



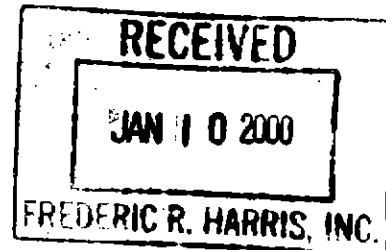
State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O.Box 600
Trenton, New Jersey 08625-0600

CHRISTINE TODD WHITMAN
Governor

JAMES WEINSTEIN
Commissioner

December 17, 1999



Dorothy Guzzo, Administrator
NJ Historic Preservation Office
Division of Parks and Forestry
NJ Department of Environmental Protection
P. O. Box 404
Trenton, NJ 08625-0404

Attention: Transportation Planning Group

Re: Route U. S. 1, Section 2S and 3J
Mercer and Middlesex Counties

Dear Ms. Guzzo:

On August 5, 1998 you responded to our request for comments on the above project. In your response you requested additional information with respect to the project's potential to cause visual and noise impacts to the Delaware and Raritan Canal and the Lake Carnegie Historic District.

The requested information is contained in the enclosed Technical Memorandum prepared by Frederic R. Harris, Inc. The memorandum concludes that the project as proposed will cause an effect to the Canal which is not adverse through minimal encroachments at Harrison Street and Washington Road; however, there would be no destruction of or damage to elements which qualify the district for inclusion in the Register. It further concludes that there would be no effect to the Lake Carnegie Historic District. After consideration of the methods used in preparing the memorandum (discussed in the document), we concur with these conclusions.

On a related topic, minor modifications have been made to the design of the proposed intersection of Relocated Route 571 with Washington Road to address concerns raised by the Delaware and Raritan Canal Commission. These concerns dealt with the horizontal alignment and the design speed of Relocated Route 571. A plan sheet showing the intersection as currently proposed is also enclosed.

We look forward to receiving your comments as to eligibility and effect. However, in

advance of this, we would like to meet with you and the Federal Highway Administration to discuss the project's foreseeable effects and to address any outstanding questions you may have. We will contact your office to arrange this meeting.

In the interim, if you have any questions please contact me at 530-3780, Joseph Sweger at 530-2985 or Charles Ashton at 530-5266.

Yours very truly,



Lynn Middleton
Project Manager

cc: L. Roche, F. R. Harris ✓
R. Schroeder, FHWA w/encl.
A. Fekete
L. Rappleye-Marsett
L. Rich
J. Sweger

Encl.
CHA:tm



State of New Jersey

Christine Todd Whitman
Governor

Department of Environmental Protection
Division of Parks & Forestry
Historic Preservation Office
PO Box 404
Trenton, N.J. 08625-0404
TEL: (609)292-2023
FAX: (609)984-0578

Robert C. Shinn, Jr.
Commissioner

HPO-H98-1
August 5, 1998

Ms. Lynn Rich, Program Manager
Division of Project Management
New Jersey Department of Transportation
CN 600
1035 Parkway Avenue
Trenton, New Jersey 08625-0600

Dear Ms. Rich:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on 2 September 1986 (51 FR 31115-31125), I am providing continuing consultation comments for the following project:

**Route U.S. 1, Sec. 2S & 3J
Washington to Mapleton Road
Grade Separated Interchange
Mercer and Middlesex Counties**

SUMMARY: The project as currently designed will have an **adverse effect** on **historic architectural properties** identified within the area of potential effects (APE). (See 800.4 Identifying Historic Properties and 800.5 Assessing Effects below.)

These comments are in response to your letter of May 20, 1998, received at this office on May 27, 1998, with additional information attached pursuant to the Historic Preservation Office (HPO) letter of request dated March 10, 1997 (HPO-C97-9), requesting continuing Section 106 review and comments for the archaeological and architectural inventory and evaluation reports for this **road bypass project**, and meeting, Tuesday, July 21, 1998, at NJDOT Building, 1035 Parkway, Trenton, attended by representatives of Federal Highway Administration (FHWA) staff, New Jersey Department of Transportation (NJDOT) staff, and HPO staff. Additional information submitted or received for staff review include:

Ms. Lynn Rich, BES, NJDOT
Penns Neck Grade-separated Interchange
Log #98-1263 (97-909, 97-563), HPO-H98-1
August 5, 1998
Page 2 of 8

State of New Jersey Department of Transportation. 1996. *Plans of Route U.S. 1 (1953) Sections 2S & 3J, From N.J. Transit Railroad Bridge To Princeton-Plainsboro Road, Grading, Drainage, Paving and Structures, Townships of Plainsboro and West Windsor, Counties of Middlesex and Mercer* [one (1) copy each in three (3) of drawing in plan with details].

Mc Varish, Douglas C. 1997. *Determination of Eligibility, Washington Road Elm Allee, West Windsor Township, Mercer County, New Jersey*. Prepared for: New Jersey Department of Transportation, 1035 Parkway Avenue, CN 600, Trenton, NJ 08625-0600; Prepared by: John Milner Associates, Inc., 309 North Matlack Street, West Chester, PA 19380.

Mc Varish, Douglas C. 1997. *New Jersey Department of Environmental Protection & Energy, Historic Preservation Office, Individual Structures Survey Form: Historic Name: RCA Laboratories, 3740 Brunswick Pike, West Windsor Township, Mercer County*. Prepared by John Milner Associates, Inc., 309 North Matlack Street, West Chester, PA 19308.

Mc Varish, Douglas C. 1997. *New Jersey Department of Environmental Protection & Energy, Historic Preservation Office, Individual Structures Survey Form: Historic Name: Princeton Operating Station, (AT&T Building), 3794 Brunswick Pike, West Windsor Township, Mercer County*. Prepared by John Milner Associates, Inc., 309 North Matlack Street, West Chester, PA 19308.

Mc Varish, Douglas C. 1997. *New Jersey Department of Environmental Protection & Energy, Historic Preservation Office, Individual Structures Survey Form: Historic Name: Covenhoven-Silvers-Logan House, 31 Logan Drive, West Windsor Township, Mercer County*. Prepared by John Milner Associates, Inc., 309 North Matlack Street, West Chester, PA 19308.

Hand, Susanne C. [Draft] 1998. *Washington Road Elm Allee, National Register of Historic Places Nomination Application Description and Statement of Significance*. Prepared by Kinsey & Hand, 14 Aiken Avenue, Princeton, NJ 08540.

800.4 Identifying Historic Properties

Pursuant to HPO letter of request dated March 10, 1997 (HPO-C97-9), it is my opinion as Deputy State Historic Preservation Officer for New Jersey, based on the additional

Ms. Lynn Rich, BES, NJDOT
Penns Neck Grade-separated Interchange
Log #98-1263 (97-909, 97-563), HPO-H98-1
August 5, 1998
Page 3 of 8

information submitted to the HPO for review and concurrence, that **Covenhoven-Silvers-Logan House**, 31 Logan Drive, West Windsor Township, Mercer County, Block: 2, Lot: 8, is eligible to be listed in the National Register of Historic Places (NRHP) under NRHP Evaluation Criterion C.

Covenhoven-Silvers-Logan House is one of the few standing Dutch farmhouses in West Windsor Township, a portion of which dates from the mid-eighteenth century.

Also, pursuant to HPO letter of request dated **March 10, 1997 (HPO-C97-9)**, it is my opinion as Deputy State Historic Preservation Officer for New Jersey, based on the additional information submitted to the HPO for review and concurrence, that **Princeton Operating Station (AT&T Building)**, 3794 Brunswick Pike, West Windsor Township, Mercer County, Block 2.03, Lot 2-3, is eligible to be listed in the NRHP under NRHP Evaluation Criterion A and Criterion C.

Princeton Operating Station (AT&T Building) is a significant component associated with the development of the East Coast long-distance telephone network in the early twentieth century, serving as a repeater station for long distance calls that traveled through New Jersey. Also, it is considered to be a rare surviving example of an early twentieth century long distance telephone repeater-test station.

In addition, pursuant to HPO letter of request dated **March 10, 1997 (HPO-C97-9)**, it is my opinion as Deputy State Historic Preservation Officer for New Jersey, based on the additional information submitted to the HPO for review and concurrence, that the houses north of the northern right-of-way of Harrison Street, west of U.S. Route 1, to the Delaware and Raritan Canal Historic District boundary to the Lake Carnegie Historic District boundary, are eligible to be listed in the NRHP under NRHP Criterion C as an extension of **Aqueduct Mills Historic District**, located across the Millstone River in Middlesex County, previously found eligible to be listed in the NRHP pursuant to review of another project APE situated in Middlesex County, by SHPO Opinion dated December 20, 1988 (ONJH-L88-131), i.e:

1. **John Applegate House**, 43 Lower Harrison Street, West Windsor Township, Mercer County, Block: 1, Lot: 10;
2. **Robert D. Thompson House**, 47 Lower Harrison Street, West Windsor Township, Mercer County, Block: 1, Lot: 4;
3. **George A. Reynolds, Jr. House**, 48 Lower Harrison Street, West Windsor Township, Mercer County, Block: 3, Lot: 11;

Ms. Lynn Rich, BES, NJDOT
 Penns Neck Grade-separated Interchange
 Log #98-1263 (97-909, 97-563), HPO-H98-1
 August 5, 1998
 Page 4 of 8

4. **Isiah Jemison House**, 51 Lower Harrison Street, West Windsor Township, Mercer County, Block: 1, Lot: 3; and
5. **Edward S. Patterson House**, 65 Lower Harrison Street, West Windsor Township, Mercer County, Block: 1, Lot: 2 & 9.

In summary, to concur with your letter dated May 20, 1998, received at this office on May 27, 1998, the following properties are listed in the NRHP:

1. **Penns Neck Baptist Church** (listed in the NRHP on 12/28/98);
2. **Delaware and Raritan Canal Historic District** (listed in the NRHP on 05/11/75); and
3. **Lake Carnegie Historic District** (listed in the NRHP on 06/28/90).

Also, in summary to your letter dated May 20, 1998, received at this office on May 27, 1998, the following properties have been found eligible to be listed in the NRHP by SHPO opinion:

1. **28-Me-2** (SHPO Opinion dated 09/13/76);
2. **28-Me-23** (SHPO Opinion dated 03/10/97, HPO-C97-9);
3. **28-Me-86** (SHPO Opinion dated 09/09/76);
4. **Aqueduct Mills Historic District** (SHPO Opinion dated 12/20/88, ONJH-L88-131);
5. **Aqueduct Mills Historic District Extension** (SHPO Opinion herein dated 07/08/98, HPO-G98-32);
6. **Penns Neck Cemetery** (SHPO Opinion dated 03/10/97, HPO-C97-9);
7. **31 Logan Drive** (SHPO Opinion herein dated 07/08/98, HPO-G98-32);
8. **Princeton Operating Station (AT&T Building)** (SHPO Opinion herein dated 07/08/98, HPO-G98-32); and

Ms. Lynn Rich, BES, NJDOT
Penns Neck Grade-separated Interchange
Log #98-1263 (97-909, 97-563), HPO-H98-1
August 5, 1998
Page 5 of 8

9. **Washington Road Elm Allee (SHPO Opinion dated 03/10/97, HPO-C97-9).**

In evaluating the eligibility and the character defining features of the **Washington Road Elm Allee**, the HPO has relied upon both the submitted report prepared by Douglas C. McVarish of John Milner and Associates, and a NRHP Nomination draft description and statement of significance prepared by Susan Hand of Kinsey and Hand Associates. The draft statement of significance summary concludes:

The **Washington Road Elm Allee** is significant as a ... roadway with a well-preserved allee of American Elm trees. As a planned, landscaped entrance to Princeton, New Jersey, **Washington Road** is a gateway of historic and scenic significance. It represents one of the primary styles of landscape design along the American open road of the early twentieth century - the regularly spaced allee of shade trees. The **Washington Road Elm Allee** is also the most extensive surviving elm-lined roadway in central New Jersey and the only elm-allee that serves as a scenic vehicular entrance to a town.

The visual and physical characteristics of the **Washington Road Elm Allee** include the regularly spaced procession of elm trees with a high and nearly continuous canopy of leaves that functions as the scenic portal or entranceway to Princeton Borough, Princeton Township, Princeton University, and the **Lake Carnegie Historic District**. As a planned, roadway landscape, the **Washington Road Elm Allee** is an enduring accomplishment of the civic improvement and roadway beautification movements of the early twentieth century. The HPO fully expects that the evaluation of the significance of the **Washington Road Elm Allee** as a planned, roadway landscape, functioning as the entrance to Princeton from the east, will remain a major focus of the NRHP nomination application as it is advanced by the applicant to the New Jersey State Review Board, and, ultimately, to the Keeper of the NRHP.

800.5 Assessing Effects

To summarize the assessment of effects this project will have on the three (3) archaeological properties identified within the APE of this project, the HPO concurs with your letter dated **May 20, 1998**, received at this office on **May 27, 1998**, that, if disturbance of these properties cannot be avoided, mitigation through data recovery would be appropriate. The project, therefore, would have no adverse effect on the three (3) archaeological properties situated within the APE of this project if data recovery is carried out in accord with a plan developed in consultation with HPO staff and in keeping with the **Secretary of the Interior's Standards and Guidelines for Archaeological Documentation**.

Ms. Lynn Rich, BES, NJDOT
Penns Neck Grade-separated Interchange
Log #98-1263 (97-909, 97-563), HPO-H98-1
August 5, 1998
Page 6 of 8

Pursuant to the meeting held on Tuesday, July 21, 1998, at the NJDOT Building, 1035 Parkway, Trenton, attended by FHWA staff, NJDOT staff, and HPO staff, additional information concerning the effects this project will have on the following historic architectural properties is forthcoming:

1. **Delaware and Raritan Canal Historic District; and**
2. **Lake Carnegie Historic District.**

Based on your letter dated May 20, 1998, and project documentation attached, received at this office on May 27, 1998, HPO staff concur that the project as currently designed will have no effect on Penns Neck Baptist Church.

Also, based on your letter dated May 20, 1998, and project documentation attached, received at this office on May 27, 1998, HPO staff concur that the project as currently designed will have an adverse effect on:

1. **Aqueduct Mills Historic District;**
2. **Washington Road Elm Allee;**
3. **Covenhoven-Silvers-Logan House; and**
4. **Princeton Operating Station (AT&T Building).**

Within the boundaries of the Aqueduct Mills Historic District, the project as currently designed proposes the following:

1. minor widening of U.S. Route 1 right-of-way above Millstone River Bridge;
2. construct retaining wall along U.S. Route 1 northwest of Millstone River Bridge;
3. introduce fill on northwest side of U.S. Route 1 in the vicinity of Mapleton Road;
and
4. remove dry laid stone on northwest side of U.S. Route 1 in the vicinity of Mapleton Road.

Ms. Lynn Rich, BES, NJDOT
 Penns Neck Grade-separated Interchange
 Log #98-1263 (97-909, 97-563), HPO-H98-1
 August 5, 1998
 Page 7 of 8

Within the boundaries of **Washington Road Elm Allee**, the project as currently designed proposes to remove five (5) of the original American Elms which are a character defining feature of the landscape designed allee of elm trees flanking Washington Road. Also, the project proposes to terminate Washington Road where it currently intersects U.S. Route 1, and to construct a cul-de-sac at that location. Based on the significance and character defining features of the **Washington Road Elm Allee**, both the proposed removal of five (5) of the original American Elms and the termination of the elm allee by a cul-de-sac at the eastern end of Washington Road, where it currently intersects U.S. Route 1, would be adverse to this NRHP eligible property.

The project as currently designed proposes to demolish the following historic architectural properties:

1. **Covenhoven-Silvers-Logan House; and**
2. **Princeton Operating Station (AT&T Building).**

Additional Review Comments

The HPO is disappointed that NJDOT and the FHWA have not, prior to requesting HPO comments, provided information to or solicited information from individuals and organizations expressing interest in the historic resources effected by the proposed undertaking. Guidance from the Advisory Council on Historic Preservation describes the practical objectives and benefits of involving the public:

Obtaining assistance from members of the public to have information about historic properties and the areas that may be affected by undertakings and informing them of agency undertakings and purposes;

Utilizing the applicable knowledge and expertise of professional and avocational practitioners of such disciplines as history, architectural history, landscape architecture, and archaeology;

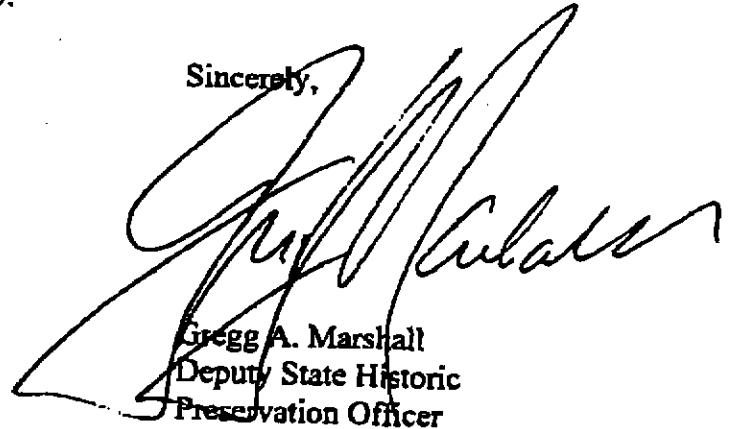
Involving property owners, local governments, Indian tribes, neighborhood associations, and others whose immediate interests may be affected, whose viewpoints need to be considered in decisionmaking and who may need to participate in Section 106 review as interested persons;

Ms. Lynn Rich, BES, NJDOT
Penns Neck Grade-separated Interchange
Log #98-1263 (97-909, 97-563), HPO-H98-1
August 5, 1998
Page 8 of 8

Considering viewpoints presented by interested persons and other members of the public, both as an aid to information gathering, and as a basis for decisionmaking.

I look forward to continuing consultation to avoid and/or minimize the adverse effects this project will have on historic architectural properties identified within the APE of the project as currently designed that are listed and discussed above. If you have questions concerning this project review, please call HPO Transportation and Planning Coordinator Charles Scott at 609-292-2023, HPO staff Carl Nittinger for historic architecture at 609-984-0141, and/or HPO staff Mike Gregg for archaeology at 609-63302395.

Sincerely,



Gregg A. Marshall
Deputy State Historic
Preservation Officer

GAM/cn:mg:cs
Log #98-1263 (97-909, 97-563)
c:\My Documents\106.REV\98\HPO-H98.001
c. R. Schroeder, FHWA
V. Martinez, FHWA
A. Fox, FHWA
A. Fekete, NJDOT, BES
L. Rappleye-Marsett, NJDOT, BES
J. Sweger, NJDOT
D. Mc Varish, John Milner Associates, Inc.
Friends of the Washington Road Elms
Sensible Transportation Options

AUG 11 1998

PROJECT MANAGEMENT
RECEIVED

NEW JERSEY DEPARTMENT OF TRANSPORTATION MEMORANDUM

TO: Lynn Middleton, Project Manager
Office of Project Management

FROM: Stephen E. Warren, Manager *SW*
Bureau of Safety Programs

DATE: December 16, 1999.

RE: ACCIDENT ANALYSIS
ROUTE 1, SEC. 2S & 3J
M.P. 11.08 - 12.21
PLAINSBORO TOWNSHIP
MERCER & MIDDLESEX COUNTIES

This is in reference to your memo dated October 19, 1999, requesting that this office furnish an accident analysis for the subject section on Route 1.

Accident Data Relative to Overrepresentations:

The accident summary relative to accident overrepresentations for the subject location on Route 1 for the period from January 1, 1993 to December 31, 1995 is herewith attached.

| <u>ROUTE</u> | <u>MILEPOST</u> | <u>ACCIDENT RATES:</u> | | |
|--------------|-----------------|---|---|---|
| | | <u>CROSS-SECTION</u> | <u>ACTUAL ACCIDENT RATE ACCS.MVM.</u> | <u>STATEWIDE ACCIDENT RATE FOR 1995 ACCS.MVM.</u> |
| 1 | 11.08-12.21 | 4 lanes or more barrier median, no shoulders | 4.88 | 3.61 |

The accident rate for the above location on Route 1 is above the statewide accident rate for similar cross-sections. Hence, a further review of the accident summary may be necessary. A review of the accident overrepresentations may provide an insight into any additional countermeasures, which could be implemented.

Also please find attached copies of accident details for the subject location covering the years 1993 through 1995 for your review.

If you have any questions, please contact David Russo of this office at 530-4671.

Attachment

SEW:DR:mp

DEC 27 1999

PROCESSED
RECEIVED