Toolkit For

Historic Roadways

New Jersey Department of Transportation
Division of Capital Program Support
Bureau of Landscape Architecture and Environmental Solutions
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In recent years, transportation agencies have begun to focus on designing roadway facilities that are more "sensitive" in nature. This sensitivity is a balancing act between the special needs of the infrastructure and its unique location. In response to this challenge, a number of design guidelines, such as Federal Highway Administration's "Flexibility in Highway Design" and the National Cooperative Highway Research Program's Reports 554 ("Aesthetic Concrete Barrier Design"); 612 ("Safe and Aesthetic Design of Urban Roadside Treatments"); and 25-29 ("Guidelines for Design and Management of Historic Road Corridors") have been produced on the National-level. Locally, the New Jersey Department of Transportation (NJDOT) has published "A Special Look" which showcases context sensitive solutions of specific projects.

This Toolkit for Historic Roadways was developed to show that the concerns of transportation engineers and historic preservationists are not mutually exclusive. Standard safety details can be married to sensitive designs so that historic properties may continue to tell their story. This Toolkit should not be used as a cookbook or menu, i.e. independent of current highway engineering guidelines -- sound engineering and Department approval are still required for flexible interpretation and use. And each element for a project must be carefully selected with the goal of evoking the Period of Significance of the historic resource, as well as being compatible with the historic surroundings. Maintenance and cost should also be key factors in the selection. The selection of the most appropriate design components must also take into account costs and the willingness and ability of the State and, in some instances, the local unit (be it a town or county) to enter into agreements for long term maintenance. All these elements, when taken as a whole, will steer the design team (comprised of cultural resources professionals, engineers, landscape architects, and other stakeholders) to the selection of the most appropriate treatment for the historic road.

The information has been divided into three main topics: Pedestrian and Bicycle Safety with sub categories; Highway Safety, again with sub categories; and Landscape. Although aesthetic treatments are the underlying theme in all categories, Landscape has been given its own section in order to highlight treatments such as planting buffers and gateways. Brief descriptions of the encountered situations and available treatments, appropriate uses of the treatments, sample locations, and pictures of implementations offer the project's design team a number of appropriate solutions to select from. When information has been available, product performance and maintenance issues have been included.

The examples are limited by the NJDOT's own application, to-date, on State highways. Because our Toolkit for Historic Roadways specifically addresses the significance of State highways, the NJDOT project team must look at designs suitable for State highways. This includes the use of TL 4 parapets. Keep in mind that there are many items, such as other parapet types, that meet the desired safety standards for non-State applications and are available for a designer's consideration for local roads.

The goal of this tool is to display actual application within historic districts or adjacent to historic properties. As significant historic roadways are identified, the appropriate design and aesthetics will be implemented for the resource. Remember, too, that mitigation, in most instances, has been more than the resultant "bricks and mortar." There have been Historic American Building and Historic American Engineering Record surveys to record historic features for posterity and public outreach programs associated with the projects to educate the public about historic and archeological resources. Design and construction, however, create a lasting impression that pays tribute to the resource.

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PEDESTRIAN AND BICYCLE SAFETY

Traffic Calming Measures
Pavements, Sidewalks, and Trail Connections
  Curbing
  Structure Fence
Ornamental Fencing and Railing
Informative and Interpretative Signs
TRAFFIC CALMING MEASURES

DESCRIPTION
Alternative surface treatments on or changes in cartway configuration. Acts to calm traffic and vary the overall look and feel of a site. Pavements can be stamped, or scored, or simply painted with a color contrast friction surface. Pavements can accept wet or dry laid pavers. There is an unlimited number of patterns available for use in this category. There are also a number of different colors and treatments that could be used to vary the pavement. Bump-outs and chicanes slow traffic at crosswalks.

APPROPRIATE USES
Within historic districts and within the view shed of historic properties for traffic calming.

SAMPLE LOCATIONS
Rt. 29 Lambertville Historic District
Rt. 57 Stewartsville Historic District
Rt. 173 Clinton Historic District

PRODUCT PERFORMANCE
Stamping and scoring is relatively easy to construct and replace. Durability and maintenance, dependent upon selected treatment. Thermoplastic paint lines and color contrast friction surfaces are highly visible, wear well, and easily distinguishes the bicyclist or pedestrian right of way.

PRODUCT MAINTENANCE AND LIFE CYCLE COST
Other than paint, installation may be labor intensive. Color and pattern may be subject to rapid deterioration especially if in a high traffic area. Integral tinting rather than staining will reduce the visual effects of impacts. Stone and brick materials require replacement when dislodged/damaged.

Laid stone and brick may require replacement if damaged by heavy equipment. Depending on selected treatment may require a highly skilled contractor.
Bump out and crosswalks on Rt. 29 in Lambertville Historic District

Bump out and crosswalks on Rt. 71 in Avon-by-the-Sea, New York and Long Branch Railroad Historic District

Rt. 88 crosswalk in historic Lake-wood
Crosswalk at roundabout at Alexander Road Bridge over Northeast Corridor Railroad Historic District, West Windsor

Rt. 57 crosswalk in the Stewarts-ville Historic District (left) and bike lane in New Village
Rt. 173 crosswalk in Clinton Historic District

Rt. 71, Avon-by-the-Sea
New York and Long Branch Railroad Historic District
PAVEMENTS, SIDEWALKS, AND TRAIL CONNECTIONS

DESCRIPTION
Pavements and sidewalks can be tinted, stamped, scored, or laid (dry or wet) with pavers.

In urban, suburban, or rural areas, sidewalks are often justified at points of community development such as residential areas, schools, local businesses, and commercial areas where concentration of pedestrians are anticipated. Sidewalks for these areas typically range from 4-8 feet with a buffer strip of 2 feet. Sidewalks should be ADA compliant and allow enough width for a wheelchair. In urban areas, sidewalks covering the full border width are often appropriate.

To reduce conflicts, recreational and animal trails in all settings can utilize innovative connections.

APPROPRIATE USES
Within historic districts and within the view shed of historic properties as most jobs will have some sidewalk work necessary within the project limits.

SAMPLE LOCATIONS
Rt. 1 Delaware and Raritan Canal Historic District
Rt. 29 Lambertville Historic District
Rt. 29 Lambert Historic District
Rt. 45 Salem Historic Districts
Rt. 49 Bridgeton Historic District
Rt. 130 Kinkora Branch Railroad Historic District
Rt. 173 Clinton Historic District

PRODUCT PERFORMANCE
Stamping and scoring is relatively easy to construct and replace. Pre-cast culverts make it easy to connect trails.

PRODUCT MAINTENANCE AND LIFE CYCLE COST
Installation may be labor intensive. Color and pattern may be subject to rapid deterioration especially if in a high traffic area. Stone and brick materials require replacement when damaged.

Stone and brick may be subject to heaving in the vicinity of aggressive tree roots and may require replacement if damaged by heavy equipment.
Rt. 49 over Salem River interpretative plaza displaying historic bridge gears

Rt. 29 Deck Park (above) and waterfront promenade (to left) Lamberton Historic District

Rt. 30/130 Collingswood Circle showing tinted and stamped concrete to evoke laid brick (profile below)
Rt. 124 and Kings Road, near Drew University, sidewalk and island after intersection improvements near Old Main Delaware, Lackawanna and Western Railroad Historic District and the Ridgedale Avenue Foot Bridge in James Park

Rt. 45 Market Street Historic District in Salem

Rt. 29 Main Street sidewalk treatments in Lambertville Historic District
Rt. 18 New Brunswick brick sidewalk under construction

Rt. 49 over Cohanseym River exposed aggregate sidewalks to evoke 1920s highway era within the Bridgeton Historic District

Rt. 173 sidewalk in Clinton Historic District using brick pavers and concrete
Granite pavers used as crossing refuge and to separate traffic.

Rt. 173 in Clinton Historic District with stamped concrete to evoke granite pavers. The island separates traffic and provides crossing refuge. It is mountable by turning emergency vehicles; stamping will not dislodge.
Race Street in Vincentown Historic District. The interlocking geogrids will allow grass to grow yet have the strength to act as a sidewalk and shoulder while allowing water to percolate.

Rt. 1 Pedestrian Bridge reconnecting the historic Delaware and Raritan Canal towpath.

Rt. 71 tunnel at Monmouth University allows students easy access under highway.
Rt. 31 near Hunterdon County Arboretum with trail continuing under the highway

Rt. 130 over the historic Kin-kora Branch Railroad includes a culvert for animal and human access

I-95 above a culvert utilized by humans and animals
CURBING

DESCRIPTION

Vertical curb heights vary depending on need or existing conditions. Typically concrete may be tinted to evoke bluestone or granite, for example. Granite block can be used where appropriate.

APPROPRIATE USES

Current standard is 4" vertical reveal but may be higher to match existing curbs or inlets. Within historic districts and within the view shed of historic properties as aesthetics can be included with design.

SAMPLE LOCATIONS

Statewide where curbing is required
Rt. 29 Deck Park (Lamberton Historic District)
Rt. 49 Bridgeton Historic District

PRODUCT PERFORMANCE

High

PRODUCT MAINTENANCE AND LIFE CYCLE COST

For other than concrete, a skilled contractor is necessary, and the material may require maintenance.
Rt. 29 Deck Park
granite curb with brick gutter in Lambertont Historic District

Rt. 49 over Cohansey River in Bridgeton Historic District granite curbing

Rt. 49 Cohansey River in Bridgeton Historic District tinted concrete to match existing blue stone curbing
STRUCTURE FENCE

DESCRIPTION
Chain link or rectangular link fence can be curved or straight. Fencing details are provided in NJDOT's Bridge Construction Details standard drawing. This type of fencing prevents pedestrians and bicyclists from falling onto the highway and train tracks as well as preventing pedestrians and bicyclists from throwing anything onto the facility. The chain link is covered with colored vinyl, such as brown.

APPROPRIATE USES
Within historic districts and within the view shed of historic properties, the fences can be vinyl coated. Used on local roads or land service roads which promote pedestrian traffic.

SAMPLE LOCATIONS
I-295 Trenton Complex Pedestrian Overpass at the Delaware and Raritan Canal Historic District
Southard Street Bridge over Rt. 1 and Camden and Amboy Railroad Historic District and Delaware and Raritan Canal Historic District

PRODUCT PERFORMANCE
In conformance with NJDOT Design Manual for Bridges Structures.

PRODUCT MAINTENANCE AND LIFE CYCLE COST
PVC vinyl provides a distinctive quality and charm. This requires no maintenance and is extremely long lasting and durable. Resistant to corrosion, cracking, splitting and insect damage. All fence components should match the color of the selected vinyl.
Trenton Complex pedestrian overpass over I-295 and Delaware and Raritan Canal Historic District

Southard Street bridge over Rt. 1 and the Camden and Amboy Railroad Historic District and Delaware and Raritan Canal Historic District

Rt. 18 Piscataway
Amwell Road bridge over the historic railroad
ORNAMENTAL FENCING AND RAILING

DESCRIPTION
Ornamental steel or aluminum fencing provides a strong, secure fence with an appealing open design that does not detract from landscaping. Railing can sometimes be salvaged and refurbished and reused. This is preferred when bridge is historically significant.

Concrete bridge parapets may also be topped by this historically compatible and aesthetic fencing if safety standards are met. Ornamental railing is non-structural in nature when atop a structural parapet. Compatibility and application dictate height of the structural parapet.

APPROPRIATE USES
Historic roads and bridges, historic districts, within the view shed of historic properties, State scenic byways, Park and Ride facilities, and downtown area bridges where aesthetics are desired. Under the Secretary of Interior’s Standards for Rehabilitation for historic preservation, original historic fabric must be salvaged if at all possible.

SAMPLE LOCATIONS
Rt. 47 Dennis Creek Landing Historic District
Rt. 179 Mt. Airy Historic District
Rt. 206 at Duke Estate
Vincentown Historic District

PRODUCT PERFORMANCE
Paint enhancement contributes to cost and maintenance. System can be left unpainted/galvanized. Exterior only painting is done through the powder coating system. Ornamental fencing picket tops may be flat, rounded, pointed and can be designed to point into or away from the perimeter. Pointed finials are not recommended for fencing under 6’ for safety reasons. Rather than being hand forged, prefabricated tubular bars are similar in style to traditional wrought iron but more affordable.

PRODUCT MAINTENANCE AND LIFE CYCLE COSTS
Pickets may be spaced from 3-16 inches apart for customization. All parts are galvanized and powder-coated with polyester resin. The stainless steel welds are rust-proof for less maintenance. Standard colors are black, white, bronze, green and tan; custom colors are available upon request. Usual warranty provides protection against cracking, peeling, blistering and corroding for 15 years from purchase.
Rt. 47 over East Creek in Dennis Township

Rt. 179 over Alexauken Creek in Mt. Airy Historic District

Rt. 206 Duke Parkway at the Duke Estate
Rt. 29 Deck Park in Lamberton Historic District

Maple Avenue in Haddon Township over Camden and Atlantic Railroad Historic District

Vincentown Historic District, Race Street bridge (left) and Main Street bridge where the original railing was reused
Hope Road over historic railroad district, Blairstown vicinity, Warren County

Rt. 49 over Cape May Branch Railroad Historic District

Alexander Road bridge over Northeast Corridor Railroad Historic District in West Windsor

Rt. 40 in Mays Landing Historic District
INFORMATIVE AND INTERPRETATIVE SIGNS

DESCRIPTION
Signs are important to inform people. Historical interpretation signs can be designed and printed in-house in our Sign Shop or fabricated by outside vendors following the original 1940s cast iron sign design. Standard design for recognition purposes is important; from a distance, a potential reader can recognize the color and outline of the signs with the expectation of content.

APPROPRIATE USES
Conveying historical information along the roadway or pedestrian/bicycle path within historic districts or within the view shed of historic properties. Along a State highway, these signs should contain just enough information to allow a motorist to read and retain while maintaining speed. In areas away from traffic, these signs can be larger and contain pictures, maps, and other information.

SAMPLE LOCATIONS
Chesterfield Sykesville Road Bridge
Rt. 130 Kinkora
Rt. 206 Atsion
Rt. 206 Rockaway

PRODUCT PERFORMANCE
The 1940s-like cast aluminum signs must be erected on posts which can withstand weight and wind. The signs and posts are patterned after the 1940s set. Font and limited text is important for highway signs as people’s viewing time is brief.

PRODUCT MAINTENANCE LIFE CYCLE COST
DOT Sign Shop fabrication of aluminum, scroll topped historic signs with the State seal allows for easy replacement in case of marring through vandalism or road salts. The DOT Sign Shop has the capability of copying maps and photographs for pedestrian signs. These signs can last indefinitely and are mounted on U-posts.
Rt. 130 highway historic marker (left) and trail sign (right and in situ below)

Chesterfield-Sykesville Road over Blacks Creek replica sign, interpretative sign, and historic marker

Interpretative sign is located above embedded sample of historic Lutens technology of original bridge
Replica sign and post on Rt. 206 at Atsion Lake and within Atsion Historic District

Rt. 46 on a trail in Rockaway and Denville commemorating the Old Main Line Delaware Lackawanna and Western Railroad Historic District

Rt. 21 in Newark with Conrail RR bridge out of Penn Station in background. The project affected two historic districts, five archeological sites, the first RR bridge crossing abutment over the Hackensack River, and the Founders monument sculpted by Gustav Borglum.
GEMZ program identifies areas to receive limited mowing thus promoting habitat and cost savings.

Blue Star Memorial Byway marker on Rt. 70 within the Rockefeller Memorial Highway Historic District.

Rt. 9 over Bass River wetland mitigation sign.
HIGHWAY SAFETY
Barrier Curb/Median
Bridge Parapet
Guiderail
Highway Lighting
Signals
Retaining Walls/Noise Walls
BARRIER CURB/MEDIAN

DESCRIPTION
Jersey Barrier Curb is used on many highways throughout New Jersey. This is our default barrier in varying shapes, but it can receive aesthetic treatments. Stenciling or formlining can be used to provide an aesthetic treatment to our Jersey Barrier Curb.

Other devices such as low mountable islands can be given treatments.

APPROPRIATE USES
High speed roadways to separate opposing traffic when no median is provided. Within historic districts and within the view shed of historic properties.

SAMPLE LOCATIONS
Rt. 29 Trenton
Rt. 30 Absecon
Rt. 71 Avon
Rt. 173 Clinton

PRODUCT PERFORMANCE
Stenciling holds up very well but will mar and scratch if hit by vehicles. Formliners are hand stained but will mar and scratch if hit by vehicles. Integral tinting rather than staining will reduce the visual effects of impacts.

PRODUCT MAINTENANCE AND LIFE CYCLE COST
May be labor intensive and require a highly skilled contractor

PRODUCT NOTES
Standard road barrier comes in various configurations.

www.roadstothefuture.com/Jersey_Barrier.html
Rt. 30 in Absecon in the view shed of the Camden and Atlantic Railroad Historic District

Rt. 29 in Trenton, State House Historic District
Granite pavers on median used as crossing refuge and to separate traffic.

Rt. 173 in Clinton Historic District with stamped concrete to evoke granite pavers. It is mountable by turning emergency vehicles; stamping will not dislodge.
BRIDGE PARAPET

DESCRIPTION
Treatments to parapets are intended to be pleasing for passing motorists and pedestrians. A number of parapet configurations have been TL 4 approved and are suitable for use on State highways. These include both vertical walled, “punched-out,” and Jersey barrier shaped parapets; sidewalks are not necessary for a vertical wall or “punched-out” parapet. Parapets can receive inboard and outboard treatments, such as formliners, stone, light aggregate exposure, and staining. Pylons can be added to break the visual run of the parapets. TL5 parapets suitable for interstate highways can receive outboard details. Parapet height is dependent upon application.

A number of metal railing systems are approved for state highways.

APPROPRIATE USES
On bridges within historic districts or bridges within the view shed of historic districts. Aesthetic design treatments are also used for replacement of individually eligible historic bridges.

SAMPLE LOCATIONS
Jacksonville-Jobstown Road bridge
2nd Street Newark over Old Main Line-Lackawanna Railroad/Grade Separation Historic Districts
Rt. 30 and Delilah Road over the Camden and Atlantic Railroad Historic District
Rt. 45 Market Street Historic District

PRODUCT PERFORMANCE
Aesthetics does not affect safety performance. Limitations on reveal on inboard side of parapet. Typical dimension for scoring is 1” depth with reasonable width. Integral color (i.e. tinting) affects the Rapid Chloride Permeability Test and should not be used with High Performance Concrete.

PRODUCT MAINTENANCE AND LIFE CYCLE COST
Life cycle 50 years+. Powder coated enhancement increases maintenance cost. For tubular railing parapet, powder coating process fails to cover inside tubes.

http://www.fhwa.dot.gov/bridge/bridgerail/index.cfm
Rt. 45 in the Salem City Market Street Historic District

Rt. 70 Rockefeller Memorial Highway Historic District

Rt. 56 at Rainbow Lake

Rt. 27 Kings Highway Historic District Princeton inboard (left) and outboard (right)
Rt. 202 over Mine Brook

Rt. 179 over Alexauken Creek in Mt. Airy Historic District

Rt. 206 Duke Parkway at the Duke Estate exposed aggregate (left) and at Chesterfield-Sykesville Road bridge
Maple Avenue Haddon Township over Camden and Atlantic Railroad Historic District

2nd Street faux thru-girder bridge in Newark over the Old Main Line-Lackawanna Railroad/Grade Separation historic districts

Rt. 49 over Cape May Branch Railroad Historic District use of non-redundant thru girder with decorative inboard barrier

Rt. 70 over Manasquan River
Rt. 31 Readington Township Rowland’s Mills Historic District (outboard and inboard treatment of Jersey Barrier; note the pylons)

Rt. 70 Rockefeller Memorial Highway Historic District (inboard and outboard treatment of a Jersey Barrier)
I-280 over the Morris-town and Erie Railroad, a potentially eligible historic district

Rt. 40 Mays Landing Historic District

Jacksonville-Jobstown Road, Burlington County example of punched-out parapet in vicinity of Jacksonville Historic District (future application on Rt. 9 in Westcunt Historic District)
Rt. 30 in Absecon; Delilah Road over the Camden and Atlantic Railroad Historic District

Rt. 9 Edison bridge over the Raritan River
GUIDERAIL

DESCRIPTION
Crash test results rate the system as one of the safest NCHRP 350 TL-3-10 and 3-11 energy absorbing longitudinal barriers available in today’s market.

APPROPRIATE USES
Powder-coated guiderail is used in historic districts and within the view shed of historic properties and areas where aesthetic treatments are desired and in natural and forested settings to blend with the surroundings.

SAMPLE LOCATIONS
Rt. 40 Mays Landing Historic District
Rt. 70 Rockefeller Memorial Highway Historic District
Rt. 202 Mine Brook

PRODUCT PERFORMANCE
Guides vehicles by deflection back onto roadway and away from hazards found beyond the shoulder.

PRODUCT MAINTENANCE AND LIFE CYCLE COST
Guiderail systems can last indefinitely; upgrades will determine longevity of the system. Matching individual replacement guiderail with the extant system may be problematic if matching color is not in stock.

PRODUCT NOTES
Can be powder-coated to reduce shine and blend with natural settings. Guiderail in acceptable condition should be reused on a project as it has had time to “weather” and fits well into the environs.
Rt. 70 over Bisphams Mill on the Rockefeller Memorial Highway Historic District and within a forest setting.

Rt. 40 Mays Landing Historic District

Rt. 202 over Mine Brook
HIGHWAY LIGHTING

DESCRIPTION
Many lighting units with a decorative style are now suitable for highway lighting. Black powder coated standards are used with decorative mast arms and fixtures.

APPROPRIATE USES
Along highways within historic districts, within the view shed of historic properties, along main streets with multi-purpose walkways and sidewalks, and for other warrants, such as on bridges.

SAMPLE LOCATIONS
Rt. 18 New Brunswick
Rt. 30/130 Collingswood
Rt. 71 Avon-by-the-Sea
Rt. 206 at Duke Estate

PRODUCT PERFORMANCE
Units are available depending upon the design parameters set by the lighting engineer.

PRODUCT MAINTENANCE AND LIFE CYCLE COST
Many utility companies now stock decorative street lamps. Warranties vary between manufacturers and utility companies. Jurisdictional agreements concerning maintenance may be drafted between DOT and the local unit.

PRODUCT NOTES
Determination must be made as to whether units will meet specific design parameters. Location and type of fixtures must not create glare problems for the nearby roadway. Any installations that border a State highway must be submitted for approval by NJDOT.
Rt. 206 Duke Parkway at Duke Estate

Rt. 71 Avon-by-the-Sea within New York and Long Branch Railroad Historic District
Southard Street bridge over Rt. 1 and the Delaware and Raritan Canal Historic District

Rt. 18 in Piscataway

Rt. 30/130 Collingswood Circle

Rt. 18 New Brunswick, Delaware and Raritan Canal and other New Brunswick historic properties
SIGNALS

DESCRIPTION

Powder coated traffic signal poles, mast arms, meter cabinets, mast arm support assemblies, lighting arm assemblies, transformer bases. Typically, black powder coating is used, but brown and green have been used.

APPROPRIATE USES

Within historic districts and in the view shed of historic properties.

SAMPLE LOCATIONS

Rt. 30 Barrington
Rt. 47 Dennis Township
Rt. 71 Avon-by-the-Sea
Rt. 206 at Duke Estate

PRODUCT PERFORMANCE

Powder coated aesthetics to traffic signal poles, mast arms, meter cabinets, mast arm support assemblies, lighting arm assemblies, transformer bases do not affect safety

PRODUCT MAINTENANCE AND LIFE CYCLE COST

Black standards are stocked at DOT; other replacement components may need to be fabricated especially for the specific location. Jurisdictional agreements concerning maintenance may be drafted between DOT and the local unit.

PRODUCT NOTES

Unless a jurisdictional agreement for future electrical maintenance is developed between the town and DOT, the DOT standard yellow signal housing is utilized for all signals.

Rt. 206 Duke Parkway at Duke Estate

Rt. 30 Barrington
Rt. 173 within the Clinton Historic District

Rt. 47 intersection improvement Dennis Township within the Dennisville Historic District
RETYING WALLS/NOISE WALLS

DESCRIPTION
A formliner finish or stamped pattern can be used on the face of the wall. This finish can be a texture/color. Color can be added integrally or stained. Random cut stone is also an option.

Noise walls are specially designed structures. Commonly, post and panel type construction is used. Noise walls are built when noise impact studies are conducted and certain conditions and noise levels are found.

APPROPRIATE USES
Within historic districts or within the view shed of historic properties, to be used on retaining walls and noise walls. Noise walls may be clear to enable roadway users to view the historic properties.

SAMPLE LOCATIONS
Rt. 18 New Brunswick Historic Districts
Rt. 31 Rowland’s Mills Historic District

PRODUCT PERFORMANCE
Similar to concrete, DOT may think about keeping a formliner for future repairs, if the chosen formliner is not standard.

PRODUCT MAINTENANCE AND LIFE CYCLE COST
Depending on the treatment, construction may require highly skilled contractor. May be hard to repair if a portion is damaged. Integral tinting rather than staining will reduce the visual effects of impacts.

PRODUCT NOTES
Formliner panel continuity may be a problem if design is intricate or if there is a reason to break the pattern.
Rt. 31 Readington Township, Rowland’s Mills Historic District

Southard Street bridge over Rt. 1 and the Delaware and Raritan Canal Historic District
Rt. 18 New Brunswick, Delaware and Raritan Historic District and other New Brunswick historic properties
Rt. 18 Noisewalls at the historic Agnew House in New Brunswick
LANDSCAPING AND AESTHETICS
LANDSCAPING

DESCRIPTION
Landscaping is often done to accentuate or enhance features in an historic district or at an historic property; to screen a facility from historic properties; or to honor the landscaping of a master where appropriate. Seasonal color is used to accent areas of special importance and can add color and beauty along a roadway.

Landscaping can be designed to be functional and will provide a context sensitive solution. For example, carefully selected and placed plantings can offer an aesthetic barrier for light glare; it can be used to soften the appearance of a concrete wall. Landscaping can create a gateway to an historic district or soften new construction.

APPROPRIATE USES
Within historic districts or at historic properties.

SAMPLE LOCATIONS
Rt. 47 Dennisville Historic District
Rt. 173 Clinton Historic District
Rt. 202 Raritan/Readington South Branch Historic District

PRODUCT PERFORMANCE
A commitment to ongoing maintenance is essential to keep these areas attractive.

PRODUCT MAINTENANCE AND LIFE CYCLE COST
Periodic weeding, pruning, mulching and deadheading are needed to keep flowering plants looking their best. Division of perennials and ornamental grasses should be done every few years. Many times, ladies clubs or local units will offer to maintain the planted areas when located on local roads.

PRODUCT NOTES
Preference should be given to native species that are long blooming, low maintenance, and disease and insect resistance.
Rt. 202 screening of the Raritan/Readington South Branch Historic District

Rt. 47 screening of the powder coated signal appurtenances within Dennisville Historic District

Rt. 47 improvements in the William S. Townsend House viewshed, Dennis Township
Rt. 173 Clinton Historic District received new retaining walls, plantings, and gateway treatment.
AESTHETIC DESIGN DETAILS

DESCRIPTION
Some projects require additional design aesthetics which capture the historic district or historic property's significance. These details include tile work and other items, such as gateway signs and kiosks.

APPROPRIATE USES
Where the details will be shared by vehicles and pedestrians.

SAMPLE LOCATIONS
Rt. 30 and Delilah Road
Rt. 29 Trenton Deck Park
Rt. 29 Trenton Tunnel
Rt. 49 over Cohansey River Bridgeton Historic District
Rt. 173 Clinton

PRODUCT PERFORMANCE
Performance and longevity are dependent on aesthetic treatment employed.

PRODUCT MAINTENANCE AND LIFE CYCLE COST
Frequently involves the use of a skilled contractor. Jurisdictional agreements concerning maintenance may be drafted between DOT and the local unit.

PRODUCT NOTES
Preference should be given to long-lasting items that can be easily maintained, cleaned, and repaired.
Rt. 49 over the Cohanseay bridge in Bridgeton Historic District

Pylon treatment on Delilah Road over Rt. 30 (White Horse Pike) in Absecon
Rt. 29 Lamberton Historic District in Trenton

Rt. 173 Clinton Historic District gateway
Rt. 29 Deck Park Lamberton Historic District in Trenton