Plan refers to the Griggstown crossing and the cluster of structures associated with the canal in that location. The plan refers to the bridge as being constructed of wood (which is no longer entirely the case), along with the so-called Muletender's Barracks, Bridgetender's House, Bridgetender's Shelter/Telegraph Station, as well as a former general store building (now a private residence). Although the plan is replete with recommendations for the surrounding structures, it is silent on the bridge itself. The plan at Page 28 notes that any changes to the transportation facilities of the byway should proceed only by utilizing the context sensitive design approach as a methodology.

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<sup>1</sup> To be eligible for the National Register of Historic Places, a property must meet one or more of the following criteria: (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or (b) that are associated with the lives of persons significant in our past; or (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or (d) that have yielded, or may be likely to yield, information important in prehistory or history.

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Commission staff notes that the project was subject to State Register review by the SHPO under the “New Jersey Register of Historic Places Act,” N.J.S.A. 13:1B-15.128 et seq. (See HPO Project #21-0917-6). In correspondence dated December 6, 2022, the SHPO indicated that the Griggstown Causeway Bridge was deemed not eligible for listing on the New Jersey and National Registers of Historic Places, either individually or as a contributing resource to the Delaware and Canal or the Griggstown Historic Districts because the bridge was constructed in 1950, after the canal’s period of significance, and lacked historical or engineering significance.

However, based upon the applicant’s submission to them, the SHPO did observe that foundation remains were present within the project area that were identified as the Fairweather House/Griggs Mill Foundation/Griggstown Mill Complex archaeological site (Site 28-So-171). SHPO also noted that notwithstanding the conclusions in the submission, the Fairweather House/Griggs Mill Foundation/Griggstown Mill Complex archaeological site was a contributing resource to the Griggstown Historic District which extended into the far southern extent of the Griggstown Causeway site. The SHPO also noted that the Fairweather House/Griggs Mill Foundation/Griggstown Mill Complex archaeological site was also a contributing property to the Delaware and Raritan Canal Historic District.

In its correspondence for Project #21-0917-6 dated December 7, 2022, the SHPO recommended that given the foregoing information, the applicant should implement an Archaeological Avoidance and Protection Plan and a program of archaeological monitoring for three contributing resources to that district located within the project area, namely, the Griggstown Bridgetender’s House (i.e., the Millstone Scenic Byway Visitors Center), the Griggstown Bridgetender’s Shelter/Telegraph Station, and Muletender’s Barracks. Commission staff recommends that the project approval be conditioned upon the implementation of those measures.

Background: The present bridge that spans the Delaware and Raritan Canal at Griggstown is a fixed span of a modern (circa 1950) origin, constructed after the canal closed for navigation in 1932, and after the bridge and surrounding land became the property of the State Government in 1936. As many historians and canal commentators have observed, unlike many other canals, from its initial construction the Delaware and Raritan featured moveable spans, which gave the canal an advantage in that there was no height restriction imposed on vessels.

For the first 80 years of the canal’s operation as a commercial waterway, the predominant standard bridge type employed by the canal company was a timber structure that utilized an A-Frame design. A-Frame bridges were high, sheer-leg structures that utilized a large, freestanding support suspended from the bridge. A turntable installed on piles in the center of the canal bed supported a roadbed of wooden planks. Heavy chains extended under the canal leading to one side of the canal bank and enabled the bridge to swing open and close, pivoting at one end. As it opened, the bridge would parallel the canal embankment and thereby permit boat passage. A heavy-timbered framework placed in the canal protected the bridges, and the boats, from damage when open. Movement was controlled by a gearbox and powered either by a mule or the bridgetender themselves using a two-handled hexagonal wrench.

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(circa 1910)



(circa 1910)

When automobiles began to use the bridges in the early 20<sup>th</sup> century, the A-frame swing bridges were largely replaced by sturdier King-Post style swing bridges. These bridges utilized two tall, central “kingposts” to suspend the bridge; the structure also had descending supports. The bridges could still swing and be pulled parallel to the canal embankment.

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Following closure of the Delaware and Raritan Canal, the existing swing bridges were replaced with stronger fixed span bridges. The Griggstown Causeway bridge was replaced around 1950.



(Undated. Bathing attire would indicate prior to World War II)



(Undated. Attire would suggest 1940s-1950s)

**Staff Recommendation:** Staff recommends approval, conditioned upon the following:

1. The NJDOT shall obtain a Right-of-Entry Agreement from the Department of Environmental Protection (DEP) Office of Transactions and Public Land Administration.

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2. The applicant shall conduct, or cause to be conducted, a conditions assessment and technical plans and specifications for the exterior restoration and stabilization of the Griggstown Bridgetender's Shelter/Telegraph Station, which plans shall be approved by the Commission, the New Jersey Water Supply Authority (NJWSA), the SHPO, State Park Service and the DEP Office of Resource Development. If the restoration and stabilization plan requires the temporary dismantling, removal and subsequent relocation of the shelter, the applicant shall obtain the approval of the aforementioned agencies for such dismantling, removal, or relocation. The Commission hereby approves and directs the elevation of the shelter using flood vents, if determined to be permissible by the DEP Division of Land Resource Protection.
3. Upon the approval of the agencies and pursuant to the approved plans and specifications set forth in Condition No. 2 hereinabove, the applicant shall at their own cost conduct, or cause to be conducted, the exterior restoration and stabilization of the Griggstown Bridgetender's Shelter/Telegraph Station. The exterior restoration and stabilization project may be conducted subsequent to the issuance of a certificate of approval for project DRCC #25-3000B.
4. The applicant shall, subject to the approval of the Commission, the SHPO, and the DEP Division of State Parks, Forests & Historic Sites, procure and install didactic signage at the Griggstown Causeway Bridge and at the Griggstown Bridgetender's Shelter. The number of signs and design of such signage shall comply with the design guidelines and development procedures for the creation of interpretive waysides set forth in the New Jersey State Park Service Policy 2.40, dated September 22, 2020, as amended and supplemented, and the New Jersey State Park Service Sign Manual entitled "GUIDELINES: Interpretive Wayside Exhibits (Waysides) and Signs." dated September 22, 2020, as amended and supplemented. The NJWSA shall review and approve the location and/or placement of all signage to maintain access to the canal Water Transmission Complex.
5. All proposed roadway guiderails shall be powder coated in National Park Service "Cocoa Brown" (FS Color Reference #10233), which shall be included as a construction detail on the project plans.
6. To maintain public access to the Millstone Valley Scenic Byway Visitors Center from the Delaware and Raritan Canal State Park multiuse trail and the Griggstown Day Use public access area, the applicant shall prepare, subject to the approval of the DEP, a detailed pedestrian plan which shall demonstrate how access to the visitors center shall be maintained for the duration of the replacement project the Griggstown Causeway Bridge (NJDOT Structure No. 3000-163).
7. Pursuant to Article II, Section 12 of the Commission-NJDOT-SHPO MOA, the applicant shall install a marked crosswalk and a black powder coated pedestrian-activated crossing device of low impact to reduce any adverse effect to the Griggstown historic district at the Griggstown Causeway Bridge. The NJWSA shall review and

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approve the location and/or placement of the pedestrian-activated beacon to maintain access to the canal Water Transmission Complex.

8. To comply with the provisions of N.J.A.C. 7:45-10.4(d)5, in the event the applicant determines that landscape plantings be incorporated into the project, the applicant shall submit to the Commission Executive Director for review and approval a landscaping plan for any vegetation proposed to be planted, which shall consist of species taken from the Commission Lists of Native Trees and Shrubs, or species native to Somerset County from the USDA PLANTS database.
9. Pursuant to the recommendation set forth in HPO Project HPO Project #21-0917-6, the applicant shall submit an Archaeological Avoidance and Protection Plan to the SHPO for review and approval prior to construction. The Archaeological Avoidance and Protection Plan shall detail all steps necessary to protect and avoid the contributing archaeological resource during project implementation (physical barriers, signage, plan notations, etc.). If avoidance is not ultimately feasible, the applicant shall undertake further consultation with the SHPO as necessary to develop ways to avoid, minimize, and/or mitigate potential project effects on the Fairweather House/Griggs Mill Foundation/Griggstown Mill Complex archaeological site (Site 28-So-171).
10. Pursuant to the recommendation set forth in HPO Project #21-0917-6, the applicant shall employ a program of archaeological monitoring during construction to document and mitigate potential effects to these resources. An archaeological monitoring plan shall be submitted to the SHPO for review and approval prior to construction.

The NJWSA operates and maintains the “Water Transmission Complex” of the Delaware and Raritan Canal. The Water Transmission Complex includes the waterway, embankments, flood guard banks, hydraulic and flow control structures, and land necessary to operate and maintain the Canal as a water supply system.

The canal serves as an open pipeline to transfer an average of 100 million gallons of water per day across the state from the Delaware River to the Raritan River. Water purveyors and other customers withdraw water from the canal along the way. The canal serves as a source of drinking water for up to 1 million residents of central New Jersey. Therefore, the following conditions shall be required and shall be included as construction details on the project plans:

11. If work in the canal is proposed, the NJWSA shall review and approve all proposed work. The contractor shall follow all additional requirements of the NJWSA, including that such work be conducted during times of low flow through the canal, usually during late fall or winter.
12. To ensure that the NJWSA can maintain the Water Transmission Complex and have access the NJWSA shall review and approve the location and/or placement of all structures, poles, bollards, signs, curbs, etc. proposed in the canal park multiuse trail access areas from any State highway, county road or municipal street in both directions.

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13. Since the Delaware and Raritan Canal is used as a raw water source for numerous water companies throughout the entire length of the canal, and is also used as a water source for various agricultural clients, water quality and flow shall be maintained.
14. Stopping, diverting or restricting the flow of the canal is prohibited.
15. During the work, the contractor shall ensure that no debris, petroleum product, soil, vegetation, etc. from the work shall fall, drop, be placed or dumped in the canal.
16. During the work, the contractor shall ensure that excavation dewatering and/or run-off shall not be discharged near or into the canal without first being properly treated.
17. During the work, the contractor shall ensure that contaminants shall not be discharged near or into the canal.
18. The contractor shall have absorbent pads and booms onsite prior to the commencement of work.
19. In the event of a petroleum product (any refined product made from crude petroleum and its fractionation products, including but not limited to motor vehicle gasoline, diesel oil, lubricants, etc.) spill, the contractor shall immediately deploy booms, pads, etc. at locations downstream to contain and capture all released products. Booms shall be placed span the entire width of the canal and placed across any water intakes or spillways.
20. The contractor shall contact the DEP telephone hotline at 1-877-927-6337 (1-877 WARN DEP) and the NJWSA security office at 1-908-638-6121, ext. 1226 if any contaminant finds its way into the canal.
21. It shall be the contractor's responsibility to ensure that all debris caused by the work is immediately removed from the canal.
22. The contractor shall not pierce or puncture the clay liner or the bed of the canal.
23. The contractor shall not drive piles, posts or the likes into the canal bed or embankment.
24. If the contractor disturbs the clay liner, then the contractor shall restore the liner to the satisfaction of the NJWSA.
25. The contractor shall regularly inform and update the NJWSA on the status of the work schedule for the project.
26. Access to the canal, the multiuse trail, and any adjacent NJWSA buildings used by authority personnel shall be maintained at all times.
27. Any damage to the canal or the multiuse trail caused by the contractor or any subcontractor shall be repaired to the satisfaction of the NJWSA.
28. These requirements do not relieve the contractor from obtaining any other permits or approvals from other agencies, commissions or authorities having jurisdiction over the proposed work.

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29. The contractor shall obtain general liability insurance in the amount of \$1 million, which shall list the State of New Jersey, the DEP, the DEP Division of Parks, Forests & Historic Sites, the State Park Service and the NJWSA as additionally insured.
30. When available, the NJDOT shall provide the name of the contractor undertaking the project to the Commission, NJWSA and the Delaware and Raritan Canal State Park Superintendent.
31. The contractor shall assume all risk of and responsibility for, and agrees to indemnify, defend and save harmless the State of New Jersey, the DEP, the NJWSA and any of their divisions, councils, bureaus, or other agencies or subdivisions, and their officers, directors, trustees, employees and contractors, as the case may be, from and against any and all claims, demands, suit, actions, recoveries, judgements, costs and expenses in connection therewith on account of the loss of life, property or injury or damage to the person, body, or property of any person or persons whatsoever, which shall arise from or result directly or indirectly from work performed in connection with this project approval. The indemnification obligation is not limited by, but is in addition to, the insurance obligation contained in this approval.
32. The applicant shall submit a complete revised set of civil engineering plans, not revised individual plan sheets, including all applicable conditions and construction details noted hereinabove prior to the April 16, 2026 Commission meeting.

Sincerely,



John Hutchison  
Executive Director

- c. Somerset County Planning Board  
Franklin Township Planning Board  
Maggie Mitchell-Strehl, Superintendent, Delaware and Raritan Canal State Park  
Jesse West-Rosenthal, Ph.D., Program Specialist 3, CIER SHPO  
Michael Sellar, Delaware and Raritan Canal Facility Manager, NJWSA  
Julie Hajdusek, Manager Contracts & Risk Management, NJWSA  
Caroline Keefe, Regulatory Officer 2, State Park Service

**Please refer to the Commission project number (DRCC #) when making a submission, a resubmission, or transmitting project correspondence or documents.**