

# Millstone Valley Scenic Byway Corridor Management Plan

*Preserving and Enhancing Central New Jersey's Spine of Open Space and History*



August 2008

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*Preserving and Enhancing Central New Jersey's Spine of Open Space and History*

Prepared for  
Millstone Valley Preservation Coalition and the  
New Jersey Department of Transportation

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with the assistance of  
Millstone Valley Scenic Byway Corridor Management Committee

August 2008

# Acknowledgements

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*A complete inventory of intrinsic qualities was prepared by the Millstone Valley Preservation Coalition as part of their nomination for designation as a New Jersey Scenic Byway (2002) that formed the basis for the evaluation of significance included in this corridor management plan document.*

*The Millstone Valley Preservation Coalition is a public, non-profit organization whose purpose is to preserve the history, environment and quality of life in the Millstone Valley.*

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# Millstone Valley Scenic Byway

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# Millstone Valley Scenic Byway Introduction



*Millstone Valley Corridor Management Committee*

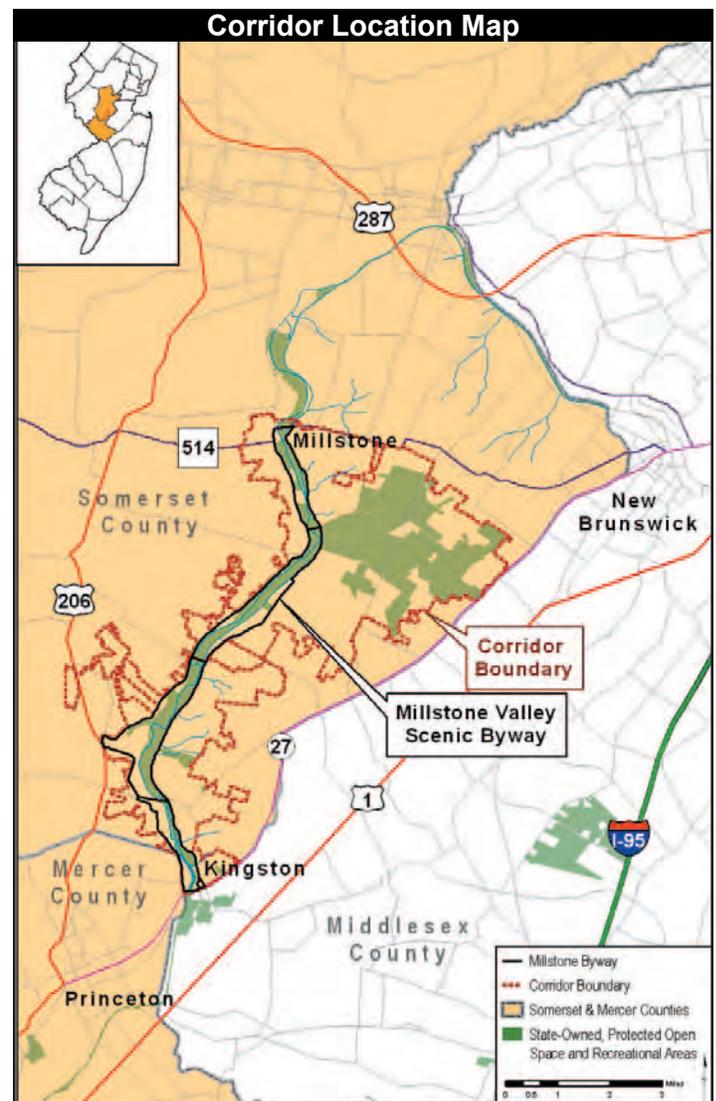
Over the past two years a team of landscape architects, planners, engineers, and preservation consultants has been working with a committee representing various state and local governments and civic groups to develop a corridor management plan for the Millstone Valley Scenic Byway. The members of the Millstone Valley Scenic Byway Corridor Management Committee represent the many different viewpoints of individuals with an interest in the route: people who live or work along the route, those that are responsible for its management, and those with extensive knowledge of the history of the area.

The Byway, located in the narrow Millstone River Valley of north central New Jersey, offers a glimpse into the past where major troop movements and military campaigns greatly influenced the outcome of the American Revolution. General George Washington and his troops withdrew along the Millstone River after the Battle of Princeton in early 1777, camping overnight in Millstone. The French General Rochambeau camped overnight in Millstone on his way to Yorktown while joining forces with Washington's troops.

The Byway parallels the Delaware and Raritan Canal (D&R Canal). The canal fueled the industrial revolution between 1840 and 1870, serving as a major transportation route by which anthracite coal reached the factories of New York and New Jersey from northeastern Pennsylvania. The remarkable number of intact historic districts, historic sites, and villages associated with both these era's bring these

stories to life in a way that cannot be found elsewhere in the mid-Atlantic region.

The route forms a loop drive along the west side of the Millstone River and the east side of the D&R Canal from Kingston to Millstone as shown on the Corridor Location Map (below). The route can best be described beginning in Kingston, traveling north along River Road to Rocky Hill to the intersection of Route 206 and River Road in Montgomery, runs north along River Road on the west side of the Millstone River, across the causeway linking Millstone and East Millstone, then south on Canal Road through Franklin Township. The route proceeds into Kingston on Kingston-Rocky Hill Road, turns south on Route 27 and back to River Road. (See Appendix 1, Map 1 for details.)



## What is a Corridor Management Plan?

The plan is a written document in which the sponsor describes the goals, strategies and responsibilities for conserving and enhancing a byway's most valuable qualities. It is developed collaboratively with all those who have an interest in the future of an area included in the Byway corridor. It includes both a long-term vision for what the Byway may become and also a short-term action plan.

The plan is being prepared with funding from a Federal Highway Administration grant through the National Scenic Byways Program. The grant is being administered by the New Jersey Department of Transportation. The Byway management plan is needed in order to complete the requirements for



*Brandywine Valley Scenic Byway, Delaware*



*Route 169, Connecticut*



*Ohio and Erie Canal Byway, Ohio*

designation as a State Scenic Byway in New Jersey and to apply for designation as a National Scenic Byway through the Federal Highway Administration.

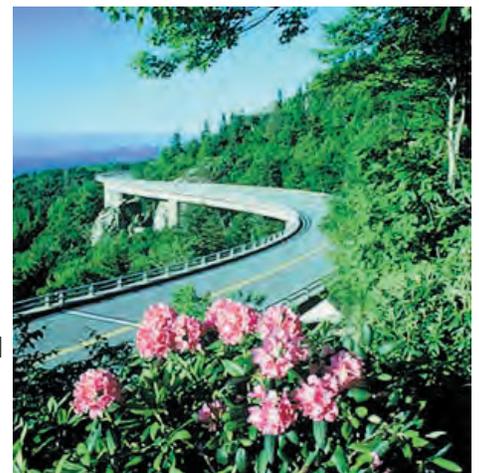
## Why a "National Scenic Byway"?

At the end of the planning process, citizens and communities along the Byway will decide whether to pursue designation as a "National Scenic Byway" as part of the Federal Highway Administration's National Scenic Byway Program.

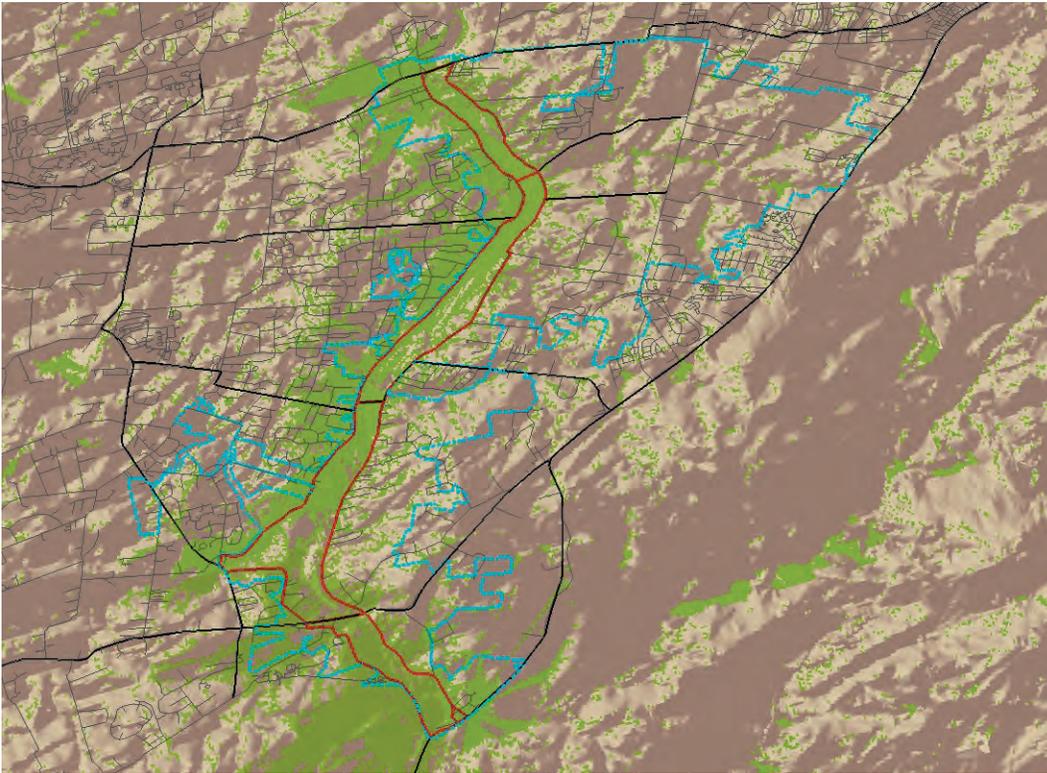
Under the National Scenic Byways Program, the U.S. Secretary of Transportation recognizes certain roads as National Scenic Byways or All-American Roads based on their intrinsic qualities. The Federal Highway Administration promotes the collection as America's Byways®.

The America's Byways® designation provides national recognition for the route along with additional funding opportunities for preservation and enhancement projects. The New Jersey state byway designation provides similar benefits but without the national recognition and, potentially, a lower priority for future funding.

A nearby example of a nationally designated byway (2005) is the Brandywine River Valley Scenic Byway, a route roughly paralleling the Brandywine River starting in Wilmington, Delaware and proceeding northward into Pennsylvania along the historic Kennett Pike. Connecticut's Route 169 was designated as a National Scenic Byway in 1996 as a touring route through the Quinebaug-Shetucket Rivers National Heritage Area in northeastern Connecticut – known as the last green valley in eastern Connecticut. The Ohio and Erie Canal Scenic Byway is an example of a nationally designated scenic byway with a Canal Era theme. The Blue Ridge Parkway is perhaps the most well-known scenic byway in the eastern United States and is designated as an All-American Road.



*Blue Ridge Parkway, North Carolina*



*Green area indicates the landform shapes that visually enclose the Millstone Valley and the blue line indicates the corridor boundary*

The lands and places associated with the travel route, referred to as the Byway “corridor” include:

- 1) Places and landscapes that can be seen from the Byway, canal or trail (see above);
- 2) Places to visit along the travel route that are open to the public and are related to the Byway theme(s); and,
- 3) Resources associated with the corridor that contribute to its regional character and identity including historic districts, woodlands, farms, stream valleys, connecting greenways and parks.

Designation through the America’s Byways® program requires that a permanent management entity be formed to implement the plan and serve as a primary contact point for visitors – something that also is desirable for state designation. The management group becomes the primary spokesperson for the Byway in all matters regarding future management.

### ***Defining the Byway Corridor***

For the purposes of preserving and enhancing the Millstone Valley, the Millstone Valley Scenic Byway corridor includes both the travel route and the lands and places associated with that route.

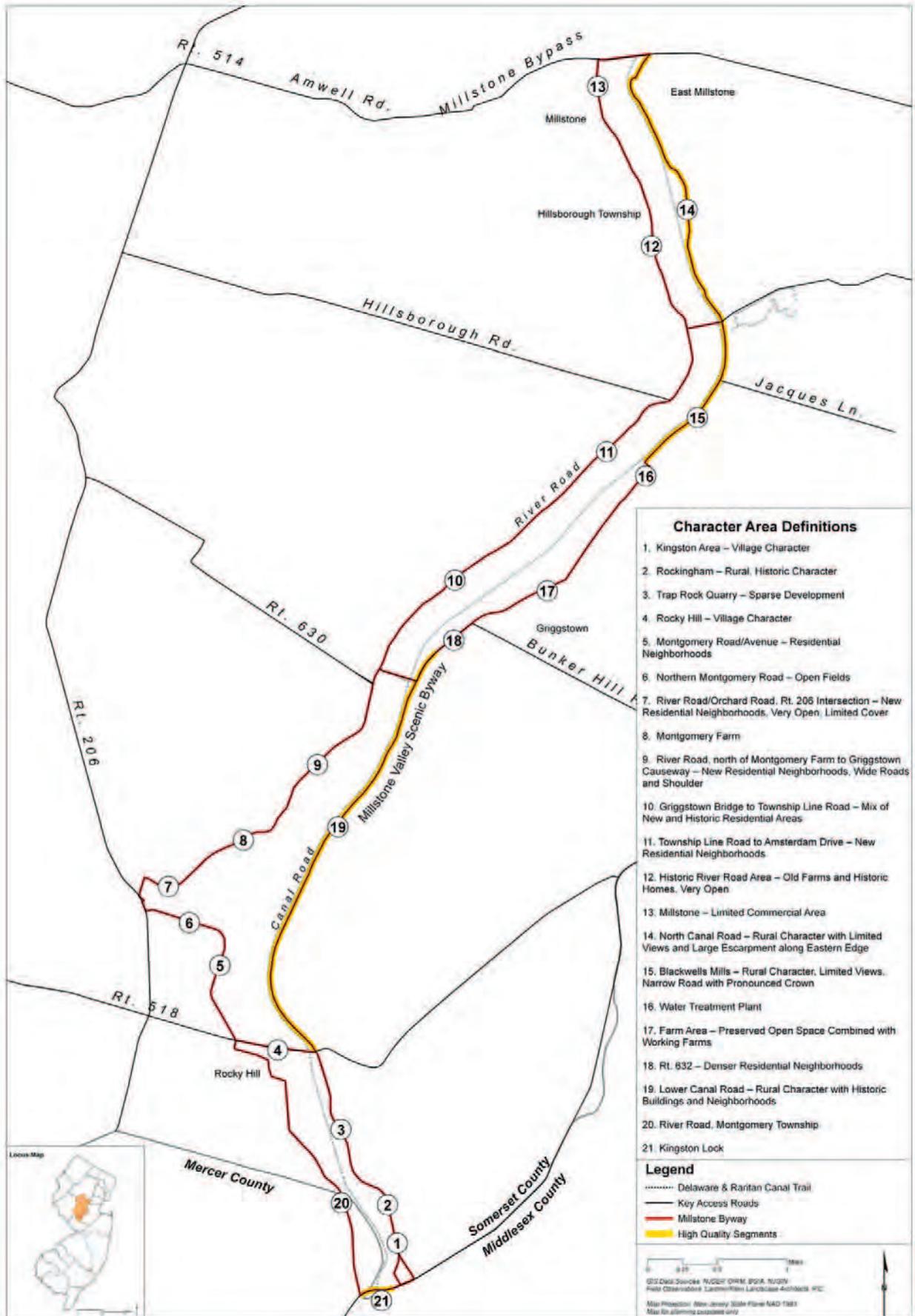
The travel route, as described on page 1, is primarily a two-lane road that parallels the Delaware and Raritan Canal on the east side (Canal Road) and the Millstone River (River Road) on the west side. The road is primarily a two-lane paved cartway with narrow gravel shoulders, open drainage, and mature trees lining the route. Canal Road is generally more narrow than River Road, and is less developed. A large portion of the Byway route is within and adjacent to the Delaware and Raritan Canal State Park. A section was added in Kingston in 2007 and incorporated into the Byway management planning process.

### **Visual Inventory and Character Areas**

The requirements of the New Jersey Scenic Byways Program include the preparation of a visual survey, a physical survey and an institutional survey. The visual survey forms the basis for the types of management required for various areas of the corridor.

A visual survey was conducted with the assistance of volunteer members of the corridor management committee. The Byway corridor was broken down into twenty-one character areas (See Appendix 1, Map 1, Key Views and Character Areas.), representing distinct and identifiable landscapes with similar characteristics. The volunteers first toured the corridor identifying specific issues in each character area, and then evaluated representative photographs of each character area, rating its visual quality. The map on page 4 and a memorandum summarizing the results of the evaluation are contained in Appendix 1.

The character segments that got the best field ratings are: Segment 14- North Canal Rd., Segment 15- Blackwell’s Mills Crossing, Segment 19- Lower Canal Rd., and Segment 21, Kingston Lock. The lowest rated character areas are: Segment 2- Rt. 603/Trap Rock Quarry, Segment 8- Lower River Rd., and Segment 6-Lower River Rd./Rt. 206 intersection.



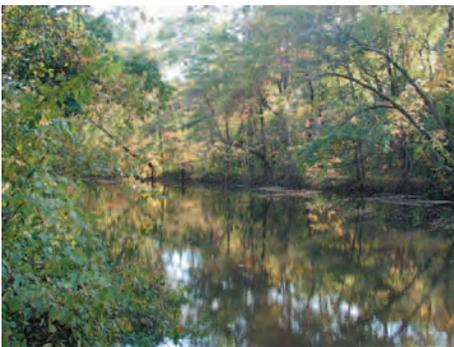
Character Areas Map

### Physical Survey of the Byway

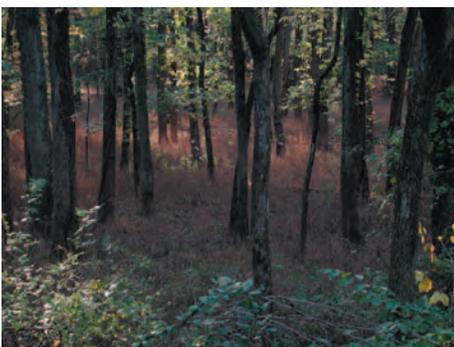
The route of the proposed Byway traverses three major landform features: the escarpment which forms a wall of the valley, rolling terrain and flat terrain. Portions of the rolling terrain are in agricultural use, which adds to the visual character of the Byway. (See Maps 2-4, Appendix 2 for a complete photographic survey of the Byway's physical features.)



Since it is a valley which also serves as a natural reservoir for water, there are equally diverse water uses: canals and other almost still water bodies, rivers and streams and rich wetlands.



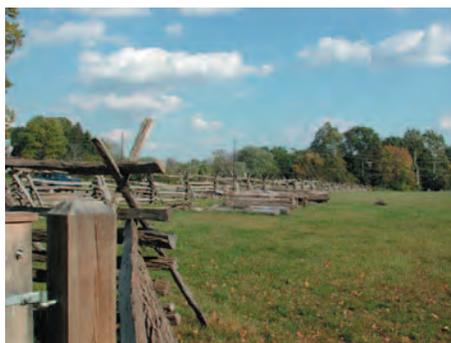
The vegetation and land use types range from second growth woodlands to pasture and other agricultural land uses to residential communities.



The following sequence of images reveals the remarkably diverse character of the lands through which the Byway traverses and the structures along the way. There are historic villages with picturesque shops, such as bakeries, juxtaposed with agricultural lands and quarries.



The increasing vehicular traffic on the existing road system requires signage and the appurtenances associated with roads, such as guardrails and fences.



There is contrast between the often hard-edged man-made features of the landscape, such as telephone poles and utility services, and the beautiful scenery created by contrasting but complementary land uses and natural features. (See Maps 2-4, Appendix 2 for a complete photographic survey of the Byway's physical features.)



The route of the Byway offers both beautiful views that should be protected and enhanced and unsightly intrusions that should be mitigated. (See Maps 2-4, Appendix 2 for a complete photographic survey of the Byway's physical features.)



## Institutional Survey of the Byway

As part of the planning team's process for preparing a corridor management plan for the Byway, an inventory was made of the various plans, policies and programs already underway within the communities that share the corridor to preserve and enhance its intrinsic qualities. Various townships, boroughs and agencies were contacted and asked the following questions:

- 1. MASTER PLAN:** When was your master plan last updated? Is it available on-line, if not, can you send us a copy?
- 2. HISTORIC PRESERVATION PLAN:** Do you have a historic preservation plan for your community? If so, when was it written and is it readily available on-line; if not can you send us a copy? Have you applied for grants recently through your County? If so, for what projects or activities? Do you have any local historic districts with design review authority?
- 3. OPEN SPACE PLAN:** When was your open space plan last written or updated? Is it available on-line, if not can you send us a copy? Have you applied for grants recently through your County? If so, what projects or activities?
- 4. DESIGN REVIEW/OVERLAY ZONES:** Do you have any existing design review procedures for any part of the corridor? If so, under what circumstances (e.g. Historic district, overlay zoning, etc.)?
- 5. SIGN ORDINANCE/BILLBOARDS:** Do you have an existing sign ordinance? Does it prohibit billboards on the lands within the corridor? If so, how is it enforced? Please provide us with a copy of the ordinance.
- 6. CONSERVATION EASEMENTS/FARMLAND PRESERVATION:** Do you have a current map of existing lands protected by conservation easements in the corridor? Do you have a dedicated fund for purchasing such easements and do you currently hold and monitor any easements, or is that done through some other qualifying organization?
- 7. WATER RESOURCES AND FLOODPLAINS:** Does your current zoning ordinance prohibit development/construction in floodplains? If so, at what level? Do you have any other water resource related protection mechanisms that might limit or prohibit certain lands from development (such as an aquifer recharge zone, stream/wetland buffer requirements)?
- 8. ENVIRONMENTAL RESTRICTIONS:** Does your current zoning ordinance prohibit development/construction on steep slopes or other environmentally sensitive areas such as highly erodible soils, tree preservation areas, etc.?
- 9. GREENWAYS:** Does your community have any plans for greenway corridors that either link to or parallel the Byway corridor? Are there trails planned or constructed as part of this corridor, or is it primarily open space?
- 10. TRANSPORTATION:** Do you have any currently funded road construction projects taking place near or crossing the Byway? Do you have any currently planned or programmed projects, which are not currently funded? Does your community have a local scenic road program, policy, or recognition? If so, do any of these roads include a Byway route, or link to the Byway?
- 11. CONCLUSION:** Do you have any other thoughts or suggestions regarding the Byway and how it might be preserved or enhanced?

The results of the survey are organized by three categories -- Planning, Special Protection and Recognition -- in the tables that follow on pages 9-11: Survey of Current Land Use, Preservation, and Management Plans and Policies.

In summary, most of the municipalities and agencies surveyed had undertaken master planning and open space planning. Franklin Township, for example, has a master plan, a historic preservation plan and an open space plan. Montgomery Township and Hillsborough Township have master plans and open space plans. Somerset County and the Borough of Rocky Hill have open space plans and some forms of historic preservation plans. The Borough of Millstone has a master plan. There are two local tree preservation ordinances enacted in South Brunswick and Princeton Townships.

# PLANNING

**SYMBOLS**

- ★ Has undertaken plan or action
- Has portions of plan or action
- Has not addressed such planning or action

**NAMES**

- COUNTY**
- Township
- Borough*

Jurisdiction	Master Plan	Historic Preservation Plan	Open Space Plan	Overlay Zone – Scenic or Historic	Sign ordinance/ Billboard Control
<b>SOMERSET COUNTY</b>	★ 1987 (Reexamination 1999)	□ (Grant Program)	★	★ 1992	
Franklin Township	★ 2006	★	★ <sup>1</sup>	★	★
Montgomery Township	★ 2003 (Land use)	★ 1992	★ <sup>2</sup> (Updated 2001)	★	★
Hillsborough Township	★ 2002 (Updated draft 2005)		★ <sup>3</sup>		
Borough of Millstone	★ 2005 (Amended 10/15/2007)	★ 2005	□ (Anticipated completion – fall 2008)	★	★
Borough of Rocky Hill		□	★ <sup>4</sup>		
<b>MIDDLESEX COUNTY</b>					
South Brunswick Township	★	★	★	★	
<b>MERCER COUNTY</b>					
Princeton Township	★	★	★	★	★
D & R CANAL COMMISSION	★ <sup>5</sup>			□	

# SPECIAL PROTECTION

SYMBOLS		NAMES	
★	Protection exists	COUNTY	
□	Limited protection exists	Township	
	No such protection exists	<i>Borough</i>	

Jurisdiction	Conservation Easements/ Farmland Preservation	Local Historic District Design Review Authority	Water Resources and Floodplains	Environmental Restrictions	Tree Preservation Ordinance
<b>SOMERSET COUNTY</b>	Grant				
Franklin Township	□			□	
Montgomery Township	□ 2003				
Hillsborough Township					
Borough of Millstone		★	□		
Borough of Rocky Hill		□			
<b>MIDDLESEX COUNTY</b>					
South Brunswick Township	★	★		★	★
<b>MERCER COUNTY</b>					
Princeton Township	★	★	★	★	★
D & R CANAL COMMISSION		□	□	□	

# RECOGNITION

SYMBOLS		NAMES	
★	Recognition exists	COUNTY NAME	
☐	Limited recognition exists	Incorporated municipality	
	No such recognition exists	<i>Unincorporated municipality</i>	

Jurisdiction	National Register Listings	Scenic Road Ordinance or Recognition	Greenways	Other
SOMERSET COUNTY	★	☐ <sup>6</sup>		
Franklin Township	★	☐ <sup>7</sup>	★ <sup>8</sup>	
Montgomery Township	★	☐		
Hillsborough Township	★	☐		
Borough of Millstone	★	☐	☐	
Borough of Rocky Hill	★	☐		
MIDDLESEX COUNTY	★			
South Brunswick Township	★			
MERCER COUNTY	★			
Princeton Township	★		★	★ (Gateways)
D & R CANAL COMMISSION	★	☐ <sup>9</sup>	★ <sup>10</sup>	

**(Footnotes from Tables)**

<sup>1</sup> Franklin Township (2000, Separate Plan); Plan identifies open space, farmland, individual greenways, greenway systems, trails, historic resources, conservation areas, stream corridors, steep slopes, floodplains, wetlands, habitat, large tracts, woodlands, recreation areas, active and passive recreation and community parks

<sup>2</sup> Montgomery Township (1990, element of Master Plan); Plan identifies open space, farmland, greenways, trails, conservation areas, stream corridors, floodplains, wetlands, habitat, large tracts, woodlands, recreation areas, active and passive recreation and community parks

<sup>3</sup> Hillsborough Township (undated, separate plan); Plan identifies open space, farmland, greenways, trails, historic resources, stream corridors, steep slopes, floodplains, wetlands, ridgelines, habitat, large tracts, woodlands, active and passive recreation, and community parks

<sup>4</sup> Borough of Rocky Hill (2001, element of Master Plan); Plan identifies open space, greenbelt, trails, historic resources, conservation areas, floodplains, wetlands, habitat, large tracts, active and passive recreation and community parks.

<sup>5</sup> The Delaware and Raritan Canal State Park Master Plan consisting of the following six planning documents adopted by the Commission as the Master Plan including any modification, revision or amendment thereof subsequently adopted by the Commission pursuant to N.J.S.A. 13:13A-13:

1. Master Plan ( May, 1989)
2. Design Guide (December, 1980)
3. Historic Structures Survey (June, 1982)
4. Historic and Recreational Development Plan (September, 1984)
5. Development, Acquisition and Management Plan (January, 1996);  
and
6. Development Plan for the Delaware and Raritan Canal State Park: 2003-2013.

<sup>6</sup> River Road a designated Somerset County Scenic Corridor.

<sup>7</sup> Canal Road a designated Township Scenic Corridor.

<sup>8</sup> Six-mile Run Greenway connects to the Byway.

<sup>9</sup> A project of any size proposed for the area that is within 1,000 feet of the canal, it is reviewed for its visual impact on the park.

<sup>10</sup> The D&R Canal Commission has established an active “linkages” program and recognizes its role as an important spine of open space in Central New Jersey.

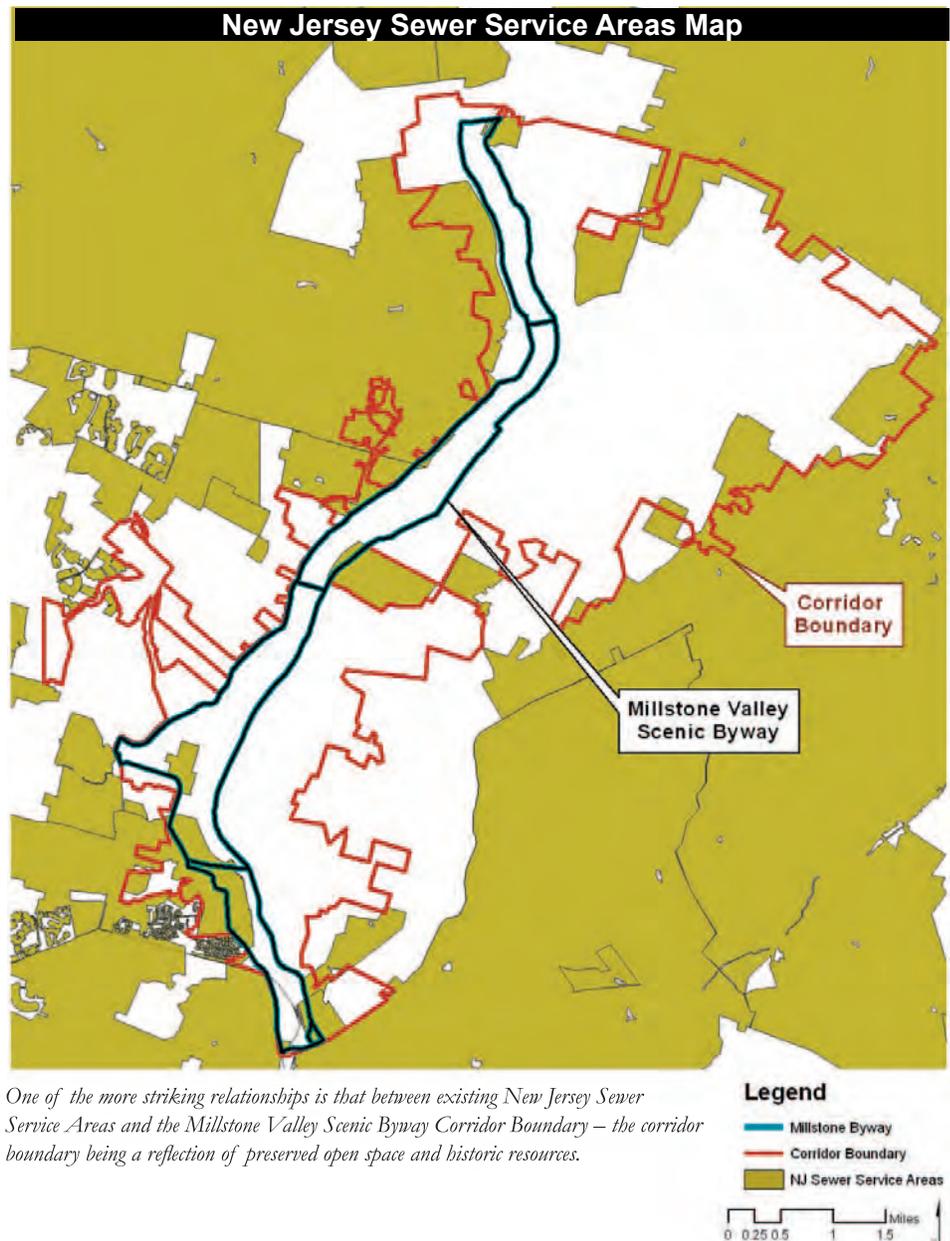
There is considerable movement towards special protections as well. Franklin Township and Montgomery Township have enacted ordinances for conservation easements and farmland preservation.

In addition to the National Register listings throughout the corridor, several municipalities and the D & R Canal Commission have a local authority responsible for the review of designs within a designated local historic district. The D&R Canal Commission has the authority to review development projects in its Review Zone for their impacts on visual, natural and historic qualities, storm drainage and water quality, stream corridors, and traffic, as they relate to the D&R Canal State Park.

In June 2003, Franklin Township adopted a Scenic Corridor Ordinance. According to the Township Master Plan, the purpose of the Scenic Corridor District Overlay Zone is:

- To protect the Township's aesthetic resources;
- To direct the location and design of development so that it will enhance the visual character of the Township, and to provide sufficient visual buffers and view sheds for future residential development; and
- To protect the Township's remaining open spaces from conventional development patterns and measures that tend to compromise the intrinsic value of farmlands, fields, hedgerows, woodlands, mountain profiles or ridgelines, plateaus, and water bodies and watercourses.

Canal Road was designated as a scenic road as part of the ordinance. The ordinance regulates development along the corridor, within 1,000 linear feet of the centerline of the scenic roadway, on either side of the roadway. Among the items regulated are building setback, new roadway layout, fences, signs, curbs and stormwater control.



### Existing Land Use

Map 5, Appendix 2 documents the existing land use in the corridor. From a regional perspective, the amount of agriculture, woodland, and other rural uses that still remain within the Byway corridor, is a direct result of the tremendous effort by localities to preserve agriculture land and open space in perpetuity. This green oasis that remains - with its stark contrast between developed and undeveloped - heightens the visual quality and the very sense of relief one gets upon entering the corridor. The New Jersey Sewer Service Areas map for the corridor, above, is perhaps the best documentation of the dramatic difference between the Byway corridor and the developed landscape that surrounds it.

## ***A Vision for the Millstone Valley Scenic Byway***

The Millstone Valley Scenic Byway Corridor Management Committee developed an initial vision for the future of the Byway to direct the planning process. The vision statement was modified based on input from the initial public meeting held in March of 2006. The resulting statement, below, serves to guide the planning and implementation process.

*Working together and inspired by the regional significance of this rare oasis of natural beauty and historic integrity, Byway enthusiasts are working hard to keep this landscape pretty much the way it is today, only better – preserving the most important parts of the Byway and enhancing areas in need of a little sprucing up. The Byway will make it easier for visitors to find and learn about the rich layers of history – from the earliest Dutch settlement through skirmishes of the Revolutionary War to the canal era which is still evident in the many authentic historic sites and districts found along the route.*

*The Byway serves as a regional connector linking together historic sites, natural areas trails and greenways forming a major north-south green spine for Somerset County and beyond. Automobiles, bicyclists and pedestrians co-exist along narrow roads and trails winding through and along the Delaware and Raritan Canal and its neighboring farms and woodlands. Canoes and kayaks glide through the waters while watching the wildlife and appreciating the serene qualities of the Millstone River and Delaware and Raritan Canal. Throughout its 25-mile length the layered history of the Millstone Valley is revealed through a coordinated series of interpretive stops, walking tours, and guides designed to teach both visitors and residents alike about the qualities that make this place truly unique and special.*

The Millstone Valley Scenic Byway is formed by two roughly parallel roadways - one along the Millstone River and the other along the Delaware and Raritan Canal - inter-connected with several transverse roads across the intervening floodplain, all in an area full of parkland, historic sites, recreational and natural areas. It has long been a refuge for many – from wildlife to revolutionary war soldiers.

# Millstone Valley Scenic Byway

## Significance of the Byway

When determining if a local Byway meets the requirements for designation as a national scenic byway, the intrinsic qualities of that Byway must be evaluated. The National Scenic Byways Program identifies six different categories of intrinsic qualities: scenic, cultural, historic, recreational, archaeological, and natural. In order for a byway to meet national designation it must have at least one quality considered to be regionally significant. If two intrinsic qualities are deemed significant on a national level, the Byway qualifies for All-American Road designation.

While scenic and natural qualities are certainly present in the Millstone Valley Scenic Byway corridor, the regionally significant qualities are historical, recreational, and archaeological. Historic and archaeological qualities associated with the canal era; with the revolutionary war era; and with early Dutch and American Heritage are regionally significant. The recreational qualities associated with the Delaware and Raritan Canal towpath trail are also regionally significant - recognized as part of the National Recreational Trail system. Natural resources associated with the preserved landscapes along the Millstone River in Central New Jersey are also significant, but more so to Somerset County and the State of New Jersey than the region. All five qualities serve as the core foundation of the experience of visiting the Millstone Valley, while Historic and Recreational qualities qualify as being regionally significant for potential recognition as a National Scenic Byway. Archaeological qualities are regionally significant, but are too fragile and not visible enough (interpreted) to contribute as a regionally significant

resource for nomination as a National Scenic Byway.

A large portion of New Jersey, including the Byway corridor, is known as the "Crossroads of the American Revolution".

*Cover, Feasibility Study for Crossroads of the American Revolution Heritage Area, National Park Service*



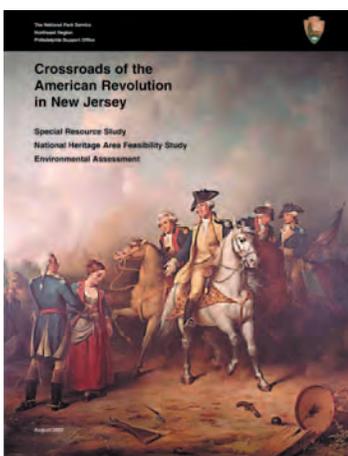
*Historic photo Lock 9, Griggstown, Courtesy Millstone Valley Preservation Coalition, photographer unknown*

New Jersey's significance to the founding of our country was finally recognized by Congress. In October 2006, the President signed legislation designating the Crossroads of the American Revolution National Heritage Area in New Jersey.

The Delaware and Raritan Canal was constructed in the 1830's connecting the Delaware River to the Raritan River and providing access between Pennsylvania and New York. Canal usage, primarily the shipment of coal to New York, peaked in the 1860's and 1870's. Canal operations ceased in 1932, when shipping by rail became quicker and cheaper. Later the canal and towpath, now known as the D & R Canal State Park, were integrated into the National Recreational Trail System. It has become a popular recreational corridor for canoeing, jogging, hiking, bicycling, fishing, birding and horseback riding.

### Setting:

The 25-mile Millstone Valley Scenic Byway is situated in central New Jersey, largely in Somerset County, but also in small portions of Mercer and Middlesex Counties. The long and narrow Millstone Valley is the flood plain of the Millstone River and its many tributaries. It is a scenic area settled by Europeans in the late 1600's and early 1700's and was home to the Lenni Lenape people before settlers arrived. The river served as an early means of transportation as did Indian trails, which both paralleled and crossed the River. These trails later became the roadway



system for this area, including Canal Road and River Road which comprise the core of the Byway. The land between Canal and River Roads is now part of the Delaware and Raritan Canal State Park.

Today, the mid-Atlantic region in general and the state of New Jersey, in particular, is a densely populated region especially along the Piedmont and Coastal Plain physiographic provinces. New Jersey ranks second only to Washington, D.C. in having the highest population density in the United States, making the location, character and atmosphere of the Millstone Valley Scenic Byway all the more unique.

The Millstone Valley is a rare oasis of preserved open space and historic villages located between the major transportation corridors of US Route 1, with its dense office-research development, to the east and US Route 206, with its adjacent burgeoning suburban areas, to the west. However, as a result of some progressive open space and protected land policies and with the help of a devoted community, this area remains a haven of historical sites, recreational sites and natural beauty.



*Delaware and Raritan Canal State Park*

### **Historic Quality and Significance:**

The Millstone Valley's historic qualities are regionally and nationally significant especially for those historic periods representing the Revolutionary War, Early Dutch and American Heritage, and the Canal Era. The Millstone Valley Scenic Byway passes through eleven distinct historic districts listed on the National Register of Historic Places acknowledging the significance. Beginning at the southern end of the Byway and leading north, they are

- Kingston Mill District (cover photo)
- Kings Highway Historic District (no photo available)

- Kingston Village Historic District (1)
- Delaware and Raritan Canal National Register District (2)
- Rocky Hill Historic District (3)
- Griggstown Historic District (4)
- River Road Historic District (5)
- Millstone Valley Historic District (6)
- Six Mile Run Historic District (7)
- Millstone Historic District (8)
- East Millstone Historic District (9)



*1. Kingston Village Historic District (Photo courtesy of MVPC)*



*2. Delaware and Raritan Canal Historic District*



*3. Rocky Hill Historic District*



4. Griggstown Historic District (Photo courtesy of MVPC)



7. Six Mile Run Historic District



5. River Road Historic District



8. Millstone Historic District



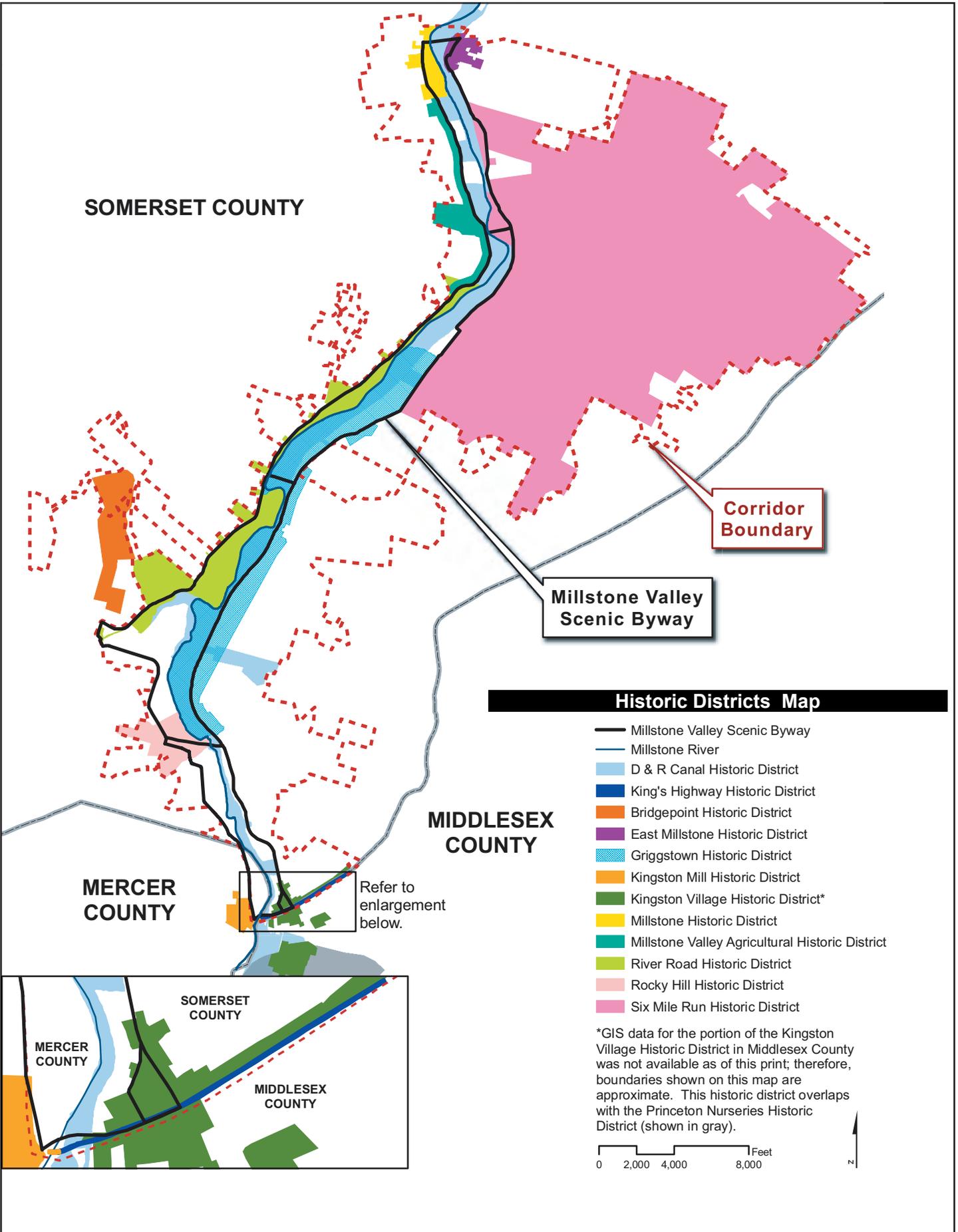
6. Millstone Valley Historic District (Photo courtesy of MVPC)



9. East Millstone Historic District

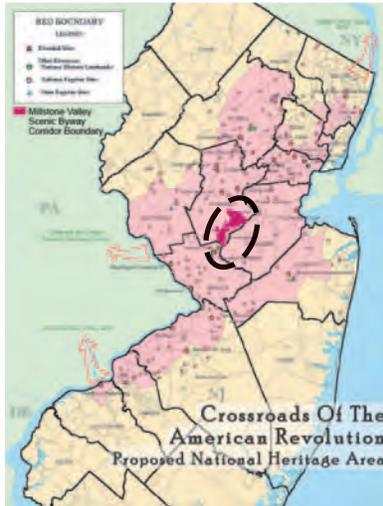
In addition, Rockingham and the Delaware and Raritan Canal are both listed as sites on the National Register of Historic Places.

The nearly continuous nature of historic district designation leaves only small segments of the Byway corridor without such recognition. Tied together by the linear nature of the Millstone River and the Delaware and Raritan Canal, these districts all have significant elements relating to many historical eras. The most significant time periods are the Revolutionary War and the Canal Era.



**Crossroads of the Revolution**

The Millstone Valley Scenic Byway is a significant part of the “revolutionary” landscape that comprises the “Crossroads of the American Revolution” National Heritage Area. The Byway corridor is particularly representative of the “Revolutionary Landscape” which is one of the major themes of the National Heritage Area. The Valley includes two of the 25 “essential sites” – Rockingham and the Millstone River – as well as parts of routes connecting to many others. The manner in which the physical and economic geography of New Jersey influenced how the war was carried out is the subject of this theme. Understanding the state’s 18th century landscape is a vital part of understanding the war, and the Millstone Valley is one of the few areas remaining in the mid-Atlantic region where this revolutionary landscape is still visible.



*Map showing the location of the Byway within the Crossroads of the American Revolution National Heritage Area.*

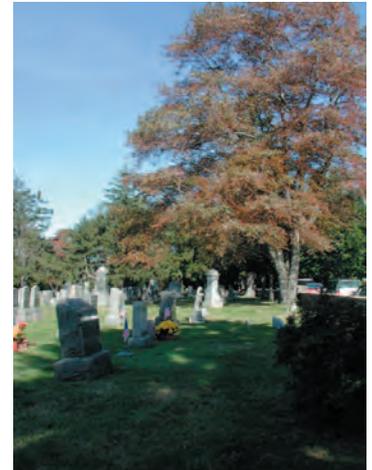
The most noteworthy Washington presence in the area is found at the Rockingham National and State Historic Site. Rockingham is currently located in the D&R Canal State Park on Rt. 603 just north of Kingston Village. The house was originally built on the Trap Rock Quarry property, then considered part of Rocky Hill. Troops marched through the Rocky Hill village three times during the war – in 1777, 1778



*Rockingham National and State Historic Site*

and 1781. The Rockingham house has been moved three times in subsequent years and was rebuilt in its current location in April 2001. John Berrien, a French man, bought the property in 1734 and expanded the farmhouse as a result of his expanding family. During the months of August through November in 1783, General Washington and his wife stayed at the house while the Continental Congress was in session in Princeton. Washington wrote his “Farewell Orders to the Armies of the United States” in November 1783, before leaving Rockingham.

British, French and American troops found shelter at various times in the Millstone Valley area. The cemetery on Church Street, at the southern end of the Byway, has a concrete DAR marker commemorating the location of Washington’s 1777 “Conference on Horseback” at which the decision was made to proceed to Morristown rather than New Brunswick. In addition to the marker, gravestones dating back to the 1750’s can be found within the cemetery’s stone walls.



*Kingston Presbyterian Church Cemetery, Church Street*

The western portion of the Byway loop exists mostly along River Road. River Road was originally mapped by General Rochambeau’s cartographer as part of the March to Yorktown in 1781. This route is part of the proposed Washington-Rochambeau Revolutionary Route National Historic Trail. (Bills have been introduced in Congress, now pending). In



*View from River Road along the Byway*



Entering Millstone along River Road (Photograph courtesy of MVPC)



Old Millstone Forge (Photograph courtesy of MVPC)



Van Doren farmhouse (Photograph courtesy of HABS)



Hillsborough Reformed Church (Photograph courtesy of MVPC)

addition to the National Park Service Study of the Revolutionary Route, the New Jersey Historic Trust completed a more detailed historical and architectural survey. Rochambeau's group stayed in the Millstone Historic District (at the time called Somerset Courthouse) during the second leg of the march southward. The encampment is said to have took place south of the Reformed Church. Four additional sites are identified as significant as part of the two studies: the Black Horse Tavern, the Red Horse Tavern, the New York 2nd Regiment Campsite and Lauzun's Legion Camp Site.

Also in Millstone, the Van Doren farm was transformed into a military hospital for American troops. Washington also stayed at the Van Doren farmhouse one night in 1777, after his victory at the Battle of Princeton. Many buildings in Millstone pre-date the Revolutionary war.

The Hillsborough Reformed Church was built in the Federal-style in 1828 on the site of the former structure burnt during the Revolution.

The Old Millstone Forge is referred to as the longest operating blacksmith shop in America. It is thought to have been operating since before 1700 and served as an active blacksmith's shop until 1959. The building was restored by local residents in the 1960's and is operated by the Millstone Forge Association. The shop is open to the public as a museum featuring smithing demonstrations and the history of blacksmithing.

Other historic buildings are listed and detailed in a walking tour brochure for the Millstone Borough.

Upon crossing the river to East Millstone, the first building one encounters is the Bridgetenders House,

circa 1831, and then the Van Liew Homestead, which dates back to 1752. The main building, known as the Franklin Inn, is currently operated by the Meadows Foundation as a used bookstore. During the war, this building, a fine example of eighteenth century Dutch architecture, was the center of a British encampment under General Cornwallis.



Franklin Inn, Millstone

Canal Road, which is the eastern portion of the Byway loop, was the site of many marches of both American and British troops during the war. In Griggstown, the Black Horse Tavern, which still stands today, was once visited by the Marquis de Chastellux. After the Battle of Princeton in 1776, Washington's troops came through Griggstown and stopped at the Abraham Van Doren House for supplies on their route to Morristown. A monument stands on site to commemorate the event.

The John Honeyman house, c. 1750, a private residence, is located at the corner of Canal and Bunker Hill Roads. Honeyman, a veteran of the French and Indian War, acted as a butcher and cattleman but was really a spy for Washington. He is recognized as supplying critical information which helped defeat the British at the Battle of Trenton.

Various farms, mills, textile factories and blacksmiths along the MVSB provided support for troops throughout the war.

**Canal Era**

Construction of the Delaware and Raritan Canal began in 1830. Immigrant laborers were hired to dig the canal and its feeder by hand. Many contracted Cholera and are buried in the Griggstown Cemetery. The main canal was 44 miles long, 75 feet wide and 7 feet deep. The entire system was completed in 1834. The canal was one of the country's busiest waterways for roughly a



Delaware and Raritan Canal Historic Map (Reprinted with permission: Special Collections and University Archives, Rutgers University Libraries)

century. Its peak years were between the 1860's and 1870's when coal was brought through the canal on its way to New York City's recent industrial expansion.

Although canal use was declining, the D&R Canal remained open through the shipping season of 1932. After 1932, the D&R Canal was maintained as a water supply source. The canal and its remaining structures were added to the National Register of Historic Places in 1973, and 60 miles of canal and a strip of land on both banks were designated as a state park in 1974.

Kingston Village is home to Lock 8, located just at the southern end of the Byway.



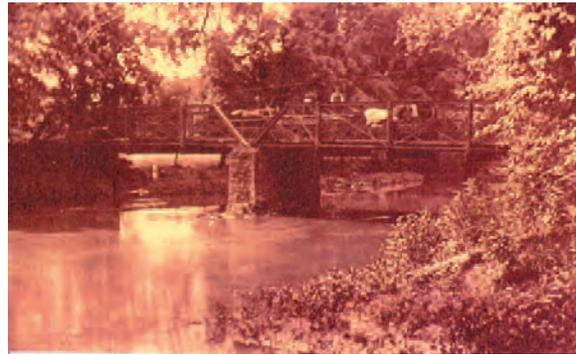
Lock 8 (Photograph courtesy of MVPC)

The canal separated the Trap Rock Quarry and the later railroad station from the growing village. Never the less, the tiny village of Rocky Hill felt the canal boom during the 1830's-1929 when mills, a rubber factory, general stores and other small businesses flourished west of the canal. Early on in this period, Rocky Hill was still a part of Montgomery Township, but it separated in 1890 and became what is now, with a population of 662, one of the smallest independent boroughs in the state.



Rocky Hill (Photograph courtesy of MVPC)

The Canal also encouraged the growth of a large farming area along River Road on the western flank of the Byway. A bridge was built at a 1746 mill site on River Road which connected the western River Road across the Millstone River to the D&R Canal in 1834. The combination of the bridge and the canal allowed faster transportation for taking produce to markets, which spawned a growth of farms along River Road. Between the Mill and the southern boundary of Millstone six farms prospered by the 1860's, sharing in a boom in local farming created by the Civil War. These farms still exist today and make up the core of the River Road Historic District.



Griggstown Causeway (circa 1880, above top, 2002 above), Photographs courtesy of MVPC



River Road Farm, Hillsborough (Photograph courtesy of MVPC)

At the northern terminus of the Byway, in the Village of East Millstone, the D&R Canal had a turning basin. Skippers would moor their boats on Sundays for their day of rest and attend church services in East Millstone. This was the beginning of several denominations of churches in the area. The United Methodist Church from 1854; Dutch Reformed Church, currently a Calvary Baptist Church, dating from 1855; Parish Community of St. Joseph, 1865; and the St. James African Methodist Episcopal Church built in 1902.



*Bridgetender's house at Blackwell's Mills*

Market Street, which is part of the Byway in East Millstone, was a thriving business center at the time. Many of the buildings here date back to the canal era. The A.T. Vroom house, on the corner of Elm Street and Canal Road, was built in 1855, operated as a private girls school in the early 1900's, and is now a private residence.



*A.T. Vroom house*

Another building with a long history of booming business in the area is the Joseph H. Olcott House dating from the 1860's. Cornhusk mattresses are believed to have been first produced here, but the building was converted to the Fleischmann's Distillery in 1858. The factory was sold to a rubber reclaiming works in 1910, when Fleischmann's moved to New York City.

Blackwell's Mills, along Canal Road, is the location of a Bridgetender's Canal House and access to the Six Mile Run Area. Many annual events are held in the Bridgetender's house at this location.

Further south on Canal Road, at the Griggstown crossing, is a cluster of structures associated with the canal. There is the wooden canal bridge, the Muletender's Barracks, and the Bridgetender's House, the tiny Bridgetender's/Telegraph Station (the D&R Canal was one of the first commercial users of the telegraph) as well as a former general store. The Muletender's Barracks, also called the Long House or Tow Path house, was built c. 1800. The building is now to be renovated by the State of New Jersey and may once again serve, as it once did, as a museum and community gathering place. The Bridgetender's House is to be renovated for use as an interpretive and educational center for the Millstone Valley Scenic Byway.



*Griggstown Bridgetender's House*

Still further south, near Rocky Hill, was the Atlantic Terra Cotta Works, located along Canal Road. The works began in 1892 as a brick factory, but production was converted to terra cotta; the factory employed 400 men, and manufactured materials for the Woolworth Building in New York and for the Philadelphia Museum of Art. The products were shipped on the canal and by railroad. The railroad was extended from the Rocky Hill station to serve the works.

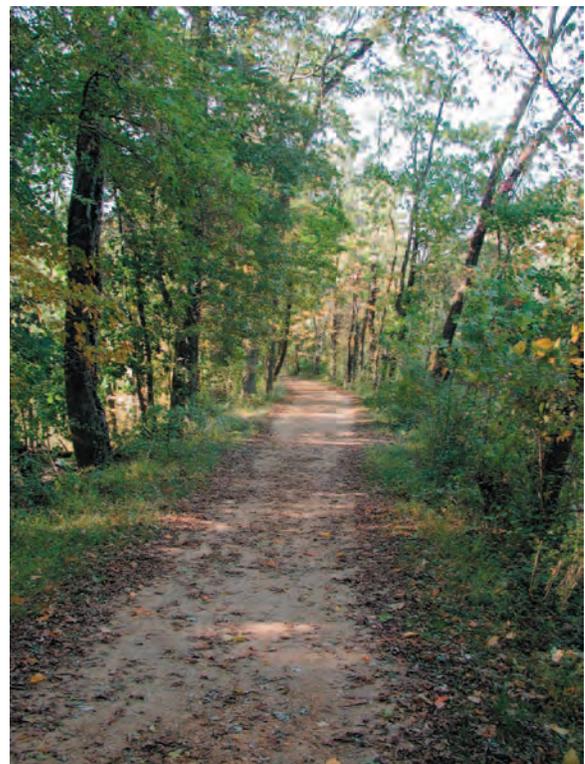
**Recreational Quality**

The Millstone Valley Scenic Byway wraps around a portion of the eastern (Main Canal) part of the Delaware and Raritan Canal State Park. Adjoining the Park (and administered as part of it) is the Six Mile Run Area which affords additional recreational opportunities. The Byway provides access to significant recreational opportunities attracting visitors for hiking, canoeing/kayaking, bicycling, birding, and nature study. Between the River, the Canal, towpath and beautiful winding roads, there’s no question that recreational activity calls to many urban-bound New Jerseyans.

riding. There are many parking areas along the Byway where you can pull off and jump on the trail. The towpath lies immediately adjacent to the canal – between it and the Millstone River – giving the visitor a variety of natural and manmade areas to explore.



*Delaware and Raritan Canal State Park, Canal Towpath*



*Delaware and Raritan Canal State Park, Canal Towpath*

**D & R Canal State Park and Six Mile Run**

The canal towpath runs the length of the canal, well beyond the bounds of the Byway. It is a prime place for running, walking, biking, boating and horseback



*Millstone River*

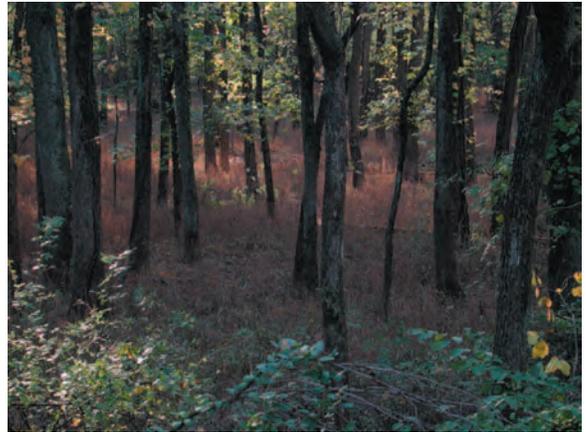
Six Mile Run Area is located adjacent to Blackwell's Mills along the eastern edge of the Byway. The 3,037-acre property was first acquired by the State of New Jersey in 1970, by the NJ Department of Environmental Protection, Division of Water Resources as a future reservoir site to serve as both a water supply and a recreational area for the public. In 1993, alternative water supply sources were discovered, and the administration of the property was transferred to the New Jersey Division of Parks and Forestry ([www.dandrcanal.com](http://www.dandrcanal.com)). Currently, much of the land is leased to the public for farming and the remaining fields are open for hiking, biking, horseback riding, bird watching and hunting.



*Six Mile Run Area*

## Nature Appreciation

The floodplain of the river is a prime location for bird watching and photography. A recent bird survey conducted in the D & R Canal State Park revealed 160 species of birds, almost 90 of which nested in the park. In addition, Franklin Township has developed the Griggstown Native Grassland Preserve above the village specifically as habitat for grassland birds such as Grasshopper and Savannah Sparrows. The Preserve is particularly important as grassland habitat which is the most endangered in New Jersey.



*Floodplain of the Millstone River*

## Boating and Fishing

Canoes are available at the Griggstown crossing for use along the canal. Visitors have to portage around the locks, and only electric motors are allowed on the canal. Fishing is allowed along the entire length of the canal and some areas are even stocked with trout.



*Canoe Livery at Griggstown*



*Portage required around the locks*

### **Bicycling**

Canal Road is often listed and referred to in bicycle rides and route maps. Canal Road is an easy bike ride that rolls along the Delaware and Raritan Canal between East Millstone and Rocky Hill. A loop route is easily made by crossing at Rocky Hill and returning on River Road. Bikes can be rented in Millstone for use along the towpath.

### **Archaeological Significance**

An archaeological report was prepared to inventory the various types of archaeological resources that are known or thought to exist along the route of the Millstone Valley Scenic Byway. The area of archaeological study follows the route of the Byway, including all land contained within the Byway loop and extending 1,000 feet on either side of the Byway centerline.

The report is contained under separate cover and will be filed with the New Jersey DOT and with the Byway management entity. The locations of potential resources are shown on an accompanying map to the report, and further details are provided in an accompanying table. A bibliography of sources used in the compilation of this information is also included in the report.

This inventory of resources references only those archaeological resources that are well documented and provides a general sense of where other resources may survive. It is important to note that the resources identified in the table and shown on the map do not represent all archaeological resources likely to exist within the area of study. For example, only those Native American archaeological sites

registered with the New Jersey State Museum are included here; other undocumented sites may well be known to local farmers and amateur archaeologists. Similarly, it is well beyond the scope of this study to tabulate and map the sites of all former historic farmsteads known to have existed from their occurrence on historic maps.

There are a wide variety of known and potential archaeological resources along the Millstone Valley Scenic Byway route. Documentation concerning the existence of these resources is valuable for land use planning and historic interpretive purposes. A sampling of these resources is listed in the appendices of the aforementioned archaeological report. While the vast majority are visually indistinct in the landscape, many more lie unrecognized below the ground surface.

It is strongly recommended that undue attention not be drawn to Native American and Revolutionary War sites on the grounds that this may encourage looting and vandalism. On the other hand, landowners should be informed of the general locations of these two categories of archaeological resources so that they can participate in their protection.

Other resources, notably mill sites, properties like the Atlantic Terra Cotta Works, railroad alignments and features along the Delaware and Raritan Canal, may merit some form of acknowledgement through informative, unobtrusive signage. As in the case of canal-related resources, any signage should be complementary with other historic interpretive media developed along the broader canal route, and all signs should be coordinated.



*Remaining structures of the former Atlantic Terra Cotta Company*

# Millstone Valley Scenic Byway

## Roadway Safety and Maintenance Analysis

While traveling the Millstone Valley Scenic Byway, there are two distinctly different experiences that are noticeable. On the eastern portion of the Byway along Canal Road, the roadway's configuration, with narrow travel lanes, a pronounced crown and an absence of shoulders along many portions of it, offers a pleasant, slow speed ride through the corridor. Along many sections of River Road on the western portion of the Byway, the roadway's configuration offers travelers generally faster speeds, a wider roadway with shoulder, and more residential development. (See Maps 6-8, Appendix 3, Highway Safety for exact locations.)

### **Canal Road**

Traveling along Canal Road, the roadway character is very rural. Slow speeds and pleasant views make up the majority of the route. Areas of light residential use and small villages are also found along the way. The typical width of the roadway is a narrow 18 feet in most locations with little or no shoulder space. The roadway width does not lend itself to speeding automobiles or use by large trucks. Bicyclists often use Canal Road because of its scenic qualities and its connection to other bicycle routes even though there is no designated bike lane. During periods of heavy or extended rain, Canal Road is very susceptible to flooding. The majority of the flooding occurs on the northern section, however flooding can be seen throughout. During the morning and evening rush-hours, there is noticeably more traffic on Canal Road than during off-peak periods. The road is used by many commuters as a cut-through or bypass to avoid the more heavily traveled River Road route so as to get to their final destinations elsewhere throughout the county.

### **River Road**

River Road, in contrast to Canal Road, is more developed as a transportation corridor to accommodate a greater amount of traffic. The typical roadway pavement width is 26 feet including a minimum one-foot wide shoulder on each side. More heavily populated areas of residential development exist along River Road throughout its

length. Residential developments typically intersect River Road at large intersections created specifically for those developments. The speed limit along the majority of River Road is 45 mph, with one section being 40 mph at the north end. During heavy rains, flooding is less of an issue on this side of the river; however it is still prone to flooding during large storm events. River Road's configuration is more suited to handle larger trucks and accommodate a greater volume of vehicles than the parallel Canal Road route.



*Canal Road*



*River Road*

## Highway Safety Analysis

A highway safety analysis for the Byway was performed by Vollmer Associates (now Stantec) in 2006 to evaluate these issues. The results of this analysis are summarized below. Appendix 3 contains the following figures and diagrams in support of these conclusions:

Map 6: Roadway Character Analysis  
 Map 7: Speed Limit Survey  
 Map 8a-8e: Intersection Analysis (five sheets)

Future Changes to the Roadways Along the Byway  
 Context Sensitive Design (CSD) practices, as defined by the New Jersey Department of Transportation and the FHWA, is an approach to planning and designing transportation facilities based on active and early partnerships with communities. Any changes to the transportation facilities of the Byway should proceed only by utilizing the context sensitive design approach as a methodology. Assuming that the practices of CSD will be utilized, recommendations for the ongoing maintenance and future improvement of River Road & Canal Road as prime components of the Millstone Valley Scenic Byway are presented below.

### Recommendation 1:

Improve efficiency of Route 206 to relieve pressure on River Road allowing for a reduction in the design and operational speed of River Road. Maintenance of the authentic leisure pace of the Byway can be achieved by posting speed limits that more closely match the character of the slow route for the enhanced enjoyment of smaller vehicles. Engineering studies must be performed to show a need to reduce speed limits along the Byway corridor and the results presented to the proper jurisdictional body for consideration, in accordance with NJSA 39:4-98, the statute that governs speed limits. Enforcing NJSA 39:4-98 will further reinforce the character of the roadway.

### Recommendation 2:

Part of the Byway's charm is that major sections of it utilize a roadway of reduced width. Maintenance of the expected width can be achieved by defining the travel way with pavement that differs from access and egress to subdivisions. Another approach is to reduce the design and operational speeds along the Byway roads that could eliminate the need for access and egress drives for subdivisions (in accordance with NJSA 39:4-98). (See <http://www.njsme.org/>

Traffic\_39\_4-8.asp.) Furthermore, as confirmed by the extensive community support shown during its recent reconstruction, the bridge at Griggstown should remain a one-lane structure.

### Recommendation 3:

Intersections should receive consideration for width reduction based on the methods discussed above. Slower speeds will allow for a reduction in the number and size of signs (in accordance with the Federal Highway Administration's Manual of Uniform Traffic Control Devices) and reduce the density of lighting required at intersections.

### Recommendation 4:

Consistent application of roadside detail appurtenance guidelines will add to the safety and consistency of the entire Byway loop experience. Guidrails of a single style, material and color in conjunction with definitive signing guidelines that limit placement and detail the finish on their back side will also create a cohesive Byway experience. It is noted that any changes in signing and striping must conform to the FHWA's *Manual on Uniform Traffic Control Devices* and/or have approval from the New Jersey Department of Transportation.

### Recommendation 5:

Maintenance of the road surface is among the most basic safety consideration for the Byway. Proper and regular maintenance of the road travel way is paramount in terms of use and safety. Among consideration for road maintenance on Canal Road is limiting roadway use to passenger vehicles and minimizing large vehicles on River Road through imposing size and weight limits. Jurisdiction for restricting vehicular traffic by size and/or weight is governed by the New Jersey Department of Transportation in accordance with NJSA 39:3-84. Any vehicles excluded from Canal Road & River Road can be redirected to Route 206 as noted above.

Absent a clear and active maintenance program endorsed by the local municipalities and the county, the other recommendations outlined above would not be viable thus jeopardizing any potential national Byway designation in the future.

# Millstone Valley Scenic Byway

## Byway Management Goals and Strategies

One of the driving forces for gaining additional recognition for the Byway is to help preserve, maintain and in some places enhance the regional and locally significant resources of the corridor in order to ensure a high quality experience for those that visit the Byway or for those that are fortunate enough to live along and use the Byway on a regular basis.

Five management strategies will be implemented over the life of the plan as a way to help preserve, maintain or enhance the Byway experience:

- Preserving the Byway's significant resources
- Maintaining and enhancing the Byway's green roadside corridor
- Learning more about the Byway's special qualities
- Promoting the Byway's natural and heritage resources
- Working collaboratively to manage the Byway over time

### ***Preserving the Byway's Significant Historic Resources***

The Byway's significant historic resources fall under three distinct themes:

- Canal Era structures and landscapes
- Revolutionary War Era structures
- Early Dutch and American Heritage

While the area along the Canal is in a historic preservation area in Franklin Township's Master Plan, there are many historic structures in other parts of the corridor that are seriously threatened and in need of preservation assistance. These fall into three distinct categories:

- Structures owned by the state (DEP) either in the D & R Canal Park or in Six Mile Run
- Privately owned structures that are moderately well protected by existing preservation ordinances at a local level
- Privately owned structures and sites that are completely unprotected from redevelopment

The Byway corridor is fortunate to have several key preservation partners already working creatively to address the preservation needs and challenges, discussed below.

### **The Garden State Historic Preservation Trust Fund**

This fund provides matching grants for preservation planning and capital projects to stabilize, repair, restore and rehabilitate historic property. The Garden State Preservation Trust is the financing authority that receives \$98 million a year through a constitutional dedication for the preservation of parks, natural lands, farmland and historic sites. The Trust is run by a nine-member board that disburses these dedicated funds for use by the DEP's Office of Green Acres, the State Agriculture Development Committee's Farmland Preservation Program, and the New Jersey Historic Trust. The GSPT has issued bonds to leverage this dedicated annual sum to provide the maximum funds for a 10-year preservation program from 2000 through 2009. To date the Trust has amassed \$2 billion for the land preservation effort, the largest such program in the United States to use public financing. Three programs are available:

- The Revolving Loan Fund provides low-interest, long-term financing for the preservation, improvement, restoration, rehabilitation, and acquisition of historic properties. (<http://www.state.nj.us/dca/njht/programs/rlf/>)
- The Emergency Grant and Loan Fund provides small grants or loans for the stabilization of historic property. (<http://www.state.nj.us/dca/njht/programs/egl/index.html>)
- The Cultural Trust Capital Preservation Grant Program provides grants for the repair, preservation, restoration, rehabilitation and improvement of historic properties owned by organizations with a history or humanities mission. (<http://www.state.nj.us/dca/njht/programs/ct/>)

The Garden State Historic Preservation Trust Fund is not available for state-owned structures unless under a long-term (at least 20 years from the date of the grant) lease to a non-state entity. More information about these programs are included in Appendix 5.

### **State-Owned Structures**

The Delaware and Raritan (D&R) Canal State Park is responsible for a number of historic structures in the Millstone Valley, but it does not have the necessary funding to adequately preserve these significant

structures. Significant state-owned buildings in need of preservation assistance (or in the process of being preserved) along the Byway include the following:

- Bridgetender's House in Griggstown
- Bridgetender's House in East Millstone
- Bridgetender's House at Manville Causeway
- Barracks at Griggstown Causeway
- Sherman House in Griggstown

The state-owned structures along the D&R Canal are particularly prone to flooding and the state does not have funds to either make them more flood resistant (by moving furnaces, water pumps, etc. to an upper floor) or to clean them up promptly after flooding. The structures cannot be moved or elevated out of the floodprone area or they will lose their historic significance.

A more concerted effort by the state to form partnerships with interested private groups would help ensure that the buildings are rehabilitated and occupied, which will reduce the threat of vandalism, while establishing a responsible party for maintenance and repair, especially after flood damage. The partnerships are needed so they can continue to help tell the story of the historic D&R Canal.

Some potential strategies for preserving additional structures in the corridor include

- **Leveraging funds and support from multiple governmental agencies**. For example, the Somerset County Cultural Heritage Commission or NJ Cultural Heritage Trust has funds that can be used for preservation. One preservation option is to have the D & R Canal Park lease the buildings to Franklin Township for a nominal fee and then Franklin Township (possibly with the county's Cultural Heritage Commission funds or funds from another source) could restore the buildings. The lease term has to be at least 25 years to qualify for these grants.
- **Long-term leases and possibly sale (with historic preservation easements) of some state owned properties**. This strategy is essential to preserve and maintain many houses and other structures as part of the overall preservation of the cultural landscape of the corridor. This is particularly important for structures with no current or future uses and for which the state can not provide sustainable stewardship. Buildings must be used to be preserved, otherwise they will continue to deteriorate by neglect.

- **Receiving funds for in-kind restoration from developers that are required by the D&R Canal Commission to provide mitigation for proposed development**. For example, the D&R Canal Commission negotiated with the developer of Canal Walk (senior housing) to stabilize the bridgetender's house at Manville Causeway and to restore the bridgetender's house at East Millstone as part of the development project.
- **Maintaining state-owned buildings through adaptive re-use by other state agencies or non-profit organizations**. For example, the Park headquarters has moved from the house along Canal Road (at Blackwells Mill) to the former Princeton Nurseries office on Mapleton Road in Kingston. The Forest Management Group of DEP Parks and Forestry has moved into the house at Blackwells Mills. The bridgetender's house in Griggstown will be adaptively reused as a visitor facility through a scenic byway program grant from the Federal Highway Administration.

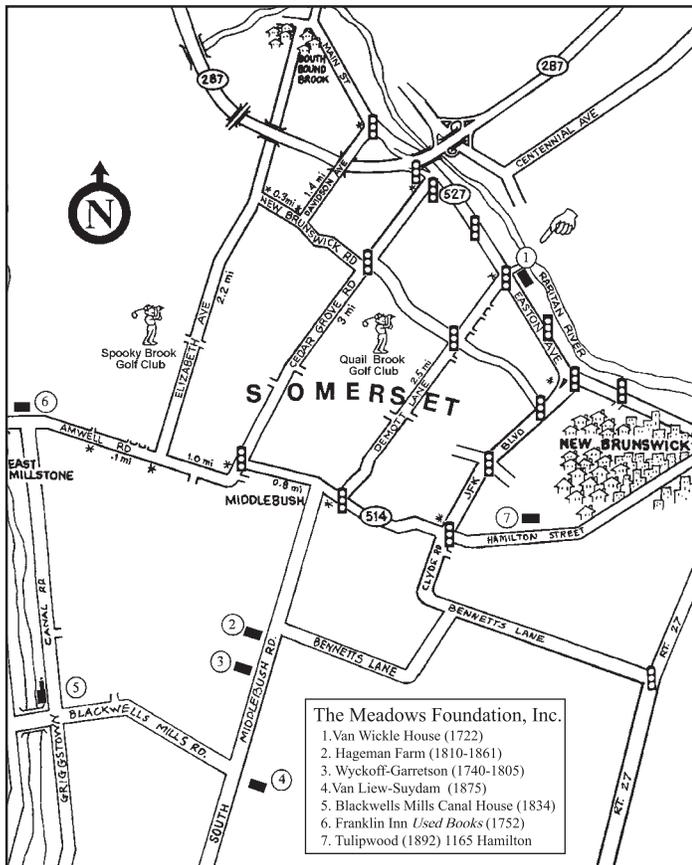
The Blackwells Mills Canal House Association started leasing that house in the early seventies from the state and over the years has restored it as a community center, museum, and library. They joined forces with the Meadows Foundation in the late seventies and have been working together since then.

*EXAMPLE of public/private partnership already taking place*

## **D&R CANAL HOUSE TO BE RESTORED**

**Canal Walk Associates LLC, developer of the Canal Walk housing complex in Franklin Township, Somerset County, will restore the Bridgetender's home in East Millstone.**

Originally, the firm had agreed to restore the Weston Bridgetender's home, as mitigation for the building of its residential development near the canal. After inspecting the house with the Department of Parks and discovering that it had no potable water and the septic would need to be across the road from the house, the Canal Commission, Parks and Forestry and SHPO decided that it would make much more sense to restore the East Millstone canal house. The developer agreed and has drafted plans for the restoration. Those plans are now being reviewed by Parks and the State Historic Preservation Office. This restoration will add great value to the D&R Canal State Park.



Map of properties managed by the Meadows Foundation, Inc.

The Barracks or “Long House” on the Griggstown Causeway will be restored by the state (DEP). The Sherman House in Griggstown, dating from the Canal era with a 1950’s addition and a more recent addition is owned by the state and is also in need of rehabilitation. There are no current plans for this.

### Six Mile Run – Department of Environmental Protection (DEP)

The Six Mile Run area, managed by DEP, was planned for a reservoir, but, due to changing circumstances, is unlikely to occur within the planning horizon of this effort. There are many historic structures in this area. The current inventory of the Six Mile Run historic district needs updating. Since the district was drawn many of the structures, particularly outbuildings, have been lost. A Dutch barn in reasonable shape has been dismantled and will be re-erected on Rockingham’s site.

DEP generates a fair amount of money from the structures of Six Mile Run (from leased structures and land leases to farmers). These funds go into the general fund rather than into a specific fund for preserving the structures. Some are leased based on tenants providing maintenance in lieu of rent.



Historic Bridge over Millstone River at Kingston

Updating the inventory, and making a new assessment of preservation priorities will be needed. Consultation and coordination is needed with the Director of Parks and Forestry for DEP.

### Structures Owned by Franklin Township

Franklin Township has acquired several structures in the Six Mile Run area. The Meadows Foundation manages these buildings. A full description of these sites can be found at the Meadows Foundation web site (<http://www.themeadowsfoundation.org/>).

### Privately Owned Structures

There are numerous privately owned structures throughout the Byway that have been preserved by private owners and are located within existing historic districts. Several municipalities (Princeton, Franklin, South Brunswick Townships and Rocky Hill and Millstone Boroughs) have a local historic district with an accompanying local historic district design review authority. The D&R Canal Commission also has jurisdiction within its “A” Zone (1000 feet from the centerline of the canal) for visual review. Additional designation of local historic districts with accompanying design guidelines is needed to gain additional protection for the Byway’s numerous historic structures.

### Trap Rock Houses

Trap Rock Industries owned two houses on the corner of Old Georgetown and Canal roads. These predate the canal and date to the origins of Rocky Hill. The deeds go back to the 17th century. One may be the oldest house in the area. Another was a tavern. A study has been completed that describes and

evaluates both houses. Trap Rock Industries gave the houses to Franklin Township. The Township received a grant from Somerset County Historic Preservation Grant Program to mothball the structures to prevent further deterioration. Uses for the buildings and further funds for rehabilitation are needed.

### **Franklin Inn**

The Van Liew Homestead (see pages 20-21) is still privately owned. It is leased to the Blackwell Mills Canal Association and it is run as the Franklin Inn and Used Bookstore. It is located in one of the three redevelopment zones in Franklin Township. Franklin Township is considering further actions to ensure preservation of this important historic site. The Franklin Inn is a direct connection between the Colonial Park and the D & R Canal Park.

### ***Preserving and Enhancing the Byway's Green Infrastructure***

The natural resources, scenic views, roadside trees and woodlands, or "green infrastructure" form the backbone of the Byway experience. The Millstone Valley between Kingston and Millstone in Somerset County is an oasis among the suburban areas to the west and the Route 1 Corridor to the east. As a result of some progressive and aggressive open space acquisition efforts by community leaders, and with the help of a devoted citizenry, this area remains a haven of historical sites, recreational opportunities and natural beauty.

As shown on the Protected Lands and Open Space Map (next page and Appendix 4, Map 9), Franklin Township has the most extensive network of preserved open lands, while Montgomery Township has a wide swath of preserved open space along the Millstone River. Only relatively short sections of the Byway are in Princeton and South Brunswick Townships, but both have a considerable network of open space linked to the Byway.

Preservation of open space is needed in two distinct categories:

- those remaining farms and woodland areas that are currently not protected but serve to link together public lands within the corridor; and
- the ribbon of green along Canal Road and River Road.

### **Master Plans**

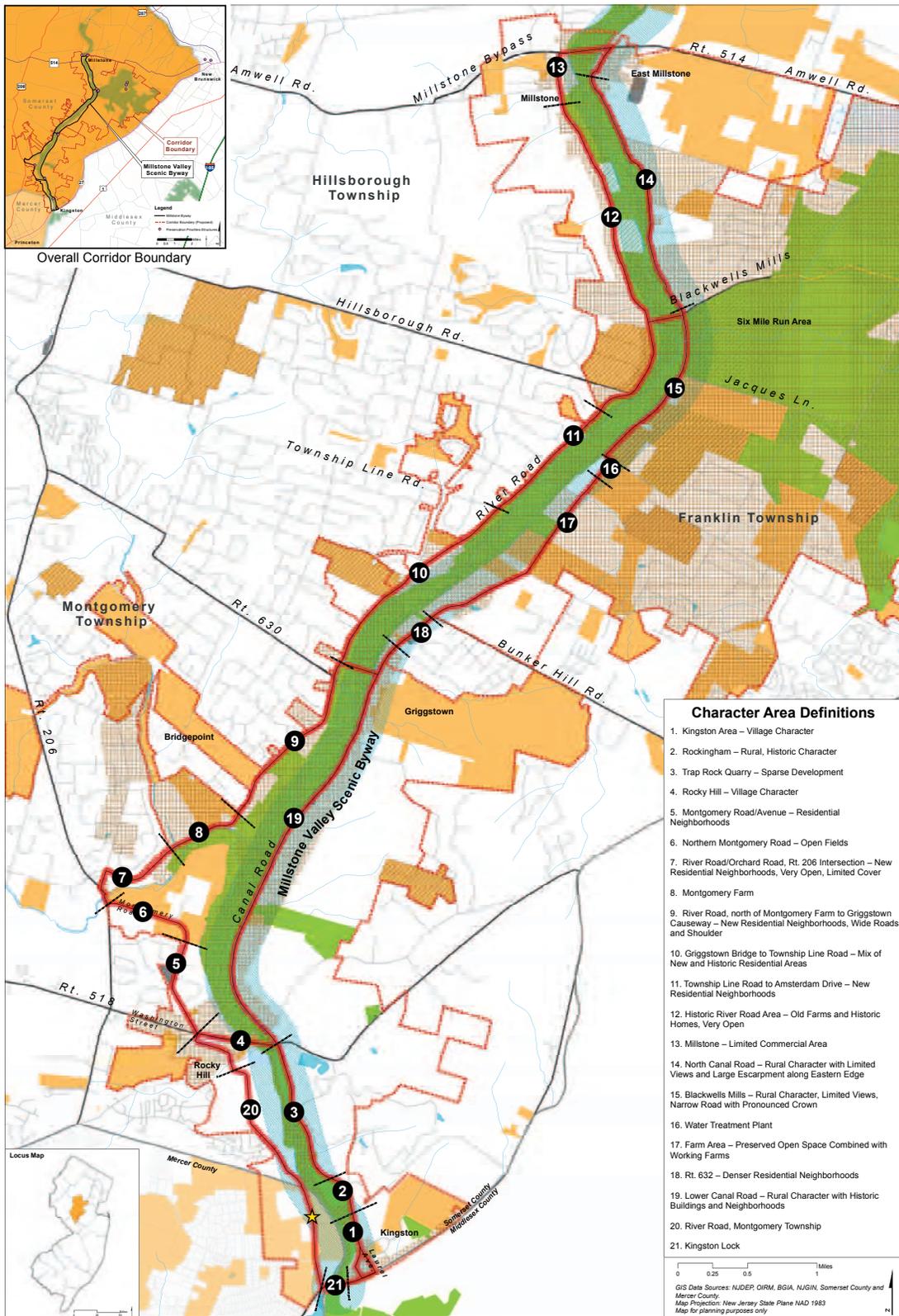
Each of the municipal governments along the Byway has a comprehensive master plan for their jurisdiction that is updated every five years. One of the most important Byway related preservation and conservation strategies is to request that the Byway corridor management plan be adopted as part of that master plan. Each jurisdiction should be asked to

- Recognize the Byway corridor management plan – this can take the form of actually amending the entire plan as part of the master plan, or simply acknowledging the Byway management plan as an important preservation and conservation tool.
- Adopt the corridor boundary – each jurisdiction should recognize the corridor boundary as part of their official map. This will provide additional recognition of the Byway for any landowner willing to voluntarily donate a conservation easement for their property for tax purposes.
- Adopt conservation priorities – Adopting a conservation and preservation priority map is an important strategy for establishing the public benefit of a donated conservation easement for tax purposes or to sort out where limited available funds can be spent to purchase conservation or preservation easements from willing sellers. Jurisdictional adoption of conservation priorities will help when applying for outside funds (both public and foundation sources) for the purchase of conservation easements or open space in fee simple to demonstrate that the conservation priorities satisfy a specific public benefit for tax purposes.

### **Open Space Conservation Priorities**

Priorities for landscape conservation efforts should be placed on those remaining rural parcels that are visible from the Byway or help to maintain the general rural character of the area through existing open space programs. Special attention will be placed on maintaining and managing open farmland and meadows. Additional efforts should be made to continue linking existing open space parcels to form a continuous network. The Protected Lands Map (Appendix 4, Map 9) identifies the locations of these parcels (white areas on map).

An example of a priority might be the Elverhigh property in Franklin Township (between Grouser Rd. and Canal Rd. in Character Area 14). In Montgomery Township, there are also several large parcels along River Road already identified as a proposed or future greenway in the Township Conservation Plan.



**Protected Lands and Open Space Map**

Map 9

**Millstone Valley Scenic Byway Protected Lands**

Prepared for the Millstone Valley Preservation Coalition and the New Jersey Department of Transportation by Stantec Consulting with Lardner/Klein Landscape Architects, P.C. and Oldham Historic Properties, Inc. August 2008

**Legend**

- Millstone Byway
- Corridor Boundary
- Byway Character Areas

**Protected Lands**

- D&R Canal Commission 1000' Review Authority Area
- National Register of Historic Districts (NJGIN + Somerset County)
- Mercer County Historic Sites
- State-Owned Protected Open Space and Recreational Areas (NJDEP 2005)
- DEP-Owned Land
- Protected Land in Mercer County (Priv. or Public) (Mercer County)
- Cemeteries
- Protected Land in Somerset County (Priv. or Public) (NJGIN + Somerset County)
- State or County Preserved Farm in Somerset County
- Other Protected Land

\* Preserved farmland for Mercer County is not included on this map.

### **Guiding the Form and Appearance of New Development**

Where direct conservation action is no longer feasible, a set of model design and development guidelines needs to be developed to assist the municipalities in their efforts to guide the form and appearance of new residential subdivisions (both large and small lots) to be compatible with the preservation efforts in the Millstone Valley, most notably the design review already taking place by the Delaware and Raritan Canal Commission and Franklin Township. Model infill development guidelines and ordinances are also needed to maintain the overall rural and village character of the Byway. Model guidelines can be utilized by each municipality to create their own set of guidelines particularly adapted to their current land use and zoning practices.

#### **Why model development guidelines?**

As those that have been involved in its preservation and conservation of the green oasis that is the Millstone Valley can attest, the destruction of natural landscapes and historic integrity is not a requirement of growth. Communities can grow without losing the intrinsic qualities that attracted many of its residents to live there in the first place. Model development guidelines can help a community or a region decide not only where to grow, but also how it is arranged and what it looks like. Model guidelines can help a small region like the Millstone Valley to better communicate, in advance of development decisions, what the desired character of the community should be like – leading to better and higher quality development that is more profitable and less costly for both the developer and the community.

From a regional planning perspective, the Millstone Valley is well on its way to being an outstanding model for preserving open space, farmland and natural areas. Continuing to maintain a clear edge between villages and rural areas is one of the most important principles that need to be respected to preserve the character along the Byway. With that overriding principle in mind, maintaining the livability and respecting the historic character of existing villages should be the primary focus of this byway management strategy.

What is needed now, however, is a clearly articulated set of guiding principles for any new residential subdivision and infill development within villages planned or proposed within the scenic byway corridor.

There are not very many new development sites along the Byway. More emphasis should be placed on guiding redevelopment or “in-fill” sites where new structures are built on existing vacant lots within the boundaries of existing villages. The existing villages are a large part of the defining characteristics of the Byway.

While guidelines should ultimately be developed through a collaborative and public process, the following basic outline may help future planners in their efforts.

The corridor management plan itself is a strong basis to use for developing guidelines. The inventory of intrinsic qualities, the visual and physical inventory and the institutional inventory provide a strong basis for defining the important character-defining features of the Byway. Once understood, the guidelines can then identify those character-defining features that should be preserved, maintained or enhanced.

Model development guidelines should be prepared with the Corridor Management Committee and include one representative from each of the local governments along the Byway. That representative should be charged with gaining approval from their particular jurisdiction for use of the Byway model development guidelines.

Franklin Township has already adopted many of the suggestions outlined below either through special standards for the Canal Preservation Zone, their Scenic Corridor standards, or the new DEP Stormwater Management Rules and Franklin Townships ordinance effectuating them. (Refer to the tables on pages 8-11 for a summary of current plans and policies for each of the municipalities.)

The following text identifies the key issues that should be either verified that they are addressed in existing ordinances, or addressed in new guidelines for rural and village infill areas:

#### **Rural Areas**

Character areas along Canal Road in Franklin Township (14-19) are the primarily rural areas along the Byway. Within these areas any guidelines of future siting of new houses should be developed in a manner that is sensitive to the natural environment and historical patterns of agricultural land use.

- Use compact development patterns that preserve

the overall form and character of the natural landscape features.

- Retain pastoral character of open scenic areas.
- Recommend placement of new homes where they are less visible from the road, avoiding where feasible, the visible tree lines and the middle of open fields.
- Recommend placement of homes and driveways that follow the contours of the land.
- Recommend the use of cluster or open space design patterns to retain the character of the open fields and adjacent woodlands while accommodating the same amount of development (or more when considering the use of bonus density).
- The height of new residences should be proportional to the traditional architectural forms already found along the Byway.
- Recommend the use of narrow access drives to minimize the amount of tree clearing required for new residential construction.
- Work with developers and community associations to ensure that gatehouses, fences, and other security measures are appropriately scaled, screened where necessary, and otherwise made to fit within the scale and context of this historic landscape.
- Recommend the use of vernacular building forms found in the area that are compatible with the scale of nearby buildings.
- Access and egress should be accomplished without widening the road where feasible.
- Include off-street pedestrian and bicycle connections to the Towpath and other public parks.

A simple pamphlet should be prepared to show how these design practices could be employed including good examples from nearby areas. This pamphlet should be distributed to the county and local planning boards for its use when considering development applications within the Byway.

### Village Areas

New development should be inserted carefully into the existing “fabric” of the historic villages and towns. The villages of the Millstone Valley are highly desirable places to live. They are walkable and provide great access to the nearby Canal and Towpath Trail. There is continued pressure, especially in Millstone and East Millstone to expand the boundaries of the built-up areas. This needs to be done carefully so that the historic pattern of narrow streets and homes scaled to the size of the lot and street prevail, rather than the



*Flooding in Millstone, 2007 (Photograph courtesy of MVPC)*

suburban pattern of “supersized” houses and streets with big garages dominating the view. The following principles should be further developed into model development guidelines for village areas

- New houses should maintain the proportion of adjoining houses including the first floor elevation, building height, roof pitches, fenestration, and setbacks from the street.
- In villages, site new buildings in keeping with setbacks of existing buildings.
- Wherever possible, existing sidewalks with street tree plantings should be extended and/or repaired and replaced.
- In historic villages, new construction should be sensitive to the specific historic period of adjoining uses, being careful to not copy the historic architecture. New designs should be respectful of the setback, height, proportion, fenestration and roof pitch of existing buildings.
- New commercial, on-premise signs should also be designed in keeping with the adjacent architecture in color, lighting, scale and materials.
- Use tree and landscape plantings to screen certain areas, but be careful to ensure that the buffer planting is not as much of a visual eyesore as what it is trying to screen. Use native and historically appropriate plants to reflect the local context.
- Streets should be pedestrian friendly. Add crosswalks at key intersections, especially where commercial and retail uses are to be encouraged. Where streets are wide, consider placement of protected islands to provide refuge for those pedestrians that may take longer to cross the street.
- Consider off-street parking behind buildings to maintain the street frontage.
- Lighting should be full-cutoff fixtures to reduce light trespass and glare. Where heavy pedestrian use is anticipated, street lighting should be combined with

pedestrian lighting to encourage night use of village areas.

- Include on-street bike lanes whenever feasible.

### ***Incentive Programs***

Where economically feasible, an incentive program should be established whereby property owners become eligible for certain benefits if they register their property as part of the scenic byway corridor and agree to maintain their property according to certain voluntary guidelines. Incentives could include tax benefits, density bonus, and priority approvals for permits to speed the review process.

### **Water Quality Programs**

Where feasible, efforts should also be directed towards measures that help to maintain or even enhance the water quality in the Millstone River and D&R Canal. Not only does the D&R Canal serve as the water supply for 1.5 million people, but the recreational use of the water is also an integral part of the Byway experience.

The management of the floodplain is also another integral element in the Byway experience. Any flood reduction measures taken within the Byway corridor should be done carefully so as to not damage the Canal Era resources. Appropriately scaled water quality and quantity management techniques should be sought that will help to reduce the risk of flooding while at the same time maintain the character and quality of the environment.

Many of the techniques that are available for water quantity and quality management can be done starting at the residential scale, including the following techniques:

- Encourage infiltration of stormwater runoff through the development of dry swales, rain gardens, and filter strips, rather than pipes and concrete ditches.
- Encourage the recycling and reuse of stormwater runoff by slowing down and storage of runoff from rooftops, driveways and streets through the use of best management practices such as dry ponds, wet ponds, and residential rain barrels.
- Consider the use of lawn alternatives to reduce the need for fertilizers and pesticides in residential areas.
- Consider the use of permeable pavement surfaces for driveways and parking lots to encourage infiltration of stormwater rather than runoff.
- Stormwater storage ponds should be designed

attractively to fit within the landscape as an amenity rather than as a glorified sewer. Ponds should be located to fit within the topography as if it were always there as part of the natural landscape, rather than utilizing extensive grading to create a storage basin.

In urban and village areas, similar techniques can be applied, but at a larger scale including

- Using infiltration strips between parking lots and streets to collect and treat runoff.
- Storing excess runoff from rooftops and parking areas underneath the lot and release the water at a slower rate across a filter strip, rain garden, or other best management practice.
- Designing these storm water best management practices so that they are an amenity, are attractive to look at, and are integrally tied to the existing parks and public spaces of the village and street.

### ***Ribbon of Green***

Along the Byway route, there is a high degree of pressure to modify the roadway for the purpose of highway safety or capacity. This pressure creates a series of distinct types of interrelated changes that are not in the best long-term interest of the Byway. These changes include

- the gradual widening of the roadway cross section to “improve” safety.
- additional widening and straightening to accommodate sight distance requirements of increased operating speeds.
- the removal of roadside trees and features to accommodate increasing speeds.

The end result is a straighter, wider byway that no longer maintains the essential characteristics of the route. In some places along River Road, this has already occurred. However, a large portion of the Byway still retains its narrow, tree-lined character.

In order to maintain that narrow, tree-lined character, a comprehensive look at the purpose of each distinct section of the Byway is needed. Improved efficiency on Route 206 would help relieve pressure on River Road. (See page 28.) With this assumption in mind, the following strategies/recommendations should be implemented:

- Canal Road / Franklin Township side of the Byway represents the most authentic byway experience – the slow route meant to be enjoyed at a leisure pace by smaller vehicles. Speed limits should

be reduced to more closely match the operating characteristics of the road (between 25 and 35 mph, maximum), in accordance with NJSA 39:4-98. (See page 28).

- River Road / Hillsborough-Montgomery Township side of the Byway provides more functional access to the Byway points of interest. Vehicles wishing to travel at a higher speed, larger tour bus and recreational vehicles, or those just wanting to get from Millstone to Rocky Hill or Kingston can use this side, more suitable for this type of travel, but speed limits should also be posted to better match operational characteristics (35-40mph, maximum) in accordance with NJSA 39:4-98. (See page 28).
- River and Canal crossing points – the main east west travel routes across the Byway also increase the pressure for more intersection capacity. Amwell Road (SR 514) is the main east-west route between Hillsborough and New Brunswick as well as other points north. Pressure also exists for crossings that connect to points south, primarily SR 27 at Kingston. Efforts to increase the capacity of existing intersections in the central part of the Byway should be carefully considered in order to maintain the integrity of the Byway as a distinct place with its own identity associated with the Canal Era landscapes.

Any changes to roadway cross-sections, intersections or roadside environments should be accomplished using the principles of context sensitive design (CSD). The New Jersey DOT defines CSD as an approach to planning and designing transportation projects based on active and early partnerships with communities.

The NJDOT formally incorporated CSD into its procedures in 1999. According to NJDOT, “CSD involves a commitment to a process that encourages transportation officials to collaborate with community stakeholders so the design of the project reflects the goals of the people who live, work and travel in the area. Such collaboration results in creative and safe transportation solutions”.

The overall CSD approach should be applied to the Byway corridor for all transportation and right-of-way alterations, including roadway maintenance programs, drainage projects, and 3R (Resurfacing, Restoration, and Rehabilitation) projects.

Maintaining the narrow, winding and rustic character of the travel route and roadside trees will require a more detailed examination of the following issues using the CSD approach. A set of design guidelines

should be developed that result from the CSD approach.

### Crowning on Canal Road

There does not appear to be a clear consensus as to whether the crowned section of road should be repaved with a smoother treatment. The newly paved area at the northern end of Canal Road, posted at 25 mph appears to be working in an acceptable manner and could be a model for other sections of Canal Road, with the understanding that strict tree preservation measures be undertaken to ensure that the character of the roadway be maintained.

### Intersections

The following intersections need to be redesigned to achieve a better fit with the context of the Byway while resolving safety and capacity concerns:

- The Route 518 & Canal Road
- The Amsterdam Road/Canal Road intersection



*Existing steel-backed wood guardrails should be utilized along the entire length of the Byway to provide continuity*



*Existing intersection treatments in Rocky Hill should be replicated in other villages to reinforce the message to encourage pedestrian activity, especially for visitors who will stay longer if they feel more comfortable*

## Roadside Details

Guidelines are needed to demonstrate how context sensitive roadside details could be utilized to achieve a more holistic sense of the entire byway loop. For example, all of the guardrails should be of one style (the steel-backed timber guardrail used along Canal Road), and the backs of all signs should be painted dark brown or black to reduce contrast.

## Road “Diet”

Full and serious consideration should be given to reducing the width of River Road in certain places (primarily subdivision access and egress lanes) so that it is consistent with people’s expectations of a scenic byway. This includes the lanes just north of Grist Mill and Staats Farm Roads in Montgomery, and at Hillcrest, Strawberry and Amsterdam Roads in Hillsborough. Any reduction in width or speed limit should be done in consultation with each Township’s engineer and police department.

Access and egress to subdivisions should be treated in a more respectful way to the Byway to better maintain the narrow look and feel of the road. Another alternative could be the use of a different pavement for the egress lanes to differentiate them from the through travelway. Slowing the design and operational speeds of the roadways might also reduce or eliminate the need for the access and egress drives into and out of the subdivisions, in accordance with NJSA 39:4-98.

## Intersection “Diet”

In the same manner, the size of some of the intersections should be considered for reduction, including the number and size of lighting and signage approaching the intersection. Slowing the design and operational speeds of River Road and Canal Road should allow for the use of smaller and fewer signs, in accordance with the Manual of Uniform Traffic Control Devices. Of particular concern is the SR 518 and Canal Road intersection.

## Roadside Trees and Hedgerows

New trees and hedges are needed to further screen some of the residential subdivisions and to narrow the look and feel of the road in Montgomery and Hillsborough. Native and historically appropriate species should be selected.

## Gateway Treatments

The Amwell Road gateway is a particular concern



in the northern end of the Byway. A gateway for the southern end should be considered for the Route 27 approach in Kingston (perhaps at the Lockettenders house). Both gateways should use existing bridgetender’s stations and place signs with maps in parking areas at the transverse roads and the termini. More information can be made available at

- Southern Terminus: Kingston Lockettender’s House
- Interpretive Center: (Griggstown Bridgetender’s House)
- Northern terminus: Franklin Inn and possibly later E. Millstone Bridgetender’s Station

## Roadway Maintenance Guidelines

A scenic byway should receive the level of maintenance necessary for safe public travel while still preserving the character-defining qualities of the route. This can be achieved through the use of Context Sensitive Solutions principles applied to daily maintenance practices.

The primary purpose of landscape maintenance practices along state and local highways, including scenic byways, is to maintain appropriate clear areas and sight distances, remove rapidly decaying and dying branches and trees to minimize hazards of falling branches along the roadway and along utility easements.

The Canal Road side of the Byway is unique in that it is an historic road with generally low traffic volumes. This portion of the Byway is recognized for its high visual quality based on the character defining features associated with its narrow, tree-lined roadway, overhanging tree canopy and historical association with the D&R Canal.

It is possible to preserve and/or maintain these character defining features by adjusting the roadside

maintenance practices and by considering the long term management of this roadside forest.

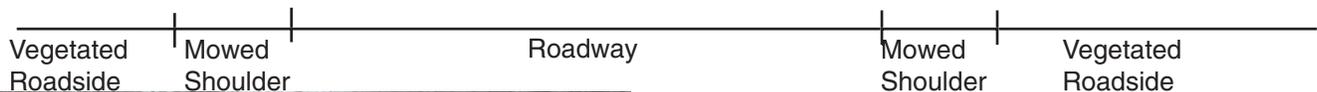
Canal Road has existed in its present form long before the rapid suburbanization of the areas to the east and west of the Byway corridor. There are alternative travel routes that are parallel to Canal Road that provide for moderately higher operating speeds. Therefore, travelers that choose to use Canal Road, whether they be commuters, heritage visitors,

bicyclists or joggers, should operate their vehicles (or their running style) in a manner that is consistent with the type of road that it is now, a narrow tree-lined historic travel route. Appropriate signage should be placed at either end of the Canal Road section of the Byway at decision points indicating the “narrow road” with the supplemental distance plaque indicating appropriate mileage.

The American Association of State Highway Transportation Officials (AASHTO) Roadside Design Guide indicates a range of appropriate actions that can be taken to reduce the risk of roadside hazards such as trees. Given the scenic and historic nature



W5-1



Typical section along Canal Road (top) shows a crowned road surface through a relatively level graded area. Existing grass should be mown up to a two-foot distance from the edge of pavement. Steel-backed wood guardrail is used to shield the wooded uphill slope (above left)

of Canal Road, however, removing all trees and fixed obstacles from the clear area of even a low volume, low speed road such as Canal Road could not be done without destroying the roadside character that is the basis for this byway designation.

The following maintenance strategies are recommended for the Canal Road section of the Byway that will both reduce risk and maintain character defining features.



Operators should be trained to mow without hitting tree trunks and what to do if they accidentally hit one.

**1) Mowing**

The existing mowed shoulders should continue to be mowed to prevent new trees or shrubs from growing into the roadside area. The following general guidance should be followed:

- Where the road is in a cut or level condition mowing should be limited to the two-foot shoulder area and the foreslope of any adjacent drainage ditch.



Appropriate use of flail mower attachment to mow the foreslope of the ditch while keeping mower level on the adjacent road surface

- Where the road is crowned, mowing should be limited by the foreslope of the ditch, regardless of the dimension.
- Mowing should be accomplished with equipment that is appropriate to the scale of the area to be mowed and at which the operator can avoid hitting existing trees.
- The use of flail mowing attachments should be limited to cutting along the foreslope of existing drainage ditches. Flail mowing attachments should not be used to prune trees or shrubs.
- Adjust mowing practices to maximize flowering times of roadside wildflowers.

**2) Pruning**

Trees and shrubs should be pruned periodically for the purpose of removing dead wood, shaping a

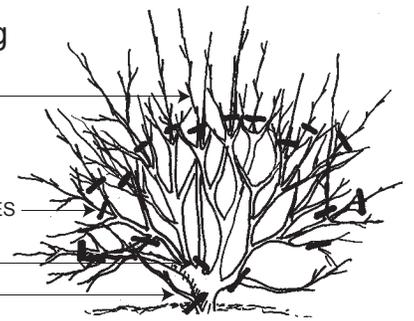
**Shrub Before Pruning**

PRUNE LEGGY LEADER SHOOTS

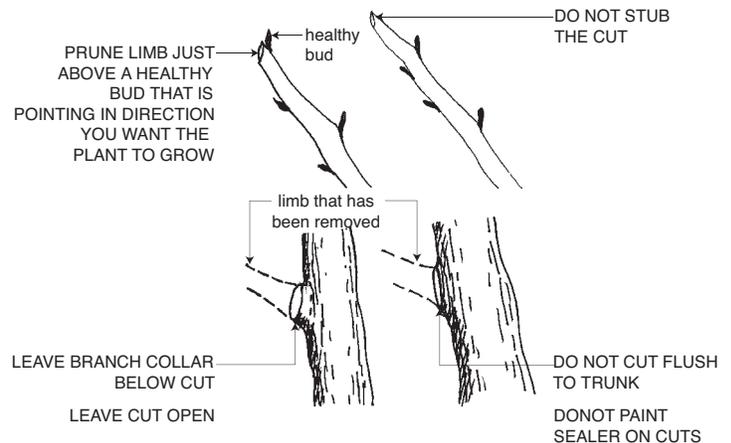
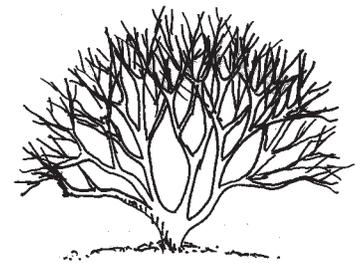
REMOVE AWKWARD HORIZONTAL BRANCHES

REMOVE INSIDE SHOOTS

CUT SUCKERS



**Shrub After Proper Pruning**



PRUNE DUEL LEADER BRANCHES

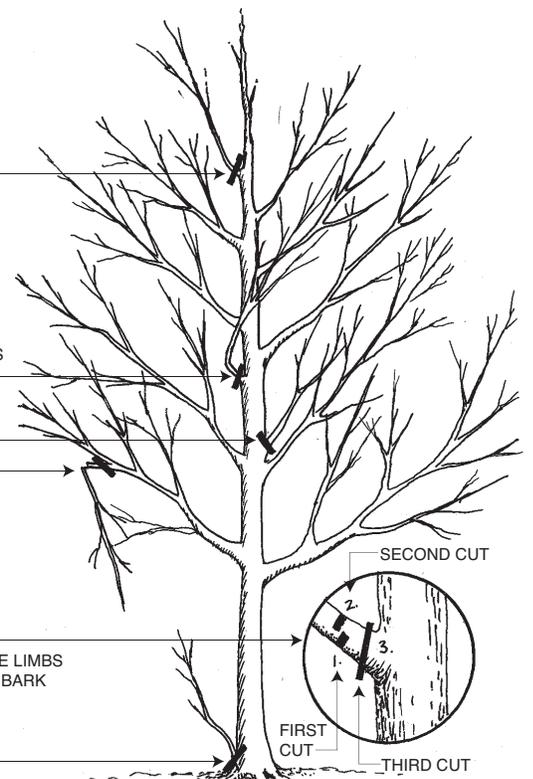
PRUNE BRANCHES GROWING TOWARDS TRUNK

REMOVE V-SHAPED CROTCHES

PRUNE BROKEN BRANCHES

USE THREE CUT METHOD TO REMOVE LIMBS THIS WILL PREVENT BARK FROM TEARING

PRUNE SUCKERS



tree or shrub to its most natural form, removing low lying branches over the roadway, and to maintain a healthy vigor in the tree or shrub. Pruning should be accomplished utilizing the following guidelines:

- Tree removal and/or pruning should be selective and follow good arboricultural practices (see diagrams, page 40) in order to maintain the character of the roadway. Tree removal and/or pruning should be made in consultation with local ordinances and the scenic byway sponsor
- Never prune more than 20% of the live foliage of a tree; never cut all branches close to trunk or cut trunk itself (also known as tree topping)
- Never prune during periods of flight of adult boring insects because fresh wounds attract pests
- All pruning shall be in accordance with the Tree Pruning Guidelines (International Society of Arboriculture) and/or the ANSI A300 Pruning Standard (American National Standard for Tree Care Operations) and adhere to the most recent edition of the ANSI Z133.1

### **3) Appropriate Planting and Rejuvenation**

Over the long-term the risks associated with the roadside clear area can be further reduced by gradually moving the edge of the woodland back over time. As old trees die, new ones should be planted further back and low shrubs (less than 2.5' in height) can be maintained as an understory edge.

According to National Highway Cooperative Research Program Report 362, lane width of 9-10' with shoulder (paved or unpaved) widths of 2' are appropriate where traffic volumes are less than 400 ADT and truck traffic is less than 10%. These widths can be reasonably achieved for Canal Road.

Along scenic byways maintenance programs can also beautify the roadway and roadside environment. Suggestions include

- Developing landscape design plans that encourage natural revegetation to minimize mowing.
- Planting native understory shrubs at the edge of the woodland canopy to reduce invasive species
- For ditches and stream crossings, utilizing soil-bioengineering techniques in lieu of rip-rap to retain the natural appearance of stabilized slopes.
- Encouraging private citizens within towns to adopt the maintenance program for the area for planting areas at community entrances, medians, street tree planting beds, and roadside pull-offs.

## **Corridor Enhancement and Beautification**

While the majority of the Byway has maintained its narrow tree-lined look, there are a few places where the desired character has been lost. Areas in need of enhancement and beautification generally fall into three categories described below with examples of how to accomplish the desired effect. A series of photo illustrations were used to depict how the areas could be enhanced in a manner that was more sensitive to the needs of the Byway. The locations of these photo illustrations (referenced by letters A through H) are shown on Map 10, in Appendix 4.

### **Roadway Character**

Locations along the Byway where the character of the actual roadway is no longer that of a tree-lined road with a narrow cartway are identified on Map 10 in Appendix 4 and on the following page in blue. The primary roadway character issues include the wide pavement width either due to access and egress drives into subdivisions (photo illustration 'E') or rip-rap reinforcement for roadside drainage channels (photo illustrations A, B, C, and D).

### **Visual Intrusions**

Additional locations along the Byway have lost their character through visual intrusions that are not in keeping with the historic, scenic and natural qualities of the Byway. These areas are shown on Map 10 in magenta. In some cases both the roadway and the view are in need of enhancement and they are shown with a narrower blue line on top of the wider magenta line. The primary visual enhancements needed are related to the frontage of adjoining properties, especially at Trap Rock Industries (photo illustrations B, C, and D); modern infrastructure (photo illustrations F and G); and views of residential subdivisions (photo illustration H).

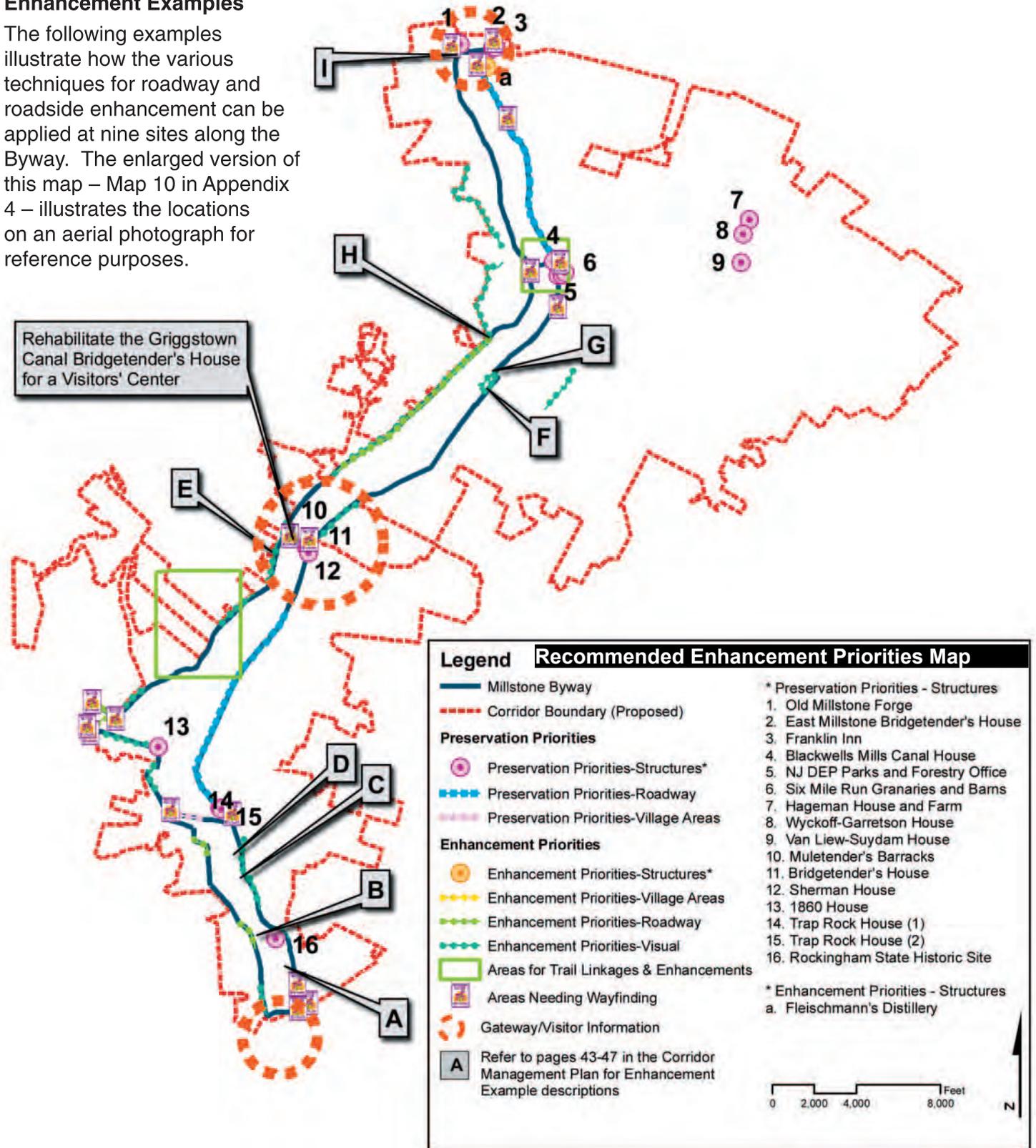
### **Intersections**

Enhancements needed for village areas are shown in yellow on Map 10. There are three complicated intersections that are in need of enhancement and shown in yellow on the map noted above. These intersections include the intersection of the Byway with Rocky Hill Road near Rockingham (photo illustration A); the intersection of Route 603 and Route 518 (photo illustration D); and the intersection of River Road and Rt. 514 in Millstone (photo illustration I). In addition, the intersection of the Byway with Route 206 requires more detailed consideration than can be given in this plan.

### Enhancement Examples

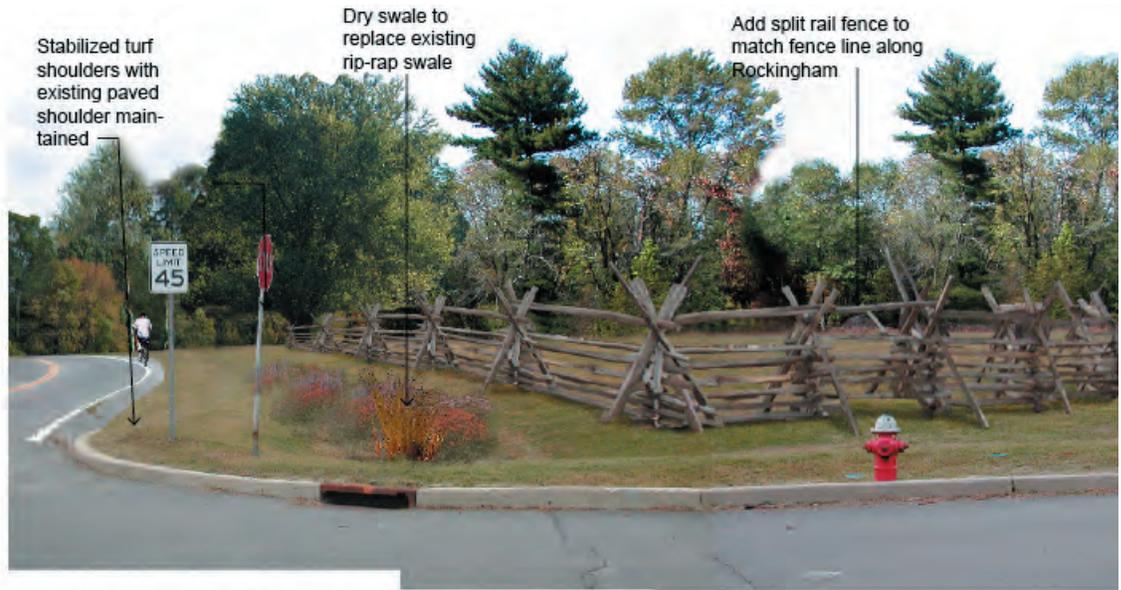
The following examples illustrate how the various techniques for roadway and roadside enhancement can be applied at nine sites along the Byway. The enlarged version of this map – Map 10 in Appendix 4 – illustrates the locations on an aerial photograph for reference purposes.

Rehabilitate the Griggstown Canal Bridgetender's House for a Visitors' Center



**A: Across from Rockingham**

The inset photograph below illustrates the utilitarian nature of the view, especially the roadside area with its wide shoulders, rip-rap lined channel and wide open look and feel. The wide paved shoulders should be replaced with reinforced turf shoulders (leaving enough paved shoulder for bicycle use), the rip-rap swale replaced with a dry swale, and the existing split rail fence at Rockingham could be emulated here to extend the character of Rockingham.



Note: The open character of the farm field should be retained with large canopy shade trees located at the perimeter along the roadway and to screen the woven wire fence.

**B: Looking North at Trap Rock Quarry Entrance**

The inset photograph below shows the wide open look and feel, the dominance of the utility lines and utilitarian nature of the view. This might be a prime candidate for burying the utility lines to accommodate large canopy shade trees (or alternatively placing them adjacent to the nearby fence still leaving room for street tree planting). Naturalized plantings should be incorporated into the entrance to screen the woven-wire fence. The rip-rap should be replaced with a vegetated swale and soil-bioengineering to stabilize the channel. Steel-backed timber guardrails could replace the galvanized steel W-beam guardrails to be more compatible with the rest of the Byway.



Any changes to roadway signage must be done in accordance with FHWA's Manual of Uniform Traffic Control Devices as implemented by the New Jersey Department of Transportation.

### C: Looking North Towards Intersection of Routes 603 and 518

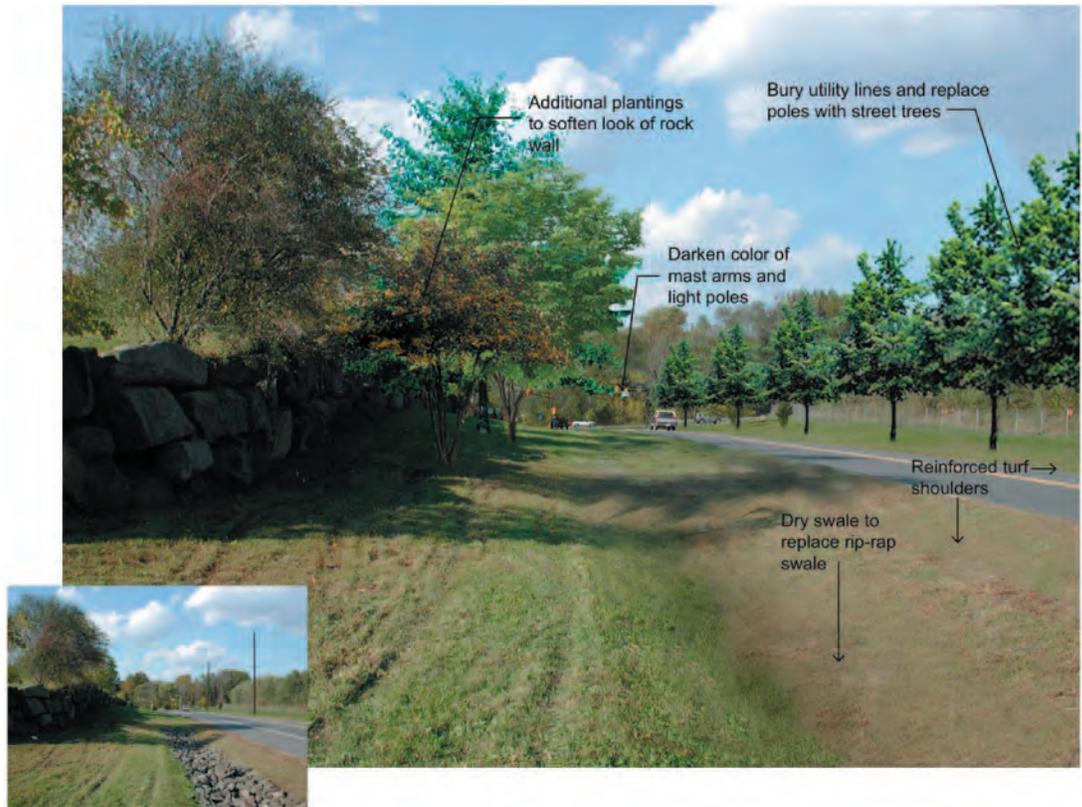
In addition to the underground placement of utility lines noted above, the look and feel of the roadway could be further narrowed by using stabilized turf shoulders and dry swales to allow for a more natural appearance of the roadside drainage areas.

*A NOTE ABOUT DEER AND PLANTINGS:* Deer management techniques can help reduce the incidence of deer-auto collisions. This will be important in locations where new trees are planted and where existing woodlands are immediately adjacent to the highway. Adequate clear spaces will be necessary between vegetation and the highway so deer will not browse near the highway and increase the likelihood that deer will run into the road. Other possible management techniques include the use of fencing at frequent deer crossings, or the use of vegetation that deer find unpalatable.



### D: Looking North Towards Intersection of Route 603 and 518

The photo simulation below further illustrates the benefits of using dry swales and reinforced turf shoulders. The utility and signal poles at the intersection could be replaced with darker color mast arms. Street tree plantings further help to define the roadway, reinforce the narrowness, and where canopy can be established, further provides a sense of involvement with the Byway.



**E. Looking West Towards Development Adjacent to River Road**

The inset photo below shows the existing access/egress turn lane into a subdivision. Slowing operating speeds along River Road would allow for those underutilized lanes to either be shortened or eliminated altogether.



**F. Looking Northeast Towards Water Treatment Plant on Canal Road**

The water treatment plant could be screened with more attractive plantings to make it less conspicuous.



### G. Looking South Towards Water Treatment Plant on Canal Road



### H. Looking West Towards Development Adjacent to River Road

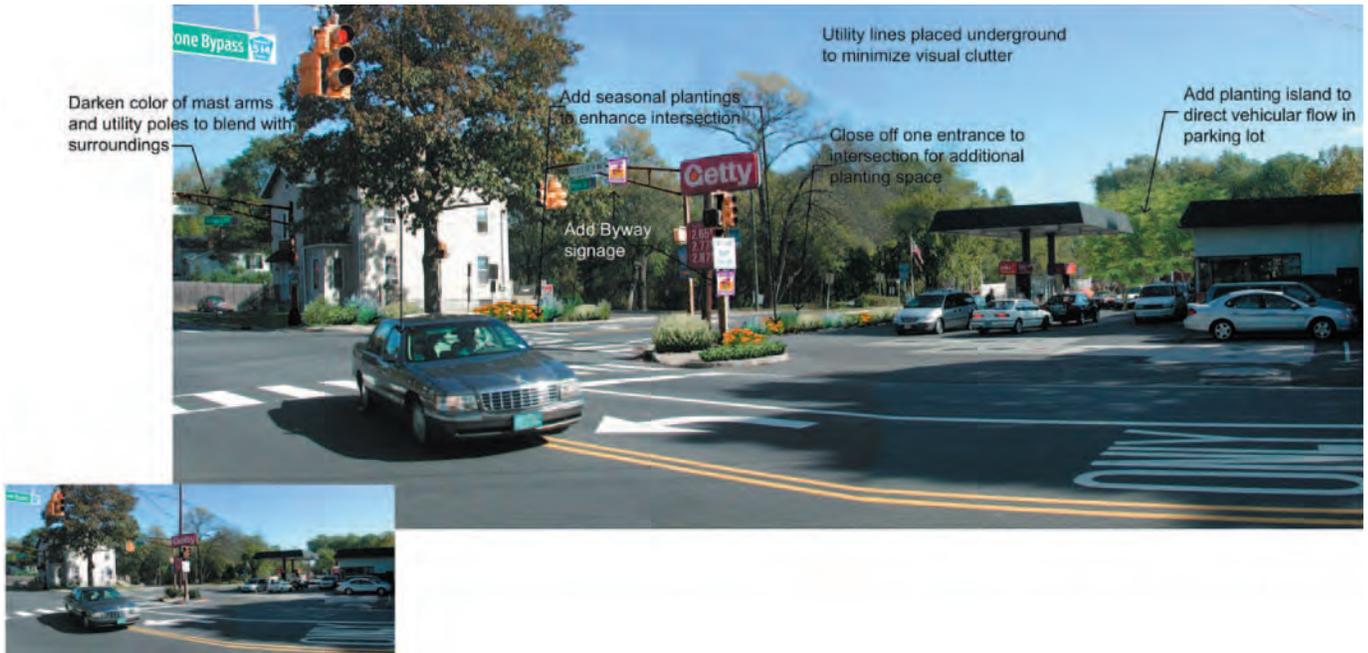
In some places along the Byway, primarily the River Road side in Hillsborough Township, development is visible from the Byway. In this case it is desirable to maintain some of the open feeling of the views, while at the same time screening the homes that are visible. Existing hedgerows planted at the time of development have not accomplished the goals of screening the development, and the hedgerows themselves are not all that attractive. Additional planting can be inserted along the roadside in a few locations to further screen the adjacent development while leaving some of the open feeling as shown at right.



Funding for this type of tree planting can be accomplished with scenic byway program funds, urban forestry grants, or through a public/private partnership in cooperation with adjacent landowners.

## I. Looking Northeast Towards Intersection of River Road and Route 514

This photo illustration demonstrates how using more attractive mast arms, inserting additional planting areas, and burying utility lines can improve the intersection. These techniques should be applied to all four corners.



### *Managing Potential Intrusions to the Byway Experience*

There are three additional types of intrusions that are likely to occur along the Byway that need to be addressed: Communication Towers; Off-premise Signage; and, Management of Vegetation Along Utility Corridors.

#### **Communication Towers and Utility Corridors**

The Millstone Valley Preservation Coalition has been taking the lead in trying to stop the construction of a cellular communication facility proposed at the Griggstown Fire Station. The MVPC utilizes its extensive network of active citizens to attend public hearings, write letters, and otherwise be proactive in discouraging the construction of cell towers.

The major issue from the Byway point of view is the scale relationships of the facility with the surrounding context. While there have been serious efforts made at trying to construct “stealth” communication facilities, unless they can be constructed lower, smaller, and in proportion with the kind of architecture found in the area it is nearly impossible to hide them.

Communication towers are being proposed and constructed based on the need to transmit an unobstructed signal, often conflicting with scenic resource conservation objectives. On a Byway,

towers need to be programmed, designed, and sited according to the least visual impact possible.

Unfortunately, telecommunication towers require an ability to send signals in an unobstructed straight line. The result is that the preferred sites are usually located on ridgelines or other high points such as church steeples. The companies desiring to construct these towers wish to do so at the lowest economic cost, resulting in the construction of a few taller towers, rather than more frequently spaced shorter towers located at tree line, for example.

Preferably, towers should be located well uphill from the Byway to the extent consistent with good signal reception. It should be noted that, as a result of the D&R Canal Commission’s Regulations for Visual Impact, several cell tower proposals that would have been within the D&R Canal State Park’s viewshed were discouraged or denied by the Commission, and were subsequently moved further away from the Byway corridor.

For future utility siting issues, whether it is a communication tower or a high-voltage electric transmission line, a simple process can be used to ensure that visual impacts are minimized:



*Examples of available technologies to more carefully integrate communication facilities within existing structures. Source: <http://images.businessweek.com/ss/06/08/tower/image/cemetery.jpg> (left); STEALTH® Concealment Solutions, Inc. (middle); Larson Camouflage (right)*

- Identify alternative locations, alternative heights, and/or alternative transmission routes. Encourage the sharing of facilities by service providers (saving installation costs, time, and potential legal fees).
- Describe the visual characteristics of the project for each alternative (e.g. the height of the tower and clearance required for vegetation).
- Determine, for each alternative, the extent of the geographic area from which the proposed facility can be seen (using digital elevation models and viewshed analysis software).
- Use balloon tests to demonstrate the location of towers. Balloons should be flown at the height of the proposed tower and photographs taken from the most visually sensitive locations.
- For areas where there is a high degree of concern for the potential visual impacts, such as a panoramic view, use digital editing to superimpose a photograph of a similar type of tower onto the photograph of the balloon taken from the scenic viewpoint (using the balloon for a scale reference).

This approach will provide clear and factual information about both the geographic extent and significance of the visual impacts. By comparing viewshed maps and simulations, the site with the least visual impact can be recommended. If the location or height of the structure cannot be mitigated, a request should be made to use the tower configuration with the least visual contrast possible. The problem with the pine tree camouflage approach that has been used in certain locations, is that the silhouette of the “tree” is often out of scale with the surrounding vegetation. This approach can work if the height of the tower can be lowered to the point where the tower is in scale with its surrounding tree line.

For the Millstone Valley, the only likely candidates are church steeples, inside a silo, cemeteries, telephone poles and possibly a flag pole that could be inserted into a public or semi-public space as a way to conceal the offending structure.

### Off-Premise Signage

According to TITLE 16. DEPARTMENT OF TRANSPORTATION CHAPTER 41C, ROADSIDE SIGN CONTROL AND OUTDOOR ADVERTISING Section 8.7 Off-premise signs, “No off-premise sign will be permitted which will be visible to any highway or portion of a highway that has been designated as a scenic byway, or has been nominated for designation as a scenic byway.”

The responsibility for permitting billboards along highways falls within the purview of the New Jersey DOT. NJDOT interprets this ruling to also include those byways in the process of seeking designation.

### Managing Vegetation Along Utility Corridors

Careful pruning and management of utility right-of-ways along the Byway can help mitigate some of the aesthetic and habitat impacts. Vegetation Management Rule, 14:5-8 of the New Jersey Board of Public Utilities, sets forth the rules that electric public utilities shall follow in managing vegetation in proximity to an energized conductor in order to ensure public safety and the efficient and reliable supply of electric power.

According to the Vegetation Management Rule (VMR) an “electric public utility shall perform vegetation management on vegetation that is close enough to pose a threat to its energized conductors at least once every four years”. However, pruning more often will create less of a jarring visual impact by taking away fewer large branches shaping tree growth habits away from the wires. Technical standards are incorporated into the Vegetation Management Rule. (see [www.njslom.org/July%2017%20Ch%2014-5%20Tree%20Trimming%20Rule.pdf](http://www.njslom.org/July%2017%20Ch%2014-5%20Tree%20Trimming%20Rule.pdf)). Use of these standards should be carefully monitored.

Planting small flowering trees and shrubs along the edge of the right-of-way adds color, variety and

softens the harsh straight line edge. In the long-term, this will also help to minimize the impact of invasive species that must be continuously pruned. New layered plantings of shrubs help to mimic the naturally occurring woodland edge while enhancing wildlife values. Many small flowering trees can be safely planted near utility lines.

Plant shrubs in masses for greatest effect. When attempting to landscape under powerlines, consult with the responsible party for a specific right-of-way. In many cases, a simple maintenance agreement can be developed with the utility company to ensure that trees planted are appropriate for use in and around power and other utility lines, and that underground utility lines will not be disturbed. The agreement should also make it clear to the maintenance crews that they do not need to maintain this particular section.

Vegetation management in the vicinity of distribution lines only needs to meet performance criteria related to the potential hazard to the line. Vegetation for transmission lines (lines that connect from power supply to power distribution line) has a more specific set of criteria as follows:

“(e) In addition to meeting the other requirements in this section, each electric public utility shall ensure that the following requirements for transmission lines are met:

1. Clearing under transmission lines shall be wide enough so that no vegetation or parts of vegetation will grow or fall into the transmission lines;
2. An electric public utility shall not allow any vegetation that grows taller than 15 feet at maturity to grow anywhere within a transmission line right of way;
3. An electric public utility shall not allow woody plants that naturally mature above three feet tall to grow in the wire zone without prior notice and inspection by the electric public utility’s vegetation manager;
4. The electric public utility shall not allow any woody plant species that naturally matures above 15 feet to grow in the border zone. Mature height may be determined from a reliable text authorities either listed in, or equivalent to those listed in N.J.A.C. 14:5-8.5(a);
5. Non-woody agricultural crops, not exceeding 12 feet in height at maturity, may be grown anywhere in the right of way;

6. Only grass vegetation not exceeding a height of 18 inches shall be permitted to grow within three feet of any structure;”

Public utilities are required to give notice to property owners of any vegetation management activity (exception for emergency noted), within seven days but not more than 45 days.

### ***Promoting and Interpreting the Byway’s Natural and Heritage Resources***

Opportunities exist to carefully promote the Byway as a way to attract visitors with an interest in the region’s history, in appreciating the natural qualities of the river valley, and in enjoying both of those qualities by some form of “human powered” recreation such as hiking, bicycling, canoe or kayak, horse, and by automobile.

Those opportunities are potentially limited by the fragile nature of the corridor, the lack of human and financial resources to manage the impacts of increased visitation, and by the lack of visitor facilities to support increased visitation.

These limitations can be overcome by the Byway management effort, especially through the pursuit of financial resources for additional visitor facilities, interpretation of resources, and the continued preservation and conservation efforts that have resulted from exemplary partnerships of public and private organizations and individuals.

### **Statewide Tourism Opportunities**

The New Jersey Tourism Office [[www.state.nj.us/travel/industry.html](http://www.state.nj.us/travel/industry.html)] sponsors the Travel & Tourism Cooperative Marketing Grant Program. The program was modified in the Fiscal Year 2008 appropriation to focus on “encouraging collaboration between the state and the tourism industry to promote New Jersey.”

Two grant programs are still available to tourism industry members: a general grant program and a Destination Marketing Organization grant program. Funds are available for local tourism organizations, convention and visitors bureaus, local chambers of commerce, event planners, destination marketing organizations. Grants range from \$2,000 to \$25,000 and must include a 25 percent cash match.

Local efforts for byway related heritage and tourism activities (especially those that are part of existing

heritage tourism, byway, or eco-tourism plans are logical opportunities for these funds).

The Destination Marketing Organization (DMO) Cooperative Marketing Grant Program is available only to qualified destination marketing organizations. According to the grant description: “The DMO must work to increase visitation in their area by collaborating with local business leaders to “connect the dots” by linking attractions to restaurants and accommodations. The applicant must be an advocate for the industry it serves, be a good steward of the community, and celebrate its people, places, history, culture, and natural resources.”

Web site development or enhancement is a logical use of these funds especially to market a regional network of heritage tourism opportunities (such as the Byway, along with the Crossroads of the Revolution or the Rochambeau Trail) as a means of increasing the length of visitor stays.

Economic impact associated with heritage tourism or eco-tourism, like other more traditional forms of tourism development multiply when visitors stay overnight. New Jersey overnight visitors grew by 8.9 percent in 2005. There was a small increase in day visitors. There were approximately 72,240,000 visitors to New Jersey in 2005.

- 81% were leisure travelers
- 53% made over \$75,000 annually
- 43% were boomers between 40-55 years old
- 70% were from NJ, NY or PA
- 34% came for a getaway weekend



*The story of the Delaware and Raritan Canal is interpreted throughout the Byway. Interpretive panels should be updated and maintained periodically to keep them fresh and interesting to visitors*

Tourism was New Jersey’s fastest growing industry in 2005. Tourism in 2005 equaled 4.8 percent of NJ’s Gross State Product. The region of New Jersey that includes Somerset County had the smallest percentage of tourism spending in 2005, but had the highest growth in expenditures rate of 14.5 percent. Somerset County had tourism expenditures of \$598.7 million in 2005, with a growth rate in these expenditures of 21.3 percent.

The D & R Canal State Park is the hidden jewel that provides a logical focus for attracting more heritage tourism and eco-tourism dollars to the region. The attendance at the D&R Canal State Park (per information provided by the Superintendent) in FY05 was 1,741,581, a 103 percent increase over FY04.

### Interpretive and Heritage Tourism Strategies

The Millstone Valley Scenic Byway has unique and exciting stories to tell – whether from the Canal Era that is preserved through the D&R Canal State Park and the efforts of county, municipal and non-profit groups – or from the Revolutionary War Era as part of the larger (and recently designated) “Crossroads of the Revolution” National Heritage Area.

The Millstone Valley Scenic Byway’s historic sites and landscapes are especially suited for the “eco-heritage” traveler. The target audience for heritage tourism includes visitors from the mid-Atlantic region, as well as nearby residents that may not be fully aware of the resources they have in their own backyard. Generally these will be day visitors, but the goal of the Byway will be to encourage them to stay overnight at a nearby bed and breakfast.



*D&R Canal Park Historian Vicki Chirco uses two models to help tell the story of the D&R Canal - a model of a canal swing bridge and a model of a canal lock*



The Byway offers several distinct ways to see and experience the canal era and revolutionary war era themes: by canoe, kayak, bicycle, car and on foot.

Heritage tourism along the Byway can be further promoted by developing the interpretive resources as noted above and by focusing tourism resource development on the bed and breakfasts and other independently owned restaurants, bookstores, antique shops, and other tourism dependent retail businesses in the corridor. One way to promote heritage tourism along the Byway is by attracting nearby Princeton and Rutgers University students and families to the canal and keeping them there by developing more interesting and informative interpretive exhibits and guidebooks.



*Potential location for kiosk in Millstone or East Millstone identified on the aerial photograph (above, top) and the East Millstone site (above)*

County and municipal governments along the Byway, with their partners at the D&R Canal State Park, the Meadows Foundation, and other support groups, already do an excellent job of promoting their cultural heritage to people in central New Jersey through various weekend events and activities. Recently published guidebooks and maps, such as “Explore Experience Enjoy,” (Franklin Township’s Eco-Heritage Tourism Map) and a “Guide to Historic Sites in Central New Jersey” (published by the Raritan Millstone Heritage Alliance) are two examples of the type of marketing that exists and should continue to be developed.

The Byway planning and designation effort will help to promote greater awareness of its historic resources, natural setting and related outdoor recreation opportunities. This greater awareness will be achieved through

1. Development of a coordinated interpretive system of guidebooks, site installations, and other media.
2. Renovation of existing structures into visitor facilities for use as interpretive opportunities.
3. Continued effort at developing and promoting local events and byway related activities by improving communication and coordinating among sponsors. Coordination should include training among interpreters and hosts to improve hospitality and friendliness to visitors and using the Byway as an organizing element in the storytelling and interpretation of the region. Somerset County’s “Weekend Journey through the Past” is a good example of the type of continued coordination that is needed.
4. Coordination of all signage is needed directing visitors to museums, parks, and other publicly



*Potential location for kiosk in Kingston, related to former visitor facility*

accessible historic sites and open spaces along the Byway. A general wayfinding plan should be included in the interpretive planning project.

- 5. Efforts should also be made to improve the accessibility of signage, including and especially interpretive panels and other signage at historic sites.
- 6. Critical to the initial success of the Byway is to have publicly accessible locations at both ends of the corridor where visitor information could be handed out. The Kingston Locktenders House, at the southern end, and the Franklin Inn in East Millstone, at the northern end, have been identified as the locations. In addition, the Bridgetender's House at Griggstown (which is scheduled to be renovated for use as the Byway interpretive/ educational center and headquarters), Rockingham and the D&R Canal State Park offices would also provide places for information to be handed out. Care should be taken to coordinate these efforts with the other trails and touring efforts. For example, the East Coast Greenway recently constructed a sizable kiosk at the Canal Park parking lot in East Millstone.
- 7. A coordinated effort is also needed to get brochures and tear-off maps into the hands of visitors, especially on the racks at area hotels.
- 8. A coordinated effort is needed to link the Byway website with municipal, county, and state Tourism Office websites.

### Marketing Strategies

It is not generally necessary to market the Millstone Valley Scenic Byway as the destination, nor is it desirable. Instead it can be an opportunity to link together related heritage tourism and eco-tourism opportunities by incorporating the Millstone Valley Scenic Byway into existing heritage tourism and eco-tourism activities in the area.



## Washington-Rochambeau Revolutionary Route NJ

**Somerset County Heritage and Cultural Tourism**

**SOMERSET COUNTY BUSINESS PARTNERSHIP**



**Accommodations**  
Bridgetender's Mansion  
700 Coanstown Way  
Bridgetender, NJ  
(908) 942-0300  
[www.stanvott.com](http://www.stanvott.com)

**Day 1:**  
**Historical Sites and Bridges**  
Montgomery Center for the Arts  
124 Montgomery Rd. Montgomery, NJ  
(609) 921-3272



**1800 House:** This late Greek central style house was once part of the 300-acre farm of the Van der Veer family. Constructed circa 1860, it contains a mahogany-paneled library which was added to the house in the 1930's by the Bullantine family of Newark. The house serves as the Montgomery Cultural Center, which offers cultural arts and environmental programs. Open Tuesday-Friday, 10:00AM-3:00PM, and Sunday 1:00-4:00PM. Closed Monday.

**Head East to Bridgewater and witness the famous:**  
**Van Home House**  
941 E. Main Street, Bridgewater  
(732) 756-7810



The Van Home House dates back 18th century. It was extensively remodeled in the middle decades of the 19th century. The 1930's and remodeling was in the Colonial style and is especially significant. Built originally by Philip V. Bridgewater, merchant, the site of numerous events during the Revolutionary period of the fighting Round Brook. It was times by General Lin and Cornwallis. It is

Somerset County Courthouse and Church

Main Street  
**Blackwells Mills Canal House**  
598 Canal Road,  
Somerset  
(732) 872-2133



This historic home was built around 1835 as one of the many dwellings erected for the men and women who operated the local canal locks. The Blackwells Mills Canal House Association as a community center, museum, and library. Today, the house serves craft and antique shows, open house and much more. Located in Raritan C...

### JEWELS OF HISTORY IN SOMERSET

[www.skylandstourism.org](http://www.skylandstourism.org) in the Skylands Region of New Jersey

**Hikes**  
**Somerset County Sampler**  
Environmental Education Center  
Basking Ridge  
There are 8.5 miles of trails in the preserve, adjacent to the Great Swamp National Wildlife Refuge. The northernmost section is completely on boardwalks across marsh. A great way to see the Skylands in your own back yard. Sky trails also are open to biking, mountain biking and cross-country skiing. See us at 100 Skyline Drive, Somerset, NJ 08856.



**Delaware and Raritan Canal State Park**  
Griggstown Loop  
A beautiful 2.5 mile walk along the 75-foot wide D & R Canal as well as the Millstone River begins at the Griggstown Causeway, where there is parking along Canal Road. Walk the towpath south to the Griggstown Lock. Turn right across a bridge onto the Silver Maple Trail and follow the Millstone River on well-guarded before returning to the canal towpath.

**QuickGuide to Eco Trips**  
nature-based excursions in New Jersey's Great Northwest

Includes: nature centers • lakes • lakes gardens • observatories • wildflower homebases • fishing • tarpon waders • canoeing • kayaking county and state parks • wildlife refuges

**All Along the Tow Path...**  
Delaware and Raritan Canal State Park  
(732) 873-1050  
[www.dandrcanal.com](http://www.dandrcanal.com)

The Delaware and Raritan Canal State Park runs 66 miles from Bull's Island to New Brunswick, with 16.5 miles in Somerset County. Recently Six Mile Run Reservoir in Franklin Township was added to the park, where three easy trails skirt farm fields and wind through woods and old fields, and one crosses a slow, shallow stream. The trail begins at the park office at 625 Canal Road.

A walk along the towpath in Spring can reveal treasured glimpses of wildflowers. These lilacs grow luxuriantly along the roadides. The towpath is a long shaded dirt path along both sides of the canal. It's a great place to enjoy birds and turtles, flowers and trees. Access the towpath on Rt. 514 in East Millstone, Blackwells Mills (Park HQ), the Griggstown causeway, Rt. 518 in Rocky Hill and Rt. 27 in Kingston.

### BLOSSOMS & FRAGRANT DELIGHTS

[www.skylandstourism.org](http://www.skylandstourism.org) in the Skylands Region of New Jersey

An initial grant from the Federal Highway Administration's National Scenic Byway Discretionary Grant Program to prepare an interpretive master plan and improve visitor facilities at the Griggstown Causeway has already been received (2007).

The preservation of the Millstone Valley will certainly benefit from a broader understanding and knowledge of what is found here. Linking heritage tourism and eco-tourism marketing with preservation has been done in some localities. For example, Albemarle County, Virginia has established an "Acquisition of Conservation Easement Program" to purchase development rights for certain open space areas. According to the program, sixty percent of the lands conserved have a direct tourism benefit (such as protecting the lands within the viewshed of Monticello). Ranking criteria for selection specifically call out parcels that adjoin a road designated either as a Virginia scenic byway or within a rural historic district and give it extra points in the evaluation, something that Somerset County might want to consider.

There is a remarkable number of history and heritage related programs and events in the corridor that are currently promoted by e-mail to targeted audiences. A brief synopsis of those events over the last year include

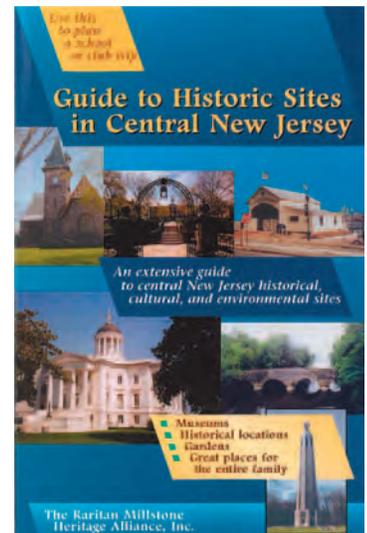
- "Tory Jack Day" (February)
- The Meadows Foundation Fireside Chats series at the Hageman Farm, 209 S. Middlebush Road. (January 2008, Mira and Bruce Form talked about "American Jews in the Civil War")
- Holiday open houses (includes some sites related to the Byway)
- Weekend Journey Through the Past - Visit any or all of 25 historic sites and treasures within Somerset County that will be open to the public during the county's second annual Weekend Journey Through the Past (included several sites related to the Byway)
- "Mushroom meander" at Kingston's Mapleton Preserve
- Washington/Rochambeau Revolutionary Route (W3R) through New Jersey - celebration held in honor of the 225th anniversary of the second encampment in Millstone of French soldiers who fought alongside American soldiers in the American Revolution
- Franklin Township Nature Walks: - Exploring the Griggstown Native Grassland Preserve (June 2007), Butterflies at the Griggstown Native Grasslands Preserve (July 2007)
- Colonial Tavern Day, a joint event of the Abraham Staats House and the Meadows Foundation. Ongoing talk and commentary about 18th Century life and tavern customs; display of 17th and 18th

Century artifacts and antiques; guided tour of the Franklin Inn including Franklin Township history

These events and the resources associated with the core themes of the Byway could be organized into a more accessible format (linked to a published calendar or web site, for example).

There are several vehicles that the Millstone Valley Scenic Byway Management Group could tap into for marketing and promotion:

- Somerset County produces an Arts and Leisure Guide twice a year. The list of places to visit is fairly constant but the guide also includes a six month calendar of things to do. The Millstone Group could include things on this calendar.
- The county publishes a tourism map including trails, bike routes, etc. The Scenic Byway could be included on this.
- Somerset County also has an eco-tourism brochure. Again the Byway is not on this now but it could be included in future reprints.
- The county's Business Partnership has a website for tourism promotion: [www.scbp.org/visit/visit.html](http://www.scbp.org/visit/visit.html). On the left side of this homepage, there is a prompt "tours." If you click on this you come to a page with a series of tours on the right side with links to these tours. The Millstone Valley Scenic Byway could be included as one of these tours.
- Franklin Township's new Eco-Heritage Tourism Map titled "Explore Experience Enjoy" is an excellent marketing and information tool for the MVSB.
- Raritan Millstone Heritage Alliance, Inc., an alliance of over 200 organizations and individuals from three counties – Middlesex, Somerset and Mercer (located in 3 different NJ Tourism regions – Skylands, Gateway and Delaware River), has recently published a "Guide to Historic Sites in Central New Jersey," a 120 page compendium of sites to visit and experience that includes all of the MVSB area. The goal of this group is to promote "preservation and understanding of the rich eventful and cultural heritage of significant historical, educational, and cultural sites located in the Raritan-Millstone region." The publication is supported by advertisers.



- A new publication available from the state tourism website is another valuable resource: “New Jersey Discover History” is a rack size, 128 page, heavy stock full color booklet— that is organized by county and lists many historic sites in Somerset County including many of those noted in the Byway plan. In addition there are sections on several interdisciplinary themes, including The Crossroads of the Revolution.
- The newly passed heritage area, Crossroads of the American Revolution, will provide \$10 million in authorized funds to this newly designated heritage area. See sidebar from Representative Rush Holt’s press release (this page).

### New Jersey’s “Crossroads of the American Revolution” Designated A National Heritage Area

Washington, D.C. – Today (September 29, 2006), the Senate passed S. 203, the National Heritage Areas Act of 2005, which would designate the Crossroads of the American Revolution in New Jersey as a National Heritage Area. A previous bill, the Crossroads of the American Revolution National Heritage Act, was first introduced in the House by Rep. Rodney Frelinghuysen (R-NJ) and Rep. Rush Holt (D-NJ) in the 107th Congress, and later in the Senate, where it subsequently passed.

“From Washington’s crossing the Delaware to the battles in Trenton, Princeton, and Monmouth, New Jersey was truly the Crossroads of the American Revolution,” said Holt.

“This area encompasses hundreds of sites—from bridges to battlefields—across 14 counties. It will serve as a magnet for scholars, educators, tourists, and all those interested in the history of the Revolution. By tying these places and events together and protecting and preserving this sacred land, we can ensure that future generations are able to appreciate its meaning, and current generations are able to benefit from its history, beauty, and potential to attract tourists from around the world.”

“This news is most welcome,” said Rep. Frelinghuysen. “As I have said since I started this effort five years ago, New Jersey quite literally was the crossroads of America’s Revolutionary War. Now that the Senate and the House have passed S.203, New Jersey’s Revolutionary history will receive the recognition it so richly deserves. Along with the many advocates who have laid the groundwork for this effort, I eagerly await the President’s signature.”

The Heritage Area, a unit of the National Park Service, will be based at Morristown National Historical Park and in Trenton. In 2000, Frelinghuysen and Holt directed the National Park Service to conduct a feasibility study on the Crossroads of the American Revolution National Heritage Area. The plan will link New Jersey’s Revolutionary War national, state and municipal historic sites and parks from Bergen and Passaic in the north, through Morris and Somerset, to Camden and Gloucester counties in the south.

# Millstone Valley Scenic Byway

## Managing the Byway

The collaborative nature of any byway planning effort is particularly important because factors such as traffic, regional heritage tourism, and development issues are critical. Working collaboratively among organizations is the best approach to extend the reach of the Byway with the least amount of capital investment. To that end, the strategies that follow are recommended to manage the Byway over time.

It is recommended that the Millstone Valley Preservation Coalition (MVPC) continue in its role as the primary Byway organization and be responsible for implementing the plan. The MVPC shall maintain and expand the existing advisory group so that it continues to represent the broad cross section of stakeholders that have been involved in the development of the plan (see list of organizations on inside title page, list of acknowledgements). The MVPC should expand the Corridor Management Committee to include the interests of the various heritage tourism related businesses. Consideration should be given to creating an independent 501c3 non-profit organization to serve as the Byway's management entity.

The Byway effort represents a strong opportunity to expand the reach of these existing programs and link with other related efforts such as the Crossroads of the Revolution National Heritage Area and the Delaware River Scenic Byway. Marketing efforts will need to target local and regional visitors. Byway leaders need to expand their outreach to take advantage of State Tourism resources, especially brochure and guidebook distribution, promotion of itineraries, and to increase the presence of the Byway on the Web (along with other New Jersey byways and heritage areas). To accomplish this, the MVPC – the proposed Byway management entity – should have a tourism coordination/marketing committee or chairperson who becomes familiar with all the existing marketing materials and works directly with the state's tourism coordinator for this region and with the tourism representatives from each county and municipality. Any interpretive plans, brochures, panels or signage should coordinate with this marketing effort.

Other regional tourism links through the Visit New Jersey's web site ([www.nj.gov/travel](http://www.nj.gov/travel)) are made through county-based Chambers of Commerce, such as Somerset County's Business Partnership. However, it currently does not have a heritage tourism focus and is a membership driven organization. It would be worth exploring whether or not the Partnership would be interested in taking on the role of a visitor information provider to the Byway and linking directly with [www.bywaysonline.org](http://www.bywaysonline.org) through FHWA.

The coordination effort should also extend to the daily management of the road and right-of-way. Somerset County is responsible for most of the roads that comprise the Byway corridor, and it has been part of the planning effort. Schedules of standard maintenance projects, safety projects, and other Resurfacing, Rehabilitation, Reconstruction (3R) work must be routinely communicated to the Byway's leadership far enough in advance to coordinate with ongoing programs, pursue additional funding for enhancements to standard details, and explore alternatives for standard maintenance and safety work.

Finally, coordination will need to extend to the local municipalities so that the Byway's interests can be represented as part of any land use and development decisions that will affect the preservation and enhancement of its intrinsic qualities. Local development ordinances could provide that any development proposed fronting the Byway must notify the Byway Sponsor (the Millstone Valley Preservation Coalition) and its Advisory Committee, in addition to neighboring property owners.

### ***Primary Corridor Plan Implementation Projects***

The following projects and activities are recommended for high priority implementation projects along the Byway (not in order of priority, as some will have different potential funding sources):



*Implementing the Byway plan will help to bring the stories of the Revolutionary War and Canal Era to life - helping to uncover much of the hidden history and beauty that is found here.*

### **Byway Visitor Facilities and Services**

(Funded for approx. 325,000, including local match)

This project will provide for 1) the rehabilitation of a canal Bridgetender's house to use as a visitor center in which the exhibit and maps can be displayed and 2) the development and production of an interpretive exhibit and a pamphlet/map of the Millstone Valley Scenic Byway. Since there is currently no byway information available to the public, this grant will provide for the restoration of a building that will enable the user to experience a historic setting while viewing the interpretive information and acquiring free literature for use along the Byway. This project benefits the Byway traveler by: 1) rehabilitating a facility to increase the quality of the Byway traveler's experience by informing the Byway traveler of the significance of the Byway's intrinsic qualities; and 2) providing interpretive information through a map and exhibit of the Byway.

### **Corridor Plan Implementation**

*(Budget approximately equivalent to a half-time salaried position)*

Seed money to help organize and staff the management entity. Funds should be utilized to pay for part-time staff to help implement the corridor management plan including the following activities:

- manage grant applications and implementation
- monitor development and public projects that affect the Byway and work with the public on an ongoing basis

- maintain and update a web-site oriented towards visitors and preservation interests along the Byway
- work with the New Jersey State Parks, New Jersey DOT, Somerset, Mercer and Middlesex Counties and localities departments of transportation and public works to monitor and address ongoing maintenance related issues to Canal and River Roads, including issues related flood-prone resources
- work with local civic groups to continue efforts to obtain resources necessary to preserve remaining open space and historic sites in perpetuity

### **Context Sensitive Design Guidelines**

*(Budget approximately \$100,000)*

To provide the counties and state with guidance on how best to preserve, maintain and enhance the roadway and roadside design elements that contribute to the experience of driving along the Millstone Valley Scenic Byway

### **Model Development Guidelines**

*Budget approximately \$50,000*

To provide the each jurisdiction along the Byway with examples of different techniques that can be used to guide new development, including infill, in a manner that is sensitive to the qualities of the Byway and its historic districts. Guidelines should be compatible with and enhance existing guidelines and checklists utilized by the Delaware and Raritan Canal Commission and Franklin Township's local scenic road ordinance.

### **Byway Wayfinding Plan and Implementation**

*(Budget approximately \$200,000)*

To prepare the necessary preliminary and final design documents to fabricate and install wayfinding signage and visitor information kiosks along the Byway. Three outdoor visitor information kiosks should be incorporated into the grant application at \$25,000 dollars each) to be located at the north and south gateways and at Griggstown Bridgetenders house. The design should be simple and functional and be compatible with the traditional details utilized by the D&R Canal State Park.

### **Byway Informational Materials**

*(Budget \$15,000 plus volunteer efforts and donations)*

Print and web-based materials about the Byway should be designed, printed and widely distributed. A general overview flyer (both print and web) should be developed first, followed by more site specific brochures with a coordinated graphic identity development through the wayfinding plan noted above.

### **Purchase of Conservation Easements**

Funding to obtain conservation easements for vulnerable open space areas along Lower Canal Road. A budget will need to be developed based on more detailed information not available as part of the corridor management plan (e.g. appraised value of property, tax structure, etc.) Preservation and conservation easements can to a large extent be carried out through existing open space programs.

### **Trail Linkages**

Funding for design and implementation for trail connections from parks and historic sites open to the public with the D&R Canal Towpath Trail. More information is needed to determine appropriate levels of funding including length of trail, desired surface type, number of structures, level of constraints. The Franklin Township Open Space Committee has been quite successful linking their trail program with Eagle Scouting projects, which is one option for implementation. A byway trail map should be developed as part of the informational materials noted above emphasizing connections to trails on both sides of the river as well as along the canal.

### **Interpretive Programming and Infrastructure**

Further development of the interpretive infrastructure of the Byway is needed. Building upon the initial grant funding for the Griggstown Bridgetenders house visitor facility and the interpretive exhibit and display, the following priorities should be implemented:

- 1) Translating the interpretive exhibit into a multi-media communication tool (printed brochure, web page, and multi-media traveling presentation)
- 2) Further development of a multi-media presentation that can be utilized at visitor centers focusing on the history and context of the Millstone River and C&O Canal building upon the Revolutionary War and Canal Era themes.
- 3) Design and install interpretive panels (similar in style to those already in use along the D&R Canal) to be located in parking areas at causeways, and in existing villages.
- 4) Development of multi-media guides associated with

the various themes associated with the Byway:

- Revolutionary War
- Railroads
- Canal
- Natural history, geology and ecology
- Native American settlement and culture
- European settlement and culture (Dutch, English, Norwegians, Italians, Irish)
- Cemeteries and geneology
- Civil War

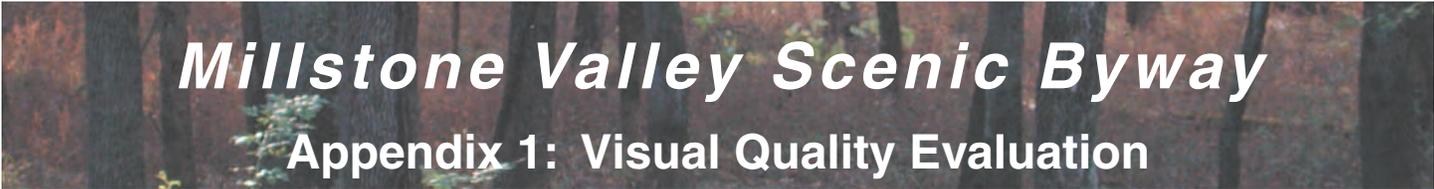
### ***Roles and Responsibilities***

The tables in Appendix 5 list all of the projects and programs that are recommended as part of the Byway management planning effort and identifies some of the potential partnerships and collaborations that may be needed to implement those projects.

The successful implementation of these efforts will require a cooperative effort among many: among each of the Counties and municipalities; among various state agencies with land stewardship responsibilities in the corridor; additional state agencies that can act as resource groups assisting the sponsor along the corridor; and, with the civic organizations and individuals that provide extensive volunteer contributions of time and expertise to the effort. This corridor management plan is an example of how that cooperation can be harnessed to leverage the necessary funds to implement the priority projects and programs.

Much has been accomplished already through volunteer efforts. Much has been accomplished utilizing existing township and county programs. More can be accomplished by seeing the Byway as an organizer for multi-community projects and a contributor of some of the necessary funding. At the same time, the potential for funding of many of these Byway projects will be strengthened by the long history of volunteer and community efforts that have already taken place and by the promise of continuing those substantial volunteer, township and county contributions.

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A horizontal banner image showing a dense forest with tall, thin trees and a ground covered in brown leaves. The text is overlaid on this image.

# *Millstone Valley Scenic Byway*

## Appendix 1: Visual Quality Evaluation



Character Area 1:  
Kingston Area-Village Character



Field Views:

1. Cemetery

2. Overall

	Indiv. Avg						Group Avg	
	V:	2.5	4.5	2.5	2.5	4	1	Vividness 2.8
	I:	2.5	3	2.5	2.5	4	.5	Intactness 2.5
	U:	2.5	3	2.5	2.5	3	0	Unity 2.25
	V:	3.5	5	5	3.5	5	3.5	Vividness 4.25
	I:	4	4	3	2.5	4.5	4	Intactness 3.6
	U:	4	4	4	3.5	2	4	Unity 3.6
	V:	2	5	2	4	4	5	3.6
	I:	4	3	4	4	3	5	3.8
	U:	5	3	4	4	3	3	3.6
	V:	2	5	3	3	3	3	<b>3.2</b>
	I:	3	4	3	2	3	2	<b>2.8</b>
	U:	3	4	3.5	2.5	0	3	<b>2.6</b>



Character Area 2:  
Rt. 603-Sparse Development



Field Views:

1. Trap Rock Quarry

2. Overall

	Indiv Avg						Notes	Group Avg	
	V:	-4	-1.5	0	2.5	-1	-.5	Vividness	-1
	I:	0	-2.5	-1.5	1	-3.5	3	Intactness	-.6
	U:	0	-2.5	-1.5	1.5	-.5	2	Unity	0
	V:	0	3	3.5	3.5	-1	2.5	Vividness	2
	I:	-2	-2	0	2.5	0	-4	Intactness	-1
	U:	0	-2	-2	2.5	-5	-4	Unity	-2
	V:	3	3	2.5	3	0	.5	<b>2</b>	
	I:	-1	-2	-1.5	2	0	1	<b>-1</b>	
	U:	-1	-2	-1.5	1.5	-3	1	<b>-1</b>	



Character Area 3:  
Washington St-Village Character



Field Views:

1. Canal Crossing

2. Overall

Indiv Avg	Notes	Group Avg
V: 1 5 2 1.5 0 0 I: 2 3 3 1 3 0 U: 1 3 3 1 3 0		Vividness 1.6  Intactness 2  Unity 1.8
V: 2 3.5 1 2.5 3 1 I: 1 2 2 1 2 2 U: 1.5 2 2 0 2 2		Vividness 1.5  Intactness 1.6  Unity 1.6
V: 1 5 2 3 4 3 I: 3 3 3 3 2 3 U: 3 3 3 3 3 2		3  2.8  2.8
V: 2 5 3 2 3 3 I: 3 4 4 2 2 3 U: 3 4 4 2 3 3		3  3  3.2



Character Area 4:  
Montgomery St- Residential Neighborhoods



Field Views:

1. Overall

	Indiv Avg						Notes	Group Avg
	V:	1.5	5	3.5	1	1.5	0	Vividness 2
	I:	3	5	3	1.5	-1	0	Intactness 2
	U:	3	5	3	2	2	0	Unity 2.5
	V:	2.5	4.5	2	2	2	5	Vividness 3
	I:	3.5	3	4	2	2	4	Intactness 3
	U:	3.5	3	4	1.5	3	3	Unity 3
	V:	0	4	2	1	3	3	<b>2.2</b>
	I:	2	3	3	1	2	3	<b>2.3</b>
	U:	3	3	3	.5	2	2	<b>2.25</b>



Character Area 5:  
Northern Montgomery St-Open Fields



Field Views:

1. Center for the Arts  
1860 house

2. Overall

	Indiv Avg						Notes	Group Avg
	V:	.5	5	3	3	4	1	Vividness 2.75
	I:	4.5	4	5	3.5	4	3	Intactness 4
	U:	4	5	5	2.5	5	3	Unity 4.1
	V:	-1	3	0	-1	0	-3	Vividness 0
	I:	1	3	0	-1.5	0	-3	Intactness 0
	U:	1	3	-1	-2	0	-3	Unity -1
	V:	2.5	4.5	3	2.5	3	4	3.25
	I:	4	5	4	3	3	4	3.8
	U:	4	5	4	3	3	4	3.8
	V:	-2	5	3	2	3	2	<b>2.2</b>
	I:	2	4	3	1.5	2	2	<b>2.4</b>
	U:	3	4	3	1.5	1	3	<b>2.6</b>



Character Area 6:  
Lower River Rd.-Rt.206 Intersection-New Residential Neighborhoods



Field Views:

1. Intersection with River Rd. (just beyond above photo)

2. Nelessen House

3. Overall

	Indiv Avg						Notes	Group Avg
	V:	2	5	2	2.5	0	1	Vividness 2.1
	I:	0	4	-3	.5	-3	1	Intactness -.25
	U:	0	4	-3	.5	-3	0	Unity -.25
	V:	-2	5	0	2.5	-2	-2	Vividness -.25
	I:	-4	-3.5	-2.5	-1	-2	-2	Intactness -2.5
	U:	1	-3.5	-2.5	-3	-5	0	Unity -2.2
	V:	2	5	1	2	3	4	2.8
	I:	-2	2	2	0	2	0	.7
	U:	1	2	1	-1.5	1	0	.6
	V:	-1	3	2	1	2	1	<b>1.3</b>
	I:	-3	3	1	.5	0	3	<b>.75</b>
	U:	1	3	1	0	0	3	<b>1.3</b>



Character Area 7:  
Montgomery Farm

	Indiv Avg						Notes	Group Avg	
Field Views:	V:	3.5	5	3	2.5	3	4		Vividness 3.5
1. White house at farm (beg. of segment)	I:	4.5	5	4	3	3	3		Intactness 4.25
	U:	5	5	5	3	3	4		Unity 4.2
2. Campbell House	V:	3	5	4	4	5	5		Vividness 4.3
	I:	5	5	5	3	3	4		Intactness 4.2
	U:	5	5	5	3	3	4		Unity 4.2
3. Overall	V:	3	5	4	3	4	3		<b>3.7</b>
	I:	5	4	4	2	3	3		<b>3.5</b>
	U:	5	4	4	3	3	3		<b>3.7</b>



Character Area 8:  
Lower River Rd-New Residential Neighborhoods



Field Views:

1. Boysenberry Ln.

2. Overall

Indiv Avg	Notes	Group Avg
V: -3 3 1 0 3 -3 I: -3 0 2 0 -3 -4 U: 0 0 2 -1 0 0		Vividness .2  Intactness -1.3  Unity -.2
V: -2 1 -1 3 -3 I: -2 1 -2 2 -2 U: 0 -1 -2.5 2 -2		Vividness -.3  Intactness -.6  Unity -.7
V: 2 3 1 -1.5 -3 2 I: 0 0 1 -2 0 2 U: 1.5 1 1 -2 0 2		<b>0.6</b>  <b>0.2</b>  <b>0.6</b>



**Character Area 9:**  
 Griggstown Bridge to Township Line Rd-Mix of New and Historic Residential Areas



Field Views:

1. Township Line Rd

2. Overall

	Indiv Avg						Notes	Group Avg
	V:	3	4	3	3.5	5	4	Vividness 3.8
	I:	3	4	3	1.5	3	4	Intactness 3.1
	U:	3	4	3	3	3	4	Unity 3.3
	V:	0	3	0	-2	-5	1	Vividness 0.5
	I:	3	1	2	-2	0	1	Intactness 0.8
	U:	2	1	2	-1	0	.5	Unity 0.8
	V:	2	3	2	2	4	2	<b>2.5</b>
	I:	3	1	2	-2	3	2	<b>1.5</b>
	U:	4	1	3	0	2	2	<b>2</b>



Character Area 10:  
Township Line Rd to Amsterdam Rd-New Residential Neighborhoods

	Indiv Avg	Notes	Group Avg
Field Views:			
1. Strawberry Ln	V: 0 2 1 0 -1 0 I: 2 1 3 -1 -1 1 U: 1 1 2 -1 0 2		Vividness 0.3  Intactness 0.5  Unity 0.8
2. Overall	V: 1 2 2 1 0 2 I: 2 1 3 1 0 2 U: 3 1 3 2 0 3		<b>Vividness</b> <b>1.3</b>  <b>Intactness</b> <b>1.5</b>  <b>Unity</b> <b>2</b>



Character Area 11:  
Historic River Rd Area-Old Farms and Historic Homes



Field Views:

1. Turn @ Bridge

2. Overall

3. High Tension Wires

	Indiv Avg						Notes	Group Avg
	V:	5	5	5	3.5	5	5	Vividness 4.8
	I:	2	4	4	2	5	4	Intactness 3.5
	U:	3	4	4	2	5	5	Unity 3.8
	V:	2	4	2.5	1.5	4	3	Vividness 2.8
	I:	4	4	4	3	4	4	Intactness 3.8
	U:	5	4	4	3	5	4	Unity 4.2
	V:	2	4	2	2	3	4	2.8
	I:	1	4	1	-2	2	3	1.5
	U:	1	4	1	-1	1	2	1.6
	V:	2	5	3	3	4	4	<b>3.5</b>
	I:	4	4	4	3	3	4	<b>3.7</b>
	U:	4	4	4	2.5	4	4	<b>3.8</b>
	V:	3	5	3	3	-4	1	1.8
	I:	-3	-2	-4	-1	-2	3	-1.5
	U:	-4	-2	-4	-2	-1	3	-1.7



Character Area 12:  
Millstone-Limited Commercial Area



Field Views:

1. Church

2. Amwell Bridge

3. Overall

Indiv Avg	Notes	Group Avg
V: 4 5 -3 2.5 3 5		Vividness 2.8
I: -2 2 -3 -2.5 -5 -5		Intactness -2.6
U: -4 2 -3 -3.5 -5 -5		Unity -3.1
V: 2 5 4 3 5 3		Vividness 3.7
I: 3 3 3 1.5 3 2		Intactness 2.6
U: .5 4 2 2.5 2 0		Unity 1.8
V: 3 5 4.5 2 5 5		4
I: 5 5 3 2.5 5 5		4.3
U: 5 5 3 2.5 4 5		4
V: 5 5 4 3 4 4		4.2
I: 5 5 3 3.5 2 4		3.8
U: 1 5 3 3.5 -2 4		2.4
V: 3 5 3 3 4 3		<b>3.5</b>
I: 3 4 4 2 3 3		<b>3.2</b>
U: 2 4 4 3 2 3		<b>3</b>



Character Area 13:  
North Canal Rd-Rural Character



Field Views:

1. Earth House Farm

2. Overall

	Indiv Avg						Notes	Group Avg
	V:	2	5	3	4	5	4	Vividness 3.8
	I:	5	4	5	5	5	4	Intactness 4.7
	U:	5	4	5	5	5	4	Unity 4.7
	V:	1.5	4.5	2	2.5	1	3	Vividness 2.4
	I:	5	5	4	2.5	2	4	Intactness 3.8
	U:	5	5	4	3	4	4	Unity 4.2
	V:	5	3		4.5	5	5	<b>3.5</b>
	I:	5	4		5	5	5	<b>4.8</b>
	U:	5	4		5	5	5	<b>4.8</b>



**Character Area 14:**  
 Griggstown-Rural Character, narrow road with pronounced crown



Field Views:

1. Intersection

2. Former Park HQ

3. Overall

	Indiv Avg						Notes	Group Avg
	V:	3.5	4	3	2.5	5	5	Vividness 3.8
	I:	5	5	4	3.5	5	5	Intactness 4.6
	U:	5	5	4	3.5	5	5	Unity 4.6
	V:	3	5	3	3	5	5	Vividness 3.2
	I:	4	5	3	3.5	4	5	Intactness 4
	U:	5	5	4	4	4	5	Unity 4.5
	V:	4	4.5	3	3	3	5	3.75
	I:	4	5	4	3	3	3	3.7
	U:	4	5	4	3	1	3	3.3
	V:	2.5	5	2.5	2	5	3	3.3
	I:	4	5	4	3.5	2	-1	2.9
	U:	4	5	4	3	1	-1	2.7
	V:	3	5	3	3.5	5	4	<b>4</b>
	I:	5	5	4	4	4	4	<b>4.3</b>
	U:	5	5	4	4	3	4	<b>4.2</b>



Character Area 15:  
Water Treatment Plant



Field Views:

1. Overall

	Indiv Avg						Notes	Group Avg
	V:	2	4.5	3	4	4	4	Vividness 3.6
	I:	0	2	0	-1.5	-2	-1	Intactness -0.4
	U:	-1	2	0	-4.5	-1	-4	Unity -1.4
	V:	1	4		3	-1	0	Vividness 1.4
	I:	-2	2		0	-3	-1	Intactness -0.8
	U:	0	2		-3	-3	-4	Unity -1.6
	V:	2	4	3	4	-3	-3	<b>1.4</b>
	I:	0	0	0	-1	-3	-1	<b>-1</b>
	U:	-2	0	0	-4	-3	-3	<b>-2.4</b>



**Character Area 16:**  
**Farm Area-Preserved Open Space combined with Working Farms**



Field Views:

1. Overall

	Indiv Avg						Notes	Group Avg
	V:	0	5	2	2.5	4	5	Vividness 3.1
	I:	0	4	3	1.5	2	4	Intactness 2.4
	U:	0	4	3	2.5	3	4	Unity 2.8
	V:	1	4.5	2	2	3	2	Vividness 2.4
	I:	3	5	3	1	3	2	Intactness 2.8
	U:	1.5	5	2	1	2	3	Unity 2.4
	V:	1	5	3	4	4	4	3.5
	I:	5	4	4	3	3	4	3.8
	U:	3	5	4	4	2	4	3.6



**Character Area 17:**  
**Rt. 632- Denser Residential Neighborhoods**



Field Views:

1. Overall

Indiv Avg	Notes	Group Avg
V: 2 4.5 2 2.5 2 1 I: -1.5 2 1 0 1 -1 U: -1.5 2 1 -1 1 -2		Vividness 2.3  Intactness 0.3  Unity 0
V: 0 4.5 1.5 0 4 -1 I: -2 2 1 -.5 1 -1 U: 0 2 1 0 1 0		Vividness 1.5  Intactness 0  Unity 0.7
V: 3 5 3 1.5 4 2 I: 3 3 2 1 4 0 U: 2 3 2 0 2 0		<b>3</b>  <b>2.2</b>  <b>1.5</b>



**Character Area 18:**  
 Lower Canal Rd-Rural Character with Historic Buildings and Neighborhoods



Field Views:

1. Sassman (Red House)

2. Lock 9

3. Terra Cotta Factory

Indiv Avg	Notes	Group Avg
V: 1 4.5 2 2 5 3 I: -1 3 2.5 .5 4 -1 U: -2 4 2.5 0 3 0		Vividness 3 Intactness 1.3 Unity 1.25
V: 1 4.5 2 2 4 4 I: 2 5 4 3 4 4 U: 2 5 4 4 4 5		3  3.7  4
V: 0 4.5 3 2.5 5 5 I: -3 1 1 2 4 5 U: -2.5 3 1 3 2 5		3.3  1.7  2
V: 1 5 3 2.5 5 5 I: 1.5 4 3 2.5 5 5 U: 1.5 5 3 2.5 5 5		3.6  3.5  3.7
V: 1 5 3 3.5 5 4 I: 1 5 3 3 4 4 U: 3 5 3 4 4 5		3.6  3.3  4



Memorandum

To: MVSB Team  
From: Lynne Giesecke  
Re: MVSB Visual Survey Meetings, November 21 and 22  
Date: November 30, 2005

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Millstone Valley Scenic Byway

Visual Survey Meetings  
November 21, 22, 2005

Meeting Summary:

November 21, 2005 . Hillsborough Municipal Building

A meeting was held at 7:00 pm at the Hillsborough Municipal Building with the volunteers for the Visual Survey analysis of the Millstone Valley Scenic Byway. An agenda was emailed to volunteers prior to the meeting, as well as handed out at the meeting.

Those in attendance were:

Robert von Zumbusch, MVDC  
Linda Barth, Canal Society of NJ  
Robert Barth, Canal Society of NJ  
Dan Saunders, NJ HPO  
Tom D'Amico, Somerset County  
Jan ten Broeke, MVSB committee  
David Byers, NJDOT  
Jeff Grob, Vollmer Assoc.  
Sarah Roberts, Montgomery Twp  
Lynne Giesecke, Lardner/Klein LA

The meeting was designed to run through slides of elements of each of 18 character segments of the byway and to familiarize the volunteers with the concepts of Vividness, Intactness and Unity for evaluation in the field the following morning. Each volunteer was given a binder with an 11 x 17 draft map of the byway and the break down of the 18 character segments, along with a sheet defining the 3 evaluation criteria (Vividness, Intactness and Unity on a -5 to +5 scale) and field sheets of each segment with photos and space for evaluation.

A PowerPoint slide show was presented and the group practiced evaluating the images in the slideshow. A few images were discussed at the end to see what people had decided in their evaluations. Some corrections were noted as to the locations of some photos that were borrowed from the MVSB submittal.

The idea of extending the byway to Rt. 27 and South to Princeton Nurseries came up in discussion. One member of the group wanted to make sure that the historical significance of the byway not be lost in the various forms of evaluation and in the final

byway management plan. It was stated that the visual survey is merely a starting point and is one of 3 surveys required by the NJ Scenic Byways Program. The other 2 surveys (physical and institutional) are designed to work with the visual survey to help identify the types of management required for various areas of the corridor.

The meeting adjourned around 8:30.

### November 22, 2005: Visual Survey Tour of the Byway:

The group gathered at the Rocky Hill Parking area south of Rt. 518 at 9:00 am for the field portion of the survey. Those in attendance were:

Robert von Zumbusch, MVDC  
Linda Barth, Canal Society of NJ  
Robert Barth, Canal Society of NJ  
Dan Saunders, NJ HPO  
Tom D'Amico, Somerset County  
Jan ten Broeke, MVSB committee  
Jeff Grob, Vollmer Assoc.  
Sarah Roberts, Montgomery Twp  
Lynne Giesecke, Lardner/Klein LA  
Mike Zanko, Vollmer Assoc.

The group got into one van and traveled the Byway in both directions evaluating specific elements along the road as well as the character segments making comments and suggestions should those segments boundaries need to be shifted. The southern tail of the Byway was traveled first south ("field A" on the field sheets) and then north ("field B" on the field sheets). Then the remainder of the Byway was traveled starting along Washington Street heading west and then north up the River Rd. side of the Byway, crossing at the Amwell Bridge and heading south on Canal Rd ("Field A") and then in the opposite direction, north up Canal Rd and south on River Rd. ("Field B"). The original field notes are combined in a folder at the L/KLA office, but a summary of the field analysis is posted on the Vollmer ftp site. The character segments that got the best field ratings are: Segment 13-North Canal Rd, Segment 14- Blackwells Mills Crossing, and Segment 18-Lower Canal rd. The segments with the lowest ratings are: Segment 2- Rt. 603/Trap Rock Quarry, Segment 8- Lower River Rd., and Segment 6-Lower River Rd/Rt. 206 intersection.

Some common field notes:

Segment 1:

- Café is more difficult to see going north, many intrusions near by
- Intrusive utility poles
- Lacks street trees
- Signs are cluttered

- Bungalow near Rockingham is an intrusion, as well as chain link fence across the street and rip-rap swale.
  - The cemetery is vivid, but not visible from many locations
  - Rockingham should be its own segment, not grouped with the village-much more rural feel.
  - Rockingham north boundary should be at Dirty Brook and South boundary at dip in rd., culvert south of Rockingham\*
- \* This boundary will be changed to separate Rockingham from Kingston Village\*

#### Segment 2:

- Unusual view of quarry complex for NJ, but fence blocks view
- Manufactured, more recent landscape
- Utility poles intrusive
- Very wide, open feel-corridor needs definition (trees)
- Chain link fence and rip-rap drainage are intrusions

#### Segment 3:

- The pottery building is ugly
- The canal crossing is hard to see from parking area.
- River/ canal is impressive
- Section should begin at the pottery shed\*

\*At this point, the boundary here will remain at the 518/603 intersection. The visual character of the segment is consistent from the current boundary\*

#### Segment 4:

- The church is a focal point heading south
- Many suburban houses past village center
- General suburban character should be mitigated by trees
- Cemetery intact

#### Segment 5:

- Field is beautiful but random houses across the street
- The addition on the Center for the Arts House is a bit pretentious
- Overall there are very nice areas and unattractive houses along the segment
- North side of the segment is very impacted, suburban houses generally hidden on south side
- Stone bridge CCRC is intrusion even if set back.
- A row of trees along the road would provide definition to the byway.

#### Segment 6:

- River interesting road, but highway landscape
- The intersection at River Rd and 609 is prominent and ugly.
- Transition to River Area
- The house and barn are important for context and historic vividness
- Housing development should be screened with evergreen buffer.

- East side of the segment provides some unity. Additional landscape to define corridor and screen some development is needed.

Segment 7:

- Good houses and view of fields and river
- Some additional landscaping desirable, but the segment is generally okay.

Segment 8:

- Development has no relation to river/road
- Segment is better at the northern end
- Segment is very suburban.
- Cemetery, open field on west side
- The east side with the river and open space provide *some* unity and integrity.

Segment 9:

- Beautiful Bridge and river, but nondescript lower section
- Lots of topography with hills and streams
- Beauty and intrusions, view down to Millstone
- Generally additional landscaping is required to improve buffer from suburban development
- Generally intact infrastructure, but non-historic houses could be better screened.

Segment 10:

- Road is off and on bluff. See new houses when on bluff.
- Intactness on east side of road, suburban intrusions on west side.
- 

Segment 11:

- The barn is great, later buildings monotonous
- Many signs on a white fence (at the turn for the bridge)
- Overall an attractive area
- Tree rows separating fields from distant suburban develop. needed

Segment 12:

- "Ugly" intersection
- East Millstone and Millstone should be separate segments\*

\* This segment can be open for discussion, but as it stands, the segment is unified by the historic village-like feel of either side of the Amwell Bridge. If the segment is broken up further, the debate about which segment the bridge falls into becomes another issue.\*

Segment 13:

- Houses on escarpment, road right at canal, wooden guard rail
- Some mitigation needed, a few modern intrusions and restrictions on view
- Views of canal, open natural areas and historic houses, wooden guard rail

Segment 14:

- Farm landscape is important and needs to be preserved.

Segment 15:

- Preserved land to the east is important and needs to be preserved.

Segment 16:

- Poor lost bridge in guardrail
- Great farms and fields with a few intrusions
- Open agricultural landscape must be preserved and any intrusion screened

Segment 17:

- Transition to Historic district (maybe boundary should end sooner)
- South of pump Station is historic houses, north of pump station suburban with a few historic houses at southern end.\*

\* The segment boundary will be moved to just south of the pump station to separate the historic structures from the more suburban developments\*

Segment 18:

- The views were better going north
- Landscape must be preserved with intrusions screened.

The group adjourned at about 12:30.

As a follow up to the first MVSB management meeting, and to underscore the historic richness of the Byway, historic district boundaries will be added to the Byway maps as accurately as possible. (The county does not have this data available in a GIS format yet, so L/KLA will have to draw the boundaries based on hard copy maps available.)



**Lardner/Klein Landscape Architects, P.C.**

**Memorandum:**

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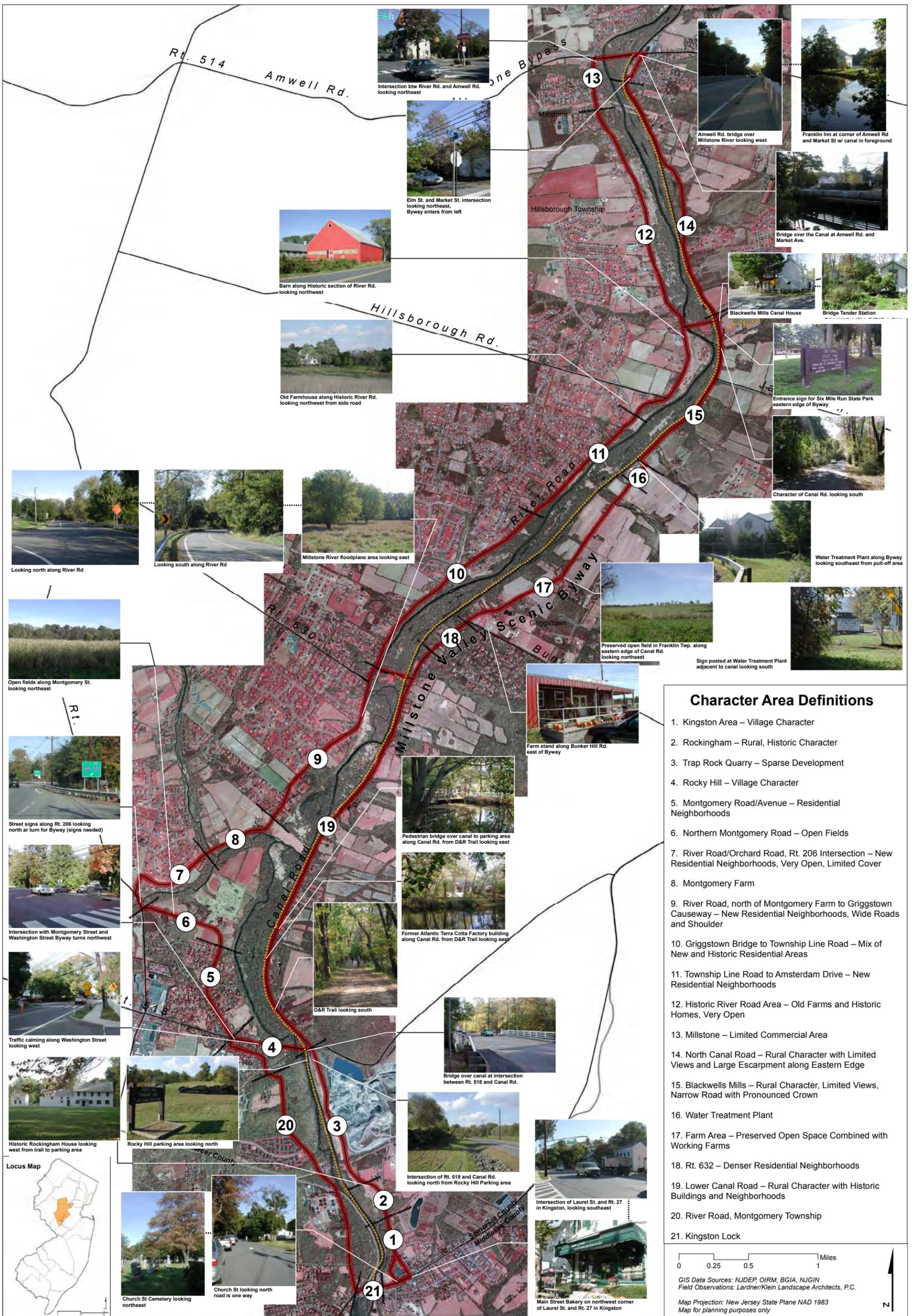
To: Jeff Grob, Jason Yadlovski,  
From: Jim Klein  
Date: 7/27/07  
Subject: Advisory Committee Meeting Notes and Observations

The following documents the discussion points at the July 25, 2007 Advisory Committee Meeting for the Millstone Valley Scenic Byway to discuss the new extension of River Road connecting Rocky Hill with Kingston Village.

Visual Quality Evaluation:

1. The boundaries for the additional character areas were defined by the group as follows:  
Area 1 – expanded to include Route 27 from Kingston down to approximately the where the old roadbed splits away from the new  
Area 21 – to include the area associated with the Canal, Lock, and Millstone River  
Area 20 – to include the stretch of River Road from the intersection with Route 27 to the creek crossing entering Rocky Hill.  
Area 4 – expanded to include all of Rocky Hill Village
2. The overall rating for Area 1 and Area 4 would remain the same as in the original evaluation from Fall of 2005.
3. The overall rating for the new Section 21, would be a 5.0 having exceptional quality being represented best by the view from looking down the Millstone River including the historic bridge in the foreground.
4. The overall rating for the new Section 20, River Road, would be approximately 1.33: having fairly high rating (assume 3) for unity (the wooded roadside environment, views to the river etc.), less high for intactness (assume 1.0, due to intrusions of utility lines, large church/shrine hall parking lot, and Montgomery Woods entrances, and neutral for vividness (assume 0, with a fairly uniform experience and only a few views of the river).

It was noted that the main attributes of the new section is that it is low key and subtle, that it has few intersections, few structures readily visible immediately adjacent to the road, and no parking is allowed on the road.



Map 1

# Millstone Valley Scenic Byway Key Views/Visual Inventory

Prepared for the Millstone Valley Preservation Coalition and the New Jersey Department of Transportation by Stantec Consulting with Lardner/Klein Landscape Architects, P.C. and Oldham Historic Properties, Inc.  
August 2008

## Legend

- Millstone Byway
- Key Access Roads
- ..... D&R Canal Trail
- Byway Character Areas

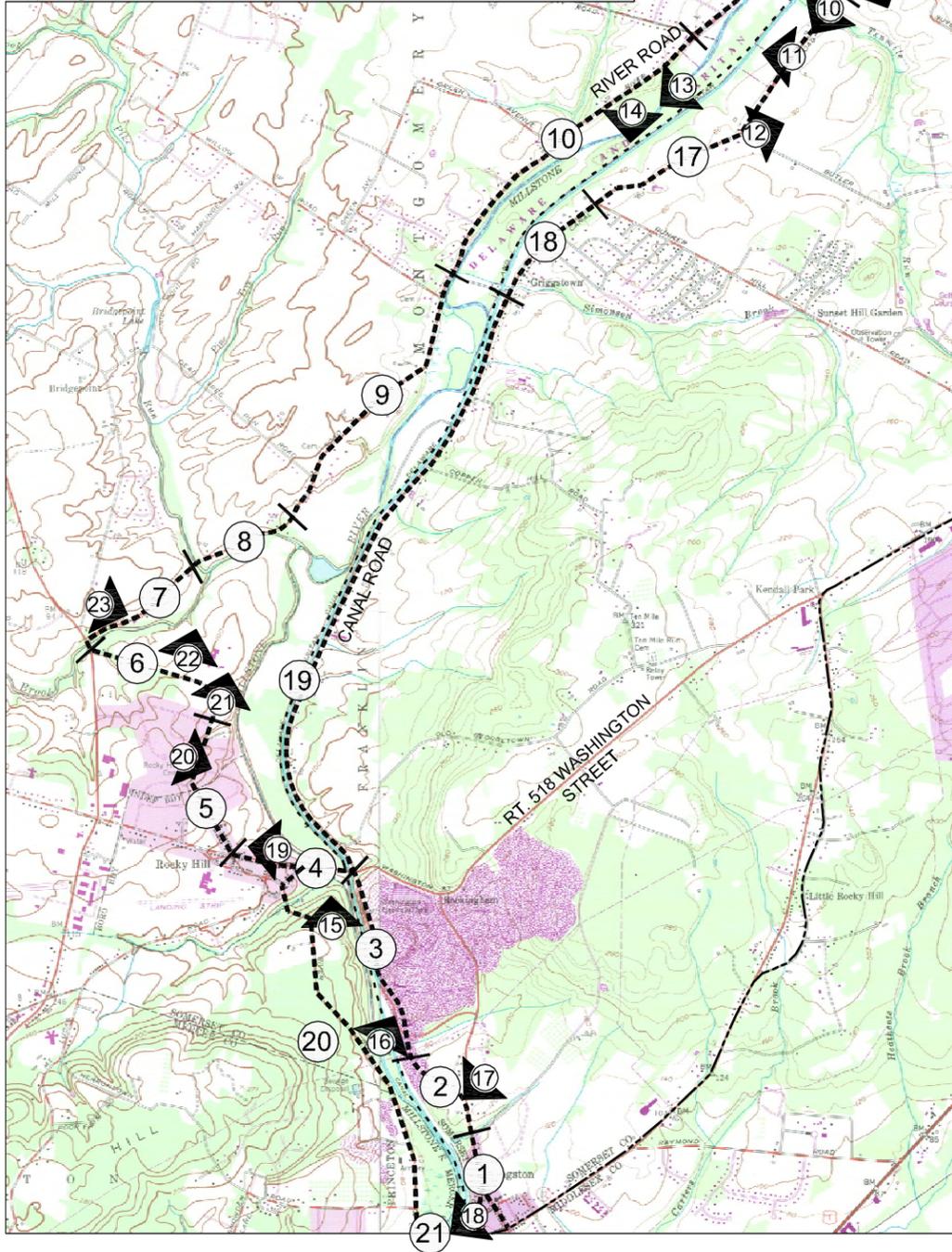
A horizontal banner image showing a dense forest with tall, thin trees and a ground covered in fallen leaves and some green plants.

# *Millstone Valley Scenic Byway*

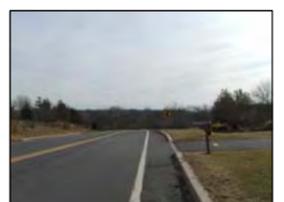
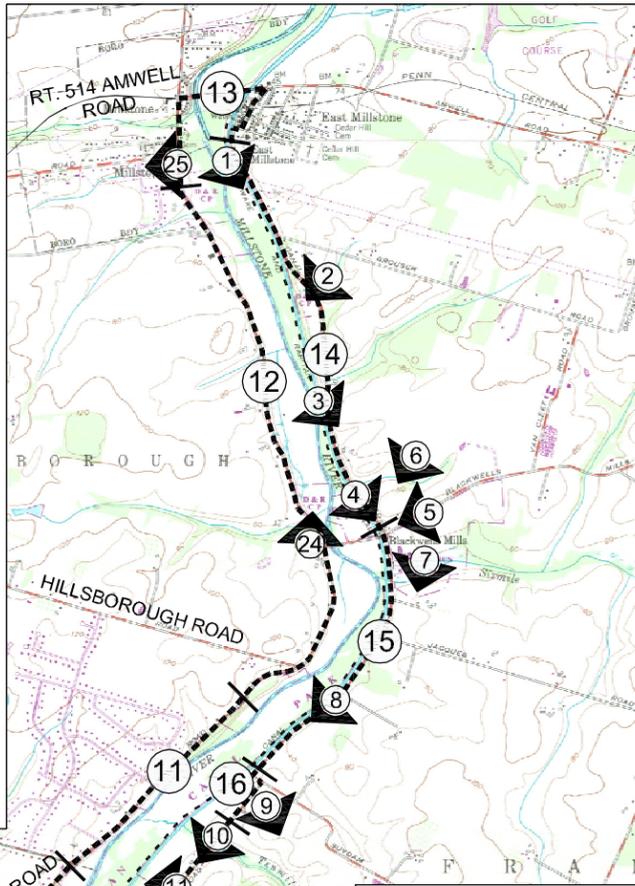
## Appendix 2: Byway Inventory Maps

## Character Area Definitions

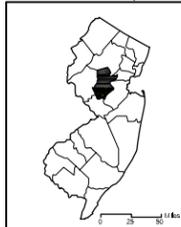
- 1.) Kingston Area - Village Character
- 2.) Rockingham - Rural, Historic Character
- 3.) Trap Rock Quarry - Sparse Development
- 4.) Rocky Hill - Village Character
- 5.) Montgomery Road/Avenue - Residential Neighborhoods
- 6.) Northern Montgomery Road - Open Fields
- 7.) River Road/Orchard Road, Rt. 206 intersection - New Residential Neighborhoods, Very Open, Limited Cover
- 8.) Montgomery Farm
- 9.) River Road, north of Montgomery Farm to Griggstown Causeway - New Residential Neighborhoods, Wide Roads and Shoulder
- 10.) Griggstown Bridge to Township Line Road - Mix of New and Historic Residential Areas
- 11.) Township Line Road To Amsterdam Drive - New Residential Neighborhoods
- 12.) Historic River Road Area - Old Farms and Historic Homes, Very Open
- 13.) Millstone - Limited Commercial Area
- 14.) North Canal Road - Rural Character with Limited Views and Large Escarpment Along Eastern Edge
- 15.) Blackwells Mills - Rural Character, Limited Views, Narrow Road with Pronounced Crown
- 16.) Water Treatment Plant
- 17.) Farm Area - Preserved Open Space Combined with Working Farms
- 18.) Rt. 632 - Denser Residential Neighborhoods
- 19.) Lower Canal Road - Rural Character with Historic Buildings and Neighborhoods
- 20.) River Road, Montgomery Township
- 21.) Kingston Lock



GRAPHIC SCALE



Location Map



## Map 2

### Millstone Valley Scenic Byway Physical Survey - Views

Prepared for the Millstone Valley Preservation Coalition and the New Jersey Department of Transportation by Stantec Consulting with Lardner/Klein Landscape Architects, P.C. and Oldham Historic Properties, Inc.  
August 2008

## Legend

- ① Character Areas
- ▲ Photo Locations
- Millstone Scenic Byway
- Key Access Roadway
- D & R Canal
- County Boundary
- Woods
- Scrub
- Orchard

Marsh/Swamp

River, Stream, Lake, Pond

Power Transmission Line

Map Colors:

Black - Man-made features such as roads

Blue - Water, lakes, rivers, streams

Brown - Contour lines

Green - Areas with substantial vegetation

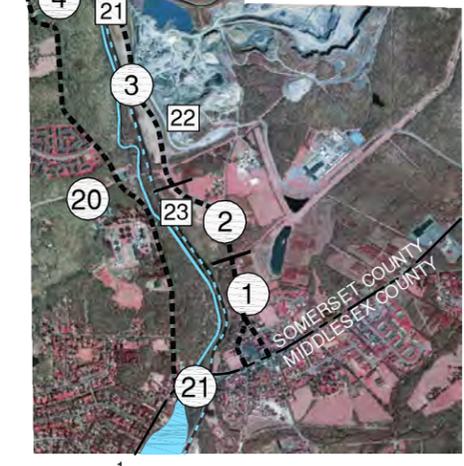
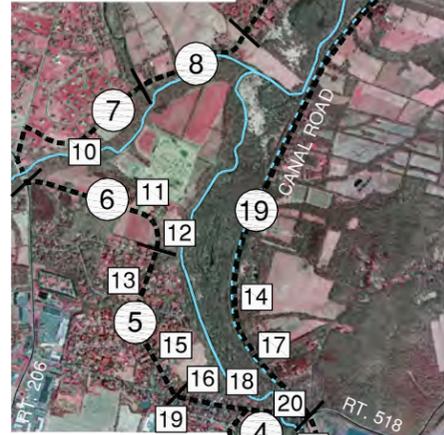
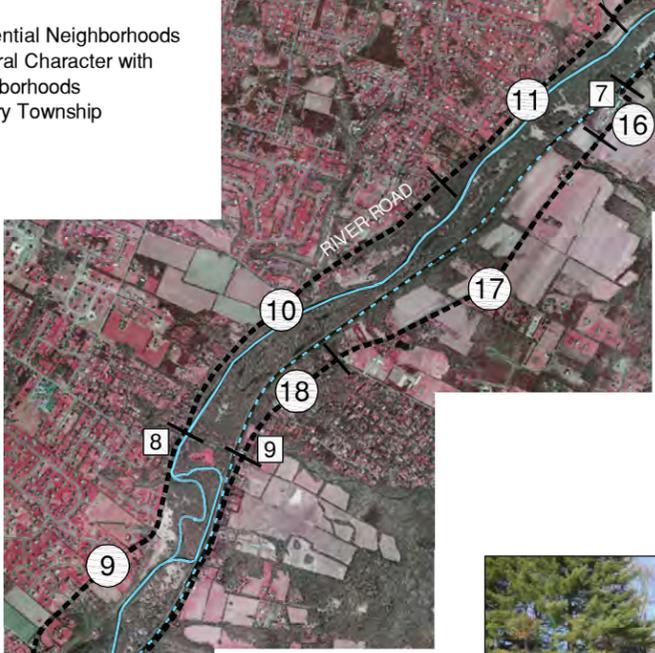
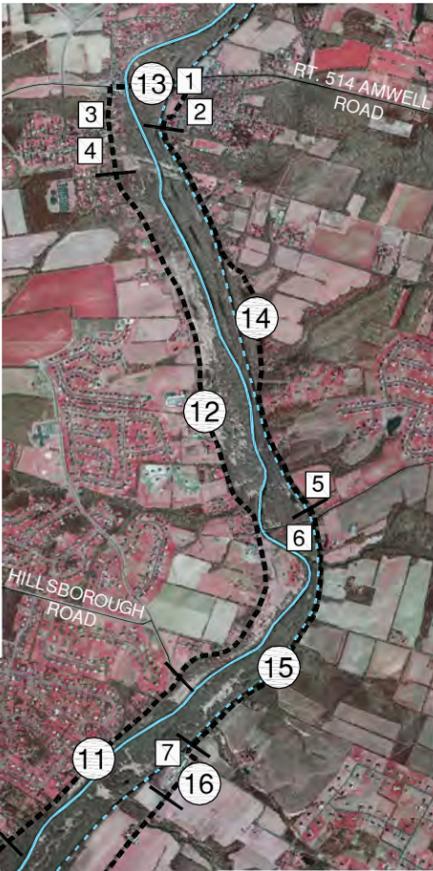
White - Areas with little or no vegetation

Red - Major highways; boundaries of public land areas

Purple - Features added to the map since the original survey, extended urban areas

## Character Area Definitions

- 1.) Kingston Area - Village Character
- 2.) Rockingham - Rural, Historic Character
- 3.) Trap Rock Quarry - Sparse Development
- 4.) Rocky Hill - Village Character
- 5.) Montgomery Road/Avenue - Residential Neighborhoods
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- 20.) River Road, Montgomery Township
- 21.) Kingston Lock



1.) East Millstone First Aid Squad



2.) Commerical/Municipal



3.) Betar - Drill and Machine Shop



4.) Church



5.) Canal House



6.) D & R Canal State Park



7.) Water Treatment Facility



8.) The Riverside Treatment Plant



9.) Griggstown Volunteer Fire Company



10.) The Bed & Biscuit Inn - Pet Boarding & Grooming



11.) Stonebridge at Montgomery



12.) Montgomery Center For The Arts



13.) Rocky Hill Cemetery



14.) Griggstown Reformed Church



15.) Rocky Hill Municipal Building



16.) Rock Hill Fire Department



17.) Griggstown Canoe & Kayak Rental



18.) The Pottery at Rocky Hill



19.) The Rocky Hill Pub - Casual Dining



20.) D & R Canal State Park - Parking Area



21.) D & R Canal State Park - Parking Area



22.) Kingston Quarry - Trap Rock Industries Inc.



23.) Rockingham - George Washington's Headquarters

### Location Map



## Map 3

### Millstone Valley Scenic Byway

### Physical Survey - Destinations/Buildings

Prepared for the Millstone Valley Preservation Coalition and the New Jersey Department of Transportation  
 Stantec Consulting with Lardner/Klein Landscape Architects, P.C.  
 and Oldham Historic Properties, Inc.  
 August 2008

### Legend

- ① Character Areas
- ① Photo Locations
- Millstone Scenic Byway
- Key Access Roadway
- - - - - D & R Canal
- Millstone River
- County Boundary



### SECTION 20

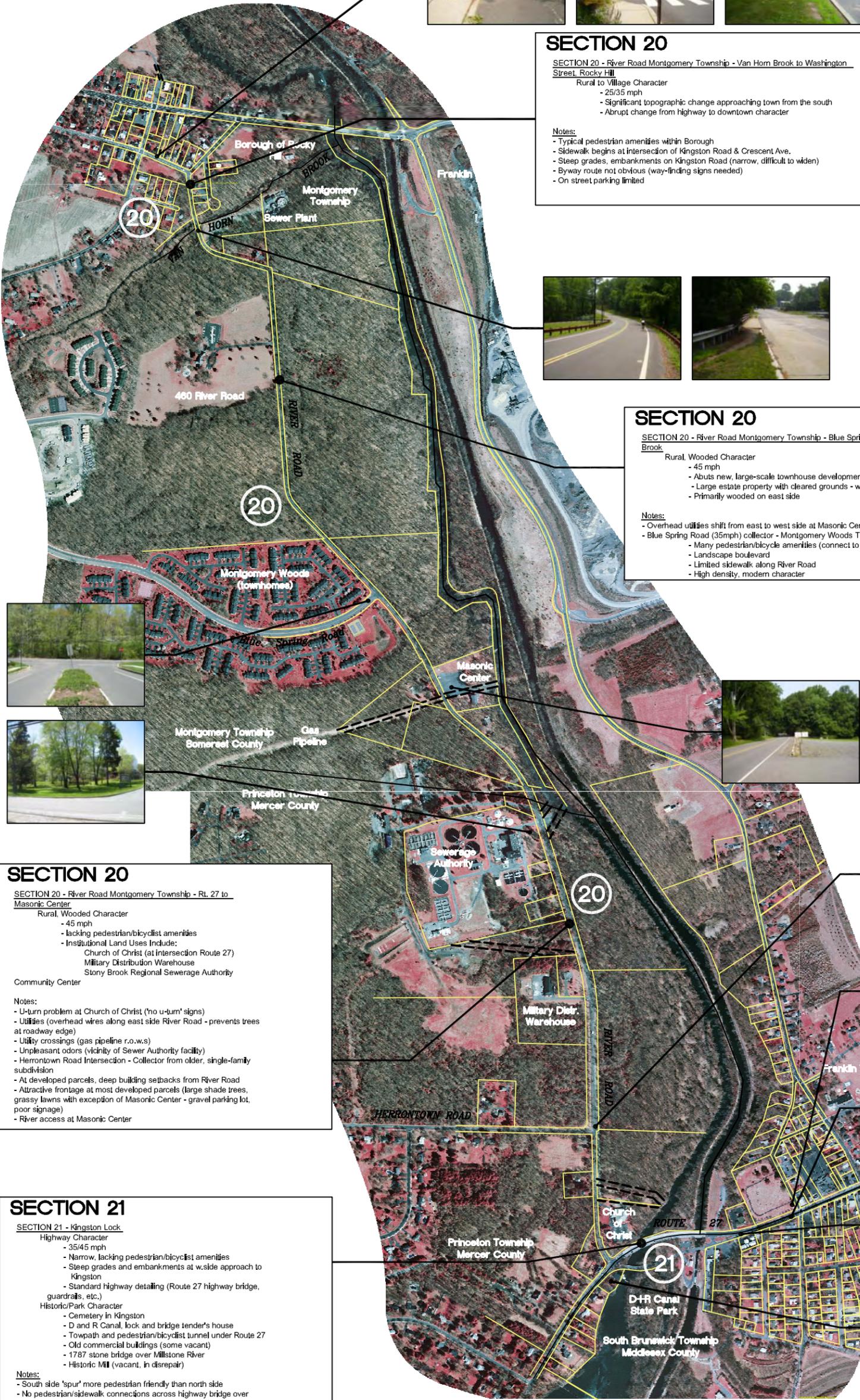
SECTION 20 - River Road Montgomery Township - Van Horn Brook to Washington Street, Rocky Hill

Rural to Village Character

- 25/35 mph
- Significant topographic change approaching town from the south
- Abrupt change from highway to downtown character

**Notes:**

- Typical pedestrian amenities within Borough
- Sidewalk begins at intersection of Kingston Road & Crescent Ave.
- Steep grades, embankments on Kingston Road (narrow, difficult to widen)
- Byway route not obvious (way-finding signs needed)
- On street parking limited



### SECTION 20

SECTION 20 - River Road Montgomery Township - Blue Spring Road to Van Horn Brook

Rural, Wooded Character

- 45 mph
- Abuts new, large-scale townhouse development (Montgomery Woods)
- Large estate property with cleared grounds - west side
- Primarily wooded on east side

**Notes:**

- Overhead utilities shift from east to west side at Masonic Center
- Blue Spring Road (35mph) collector - Montgomery Woods Townhouse development
- Many pedestrian/bicycle amenities (connect to River Road)
- Landscape boulevard
- Limited sidewalk along River Road
- High density, modern character



### SECTION 20

SECTION 20 - River Road Montgomery Township - Rt. 27 to Masonic Center

Rural, Wooded Character

- 45 mph
- Lacking pedestrian/bicyclist amenities
- Institutional Land Uses Include:
  - Church of Christ (at Intersection Route 27)
  - Military Distribution Warehouse
  - Stony Brook Regional Sewerage Authority

**Community Center**

**Notes:**

- U-turn problem at Church of Christ (no u-turn signs)
- Utilities (overhead wires along east side River Road - prevents trees at roadway edge)
- Utility crossings (gas pipeline r.o.w.s)
- Unpleasant odors (vicinity of Sewer Authority facility)
- Herrontown Road Intersection - Collector from older, single-family subdivision
- At developed parcels, deep building setbacks from River Road
- Attractive frontage at most developed parcels (large shade trees, grassy lawns with exception of Masonic Center - gravel parking lot, poor signage)
- River access at Masonic Center



### SECTION 21

SECTION 21 - Kingston Lock

Highway Character

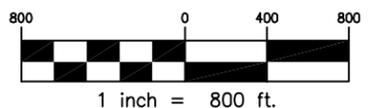
- 35/45 mph
- Narrow, lacking pedestrian/bicyclist amenities
- Steep grades and embankments at w. side approach to Kingston
- Standard highway detailing (Route 27 highway bridge, guardrails, etc.)

Historic/Park Character

- Cemetery in Kingston
- D and R Canal, lock and bridge tender's house
- Towpath and pedestrian/bicyclist tunnel under Route 27
- Old commercial buildings (some vacant)
- 1787 stone bridge over Millstone River
- Historic Mill (vacant, in disrepair)

**Notes:**

- South side 'spur' more pedestrian friendly than north side
- No pedestrian/sidewalk connections across highway bridge over River/Canal
- Many bicyclists travel along Route 27
- Overhead wires - both sides of road into Kingston (difficult to add width to road)
- Intersection of Church Street in Kingston - active, pedestrian and bikers



## Map 4

### Millstone Valley Scenic Byway

### Physical Inventory - River Road Addition, Mercer County

Prepared for the Millstone Valley Preservation Coalition and the New Jersey Department of Transportation by Stantec Consulting with Lardner/Klein Landscape Architects, P.C. and Oldham Historic Properties, Inc.  
August 2008



Map 5

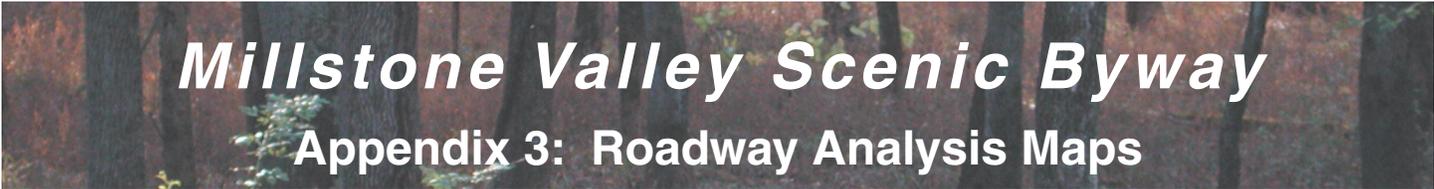
# Millstone Valley Scenic Byway Corridor Land Use

Prepared for the Millstone Valley Preservation Coalition and the New Jersey Department of Transportation by Stantec Consulting with Lardner/Klein Landscape Architects, P.C. and Oldham Historic Properties, Inc.

August 2008

## Legend

- |                          |                                    |
|--------------------------|------------------------------------|
| Corridor Boundary        | Somerset County Historic Districts |
| Millstone Byway          | Bridgepoint                        |
| Key Access Roads         | D&R Canal                          |
| Municipal Boundaries     | East Millstone                     |
| 20' contours             | Griggstown                         |
| Streets                  | King's Highway                     |
| Tax Lots                 | Kingston Mill                      |
| 2002 Land Use/Land Cover | Kingston Village                   |
| Agriculture              | Millstone                          |
| Barren Land              | Millstone Valley                   |
| Forest                   | River Road                         |
| Urban                    | Rocky Hill                         |
| Wetlands                 | Six Mile Run                       |
|                          | Mercer County Historic Site        |

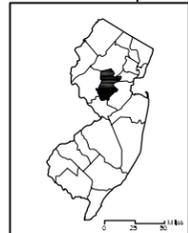
A horizontal banner image showing a dense forest with tall, thin trees and a ground covered in fallen leaves and some green plants.

# *Millstone Valley Scenic Byway*

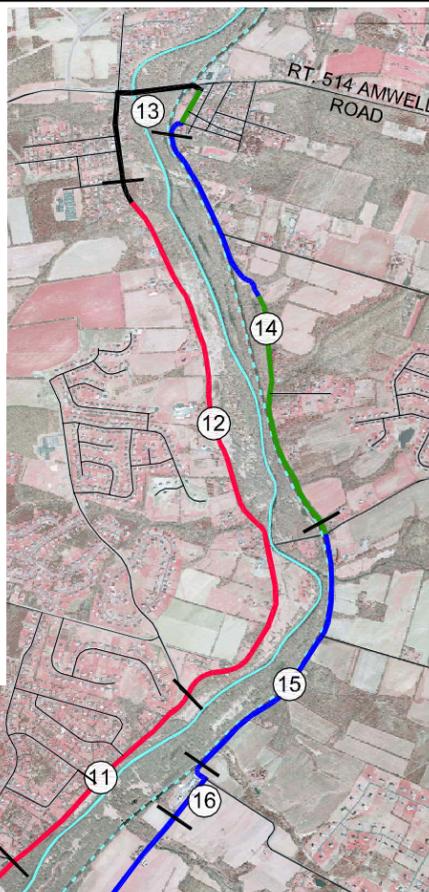
## Appendix 3: Roadway Analysis Maps



Location Map



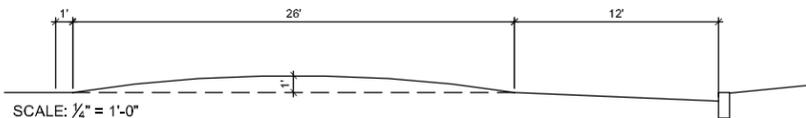
ROADWAY CHARACTER - RESIDENTIAL



ROADWAY CHARACTER - BRIDGE CROSSING



ROADWAY CHARACTER - RURAL



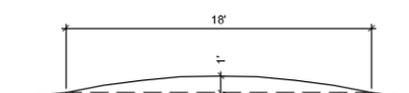
SCALE: 1/4" = 1'-0"

- TYPICAL ROADWAY SECTION #1 - RIVER ROAD LOOKING SOUTH
- AVERAGE ROAD WIDTH IS 26' WIDE WITH A 1' SHOULDER ON NORTH BOUND SIDE AND A 12' SHOULDER ON SOUTH BOUND SIDE
  - AVERAGE ROAD CROWN IS 1'



SCALE: 1/4" = 1'-0"

- TYPICAL ROADWAY SECTION #2 - RIVER ROAD LOOKING NORTH
- AVERAGE ROAD WIDTH IS 26' WIDE WITH A 1' SHOULDER ON BOTH SIDES
  - AVERAGE ROAD CROWN IS 1'

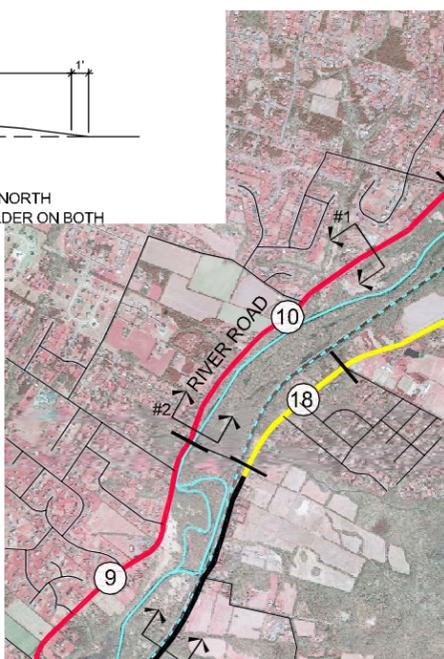


SCALE: 1/4" = 1'-0"

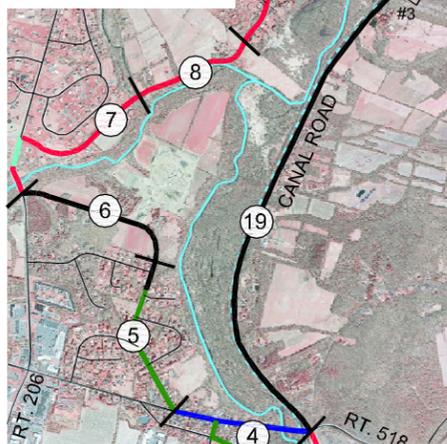
- TYPICAL ROADWAY SECTION #3 - LOOKING BOTH DIRECTIONS
- AVERAGE ROAD WIDTH IS 18' WIDTH WITH NO SHOULDER ON EITHER SIDE
  - AVERAGE ROAD CROWN IS 1'



ROADWAY CHARACTER - HEAVY RESIDENTIAL



ROADWAY CHARACTER - RURAL



ROADWAY CHARACTER - LIGHT RESIDENTIAL



ROADWAY CHARACTER - SUBURBAN



GRAPHIC SCALE

Character Area Definitions

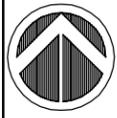
- 1.) Kingston Area - Village Character
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- 17.) Farm Area - Preserved Open Space Combined with Working Farms
- 18.) Rt. 632 - Denser Residential Neighborhoods
- 19.) Lower Canal Road - Rural Character with Historic Buildings and Neighborhoods
- 20.) River Road, Montgomery Township
- 21.) Kingston Lock

# Map 6 Millstone Valley Scenic Byway Traffic/Intersection Analysis - Roadway Character

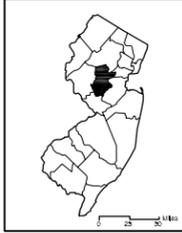
Prepared for the Millstone Valley Preservation Coalition and the New Jersey Department of Transportation by Stantec Consulting with Lardner/Klein Landscape Architects, P.C. and Oldham Historic Properties, Inc.  
August 2008

Legend

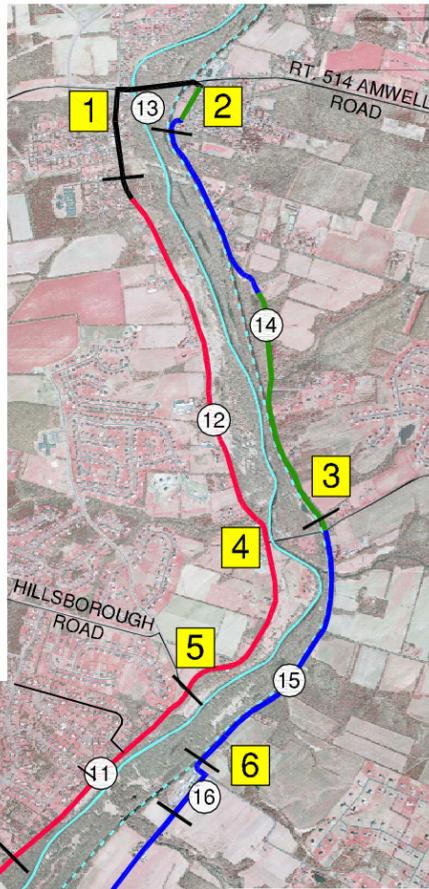
①	Character Areas		
—	Key Access Roadway		
- - -	D & R Canal		
—	Millstone River		
- - -	County Boundary		



Location Map



1.) CR 514 and CR 533  
Number Of Crashes In A 3 Year Period: 16



2.) Market Street and CR 514  
Number Of Crashes In A 3 Year Period: 5



4.) CR 533 and Blackwells Mills Road  
Number Of Crashes In A 3 Year Period: 37



5.) Amsterdam Road and CR 533  
Number Of Crashes In A 3 Year Period: 4



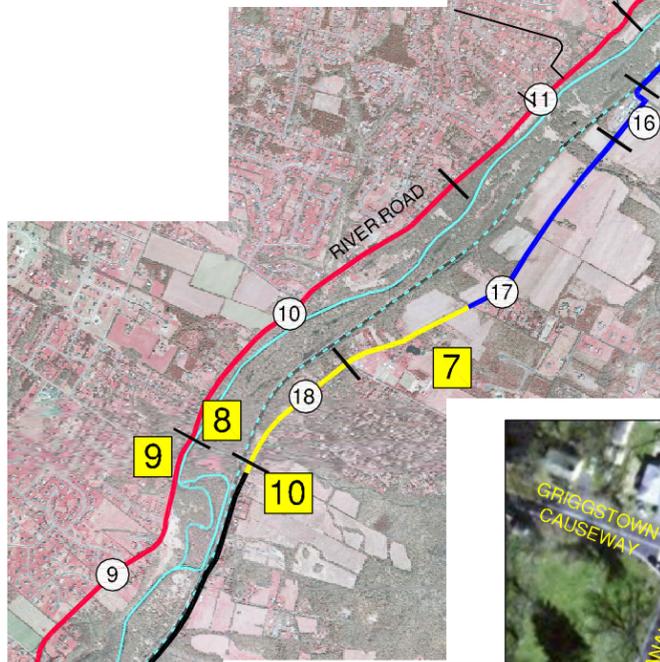
3.) Canal Road and Blackwells Mills Road  
Number Of Crashes In A 3 Year Period: 13



8.) CR 630 and CR 632  
Number Of Crashes In A 3 Year Period: 0



9.) CR 630 and CR 533  
Number Of Crashes In A 3 Year Period: 9



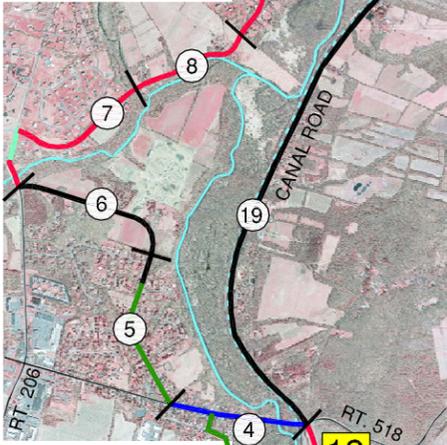
7.) CR 632 and Canal Road  
Number Of Crashes In A 3 Year Period: 15



6.) Canal Road and Sudyam Road  
Number Of Crashes In A 3 Year Period: 8



10.) Canal Road and Butler Road  
Number Of Crashes In A 3 Year Period: 9



12.) CR 518 and CR 603  
Number Of Crashes In A 3 Year Period: 18



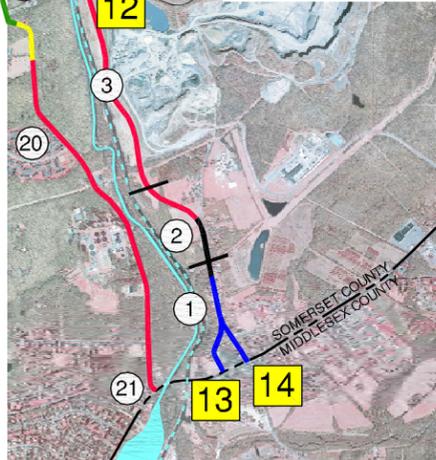
13.) Church Street and SR 27  
Number Of Crashes In A 3 Year Period: 6



14.) CR 603 and SR 27  
Number Of Crashes In A 3 Year Period: 4



11.) US 206 and CR 533  
Number Of Crashes In A 3 Year Period: 3



GRAPHIC SCALE  
1 1/2 0 1 MILE

Character Area Definitions

- 1.) Kingston Area - Village Character
- 2.) Rockingham - Rural, Historic Character
- 3.) Trap Rock Quarry - Sparse Development
- 4.) Rocky Hill - Village Character
- 5.) Montgomery Road/Avenue - Residential Neighborhoods
- 6.) Northern Montgomery Road - Open Fields
- 7.) River Road/Orchard Road, Rt. 206 intersection - New Residential Neighborhoods, Very Open, Limited Cover
- 8.) Montgomery Farm
- 9.) River Road, north of Montgomery Farm to Griggstown Causeway - New Residential Neighborhoods, Wide Roads and Shoulder
- 10.) Griggstown Bridge to Township Line Road - Mix of New and Historic Residential Areas
- 11.) Township Line Road To Amsterdam Drive - New Residential Neighborhoods
- 12.) Historic River Road Area - Old Farms and Historic Homes, Very Open
- 13.) Millstone - Limited Commercial Area
- 14.) North Canal Road - Rural Character with Limited Views and Large Escarpment Along Eastern Edge
- 15.) Blackwells Mills - Rural Character, Limited Views, Narrow Road with Pronounced Crown
- 16.) Water Treatment Plant
- 17.) Farm Area - Preserved Open Space Combined with Working Farms
- 18.) Rt. 632 - Denser Residential Neighborhoods
- 19.) Lower Canal Road - Rural Character with Historic Buildings and Neighborhoods
- 20.) River Road, Montgomery Township
- 21.) Kingston Lock

Map 7  
Millstone Valley Scenic Byway  
Traffic/Intersection Analysis

Prepared for the Millstone Valley Preservation Coalition and the New Jersey Department of Transportation by Stantec Consulting with Lardner/Klein Landscape Architects, P.C. and Oldham Historic Properties, Inc.  
August 2008

Legend

- ① Character Areas
- 1 Aerial Photo Locations
- Key Access Roadway
- - - D & R Canal
- Millstone River
- - - County Boundary
- SPEED LIMIT 25
- SPEED LIMIT 30
- SPEED LIMIT 35
- SPEED LIMIT 40
- SPEED LIMIT 45

## AMWELL ROAD (CR 514) AND MAIN STREET (CR 533)



1) AMWELL ROAD (CR 514) AND MAIN STREET (CR 533)  
Number Of Crashes In A 3 Year Period: 16



TAG	CASE NUMBER	DATE	TOTAL KILLED	TOTAL INJURED	RETIRED/INJURED	SEVERITY (LOOKUP)	INTERSECTION (LOOKUP)	ALCOHOL INVOLVED	VEHICLE INVOLVED	COLLISION TYPE (LOOKUP)	TOTAL VEHICLES INVOLVED	CRASH LOCATION	ROUTE	ROUTE SUFFIX	MILEPOST	ROAD SYSTEM (LOOKUP)	ROAD CHARACTER (LOOKUP)	ROAD SURFACE TYPE (LOOKUP)	SURFACE CONDITION (LOOKUP)	LIGHT CONDITION (LOOKUP)	WEATHER (LOOKUP)	ESTIMATE TO CROSS STREET	UNIT OF MEASUREMENT	DIRECTION FROM CROSS STREET	CROSS STREET NAME
X	200318128130200300543A	2/22/2003	0	0	0	Property Damage	Between	N	N	Angle	2	ROUTE 514	514	16.32	County	Straight and Level	Blacktop	Wet	Dark (St Lights On)	Clear	100	FE	E	CR 533	
X	20031812813020030074A	4/22/2003	0	0	0	Property Damage	At Intersection	N	N	Angle	2	ROUTE 514	514	16.3	County	Straight and Level	Blacktop	Dry	Daylight	Clear	AT	AT	AT	CR 533	
X	200318128130200302121A	7/20/2003	0	1	1	Injury	At Intersection	N	N	Left Turn	3	ROUTE 514	514	16.54	County	Straight and Level	Blacktop	Dry	Daylight	Clear	AT	AT	AT	CR 533	
X	20031812813020030228A	8/19/2003	0	0	0	Property Damage	At Intersection	N	N	Left Turn	2	ROUTE 514	514	16.54	County	Straight and Level	Blacktop	Dry	Daylight	Clear	AT	AT	AT	CR 533	
X	20031812813020030265A	9/19/2003	0	0	0	Property Damage	Between	N	N	Same Direction - Rear End	2	ROUTE 514	514	16.56	County	Straight and Level	Blacktop	Dry	Daylight	Clear	100	FE	E	CR 533	
X	200418088130200400963A	2/23/2004	0	0	0	Property Damage	Between	N	N	Same Direction - Sideswipe	2	ROUTE 514	514	16.54	County	Straight and Level	Blacktop	Dry	Daylight	Clear	60	FE	S	CR 533	
X	20041812813020040382A	12/29/2004	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 514	514	16.54	County	Straight and Level	Blacktop	Icy	Over or Dark	Snow	50	FE	E	CR 533	
X	2003181281302004048A	2/19/2003	0	0	0	Property Damage	At Intersection	N	N	Same Direction - Rear End	2	ROUTE 533	533	25.28	County	Straight and Level	Blacktop	Snowy	Daylight	Clear	100	FE	S	CR 514	
X	20031812813020030021A	3/24/2003	0	0	0	Property Damage	At Intersection	N	N	Left Turn	2	ROUTE 533	533	25.28	County	Straight and Level	Blacktop	Dry	Dark (St Lights On)	Clear	60	FE	S	CR 514	
X	20031812813020030063A	6/16/2003	0	0	0	Property Damage	Between	N	N	Angle	2	ROUTE 533	533	25.28	County	Straight and Level	Blacktop	Dry	Daylight	Clear	100	FE	S	CR 514	
X	20031812813020030245A	8/26/2003	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	25.27	County	Straight and Level	Blacktop	Dry	Dark (St Lights On)	Clear	60	FE	S	CR 514	
X	20031812813020030334A	11/12/2003	0	0	0	Property Damage	At Intersection	N	N	Same Direction - Rear End	2	ROUTE 533	533	25.28	County	Straight and Level	Blacktop	Dry	Daylight	Clear	AT	AT	AT	CR 514	
X	20031812813020030485A	11/19/2003	0	1	1	Injury	At Intersection	N	N	Same Direction - Rear End	3	ROUTE 533	533	25.52	County	Straight and Grade	Blacktop	Wet	Dark (St Lights On)	Fog	AT	AT	AT	CR 514	
X	20051810MVA.05.162	6/4/2005	0	0	0	Property Damage	Between	N	N	Other	2	ROUTE 533	533	22.1	County	Curve and Level	Blacktop	Dry	Daylight	Clear	3	MI	S	CR 514	
X	20031812813020030169A	6/9/2003	0	0	0	Property Damage	At Intersection	N	N	Same Direction - Rear End	2	ROUTE 533	533	25.52	County	Straight and Level	Blacktop	Dry	Daylight	Clear	10	AT	S	CR 514	
X	200518128130200501769A	6/17/2005	0	0	0	Property Damage	At Intersection	N	N	Same Direction - Rear End	2	ROUTE 533	533	25.52	County	Straight and Level	Blacktop	Dry	Daylight	Clear	10	AT	S	CR 514	

## CANAL ROAD AND BLACKWELLS MILLS ROAD



3) CANAL ROAD AND BLACKWELLS MILLS ROAD  
Number Of Crashes In A 3 Year Period: 13

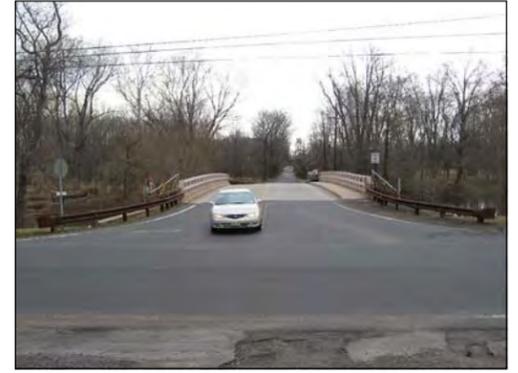


TAG	CASE NUMBER	DATE	TOTAL KILLED	TOTAL INJURED	RETIRED/INJURED	SEVERITY (LOOKUP)	INTERSECTION (LOOKUP)	ALCOHOL INVOLVED	VEHICLE INVOLVED	COLLISION TYPE (LOOKUP)	TOTAL VEHICLES INVOLVED	CRASH LOCATION	ROUTE	ROUTE SUFFIX	MILEPOST	ROAD SYSTEM (LOOKUP)	ROAD CHARACTER (LOOKUP)	ROAD SURFACE TYPE (LOOKUP)	SURFACE CONDITION (LOOKUP)	LIGHT CONDITION (LOOKUP)	WEATHER (LOOKUP)	ESTIMATE TO CROSS STREET	UNIT OF MEASUREMENT	DIRECTION FROM CROSS STREET	CROSS STREET NAME
X	200318080340425	7/17/2003	0	0	0	Property Damage	At Intersection	N	N	Other	1	CANAL RD				Municipal	Straight and Level	Blacktop	Dry	Daylight	Clear	30	AT	S	BLACKWELLS MILLS ROAD
X	200318080342719	8/27/2003	0	0	0	Property Damage	Between	N	N	Head-On	2	CANAL RD				Municipal	Curve and Level	Concrete	Dry	Daylight	Clear	0	MI	S	BLACKWELLS MILLS ROAD
X	200318080344970	10/6/2003	0	0	0	Property Damage	Between	N	N	Head-On	2	CANAL RD				Municipal	Straight and Level	Blacktop	Dry	Daylight	Clear	300	FE	S	BLACKWELLS MILLS ROAD
X	200318080347783	10/27/2003	0	2	2	Injury	Between	N	N	Head-On	2	CANAL RD				Municipal	Straight and Grade	Blacktop	Wet	Daylight	Rain	0	MI	N	BLACKWELLS MILLS ROAD
X	20041808040646	2/17/2004	0	0	0	Property Damage	At Intersection	N	N	Angle	3	CANAL RD				Municipal	Straight and Level	Blacktop	Dry	Dark (St Lights On)	Clear	140	FE	W	CANAL ROAD
X	200418080412235	3/29/2004	0	0	0	Property Damage	Between	N	N	Head-On	2	CANAL RD				Municipal	Straight and Level	Blacktop	Dry	Daylight	Clear	200	FE	S	BLACKWELLS MILLS ROAD
X	20031808033726	1/26/2003	0	1	1	Injury	Between	N	N	Other	1	BLACKWELLS MILLS RD				Municipal	Straight and Level	Blacktop	Dry	Dark (St Lights On)	Snow	0	MI	W	CANAL ROAD
X	200318080339435	7/12/2003	0	0	0	Property Damage	Between	N	N	Same Direction - Rear End	2	BLACKWELLS MILLS RD				Municipal	Straight and Level	Blacktop	Dry	Daylight	Clear	270	FE	W	CANAL ROAD
X	200318080348715	8/29/2003	0	0	0	Property Damage	Between	N	N	Other	1	BLACKWELLS MILLS RD				Municipal	Straight and Level	Blacktop	Dry	Dark (No Street Lights)	Clear	200	FE	E	CANAL ROAD
X	200318080349203	11/22/2003	0	0	0	Property Damage	Between	N	N	Other	1	BLACKWELLS MILLS ROAD				Municipal	Straight and Level	Blacktop	Dry	Daylight	Clear	100	FE	S	BLACKWELLS MILLS ROAD
X	200418080411713	3/29/2004	0	0	0	Property Damage	Between	N	N	Same Direction - Rear End	2	BLACKWELLS MILLS RD				Municipal	Straight and Level	Blacktop	Dry	Daylight	Clear	20	FE	W	CANAL ROAD
X	200418100410610	9/21/2004	0	0	0	Property Damage	At Intersection	N	N	Other	2	BLACKWELLS MILLS RD				Municipal	Straight and Level	Blacktop	Dry	Daylight	Clear	100	FE	S	BLACKWELLS MILLS ROAD
X	200518080527426	6/26/2005	0	0	0	Property Damage	Between	N	N	Other	1	BLACKWELLS MILLS RD				Municipal	Straight and Level	Blacktop	Dry	Dark (No Street Lights)	Clear	700	FE	W	CANAL ROAD

## MILLSTONE RIVER ROAD (CR533) AND BLACKWELLS MILLS ROAD



4) MILLSTONE RIVER ROAD (CR 533) AND BLACKWELLS MILLS ROAD  
Number Of Crashes In A 3 Year Period: 35



TAG	CASE NUMBER	DATE	TOTAL KILLED	TOTAL INJURED	RETIRED/INJURED	SEVERITY (LOOKUP)	INTERSECTION (LOOKUP)	ALCOHOL INVOLVED	VEHICLE INVOLVED	COLLISION TYPE (LOOKUP)	TOTAL VEHICLES INVOLVED	CRASH LOCATION	ROUTE	ROUTE SUFFIX	MILEPOST	ROAD SYSTEM (LOOKUP)	ROAD CHARACTER (LOOKUP)	ROAD SURFACE TYPE (LOOKUP)	SURFACE CONDITION (LOOKUP)	LIGHT CONDITION (LOOKUP)	WEATHER (LOOKUP)	ESTIMATE TO CROSS STREET	UNIT OF MEASUREMENT	DIRECTION FROM CROSS STREET	CROSS STREET NAME
X	20031810033417	9/27/2003	0	1	1	Injury	Between	N	N	Other	1	ROUTE 533	533	23.69	County	Curve and Level	Blacktop	Wet	Daylight	Rain	0	MI	N	BLACKWELLS MILLS ROAD	
X	200418100410161	1/15/2004	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	23.64	County	Curve and Level	Blacktop	Snowy	Daylight	Snow	800	FE	N	BLACKWELLS MILLS ROAD	
X	200418100411135	4/7/2004	0	0	0	Property Damage	Between	N	N	Same Direction - Rear End	2	ROUTE 533	533	23.94	County	Straight and Level	Blacktop	Dry	Daylight	Clear	1	MI	N	BLACKWELLS MILLS ROAD	
X	20051810051168	4/29/2005	0	0	0	Property Damage	Between	N	N	Same Direction - Rear End	2	ROUTE 533	533	23.19	County	Straight and Level	Blacktop	Dry	Daylight	Clear	0	MI	S	BLACKWELLS MILLS ROAD	
X	2003181005098	4/7/2003	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	24.64	County	Curve and Level	Blacktop	Dry	Daylight	Clear	1	MI	N	BLACKWELLS MILLS ROAD	
X	2003181003706	2/24/2003	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	23.54	County	Curve and Level	Blacktop	Icy	Daylight	Clear	0	MI	N	BLACKWELLS MILLS ROAD	
X	20041810041097	2/20/2004	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	23.45	County	Curve and Level	Blacktop	Dry	Daylight	Clear	50	FE	W	BLACKWELLS MILLS ROAD	
X	20041810041623	5/16/2004	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	23.54	County	Curve and Level	Blacktop	Dry	Daylight	Clear	500	FE	N	BLACKWELLS MILLS ROAD	
X	20041810043695	10/22/2004	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	23.3	County	Straight and Level	Blacktop	Dry	Daylight	Clear	1	MI	N	BLACKWELLS MILLS ROAD	
X	20031810033003	1/12/2003	0	2	2	Injury	Between	N	N	Other	1	ROUTE 533	533	23.64	County	Curve and Level	Blacktop	Wet	Over or Dark	Rain	0	MI	N	BLACKWELLS MILLS ROAD	
X	200318100334619	11/29/2003	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	23.48	County	Curve and Level	Blacktop	Wet	Daylight	Rain	200	FE	N	BLACKWELLS MILLS ROAD	
X	200418100410660	12/29/2004	0	0	0	Property Damage	Between	N	N	#N/A	1	ROUTE 533	533	23.2	County	Curve and Level	Blacktop	Dry	Dark (St Lights Off)	Clear	0	MI	N	BLACKWELLS MILLS RD	
X	200318100330079	1/7/2003	0	0	0	Property Damage	Between	N	N	Same Direction - Rear End	2	ROUTE 533	533	24.19	County	Straight and Level	Blacktop	Dry	Dark (St Lights On)	Clear	1	MI	N	BLACKWELLS MILLS ROAD	
X	20031810033250	1/21/2003	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	23.46	County	Straight and Level	Blacktop	Dry	Dark (No Street Lights)	Clear	100	FE	N	BLACKWELLS MILLS ROAD	
X	2003181003422	2/4/2003	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	24.19	County	Curve and Level	Blacktop	Wet	Over or Dark	Rain	1	MI	N	BLACKWELLS MILLS ROAD	
X	20031810034167	10/13/2003	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	23.42	County	Straight and Level	Blacktop	Dry	Daylight	Clear	100	FE	S	BLACKWELLS MILLS ROAD	
X	200418100410623	5/16/2004	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	23.54	County	Curve and Level	Blacktop	Icy	Dark (No Street Lights)	Clear	0	MI	N	BLACKWELLS MILLS ROAD	
X	20041810043695	10/22/2004	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	23.3	County	Straight and Level	Blacktop	Dry	Daylight	Clear	1	MI	N	BLACKWELLS MILLS ROAD	
X	200318100330079	1/7/2003	0	0	0	Property Damage	Between	N	N	Same Direction - Rear End	2	ROUTE 533	533	24.19	County	Straight and Level	Blacktop	Dry	Dark (St Lights On)	Clear	1	MI	N	BLACKWELLS MILLS ROAD	
X	20031810033263	8/3/2003	0	2	2	Injury	Between	N	N	Head-On	2	ROUTE 533	533	23.52	County	Curve and Level	Blacktop	Wet	Over or Dark	Rain	400	FE	N	BLACKWELLS MILLS ROAD	
X	20031810033973	10/15/2003	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	23.84	County	Straight and Level	Blacktop	Dry	Daylight	Clear	1	MI	N	BLACKWELLS MILLS ROAD	
X	20031810034039	10/16/2003	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	24.94	County	Straight and Level	Blacktop	Dry	Dark (No Street Lights)	Clear	2	MI	N	BLACKWELLS MILLS ROAD	
X	20031810034169	10/29/2003	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	23.74	County	Curve and Level	Blacktop	Dry	Daylight	Clear	150	FE	N	BLACKWELLS MILLS ROAD	
X	20031810034600	11/18/2003	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	23.94	County	Curve and Level	Blacktop	D							



## AMWELL ROAD (CR 514) AND MARKET STREET



② AMWELL ROAD (CR 514) AND MARKET STREET  
Number Of Crashes In A 3 Year Period: 5

TAG	CRASH NUMBER	DATE	TOTAL KILLED	TOTAL INJURED	TOTAL PROPERTY DAMAGE	SEVERITY (LOOKUP)	INTERSECTION (LOOKUP)	ALCOHOL INVOLVED	WEATHER INVOLVED	COLLISION TYPE (LOOKUP)	TOTAL VEHICLES INVOLVED	CRASH LOCATION	ROUTE	ROUTE BUFRK	ROUTE MILEPOST	ROAD SYSTEM (LOOKUP)	ROAD CHARACTER (LOOKUP)	ROAD SURFACE TYPE (LOOKUP)	SURFACE CONDITION (LOOKUP)	LIGHT CONDITION (LOOKUP)	WEATHER (LOOKUP)	DISTANCE TO CROSS STREET	UNIT OF MEASUREMENT	DIRECTION FROM CROSS STREET	CROSS STREET NAME
X	200180803-08721	2/13/2003	0	2	0	Injury	Between	N	N	Head On	2	ROUTE 514	514	16.81	County	Straight and Level	Concrete	Dry	Daylight	Clear	0	MI	W	MARKET STREET	
X	200180803-64595	10/30/2003	0	2	0	Injury	Between	N	N	Same Direction - Rear End	3	ROUTE 514	514	16.81	County	Straight and Level	Blacktop	Dry	Daylight	Clear	0	MI	W	MARKET STREET	
X	200180803-63636	12/22/2003	0	2	0	Injury	At Intersection	N	N	Left Turn	2	ROUTE 514	514	16.81	County	Straight and Level	Blacktop	Dry	Dark (St Lights On)	Clear	10	AT	W	MARKET STREET	
X	200180804-15439	4/20/2004	0	1	0	Injury	Between	N	N	Same Direction - Rear End	2	ROUTE 514	514	16.81	County	Straight and Level	Blacktop	Dry	Daylight	Clear	0	MI	W	MARKET STREET	
X	200180804-33689	8/22/2004	0	2	1	Injury	Between	N	N	Other	1	ROUTE 514	514	16.81	County	Straight and Level	Blacktop	Dry	Daylight	Clear	0	MI	W	MARKET STREET	

## CANAL ROAD AND SUDYAM ROAD



⑥ CANAL ROAD AND SUDYAM ROAD  
Number Of Crashes In A 3 Year Period: 8

TAG	CRASH NUMBER	DATE	TOTAL KILLED	TOTAL INJURED	TOTAL PROPERTY DAMAGE	SEVERITY (LOOKUP)	INTERSECTION (LOOKUP)	ALCOHOL INVOLVED	WEATHER INVOLVED	COLLISION TYPE (LOOKUP)	TOTAL VEHICLES INVOLVED	CRASH LOCATION	ROUTE	ROUTE BUFRK	ROUTE MILEPOST	ROAD SYSTEM (LOOKUP)	ROAD CHARACTER (LOOKUP)	ROAD SURFACE TYPE (LOOKUP)	SURFACE CONDITION (LOOKUP)	LIGHT CONDITION (LOOKUP)	WEATHER (LOOKUP)	DISTANCE TO CROSS STREET	UNIT OF MEASUREMENT	DIRECTION FROM CROSS STREET	CROSS STREET NAME
X	200180804-2039	1/20/2004	0	0	0	Property Damage	Between	N	N	Other	1	SUDYAM RD				Municipal	Straight and Level	Blacktop	Snowy	Daylight	Clear	0	MI	S	CANAL RD
X	200180804-47447	11/30/2004	0	0	0	Property Damage	Between	N	N	Same Direction - Rear End	2	CANAL ROAD				Municipal	Cune and Grade	Blacktop	Dry	Daylight	Clear	0	MI	S	SUDYAM RD
X	200180806-6626	2/17/2006	0	0	0	Property Damage	Between	N	N	Head On	2	CANAL RD				Municipal	Cune and Grade	Blacktop	Dry	Daylight	Clear	100	FE	W	SUDYAM RD
X	200180806-07111	2/21/2006	0	1	0	Injury	Between	N	N	Other	1	CANAL RD				Municipal	Straight and Grade	Blacktop	Snowy	Daylight	Snowy	2000	FE	S	SUDYAM RD
X	200180803-42975	7/29/2003	0	1	0	Injury	Between	N	N	Other	1	CANAL RD				Municipal	Cune and Grade	Blacktop	Dry	Daylight	Clear	0	MI	N	SUDYAM ROAD
X	200180803-64464	1/30/2003	0	1	0	Injury	Between	N	N	Other	1	CANAL RD				Municipal	Straight and Grade	Blacktop	Snowy	Daylight	Clear	0	MI	N	SUDYAM ROAD
X	200180804-8793	3/4/2004	0	0	0	Property Damage	Between	N	N	Other	1	CANAL RD				Municipal	Straight and Level	Blacktop	Dry	Dark (St Lights On)	Clear	0	MI	N	SUDYAM ROAD
X	200180804-14333	4/12/2004	0	1	0	Injury	Between	N	N	Other	1	CANAL RD				Municipal	Straight and Level	Blacktop	Wet	Daylight	Clear	600	FE	N	SUDYAM ROAD

## BELLEMEAD GRIGGSTOWN ROAD (CR 630) AND RIVER ROAD (CR 533)



TAG	CRASH NUMBER	DATE	TOTAL KILLED	TOTAL INJURED	TOTAL PROPERTY DAMAGE	SEVERITY (LOOKUP)	INTERSECTION (LOOKUP)	ALCOHOL INVOLVED	WEATHER INVOLVED	COLLISION TYPE (LOOKUP)	TOTAL VEHICLES INVOLVED	CRASH LOCATION	ROUTE	ROUTE BUFRK	ROUTE MILEPOST	ROAD SYSTEM (LOOKUP)	ROAD CHARACTER (LOOKUP)	ROAD SURFACE TYPE (LOOKUP)	SURFACE CONDITION (LOOKUP)	LIGHT CONDITION (LOOKUP)	WEATHER (LOOKUP)	DISTANCE TO CROSS STREET	UNIT OF MEASUREMENT	DIRECTION FROM CROSS STREET	CROSS STREET NAME
X	20018130302-60	4/7/2003	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	19.85	County	Cune and Level	Blacktop	Wet	Daylight	Snow	0	MI	S	CR 630	
X	20018130304-014	7/14/2003	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	19.75	County	Straight and Level	Blacktop	Dry	Daylight	Clear	0	MI	S	CR 630	
X	20018130303-346	10/3/2003	0	0	0	Property Damage	At Intersection	N	N	Angle	2	ROUTE 533	533	19.85	County	Straight and Level	Blacktop	Dry	Daylight	Clear	0	MI	S	CR 630	
X	20018130307-467	11/17/2003	0	0	0	Property Damage	Between	N	N	Angle	2	ROUTE 533	533	19.85	County	Straight and Level	Blacktop	Dry	Daylight	Clear	0	MI	S	CR 630	
X	20018130401-719	1/30/2004	0	0	0	Property Damage	At Intersection	N	N	Angle	2	ROUTE 533	533	19.85	County	Cune and Level	Blacktop	Wet	Daylight	Clear	0	MI	N	CR 630	
X	200181304-09073	5/9/2004	0	0	0	Property Damage	Between	N	N	Same Direction - Rear End	2	ROUTE 533	533	19.95	County	Straight and Grade	Blacktop	Wet	Daylight	Clear	0	MI	N	CR 630	
X	20018130500-749	2/4/2005	0	0	0	Property Damage	Between	N	N	Other	1	ROUTE 533	533	21.41	County	Straight and Grade	Blacktop	Snowy	Daylight	Snow	2	MI	N	CR 630	
X	20018130502-042	4/9/2005	0	1	0	Injury	At Intersection	N	N	Same Direction - Rear End	2	ROUTE 533	533	19.88	County	Straight and Level	Blacktop	Wet	Daylight	Clear	15	AT	N	CR 630	
X	20018130408-283	12/6/2004	0	0	0	Property Damage	Between	N	N	RNA	1	SOMERSET COUNTY 630	630	0	County	Cune and Grade	Blacktop	Wet	Daylight	Clear	10	FE	W	RT 533	

⑨ BELLEMEAD GRIGGSTOWN ROAD (CR 630) AND RIVER ROAD (CR 533)  
Number Of Crashes In A 3 Year Period: 9

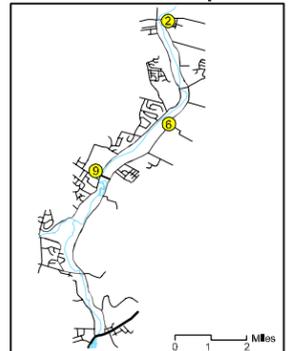
## Map 8c

### Millstone Valley Scenic Byway

### Traffic/Intersection Analysis - Moderate Number Of Accidents

Prepared for the Millstone Valley Preservation Coalition and the New Jersey Department of Transportation by Stantec Consulting with Lardner/Klein Landscape Architects, P.C. and Oldham Historic Properties, Inc.  
August 2008

## Location Map





10) CANAL ROAD AND BUTLER ROAD  
Number Of Crashes In A 3 Year Period: 9

CANAL ROAD AND BUTLER ROAD

TAG	CASE NUMBER	DATE	TOTAL KILLED	TOTAL INJURED	TOTAL PROPERTY DAMAGE	SEVERITY (LOOKUP)	INTERSECTION (LOOKUP)	ALCOHOL INVOLVED	HAZMAT INVOLVED	COLLISION TYPE (LOOKUP)	TOTAL VEHICLES INVOLVED	CRASH LOCATION	ROUTE	ROUTE SUFFIX	MILEPOST	ROAD SYSTEM (LOOKUP)	ROAD CHARACTER (LOOKUP)	ROAD SURFACE TYPE (LOOKUP)	SURFACE CONDITION (LOOKUP)	LIGHT CONDITION (LOOKUP)	WEATHER (LOOKUP)	DISTANCE TO CROSS STREET	LIMIT OF MEASUREMENT	DIRECTION FROM CROSS STREET	CROSS STREET NAME
X	200318093-32894	6/9/2003	0	0	0	Property Damage	Between	N	N	Other	1	CANAL RD				Municipal	Straight and Level	Blacktop	Wet	Overcast	0	MI	S	BUTLER ROAD	
X	200318093-33121	6/21/2003	0	0	0	Property Damage	At Intersection	N	N	Other	1	CANAL RD				Municipal	Straight and Level	Blacktop	Wet	Overcast	0	MI	S	BUTLER ROAD	
X	200318093-33735	6/24/2003	0	0	0	Property Damage	Between	N	N	Other	1	CANAL RD				Municipal	Straight and Level	Blacktop	Wet	Overcast	0	MI	S	BUTLER ROAD	
X	200318093-33298	9/27/2003	0	0	0	Property Damage	Between	N	N	Other	1	CANAL RD				Municipal	Straight and Level	Blacktop	Wet	Overcast	0	MI	S	BUTLER ROAD	
X	200318093-35877	11/5/2003	0	0	0	Property Damage	Between	N	N	Other	1	CANAL RD				Municipal	Straight and Level	Blacktop	Wet	Overcast	0	MI	S	BUTLER ROAD	
X	200418084-6575	2/10/2004	0	1	0	Injury	Between	N	N	Other	1	CANAL RD				Municipal	Straight and Level	Blacktop	Wet	Overcast	0	MI	S	BUTLER ROAD	
X	200418084-6180	2/13/2004	0	0	0	Property Damage	Between	N	N	Other	1	CANAL RD				Municipal	Straight and Level	Blacktop	Wet	Overcast	0	MI	S	BUTLER ROAD	
X	200418084-17228	5/22/2004	0	1	0	Injury	Between	N	N	Other	1	CANAL RD				Municipal	Curve and Level	Blacktop	Wet	Overcast	0	MI	S	BUTLER ROAD	
X	200518085-21217	5/23/2005	0	0	0	Property Damage	Between	N	N	Other	1	CANAL RD				Municipal	Straight and Level	Blacktop	Wet	Overcast	0	MI	S	BUTLER ROAD	



13) CHURCH STREET AND ROUTE 27  
Number Of Crashes In A 3 Year Period: 6

CHURCH STREET AND ROUTE 27



TAG	CASE NUMBER	DATE	TOTAL KILLED	TOTAL INJURED	TOTAL PROPERTY DAMAGE	SEVERITY (LOOKUP)	INTERSECTION (LOOKUP)	ALCOHOL INVOLVED	HAZMAT INVOLVED	COLLISION TYPE (LOOKUP)	TOTAL VEHICLES INVOLVED	CRASH LOCATION	ROUTE	ROUTE SUFFIX	MILEPOST	ROAD SYSTEM (LOOKUP)	ROAD CHARACTER (LOOKUP)	ROAD SURFACE TYPE (LOOKUP)	SURFACE CONDITION (LOOKUP)	LIGHT CONDITION (LOOKUP)	WEATHER (LOOKUP)	DISTANCE TO CROSS STREET	LIMIT OF MEASUREMENT	DIRECTION FROM CROSS STREET	CROSS STREET NAME
X	200418084-43300	11/16/2004	0	0	0	Property Damage	At Intersection	N	N	Angle	2	NJ 27	27	3.32	State Highway	Straight and Grade	Blacktop	Dry	Overcast	Clear	0	AT	AT	CHURCH ST	
X	200318093-28855	4/29/2003	0	0	0	Property Damage	Between	N	N	Angle	2	NJ 27	27	3.32	State Highway	Straight and Level	Blacktop	Dry	Overcast	Clear	0	MI	S	CHURCH STREET	
X	200318093-43865	1/27/2003	0	0	0	Property Damage	Between	N	N	Same Direction - Rear End	2	NJ 27	27	3.33	State Highway	Straight and Grade	Blacktop	Wet	Dark (St. Lights On)	Clear	0	FE	N	CHURCH STREET	
X	200318093-44088	12/29/2003	0	0	0	Property Damage	Between	N	N	Same Direction - Rear End	2	NJ 27	27	3.32	State Highway	Straight and Grade	Blacktop	Dry	Overcast	Clear	200	FE	N	CHURCH STREET	
X	200418084-6505	2/11/2004	0	0	0	Property Damage	Between	N	N	Angle	2	NJ 27	27	3.32	State Highway	Straight and Grade	Blacktop	Dry	Overcast	Clear	200	FE	N	CHURCH STREET	
X	200318093-43989	8/24/2003	0	3	0	Injury	At Intersection	N	N	Left Turn	3	NJ 27	27	3.43	State Highway	Straight and Level	Blacktop	Dry	Dark (St. Lights On)	Clear	0	AT	AT	CR 603	
X	200318093-47950	10/28/2003	0	1	1	Injury	At Intersection	N	N	Other	1	NJ 27	27	3.43	State Highway	Straight and Level	Blacktop	Dry	Overcast	Clear	0	AT	AT	CR 603	
X	200518085-22115	5/27/2005	0	0	0	Property Damage	At Intersection	N	N	Struck Parked Vehicle	2	CHURCH ST	27	3.43	Municipal	Straight and Grade	Blacktop	Dry	Overcast	Clear	26	AT	W	RT 27	



14) LAUREL AVENUE (CR 603) AND ROUTE 27  
Number Of Crashes In A 3 Year Period: 4

LAUREL AVENUE (CR 603) AND ROUTE 27



TAG	CASE NUMBER	DATE	TOTAL KILLED	TOTAL INJURED	TOTAL PROPERTY DAMAGE	SEVERITY (LOOKUP)	INTERSECTION (LOOKUP)	ALCOHOL INVOLVED	HAZMAT INVOLVED	COLLISION TYPE (LOOKUP)	TOTAL VEHICLES INVOLVED	CRASH LOCATION	ROUTE	ROUTE SUFFIX	MILEPOST	ROAD SYSTEM (LOOKUP)	ROAD CHARACTER (LOOKUP)	ROAD SURFACE TYPE (LOOKUP)	SURFACE CONDITION (LOOKUP)	LIGHT CONDITION (LOOKUP)	WEATHER (LOOKUP)	DISTANCE TO CROSS STREET	LIMIT OF MEASUREMENT	DIRECTION FROM CROSS STREET	CROSS STREET NAME
X	200318093-44603	5/24/2003	0	0	0	Injury	At Intersection	N	N	Left Turn	1	NJ 27	27	3.43	State Highway	Straight and Level	Blacktop	Dry	Dark (St. Lights On)	Clear	0	AT	AT	CR 603	
X	200318093-77950	10/28/2003	0	1	1	Injury	At Intersection	N	N	Other	1	NJ 27	27	3.43	State Highway	Straight and Level	Blacktop	Dry	Overcast	Clear	0	AT	AT	CR 603	
X	200318093-33719	1/24/2003	0	0	0	Property Damage	Between	N	N	Angle	2	SOMERSET COUNTY 603	603	1.26	County	Curve and Level	Blacktop	Dry	Overcast	Clear	1	MI	N	RT 27	
X	200518084-31152	8/4/2004	0	0	0	Property Damage	Between	N	N	Same Direction - Rear End	2	SOMERSET COUNTY 603	603	0.08	County	Straight and Level	Blacktop	Dry	Overcast	Clear	300	FE	E	RT 27	

Map 8d

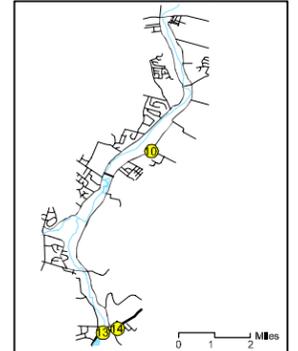
Millstone Valley Scenic Byway

Traffic/Intersection Analysis - Moderate Number Of Accidents

Prepared for the Millstone Valley Preservation Coalition and the New Jersey Department of Transportation by Stantec Consulting with Lardner/Klein Landscape Architects, P.C. and Oldham Historic Properties, Inc.

August 2008

Location Map

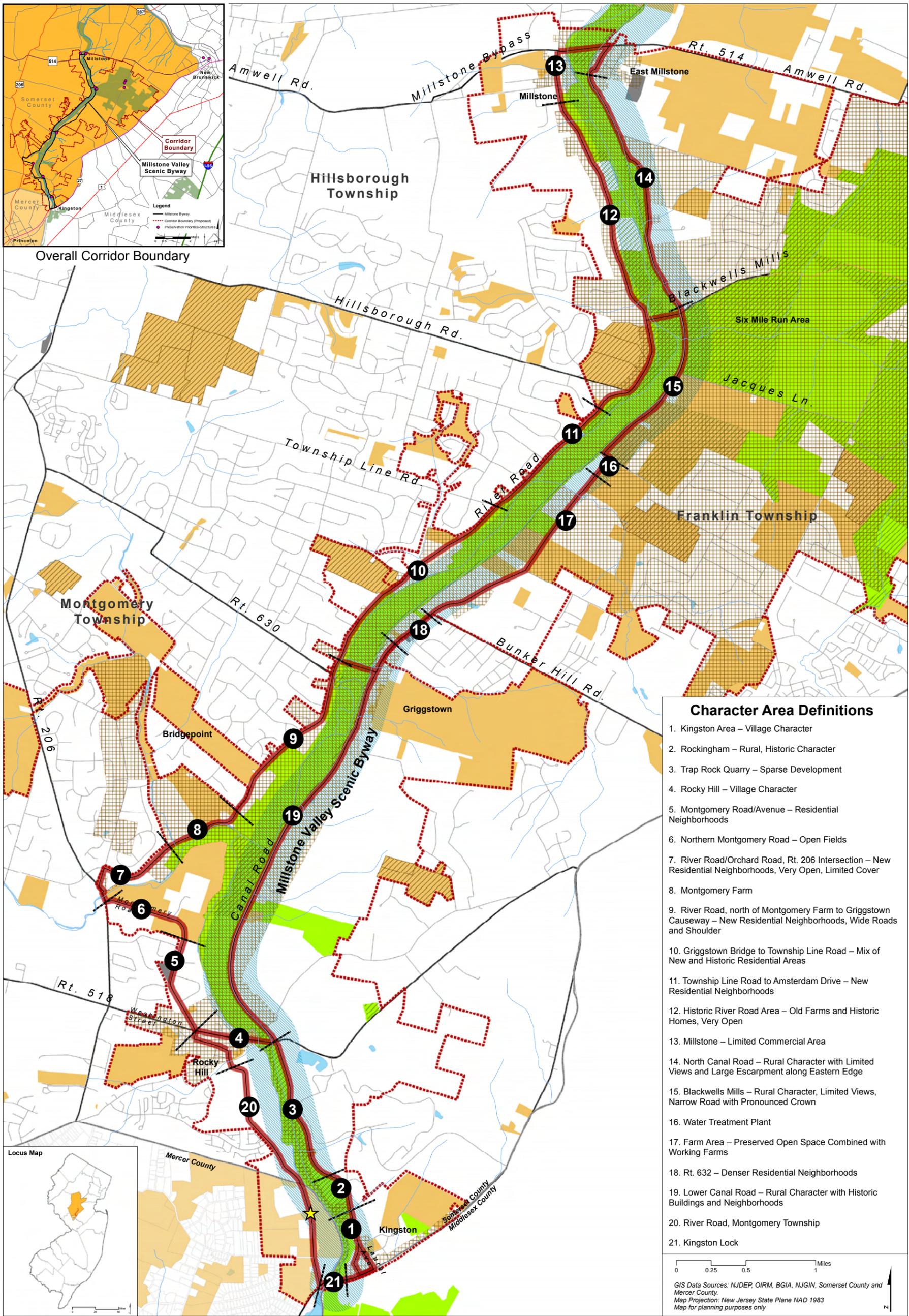




A horizontal banner image showing a dense forest with tall, thin tree trunks and a canopy of green and brown leaves, suggesting an autumn or late summer setting. The text is overlaid on this image.

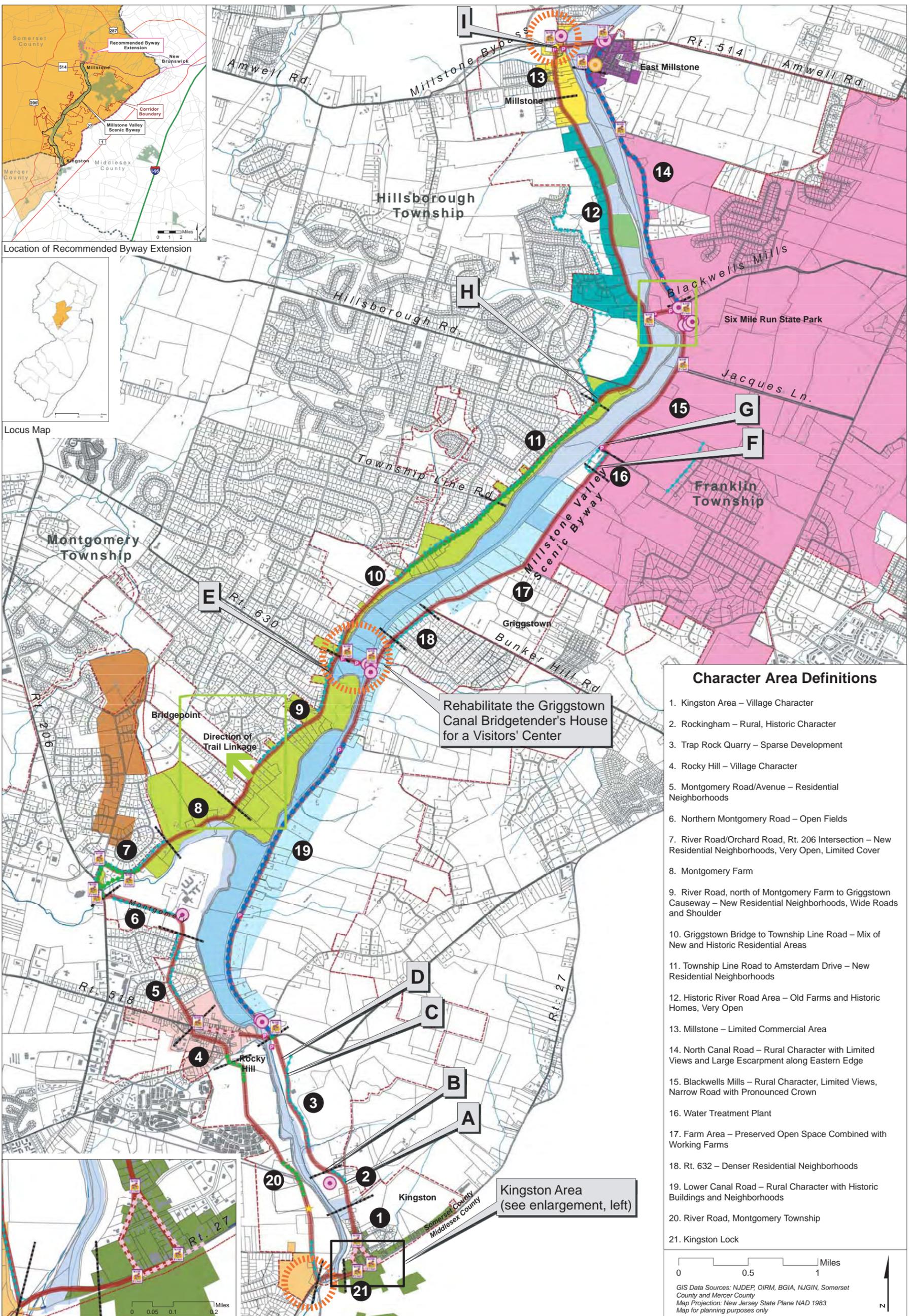
# *Millstone Valley Scenic Byway*

## Appendix 4: Enhancement Opportunities



Map 9  
**Millstone Valley Scenic Byway**  
**Protected Lands**

Prepared for the Millstone Valley Preservation Coalition and the New Jersey Department of Transportation by Stantec Consulting with Lardner/Klein Landscape Architects, P.C. and Oldham Historic Properties, Inc.  
 August 2008



### Character Area Definitions

1. Kingston Area – Village Character
2. Rockingham – Rural, Historic Character
3. Trap Rock Quarry – Sparse Development
4. Rocky Hill – Village Character
5. Montgomery Road/Avenue – Residential Neighborhoods
6. Northern Montgomery Road – Open Fields
7. River Road/Orchard Road, Rt. 206 Intersection – New Residential Neighborhoods, Very Open, Limited Cover
8. Montgomery Farm
9. River Road, north of Montgomery Farm to Griggstown Causeway – New Residential Neighborhoods, Wide Roads and Shoulder
10. Griggstown Bridge to Township Line Road – Mix of New and Historic Residential Areas
11. Township Line Road to Amsterdam Drive – New Residential Neighborhoods
12. Historic River Road Area – Old Farms and Historic Homes, Very Open
13. Millstone – Limited Commercial Area
14. North Canal Road – Rural Character with Limited Views and Large Escarpment along Eastern Edge
15. Blackwells Mills – Rural Character, Limited Views, Narrow Road with Pronounced Crown
16. Water Treatment Plant
17. Farm Area – Preserved Open Space Combined with Working Farms
18. Rt. 632 – Denser Residential Neighborhoods
19. Lower Canal Road – Rural Character with Historic Buildings and Neighborhoods
20. River Road, Montgomery Township
21. Kingston Lock

0 0.5 1 Miles

GIS Data Sources: NJDEP, OIRM, BGIN, NJGIN, Somerset County and Mercer County  
 Map Projection: New Jersey State Plane NAD 1983  
 Map for planning purposes only

# Map 10 Millstone Valley Scenic Byway Corridor Preservation and Enhancement Strategies

Prepared for the Millstone Valley Preservation Coalition and the New Jersey Department of Transportation by Stantec Consulting with Lardner/Klein Landscape Architects, P.C. and Oldham Historic Properties, Inc. August 2008

### Legend

- Millstone Byway
- Corridor Boundary
- Byway Character Areas
- Buildings
- Municipal Boundaries
- Key Access Roads
- Streets
- Tax Lots
- DEP-owned land (not under other preservation strategy)
- Refer to pages 43-47 in the Corridor Management Plan for Enhancement Example descriptions

### National Register Historic Districts

- Somerset County Districts
- Bridgepoint
- D&R Canal
- East MillsOne
- Griggstown
- King's Highway
- Kingston Mill
- Kingston Village
- Millstone
- Millstone Valley
- River Road
- Rocky Hill
- Six Mile Run
- Mercer County Historic Site

### Preservation Priorities

- Preservation Priorities – Structures
- Preservation Priorities – Roadway Character
- Preservation Priorities – Village Areas

### Enhancement Priorities

- Enhancement Priorities – Structures
- Enhancement Priorities – Village Areas
- Enhancement Priorities – Roadway Character
- Enhancement Priorities – Visual
- Areas for Trail Linkages and Enhancements
- Areas Needing Wayfinding
- Gateway/Visitor Information

A horizontal banner image showing a dense forest with tall, thin trees and a ground covered in brown leaves. The text is overlaid on this image.

# *Millstone Valley Scenic Byway*

## Appendix 5: Implementation Table

*Millstone Valley Scenic Byway*

**Appendix 5: Implementation Table**

The following strategies and actions have been developed by the Advisory Committee members and the consulting team. The period of implementation will begin with the adoption of the plan and will commence for a period for ten years. The following summary matrix of strategies and actions is developed as a reference for implementation and includes the following components:

- A description of the strategy or action to be implemented
- The location of enhancements—either specific sections of the byway or to the entire byway—has been identified.
- A list of byway partners that may be instrumental or be required to implement specific strategies and actions have been identified, and in most cases, except as noted, no commitments have yet been made. These commitments will be sought at the appropriate time.
- Potential funding sources have been identified to demonstrate the funding that could be used. In almost all cases, no funding commitment has yet been sought from these sources.

***Summary of how the CMP Meets the Fourteen Requirements of a Corridor Management Plan***

The strategies are organized by the six categories listed below according to the fourteen requirements of a corridor management plan for designation as a National Scenic Byway from the Federal Highway Administration (FHWA) that are italicized. The numbers in parenthesis refer to the specific number of the fourteen requirements as published in the National Register (attached). National Scenic Byway requirements 1) and 2) refer to a map and inventory of the byways intrinsic qualities and have already been completed as part of the corridor management planning process. The six categories include:

*Byway Conservation and Enhancement*

3) *A strategy for maintaining and enhancing those intrinsic qualities.*

5) *A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor.*

Much of the byway's intrinsic qualities have been conserved by the joint actions of conservation and preservation groups, Municipal and County governments, and state agency activities. Additional efforts will be needed to guide future development in a manner that will be compatible with the intrinsic qualities that have been so painstakingly preserved along the byway. **[See Pages 29 to 36 of the Corridor Management Plan]**

*Transportation/Traffic*

(7) *A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.*

(13) *A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect on the intrinsic qualities of the byway corridor.*

*Millstone Valley Scenic Byway*

**Appendix 5: Implementation Table**

A safe travel experience influences the overall quality of the experience. Improving road safety must be compatible with goals for enhancing roadside character. A safe and attractive route can be achieved by working proactively with D&R Canal Commission, County Governments and NJDOT to accommodate and balance the unique needs of all the roadway users including local and through vehicular traffic, pedestrians, bicyclists, horses, those that live or work along the byway.

[See Pages 36 to 41 of the Corridor Management Plan]

*Roadside Character*

- (8) A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.*
- (11) A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience.*

The experience of getting to the destination is as important as being there. Enhancing the experience of "getting there", requires that the byway group work with County Governments, NJDOT, D&R Canal Commission, utility companies, adjacent property owners and civic organizations to improve and maintain the overall appearance of the byway. [See Pages 36 to 48 of the Corridor Management Plan]

*Interpretation and Education*

- (14) A description of plans to interpret the significant resources of the scenic byway.*

Telling a clear and compelling "story" along the byway is one way to encourage people to linger longer along the byway. The byway effort focuses on working with the existing historic sites, museums, gardens and parks. [See Pages 49 to 56 of the Corridor Management Plan]

*Tourism and Visitor Management*

- (9) A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.*
- (12) A narrative describing how the National Scenic Byway will be positioned for marketing.*

The goals of the Millstone Valley Scenic Byway are to increase the number of preservation and conservation-oriented visitors and increase the length of a their stay. At the same time, the potential impact of increased visitor activity will be carefully managed so as to not detract from the quality of visitor experience and existing neighborhoods, community facilities and services. [See Pages 49 to 56 of the Corridor Management Plan]

*Coordination and Management*

- (4) A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.*

*Millstone Valley Scenic Byway*

**Appendix 5: Implementation Table**

The Millstone Valley Preservation Coalition will be the permanent management entity for the byway with responsibilities for implementing the plan, monitoring its progress, and ensuring that the public is continually involved in future management activities. [See Pages 55 to 57 and Appendix 5 of the Corridor Management Plan]

RECOMMENDED ACTIONS

The following table lists the recommended actions organized according to the six categories noted above. The format of the table includes the Overall Category (1 of the 6 above), followed by one of several goals in each category (with a darker black box around the goal), and then a list of specific actions noting ideas for the responsible party, ideas for budgeting, funding and for noting additional issues that need to be addressed.

Action	Resource Group	Preliminary Budget	Funding Source	Notes
<b>Byway Conservation and Enhancement:</b> Maintain the integrity and context of the many historic sites within the byway corridor.				
1a. Prepare specific preservation plans for each structure and site listed in the plan  NOTE: for preservation of historic context for historic sites see Strategy 2a	D&R Canal Commission with the support of local non-profits and local governments	\$5,000 to \$50,000 per year available	Garden State Historic Preservation Trust Fund  <u>also</u> Somerset County Historic Preservation Grant Program (see <a href="http://www.co.somerset.nj.us/division/cultural/hpgpgguidelines.pdf">http://www.co.somerset.nj.us/division/cultural/hpgpgguidelines.pdf</a> )	Grant Round - 2008  Garden State Historic Preservation Trust Fund - Capital Preservation Grants  Applications and Guidelines will be posted in Spring 2008. Applications will be due in June 2008. <a href="http://www.nj.gov/dca/njht/programs/gshptf/hsmg.html">http://www.nj.gov/dca/njht/programs/gshptf/hsmg.html</a> <b>NEED TO PRIORITIZE STRUCTURES</b>
1b – based on the results of the preservation plans for individual structures, seek capital funds to implement the preservation actions	Owner in partnership with byway manager and Meadows Foundation (see NOTE at right)	Up to \$50,000 per structure	Capital Trust Preservation Grant  <u>also</u> Somerset County Historic Preservation Grant Program (see <a href="http://www.co.somerset.nj.us/division/cultural/hpgpgguidelines.pdf">http://www.co.somerset.nj.us/division/cultural/hpgpgguidelines.pdf</a> )	NOTE: must be qualified organization (e.g. the Meadows Foundation)
1c – At least annually, and after any catastrophic event, monitor the conditions of existing historic structures and where necessary, seek emergency funds to stabilize existing structures damaged by flood, neglect or other catastrophic event	Owner in partnership with MVPC or other non-profit organization or municipal government	1,000-10,000 dollars in loans or grants with grants requiring a 1 for 1 match	New Jersey Historic Trust Emergency Grant and Loan Fund  <u>also</u> Somerset County Historic Preservation Grant Program	applicants must demonstrate control of the property through a deed or valid lease.

*Millstone Valley Scenic Byway*

**Appendix 5: Implementation Table**

Action	Resource Group	Preliminary Budget	Funding Source	Notes
			(see <a href="http://www.co.somerset.nj.us/division/cultural/hpgpguidelines.pdf">http://www.co.somerset.nj.us/division/cultural/hpgpguidelines.pdf</a> )	
1d – After preservation plans are completed seek funds for preservation, improvement, restoration, rehabilitation, or acquisition as specified in the plans that can demonstrate an ability through adaptive re-use or other mechanism to repay a low interest loan	Owner in partnership with MVPC or other non-profit organization or municipal government	25,000- approx. 370,000 per loan	New Jersey Historic Trust Revolving Loan Fund Somerset County Historic Preservation Grant Program  <u>also</u> Somerset County Historic Preservation Grant Program (see <a href="http://www.co.somerset.nj.us/division/cultural/hpgpguidelines.pdf">http://www.co.somerset.nj.us/division/cultural/hpgpguidelines.pdf</a> )	Unless the application is a request for acquisition, applicants must demonstrate control of the property through a deed or valid lease.
1e – After interpretive plan is completed (early action funded project), seek funds to prepare additional preservation plans for resources identified as providing opportunities to help interpret the themes of the byway (repeat steps 1a – 1d for these additional sites (for example Six-Mile Run)	DEP	Budget should be prorated share of past levels of grants to New Jersey (suggest grants in the \$50,000-100,000 range)	FHWA Scenic Program under Resource Protection Category  <u>also</u> Somerset County Historic Preservation Grant Program (see <a href="http://www.co.somerset.nj.us/division/cultural/hpgpguidelines.pdf">http://www.co.somerset.nj.us/division/cultural/hpgpguidelines.pdf</a> )	
<b>Byway Conservation and Enhancement:</b>				
<b>Focus preservation efforts on establishing a continuous green corridor along the byway</b>				
2a - Establish conservation easement program and priorities specific to the byway and work with other partners (with land trust capability and capacity) to purchase or encourage donation of conservation easements.	MVPC plus other non-profit partners with land trust capacity	Budget should be prorated share of past levels of grants to New Jersey (suggest grants in the \$50,000-100,000 range)  Easement costs	FHWA Scenic Program under Resource Protection Category  <u>Also</u> New Jersey Green Acres Program; State farmland preservation and open space programs as implemented by	Funding sources will need to be combined to achieve any real direct conservation action. Also work with landowners to donate easements to non-profit  NOTE: Much of the land associated with the byway is already preserved or is identified in existing Conservation Plans at a local level. The byway should

**Appendix 5: Implementation Table**

Action	Resource Group	Preliminary Budget	Funding Source	Notes
		for NJ are typically over \$5,000 per acre for budgeting purposes	County and Municipal governments, County Open Space funds such as Somerset County Open Space, Recreation, Farmland and Historic Preservation Trust Fund)	provide one additional reason for conserving these lands as a high priority.  Utilize the resources associated with the Garden State Greenways program including its online mapping to further identify the range of greenway resources associated with the byway <a href="http://www.gardenstategreenways.org/">http://www.gardenstategreenways.org/</a>  <u>see</u> <a href="http://www.privatelandownernetnetwork.org">http://www.privatelandownernetnetwork.org</a>  <u>FSA Programs</u> <ul style="list-style-type: none"> <li>o Conservation Reserve Program</li> <li>o CP33 Habitat Buffers for Upland Birds</li> </ul> <u>NRCS Funding Resources</u> <ul style="list-style-type: none"> <li>o Agricultural Management Assistance</li> <li>o Environmental Quality Incentives Program</li> <li>o Farmland Protection Program [see <a href="http://www.nrcs.usda.gov/programs/fpp/">http://www.nrcs.usda.gov/programs/fpp/</a>]</li> <li>o Forestry Incentives Program</li> <li>o Wildlife Habitat Incentives Program</li> </ul> <u>USDA Programs</u> <ul style="list-style-type: none"> <li>o Conservation Reserve Enhancement Program (CREP)</li> <li>o Forest Land Enhancement Program (FLEP)</li> <li>o Forest Legacy Program</li> </ul> <u>U.S. Fish &amp; Wildlife Service Funding &amp; Technical Resources</u> <ul style="list-style-type: none"> <li>o Partners For Fish And Wildlife Program - National</li> </ul> Private Stewardship Grants Program

*Millstone Valley Scenic Byway*

**Appendix 5: Implementation Table**

Action	Resource Group	Preliminary Budget	Funding Source	Notes
Work with each municipality along the byway to recognize the corridor management plan as part of their comprehensive master plan (see description of status in institutional survey, (see pages 7-10 of the Corridor Management Plan)	MVPC and municipalities	NA	NA	This could be considered part of the byway manager job description (see implementation under coordination and management).
Prepare model development guidelines with illustrative examples of how to accommodate development in a manner that maintains intrinsic qualities. NOTE: It may also be appropriate for municipalities to reconsider the overall vision in their community through a public visioning process.	MVPC and municipalities, County Governments	\$50,000	FHWA Scenic Program under Resource Protection Category  New Jersey Department of Community Affairs, Office of Smart Growth	Model development guidelines have been funded through the byway program  Community visioning grants are available from DCA up to \$50,000. Attendance at a technical assistance meeting is required (last meeting is February 6 <sup>th</sup> ) for current year grants due February 29 <sup>th</sup> .  See: <a href="http://www.nj.gov/dca/osg/resources/grants/index.shtml">http://www.nj.gov/dca/osg/resources/grants/index.shtml</a>  Consider the National Endowment for the Arts
<ul style="list-style-type: none"> <li>Implement enhancement projects to help reduce the visual contrast of elements that intrude upon the rural and village character of the byway.</li> </ul>	MVPC in partnership with property owner	Allow \$5.00/SF	FHWA Transportation Enhancement Programs, or Scenic Byway Program	Transportation Enhancement Program (subject to reauthorization as part of SAFETEA-LU in 2009)
Manage and maintain the community forest including tree maintenance/management and control of invasive species – <ul style="list-style-type: none"> <li>a) develop a community forestry plan</li> <li>b) implement the plan</li> </ul>	MVPC, Localities, D&R Canal Commission in partnership with property owners	\$60,000  then, \$6,000 implementation grants	NJDEP Green Communities Challenge Grant  The Community Stewardship Incentive Program (CSIP) Grant in New Jersey is a statewide grant program developed and administered by the New Jersey Forest Service.	To assist municipalities in developing a Community Forestry Management Plan. This management plan helps local government agencies implement urban and community forestry projects. These projects are provided under four themes: Program Development, Implementation, Tree Maintenance, and Research Projects. (typically due in December) <a href="http://www.nj.gov/dep/parksandforests/forest/community/grants.html">http://www.nj.gov/dep/parksandforests/forest/community/grants.html</a>
Byway Conservation and Enhancement: Support regional efforts to preserve water quality along the Canal and Millstone River and solve flooding in a manner that is sensitive to the natural and historic resources				

*Millstone Valley Scenic Byway*

**Appendix 5: Implementation Table**

Action	Resource Group	Preliminary Budget	Funding Source	Notes
Monitor and participate in existing watershed planning efforts (see page __ of the plan). Identify funding opportunities to implement best management practices tied to these plans.	MVPC and municipalities; County Governments; Stony Brook-Millstone Watershed Association; Somerset-Union Soil Conservation District; NJ State Soil Conservation Committee; NJ Water Supply Authority; USDA Natural Resources Conservation Service	NA	NA	This could be considered part of the byway manager job description (see implementation under coordination and management).
<b>Byway Conservation and Enhancement:</b> Support regional efforts to preserve farms and woodlands connecting with the byway corridor				
Participate in regional and county-wide open space planning efforts and speak out on behalf of the byway focusing on the following priorities: <ul style="list-style-type: none"> <li>Natural areas/Native Woods – habitat</li> <li>Preserve grasslands for habitat</li> <li>Farmland and Agricultural viability – e.g. organic farm demonstration farm, etc.</li> <li>Larger Specimen trees</li> <li>Wetlands</li> </ul>	County Governments and municipalities; private land trusts such as the D&R Greenway Trust	Grants generally range from \$50,000-\$300,000 and typically require a minimum 2:1 non-federal match.	National Fish and Wildlife Foundation	The National Fish and Wildlife Foundation provides funding on a competitive basis to projects that sustain, restore and enhance the Nation's fish, wildlife, plants and their habitats through our Keystone Initiative Grants and other Special Grant Program
<b>Roadside Character:</b> Maintain the narrow, winding and rustic character of the travel route and roadside trees				
Prepare context sensitive design guidelines for work on transportation projects along the byway – special focus on how to maintain character defining features of Canal Road while making it safer to travel (at 25mph!)	NJDOT with stakeholder involvement including SHPO	\$60,000	FHWA Scenic Program under Resource Protection Category	See example of Maryland CSS Guidelines for Historic National Road <a href="http://www.marylandroads.com/exploremd/oed/scenicByways/mhnr-css_final061104.pdf">http://www.marylandroads.com/exploremd/oed/scenicByways/mhnr-css_final061104.pdf</a>
Develop a set of roadside management and maintenance guidelines geared towards roadway maintenance supervisors and crews, state park maintenance personnel, utility line crews, and private	NJDOT, DEP, D&R Canal Commission, Utility Companies, etc.	\$60,000	FHWA Scenic Program under Resource Protection Category	

*Millstone Valley Scenic Byway*

**Appendix 5: Implementation Table**

Action	Resource Group	Preliminary Budget	Funding Source	Notes
property owners illustrating best management practices for the byway focusing on the following issues: <ul style="list-style-type: none"> <li>• Appropriate roadside tree pruning and planting</li> <li>• Appropriate tree pruning and planting in and around utility lines</li> <li>• Maintaining roadway drainage and culverts</li> </ul>				
<b>Transportation/Traffic:</b> Make it safer and more enjoyable to get out of your car, ride a bicycle or walk along the entire length of the byway in a manner that is compatible with the existing character of the byway				
Develop an overall traffic calming plan should be developed in tandem with a context sensitive roadway design and maintenance manual	NJDOT with stakeholder involvement including SHPO	\$200,000-250,000 for 30% preliminary design plans	NJDOT LPTA	Local Transportation Planning Assistance Program (LTPA)  This program is for NJDOT consultant support designed to address local transportation and quality of life issues by promoting local implementation of the state's Smart Growth land use and transportation policies. The LTPA program provides municipalities with consultant expertise in the professional disciplines of transportation and land use planning to develop local circulation elements, access management plans, local traffic calming studies, and other transportation related planning initiatives.
Consider the use of spot safety measures to increase driver and pedestrian safety at key intersections along the byway utilizing context sensitive design and approaches to making those changes. Issues to be addressed include:	NJDOT and County Governments	TBD – preliminary designs for	Unknown	If for pedestrians safety or bicycle safety, then Transportation Enhancement Funding could be used
<b>Transportation/Traffic:</b> Support the linking together of greenways, trails, and bicycle routes with the byway				
Focus efforts on the following priorities: <ul style="list-style-type: none"> <li>• Improve on-road bicycle conditions along River Road (clean existing paved shoulders,</li> </ul>	NJDOT Somerset, Middlesex and Mercer Counties;	TBD	NJDOT Local Bikeways Program FHWA Rec Trails Program	The following plans and programs should be consulted: - D&R Canal Commission linkages plan

*Millstone Valley Scenic Byway*

**Appendix 5: Implementation Table**

Action	Resource Group	Preliminary Budget	Funding Source	Notes
<p>improve drainage to reduce sedimentation along roadside, implement other share the road approaches)</p> <ul style="list-style-type: none"> <li>• Connection between Canal and towpath for pedestrians</li> <li>• Acquire O.S. especially connections between trails Pathways, north border at Campbell Farm safe crossing to D&amp;R, calm traffic</li> <li>• Safe pedestrian / bike crossings</li> </ul>	D&R Greenway Trust		(through NJDOT) FHWA Safe Routes to Schools Program (through NJDOT)	<ul style="list-style-type: none"> <li>- NJ Conservation Foundation</li> <li>- NJ Trails Association</li> <li>- NJ Trails Plan</li> <li>- East Coast Greenway</li> </ul>
<p><b>Byway Interpretation and Education:</b> Promote greater awareness of the unique and special qualities of the Byway's historic resources, open spaces and recreational opportunities</p>				
<ul style="list-style-type: none"> <li>• Develop a coordinated interpretive system of guidebooks, site installations, and other media to make the stories of the byway come alive for visitors and residents alike without overwhelming the area with signage.</li> </ul>	Funded – MVPC, D&R Canal Commission, local historic societies and garden clubs	338,000 *270,400 federal share plus match	FHWA Scenic Byway Program  NJ Historical Commission County Cultural and Heritage Commissions	Each of the three Counties should gain designation as a "Preserve America" community <a href="http://www.preserveamerica.gov">http://www.preserveamerica.gov</a> and then use that designation to apply for funds to implement interpretive plan recommendations.
Preserve local events and byway related activities by improving communication and coordinating among sponsors. Coordination should include cross-training among interpreters and hosts to improve hospitality and friendliness to visitors and using the byway as an organizing element in the storytelling and interpretation of the region.	MVPC with D&R Canal Commission and other interpretive providers	Up to \$40,000	NEH - Planning grants can be used to plan, refine, and develop the content and interpretive approach of a project.	America's Historical and Cultural Organizations grants support traveling or long-term museum exhibitions, library-based projects, interpretation of historic places or areas, interpretive Web sites, or other project formats that creatively engage audiences in exploring humanities ideas and questions. <a href="http://www.neh.gov/grants/guidelines/AHCO_PlanningGuidelines.html#awardinfo">http://www.neh.gov/grants/guidelines/AHCO_PlanningGuidelines.html#awardinfo</a>
Coordinate all signage directing visitors to museums, parks, and other publicly accessible historic sites and open spaces. A general wayfinding plan should be included in the interpretive planning for the byway. Efforts should also be made to improve the accessibility of signage, including interpretive panels.	NJDOT, D&R Canal Commission, Localities	\$200,000	FHWA Scenic Byway Program	
<p><b>Heritage Tourism/Visitor Management:</b> Determine appropriate levels of heritage tourism that will be compatible with the capacity of roads, trails, and visitor services</p>				

*Millstone Valley Scenic Byway*

**Appendix 5: Implementation Table**

Action	Resource Group	Preliminary Budget	Funding Source	Notes
Focus marketing and promotion for the byway on potential visitors who are interested in historic sites, non-motorized trail users and non-motorized canoe/kayakers.	MVPC coordinated with D&R Canal Commission and localities	Up to \$50,000	New Jersey Historic Trust – Historic Site Management grants	<a href="http://www.nj.gov/dca/njht/programs/gshp/ff/hsmg.html">http://www.nj.gov/dca/njht/programs/gshp/ff/hsmg.html</a>
Focus tourism resource development on maintaining existing Bed and breakfasts, independently owned restaurants	See above			
Support efforts in adjoining counties to extend the byway concept and link together with nearby heritage area and byway efforts. ]	MVPC and municipalities	NA	NA	This could be considered part of the byway manager job description (see implementation under coordination and management).
<b>Coordination and Management:</b>				
GOAL: Establish a permanent management entity to implement the plan and to ensure that the rights and responsibilities of individual property and business owners are respected				
Apply for implementation grants to support a part-time salary for a byway manager -	MVPC and municipalities	NA	NA	This could be considered part of the byway manager job description (see implementation under coordination and management).
Continue to reach out and encourage the involvement of neighborhood and civic associations, property owners, business owners, and commuters in the implementation of the plan.	MVPC and municipalities	NA	NA	This could be considered part of the byway manager job description (see implementation under coordination and management).
Encourage the participation of all agencies with responsibilities for management, marketing, promotion, and transportation needs within the region.	MVPC and municipalities	NA	NA	This could be considered part of the byway manager job description (see implementation under coordination and management).
Establish a process with County Governments and NJDOT whereby a list of standard maintenance projects, safety projects, and other RRR work is communicated to the byway leadership far enough in advance so that other byway initiatives can be coordinated, additional funding can be pursued for enhancements to standard details, and alternatives explored for standard maintenance and safety work.	MVPC and municipalities	NA	NA	This could be considered part of the byway manager job description (see implementation under coordination and management).
Involve and educate those who are responsible for implementing the zoning and land use regulations that are currently in force along the byway.	MVPC and municipalities	NA	NA	This could be considered part of the byway manager job description (see implementation under coordination and management).

A horizontal banner image showing a dense forest with tall, thin tree trunks and some green foliage. The text is overlaid on this image.

***Millstone Valley Scenic Byway***  
**Appendix 6: Corridor Management Plan Resolutions**



# COUNTY OF MERCER

## DIVISION OF PLANNING

McDade Administration Building  
640 South Broad Street  
P. O. Box 8068  
Trenton, NJ 08650-0068  
Phone (609) 989-6545 Fax (609) 989-6546

**BRIAN M. HUGHES**

County Executive

**KELVIN S. GANGES**

Chief of Staff

**DONNA M. LEWIS**

Director

**ANDREW MAIR**

County Administrator

November 10, 2008

Cindy Bloom-Cronin  
NJ Scenic Byway Coordinator  
NJDOT  
Landscape & Urban Design  
PO Box 600  
1035 Parkway Ave  
Trenton, NJ 08625

**Re: Millstone Valley Scenic Byway Corridor Management Plan**

Dear Ms. Bloom-Cronin,

Scenic byways highlight transportation corridors that have outstanding scenic, natural, recreational, cultural, historic or archaeological significance. They represent the uniqueness and diversity of area they are located in. A Scenic Byway tells the story of New Jersey's history, heritage, recreational opportunities and beauty along it's route, therefore the Mercer County Planning Division wishes to express it's support for the Millstone Valley Scenic Byway which was designated a New Jersey Scenic Byway in 2005 as it also supported the Delaware River Scenic Byway and it's quest for National Designation.

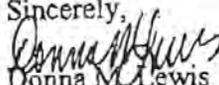
The Millstone Valley is an area rich in historical importance and natural beauty. It serves as a regional connector linking historic sites, natural areas, trails and greenways. Cars, bicyclists and pedestrians co-exist along the narrow roads and trails which wind along the D&R Canal, Millstone River, Raritan Canal and their neighboring farms and woodlands. The ~25 mile byway highlights the history of the Millstone Valley, from early Dutch settlement to Revolutionary War skirmishes through to the Canal Era.

In order to maintain it's State Designation, the Byway Management Committee adopted a Byway Corridor Management Plan (CMP) in September 2008, under the sponsorship of NJDOT. The Millstone Valley Scenic Byway Corridor Management Committee, which includes all municipalities along the Byway as well as Somerset, Middlesex and Mercer Counties is now seeking endorsement of the CMP from the

Visit Mercer County on the Web at [www.mercercounty.org](http://www.mercercounty.org)

agencies which regulate the corridor in order to achieve CMP approval from NJDOT. This CMP provides strategies for preserving and improving historical and natural areas along the byway which include researching the significant resources, maintaining and enhancing the green roadside corridor, and working collaboratively to manage the byway into the future. In order to accomplish these strategies, the CMP encourages, but does not mandate or regulate, each jurisdiction to formally recognize the plan by acknowledging it as an important preservation and conservation tool, adopt the corridor boundary as part of their official map, and adopt conservation and preservation policies which support the plan. The Mercer County Planning Division is committed to aid in the successful implementation of the CMP and will cooperate and collaborate with the municipalities and counties along the byway to achieve this goal.

The Management Committee envisions a coordinated series of interpretive stops, walking tours and guides designed to teach visitors about the intrinsic qualities that make the valley a unique and special place. It is their goal to apply for US National Scenic Byway Designation, however the CMP is required to have NJDOT approval prior to submission. National Designation will open the byway up to discretionary grant funds which are not available under State Designation which could be used for heritage tourism, state programs, safety improvements, and creating interpretive information and marketing plans. Designation also supports the Mercer County Open Space and Recreation Plan, as the County has placed a priority for open space and park development resources on stream corridors. Therefore, the Mercer County Planning Division wishes to express support for the Millstone Valley CMP. It further expresses support for the Committee's intention to apply for National Scenic Byway Designation as it will provide the byway the recognition it deserves; that of a unique and irreplaceable local and national public asset.

Sincerely,  
  
Donna M. Lewis  
Planning Director

Cc: Elizabeth Ann Palius, Millstone Valley Scenic Byway Committee  
DML:khp

November 26, 2008

Ms. Liz Palius  
492 River Road  
Belle Mead, NJ 08502

Re: Millstone Valley Scenic Byway

Dear Ms. Palius:

A resolution adopted by the Middlesex County Board of Chosen Freeholders at their public meeting on November 24, 2008 supports the Millstone Valley Scenic Byway Corridor Management Plan. A copy will be sent to you under separate cover.

In addition the Middlesex County Department of Planning endorses the application designating the Millstone Valley Scenic Byway as part of the National Scenic Byway which will make Federal Highway Administration National Scenic Byway Program funds available for implementing the Plan's recommendations.

I trust that the National Scenic Byway application will be reviewed favorably, approved and accepted.

Sincerely,

MIDDLESEX COUNTY DEPARTMENT OF PLANNING

George M. Ververides  
Director of County Planning

GMV/dm

cc: Freeholder Camille Fernicola  
Mr. Ralph Albanir, Director, Middlesex County Department of Parks  
Mr. John Sully, Assistant Planning Director  
Mr. Mirah Becker, Supervising Planner

Hard Copy  
via: sidpalius@comcast.net

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**RESOLUTION SUPPORTING THE MILLSTONE VALLEY SCENIC BYWAY  
CORRIDOR MANAGEMENT PLAN**

**WHEREAS**, in accordance with the New Jersey Scenic Byway Program, the section of Canal Road between Market Street in East Millstone and Washington Street in Rocky Hill (County Route 632), Kingston-Rocky Hill Road (County Route 603), River Road which turns into Kingston Road between Route 27 and Crescent Avenue (County Route 605), Crescent Avenue between Kingston Road and Princeton Avenue (County Route 605), Princeton Avenue between Crescent Avenue and Washington Street, Washington Street between Princeton Avenue and Montgomery Avenue (County Route 518), Montgomery Avenue, Bridgepoint Road between Route 206 and River Road, River Road which turns into Millstone River Road (County Route 533) followed by Main Street between Bridgepoint Road and Amwell Road in Millstone, Amwell Road (County Route 514) between Main Street and Market Street and Market Street are designated as a State Scenic Byway; and

**WHEREAS**, the byway has been named as the Millstone Valley Scenic Byway; and

**WHEREAS**, this State Scenic Byway designation is consistent with the *Somerset County Scenic Corridor and Roadway Study* which has been adopted as part of the *Somerset County Master Plan*; and

**WHEREAS**, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Millstone Valley Scenic Byway Advisory Committee, which included all municipalities along the Byway as well as Somerset, Middlesex, and Mercer Counties, under the sponsorship of the Millstone Valley Preservation Coalition and with the assistance of the New Jersey Department of Transportation through funding from the Federal Highway Administration's National Scenic Byway Program; and

**WHEREAS**, representative of the County Planning Board and Engineering Division participated in the activities of the Millstone Valley Scenic Byway Advisory Committee; and

**WHEREAS**, two public meeting opportunities were provided to explain the Corridor Management Plan and obtain input from the general public; and

**WHEREAS**, the Corridor Management plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

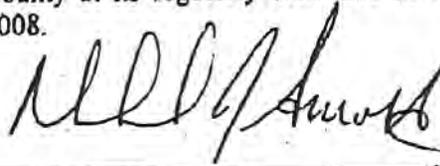
**WHEREAS**, successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Somerset County Planning Board largely supports the concept of a Scenic Corridor Management Byway Plan and its commitment to collaborate in the process necessary for its implementation; and

**BE IT FURTHER RESOLVED THAT** the Somerset County Planning Board recommends that the Somerset County Board of Chosen Freeholders support the Millstone Valley Scenic Corridor Management Plan; and

**BE IT FURTHER RESOLVED THAT** copies of this resolution be forwarded to the Somerset County Board of Chosen Freeholders and all entities participating in the Millstone Valley Scenic Byway Advisory Committee.

I, Michael J. Amorosa, Secretary of the Somerset County Planning Board, County of Somerset, in the State of New Jersey, do hereby certify that the foregoing is a true copy of a resolution adopted by said Planning Board of Somerset County at its regularly convened meeting of September 16, 2008.



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Michael J. Amorosa, Secretary  
Somerset County Planning Board

**RESOLUTION #08-10-282 - SUPPORTING THE MILLSTONE VALLEY SCENIC BYWAY CORRIDOR  
MANAGEMENT PLAN**

WHEREAS, In accordance with the New Jersey Scenic Byway Program, Route 27 between Laurel Avenue/Heathcote Brook Road (Franklin/South Brunswick Townships) and River Road (Princeton Township), River Road (Princeton and Montgomery Townships), Bridge Street, Crescent Street between Bridge and Reeves Streets, Reeves Street and Montgomery Avenue (Rocky Hill Borough), Montgomery Avenue, Route 206 between Montgomery Avenue and Orchard Road, Orchard Road between Route 206 and River Road/Bridgepoint Road, Bridgepoint Road between River Road and Route 206 and River Road (Montgomery Township), Millstone River Road (Hillsborough Township), Main Street south of Amwell Road and Amwell Road east of Main Street (Millstone Borough), Amwell Road west of Market Street, Market Street, Griggstown Canal Road, Route 603 (Franklin Township), the Blackwells Mill Causeway, the Griggstown Causeway and Route 518 between Route 603 (Franklin Township) and Reeves Street (Montgomery Township) are designated as a New Jersey State Scenic Byway; and

WHEREAS, In accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Millstone Valley Scenic Byway Advisory Committee, which included all municipalities along the Byway as well as Somerset, Middlesex, and Mercer Counties, under the sponsorship of NJDOT and adopted in September 2008; and

WHEREAS, The byway has been named as the Millstone Valley Scenic Byway; and

WHEREAS, The roadways provide the base of the corridor and connect the many historic districts and sites that make up the Millstone Valley Scenic Byway; and

WHEREAS, The Millstone Valley Scenic Byway and its Corridor will reinforce the existing D&R Canal and Millstone River Corridor with its many historic, environmental and recreational resources; and

WHEREAS, Two public meeting opportunities were provided to explain the Corridor Management Plan and obtain input from the general public; and

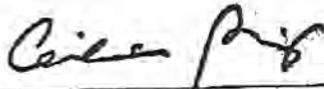
WHEREAS, The Corridor Management Plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

WHEREAS, Successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway; and

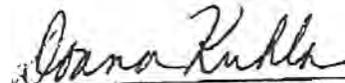
WHEREAS, Montgomery Township wishes to express its support for the concept of a Scenic Byway and its commitment to collaborate in the process necessary for its implementation.

NOW, THEREFORE, BE IT RESOLVED By the Township of Montgomery of the County of Somerset of the State of New Jersey, that it expressed its support of the Millstone Valley Scenic Byway Corridor Management Plan and its intention to participate in future implementation strategies described in the Plan.

Adopted: October 2, 2008



Cecilia Birge, Mayor



Donna Kukla, Township Clerk

# Franklin Township

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*A Proud Somerset County Community*

MUNICIPAL CLERK

MUNICIPAL BUILDING

475 DEMOTT LANE  
PO BOX 6704

SOMERSET, NJ 08873-6704

TEL. (732) 873-2500

FAX (732) 873-1058

October 17, 2008

Elizabeth Anne Palius  
Millstone Valley Preservation Coalition  
492 River Road  
Belle Mead, NJ 08502

Re: Millstone Valley Scenic Byway Corridor Management Plan

Dear Ms. Palius:

Enclosed please find a copy of Resolution #08-554 supporting the Millstone Valley Scenic Byway Corridor Management Plan. Said resolution was adopted by the Township Council of the Township of Franklin, Somerset County, at a meeting held on October 14, 2008.

Very truly yours,

A handwritten signature in cursive script that reads "Ann Marie McCarthy".

Ann Marie McCarthy, RMC, CMC  
Township Clerk

AMM:cjb

Enclosures

**RESOLUTION SUPPORTING THE MILLSTONE VALLEY SCENIC BYWAY CORRIDOR  
MANAGEMENT PLAN**

WHEREAS, in accordance with the New Jersey Scenic Byway Program, Route 27 between Laurel Avenue/Heathcote Brook Road (Franklin/South Brunswick Townships) and River Road (Princeton Township), River Road (Princeton and Montgomery Townships), Bridge Street, Crescent Street between Bridge and Reeves Streets, Reeves Street and Montgomery Avenue (Rocky Hill Borough), Montgomery Avenue, Route 206 between Montgomery Avenue and Orchard Road, Orchard Road between Route 206 and River Road/Bridgepoint Road, Bridgepoint Road between River Road and Route 206 and River Road (Montgomery Township), Millstone River Road (Hillsborough Township), Main Street south of Amwell Road and Amwell Road east of Main Street (Millstone Borough), Amwell Road west of Market Street, Market Street, Griggstown Canal Road, Route 603 (Franklin Township), the Blackwells Mill Causeway, the Griggstown Causeway and Route 518 between Route 603 (Franklin Township) and Reeves Street (Montgomery Township) are designated as a New Jersey State Scenic Byway; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Millstone Valley Scenic Byway Advisory Committee, which included all municipalities along the Byway as well as Somerset, Middlesex, and Mercer Counties, under the sponsorship of NJDOT and adopted in September 2008 and

WHEREAS, the byway has been named as the Millstone Valley Scenic Byway; and

WHEREAS, the roadways provide the base of the corridor and connect the many historic districts and sites that make up the Millstone Valley Scenic Byway; and

WHEREAS, the Millstone Valley Scenic Byway and its Corridor will reinforce the existing D & R Canal and Millstone River Corridor with its many historic, environmental and recreational resources; and

WHEREAS, two public meeting opportunities were provided to explain the Corridor Management Plan and obtain input from the general public; and

WHEREAS, the Corridor Management plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

WHEREAS, successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway; and

WHEREAS, Township Council of Franklin Township, Somerset County, wishes to express its support for the concept of a Scenic Byway and its commitment to collaborate in the process necessary for its implementation; and

NOW, THEREFORE, BE IT RESOLVED BY THE TOWNSHIP COUNCIL OF FRANKLIN TOWNSHIP, SOMERSET COUNTY, OF THE STATE OF NEW JERSEY, that it

expresses its support of the Millstone Valley Scenic Byway Corridor Management Plan and its intention to participate in future implementation strategies described in the Plan.

**CERTIFICATION**

I, Ann Marie McCarthy, Clerk of the Township of Franklin, in the County of Somerset, do hereby certify that the foregoing is a true and correct copy of a resolution duly adopted by the Township Council at a regular meeting held on the 14<sup>th</sup> day of October 2008.

IN WITNESS WHEREOF I have hereunto set my hand and affixed the seal of said Township this 15<sup>th</sup> day of October 2008.



Ann Marie McCarthy  
Township Clerk



# Township of Hillsborough

COUNTY OF SOMERSET  
MUNICIPAL BUILDING  
379 SOUTH BRANCH ROAD  
HILLSBOROUGH, NEW JERSEY 08044

TELEPHONE  
(908) 389-4313

[www.hillsborough-nj.org](http://www.hillsborough-nj.org)

## RESOLUTION SUPPORTING THE MILLSTONE VALLEY SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

**WHEREAS**, in accordance with the New Jersey Scenic Byway Program, the section of Millstone River Road (County Route 533) which is located in Hillsborough Township and extending from the Montgomery Township boundary to the Millstone Borough boundary is part of a designated State Scenic Byway; and

**WHEREAS**, the byway has been named as the Millstone Valley Scenic Byway;  
and

**WHEREAS**, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with the participation of the Millstone Valley Scenic Byway Advisory Committee, which included all municipalities along the Byway as well as Somerset, Middlesex and Mercer Counties, under the sponsorship of the Millstone Valley Preservation Coalition and with the assistance of the New Jersey Department of Transportation through funding from the Federal Highway Administration's National Scenic Byway Program; and

**WHEREAS**, designated representatives from Hillsborough Township participated in the activities of the Millstone Valley Scenic Byway Advisory Committee;  
and

**WHEREAS**, two public meetings were provided to explain the Corridor Management Plan and obtain input from the general public; and

**WHEREAS**, the Corridor Management Plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

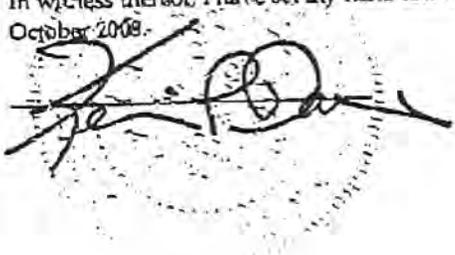
**WHEREAS**, successful implementation of the Plan depends on cooperation, collaboration and support of the municipalities and counties along the Millstone Valley Scenic Byway.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Township Committee of the Township of Hillsborough, County of Somerset, State of New Jersey, supports the concept of the Millstone Valley Scenic Corridor Byway Management Plan and hereby provides its commitment to collaborate in the process necessary for its implementation.

---

L. Kevin P. Davis, Township Clerk, hereby certify that the above resolution is a true and correct copy of a resolution adopted by the Township Committee of the Township of Hillsborough at a regular and duly convened meeting held on October 14, 2008.

In witness thereof I have set my hand and affixed the seal of the Township of Hillsborough this 15th day of October 2008.



RESOLUTION SUPPORTING THE MILLSTONE VALLEY SCENIC BYWAY CORRIDOR MANAGEMENT PLAN

WHEREAS, in accordance with the New Jersey Scenic Byway Program, Route 27 between Laurel Avenue/Heathcote Brook Road (Franklin/South Brunswick Townships) and River Road (Princeton and Montgomery Townships), Bridge Street, Crescent Street between Bridge and Reeves Streets and Montgomery Avenue (Rocky Hill Borough), Montgomery Avenue, Route 206 Between Montgomery Avenue and Orchard Road, Orchard Road between Route 206 and River Road/Bridgepoint Road between River Road and Route 206 and River Road (Montgomery Township), Millstone River Road (Hillsborough Township), Main Street south of Amwell Road and Amwell Road east of Main Street (Millstone Borough), Amwell Road west of Market Street, Market Street, Griggstown Canal Road, Route 603 (Franklin Township), the Blackwells Mill Causeway, the Griggstown Causeway and Route 518 between Route 603 (Franklin Township) and Reeves Street (Montgomery Township) are designated as a New Jersey State Scenic Byway; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Millstone Valley Scenic Byway Advisory Committee, which included all municipalities along the Byway as well as Somerset, Middlesex, and Mercer Counties, under the sponsorship of NJDOT and adopted in September 2008; and

WHEREAS, the byway has been named as the Millstone Valley Scenic byway; and

WHEREAS, the roadways provide the base of the corridor and connect the many historic districts and sites that make up the Millstone Valley Scenic Byway; and

WHEREAS, the Millstone Valley Scenic Byway and its corridor will reinforce the existing D&R Canal and Millstone River Corridor with its many historic, environmental and recreational resources; and

WHEREAS, two public meeting opportunities were provided to explain the Corridor Management Plan and obtain input from the general public; and

WHEREAS, the Corridor Management Plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

WHEREAS, successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway; and

WHEREAS, Millstone Borough wishes to express its support for the concept of a Scenic Byway and its commitment to collaboration in the in process necessary for its implementation; and

NOW, THEREFORE, BE IT RESOLVED BY THE BOROUGH OF MILLSTONE, SOMERSET COUNTY OF THE STATE OF NEW JERSEY, that it expressed its support of the Millstone Valley Scenic Byway Corridor Management Plan and its intention to participate in future implementation strategies described in the plan.

I, Gregory J. Bonin, Borough Clerk of the Borough of Millstone, in the County of Somerset, State of New Jersey, do hereby certify the foregoing to be a true and correct copy of a resolution adopted by the Millstone Borough Council during their regular meeting of April 21, 2008.



\_\_\_\_\_  
Gregory J. Bonin, Millstone Borough Clerk

**BOROUGH OF ROCKY HILL  
COUNTY OF SOMERSET**

**RESOLUTION 2008 - 72  
RESOLUTION SUPPORTING THE MILLSTONE VALLEY SCENIC BYWAY  
CORRIDOR MANAGEMENT PLAN**

WHEREAS, in accordance with the New Jersey Scenic Byway Program, Route 27 between Laurel Avenue/Heathcote Brook Road (Franklin/South Brunswick Townships) and River Road (Princeton Township), River Road (Princeton and Montgomery Townships), Bridge Street, Crescent Street between Bridge and Reeves Streets, Reeves Street and Montgomery Avenue (Rocky Hill Borough), Montgomery Avenue, Route 206 between Montgomery Avenue and Orchard Road, Orchard Road between Route 206 and River Road/Bridgepoint Road, Bridgepoint Road between River Road and Route 206 and River Road (Montgomery Township), Millstone River Road (Hillsborough Township), Main Street south of Amwell Road and Amwell Road east of Main Street (Millstone Borough), Amwell Road west of Market Street, Market Street, Griggstown Canal Road, Route 603 (Franklin Township), the Blackwells Mill Causeway, the Griggstown Causeway and Route 518 between Route 603 (Franklin Township) and Reeves Street (Montgomery Township) are designated as a New Jersey State Scenic Byway; and

WHEREAS, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Millstone Valley Scenic Byway Advisory Committee which included all municipalities along the Byway as well as Somerset, Middlesex, and Mercer Counties, under the sponsorship of NJDOT and adopted in September 2008; and

WHEREAS, the byway has been named as the Millstone Valley Scenic Byway; and

WHEREAS, the roadways provide the base of the corridor and connect the many historic districts and sites that make up the Millstone Valley Scenic Byway; and

WHEREAS, the Millstone Valley Scenic Byway and its Corridor will reinforce the existing D & R Canal and Millstone River Corridor with its many historic, environmental, and recreational resources; and

WHEREAS, two public meeting opportunities were provided to explain the Corridor Management Plan and obtain input from the general public; and

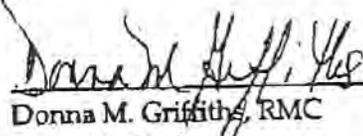
WHEREAS, the Corridor Management Plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

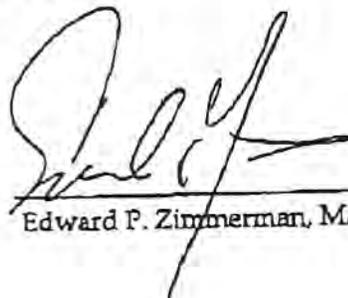
WHEREAS, successful implementation of the Plan depends on cooperation, collaboration, and support of municipalities and counties along the Byway; and

WHEREAS, Borough Council of Rocky Hill, Somerset County, wishes to express its support for the concept of a Scenic Byway and its commitment to collaborate in the process necessary for its implementation;

NOW, THEREFORE, BE IT RESOLVED BY THE BOROUGH COUNCIL OF THE BOROUGH OF ROCKY HILL, SOMERSET COUNTY, STATE OF NEW JERSEY, that the Borough Council expresses its support of the Millstone Valley Scenic Byway Corridor Management Plan and its intention to participate in future implementation strategies described in the Plan.

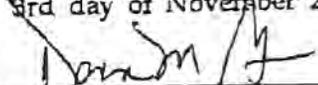
By:

  
\_\_\_\_\_  
Donna M. Griffiths, RMC  
Borough Clerk

  
\_\_\_\_\_  
Edward P. Zimmerman, Mayor

#### CERTIFICATION

I, Donna M. Griffiths, Borough Clerk, of the Borough of Rocky Hill, County of Somerset, do hereby certify that the foregoing is a true and correct copy of a resolution duly adopted by the Borough Council at a regular meeting held on the 3rd day of November 2008.

  
\_\_\_\_\_  
Donna M. Griffiths  
Borough Clerk

**RESOLUTION SUPPORTING THE MILLSTONE VALLEY SCENIC BYWAY CORRIDOR  
MANAGEMENT PLAN**

**WHEREAS**, in accordance with the New Jersey Scenic Byway Program, Route 27 between Laurel Avenue/Heathcote Brook Road (Franklin/South Brunswick Townships) and River Road (Princeton Township), River Road (Princeton and Montgomery Townships), Bridge Street, Crescent Street between Bridge and Reeves Streets, Reeves Street and Montgomery Avenue (Rocky Hill Borough), Montgomery Avenue, Route 206 between Montgomery Avenue and Orchard Road, Orchard Road between Route 206 and River Road/Bridgepoint Road, Bridgepoint Road between River Road and Route 206 and River Road (Montgomery Township), Millstone River Road (Hillsborough Township), Main Street south of Amwell Road and Amwell Road east of Main Street (Millstone Borough), Amwell Road west of Market Street, Market Street, Griggstown Canal Road, Route 603 (Franklin Township), the Blackwells Mill Causeway, the Griggstown Causeway and Route 518 between Route 603 (Franklin Township) and Reeves Street (Montgomery Township) are designated as a New Jersey State Scenic Byway; and

**WHEREAS**, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Millstone Valley Scenic Byway Advisory Committee, which included all municipalities along the Byway as well as Somerset, Middlesex, and Mercer Counties, under the sponsorship of NJDOT and adopted in September 2008 and

**WHEREAS**, the byway has been named as the Millstone Valley Scenic Byway; and

**WHEREAS**, the roadways provide the base of the corridor and connect the many historic districts and sites that make up the Millstone Valley Scenic Byway; and

**WHEREAS**, the Millstone Valley Scenic Byway and its Corridor will reinforce the existing D & R Canal and Millstone River Corridor with its many historic, environmental and recreational resources; and

**WHEREAS**, two public meeting opportunities were provided to explain the Corridor Management Plan and obtain input from the general public; and

**WHEREAS**, the Corridor Management plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan; and

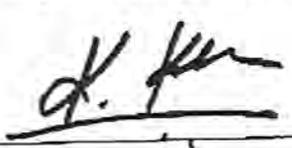
**WHEREAS**, successful implementation of the Plan depends on cooperation, collaboration and support of municipalities and counties along the Byway; and

**WHEREAS**, the New Jersey Department of Transportation wishes to express its support for the concept of a Scenic Byway and its commitment to collaborate in the process necessary for its implementation; and

**NOW, THEREFORE, BE IT RESOLVED BY THE COMMISSIONER OF THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF NEW JERSEY**, that the Department expresses its support of the Millstone Valley Scenic Byway Corridor Management Plan and its intention to participate in future implementation strategies described in the Plan.

ATTEST \_\_\_\_\_

DATE \_\_\_\_\_

  
11/25/08



DELAWARE AND RARITAN  
CANAL COMMISSION

October 13, 2008

Elizabeth Ann Palius, President  
Millstone Valley Preservation Coalition  
492 River Road  
Belle Mead, NJ 08502

Dear Ms. Palius:

I am writing to convey my most enthusiastic support for the Millstone Valley Scenic Byway's new Corridor Management Plan. The Plan is both thorough and apt in reflecting the goals and objectives developed by the Corridor Management Committee, which include preserving the historic and natural character of the byway, and enhancing its recreational uses. As a key component of the Byway, the D&R Canal State Park will be well served by the implementation of these goals and objectives.

It is clear that the Corridor Management Plan is a successful, collaborative effort that, once implemented, will result in a wonderful byway and a terrific public resource.

Sincerely,

Ernest P. Hahn  
Executive Director

NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION  
Jon Corzine, Governor Lisa P. Jackson, Commissioner

PRALLSVILLE MILLS 33 RISLER STREET P.O. BOX 539 STOCKTON, NJ 08559-0539  
609-397-2000 FAX 609-397-1081 [www.dandrcanal.com](http://www.dandrcanal.com)



## **Resolution of Support for the Millstone Valley Scenic Byway Corridor Management Plan**

Date: October 8, 2008

The Board of Directors of the Meadows Foundation urges adoption of the Millstone Valley Scenic Byway Corridor Management Plan to preserve and enhance Central New Jersey's heritage, history and open space.

The Meadows Foundation and the Central New Jersey Community that it supports will benefit from this consolidation since three of the historic properties under its stewardship, namely the Hageman House and Barns, Wyckoff-Garretson House, and the Van Liew Suydam House fall within the Millstone Valley Scenic and Historic Corridor.

The Millstone Valley Scenic Byway Corridor has already been officially recognized by the New Jersey State Scenic Byway Program.

The Corridor Management Plan is needed to support National designation of the Byway, which would make Federal Highway Administration National Scenic Byway Program funds available for implementing the Plan's recommendations.

Sincerely,

John L. Mullen III  
President, The Meadows Foundation

To:

Mr. Brian Levine  
Mayor  
Franklin Township  
476 DeMott Lane  
Somerset, NJ 08873

Liz Palius  
492 River Road  
Belle Mead, 08502

Amy Cradic  
NJ Department of Environmental Protection  
Natural and Historic Resources  
P.O. Box 404 Station Plaza 5  
Trenton, NJ 08625-0404

CC:

Mr. Kenneth Dafy  
Franklin Township Manager  
Franklin Township  
476 DeMott Lane  
Somerset, NJ 08873

Cindy Bloom-Cronin  
New Jersey DOT Scenic Byway Coordinator  
1035 Parkway Avenue  
P.O. Box 600  
Trenton, NJ 08625

Mr. Thomas D'Amico,  
Somerset County Historic Sites Coordinator,  
Somerset County Administration Building  
, PO Box 3000, Somerville, NJ 08876-1262



# The Raritan Millstone Heritage Alliance, Inc.

P.O. Box 5583

Somerset, New Jersey 08873-5583

## **RESOLUTION SUPPORTING THE MILLSTONE VALLEY SCENIC BYWAY CORRIDOR MANAGEMENT PLAN**

**WHEREAS**, in accordance with the New Jersey Scenic Byway Program, Route 27 between Laurel Avenue/Heathcote Brook Road (Franklin/South Brunswick Townships) and River Road (Princeton Township), River Road (Princeton and Montgomery Townships), Bridge Street, Crescent Street between Bridge and Reeves Streets, Reeves Street and Montgomery Avenue (Rocky Hill Borough), Montgomery Avenue, Route 206 between Montgomery Avenue and Orchard Road, Orchard Road between Route 206 and River Road/Bridgepoint Road, Bridgepoint Road between River Road and Route 206 and River Road (Montgomery Township), Millstone River Road (Hillsborough Township), Main Street south of Amwell Road and Amwell Road east of Main Street (Millstone Borough), Amwell Road west of Market Street, Market Street, Griggstown Canal Road, Route 603 (Franklin Township), the Blackwells Mill Causeway, the Griggstown Causeway and Route 518 between Route 603 (Franklin Township) and Reeves Street (Montgomery Township) are designated as a New Jersey State Scenic Byway; and

**WHEREAS**, in accordance with the New Jersey Scenic Byway Program, a Scenic Byway Corridor Management Plan was prepared with participation of the Millstone Valley Scenic Byway Advisory Committee, which included all municipalities along the Byway as well as Somerset, Middlesex, and Mercer Counties, under the sponsorship of NJDOT and adopted in September 2008 and

**WHEREAS**, the byway has been named as the Millstone Valley Scenic Byway; and

**WHEREAS**, the roadways provide the base of the corridor and connect the many historic districts and sites that make up the Millstone Valley Scenic Byway; and

**WHEREAS**, the Millstone Valley Scenic Byway and its Corridor will reinforce the existing D & R Canal and Millstone River Corridor with its many historic, environmental and recreational resources; and

**CC: Liz Palius**  
**President of the Millstone Valley Preservation Coalition**  
**492 River Road**  
**Belle Mead, NJ 08502**

**Amy Cradic**  
**NJ Department of Environmental Protection, Natural & Historic**  
**Resources**  
**P.O. Box 404, Station Plaza 5**  
**Trenton, NJ 08625-0404**

**Cindy Bloom-Cronic**  
**NJ DOT Scenic Byway Coordinator**  
**1035 Parkway Avenue**  
**P.O. Box 600**  
**Trenton, NJ 08625**

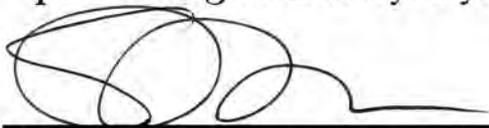
**Mr. Thomas D'Amica**  
**Somerset County Historic Sites Coordinator**  
**Somerset County Administration Building**  
**P. O. Box 3000**  
**Somerville, NJ 08876-1262**

# Declaration of Acceptance of the Corridor Management Plan For the Millstone Valley Scenic Byway

Let it be known that, I, Stephen Dilts, Acting Commissioner of the New Jersey Department of Transportation, do on this day, accept the Corridor Management Plan for the Millstone Valley Scenic Byway as in compliance with the second step of the two step process for becoming a New Jersey Scenic Byway.

In accordance with the New Jersey and the National Scenic Byways Programs, a Corridor Management Plan was prepared with participation of the Millstone Valley Scenic Byway Advisory Committee, and included all municipalities along the Byway as well as Somerset, Middlesex, and Mercer Counties. The Corridor Management Plan includes strategies to preserve, protect and promote intrinsic qualities of the byway through actions that are not regulatory or otherwise mandated by the Plan. Resolutions of support have been received from all of the municipalities and counties within the corridor of the Millstone Valley Scenic Byway that have jurisdiction over that portion of the byway and successful implementation of the Plan will depend on cooperation, collaboration and support of these municipalities and counties along the Byway.

Let a copy of this Declaration be filed with the New Jersey Division of the Federal Highway Administration as proof of our dedication to protecting scenic byways in New Jersey.



Stephen Dilts Acting Commissioner, NJDOT

December 4, 2008

Date

