NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000002 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 519 OVER HARIHOKAKE CREEK **FACILITY** CR 519

TOWNSHIP ALEXANDRIA TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 25 ft **WIDTH** 24.5 ft

CONSTRUCTION DT 1938 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT FRANK BOHREN, CO ENG **BUILDER** WM H SCHAAF, CONTRACTOR

SETTING / CONTEXT The single span two lane bridge carries moderate traffic on County Route 519 over Harihohake Creek. It is located in a thinly wooded rural setting. An altered 1812 stone house, open fields, and sparse modern housing are within sight of the bridge. Final draft 8/93.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge is supported on concrete abutments and wingwalls. It has arch-pierced concrete balustrades. It is a representative example of a common design used by the county and the state in pre-WW II road expansion projects. It is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 624:23,69:22 (03/92) REVISED BY (DATE): QUAD: Frenchtown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000003 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 513 OVER TRIBUTARY SOUTH BRANCH RARITAN RIVER **FACILITY** CR 513

TOWNSHIP FRANKLIN TOWNSHIP

TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 42 ft **WIDTH** 32 ft

CONSTRUCTION DT 1940 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane county road with narrow shoulders over a tributary of the South Branch of the Raritan River. It is located in a rural setting of open fields and a picturesque 19th-century church and cemetery.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete earth-filled elliptical deck arch bridge with concrete wing walls and paneled parapets is unaltered. One of over five similar arches in the county built between 1914 and 1940, this span is simply representative of the type and is not technologically or historically significant.

INFOR MATION

PHOTO: 617:1-2 (02/92) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000004 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 513 OVER TRIBUTARY SOUTH BRANCH RARITAN RIVER **FACILITY** CR 513

TOWNSHIP LEBANON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 25 ft **WIDTH** 30 ft

CONSTRUCTION DT 1925 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two lane bridge carries County Route 513 over a tributary of the South Branch of the Raritan River. It is located in a wooded rural setting. It carries a moderately traveled highway. The land is used for agricultural purposes.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed concrete encased steel stringer bridge with paneled concrete parapet was widened circa 1930. Part of the abutment is fieldstone and the extension is concrete. One of over 75 such spans in the county, it is a representative altered example of a bridge type commonly used by the county and state in the post-WW I road improvement projects. It is technologically and historically undistinguished.

INFOR MATION

PHOTO: 68M: 41-42 (07/91) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000005 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 513 OVER LITTLE BROOK **FACILITY** CR 513

TOWNSHIP CALIFON BOROUGH

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 26 ft **WIDTH** 30.1 ft

CONSTRUCTION DT 1925 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a two-lane county route and shoulders over Little Brook. It is located in a wooded rural setting. It carries moderately heavy highway traffic over a small stream.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased stringer bridge with paneled concrete parapets was widened, circa 1930, and is now supported on fieldstone abutments with concrete extensions and wingwalls. It is a representative example of a bridge type used extensively by the county and state in the post WWI road expansion projects. It is not historically or technologically significant.

INFOR MATION

PHOTO: 68M:3-4 (07/91) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000006 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 513 OVER SOUTH BR RARITAN RIVER **FACILITY** CR 513

TOWNSHIP LEBANON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 133 ft **WIDTH** 30.2 ft

CONSTRUCTION DT 1925 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** J. W. ROGERS

SETTING / CONTEXT The bridge carries County Route 513 over the South Branch of the Raritan River. It is located in a wooded sparsely settled rural area and carries moderately heavy traffic.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed concrete encased steel stringer three span bridge has concrete abutments and piers with paneled concrete parapets. It is a representative example of the type commonly constructed by the county and state in post WWI road expansion projects. One of over seventy-five stringer spans in the county, it is technologically and historically undistinguished.

INFOR MATION

PHOTO: 63:31A-32A (06/91) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000008 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 514 OVER NESHANIC RIVER **FACILITY** CR 514

TOWNSHIP EAST AMWELL TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 91 ft **WIDTH** 24 ft

CONSTRUCTION DT 1933 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** DELTA CONSTRUCTION

SETTING / CONTEXT The bridge carries two lanes of a lightly travelled county road over the Neshanic River in a pastoral setting of open fields and scattered farm buildings.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed concrete encased stringer bridge with concrete balustrades is supported on concrete abutments and pier. It is of the type commonly used by the county and state in the road expansion projects of the 1920s and 1930s. It is not technologically or historically noteworthy, and it one of over 75 pre-World War II stringer spans in the county.

INFOR MATION

PHOTO: 68:9A-10A (06/91) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000010 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 519 OVER LOCKATONG CREEK **FACILITY** CR 519

TOWNSHIP KINGWOOD TOWNSHIP

TYPE STONE ARCH **DESIGN** BARREL **MATERIAL** Stone

 # SPANS 3 **LENGTH** 52 ft **WIDTH** 28.1 ft

CONSTRUCTION DT Unknown **ALTERATION DT** 1941 **SOURCE** INSCRIPTION

DESIGNER/PATENT F BOHREN, CO ENG **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries two lanes of a moderately traveled county road over a minor stream. The setting is wooded and rural with sparse housing. A marker identifies the adjacent structure as the 1830 tavern built to replace the 1750 log Kingswood Tavern located on the same site. The bridge is contiguous to a pony truss span (1000011) that crosses the main channel of the stream.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY According to county records, the now corrugated steel-lined arches of the 3-span bridge are concrete lined. The original date of construction is not known, nor is it known if the spans are stone or concrete arches. 1941 may well be the date of reconstruction. The structure, which has larger arches flanking the central arch, is finished with coursed ashlar spandrel walls and ringstones. The undocumented span is not known to be historically or technologically distinguished. No plans survive.

INFOR MATION

PHOTO: 67:35-36 (06/91) REVISED BY (DATE): QUAD: Lumberville, PA

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000011 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 519 OVER LOCKATONG CREEK **FACILITY** CR 519

TOWNSHIP KINGWOOD TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 1 **LENGTH** 67 ft **WIDTH** 26.6 ft

CONSTRUCTION DT 1940 **ALTERATION DT** 1983 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** STACY WIDDICOMBE

SETTING / CONTEXT The bridge carries a 2-lane collector road over a minor stream in a wooded rural area with sparse housing. The bridge adjoins a stone arch span that crosses the flood channel (1000010).

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed 4-panel riveted Warren pony truss bridge is supported on random ashlar abutments that were reinforced with concrete at an unknown date. Dated 1940 by the county, the bridge exhibits no distinctive details. It was rehabilitated in 1983 and has numerous welded repairs and reinforcing of joints. If the 1940 date is accurate, it is a late example of its type. One of over 25 Warren pony truss spans in the county, the altered bridge is technologically and historically undistinguished.

INFOR MATION

PHOTO: 67:37-41 (06/91) REVISED BY (DATE): QUAD: Lumberville, PA

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000014 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 519 OVER BRANCH HAKIHOKAKE CREEK **FACILITY** CR 519

TOWNSHIP MILFORD BOROUGH

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 46 ft **WIDTH** 27 ft

CONSTRUCTION DT 1933 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT WALTER ROBERTS, CO ENG **BUILDER** FREEMAN & ZELLERS

SETTING / CONTEXT The two lane bridge is located on the edge of the village of Milford. It carries heavily traveled County Route 519 over a branch of the Hakihokake Creek. A late eighteenth century home is adjacent to the bridge. The site is undistinguished.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge is supported on a concrete substructure and is finished with standard-design concrete balustrades. It exhibits no unusual construction details and is a representative example of the over 75 stringer bridges from before World War II that remain in the county. The bridge is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 67:18, 627:28 (07/91) REVISED BY (DATE): QUAD: Frenchtown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000016 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 523 OVER MINE BROOK **FACILITY** CR 523

TOWNSHIP RARITAN TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 29 ft **WIDTH** 25.8 ft

CONSTRUCTION DT 1934 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT UNKNOWN **BUILDER** WPA CREW (?)

SETTING / CONTEXT The bridge carries a two-lane county road over a minor stream in a wooded suburban area on what was the main road into Flemington. The heaviest traffic now bypasses this road. The adjacent 18th-century farm and outbuildings and Greek Revival house are well maintained with spacious grounds. The bridge is included within the physical boundary of the National Register-listed Flemington Historic District, but it is was built after the district's period of significance.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible. Listed. Flemington Historic District. 09/17/1980. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The encased stringer bridge presents the facade of an elliptical stone arch. Low stone recessed mortar parapets end in stone end posts supporting cast iron lamp standards. Planters are recessed in both parapets. A plaque identifies the span as an WPA Work Project. Ornate design elements and entrance location link the span to the City Beautiful movement. Although built after the district achieved its significance, the well-preserved bridge is an eligible resource in its own right.

INFOR MATION

Bibliography:
Seely, Bruce. Building the American Highway System. 1987. Hunterdon County Engineer. Bridge File: Q-19.

Physical Description: The 29'-long encased stringer bridge on a concrete substructure is finished to appear as an arch. The rubble-coursed stone spandrel wall presents an arched waterway opening. The flared wingwalls, parapets, and end posts are similarly detailed, and planters are set into the tops of the parapets. The original cast iron light standards are still in place atop the end posts, but the luminaries are not. The bridge is well preserved.

Historical and Technological Significance: The 1934 encased stringer bridge is historically significant as an example of the City Beautiful philosophy and the product of Depression-era work relief projects that were used effectively to upgrade the nation's infrastructure in the 1930s (criterion A). The bridge is finished in the rustic mode, making it the most ambitiously detailed, county-built stringer span in Hunterdon County. It is located on what was the highway into Flemington, the county seat, which accounts for its custom detailing. it was designed to serve as a proper entryway into the community.

According to county records, the span was constructed as a federally funded Emergency Relief Administration project. Such projects were developed by the Roosevelt administration as a means of making work during the depths of the Depression. With the drop in local funds due to a marked decline in property taxes collected, the federal money allocated to counties made road and bridge work possible in New Jersey and every other state in the Union during the 1930s. The influx of federal money, administered through the Bureau of Public Roads, made it possible to continue the "golden age of highway construction" through the Depression. Such projects were accomplished with some federally mandated requirements to increase employment, like hand work as opposed to power equipment, and custom detailing, like stonework, that was labor intensive. This bridge ranks as one of the most distinctive examples of Depression-era federally-funded bridge projects in the state.

Boundary Description and Justification: The bridge is located within the boundary of the National Register-listed Flemington Historic District, but it was built after the 18th- and 19th-century period of significance of the district. It therefore is a noncontributing resource to the historic district. The bridge is evaluated as distinguished in its own right. Thus the bridge and its setting are significant. For a precise definition of the boundary of the historic district, refer to the National Register file at NJHPO.

PHOTO: 61:23A-24A (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000017 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 523 OVER THIRD NESHANIC RIVER **FACILITY** CR 523

TOWNSHIP DELAWARE TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 30 ft

CONSTRUCTION DT 1937 **ALTERATION DT** **SOURCE** PLAQUE/COUNTY RECORD

DESIGNER/PATENT FRANK W. BOHREN, CE **BUILDER** WM SCHAAF, BAPTISTOWN NJ

SETTING / CONTEXT The single span two lane bridge carries County Route 523 over the Third Branch of the Neshanic River. It is located in a wooded setting adjacent to a small village of mixed date residences. It carries moderately heavy traffic.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge with concrete abutments was widened at an unknown date. The paneled concrete parapet, present on one side, has been replaced by a metal beam and post guide railing on the altered side. The bridge is an undistinguished example of a type which was commonly used by the county and state in the road expansion projects prior to WW II. The altered bridge is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 610:21-22 (07/91) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000022 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 579 OVER TRIBUTARY 3RD NESHANIC RIVER **FACILITY** CR 579

TOWNSHIP EAST AMWELL TOWNSHIP

TYPE STONE ARCH **DESIGN** ELLIPTICAL **MATERIAL** Stone

 # SPANS 2 **LENGTH** 45 ft **WIDTH** 30.5 ft

CONSTRUCTION DT 1890ca **ALTERATION DT** 1974 **SOURCE** STYLE/INSCRIPTION

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane county road over a tributary of the Third Branch of the Neshanic River in an unspoiled agricultural setting.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The undocumented rubble-coursed 2-span stone arch bridge with corresponding parapets has been widened on the upstream side. The widening is a corrugated metal liner and is finished with a stone spandrel wall, but it does not have gauged ringstone like the original portion. The bridge has been repaired, repointed, and reinforced with concrete. The alterations have seriously compromised the design integrity of the bridge. It is too altered to be of historical or technological distinction.

INFOR MATION

PHOTO: 626:36-39 (06/91) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000026 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 614 OVER TRIBUTARY OF HAKIHOKAKE CREEK **FACILITY** CR 614

TOWNSHIP HOLLAND TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 23 ft **WIDTH** 24.5 ft

CONSTRUCTION DT 1927 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT GRANT DAVIS, CO ENG **BUILDER** SNOOK BROTHERS

SETTING / CONTEXT The two-lane bridge carries County Route 614 over a tributary of Hakihohake Creek. It is located in a wooded rural setting near open fields and sparse housing. A 19th-century farmstead is adjacent to the bridge.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge is supported on concrete abutments with wing walls. It has paneled concrete parapets. Concrete buttressing has been added to the original abutments. One of over 75 stringer bridges in the county, it was a design commonly employed by the county and state in post-WW I road improvement projects. It is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 620:27-28 (02/92) REVISED BY (DATE): QUAD: Frenchtown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000028 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 619 OVER HAKIHOHAKE CREEK **FACILITY** CR 619

TOWNSHIP ALEXANDRIA TOWNSHIP

TYPE RIGID FRAME **DESIGN** **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 33 ft **WIDTH** 30 ft

CONSTRUCTION DT 1938 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT FRANK W. BOHREN, CO ENG **BUILDER** WM SCHAAF

SETTING / CONTEXT The bridge carries a 2-lane county road with shoulders over a minor stream. It carries moderate traffic and is located in a rural setting near the edge of Frenchtown. There is a scattering of mixed commercial and residential buildings. An oil storage facility is located next to the bridge.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The reinforced concrete rigid frame bridge has concrete wingwalls and standard design concrete balustrades. The fascia of the span has a slight arch form. A plaque identifies the span as the first of its type in the county, and it is the only one built by the county that remains. However, the form was in use in New York beginning in 1920, and was common by the 1930s. Although the type is unusual for the county, the technology is not innovative.

INFOR MATION

PHOTO: 624:17-18 (03/92) REVISED BY (DATE): QUAD: Frenchtown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000029 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 633 OVER BEAVER BROOK C82 **FACILITY** CR 633

TOWNSHIP CLINTON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 36 ft **WIDTH** 20.4 ft

CONSTRUCTION DT 1920 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a two-lane road over Beaver Brook. It is located in a wooded area of sparse housing, immediately adjacent to the approach to the interstate highway.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single span concrete encased steel stringer bridge is supported on random stone abutments widened with concrete extensions. One wing wall is stone, the others are concrete. The upstream stringer is not concrete encased. The bridge has paneled concrete parapets on either side. The bridge is an undistinguished example of the most common type of design used by the county and state in the pre-WW II highway expansion projects. It is not technologically or historically distinguished.

INFOR MATION

PHOTO: 612:25-26 (01/92) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000035 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 523 OVER SECOND BRANCH NESHANIC RIVER **FACILITY** CR 523

TOWNSHIP RARITAN TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 30 ft **WIDTH** 28.1 ft

CONSTRUCTION DT 1923 **ALTERATION DT** 1950 **SOURCE** STYLE/COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries two lane County Route 523 over the Second Branch of the Neshanic River. It is located in a wooded sparsely developed rural area. It carries a moderately traveled arterial road. The setting is undistinguished.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single span bridge is constructed of concrete encased interior steel stringers and non-encased steel fascia stringers. It was widened with outer stringers in 1950 and is supported on stone masonry and concrete abutments with wingwalls. It has low paneled concrete parapets. A representative example of a common type used by the county and state in post WWI road expansion projects, it is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 61:33A-34A (06/91) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000040 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET OVER NORTH BRANCH ROCKAWAY CREEK **FACILITY** MAIN STREET

TOWNSHIP TEWKSBURY TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 34 ft **WIDTH** 17.8 ft

CONSTRUCTION DT 1921 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** SUTTON & ERNEST

SETTING / CONTEXT The narrow stringer bridge carries lightly traveled Main Street over a minor stream in a wooded setting on the edge of the village of Mountainville. It is immediately adjacent to a crossroads with Philhower Road.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed concrete encased steel stringer bridge with diaphragms is supported on older coursed stone abutments and wing walls. It has modern steel guide railings on both sides, but of different dates and styles. One of over seventy-five stringer bridges in the county, the design was commonly used by the county and state in post-WW I road improvement projects. It is not technologically or historically significant.

INFOR MATION

PHOTO: 66:7-8 622:5-6 (06/91) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000042 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WATER STREET OVER TRIBUTARY NORTH BRANCH ROCKAWAY CREEK **FACILITY** WATER STREET

TOWNSHIP TEWKSBURY TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 35 ft **WIDTH** 24 ft

CONSTRUCTION DT 1938 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries two-lane Water Street over a tributary of the North Branch of Rockaway Creek. It is located in a wooded setting on the edge of the village of Mountainville. A concrete and stone retaining wall channels the creek. Open fields and sparse modern housing is in view.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed concrete encased steel stringer bridge is supported on concrete abutments with wingwalls. Pipe and concrete post railings are present at each side. One of over seventy-five stringer bridges in the county, it is a representative example of a commonly used design employed by the county and the state in pre-WW II road improvement projects. It is not technologically or historically significant.

INFOR MATION

PHOTO: 66:19-20 622:1 (06/91) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000043 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WATER STREET OVER TRIBUTARY NORTH BRANCH ROCKAWAY CREEK **FACILITY** WATER STREET

TOWNSHIP TEWKSBURY TOWNSHIP

TYPE STRINGER **DESIGN** **MATERIAL** Concrete

 # SPANS 2 **LENGTH** 38 ft **WIDTH** 13.8 ft

CONSTRUCTION DT 1925(1991) **ALTERATION DT** **SOURCE** COUNTY

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries Water Street over a tributary of the North Branch of Rockaway Creek. It is located in a village of nineteenth and early twentieth century well-maintained homes.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY A new single span prestressed concrete bridge is currently being constructed to replace a 1963 two span steel stringer bridge. Photographs reveal the 1963 structure to have been a reconstruction of a 1925 bedstead pony truss. The new bridge is an undistinguished example of a common bridge type. It is not eligible.

INFOR MATION

PHOTO: (07/91) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000044 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BOULDER HILL ROAD OVER TRIBUTARY NORTH BR ROCKAWAY CREEK **FACILITY** BOULDER HILL ROAD

TOWNSHIP TEWKSBURY TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 13.9 ft

CONSTRUCTION DT 1926 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT GRANT DAVIS, CO ENGINEER **BUILDER** STOUT & CRATER

SETTING / CONTEXT The one lane bridge carries gravel surfaced Boulder Hill Road over a tributary of the North Branch of Rockaway Creek. It is located in a wooded rural setting on a lightly traveled road immediately adjacent to an intersection. It is in view of open fields and sparse housing.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed concrete encased steel stringer bridge is supported on concrete encased stone abutments. Fieldstone wing walls are capped with concrete. It has paneled concrete parapets. One of over 75 stringer bridges in the county, it is a representative example of a design commonly used by the county and state in the post-WW I road improvement projects. It is not technologically or historically significant.

INFOR MATION

PHOTO: 66:15-16 (06/91) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000045 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BURRELL ROAD OVER TRIBUTARY NORTH BRANCH ROCKAWAY CREEK **FACILITY** BURRELL ROAD

TOWNSHIP TEWKSBURY TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 34 ft **WIDTH** 17.5 ft

CONSTRUCTION DT 1926 **ALTERATION DT** 1988 **SOURCE** COUNTY RECORDS/INSCR

DESIGNER/PATENT UNKNOWN **BUILDER** STOUT & CRATER

SETTING / CONTEXT The narrow bridge carries Burrell Road over a tributary of the North Branch of the Rockaway Creek. It is located in a heavily wooded rural setting on a lightly traveled country road.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge was widened in 1988. It is supported on one older repointed fieldstone abutment and one concrete abutment. It has metal pedestrian railings and beam guide railings, replacing the original concrete parapet. It is an altered and undistinguished example of a common bridge type that is not technologically innovative or historically noteworthy.

INFOR MATION

PHOTO: 66:13A-14A (07/91) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000049 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ROCKTOWN-LAMBERTVILLE ROAD OVER SWAN CREEK **FACILITY** ROCKTOWN LAMBERTVILLE ROAD

TOWNSHIP WEST AMWELL TOWNSHIP

TYPE STRINGER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 34 ft **WIDTH** 27 ft

CONSTRUCTION DT 1923 **ALTERATION DT** 1975 **SOURCE** INSCRIPTION

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a two-lane road over the Swan Creek. It is located in a wooded rural setting on a lightly traveled country road.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single span steel stringer bridge with low paneled concrete parapet and concrete abutments has been extensively altered. Stringers have been replaced. It was widened in 1949 and 1975. One of over 75 pre-World War II stringer bridges in the county, it is an altered example of a common type. It is not technologically or historically significant.

INFOR MATION

PHOTO: 62:8,69:16 (06/91) REVISED BY (DATE): QUAD: Lambertville

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000050 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 601 OVER TRIBUTARY ALEXAUKEN CREEK **FACILITY** CR 601

TOWNSHIP WEST AMWELL TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 31 ft **WIDTH** 24 ft

CONSTRUCTION DT 1938 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT FRANK BOHREN, CO ENG **BUILDER** WM H SCHAAF

SETTING / CONTEXT The bridge carries two-lane County Route 601 over a tributary of the Alexauken Creek. It is located in a wooded rural setting with sparse housing. The road is lightly traveled.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The short skewed single span concrete encased steel stringer bridge is supported on concrete abutments with wing walls. It is bordered by concrete balustrades. The bridge is a late example of a common design used by the county and state in the pre-WW II road improvement projects. One of over 75 such spans in the county, it is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 612:43-44, 1 (01/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000051 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ALEXAUKEN CREEK ROAD OVER ALEXAUKEN CREEK **FACILITY** ALEXAUKEN CREEK ROAD

TOWNSHIP WEST AMWELL TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 65 ft **WIDTH** 16.3 ft

CONSTRUCTION DT 1927 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT GRANT DAVIS, CO ENG **BUILDER** SNOOK BROTHERS

SETTING / CONTEXT The single lane stringer bridge carries Alexauken Creek Road over Alexauken Creek. It is located in a wooded rural setting. The land is used for agricultural purposes. The road carries light traffic.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two span skewed concrete encased steel stringer bridge is supported on concrete abutments and a concrete encased stone pier. It has paneled concrete parapets. The fieldstone wing walls also date from an earlier bridge. The bridge is a representative example of a type commonly used by the county and state in the post-WWI road expansion projects. It is technologically and historically undistinguished.

INFOR MATION

PHOTO: 612:5-6 (01/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000053 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WASHINGTON AVENUE OVER SOUTH BRANCH RARITAN RIVER **FACILITY** WASHINGTON AVENUE

TOWNSHIP HIGH BRIDGE BOROUGH

TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Reinforced Concrete

 # SPANS 2 **LENGTH** 156 ft **WIDTH** 32.3 ft

CONSTRUCTION DT 1920 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT GRANT DAVIS, CO ENG **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane street and sidewalks over the South Branch of the Raritan River. It is located in a suburban setting, adjacent to a city park and baseball field. An industrial site, the historically significant Taylor-Wharton Foundry is nearby.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two span elliptical reinforced concrete deck arch bridge is finished with scored spandrel walls and concrete paneled parapets, one section of which has been replaced with beam guide railing. The bridge is well-proportioned, but it is not an early or technologically significant example of its type. It is not innovative or historically noteworthy. It is also not an early example of the bridge type.

INFOR MATION

PHOTO: 612:14-16 (01/92) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000055 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ARCH STREET OVER SOUTH BRANCH RARITAN **FACILITY** ARCH STREET

TOWNSHIP HIGH BRIDGE BOROUGH

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 93 ft **WIDTH** 26 ft

CONSTRUCTION DT 1934 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT UNKNOWN **BUILDER** C. A.SHARP & SON

SETTING / CONTEXT The bridge carries a two-lane road over the South Branch of the Raritan River. It is located in a suburban setting of mixed houses. The road carries moderately heavy traffic.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two span concrete encased steel stringer bridge is supported on concrete abutments and a concrete cutwater pier. It has concrete balustrades. One end post has been replaced. The bridge is an undistinguished example of the most common bridge type used by the county and state in pre-WW II road expansion projects. It is not historically or technologically significant.

INFOR MATION

PHOTO: 612:12-13 (01/92) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000056 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SOUTH FRANKLIN STREET OVER SWAN CREEK **FACILITY** SOUTH FRANKLIN STREET

TOWNSHIP LAMBERTVILLE CITY

TYPE STONE ARCH **DESIGN** ELLIPTICAL **MATERIAL** Stone

 # SPANS 1 **LENGTH** 40 ft **WIDTH** 23 ft

CONSTRUCTION DT 1872 **ALTERATION DT** Unknown **SOURCE** INSCRIPTION

DESIGNER/PATENT UNKNOWN **BUILDER** COUNTY FORCES

SETTING / CONTEXT The bridge carries 2 lanes, shoulders, and sidewalks over a minor stream in the architecturally and historically significant 19th-century town of Lambertville. It is located at a crossroads. The historic traffic pattern in the town was altered this century when the NJ 29 bypass was built. South Franklin Street is now only a few blocks long. The bridge is located in the Lambertville Historic District. It is one of three 1870s stone arch spans in the district (100Y040, 100Y041).

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Listed. Lambertville Historic District. 06/30/1983. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The graceful elliptical stone arch bridge has undergone few alterations. Concrete parapets have been added. The arch opening is defined by ringstones. A stone post in the center of the later concrete balustrade is inscribed. The roadway has granite curbstones and Belgian pavers. The bridge was built within the period of significance of the Lambertville Historic District, and its historical role in the transportation system of the village makes the bridge a contributing resource.

INFOR MATION

BIBLIOGRAPHY:

Hunterdon County Engineer's Office, Bridge Card Y1.
Hunterdon County Cultural and Heritage Commission: The First 275 Years of Hunterdon County, 1714-1989. Flemington, New Jersey, 1989.

PHYSICAL DESCRIPTION: The elliptical stone arch bridge was built in 1872, as inscribed in a commemorative stone post that also bears the names of the three committee members, S. Lilly, J. Bird, and S.B. Bray. The 40'-long arch that is finished with gauged rusticated ringstones is constructed of the locally common gray granite stone which was quarried at nearby Raven Rock. In contrast to the regular coursed ringstone are the rubble-coursed spandrel walls. Stone end posts and center post on either side of the bridge are embedded in newer reinforced concrete parapets that are unadorned. The bridge is a 24 feet wide with two sidewalks with granite curbstones and Belgian pavers which have been covered with macadam. Long stone wingwalls have been repointed as have the spandrel walls. No other alterations are apparent.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The 1872 stone arch bridge is located in the National Register-listed Lambertville Historic District, recognized for its transportation and architectural significance. Lambertville is a town which was shaped by transportation systems. Located on the Old York Road from Philadelphia to New York, its growth surged with the opening of the D&R Canal Feeder in the early 1830s. The Feeder, an important link with industrial Trenton and Philadelphia with the rich eastern Pennsylvania coal fields, carried its peak loads in the 1860s. In addition to the canal feeder, which was open to marine traffic until about 1913, Lambertville was also the site of the main shops of the Belvidere & Delaware Railroad, built by the Camden & Amboy Railroad from Trenton to Warren County and opened in 1851. The railroad played a significant role in the late-19th and early-20th century growth of the community as did roads linking surrounding communities. This bridge is situated on the old Ringoes-Trenton road at its crossroads with the Hopewell Road. Technologically the stone arch is representative of what by 1872 was common technology. It is significant because it was built within the period of significance of the historic district and that it contributes to the historic character of the district. It is one of three stone arch bridges in the historic district. All are evaluated as contributing resources because of their dates of construction and state of preservation

PHOTO: M68:32-34 (06/92) REVISED BY (DATE): QUAD: Lambertville

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000057 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ROCK ROAD OVER SWAN CREEK **FACILITY** ROCK ROAD

TOWNSHIP LAMBERTVILLE CITY

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 34 ft **WIDTH** 16 ft

CONSTRUCTION DT 1925 **ALTERATION DT** **SOURCE** INSCRIPTION/CO RCDRS

DESIGNER/PATENT GRANT DAVIS, CO ENG **BUILDER** F R LEE WHITEHOUSE ST, NJ

SETTING / CONTEXT The one lane bridge carries Rock Road over the Swan Creek. It is located in a wooded rural area on a dirt lane adjacent to an area currently undergoing modern residential development.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge with low paneled concrete parapets bears on the older fieldstone abutments with fieldstone wing walls of a previous span. One of over 75 steel stringer spans in the county, it was a design used by the county and the state post-WW I road expansion projects. It lacks technologically or historically significant.

INFOR MATION

PHOTO: 62:5,69:14-15 (06/91) REVISED BY (DATE): QUAD: Lambertville

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000058 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SOUTH UNION STREET OVER SWAN CREEK **FACILITY** SOUTH UNION STREET

TOWNSHIP LAMBERTVILLE CITY

TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 44 ft **WIDTH** 30.5 ft

CONSTRUCTION DT 1916 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT GRANT DAVIS, CO ENG **BUILDER** SUTTON & ERNEST

SETTING / CONTEXT The bridge carries a quiet 2-lane with sidewalks residential street over Swan Creek in Lambertville. It is surrounded by 19th-century homes and retail businesses. The bridge is one of six over Swan Creek in the Lambertville Historic District which encompasses most of the city. The district recognizes the 19th-century architectural and transportation significance of the community. A utility pipe has been added through the arch.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Historic District Status Unresolved. Listed. Lambertville Historic District. 06/30/1983. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The reinforced concrete deck arch bridge is finished with a concrete balustrade with vase-shaped balusters and paneled posts. Many of the balusters have been replaced with plain ones. Although the bridge perpetuates the local preference for arch spans, it is not a technologically distinguished example. It is altered, and it is outside the 19th-century period of significance of the National Register-listed Lambertville Historic District. It is thus a noncontributing resource.

INFOR MATION

PHOTO: 68M:27-28 (07/91) REVISED BY (DATE): QUAD: Lambertville

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000059 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CHERRY ST OVER SOUTH BR ROCKAWAY CREEK **FACILITY** CHERRY STREET (CR 629)

TOWNSHIP LEBANON BOROUGH

TYPE SLAB **DESIGN** **MATERIAL** Reinforced Concrete

 # SPANS 2 **LENGTH** 30 ft **WIDTH** 25.7 ft

CONSTRUCTION DT 1921 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a lightly traveled 2-lane county road over a minor stream in a suburban setting on the edge of the borough of Lebanon. Modern housing and commercial development are nearby.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span slab bridge is supported on rubble stone abutments and a concrete pier. Fieldstone wingwalls are capped with concrete. The bridge has been widened in kind. The downstream side of the stone abutments has been extended with concrete. Modern guide railings delineate the edge of the bridge. It is a well-represented example of a common bridge type is not technologically or historically distinguished.

INFOR MATION

PHOTO: 625:19-20 (03/92) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000061 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED STANTON ROAD OVER PRESCOTT BROOK **FACILITY** STANTON ROAD

TOWNSHIP READINGTON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 55 ft **WIDTH** 16.4 ft

CONSTRUCTION DT 1930ca **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The one-lane bridge carries Stanton Road over the Prescott Brook. It is located in a wooded rural setting on a lightly traveled country road. The land is used for mixed agricultural purposes.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two span encased stringer bridge is supported on one ashlar and one concrete abutment. Wing walls are stone masonry. The paneled concrete parapet has been damaged and is partially replaced with metal guide railing. The concrete pier has been re-faced. One of over 75 such spans in the county, it is an undistinguished example of a common bridge type used by the county and the state in the pre-WW II road expansion projects. It is not historically or technologically significant.

INFOR MATION

PHOTO: 62:30-31 (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000063 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MCCAN MILL ROAD OVER TRIBUTARY OF LAMINGTON RIVER **FACILITY** MCCAN MILL ROAD

TOWNSHIP TEWKSBURY TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 33 ft **WIDTH** 15.8 ft

CONSTRUCTION DT 1930 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a two-lane, lightly traveled road over a tributary of the Lamington River. It is located in a wooded rural setting with sparse development.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge with paneled concrete parapets is supported on concrete abutments with stone wingwalls. Although unaltered, it is a representative example of the most common pre-WW II bridge type in the state. One of over 75 such spans, it is not historically or technologically noteworthy.

INFOR MATION

PHOTO: 64:6-7 (06/91) REVISED BY (DATE): QUAD: Gladstone

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000064 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BLACK RIVER ROAD OVER LAMINGTON RIVER **FACILITY** BLACK RIVER ROAD

TOWNSHIP TEWKSBURY TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 116 ft **WIDTH** 25.2 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT W.E. ROBERTS CO. **BUILDER** C A SHARP & SON

SETTING / CONTEXT The bridge carries 2-lane Black River Road over the Lamington River. It is located in a wooded rural setting on a lightly traveled country road. The land is used for agricultural purposes.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The 1931 concrete encased steel stringer three span bridge is supported on concrete abutments and piers. It is finished with a cavetto shaped fascia bay topped by concrete balustrades with oval openings. It is an unaltered example with custom detailing of the most common pre-WW II bridge type in the state. It is not technologically or historically distinguished. Each span is about 40' long.

INFOR MATION

PHOTO: 64:41-44 (06/91) REVISED BY (DATE): QUAD: Gladstone

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000065 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HOMESTEAD ROAD OVER TRIBUTARY LAMINGTON RIVER **FACILITY** HOMESTEAD ROAD

TOWNSHIP TEWKSBURY TOWNSHIP

TYPE SLAB **DESIGN** **MATERIAL** Reinforced Concrete

 # SPANS 2 **LENGTH** 33 ft **WIDTH** 15.8 ft

CONSTRUCTION DT 1930 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of lightly traveled country road over a minor stream in a wooded rural setting at a crossroads. It is adjacent to restored 19th century barns and milling complex converted to housing. The area is well maintained.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete slab bridge with random ashlar abutments, concrete center pier, and low paneled concrete parapets appears unaltered. The abutments probably date from an earlier span. It exhibits spalling and exposed reinforcing bars. A representative example of a common bridge type, the span is not technologically innovative nor historically noteworthy.

INFOR MATION

PHOTO: 64:22-24 (06/91) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000066 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PALATINE ROAD OVER TRIBUTARY OF LAMINGTON RIVER **FACILITY** PALATINE ROAD

TOWNSHIP TEWKSBURY TOWNSHIP

TYPE STONE ARCH **DESIGN** ELLIPTICAL **MATERIAL** Stone

 # SPANS 1 **LENGTH** 22 ft **WIDTH** 14.5 ft

CONSTRUCTION DT 1900 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** GEORGE SCHUYLER (PLAQUE)

SETTING / CONTEXT The bridge carries one lane of a quiet country road over a minor stream in a sparsely developed, wooded rural setting. The land is used for mixed agricultural purposes.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The short elliptical stone arch bridge with a rising profile has low stone parapets. It has been altered. New concrete toe walls have been added to correct undermining. Extensive patching and re-pointing are also evident. The 1900 bridge has no distinguishing features and is a short, altered example of a type well represented in the county. It is not historically or technologically noteworthy based on its size and alterations.

INFOR MATION

PHOTO: 64:21-22 (06/91) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000070 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OAK GROVE ROAD OVER LOCKATONG CREEK **FACILITY** OAK GROVE ROAD

TOWNSHIP FRANKLIN TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 36 ft **WIDTH** 20 ft

CONSTRUCTION DT 1933 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The narrow stringer bridge carries Oak Grove Road over Lockatong Creek. It is located in a sparsely settled rural are of open fields. An 18th-century house is nearby. The road carries little traffic over the wooded streambed and minor stream.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed two span concrete encased steel stringer bridge with pipe and concrete post railings is supported on concrete abutments with wingwalls and pier. It is an undistinguished example of a design commonly used by the county and state in the pre-WW II road improvement projects. One of over 75 such spans in the county, it is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 616:17-18 (02/92) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000071 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 645 (MAIN STREET) OVER SPRUCE RUN **FACILITY** CR 645 (MAIN STREET)

TOWNSHIP GLEN GARDNER BOROUGH

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 66 ft **WIDTH** 22.6 ft

CONSTRUCTION DT 1925 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries two lane County Route 645 (Main Street) over the Spruce Run. It is located in a shady setting on the edge of a picturesque village of 19th-century homes. It is adjacent to a small park. The road carries light traffic.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed two span concrete encased steel stringer bridge has concrete abutments, wing walls, and pier. Concrete scour protection has been added to the original scour protection on the pier. It has also been added to the abutments and wing walls. A typical example of a well-represented bridge type in the county, it is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 610:33-34 (07/91) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000072 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET OVER SPRUCE RUN **FACILITY** MAIN STREET

TOWNSHIP GLEN GARDNER BOROUGH

TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 60 ft **WIDTH** 21.7 ft

CONSTRUCTION DT 1930 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries a 2-lane road over a minor stream on a quiet tree-lined street on the edge of a village. It is adjacent to well-maintained mixed homes and a 19th century inn, but the surroundings do not have historic district potential.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed earth-filled elliptical deck arch bridge has new pipe railing on one side and new beam guide railing on the other. The intrados has been coated with gunite. Concrete post and cable delineates the approach to the bridge. An example of a common bridge type, the span has been extensively altered marring its design integrity. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 610:43-44 (07/91) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000077 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 651 OVER TRIBUTARY LOCKATONG CREEK **FACILITY** CR 651

TOWNSHIP KINGWOOD TOWNSHIP

TYPE SLAB **DESIGN** **MATERIAL** Concrete

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 24 ft

CONSTRUCTION DT 1937 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT FRANK W. BOHREN, CO ENG **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in a wooded sparsely developed setting. It carries a two lane lightly traveled spur of County Route 519 over a tributary of the Lockatong Creek.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed single span reinforced concrete slab bridge is supported by concrete abutments with concrete wingwalls. It is finished with low paneled parapets. A wire rope and wood post guide fence remains on one side. It is neither historically nor technologically noteworthy. It is a representative example of a common type.

INFOR MATION

PHOTO: 67:43,69:18 (07/91) REVISED BY (DATE): QUAD: Lumberville

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000079 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HORSESHOE BEND ROAD OVER COPPER CREEK **FACILITY** HORSESHOE BEND ROAD

TOWNSHIP KINGWOOD TOWNSHIP

TYPE STONE ARCH **DESIGN** BARREL **MATERIAL** Stone

 # SPANS 1 **LENGTH** 21 ft **WIDTH** 15 ft

CONSTRUCTION DT 1896 **ALTERATION DT** Unknown **SOURCE** INSCRIPTION

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in a quiet rural setting of sparse housing and open fields. It carries a single lane of an unimproved road over a minor stream. The roadway accommodates light traffic. The bridge is sited in the center of an S-shaped curve.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The stone arch bridge is founded directly on bedrock. Four stone masonry wing walls extend from the arch. The bridge has been widened at the northwest and southeast corners, using rolled steel I-beams placed diagonally between the spandrel and wingwall. The additions have concrete decks. Repointing is evident, and repairs have been made to the parapets. The numerous alterations have compromised the original design integrity of the bridge. It is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 67:3,69:19-20 (07/91) REVISED BY (DATE): QUAD: Frenchtown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000081 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED THATCHER ROAD OVER TRIBUTARY OF LOCKATONG CREEK **FACILITY** THATCHER ROAD

TOWNSHIP KINGWOOD TOWNSHIP

TYPE STRINGER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 42 ft **WIDTH** 15.9 ft

CONSTRUCTION DT 1945 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries single lane Thatcher Road over a tributary of the Lockatong Creek. It is located in the center of an S curve. The setting is heavily wooded and rural.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single span steel stringer bridge is supported on concrete abutments. Concrete wingwalls extend from the west end while the east end retains the older stone masonry wingwalls. The superstructure consists of four wide-flange sections with welded cross bracing. The railing is steel pipe and concrete posts. An undistinguished example of the most common bridge type used in the state in the pre-WW II road expansion projects, it is not technologically or historically significant.

INFOR MATION

PHOTO: 67:31-32 (07/91) REVISED BY (DATE): QUAD: Lumberville

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000082 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MUDDY RUN ROAD OVER MUD RUN **FACILITY** MUDDY RUN ROAD

TOWNSHIP KINGWOOD TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 33 ft **WIDTH** 15.1 ft

CONSTRUCTION DT 1919 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The single lane bridge is located in a wooded rural setting of sparse development. The bridge carries light traffic on the gravel Muddy Run Road over Mud Run.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single span concrete encased steel stringer bridge with paneled concrete parapets is supported by stone masonry abutments. Stone masonry wingwalls extend from the south abutment and concrete from the north. Repointing is apparent. The concrete encased stringer bridge was commonly used in the post-World War I state and county road expansion programs. This bridge is not historically or technologically noteworthy.

INFOR MATION

PHOTO: 67:33-34 (06/91) REVISED BY (DATE): QUAD: Lumberville

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000087 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BOY SCOUT ROAD OVER SPRUCE RUN **FACILITY** BOY SCOUT ROAD

TOWNSHIP LEBANON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 35 ft **WIDTH** 12.8 ft

CONSTRUCTION DT 1919 **ALTERATION DT** **SOURCE** NJDOT/STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two span single lane stringer bridge carries Boy Scout Road over Spruce Run. The road serviced a Boy Scout Camp which according to a local resident is now closed. It is located in a wooded setting adjacent to an abandoned mill and the ruins of a 19th century village.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge is supported on earlier stone abutments and cutwater concrete pier. The abutments have been reinforced with concrete and concrete scour protection has been added. It has paneled concrete parapets. One of over seventy-five stringer bridges, it was a design commonly used by the state and county in the post-WW I road improvement projects. It is not technologically or historically distinguished.

INFOR MATION

PHOTO: 624:36-37 (03/92) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000088 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED NEWPORT ROAD OVER SPRUCE RUN **FACILITY** NEWPORT ROAD

TOWNSHIP LEBANON TOWNSHIP

TYPE STONE ARCH **DESIGN** ELLIPTICAL **MATERIAL** Stone

 # SPANS 1 **LENGTH** 21 ft **WIDTH** 12 ft

CONSTRUCTION DT 1895ca **ALTERATION DT** **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly travelled country road over a minor stream in a wooded rural setting adjacent to an early 20th century farmstead. Sparse modern housing is nearby.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed short rubble-coursed stone arch bridge with stone wingwalls is finished with ringstones, but no keystone. Low stone parapets mark the edge of the bridge. Repointing is evident. An undocumented, representative example of a locally common bridge type, the short undocumented span, one of over ten stone arches in the county, is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 624:31-33 (03/92) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000094 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED TRIMMER ROAD OVER TRIBUTARY SOUTH BRANCH RARITAN RIVER **FACILITY** TRIMMER ROAD

TOWNSHIP LEBANON TOWNSHIP

TYPE SLAB **DESIGN** LAMINATED **MATERIAL** Wood

 # SPANS 1 **LENGTH** 28 ft **WIDTH** 15.6 ft

CONSTRUCTION DT 1930ca **ALTERATION DT** 1992 **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a quiet rural road over a tributary of the South Branch of the Raritan. It is located in a wooded rural setting.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single span steel stringer superstructure supported on stone abutments with stone wingwalls was replaced with a laminated wood superstructure in 1992. The railings are also laminated wood. The bridge is neither historically nor technologically distinguished based on its age and type.

INFOR MATION

PHOTO: 63:33A,69:7 (06/91) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000096 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED YORK STREET OVER HAKIHOHAKE CREEK **FACILITY** YORK STREET

TOWNSHIP MILFORD BOROUGH

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Steel

 # SPANS 1 **LENGTH** 42 ft **WIDTH** 14.6 ft

CONSTRUCTION DT 1901 **ALTERATION DT** 1976 **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over a minor stream. It is located in a lightly wooded village setting adjacent to a park. Modern housing is nearby.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The traditionally composed 3-panel Pratt half hip pony truss bridge is pin connected. The west abutment is random ashlar construction. East abutment was encased in concrete in 1976. The span has been altered by the addition of numerous welded repairs and reinforcing including repair plates, plates welded to panel points, and replacement diagonals. Floorbeams are also replacements. One of over 20 similar spans, less altered examples are extant in the county.

INFOR MATION

PHOTO: 620:13-15 (02/92) REVISED BY (DATE): QUAD: Frenchtown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000097 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HALSTEAD ST OVER SOUTH BRANCH RARITAN RIVER **FACILITY** HALSTEAD STREET

TOWNSHIP CLINTON TOWN

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 131 ft **WIDTH** 24 ft

CONSTRUCTION DT 1932 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT WALTER E.ROBERTS, CE **BUILDER** M. FRED MCPEEK

SETTING / CONTEXT The bridge carries a 2-lane street and a sidewalk over a river. It is located in the well-preserved 19th-century town of Clinton. It is adjacent to a small city park. Although Clinton is not a listed National Register historic district, 4 nearby buildings are individually listed. The area is a potential historic district with a period of significance through about 1920. The bridge is noncontributing based on date of construction. It was built to replace a Lowthorp-Cowin pony truss.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Agreed Potential Historic District. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three span concrete encased steel stringer bridge replaces an earlier covered wooden bridge. It is supported on concrete abutments with wingwalls and cutwater piers and is finished with standard-design concrete balustrades. The bridge is just a representative example of a common bridge type used by the county and state in pre-WW II road improvement projects. It is not technologically or historically significant. It is appreciably newer than the surrounding buildings.

INFOR MATION

PHOTO: 612:19-20 (01/92) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000099 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CAPNER STREET OVER WALNUT BROOK **FACILITY** CAPNER STREET

TOWNSHIP RARITAN TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 25 ft **WIDTH** 24 ft

CONSTRUCTION DT 1934 **ALTERATION DT** **SOURCE** COUNTY

DESIGNER/PATENT UNKNOWN **BUILDER** EMERGENCY RELIEF ADMIN

SETTING / CONTEXT The bridge carries two lane Capner Street over Walnut Brook. It is located in a wooded suburban setting, adjacent to a small neighborhood park. The bridge is located on the boundary of the Flemington Historic District, but it is not rated. Its date of construction is after the 18th- and 19th-century period of significance developed in the nomination. It is thus a noncontributing resource.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Listed. Flemington Historic District. 09/17/1980. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single span concrete encased steel stringer bridge is supported on concrete abutments. It has concrete wingwalls and low paneled concrete parapets. County records show the footings were repaired in 1970. It is a representative example of the most common pre-WW II bridge type in the state, and is one of 75 from that era in Hunterdon County alone. It was constructed after the period of significance of the Flemington Historic District and is thus noncontributing.

INFOR MATION

PHOTO: 61:25A-26A (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10000Z4 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET OVER TRIBUTARY OF ROCKAWAY CREEK **FACILITY** MAIN STREET

TOWNSHIP LEBANON BOROUGH

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 27 ft **WIDTH** 30.4 ft

CONSTRUCTION DT 1921 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY BRIDGE DIV **BUILDER** NJ STATE HWY BRIDGE DIV

SETTING / CONTEXT The single span two lane stringer bridge carries Main Street over a tributary of Rockaway Creek. It is located in a suburban setting on a wooded streambed. Mixed date housing surrounds the bridge.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The slightly skewed concrete encased steel stringer bridge is supported on concrete abutments with wing walls. It has standard design concrete balustrades with concrete end posts. One of over 75 pre-World War II stringer bridges in the county, it is technologically and historically undistinguished.

INFOR MATION

PHOTO: 625:17-18 (03/92) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000100 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OLD CROTON ROAD OVER WICKECHEOKE CREEK **FACILITY** OLD CROTON ROAD

TOWNSHIP RARITAN TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 52 ft **WIDTH** 17.3 ft

CONSTRUCTION DT 1918 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries County Route 579 over a tributary of the Wickecheoke Creek. It is located in a wooded rural setting. Although marked for two lanes of traffic, the bridge is narrow. It carries light traffic.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The encased steel stringer two-span bridge is supported on stone abutments with stone wingwalls capped with concrete and a central concrete pier. The deck is reinforced concrete, and the bridge has paneled concrete parapets. Although one of the earlier stringer bridges in the county, which has over 75 pre-World War II ones in all, the technology is not innovative nor is it a historically significant span.

INFOR MATION

PHOTO: 61:27A-28A (06/91) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000101 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED JOHANNA FARMS ROAD OVER 2ND NESHANIC RIVER **FACILITY** JOHANNA FARMS ROAD

TOWNSHIP RARITAN TOWNSHIP

TYPE STRINGER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 29 ft **WIDTH** 14.5 ft

CONSTRUCTION DT 1921 **ALTERATION DT** 1980ca **SOURCE** COUNTY BRIDGE CARD

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The single lane bridge carries Johanna Farms Road over the Second Branch of the Neshanic River. It is located in a rural wooded setting on a very lightly traveled country road.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The short skewed gunite encased steel stringer bridge is supported on earlier stone masonry abutments. It has one concrete parapet; the parapet on the other side was replaced with guide railing, ca 1980. Concrete wingwalls replace the original stone ones. A concrete retaining wall redirects the stream. Although a representative example of the most common pre-WW II bridge type in the state, it is not technologically or historically significant.

INFOR MATION

PHOTO: 61:35A-36A (06/91) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000102 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PENNSYLVANIA AVENUE EXT OVER TRIBUTARY SOUTH BRANCH RARITAN RIVER **FACILITY** PENNSYLVANIA AVENUE EXTENSION

TOWNSHIP RARITAN TOWNSHIP

TYPE STONE ARCH **DESIGN** ELLIPTICAL **MATERIAL** Stone

 # SPANS 1 **LENGTH** 21 ft **WIDTH** 26.6 ft

CONSTRUCTION DT 1872 **ALTERATION DT** Unknown **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries 2-lane Pennsylvania Avenue Extension (Flemington Point Road) over a tributary of the South Branch of the Raritan River. It is located on a curve in a sparsely settled area of residences, open fields and a quarry. It is adjacent to a gravel mill on a moderately traveled macadam road.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The well-proportioned stone arch bridge has low stone parapets topped with capstones. The parapets rise to a peak in the center following the crowning of the road. A plaque notes the date and the name Jacob Case. The bridge was widened at unknown date. One of over five 19th-century stone arches in the county, it is short and lacks of technological significance. Three other similar bridges in Lambertville (1000056, 100Y040, 100Y041) better represent the bridge type in the county.

INFOR MATION

PHOTO: 62:26-27 (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000105 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PERRYVILLE ROAD OVER TRIBUTARY SOUTH BRANCH RARITAN RIVER **FACILITY** PERRYVILLE ROAD

TOWNSHIP UNION TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 26 ft **WIDTH** 23.9 ft

CONSTRUCTION DT 1938 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT FRANK BOHREN, CO ENG **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries two-lane Perryville Road over a tributary of the South Branch of the Raritan River. It is located in a wooded rural setting with open fields and a railroad nearby. It carries moderate traffic.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge is supported on concrete abutments and wingwalls. It is delineated by pipe and concrete post railings. It is an undistinguished example of a common design used by the county and state in pre-WW II road improvement projects. One of over 75 such spans in the county, it is not technologically or historically significant.

INFOR MATION

PHOTO: 621:18-19,69:2 (02/92) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000108 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED COKESBURY ROAD OVER SOUTH BRANCH RARITAN RIVER **FACILITY** COKESBURY ROAD

TOWNSHIP CLINTON TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Metal

 # SPANS 1 **LENGTH** 78 ft **WIDTH** 13.8 ft

CONSTRUCTION DT 1900ca **ALTERATION DT** Unknown **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a paved country road over the South Branch of the Raritan River. It is located in a tranquil wooded rural setting.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 4-panel pin-connected half hip Pratt pony truss bridge is supported on random ashlar abutments. The original lattice railings remain. Cast iron connections join the top chord to the end posts. The detail is found on other bridges in the county. There are many welded alterations including duplicate diagonals, cross battens, outriggers, gusset plates, and other repairs. It is one of over 20 Pratt half hip spans in the county. Other documented examples with cast elements are more complete.

INFOR MATION

PHOTO: 665:19A-23A (06/91) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000109 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HERMAN THAU ROAD OVER BEAVER BROOK **FACILITY** HERMAN THAU ROAD

TOWNSHIP CLINTON TOWNSHIP

TYPE STONE ARCH **DESIGN** BARREL **MATERIAL** Stone

 # SPANS 1 **LENGTH** 22 ft **WIDTH** 18 ft

CONSTRUCTION DT 1875ca **ALTERATION DT** 1900ca, 1981 **SOURCE** STYLE/INSCRIPTION

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a winding country unimproved road over a minor stream in a wooded rural setting. The area nearby is currently undergoing development. The approach to the bridge is on a sharp curve.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The earth-filled barrel stone arch bridge has low stone parapets and wingwalls. The bridge has been altered. It was widened inkind at an unknown date, and in 1981 the upstream wingwall and spandrel were replaced in concrete. A matching stone parapet was added. The capstones of the north wingwall have been replaced. The downstream side has been poorly repointed. The span lacks significance because of its size and alterations. There are better examples of the type in the county (10000111).

INFOR MATION

PHOTO: 65:26A-29A (06/91) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000110 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 604 OVER WICKECHEOKE CREEK **FACILITY** CR 604

TOWNSHIP DELAWARE TOWNSHIP

TYPE STRINGER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 84 ft **WIDTH** 12.1 ft

CONSTRUCTION DT 1872 **ALTERATION DT** 1961 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The last remaining covered bridge in New Jersey, it carries one lane of County Route 604 over the Wickecheoke Creek. A second bridge was constructed in 1961 to carry the second lane. The bridge is located in a wooded rural setting adjacent to a 19th-century stone schoolhouse.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Listed. Listed. Green Sergeant's Covered Bridge. 11/19/1974.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The original wooden Howe truss bridge was constructed in 1872 on 1750 stone abutments. The superstructure consists of wood shingle roofing, board-and-batten wood siding, heavy timber top chord and diagonal end posts, timber diagonals, and beam guide rail. Verticals are metal rods. Many of the components are replacements. The bridge no longer functions as a truss bridge. Stringers supported on a concrete substructure were added in 1961, and they carry the load. The bridge is individually listed.

INFOR MATION

PHOTO: 610:23-26 (07/91) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000111 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PINE HILL ROAD OVER TRIBUTARY WICKECHEOKE CREEK **FACILITY** PINE HILL ROAD

TOWNSHIP DELAWARE TOWNSHIP

TYPE STONE ARCH **DESIGN** BARREL **MATERIAL** Stone

 # SPANS 1 **LENGTH** 23 ft **WIDTH** 12.7 ft

CONSTRUCTION DT 1849 **ALTERATION DT** Unknown **SOURCE** INSCRIPTION

DESIGNER/PATENT UNKNOWN **BUILDER** P. DYKE, MASON

SETTING / CONTEXT The bridge carries one lane of an unimproved rural road over a minor stream in a wooded hilly setting.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The rubble-coursed stone arch bridge is founded on bedrock on one side. It has voussoirs, but no keystone, and a recessed spandrel wall. The stone parapet is nearly level with the raised roadway. An inset plaque identifies the bridge as Cold Water Bridge. Although the parapet has been repaired, this example of traditional stone arch technology appears to be relatively unaltered, and it is historically significant as the oldest documented bridge in the county.

INFOR MATION

BIBLIOGRAPHY:
Hunterdon County Master Plan: Sites of Historic Interest. 1979.
Hunterdon County Engineer's Office. Bridge File D329.

PHYSICAL DESCRIPTION: The 23'-long and nearly 13'-wide barrel fieldstone arch bridge with a high rise was constructed in 1849, according to an inscribed plaque inset on the upstream outside parapet wall. The decorative plaque also is inscribed with the initials "J.S.+ W.S., W.E., N.M.+C.M." and "Mason, P. Dyck." The bridge appears to be well preserved . Some re-pointing is evident at the footing and parapet. Most of the mortar on the intrados has fallen out. The span offers no physical evidence to indicate that bridge was widened. The roadway has been raised, making it nearly level with the 3'-high parapets.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The bridge is historically significant as one of the oldest and best preserved stone arch bridges in the county. A representative example of a bridge technology that dates to earliest history of this county, the span is not technologically innovative, but it does serve as a noteworthy local record of the oldest type of bridge technology in Hunterdon County. In addition to its historical significance, the bridge enjoys integrity of setting, being located on a quiet rural road in a cluster of 19th-century houses.

Boundary Description and Justification: The bridge is evaluated as individually significant. Thus, the boundary is limited to the span itself, including back walls and wing walls.

PHOTO: 613:19-23 (02/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000112 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PINE HILL ROAD OVER PLUM BROOK **FACILITY** PINE HILL ROAD

TOWNSHIP DELAWARE TOWNSHIP

TYPE STRINGER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 40 ft **WIDTH** 13.7 ft

CONSTRUCTION DT 1930ca **ALTERATION DT** **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The one lane steel stringer bridge carries Pine Hill Road over Plum Brook. It is located in a wooded rural setting of sparse housing. The road carries very little traffic over the babbling stream.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The steel stringer bridge is supported on rubble-coursed stone abutments with wing walls. Concrete bearing seats have been added and concrete caps have been added to the wing walls. Concrete retaining walls have been added for stream control. The span is narrower than the natural stream bed. Guide railings border the corrugated metal deck. The bridge, an undistinguished example of the stringer design commonly used by the county and state in the thirties and continuing, is not significant.

INFOR MATION

PHOTO: 613:24-26 (02/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000113 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED STONE SIGN POST ROAD OVER PLUM BROOK **FACILITY** STONE SIGN POST ROAD

TOWNSHIP DELAWARE TOWNSHIP

TYPE STRINGER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 25 ft **WIDTH** 14.7 ft

CONSTRUCTION DT 1932 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The one lane bridge carries Stone Sign Post Road over Plum Brook. The gravel road carries little traffic. The bridge is located in a wooded rural setting adjacent to a modern home in an area of sparse development.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The steel stringer bridge is supported on older fieldstone abutments and wingwalls. Alterations of the abutments include newer concrete seats, concrete reinforcing at the scour line, and repointing. The deck is modern as are the beam guide rail railings. The bridge is one of over 75 pre-World War II stringer bridges in the county, and it is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 614:25-26 (02/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000114 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED DUNKARD CREEK ROAD OVER TRIBUTARY NESHANIC RIVER **FACILITY** DUNKARD CREEK ROAD

TOWNSHIP DELAWARE TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 30 ft **WIDTH** 16.3 ft

CONSTRUCTION DT 1925 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The single lane stringer bridge carries Dunkard Creek Road over a tributary of the Neshanic River. It is located in a wooded rural setting. The land is used for agricultural purposes. The road carries little traffic.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two span single lane concrete encased steel stringer bridge is supported on earlier ashlar abutments. The pier, however, is concrete. There is pipe railing on either side; the posts of one side have been replaced. The bridge is similar in design to nearby 1000122. An unremarkable example of the most common pre-World War II bridge type in the state, it is not historically or technologically distinguished.

INFOR MATION

PHOTO: 611:11A-12A (01/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000115 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED UPPER CREEK ROAD OVER WICKECHOEKE CREEK **FACILITY** UPPER CREEK ROAD

TOWNSHIP DELAWARE TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 26 ft **WIDTH** 17.9 ft

CONSTRUCTION DT 1925 **ALTERATION DT** 1987 **SOURCE** NJDOT/INSCRIPTION

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries two-lane Upper Creek Road over a tributary of the Wickecheoke Creek. It is located in a wooded rural setting with sparse housing. It is adjacent to the intersection with Old Mill Road. The road carries very light traffic over a babbling stream.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1925 encased steel stringer bridge is supported on stone abutments with stone wingwalls. The abutments were extended in concrete to accommodate the 1987 widening on the upstream side. The downstream paneled concrete parapet has suffered from collision damage. One section has been replaced with guide rails. The upstream parapet was removed probably at the time the bridge was widened. Pebbles embedded in the remaining parapet spell "J D Dilts 1925". The span lacks significance based on type.

INFOR MATION

PHOTO: 613:32-33 (02/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000117 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 602 OVER BACK BROOK **FACILITY** CR 602

TOWNSHIP EAST AMWELL TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 45 ft **WIDTH** 21.2 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** WILLIAM H. SCHAAF

SETTING / CONTEXT The bridge crossing Back Brook is located in a pastoral setting of open fields and shade trees adjacent to a picturesque farm and outbuildings. It carries light traffic on two lane County Route 602.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed single span encased stringer bridge with concrete abutments and wingwalls has pipe and concrete post railings, not a common county railing design. The well-preserved stringer bridge is a representative example of a common bridge type and it is one of over 75 similar pre-WW II spans in the county. It is not historically or technologically significant.

INFOR MATION

PHOTO: 68:27A-28A (06/91) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000118 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 602 OVER TRIBUTARY BACK BROOK **FACILITY** CR 602

TOWNSHIP EAST AMWELL TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 50 ft **WIDTH** 23.9 ft

CONSTRUCTION DT 1932 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries two lane County Route 602 over a tributary of Back Brook. It is located in a pastoral setting adjacent to a farm and outbuildings. Older bridge abutments are visible slightly upstream.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge is supported on concrete abutments and wingwalls. It has pipe and concrete post railings. Concrete posts and cable mark the approach. Spalling and exposed stringers are apparent. Similar in design to bridges in the area on CR 602 and one of over 75 such spans in the county, the bridge is not historically or technologically significant.

INFOR MATION

PHOTO: 68:29A-30A (07/91) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000119 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 602 OVER TRIBUTARY NESHANIC RIVER **FACILITY** CR 602

TOWNSHIP EAST AMWELL TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 30 ft **WIDTH** 23.8 ft

CONSTRUCTION DT 1935 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries two lane County Route 602 over a small tributary of the Neshanic River. It is located in a wooded rural setting on a lightly traveled country lane.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge has concrete post and cable approaches, concrete abutments, wingwalls, and paneled concrete parapets. It is a representative example of the design type commonly used by the county prior to the second world war. Spalling concrete, scouring on the downstream side, and undermining of the abutments is evident. The bridge is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 68:18A,69:8 (06/91) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000120 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED STONEY BROOK ROAD OVER STONEY BROOK **FACILITY** STONEY BROOK ROAD

TOWNSHIP EAST AMWELL TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 29 ft **WIDTH** 20.2 ft

CONSTRUCTION DT 1933 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT **BUILDER** HERBERT BAILEY CONSTRUCT.

SETTING / CONTEXT The bridge carries a lightly travelled road over a minor stream in a sparsely developed wooded area. The stream marks the boundary between Mercer and Hunterdon counties.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed concrete-encased steel stringer bridge is supported on a concrete substructure. The roadway is framed by a paneled concrete parapet. Designed as a joint county bridge, the span is a representative example of the most common pre-World War II bridge type in the state, and it is neither historically nor technologically distinguished.

INFOR MATION

PHOTO: 2:20-21 (09/92) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000122 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CHURCH ROAD OVER TRIBUTARY NESHANIC RIVER **FACILITY** CHURCH ROAD

TOWNSHIP EAST AMWELL TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 31 ft **WIDTH** 15 ft

CONSTRUCTION DT 1925 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a lightly traveled 2-lane road over a tributary of the Neshanic River. It is located in a wooded rural setting in an area of sparse housing.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge is supported on random ashlar abutments reinforced with concrete and a concrete pier. A combination of period pipe railing and modern metal guide railing delineates the bridge. The bridge is a representative example of a common bridge type and is one of over 75 stringer spans in the county. It is not technologically or historically significant.

INFOR MATION

PHOTO: 626:40,69:9 (06/91) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000126 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED JAVES ROAD OVER HAKIHOHAKE CREEK **FACILITY** JAVES ROAD

TOWNSHIP HOLLAND TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Steel

 # SPANS 1 **LENGTH** 36 ft **WIDTH** 15.9 ft

CONSTRUCTION DT 1900ca **ALTERATION DT** Unknown **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over a minor stream. It is located in a wooded rural setting within sight of sparse modern housing.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The traditionally composed pin-connected Pratt half hip pony truss bridge is supported on one stone and one concrete abutment. Alterations have compromised the design integrity of the bridge. Numerous welded additions and repairs include gusset plates at the panel points, additional diagonals, plates at the end posts, outriggers and guide railings. One of over 20 Pratt half hip pony truss bridges in the county, other documented examples with greater integrity and significance exist (10XXB26).

INFOR MATION

PHOTO: 620:20-22 (02/92) REVISED BY (DATE): QUAD: Frenchtown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000130 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HARMONY SCHOOL ROAD OVER NESHANIC RIVER **FACILITY** HARMONY SCHOOL ROAD

TOWNSHIP RARITAN TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 24 ft **WIDTH** 14 ft

CONSTRUCTION DT 1919 **ALTERATION DT** 1984, 1993 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** WILLIAM Y HOLT

SETTING / CONTEXT The single lane bridge carries Harmony School Road over the Neshanic River. It is located in a wooded rural setting with nearby open fields on a country road. It carries little traffic. Land is used for agriculture.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two span concrete encased stringer bridge is supported on repointed fieldstone abutments with fieldstone wing walls and a concrete pier. It exhibits spalling and exposed reinforcing steel. A modern metal railing was installed replacing a concrete parapet in 1993. In 1984 a concrete invert was added. The modified bridge is of a common type, and it is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 61:32A,69:10,11 (06/91) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000131 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED DECKERS CORNER ROAD OVER TRIBUTARY ROCKAWAY CEERK **FACILITY** DECKERS CORNER ROAD

TOWNSHIP RARITAN TOWNSHIP

TYPE STRINGER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 16.6 ft

CONSTRUCTION DT 1925ca **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The single lane bridge carries lightly traveled Deckers Corner Road over a tributary of the Rockaway Creek. It is located in a wooded rural setting of sparse modern housing and open farmland.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The steel stringer bridge is supported on earlier stone abutments and concrete footings. One abutment is encased in concrete. The other has been extensively re-pointed and reinforced with concrete. Two different styles of metal guide railings delineate the bridge. An altered undistinguished example of the most common bridge type in the county, it lacks technological or historical significance.

INFOR MATION

PHOTO: 626:42, 627:16-17 (04/92) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000133 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MOUNTAIN ROAD OVER SOUTH BRANCH ROCKAWAY CREEK **FACILITY** MOUNTAIN ROAD

TOWNSHIP READINGTON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 28 ft **WIDTH** 18.4 ft

CONSTRUCTION DT 1924 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** F R LEE, WHITEHOUSE ST NJ

SETTING / CONTEXT The two-lane bridge carries Mountain Road over the South Branch of Rockaway Creek. It is located in a wooded rural setting of sparse modern development.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge is supported on concrete abutments and wingwalls. Scour problems have required additional concrete repairs. Paneled concrete parapets mark the edges of the bridge. One of over 75 stringer bridges in the county, the design was commonly employed by the county and state in post-WW I road improvement projects. It is not technologically or historically significant.

INFOR MATION

PHOTO: 623:5-6 (02/92) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000135 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED RIDGE ROAD OVER CHAMBERS BROOK **FACILITY** RIDGE ROAD

TOWNSHIP READINGTON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 23 ft **WIDTH** 20.5 ft

CONSTRUCTION DT 1925 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two lane single span stringer bridge carries Ridge Road over Chambers Brook. It is located in a thinly wooded rural setting of sparse housing. It carries light traffic.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge is supported on concrete abutments with wing walls. Paneled concrete parapets enclose the bridge. One of over 75 stringer bridges in the county, it is a design commonly used by the county and state in the pre-World War II era, and it is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 622:30-31 (02/92) REVISED BY (DATE): QUAD: Raritan

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000137 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HOLLAND BROOK ROAD OVER HOLLANDS BROOK **FACILITY** HOLLAND BROOK ROAD

TOWNSHIP READINGTON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 30 ft **WIDTH** 18.1 ft

CONSTRUCTION DT 1926 **ALTERATION DT** 1980 **SOURCE** PLAQUE

DESIGNER/PATENT GRANT DAVIS, CO ENG **BUILDER** SNOOK & SONS, CONTRACTORS

SETTING / CONTEXT The narrow two-lane bridge carries lightly traveled Holland Brook Road over Hollands Brook. It is adjacent to an 18th-century farmstead. It is located in a rural setting of open fields and woods.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The heavily skewed concrete encased steel stringer bridge is supported on concrete abutments and wingwalls. It has a paneled concrete parapet. A concrete collar and repairs were done in ca. 1980. The design was commonly used by the county and the state in post-WW I road improvement projects. One of over seventy-five stringer bridges in the county, it is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 625:27-29 (03/92) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000139 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HILLCREST ROAD OVER HOLLANDS BROOK **FACILITY** HILLCREST ROAD

TOWNSHIP READINGTON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 40 ft **WIDTH** 20.2 ft

CONSTRUCTION DT 1916 **ALTERATION DT** 1956 **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge with sidewalk carries lightly traveled Hillcrest Road over Hollands Brook. It is located in a village setting of mixed date housing. Woods and open fields are within sight of the park-like streambed. The bridge is adjacent to the intersection with County Route 620 and near a three-way crossroads.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge is supported on earlier rusticated cut stone abutments and wingwalls. Concrete scour protection was added 1956, according to the inscription. The sidewalk is partitioned from the roadway by a high concrete curb. The stone wingwall has a plaque which identifies the bridge as the Readington Bridge, dated 187?. The bridge is neither technologically innovative nor historically notable.

INFOR MATION

PHOTO: 625:23-24 (03/92) REVISED BY (DATE): QUAD: Raritan

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000140 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PINE BANK ROAD OVER HOLLANDS BROOK **FACILITY** PINE BANK ROAD

TOWNSHIP READINGTON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 40 ft **WIDTH** 15.7 ft

CONSTRUCTION DT 1923 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The one lane bridge carries lightly traveled Pine Bank Road over Hollands Brook. It is located in a wooded hilly setting adjacent to open fields and working farms. It is set on a slight rise in the center of an S-shaped curve.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed concrete encased steel stringer bridge is supported on older stone abutments and wingwalls. The abutments have been re-pointed using a grapevine-style joint, and concrete scour protection has been added. The bridge is finished with paneled concrete parapets. It is a representative example of the most common pre-World War II bridge type in the state. One of over 75 in the county, the bridge is not technologically or historically significant.

INFOR MATION

PHOTO: 625:25-26 (03/92) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000141 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OLD YORK ROAD OVER PLEASANT RUN **FACILITY** OLD YORK ROAD

TOWNSHIP READINGTON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 41 ft **WIDTH** 20.8 ft

CONSTRUCTION DT 1923 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The narrow two lane bridge carries Old York Road over an active stream. It is located in a wooded setting with park-like grassland. A modified schoolhouse, barn and 19th century home are in the immediate area. The setting is bucolic.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge is supported on concrete encased stone abutments with concrete wingwalls. Paneled concrete parapets, one section of which is newer, border the bridge. One of over seventy-five stringer bridges in the county, it is a representative example of a design commonly used by the county and the state in post-WW I road expansion projects. It lacks historical or technological significance.

INFOR MATION

PHOTO: 626:18-19 (04/92) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000145 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BAPTIST CHURCH ROAD OVER MULHOCKAWAY CREEK **FACILITY** BAPTIST CHURCH ROAD

TOWNSHIP UNION TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Steel

 # SPANS 1 **LENGTH** 34 ft **WIDTH** 15.7 ft

CONSTRUCTION DT 1902 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** GEORGE UPDYKE

SETTING / CONTEXT The bridge carries one lane of a quiet country road over a minor stream. It is located in a wooded rural setting within sight of scattered modern housing.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The light 3-panel pin-connected Pratt half hip pony truss bridge is supported on random ashlar abutments with wingwalls. Pipe railings remain. Alterations are minimal and include concrete seats, plates welded to the lower panel points and end posts, and replacement stringers. The well-preserved bridge was built by George Updyke, a member of the county bridge committee. One of over 20 bridges of its type in the county, the span exhibits no unusual details and is a representative example.

INFOR MATION

PHOTO: 621:15-17 (02/92) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000146 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 512 OVER LAMINGTON RIVER **FACILITY** CR 512

TOWNSHIP TEWKSBURY TOWNSHIP

TYPE THRU GIRDER **DESIGN** PARTIALLY ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 81 ft **WIDTH** 26 ft

CONSTRUCTION DT 1934 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** PHOENIX BRIDGE COMPANY

SETTING / CONTEXT The bridge carries a 2-lane county road over the Lamington River. It is located in a wooded village setting at the intersection of two moderately traveled roads. It is adjacent to a small retail establishment and parking area. The setting is undistinguished.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed thru girder with floor beams bridge is of built up construction. The original encasement has been partially removed, and a new steel grid deck on rolled risers has been installed. The original metal railing at the cantilevered sidewalk remains. Beam guide rail has been added at the inside face of the girders. A representative example of a common bridge type, the span is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 64:8-11 (06/91) REVISED BY (DATE): QUAD: Gladstone

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1000B5W **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED VALLEY STATION ROAD OVER MUSCONETCONG RIVER **FACILITY** VALLEY STATION ROAD

TOWNSHIP BETHLEHEM TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Steel

 # SPANS 2 **LENGTH** 117 ft **WIDTH** 15.5 ft

CONSTRUCTION DT 1901 **ALTERATION DT** 1958 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT M B CULVER, DIR **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over the Musconetcong River, the county line with Warren County. The bridge is located in a lightly wooded park-like setting that is maintained by a conservation club. The river is channeled by stone weirs upstream. A sharp bend in the road marks the Warren County approach to the bridge.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span pin-connected Pratt half hip pony truss bridge is supported on random stone abutments with wingwalls and a stone pier. Each span is 4 panels. Numerous welded repairs and reinforcing mar the integrity of design. They include additional cover plate to the top chord and verticals, plates at panel points, and reinforcing to bottom chord, additional diagonals, and new floorbeams. One of over 20 Pratt half-hip pony truss bridges in the county, the altered bridge is not distinguished.

INFOR MATION

PHOTO: 620:32, 627:29-33 (02/92) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1001152 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 4.07

NAME & FEATURE INTERSECTED NJ 12 OVER LOCKATONG CREEK **FACILITY** NJ 12

TOWNSHIP KINGWOOD TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 47 ft **WIDTH** 40 ft

CONSTRUCTION DT 1937 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY BRIDGE DIV **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a busy 2-lane with shoulders state highway over a minor stream. It is located in a wooded setting on a moderately traveled arterial highway. The land is used for a mix of agriculture, residences, and retail businesses.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge has concrete abutments, stepped wing walls, and concrete balustrades. The style and type was used extensively by the State Highway Department Bridge Division in the highway expansion projects in the era between the world wars. It is one of over 75 stringer bridges in the county and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 66:23A-24A (07/91) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1001154 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 6.41

NAME & FEATURE INTERSECTED NJ 12 OVER BRANCH OF WICKECHOEKE CREEK **FACILITY** NJ 12

TOWNSHIP FRANKLIN TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 33 ft **WIDTH** 40 ft

CONSTRUCTION DT 1937 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries two-lane with shoulders New Jersey State 12 over a branch of the Wickechoeke Creek. It is located in a wooded setting on a moderately traveled arterial highway. The land is used for a mix of agriculture, residences, and retail businesses.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed concrete encased steel stringer bridge has concrete abutments and concrete balustrades. Similar to other bridges located along NJ 12, it is a common bridge type designed by the State Highway Department Bridge Division. One of over seventy-five stringer spans in the county, it is not historically or technologically noteworthy.

INFOR MATION

PHOTO: 66:25A-26A;616:14-16 (02/92) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1001155 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 7.12

NAME & FEATURE INTERSECTED NJ 12 OVER WICKECHOEKE CREEK **FACILITY** NJ 12

TOWNSHIP DELAWARE TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 54 ft **WIDTH** 40 ft

CONSTRUCTION DT 1939 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries two-lane State NJ 12 over Wickechoeke Creek. It is located in a wooded setting on a moderately traveled arterial highway. The land is used for a mixture of agriculture, residences, and retail businesses.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed encased steel stringer bridge has concrete abutments, stepped concrete wingwalls, and concrete balustrades. Similar in design to other bridges along NJ 12, this is a type commonly used by the county and the state in the pre-WW II era of dramatic road expansion. It is not historically or technologically significant.

INFOR MATION

PHOTO: 66:27A 611:5A-6A (01/92) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1002150 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 10.95

NAME & FEATURE INTERSECTED NJ 12 OVER WALNUT (MINE) BROOK **FACILITY** NJ 12

TOWNSHIP RARITAN TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 46 ft **WIDTH** 40 ft

CONSTRUCTION DT 1939 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY BRIDGE DIV **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries two lanes and shoulders of New Jersey Route 12 over Walnut (Mine) Brook. It is located in a wooded urban area on the edge of the congested Flemington shopping area. Shops and parking lots are predominant features. It carries heavy traffic.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed concrete encased stringer bridge is supported on concrete abutments and has concrete balustrades with metal guide railings. It is a representative example of the type commonly constructed by the State Highway Department Bridge Division in the pre-WW II highway expansion projects. It is not historically or technologically noteworthy.

INFOR MATION

PHOTO: 61:21A-22A (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1003150 **CO** HUNTERDON **OWNER** STATE AGENCY **MILEPOINT** 63.67

NAME & FEATURE INTERSECTED RARITAN VALLEY LINE RR OVER CR 173 **FACILITY** RARITAN VALLEY LINE (CNJ)

TOWNSHIP BETHLEHEM TOWNSHIP

TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 68 ft **WIDTH** 56 ft

CONSTRUCTION DT 1914 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT CNJ RR OFFICE OF ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a single track of NJT's Raritan Valley Line over a busy two-lane county road that at one time was NJ 22. At the time it was built, the bridge carried two lines of track. The roadway dips and curves immediately after the bridge.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed elliptical reinforced concrete arch bridge has sloped wingwalls and pipe railings at the track level. A line corresponding to the arched opening is scored in the concrete. The bridge is a representative example of a common bridge type, and it is neither technologically innovative nor historically significant. The Central Railroad of New Jersey developed its right-of-way to the Pennsylvania coal fields beginning between 1849 and 1852.

INFOR MATION

PHOTO: 620:30-31 (02/92) REVISED BY (DATE): QUAD: Bloomsbury

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1004151 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 13.32

NAME & FEATURE INTERSECTED NJ 173 OVER SOUTH BRANCH RARITAN RIVER **FACILITY** NJ 173

TOWNSHIP CLINTON TOWN

TYPE THRU GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 188 ft **WIDTH** 40 ft

CONSTRUCTION DT 1926 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries a busy 2-lane with shoulders state highway over the South Branch of the Raritan River. It is located adjacent to the well-preserved 19th-century village of Clinton on the bypass road. The south end is next to a small park and the Clinton House, a restored 19th century inn. It is located on old NJ 9, the original Clinton bypass.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-span fully encased thru girder with floor beams bridge is supported on concrete abutments and concrete piers. There is a slight camber to the span. A standard-design metal railing with concrete posts encloses the cantilevered sidewalk. A representative example of a common state design and bridge type , the span is not technologically or historically distinguished.

INFOR MATION

PHOTO: 612:21-22 (01/92) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1005151 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 20.08

NAME & FEATURE INTERSECTED US 22 OVER CENTRAL RR OF NJ **FACILITY** US 22

TOWNSHIP CLINTON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 134 ft **WIDTH** 76 ft

CONSTRUCTION DT 1937 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries busy four lane US Route 22 over one line of the Central Railroad of New Jersey. It was originally built to cross two lines of track. It is located in a rural setting of open fields and sparse housing.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Central Railroad of NJ Main Line Corridor. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95. DOE 11/30/95.

SUMMARY The skewed three span encased steel stringer bridge is supported on concrete abutments with wingwalls and column bents with crash walls. It has concrete balustrades on either side. It is an undistinguished example of the design commonly used by the county and state for both highway and railroad overpasses prior to World War II. Although well-preserved, it is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 612:23-24 (01/92) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1005153 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 21.61

NAME & FEATURE INTERSECTED US 22 OVER BRANCH OF ROCKAWAY CREEK **FACILITY** US 22

TOWNSHIP LEBANON BOROUGH

TYPE RIGID FRAME **DESIGN** **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 26 ft **WIDTH** 74 ft

CONSTRUCTION DT 1942 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries a very busy 4-lane state highway over a minor stream. It is located in a thinly wooded rural setting near modern housing and commercial development.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed rigid frame concrete bridge with haunches has concrete wingwalls and standard-design concrete balustrades. The bridge is a representative example of a bridge type first used in this country in the early 1920s. This example was built in 1942, and it is not technologically or historically distinguished.

INFOR MATION

PHOTO: 625:13-14 (03/92) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1005156 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 22.86

NAME & FEATURE INTERSECTED US 22 OVER BRANCH OF ROCKAWAY CREEK **FACILITY** US 22

TOWNSHIP CLINTON TOWNSHIP

TYPE SLAB **DESIGN** **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 23 ft **WIDTH** 122 ft

CONSTRUCTION DT 1942 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries a busy 4-lane state highway with a wide grassy median over a minor stream. It is located in a wooded rural setting near open fields. Sparse modern housing and commercial development are nearby.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The short but very wide concrete slab bridge is supported on concrete abutments with wingwalls. Concrete balustrades delineate the border of the bridge. Just a representative example of a common bridge type, the span is a standard State Highway Department style and design that is well represented in New Jersey. This span is not technologically or historically distinguished.

INFOR MATION

PHOTO: 625:15-16 (03/92) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1005162 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 25.67

NAME & FEATURE INTERSECTED US 22 EB OVER SOUTH BR ROCKAWAY RIVER **FACILITY** US 22 EASTBOUND

TOWNSHIP READINGTON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 67 ft **WIDTH** 37 ft

CONSTRUCTION DT 1945 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries two lanes and shoulders of a busy arterial highway over the South Branch of Rockaway River. It is located in a thinly wooded suburban setting.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge is supported on concrete abutments with wingwalls, and concrete pier. It has concrete balustrades. One of over 75 stringer bridges in the county, the design was commonly used by the county and state in the pre-WW II road improvement projects. It is not technologically or historically significant.

INFOR MATION

PHOTO: 622:11-12 (02/92) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1006151 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 18.76

NAME & FEATURE INTERSECTED NJ 29 OVER SWAN CREEK **FACILITY** NJ 29 (S MAIN ST)

TOWNSHIP LAMBERTVILLE CITY

TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 40 ft **WIDTH** 25 ft

CONSTRUCTION DT 1918 **ALTERATION DT** **SOURCE** STYLE/NJDOT

DESIGNER/PATENT NJ STATE HWY BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries two lanes and two sidewalks of the narrow main street of Lambertville over Swan Creek. It is on a street of early- to mid-19th century homes, and adjacent to a handsome 1875 firehouse. It is located within the Lambertville Historic District, recognized for its 19th-century architectural, industrial, and transportation history, but it was constructed after the 19th-century period of significance described in the nomination and is thus a noncontributing resource.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Contribute status unresolved. Listed. Lambertville Historic District. 06/30/1983. Not Rated.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The reinforced concrete elliptical arch bridge with concrete parapets is relatively unaltered. It continues the local tradition of constructing arch bridges, five others in Lambertville crossing the Swan Creek (1000056, 100Y040, 100Y041, 1019150,1019150). Together they document arch bridge building technology over a 50-year period. The bridge is not technologically distinguished, and it was built after the period of significance of the Lambertville Historic District. It is noncontributing.

INFOR MATION

PHOTO: 68M:29-30 (07/91) REVISED BY (DATE): QUAD: Lambertville

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1007159 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 22.97

NAME & FEATURE INTERSECTED NJ 29 OVER WICKECHEOKE CREEK **FACILITY** NJ 29

TOWNSHIP STOCKTON BORO

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 116 ft **WIDTH** 30 ft

CONSTRUCTION DT 1934 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT W.E. ROBERTS, CO. ENG. **BUILDER** DELTA CONSTRUCTION

SETTING / CONTEXT The bridge carries two-lane NJ 29 over the Wickecheoke Creek. It is located in a wooded area, at the crossroads of NJ 29 and the Kingwood-Stockton Road. It is adjacent to the National Register-listed Prallsville Industrial District, an important mill complex, but this bridge is well outside the district's period of significance and is not a contributing element to the district. Stone abutments from an earlier span are located a few yards downstream.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed, concrete encased steel stringer bridge is supported on concrete piers, abutments, and wingwalls. Typical concrete balustrades end in concrete posts bearing commemorative plaques listing the names of the freeholders, date and builder. The concrete fascia is paneled. The bridge, similar in design to others along NJ 29, is typical of those built by the county and state in the pre-WW II road improvement projects. It lacks technological or historical significance.

INFOR MATION

PHOTO: 615:39-42 (02/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1009150 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 33.17

NAME & FEATURE INTERSECTED NJ 29 OVER COPPER CREEK **FACILITY** NJ 29

TOWNSHIP KINGWOOD TOWNSHIP

TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 25 ft **WIDTH** No Data

CONSTRUCTION DT 1910ca **ALTERATION DT** 1936 **SOURCE** STYLE/INSCRIPTION

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries two lanes plus shoulders of NJ 29 and a dirt access road over Copper Creek. It is located in a wooded rural setting of sparse modern housing. The bridge crosses Copper Creek at the point where the creek enters the Delaware River.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed earth-filled concrete deck-arch bridge with wingwalls was widened in 1936. The older section, which carries a dirt road, is constructed of large aggregate, non-reinforced concrete, circa 1910. The newer portion is reinforced concrete inscribed with the date 1936. Although the older section documents the use of non-reinforced concrete in arch construction, it is altered and not a particularly early use of the material. The span is not technologically or historically distinguished.

INFOR MATION

PHOTO: 627:24-26,69:21 (04/92) REVISED BY (DATE): QUAD: Frenchtown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100A004 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 3.1

NAME & FEATURE INTERSECTED CR 614 OVER HAKIHOKAKE CREEK **FACILITY** CR 614

TOWNSHIP ALEXANDRIA TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 23 ft **WIDTH** 25.1 ft

CONSTRUCTION DT 1927 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT GRANT DAVIS, CO ENG **BUILDER** SNOOK BROTHERS

SETTING / CONTEXT The single span two lane stringer bridge carries lightly traveled County Route 614 over Hakihohake Creek. It is located in a wooded rural setting near open fields adjacent to a 19th century stone house.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge is supported on concrete abutments with wingwalls. It has paneled concrete parapets. The abutments have been modified with concrete for scour protection. One of over seventy-five stringer bridges, the design was commonly used by the county and the state in the post-WW I road improvement projects. It is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 624:25-26 (03/92) REVISED BY (DATE): QUAD: Frenchtown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100C026 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CRATETOWN ROAD OVER PRESCOTT BROOK **FACILITY** CRATETOWN ROAD

TOWNSHIP CLINTON TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Steel

 # SPANS 1 **LENGTH** 40 ft **WIDTH** 15.4 ft

CONSTRUCTION DT 1901 **ALTERATION DT** 1960ca **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over a minor stream. It is located in a rural wooded setting with sparse modern development. It is adjacent to an old mill race. No above ground resources from the mill remain.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed 3-panel pin-connected half hip Pratt pony truss is supported on ashlar abutments with wingwalls. Loop forged eye rods form the bottom chord. Floorbeams are original. Welded additions and repairs including additional diagonals and bottom chord members, and plates welded to panel points mar the original design and type. One of over 20 half-hip pony truss spans in the county, other documented examples of the well-represented type are more complete (10WD120). The bridge is not noteworthy.

INFOR MATION

PHOTO: 623:20-21 (02/92) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100C032 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PAYNE ROAD OVER PRESCOTT BROOK **FACILITY** PAYNE ROAD

TOWNSHIP CLINTON TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Metal

 # SPANS 1 **LENGTH** 47 ft **WIDTH** 15.8 ft

CONSTRUCTION DT 1899 **ALTERATION DT** 1953 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT WROUGHT IRON BRIDGE CO. **BUILDER** WROUGHT IRON BRIDGE CO.

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over a minor stream. It is located in a wooded rural setting near open fields and sparse housing.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed 3-panel traditionally composed Pratt half hip pony truss bridge is pin-connected. Cast iron end post connections are used at the top and bottom chords. It is supported on random ashlar abutments and wingwalls. Welded additions include duplicate diagonals and bottom chord members and plates added to panel points. Although a documented bridge with an interesting detail, alterations have compromised the integrity and technological significance of the bridge. More complete examples exist.

INFOR MATION

PHOTO: 623:15-19 (02/92) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100D325 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LOWER CREEK ROAD OVER WICKECHEOKE CREEK **FACILITY** LOWER CREEK ROAD

TOWNSHIP DELAWARE TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 2 **LENGTH** 103 ft **WIDTH** 13.3 ft

CONSTRUCTION DT 1915ca **ALTERATION DT** 1969, 1977 **SOURCE** STYLE/COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly travelled country road over a minor stream in a wooded rural setting. It is near an early 19th century farmstead and open fields.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span Warren with verticals pony truss bridge is of riveted construction. Spans have 4 panels each. The east abutment is stone and the west abutment and pier are concrete dating from 1969. The wide profile floorbeams appear to be original and are attached with some square-nut bolts. This bridge of undocumented age replaced an 1899 Pratt pony truss by the WIBC. This bridge is exhibits no distinctive construction details. It is an undistinguished example of what is a common local type.

INFOR MATION

PHOTO: 613:14-18 (02/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100D383 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED FERRY ROAD OVER PLUM BROOK **FACILITY** FERRY ROAD

TOWNSHIP DELAWARE TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Steel

 # SPANS 1 **LENGTH** 48 ft **WIDTH** 15.9 ft

CONSTRUCTION DT 1901 **ALTERATION DT** 1933 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT M B CULVER, DIR **BUILDER** UNKNOWN

SETTING / CONTEXT The one-lane bridge carries a quiet country road over a minor stream. It is located in a wooded rural setting with scattered well-maintained modern housing and a farms.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-panel Pratt pin-connected half-hip pony truss bridge is supported on random ashlar abutments with wing walls. The abutments have been reinforced with concrete toe walls. Washers separate the eye bars in the lower pin connections. Alterations include welded plates at the panel points, additional diagonals, and outriggers. The original design has been compromised and render the bridge a technologically undistinguished example of a well-represented bridge type in the county.

INFOR MATION

PHOTO: 614:32-38 (02/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100D388 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LOCKTOWN-FLEMINGTON ROAD OVER PLUM BROOK **FACILITY** LOCKTOWN FLEMINGTON ROAD

TOWNSHIP DELAWARE TOWNSHIP

TYPE PONY TRUSS **DESIGN** OTHER **MATERIAL** Steel

 # SPANS 1 **LENGTH** 29 ft **WIDTH** 13.7 ft

CONSTRUCTION DT 1900 **ALTERATION DT** 1975ca **SOURCE** COUNTY RECORDS

DESIGNER/PATENT J E BOWNE FREEHOLDER **BUILDER** J W SCOTT, FLEMINGTON NJ

SETTING / CONTEXT The bridge carries one lane of a quiet country road over a minor stream in a wooded setting with sparse housing. It is at the crossroads of three lightly traveled country roads. The setting is unspoiled.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-panel pony truss bridge is a hybrid modified Warren design with predominantly riveted connections. The reinforced floorbeam is suspended from a pin at the lower panel points. A non-functioning vertical rod extends from the pin and is secured to the top chord by a ball finial. The original lattice railings remain. It's similar to nearby 100D390. Despite 1970s minor alterations, the original design is preserved. It is historically significant as the work of a local fabricator and its design.

INFOR MATION

BIBLIOGRAPHY:
Hunterdon County Engineer's Office, Bridge card D388.
Schmidt, Hubert G. Rural Hunterdon: An Agricultural History. New Brunswick: Rutgers University Press, 1945.

PHYSICAL DESCRIPTION: The two-panel, pin-connected slightly skewed Warren pony truss bridge has several unusual features. The top chord is a riveted box member consisting of angles and plate and a continuous cover plate, bent at the inclined end posts. Gusset plates secure the diagonals at the lower panel points. The bottom chord and diagonals are toe-in angles. The vertical member, a modification to the original design made after 1974, consists of two angles with a center separating batten and a central rod which threads through the top chord into a fastening finial. The bottom of the rod is a forged loop that passes around the pin that U hanger for the single flame-cut floor beam. The bridge is supported on random fieldstone abutments with wingwalls. The original medallion and lattice railing remains, but collision damage has buckled the east end post and railing. Concrete scour protection has been added, and a concrete toe wall has been added to the east abutment. Other minor repairs include welded reinforcing plates at the bottom of one inclined end post.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The diminutive pony truss bridge is technologically distinguished because it is a hybrid design variation on a Warren truss that reflects the experimental nature of metal truss bridge design in the 19th century. One of two nearly identical spans built over Plum Brook between 1900 and 1903, the designer is not documented, but it is probable that it was the builder of both spans, J. W. Scott, a fabricator from Flemington. According to Hubert Schmidt, Scott operated a foundry which specialized in the manufacture of iron bridges "during the latter part of the nineteenth century." (Schmidt, 220.) Scott also built two thru-truss bridges at Woodfern in Somerset County (18B0511, 18B0512). Like its companion (100D390), the bridge has minor alterations and repairs, but its design integrity and setting have not been compromised. The two bridges are the only documented examples of their design in the state, and while not representing the state of engineering or understanding of sound engineering principles of their day, do represent the variety and idiosyncrasy of bridge designs that characterize the heyday of the metal truss bridge era. Because both bridges are relatively well preserved, both have been evaluated as significant.

Boundary Description and Justification: The bridge is evaluated as individually significant. The boundary is thus limited to the bridge itself and includes the superstructure and substructure.

PHOTO: 614:21-23 (02/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100D390 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED STONE SIGN POST ROAD OVER PLUM BROOK **FACILITY** STONE SIGN POST ROAD

TOWNSHIP DELAWARE TOWNSHIP

TYPE PONY TRUSS **DESIGN** OTHER **MATERIAL** Steel

 # SPANS 1 **LENGTH** 30 ft **WIDTH** 15.5 ft

CONSTRUCTION DT 1903 **ALTERATION DT** 1960ca, 2000 **SOURCE** PLAQUE/CO. RECORDS

DESIGNER/PATENT **BUILDER** J W SCOTT, FLEMINGTON

SETTING / CONTEXT The bridge carries one lane of a lightly traveled road over a minor stream in a wooded rural setting. A modern home adjacent to the bridge is the only structure in view.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed 2-panel pony truss bridge supported on stone abutments is a hybrid design based on a Warren truss. The floorbeam is suspended by a U-bolt and pin at the panel point. A vertical rod extends between the pin and the top chord where it is held by a ball finial. There are welded strengthening ca. 1960, but the bridge is of unusual design, and it was built by a local fabricator. It is one of two nearly identical spans (100D388), and it is historically and technologically significant.

INFOR MATION

Bibliography:
Hunterdon County Engineer. Bridge File: D39.
Schmidt, Hubert. Rural Hunterdon: An Agricultural History. 1945.

Physical Description: The 30'-long, one-span hybrid pony truss bridge is a modified Warren truss that incorporates design elements that are not well founded in standard engineering practice. The top chord and inclined end posts of the two-panel bridge is a riveted box member consisting of toe-in angles with riveted cover plate. An additional cover plate has been welded to the original cover plate on the top chord. The interior diagonals and bottom chord consist of a pair of angles with battens. All connections are riveted gusset plates. The only floor beam is hung by a U bolt that passes over a pin at the interior panel point. The floor beam is totally supported by the bottom chord, but the design includes a curious arrangement of a non-functional loop-forged eye rod that extends from the pin to the top chord, where the rod is anchored by a ball final. The member does not provide the usual bracing of the top chord. Welded outrigger has been added since 1974 to the center panel point to provide lateral bracing. The bearings are sliding plates, and the abutments are rubble-coursed fieldstone.

Historical and Technological Significance: The diminutive hybrid variation of a Warren pony truss bridge is unusual in its design with a non-functional eye bar connecting the lower panel pin floor beam hanger pin with the top. One of two nearly identical spans built for the county between 1900 and 1903 by local designer and fabricator J.W. Scott of Flemington, it is significant as an example of the variety of idiosyncratic designs generated by the late-19th century desire to produce strong but economical metal truss bridges during the last quarter of the 19th century and the first decade of the 20th. This and its nearby companion (100D390 that is also evaluated as significant) over the same feature in the same township are the only documented example of this variation on a Warren truss in the state.

The span was designed and built by James W. Scott, a Scot who operated a foundry which specialized in the manufacture of iron bridges "during the latter part of the nineteenth century" (Schmidt, p. 220). Scott also built bridges in Somerset County with the two-span pin-connected Pratt thru truss at Woodfern Road in Branchburg Township in Somerset County (18B0511, 18B0512) being one of the largest. It is known that Scott bid many jobs in both Hunterdon and Somerset counties. Historically he and his small operation represent how bridges were built in the era before the rise of the professional county engineer. Fabricators, like Scott, not only submitted both designs as well as actual construction bids to the bridge committee of the Board of Chosen Freeholders, who spent a large percentage of the time dealing with the construction of bridges on local roads. A fabricator often submitted more than one bid for each bridge, as the county-generated request for bids did not specify a bridge type prior to the hiring of the county engineer who designed and spec'ed bridges rather than relying on the fabricators to do so.

Boundary Description and Justification: The bridge is evaluated as individually distinguished. The boundary is thus limited to the substructure and superstructure of the span itself.

PHOTO: 614:27-31 (02/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100D424 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LOCKTOWN-SERGEANTSVILLE ROAD OVER PLUM BROOK **FACILITY** LOCKTOWN SEAGEANTSVILLE ROAD

TOWNSHIP DELAWARE TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 1 **LENGTH** 47 ft **WIDTH** 23.9 ft

CONSTRUCTION DT 1910ca **ALTERATION DT** 1947 **SOURCE** STYLE/COUNTY ENGNR

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane lightly traveled rural road over a minor stream in a wooded rural setting. Nearby are open fields and scattered 18th- and 19th-century homes.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-panel riveted Warren pony truss bridge is supported on ashlar abutments which have been widened with concrete. One wingwall is stone, the others are concrete. When the bridge was widened in 1947, the entire flooring system was redone. The top chord of back-to-back angles has an added welded cover plate, and welded reinforcing has been added to upper panel points. Design integrity has been compromised. The undocumented, altered span is one of more than 20 similar bridges in the county.

INFOR MATION

PHOTO: 613:34-37 (02/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100D488 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OLD MILL ROAD OVER WICKECHOEKE CREEK **FACILITY** OLD MILL ROAD

TOWNSHIP DELAWARE TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Metal

 # SPANS 1 **LENGTH** 49 ft **WIDTH** 11 ft

CONSTRUCTION DT 1899 **ALTERATION DT** 1955 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT WROUGHT IRON BRIDGE CO. **BUILDER** WROUGHT IRON BRIDGE CO.

SETTING / CONTEXT The bridge carries one lane of a quiet country road over a minor stream in a wooded rural setting, near an 18th-century mill converted to a house. The surrounding area is residential with scattered houses dating from the 18th through the 20th centuries.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed 3-panel Pratt half hip pony truss bridge is pin-connected with cast iron connectors. The west abutment is stone encased in concrete. The east abutment and wingwalls were rebuilt in concrete in 1955. The bottom chord is stamped eye bars with shop numbers. Many welded alterations, including plates on the top chord and the cast connections, additional diagonals, and outriggers. The cast details are found on better preserved bridges in the county. This altered span is not distinguished.

INFOR MATION

PHOTO: 613:27-31 (02/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100E171 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 602 OVER TRIBUTARY OF BACK BROOK **FACILITY** CR 602

TOWNSHIP EAST AMWELL TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 1 **LENGTH** 44 ft **WIDTH** 24 ft

CONSTRUCTION DT 1937 **ALTERATION DT** **SOURCE** COUNTY

DESIGNER/PATENT STACEY WIDDICOMBE **BUILDER** WELDING ENGINEERS INC

SETTING / CONTEXT The bridge carries a 2-lane county road over a tributary of Back Brook. It is located in a wooded rural setting on a moderately traveled road. The land is used for agriculture.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The totally welded 4-panel Warren with verticals pony truss bridge was constructed in 1937. It is supported on abutments that are random ashlar on the downstream side and concrete on the upstream side. Wingwalls are stone. All members are either H or I sections. The bridge is the earliest remaining all welded construction bridge in the county. The technology, which is still being used for truss bridges, was utilized by the railroads as early as 1928. The structure is the largest of all the welded truss bridges and has exceptionally deep floor beams. The structure does not convey the historic period and the rural context where welded truss bridges traditionally were built has been compromised. This structure is not individually eligible for listing in the National Register of Historic Places and does not contribute to an historic district.

INFOR MATION

PHOTO: 611:15A-16A (01/92) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100E228 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED RAINBOW HILL ROAD OVER NESHANIC RIVER **FACILITY** RAINBOW HILL ROAD

TOWNSHIP EAST AMWELL TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 2 **LENGTH** 153 ft **WIDTH** 13.5 ft

CONSTRUCTION DT 1905ca **ALTERATION DT** **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a quiet country road over the Neshanic River in a densely wooded rural setting with sparse settlement.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span bridge is composed of riveted 5-panel Warren with verticals pony trusses supported on concrete-capped random ashlar abutments with wingwalls and a concrete pier. A concrete toe wall was added to the pier in 1984. The bridge exhibits no unusual construction details. The verticals and diagonals are laced angles. Repairs are minimal, but the bridge is undocumented both to date and fabricator. It is an undistinguished example of a well-represented county bridge type.

INFOR MATION

PHOTO: 68:6A-8A (06/91) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100E236 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WELISEWITZ ROAD OVER TRIBUTARY OF BACK BROOK **FACILITY** WELISEWITZ ROAD

TOWNSHIP EAST AMWELL TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 1 **LENGTH** 44 ft **WIDTH** 16.6 ft

CONSTRUCTION DT 1925 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT GRANT DAVIS, CO ENGINEER **BUILDER** SNOOK AND SONS

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over a minor stream. It is located in a wooded rural setting with sparse housing.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed 3-panel Warren with verticals riveted pony truss bridge bears on random ashlar abutments with wingwalls. The abutments have concrete caps. The upper railing is pipe, and the lower is welded channel. No welded repairs are apparent. Although well preserved, the bridge exhibits no distinctive details and is just a representative example of a well-represented local type. One of over 25 Warren pony truss bridges in the county, it is not historically or technologically distinguished.

INFOR MATION

PHOTO: 68:43A-44A, 1A (07/91) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100E239 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED CR 609 OVER BACK BROOK **FACILITY** CR 609 (MANNERS ROAD)
TOWNSHIP EAST AMWELL TOWNSHIP
TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel
 # SPANS 1 **LENGTH** 65 ft **WIDTH** 15.4 ft

CONSTRUCTION DT 1914 **ALTERATION DT** **SOURCE** PLAQUE
DESIGNER/PATENT GRANT DAVIS, CO ENGINEER **BUILDER** DOVER BOILER WORKS

SETTING / CONTEXT The bridge carries one lane of a quiet country road over a minor stream in a wooded rural setting, adjacent to a plant nursery.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 4-panel Warren with verticals pony truss of riveted construction bears on concrete abutments with stone wingwalls. The use of heavy box sections in the design is an example of a secondary stress design. Floorbeams are riveted to angles which are riveted to the gusset plates at the lower panel points. The pipe railings are original. There are some welded repairs. The bridge is a noteworthy example of the work of local fabricator The Dover Boiler Works that was active until at least 1919.

INFOR MATION

BIBLIOGRAPHY:
Hunterdon County Engineer's Office, Bridge Card E239.
Hunterdon County Master Plan: Sites of Historic Interest. 1979.

PHYSICAL DESCRIPTION: The four panel, 65'-long, Warren with verticals pony truss bridge of riveted construction is supported on concrete abutments. The top chord and inclined end posts are built-up box members composed of channels, toe in, with riveted cover plate on the top and lacing on the underside. Verticals are composed of angles with lacing as are the interior diagonals. The bottom chord is plate riveted at the panel points to square gusset plates. The floor beams are attached to the panel points by riveted angle hangers. The pipe railing on the bridge and one approach is original. The bridge has a concrete deck. Modifications to the original design are minimal, limited primarily to small welded repairs and concrete reinforcement.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: In addition to being technologically distinguished as a notable representative example of a riveted Warren pony truss bridge, the 1914 span is historically significant as a well-preserved example of the work of The Dover Boiler Works. The Dover, New Jersey firm is documented as having begun fabrication of bridges in 1901 (Darnell, 32), and they continued building truss bridges in Hunterdon, Somerset, and Morris counties through at least 1919.

The riveted Warren pony truss was one of the most common bridge types in this country during the last decade of the 19th and first three decades of the 20th centuries. The Warren pony truss bridge is well represented in Hunterdon county where 25 dating from the 20th century survive. This example was evaluated as a significant representative example because of its state of preservation, integrity of setting, and historical association with a local fabricator.

Boundary Description and Justification: The span is located on an unspoiled country road. It is individually distinguished, so the significant boundary is limited to the span itself.

PHOTO: 68:34A-37A (07/91) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.
Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US
November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100E240 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 609 OVER NESHANIC RIVER **FACILITY** CR 609 (MANNERS ROAD)

TOWNSHIP EAST AMWELL TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 1 **LENGTH** 60 ft **WIDTH** 20 ft

CONSTRUCTION DT 1920ca **ALTERATION DT** 1957 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane county road over the Neshanic River in a wooded rural setting. The surrounding land is used for agricultural purposes.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 5-panel Warren with verticals pony truss uses riveted construction. It is supported on concrete abutments with wingwalls. It was installed at this site in 1957, replacing an 1830 2-span stone arch bridge, and it appears that it is an earlier truss rebuilt for this location. The original date of the trusses is not documented, but stylistically it is a ca. 1920 span. The bridge is a representative example of a common type and is not technologically or historically distinguished.

INFOR MATION

PHOTO: 68:2A-4A (06/91) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100FC80 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PINE HILL ROAD OVER SOUTH BRANCH RARITAN RIVER **FACILITY** PINE HILL ROAD

TOWNSHIP FRANKLIN TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Steel

 # SPANS 2 **LENGTH** 92 ft **WIDTH** 12 ft

CONSTRUCTION DT 1900ca **ALTERATION DT** 1983ca **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly trafficked unimproved rural road over the South Branch of the Raritan River. It is located in a well-preserved wooded setting that includes a camp and a nature preserve.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The traditionally composed pin-connected half hip Pratt pony truss is two spans, each 4 panels. It is supported on random stone abutments and a pier. Lattice railings remain. The bridge has been significantly modified. Welded additions include plates at panel points, reinforcing of the lower chords, repair plates on diagonals, and outriggers. On two panels the floorbeams are hung from the top chord using bolts and hangers. The span is too altered to be technologically significant.

INFOR MATION

PHOTO: 619:26-29 (02/92) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100H001 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 19.45

NAME & FEATURE INTERSECTED CR 519 OVER MILFORD CREEK **FACILITY** CR 519

TOWNSHIP HOLLAND TOWNSHIP

TYPE SLAB **DESIGN** **MATERIAL** Reinforced Concrete

 # SPANS 2 **LENGTH** 27 ft **WIDTH** 28 ft

CONSTRUCTION DT 1942 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries a 2-lane country road over a minor stream in an agricultural setting. A picnic area and sundry stand are adjacent to one corner of the bridge.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span reinforced concrete slab bridge is supported on concrete abutments with wingwalls. The north abutment incorporates an earlier stone abutment. The central pier is also concrete. The original pipe railing remains on the downstream side only. Beam guide rails have been added. The short span is a common type, and it is not historically or technologically distinguished.

INFOR MATION

PHOTO: 629:5A-6A (07/91) REVISED BY (DATE): QUAD: Frenchtown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100H093 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED JAVES ROAD OVER HAKIHOHAKE CREEK **FACILITY** JAVES ROAD

TOWNSHIP HOLLAND TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT **MATERIAL** Steel

 # SPANS 1 **LENGTH** 53 ft **WIDTH** 20 ft

CONSTRUCTION DT 1940 **ALTERATION DT** **SOURCE** CO. RECORDS/PLAQUE

DESIGNER/PATENT FRANK BOHREN, CO ENG Apgar & W **BUILDER** UNKNOWN

SETTING / CONTEXT The truss bridge carries a lightly traveled two-lane road over Hakihohake Creek. It is located in a wooded rural setting with sparse modern housing nearby.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Structure might have significance as part of local truss bridge multiple property designation.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The skewed 3-panel Pratt pony truss bridge of welded construction is supported on concrete abutments with wingwalls. The top flanges of stringers are embedded in the concrete deck. The top chord and end posts are H sections. The diagonals and lower chords are also rolled section. The unaltered bridge is a representative example of its type and design, and is one of 3 post-1935 welded truss bridges in the county. Not the earliest of a construction technology used by the railroads since 1928 and as roadway bridges since 1934, the structure is not individually eligible for listing in the National Register of Historic Places and does not contribute to an historic district.

INFOR MATION

PHOTO: 620:16-19 (02/92) REVISED BY (DATE): QUAD: Frenchtown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100J001 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET OVER SOUTH BR RARITAN RIVER **FACILITY** MAIN STREET

TOWNSHIP CALIFON BOROUGH

TYPE STRINGER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 100 ft **WIDTH** 24 ft

CONSTRUCTION DT 1887 **ALTERATION DT** 1985 **SOURCE** PLAQUE

DESIGNER/PATENT I. P. BARTLEY & CO. **BUILDER** I. P. BARTLEY & CO. (1887)

SETTING / CONTEXT The bridge carries 2-lane wide Main Street over the South Branch of the Raritan River. It is located in the Califon Historic District, surrounded by 19th century residences and shops. Described in the nomination as "a documentary of life in a small 19th century rural based village," Califon was a stop on the High Bridge Railroad. The bridge was part of the farmers' access to market.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible. Listed. Califon Historic District. 10/14/1976. Contributing.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY In order to retain the 1887 full hip, pin connected Pratt thru truss bridge, it was widened and converted to a stringer span in 1985. The ashlar abutments were extended with concrete. The original lateral, sway, and portal braces were spliced with in kind material to accommodate the widening. The original plaque, cresting, and ball finials remain. Although it has been widened, the trusses themselves are well preserved. As a result, the structure retains Its individual eligibility for listing in the National Register of Historic Places under Criteria A and C, and remains a contributing element of the Califon Historic District.

INFOR MATION

BIBLIOGRAPHY:
Hunterdon County Engineer's Office Bridge card J1.
Hunterdon County Master Plan: Sites of Historic Interest. 1979.
NJHPO. National Register Files: Hunterdon County; Califon; Califon Historic District.

PHYSICAL DESCRIPTION: The single-span pin-connected thru truss bridge with cantilevered sidewalks was rehabilitated and widened in 1985, when it was converted into a stringer span with a thru-truss superstructure. Prior to 1985 the floor beam hangers and diagonals in the outside panels had been strengthened. The sensitive rehabilitation considered aesthetic elements, duplicating lattice portals and retaining original fabric. Decorative finials, balls, and plaque remain. The plaque identifies the builder as I. P. Bartley of Bartley, N.J. The original pin connections and elongated hangers are still present. The original fieldstone abutments are encased in concrete. Some original steel fabric is stamped "Carnegie."

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The pin-connected Pratt thru truss bridge built in 1887 is individually historically significant as an example of a small local bridge-building firm, I.P. Bartley of Mount Olive Township in nearby Morris County. The bridge is one of less than 5 examples of the firms work. It was widened in 1985 when rolled I-section steel stringers were added beneath the trusses and the bridge functionally became Although the bridge is located within the a stringer rather than a truss span, but the original fabric of the span was preserved.

In addition to its historic significance, the bridge is located in the National Register-listed Califon Historic District. It was not rated in the nomination, but it was built within the period of significance of the district, and it contributes to the historic theme or area of significance of the district. The nomination describes the district as presenting "a documentary of life in a small nineteenth to twentieth century rural-based village in the Musconetcong Valley..." as it existed between the years of 1870 to 1920. The bridge allowed the surrounding farmers access to the mills and railroad station of the village of Califon, and it was thus an important element in the historic development of the village.

Although the bridge has been altered, the alterations were accomplished in a sensitive and non-obtrusive manner. The picturesque bridge contributes to the character of the late Victorian-era street scape. It was a key element in the development of the village as a trading and shipping point. All of these factors argue for inclusion of the structure as a contributing resource to the historic district.

Boundary Description and Justification: The bridge is a contributing resource in an National Register-listed historic district. The bridge and its setting are significant. For a precise delineation of the Califon Historic District boundary, refer to the National Register file at NJHPO.

PHOTO: 68:5-10 (06/92) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100K087 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MILLTOWN ROAD OVER LOCKATONG CREEK **FACILITY** MILLTOWN ROAD

TOWNSHIP KINGWOOD TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 1 **LENGTH** 54 ft **WIDTH** 14.3 ft

CONSTRUCTION DT Unknown **ALTERATION DT** Rebuilt: 1929 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** WILLIAM SCHAAF

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over a minor stream in a wooded rural setting with sparse housing. A dam is located 150' upstream. An altered 19th-century mill and house are next to the bridge. The altered mill is not an eligible resource.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The riveted 4-panel Warren with verticals pony truss bridge is supported on concrete abutments (from 1929) with stone wingwalls. Lattice web railings remain. Floor beam flanges are notched for connection to the verticals. The date of construction is not documented, but county engineer records state it was reconstructed in 1929. Stylistically it appears to be a 20th-century bridge. One of over 25 Warren pony trusses in the county, and it is not technologically nor historically noteworthy.

INFOR MATION

PHOTO: 67:44, 67:1-2 (07/91) REVISED BY (DATE): QUAD: Lumberville, PA

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100L25W **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED POINT MOUNTAIN ROAD OVER MUSCONETCONG RIVER **FACILITY** POINT MOUNTAIN ROAD (CR 645)

TOWNSHIP LEBANON TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Steel

 # SPANS 1 **LENGTH** 76 ft **WIDTH** 15.4 ft

CONSTRUCTION DT 1905 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** SMITH BRIDGE CO., TOLEDO

SETTING / CONTEXT The bridge carries one lane of a lightly travelled rural road over the scenic Musconetcong River, the boundary between Hunterdon and Warren counties. The bridge is located in a wooded rural area.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 5-panel pin-connected half hip Pratt pony truss is supported on stone abutments and concrete backwalls. It exhibits no distinctive design details. The eye bars are stamped. The span is a late example of a common bridge type in the county. While technically undistinguished, it is one of the few documented examples of the Smith Bridge Company of Toledo, a small firm established in 1890. The historical interest is augmented by the fact that the span is well preserved.

INFORMATION

Bibliography:
Hunterdon County Engineer's Office. Bridge File:L-25W.
Darnell, Victor. Directory of American Bridge Building Companies 1840-1900. SIA, 1984.

Physical Description: The 5-panel, pin-connected Pratt half hip pony truss bridge supported on ashlar abutments is 70' long and 15' wide. It is composed of steel sections with the top chord and inclined end post of channels with cover plate and the verticals of channels joined by battens. The eyebars used for the lower chords and diagonals are stamped while the counters are round bars with forged eyes. The rolled I-section floor beams are hung from the panel points on U-shaped suspenders. the roadway deck is wood. alterations appear to be limited to the addition of welded outriggers and a protective rail welded to the inside face of the truss lines.

Historical and Technological Significance: Although a late example of a pin-connected Pratt pony truss bridge, the most common bridge type from the last two decades of the 19th century, the 1905 Point Mountain Road bridge is historically significant because it is the product of a small Ohio bridge fabricator, the Smith Bridge Company of Toledo. Robert W. Smith moved his wood truss bridge works established in 1867 from Tippicanoe City (Ohio) to Toledo in 1869. There he built composite (wood and metal) trusses, and in 1870 he formed Smith Bridge Company which he sold in 1890. The new owners changed the name to Toledo Bridge Company and later sold to American Bridge Company in 1901. Smith, however, went back into business as Smith Bridge Company. How much past 1905 the small operation continued is not known, but this span is one of the few documented examples of their activity in New Jersey.

Smith Bridge Company is historically significant in that its history represents how metal truss bridges were manufactured and marketed during the last quarter of the 19th century. Using standard shapes and fairly standard designs, small companies like Smith Bridge Company fabricated trusses that were marketed to county officials through regional agents. The historical significance of the span is enhanced by the fact that it survives in such a complete state of preservation, and the historical and technological value of the structure combine to make it a significant example of its genre (criterion A). Ohio was a particularly fertile state for bridge fabricating companies which was the home state for giants like Canton's Wrought Iron Bridge Company and smaller concerns like the Massillon Bridge Company and the Champion Bridge Company of Wilmington.

Many of these smaller companies, like Wrought Iron Bridge Company and Toledo Bridge Company, the group that bought Smith's first company in 1890, were amalgamated into J.P. Morgan's and then United States Steel Corporation's American Bridge Company starting in 1900. Although that the American Bridge Company consolidation then controlled 50% of the nation's fabricating capacity (Darnell, p. 85), small concerns like Smith Bridge Company did continue to be successful through the 1900s. The change in technology with the widespread acceptance of the rolled stringer span was the reason most companies like Smith's abandoned their bridge fabricating operations in the 1910s and 1920s (refer to corporate histories of Dover Boiler Works and Berlin Construction Company).

Boundary Description and Justification: Located in an unspoiled wooded setting on a lightly traveled road, the bridge is evaluated as individually significant. Although the setting is pleasant, it does not possess National Register significance. The boundary is thus limited to the superstructure and substructure of the span itself.

PHOTO: 63:35A-37A (06/91) REVISED BY (DATE): QUAD: Washington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100M112 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MILL STREET OVER HAKIHOHAKE CREEK **FACILITY** MILL STREET

TOWNSHIP MILFORD BOROUGH

TYPE PONY TRUSS **DESIGN** OTHER **MATERIAL** Metal

 # SPANS 1 **LENGTH** 46 ft **WIDTH** 14.8 ft

CONSTRUCTION DT 1890ca **ALTERATION DT** **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly traveled road over a minor stream. It is located in a wooded village setting, adjacent to modified 19th- and 20th-century homes, barns, and a converted mill and race downstream from the bridge. The village does not have historic district potential because of alterations and intrusions.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-panel pin-connected queen post pony truss bridge is supported on random ashlar abutments with wingwalls. Rod stock is used for all members except the top chords and end posts, which are built-up. Loop forged eye bar members are joined at the lower panel point by a single pin which also holds the floor beam U hanger. The well preserved, hybrid span is technologically distinguished, and it is also a contributing element to a potential historic district.

INFOR MATION

BIBLIOGRAPHY:
Hunterdon County Master Plan: Sites of Historic Interest, 1979.
Hunterdon County Cultural & Heritage Commission. The First 275 Years of Hunterdon County, 1714-1989. Flemington, New Jersey, 1989.

PHYSICAL DESCRIPTION: The 46'-long bridge is a single span wrought iron pin-connected queen post pony truss span supported on an ashlar substructure. The truss consists of built-up portals and top chord of channels with a top cover plate and battens. The rivets are small and widely spaced. Other members are composed of bar stock with loop-forged eyes at both ends, which is used for the verticals as well as the bottom chords, diagonals, and counters with sleeve nuts for adjustments. The vertical eye bars are more widely spaced at the lower pin connection as they are set outside the eye bars for the diagonals and lower chord. The expansion bearing is a sliding plate on a cast iron masonry, or bearing, plate. The original pipe railings on the bridge and two of the approach wingwalls are original as are the loop-forged brackets that affix them to the trusses. Alterations are minimal. Outriggers have been welded to the top chords and floor beams, and some welding has been done at the bearings.

HISTORICAL AND HISTORICAL SIGNIFICANCE: The 3-panel queen post pony truss bridge is technologically significant as a rare and well-preserved example of its type. It is also noteworthy for its construction details with loop-forged eye bars used for the verticals. The span appears to be of wrought iron, and while not documented in the records of the Hunterdon County engineer, stylistically the span dates to ca. 1890. The bridge is well preserved, and it ranks as one of the several idiosyncratic pony truss spans in the county. It is important in documenting the evolution of metal truss bridge design, which as late as 1890 was still an era of experimentation in both design and material use.

In addition to its technological significance, the bridge is a contributing resource in a potential historic district. It is located on the northeastern edge of the borough of Milford, a well-preserved 19th-century settlement. Milford, once known as "Burnt Mills," was, by 1880, a center for lumber and agricultural trade on the Delaware River. It boasted three churches, four stores, two hotels, two gristmills (one of which is within site of the bridge), a sawmill, a drug store, a hardware store, a carriage shop, two blacksmiths, a post office and a railroad depot serviced by the Belvidere & Delaware Railroad. Despite some late-20th century development, Milford retains its 19th century character, and the Mill Street bridge dates from its period of significance, which extends through World War I.

Boundary Description and Justification: The bridge is individually distinguished, but it is also located on the northeast edge of the potential historic district of Milford village. Thus the bridge and its surroundings are significant.

PHOTO: 620:7-12 (02/92) REVISED BY (DATE): QUAD: Frenchtown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100P172 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 610 OVER LITTLE NISHISAKAWICK CREEK **FACILITY** CR 610

TOWNSHIP FRENCHTOWN BORO

TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 46 ft **WIDTH** 31 ft

CONSTRUCTION DT 1940 **ALTERATION DT** 1980ca **SOURCE** NJDOT/STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane county road over a minor stream. It is located on the edge of the town of Frenchtown, in a wooded setting of sparse housing. The road carries moderately heavy traffic. Old stone abutments from an earlier, non-extant span are just downstream from this structure.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The reinforced concrete deck arch bridge has been extensively altered. The original arch has been encased in new concrete in a recent widening project. Modern guide railing delineates the edge of the bridge. The arch bridge is one of over ten bridges of this type in the county. The form is better represented by the arch bridges located in Lambertville. This span is not technologically or historically significant.

INFOR MATION

PHOTO: 620:6, 627:27 (02/92) REVISED BY (DATE): QUAD: Frenchtown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100Q160 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED RAKE FACTORY ROAD OVER TRIBUTARY OF WICKECHEOKE CREEK **FACILITY** RAKE FACTORY ROAD

TOWNSHIP RARITAN TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 1 **LENGTH** 51 ft **WIDTH** 15 ft

CONSTRUCTION DT 1915ca **ALTERATION DT** 1950s **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over a tributary of the Wickecheoke Creek. It is located in a wooded rural setting. The south approach of the bridge at the intersection with Sam Levine Road bends sharply.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The riveted 4-panel Warren with verticals pony truss bridge was moved to this location ca. 1950, replacing a wooden truss span. Its original location is not documented. It is supported on ashlar abutments with wingwalls that date from an earlier span. A concrete collar has been added to the south abutment. The guide railings and outriggers are alterations. The bridge is not unusual in design nor is it historically noteworthy. It is a representative example of a common type.

INFORMATION

PHOTO: 61:29A-30A (06/91) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100Q168 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PENNSYLVANIA AVENUE EXT OVER RAILROAD **FACILITY** PENNSYLVANIA AVENUE EXTENSION

TOWNSHIP RARITAN TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT **MATERIAL** Steel

 # SPANS 1 **LENGTH** 80 ft **WIDTH** 19.4 ft

CONSTRUCTION DT 1918 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries Pennsylvania Avenue over the Central New Jersey South Branch Railroad. It is located on a sharp curve in a rural setting on the edge of Flemington. A gravel mill is nearby.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 10/98 03/12/01.

SUMMARY The skewed, 6-panel riveted pony truss bridge is built with a slight camber, a common railroad overpass design detail. Vertical members are laced angles reinforced with battens at the bottom. Center panel diagonals are also reinforced with a central gusset plate and battens. One of over 10 Pratt pony truss bridges in the county, the undocumented span, which may have been moved to this location because of its skew angle, is eligible for listing in the National Register of Historic Places under Criteron C as a representative example of the over 70 metal truss bridges in Hunterdon County which date from the late 1860s until the late 1920s.

INFOR MATION

PHOTO: 62:23-25 (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100R024 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED MILL ROAD OVER ROCKAWAY CREEK **FACILITY** MILL ROAD
TOWNSHIP READINGTON TOWNSHIP
TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Steel
 # SPANS 2 **LENGTH** 70 ft **WIDTH** 15.2 ft

CONSTRUCTION DT 1905ca **ALTERATION DT** **SOURCE** STYLE
DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a country road over a stream. It is located in a wooded setting surrounded by fields and meadows and a handsome 18th-century house that has been reworked in the Colonial Revival mode. A 1757 mill site (non-extant) is nearby. The picturesque, unspoiled setting contributes to the historic character of the bridge. The bridge has integrity of setting.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span riveted Pratt half hip pony truss bridge is supported on a fieldstone substructure. Each 3-panel span is composed primarily of back-to-back angles with web gussets, which is not an uncommon style. Square-headed bolts hold the floorbeams to the gusset plates. Original pipe railings remain. Minimal changes include concrete toe walls and welded outriggers. The bridge is undocumented, but it one of the few riveted Pratt half hips and is thus a good example of its type.

INFOR MATION

Bibliography:
Hunterdon County Engineer. Bridge File: R 24

Physical Description: The 2-span riveted Pratt half hip bridge is supported on a rubble-coursed fieldstone substructure to which some concrete toe walls have been added. Each approximately 35'-long span is three panels, and the members are composed of angle set back-to-back with the gusset plates at all panel points set between the angles. The detail is not uncommon, and it is a design frequently found on Dover Boiler Works bridges. The pipe railings along the inside of the truss lines are original as are the stamped railing brackets. The floor beams are rolled, and the only apparent alteration to the original design is the addition of outriggers or knee braces to provide lateral stability. Some of the field connections are executed with square-headed bolts. The span is well preserved as is its bucolic setting.

Historical and Technological Significance: The 2-span pony truss bridge is significant because it is a rare and nearly complete example of a riveted, rather than the much more common pin-connected, Pratt half hip bridge. Some of the field connects are done with square-headed bolts, an early-20th century detail that marks the transition from the pin connection to the field rivet connections. Square-headed bolt field connections are not common, but they chronicle the evolution of metal-to-metal connections. Although undocumented in the county engineer's records as to date of construction and fabricator, stylistically the well-preserved span dates to the first decade of the 20th century. It bears design similarities to documented examples of the Dover Boiler Works of Dover, NJ, and it may well be their bridge. The company was active in Hunterdon County during the first two decades of this century according to the Freeholders Minutes.

In addition to being a well-preserved example of the early-20th century bridge technology that combines a popular late-19th century pin-connected truss type with more advanced riveted and bolted connections, the bridge enjoys integrity of setting. Located in a county noted for its picturesque agrarian areas and working farms, the span is well sited in an agricultural area that retains its historic rural character. The setting contributes to the historic significance of the bridge.

Boundary Description and Justification: The bridge is located in a well preserved rural setting. While the span is individually significant, it would also be a contributing recourse should the area be evaluated as a rural historic district. The nearby farmhouse and related farm were not evaluated for National Register eligibility as part of this study.

PHOTO: 622:15-18 (02/92) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.
Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US
November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100T022 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED HOLLOW BROOK ROAD OVER TRIBUTARY LAMINGTON RIVER **FACILITY** HOLLOW BROOK ROAD
TOWNSHIP TEWKSBURY TOWNSHIP
TYPE PONY TRUSS **DESIGN** OTHER **MATERIAL** Steel
 # SPANS 1 **LENGTH** 33 ft **WIDTH** 16.5 ft

CONSTRUCTION DT 1880ca **ALTERATION DT** 1962 **SOURCE** STYLE
DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly travelled country road over a minor stream in a wooded rural setting adjacent to a well-maintained early-19th century farmstead. The setting is unspoiled and contributes to the significance of the bridge.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed 2-panel pin-connected Fink-like truss bridge bears on random stone abutments with wingwalls. There are minor welded alterations and repairs, but the unusual trusses perform like a Bollman with a floor beam hung from the diagonals. Undocumented as to original date and fabricator, the bridge dates stylistically to ca. 1880 and is the sole known example of its type in the county. It is technologically significant based on the design of the trusses.

INFOR MATION

Bibliography:
Condit, Carl. American Building Art 19th Century. 1960.

Physical Description: The 33'-long, one-span, pin-connected pony truss bridge is a variation of the Bollman truss in which the chief characteristic is that the floor beam(s) are supported by a pair of diagonals which span from end of span to end of span, accomplished in this 2-panel bridge by pairs of loop forged eye bars. Bars in one panel are fitted with a turnbuckle for adjustments. The top chord, end posts, and one vertical appear to be original, although repaired several times. The trusses consist of vertical end posts which are a pair of channels with a full-height cover plate on the approach roadway face and a top and bottom batten plate on the span face. The top chord is made up of a pair of channels with a top cover plate and bottom batten plates. It extended beyond the end post by about 8" and is finished with a decorative cast cover. The top chord is a compression strut that holds the supporting columns (end posts) from falling in to the middle. There are no bottom chord elements. The vertical is a pair of channels with top and bottom battens. The one on the upstream side is a modern replacement. The vertical is a "dummy" member which serves only to halve the unsupported length of the top chord. The rolled I-section floor beam is supported on an inverted U-hanger which passes over the pin connecting the diagonals. The end posts are set on plates on the ashlar abutments. The steel grid deck was placed in 1962.

Historical and Technological Significance: Although undocumented as to date of construction and fabricator, the span is a rare example of a Fink or Bollman truss type where the floor beams are supported by a pair of diagonals that span from end of span to end of span. Originally designed for the combination of wood and iron, the Bollman truss was developed in 1850, and while it increased the possible length of bridges of its day, it passed from favor by 1880 because it is not a rigid truss. Dated stylistically to ca. 1880, the bridge represents the most basic expression of the Fink or Bollman truss form (it is not developed enough to indicate which diagonal pattern it would have been had it been more than two panels long), and it is historically and technologically significant as a rare and fairly complete survivor of the pre-Civil War bridge technology.

PHOTO: 64:15-20 (07/91) REVISED BY (DATE): QUAD: Gladstone

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.
Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US
November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100T061 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED POTTERSTOWN ROAD OVER NORTH BRANCH ROCKAWAY CREEK **FACILITY** POTTERSTOWN ROAD

TOWNSHIP TEWKSBURY TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Steel

 # SPANS 1 **LENGTH** 65 ft **WIDTH** 15.3 ft

CONSTRUCTION DT 1901 **ALTERATION DT** 1945, 1988 **SOURCE** PLAQUE

DESIGNER/PATENT AMERICAN BRIDGE CO. **BUILDER** AMERICAN BRIDGE COMPANY

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over a scenic minor stream. It is located in a wooded rural setting near dense modern development.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The traditionally composed 4-panel pin-connected Pratt half hip pony truss bridge bears on ashlar abutments and stone wingwalls. Diagonals are loop forged eye bars while the lower chord is stamped eye bars. Constructed by the American Bridge Company shortly after its formation, the span has been significantly altered. Duplicate diagonals, welded panel-point plates, plate welded to the end posts, and outriggers all mar its integrity and historical significance of the span.

INFOR MATION

PHOTO: 623:7-10 (02/92) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100T073 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MEADOW LANE OVER NORTH BRANCH OF ROCKAWAY CREEK **FACILITY** MEADOW LANE

TOWNSHIP TEWKSBURY TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Steel

 # SPANS 1 **LENGTH** 61 ft **WIDTH** 14 ft

CONSTRUCTION DT 1901ca **ALTERATION DT** 1958 **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** THE DOVER BOILER WORKS

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over a minor stream in a wooded rural setting and sparse development. Most of the surroundings are is dedicated to agricultural use.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-panel pin-connected half hip Pratt pony truss bridge is supported on random ashlar abutments. It is traditionally composed and exhibits no unusual details. Alterations are minor and include welded additions to the bottom chord eye bars, a new floor system, and outriggers. One of several pony truss spans built in the county by the local Dover Boiler Works before 1919, this example as complete as 10XXF48 that ha been evaluated as significant. It is not noteworthy based on its design and alterations.

INFOR MATION

PHOTO: 64:23-25 (06/91) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100T35S **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MCCAN MILL ROAD OVER LAMINGTON RIVER **FACILITY** MCCAN MILL ROAD

TOWNSHIP TEWKSBURY TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 1 **LENGTH** 63 ft **WIDTH** 16.4 ft

CONSTRUCTION DT 1923 **ALTERATION DT** 1978 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly traveled unimproved road over the Lamington River in a wooded rural setting.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The riveted five panel Warren with verticals pony truss bridge bears on concrete abutments and older fieldstone wingwalls capped with concrete. Concrete reinforcement was added in 1978. Alterations are minor and include bolts replacing some rivets on the gussets. One of over 20 Warren pony truss bridges in the county, the span is a late example of its type, and it exhibits no distinctive details. It is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 64:3,5 (06/91) REVISED BY (DATE): QUAD: Gladstone

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100T36S **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED VLIETTOWN ROAD OVER LAMINGTON RIVER **FACILITY** VLIETTOWN ROAD

TOWNSHIP TEWKSBURY TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 121 ft **WIDTH** 25.1 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLAQUE/COUNTY RECORD

DESIGNER/PATENT UNKNOWN **BUILDER** THOMPSON & DRUMM

SETTING / CONTEXT The bridge carries two-lane Vliettown Road over the Lamington River at the county border with Somerset County. It is in a wooded rural setting on a lightly traveled country road over a minor stream. Older stone abutments are found slightly upstream.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The encased steel stringer three span bridge has concrete piers and abutments, paneled fascia stringer, and concrete balustrades. It is a representative example of a common bridge type used by the county and state in post-WW I road expansion projects. It is technologically and historically undistinguished.

INFOR MATION

PHOTO: 64:1-2 (06/91) REVISED BY (DATE): QUAD: Gladstone

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100W034 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WILSON ROAD OVER MOORES CREEK **FACILITY** WILSON ROAD

TOWNSHIP WEST AMWELL TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT **MATERIAL** Steel

 # SPANS 1 **LENGTH** 43 ft **WIDTH** 16.1 ft

CONSTRUCTION DT 1920 **ALTERATION DT** 1960ca **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** WELDING ENGINEERS, INC

SETTING / CONTEXT The bridge carries one lane of a quiet unimproved rural road over a minor stream. It is located in a rural area of open fields, pasture land, and modern farm buildings.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 4-panel Pratt pony truss bridge is supported on random fieldstone abutments with wingwalls. Concrete collars and patches were added in 1964. Circa 1960, the original connecting pins were removed and replaced with welded gusset plates. Outriggers and metal guide rail were added. The alterations have seriously compromised the design integrity of the bridge, making it less historically and technologically significant than some of the over 10 other Pratt full hip pony trusses in the county.

INFOR MATION

PHOTO: 62:13,611:34-36 (06/91) REVISED BY (DATE): QUAD: Lambertville

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100W069 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ROCK ROAD OVER PETER'S BROOK **FACILITY** ROCK ROAD

TOWNSHIP WEST AMWELL TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Steel

 # SPANS 1 **LENGTH** 37 ft **WIDTH** 15.4 ft

CONSTRUCTION DT 1910 **ALTERATION DT** 1953, 1954 **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly travelled country road over a minor stream in a rural, agricultural setting.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-panel half hip Pratt pony truss bridge is pin-connected. It is supported on one unaltered random stone abutment and one faced with concrete. Floorbeams were replaced in 1953, and outriggers added in 1954. There are many welded repairs, including plates welded to the pin connections on the downstream side. The verticals are connected to the top chord by z-shaped clips, a detail found on other bridges in the county. The bridge is undocumented and altered. More complete examples exist.

INFOR MATION

PHOTO: 611:28A-33A (01/92) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100Y040 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.4

NAME & FEATURE INTERSECTED CR 518 (BRUNSWICK AVE) OVER SWAN CREEK **FACILITY** CR 518 (BRUNSWICK AVE)

TOWNSHIP LAMBERTVILLE CITY

TYPE STONE ARCH **DESIGN** ELLIPTICAL **MATERIAL** Stone

 # SPANS 1 **LENGTH** 40 ft **WIDTH** 31 ft

CONSTRUCTION DT 1875 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT J. BURD DIR **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries two lanes of a town street over a minor stream in the architecturally significant 19th-century town of Lambertville. It is on a residential street and is located in the Lambertville Historic District. It is one of three 1870s stone arch bridges in the district over the same water feature (1000056, 100Y041 are the others). The bridge was built within the 19th-century period of significance of the Lambertville Historic District, and it is a contributing resource.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Listed. Lambertville Historic District. 06/30/1983. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed short stone arch bridge, built in 1875, is of rubble-coursed construction with ringstones defining the arch. There is no keystone. Extended stone wingwalls mark the approaches, and stone retaining walls channel the stream. The bridge was repointed in 1957 and 1963. While not individually significant, the well-preserved span reflects Lambertville's transportation history emphasized in the National Register nomination, and it contributes to the historic character of the district.

INFOR MATION

BIBLIOGRAPHY:

Hunterdon County Engineer's Office Bridge card Y41.
Hunterdon County Master Plan: Sites of Historic Interest. 1979.
Schmidt, Hubert G. Rural Hunterdon: An Agricultural History. New Brunswick: Rutgers University Press, 1945.
ONJH. National Register File: Hunterdon County: Lambertville Historic District. 1983.

PHYSICAL DESCRIPTION: The 40'-wide elliptical stone arch bridge with random-coursed ashlar spandrel walls was built in 1875 of the locally common gray granite stone quarried in nearby Raven Rock. It is of traditional construction, using ringstones to define the arch and is finished with low stone parapets and extended wingwalls. The bridge was insensitively repointed with very light mortar in 1957 and again in 1963. It is very similar to another arch bridge a few feet away, over the same meandering stream (100Y041).

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The small stone arch bridge built in 1875 is located in the National Register-listed Lambertville Historic District, recognized for its transportation and architectural significance. Lambertville is a town which was shaped by the transportation needs of the state. Located on the Old York Road from Philadelphia to New York City, its growth surged with the opening of the D&R Feeder Canal in the early 1830s. The Feeder, an important link with industrial Trenton and Philadelphia with the rich eastern Pennsylvania coal fields, carried its peak loads in the 1860s. The town also benefited from the construction of the Delaware Division Canal in Pennsylvania. Canal boats were pulled across the Delaware River by cable to Lambertville, there connecting with the D&R. In addition to the canal feeder, which was open to marine traffic until about 1913, Lambertville was also the site of the main shops for the Belvidere and Delaware Railroad, built from Trenton to Warren County and opened in 1851. The railroad also played a significant role in the 19th and early-20th century development of the community as did the road. CR 518, the road carried by the bridge, is the historic route from Lambertville to Hopewell (Mercer County). Technologically the short span is representative of what by 1876 was common technology. Its significance is that it was built within the 19th-century period of significance of the Lambertville Historic District and that it contributes to the historic and physical character of that district.

Boundary Description and Justification: The bridge is a contributing resource in an National Register-listed historic district. The bridge and its surroundings are significant. For a precise delineation of the Lambertville Historic District boundaries, refer to the National Register file at NJHPO.

PHOTO: 62:4, 69:11A,12 (06/91) REVISED BY (DATE): QUAD: Lambertville

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 100Y041 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.5

NAME & FEATURE INTERSECTED CR 518 OVER SWAN CREEK **FACILITY** CR 518

TOWNSHIP LAMBERTVILLE CITY

TYPE STONE ARCH **DESIGN** ELLIPTICAL **MATERIAL** Stone

 # SPANS 1 **LENGTH** 40 ft **WIDTH** 29.5 ft

CONSTRUCTION DT 1876 **ALTERATION DT** 1963 **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane local street and narrow shoulders over a minor stream in the center of the architecturally and historically significant 19th-century town of Lambertville. It is on a residential street with 19th- and 20th-century dwellings. Lambertville is a National Register-listed historic district. This is one of 3 stone arch bridges the historic district (others are 100Y040, 1000056). The bridge was built within the 19th-century period of significance and contributes.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Listed. Lambertville Historic District. 06/30/1983. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The rubble-coursed elliptical stone arch bridge built in 1876, has low stone parapets and wingwalls. The arch is set with rusticated ringstones. The southeast wingwall was reinforced with concrete in 1963, and the spandrel walls have been incompatibly repointed. While not individually distinguished, the bridge reflects the significant transportation history emphasized in the National Register nomination. It contributes to the historic character of the district.

INFOR MATION

BIBLIOGRAPHY: Hunterdon County Engineer's Office Bridge card Y41.
Hunterdon County Master Plan: Sites of Historic Interest. 1979.
Schmidt, Hubert G. Rural Hunterdon: An Agricultural History. New Brunswick: Rutgers University Press, 1945.
ONJH. National Register File: Hunterdon County: Lambertville Historic District. 1983.

PHYSICAL DESCRIPTION: The 40'-wide elliptical stone arch bridge with random-coursed ashlar spandrel walls was built in 1876, as inscribed in a center stone. The stone also identifies the bridge committee members as Levi Reynolds, J.H. Boozer, B. Blackwell, J. Dilts, and P.B. Goodfellow. It is constructed of the locally common gray granite stone quarried in nearby Raven Rock. It is of traditional construction, using ringstones to define the arch. It is finished with low stone parapets and extended wingwalls. The bridge was "patched" in 1950, and insensitive repointing with very light mortar was done in 1963 and 1966. It is very similar to another arch bridge a few feet away, over the same meandering stream (100Y040).

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The small stone arch bridge built in 1876 is located in the National Register-listed Lambertville Historic District, recognized for its 19th-century transportation and architectural significance. Lambertville is a town which was shaped by the transportation needs of the state. Located on the Old York Road from Philadelphia to New York City, its growth surged with the opening of the D&R Feeder Canal in the early 1830s. The feeder, an important link with industrial Trenton and Philadelphia with the rich eastern Pennsylvania coal fields, carried its peak loads in the 1860s. The town also benefited from the construction of the Delaware Division Canal in Pennsylvania. Canal boats were pulled across the Delaware River by cable to Lambertville, there connecting with the D&R. In addition to the canal feeder, which was open to marine traffic until about 1913, Lambertville was also the site of the main shops for the Belvidere and Delaware Railroad, built from Trenton to Warren County and opened in 1851. The railroad also played a significant role in the 19th and early-20th century development of the community as did the road. CR 518, the road carried by the bridge, is the historic route from Lambertville to Hopewell (Mercer County). Technologically the short span is representative of what by 1876 was common technology. Its significance is that it was built within the 19th-century period of significance of the Lambertville Historic District and that it contributes to the historic and physical character of that district.

Boundary Description and Justification: The bridge is a contributing resource to an National Register-listed historic district. The bridge and its surroundings are significant. For a precise delineation of the Lambertville Historic District, refer to the National Register file at the NJHPO.

PHOTO: 62:44,69:13 (06/91) REVISED BY (DATE): QUAD: Lambertville

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1010151 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 13.3

NAME & FEATURE INTERSECTED NJ 31 OVER BRANCH OF STONY BROOK **FACILITY** NJ 31

TOWNSHIP EAST AMWELL TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 47 ft **WIDTH** 40 ft

CONSTRUCTION DT 1927 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY BRIDGE DIV **BUILDER** UNKNOWN

SETTING / CONTEXT The stringer bridge carries a two lane with shoulders state highway over Stony Brook. It is located in a wooded setting on the edge of a small village of modified 19th- and 20th-century homes. The road carries busy arterial traffic.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed single span concrete encased steel stringer bridge is supported on concrete abutments with concrete wingwalls. It is finished with balustrades with plain posts. The bridge is an uninspired example of the most common bridge type used by the county and the state in the road expansion projects of the post-WW I years. It lacks technological or historical significance.

INFOR MATION

PHOTO: 611:26A-27A (01/92) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1011153 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 9.36

NAME & FEATURE INTERSECTED ACCESS ROAD OVER 3RD NESHANIC RIVER **FACILITY** ACCESS ROAD

TOWNSHIP RARITAN TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 63 ft **WIDTH** 30 ft

CONSTRUCTION DT 1925 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a short 2-lane road that runs from US 202 and dead ends at a private driveway. It is located in a suburban setting adjacent to heavily travelled US 202. Running parallel to its replacement that carries the present right-of-way of US 202 over the river, the bridge is on what was the original right-of-way of the highway.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed 2-span encased steel stringer bridge is supported on a concrete substructure with a cutwater pier. The wingwall on the east side of the bridge abuts the wingwall of the US 202 span. The bridge is finished with a standard-design concrete balustrade. One of over 75 pre-World War II stringer spans in the county, it is not technologically or historically distinguished.

INFOR MATION

PHOTO: 28:17-18 (05/92) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1012151 **CO** HUNTERDON **OWNER** RAILROAD **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BLACK RIVER AND WESTERN RR OVER NJ 31 **FACILITY** BLACK RIVER & WESTERN RR

TOWNSHIP RARITAN TOWNSHIP

TYPE THRU GIRDER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 69 ft **WIDTH** 21 ft

CONSTRUCTION DT 1928 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a single line of Black River & Western tracks over busy NJ 31 a 2-lane highway with shoulders. It is located on the edge of the congested Flemington shopping area. The bridge originally carried two tracks; one has been removed.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The thru girder with floor beams bridge is of riveted built-up construction with knee braces and is supported on a concrete substructure. It consists of three girders and has a ballasted deck and brick curb at the inside face of the track level of the girders. A representative example of a type well represented in the county, it is not technologically or historically significant.

INFOR MATION

PHOTO: 61:2A, 624:14-15 (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1012152 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 23.13

NAME & FEATURE INTERSECTED NJ 31 OVER BUSHKILL CREEK **FACILITY** NJ 31

TOWNSHIP RARITAN TOWNSHIP

TYPE SLAB **DESIGN** **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 22 ft **WIDTH** 40 ft

CONSTRUCTION DT 1928 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT NJ STATE HWY BRIDGE DIV **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a busy 2-lane state highway over a minor stream in an urban area of mixed residential and retail establishments. It is near the busy Flemington shopping area.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single span reinforced concrete slab bridge is supported on concrete abutments with wingwalls. It has a standard design concrete balustrades. It exhibits spalling and exposed reinforcing bars. The bridge is a representative example of a common type and is not technologically or historically significant.

INFOR MATION

PHOTO: 62:21-22 (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1012154 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 24.49

NAME & FEATURE INTERSECTED NJ 31 OVER ASSISCONG CREEK **FACILITY** NJ 31

TOWNSHIP RARITAN TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 31 ft **WIDTH** 40 ft

CONSTRUCTION DT 1928 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The two-lane bridge carries Old Route 30 over the Assiscong Creek. It is located in a wooded setting, on the edge of the congested Flemington shopping area. It carries moderate to heavy traffic. The land is used for mixed agricultural purposes.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased stringer bridge is supported on concrete abutments with wing walls and has concrete balustrades. It is of the standard design and exhibits not distinctive details. One of over 75 similar spans in the county, the bridge is a representative example of the most common pre-World War II bridge type in the state. It is not historically or technologically noteworthy.

INFOR MATION

PHOTO: 61:15A-16A (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1012155 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 25.35

NAME & FEATURE INTERSECTED NJ 31 OVER LEHIGH VALLEY MAINLINE **FACILITY** NJ 31

TOWNSHIP RARITAN TOWNSHIP

TYPE THRU GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 153 ft **WIDTH** 40 ft

CONSTRUCTION DT 1928 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries a busy two-lane state highway and shoulders over one track of NJT's Lehigh Valley line. It is located in a wooded rural setting of sparse development.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed bridge is composed of two encased stringer approach spans and an encased thru girder with floorbeams main span. It bears on concrete abutments and bents and has concrete balustrades on the stringer spans. The bridge exhibits no distinctive details and is a type and style commonly used by the state in the pre-WW II era. It is not technologically or historically significant.

INFOR MATION

PHOTO: 61:19A-20A (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1012156 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 25.44

NAME & FEATURE INTERSECTED NJ 31 OVER SOUTH BRANCH RARITAN RIVER **FACILITY** NJ 31

TOWNSHIP RARITAN TOWNSHIP

TYPE THRU GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 220 ft **WIDTH** 40 ft

CONSTRUCTION DT 1928 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries a 2-lane with shoulders state highway over the South Branch of the Raritan River. It is located in a sparsely settled wooded, rural area.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The fully encased thru girder with floor beams bridge is supported on concrete abutments and piers with concrete balustrades. It is a representative example of a common pre-World War II bridge type that was used frequently by the State Highway Department. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 61:17A-18A (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1012158 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 27.17

NAME & FEATURE INTERSECTED NJ 31 OVER BRANCH OF PRESCOTT BROOK **FACILITY** NJ 31

TOWNSHIP READINGTON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 30 ft **WIDTH** 40 ft

CONSTRUCTION DT 1928 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY BRIDGE DIV **BUILDER**

SETTING / CONTEXT The two lane bridge carries New Jersey State Route 31 over a branch of the Prescott Brook. It is located in a wooded rural setting with nearby open fields. It is on a heavily traveled two lane arterial road.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer bridge with concrete abutments, wing walls, and concrete balustrades is unaltered. It is a representative example of the most commonly used bridge type in the county and the state in the pre-WW II highway expansion projects. One of over 75 such spans in the county, it is not historically or technologically noteworthy.

INFOR MATION

PHOTO: 62:28-29 (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1012159 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 28.07

NAME & FEATURE INTERSECTED NJ 31 OVER PRESCOTT BROOK **FACILITY** NJ 31

TOWNSHIP CLINTON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 54 ft **WIDTH** 40 ft

CONSTRUCTION DT 1928 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries a busy 2-lane with shoulders state highway over a minor stream. The bridge carries heavy traffic. It is located in an undistinguished wooded rural setting with scattered 19th- and 20th-century housing nearby. The area does not appear to have historic district potential.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed concrete encased stringer bridge is supported on concrete abutments and wingwalls. It has rectangular pierced concrete balustrades. The 48" deep steel girders are of built-up plates. The bridge is not technologically nor historically distinguished.

INFOR MATION

PHOTO: 623:24-25 (02/92) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1013151 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 33.2

NAME & FEATURE INTERSECTED NJ 31 OVER SOUTH BRANCH RARITAN RIVER **FACILITY** NJ 31

TOWNSHIP CLINTON TOWN

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 130 ft **WIDTH** 40 ft

CONSTRUCTION DT 1928 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries a two lane and one shoulder highway over the South Branch of the Raritan River. It is located in a wooded rural setting on the edge of the town. It carries heavy arterial traffic.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 4/30/91

SUMMARY The three span concrete encased steel stringer bridge is supported on concrete abutments with wingwalls and concrete piers. It has concrete balustrades faced with modern beam guide rails. It is an undistinguished example of a common design used by the State Highway Department in the pre-WW II era. It is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 612:17-18 (01/92) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1013152 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 35.08

NAME & FEATURE INTERSECTED NJ 31 OVER WILLOUGHBY BROOK **FACILITY** NJ 31

TOWNSHIP LEBANON TOWNSHIP

TYPE DECK ARCH **DESIGN** BARREL **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 29 ft **WIDTH** 40 ft

CONSTRUCTION DT 1930 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries 2 lanes and shoulders of a busy state highway over minor stream in a wooded setting on the edge of a busy urban area.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The short reinforced concrete closed-spandrel deck arch bridge is supported on concrete footings and has concrete wingwalls. It is finished with standard-design concrete balustrades. An unaltered example of a type well represented within the state, the bridge is not technologically innovative nor historically noteworthy.

INFOR MATION

PHOTO: 610:5-6 (07/91) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1013154 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 36.64

NAME & FEATURE INTERSECTED NJ 31 OVER SPRUCE RUN **FACILITY** NJ 31

TOWNSHIP GLEN GARDNER BOROUGH

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 72 ft **WIDTH** 40 ft

CONSTRUCTION DT 1930 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries a two lane road and shoulders over Spruce Run. It is located in a wooded setting on the edge of a village of mixed residential and retail buildings. It carries a heavily traveled arterial road.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed concrete encased steel stringer two span bridge is supported on scored concrete abutments with wingwalls and a pier. It has concrete balustrades. The wingwalls are reinforced with sandbags. The bridge, one of over 75 such spans in the county, is a representative example of the most common pre-World War II type in the state. It is technologically and historically undistinguished.

INFOR MATION

PHOTO: 610:3-4 (07/91) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1013155 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 37.18

NAME & FEATURE INTERSECTED SANATORIUM ROAD OVER SPRUCE RUN **FACILITY** SANATORIUM ROAD

TOWNSHIP GLEN GARDNER BOROUGH

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 63 ft **WIDTH** 30 ft

CONSTRUCTION DT 1930 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a two-lane street over a minor stream. It is located on the edge of a village surrounded by 19th- and 20th-century homes. The bridge is also located a few feet from the intersection with NJ 31.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete encased steel stringer two span bridge is supported on concrete abutments with wing walls and concrete pier. It is finished with concrete balustrades. One of over 75 in the county, it is of the type commonly used by the county and the state in the pre-WW II road improvement projects. It is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 610:1-2 (07/91) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1013158 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 38.47

NAME & FEATURE INTERSECTED NJ 31 OVER RARITAN VALLEY LINE **FACILITY** NJ 31

TOWNSHIP HAMPTON BOROUGH

TYPE THRU GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 180 ft **WIDTH** 40 ft

CONSTRUCTION DT 1934 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries a busy 2-lane state highway and one sidewalk over the four tracks of NJT's Raritan Valley Line. It is located in a wooded rural setting.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Central Railroad of NJ Main Line Corridor. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95. DOE 11/30/95.

SUMMARY The skewed fully encased thru girder with floor beams bridge bears on concrete abutments with wingwalls. A heavy-gauge metal railing with a decorative open geometric pattern borders the sidewalk. The bridge is a representative example of a style and type that was commonly used by the Sate Highway Department prior to 1940, and it is not historically or technologically distinctive.

INFOR MATION

PHOTO: 63:7A-8A (06/91) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1017163 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 18.31

NAME & FEATURE INTERSECTED I 78 OVER BEAVER BROOK **FACILITY** I-78

TOWNSHIP CLINTON TOWNSHIP

TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 30 ft **WIDTH** No Data

CONSTRUCTION DT 1941 **ALTERATION DT** 1966 **SOURCE** PLANS

DESIGNER/PATENT UNKNOWN / NJ STATE HWY DEPT **BUILDER**

SETTING / CONTEXT The arch bridge carries 8 lanes and shoulders of a limited access highway over a minor stream in a wooded setting.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The reinforced concrete deck arch bridge with wingwalls was built in two sections. Originally dating to 1941, the span was widened in kind in 1966. At that time the south elevation was removed to accommodate the widening. The altered bridge, a representative example of a common type, is not historically or technologically noteworthy.

INFOR MATION

PHOTO: 69: (03/92) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1019150 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 0.18

NAME & FEATURE INTERSECTED NJ 165 OVER SWAN CREEK **FACILITY** NJ 165

TOWNSHIP LAMBERTVILLE CITY

TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 32 ft **WIDTH** 50 ft

CONSTRUCTION DT 1929 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge is located in the quaint town of Lambertville. It carries a busy 4-lane state highway through an area of late-18th and early- to mid-19th century homes, inns and businesses. The bridge is part of the route that bypasses Main Street, the historic main road through Lambertville. It is located within the boundaries of the Lambertville Historic District which encompasses most of the political boundaries of the town.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Individually Eligible. Listed. Lambertville Historic District. 06/30/1983. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete deck arch bridge with concrete balustrades and decorative spandrel panels reflects the apparent local preference for arches. The bridge is an unaltered representative example of the type. One of six arches crossing Swan Creek, together they document arch bridge technology from 1872 through 1929. Although built later than the period of significance of the Lambertville Historic District, it is significant on its own merits as a well-designed bridge by the State Highway Department.

INFOR MATION

BIBLIOGRAPHY:
Schmidt, Hubert G. Rural Hunterdon: An Agricultural History. New Brunswick: Rutgers University Press, 1945.
ONJH. National Register File: Hunterdon County: Lambertville Historic District. 1983.

PHYSICAL DESCRIPTION: The handsome, well-proportioned reinforced concrete elliptical arch bridge is 32' long and 50' wide. It carries a 4-lane road over a minor stream. The spandrel has spandrel panels with a brush hammer finish. The balustrade is a standard design set between paneled end posts inscribed with date and highway route. The position of the end posts is echoed with scored panels on the wingwalls. The span appears to be unaltered.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The well-proportioned reinforced concrete arch bridge is an excellent and well-preserved example of the high quality designs of the Bridge Division of the New Jersey State Highway Department in the years between the two world wars. Under the direction of bridge engineer Morris Goodkind (1888-1968), Chief Bridge Engineer, and Arthur Lichtenberg, Architect, the department was a national leader in the application of aesthetics to bridge design. They also guided the bridge division at its period of greatest production and growth and the establishment of the state highway system as we know it today. The bridge is located in the National Register-listed Lambertville Historic District, recognized for its 19th-century transportation and architectural significance. Although it was built after the period of significance of the historic district, it perpetuates the local preference for arch bridges, and it contributes to the character of the district. It is however, distinguished in its own right.

Lambertville is a town which was shaped by the transportation needs of the state. Located on the Old York Road from Philadelphia to New York City, its growth surged with the opening of the D&R Feeder Canal in the early 1830s. The Feeder, an important link with industrial Trenton and Philadelphia with the rich eastern Pennsylvania coal fields, carried its peak loads in the 1860s. The town also benefited from the construction of the Delaware Division Canal in Pennsylvania. Canal boats were pulled across the Delaware River by cable to Lambertville, there connecting with the D&R. In addition to the canal feeder, which was open to marine traffic until about 1913, Lambertville was also the site of the main shops for the Belvidere and Delaware Railroad, built from Trenton to Warren County and opened in 1851. The railroad also played a significant role in the 19th and early-20th century development of the community as did the road. This bridge is located on the bypass road which did much to preserve the historic character of the community by relieving the traffic congestion in the district.

Boundary Description and Justification: The bridge is individually distinguished, but it is also located within a historic district. Thus the span and its surroundings are significant. For an exact delineation of the boundary of the Lambertville Historic District, refer to the National Register file at the New Jersey Historic Preservation Office.

PHOTO: 68M:31-33 (07/91) REVISED BY (DATE): QUAD: Lambertville

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1020150 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 3.75

NAME & FEATURE INTERSECTED NJ 179 OVER ALEXAUKEN CREEK **FACILITY** NJ 179

TOWNSHIP WEST AMWELL TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 93 ft **WIDTH** 40 ft

CONSTRUCTION DT 1929 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries two lanes and shoulders of a highway over Alexauken Creek. Built as State Route 29, the highway bypasses the historic main street of Mount Airy. The southerly side of NJ 179 forms the northerly boundary of the National Register-listed Mount Airy Historic District. The bridge is not within the district and, it is outside the district's 1750-1881 period of significance. It does not contribute to the historic character of the area.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed 3-span concrete encased stringer bridge is supported on concrete abutments and piers, with concrete wing walls and balustrades. Some of the eight steel stringers have lost the concrete encasement. The bridge is an undistinguished example of the bridge type most commonly used by the county and state in the pre-WWII road improvement projects. It was built well outside the 1750-1881 period of significance of the Mount Airy Historic District to the south.

INFOR MATION

PHOTO: 612:2-3 (01/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1021150 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 13.75

NAME & FEATURE INTERSECTED US 202 NB OVER SOUTH BRANCH RARITAN RIVER **FACILITY** US 202 NORTHBOUND

TOWNSHIP RARITAN TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 180 ft **WIDTH** 40 ft

CONSTRUCTION DT 1934 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries two lanes and a shoulder of one-way traffic over the South Branch of the Raritan River. It is located on the edge of a busy urban area of residential and retail buildings.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 8/10/90

SUMMARY The skewed concrete encased steel stringer three span bridge bears on scored concrete abutments and piers and has concrete balustrades. One of over 75 such bridges in the county, it is a representative example of the design used by the county and state in pre-WW II road expansion projects. It is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 68:14A-15A (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1021152 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 14.07

NAME & FEATURE INTERSECTED US 202 NB OVER CENTRAL RR OF NJ (BR&W) **FACILITY** US 202 NORTHBOUND

TOWNSHIP READINGTON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 123 ft **WIDTH** 41.3 ft

CONSTRUCTION DT 1934 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries two lanes and a shoulder of one-way traffic on US 202 NB over the Central Railroad of New Jersey. It is located in a rural area of mixed fields near a busy urban area. It carries busy arterial highway over the one remaining track of an original two track crossing.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 8/10/90

SUMMARY The skewed encased steel stringer bridge has concrete column bents, concrete abutments, and concrete balustrades. It is a representative example of the most common pre-World War II bridge type in the state. One of over 75 such spans in the county, the bridge is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 68:16A-17A (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1021154 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 14.16

NAME & FEATURE INTERSECTED US 202 NB OVER LEHIGH VALLEY RR **FACILITY** US 202 NORTHBOUND

TOWNSHIP READINGTON TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 172 ft **WIDTH** 40 ft

CONSTRUCTION DT 1934 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries the 2 north-bound lanes and a shoulder of a divided state highway over 1 track of the Lehigh Valley Railroad. It is located in a rural setting of mixed fields on the edge of a congested urban area dominated by shopping centers. The highway is a major arterial route that was built in two sections with the northbound portion being the oldest.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 8/10/93

SUMMARY The 3-sapn overpass is composed of encased stringer approach span and an encased deck girder with floor beams span. The bridge is supported on a concrete substructure with stub abutments and column bents with crash walls. A standard design concrete balustrade finishes the span which is a representative example of a common bridge type throughout the state. It is neither technologically or historically distinguished.

INFOR MATION

PHOTO: 68:18A-20A (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1021157 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 17.04

NAME & FEATURE INTERSECTED US 202 OVER PLEASANT RUN **FACILITY** US 202

TOWNSHIP READINGTON TOWNSHIP

TYPE DECK ARCH **DESIGN** BARREL **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 34 ft **WIDTH** 97.2 ft

CONSTRUCTION DT 1933 **ALTERATION DT** 1960 **SOURCE** PLANS/INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The four lane plus shoulders and grassy median strip-wide bridge carries a busy state highway over a minor stream. The wooded rural setting is undistinguished.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span concrete deck arch bridge has concrete wing walls. Originally built in 1933, it was nearly doubled in width by a 1960 addition to the north side. An example of a well represented bridge type in the county, the altered bridge is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 626:20-21 (04/92) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1022150 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 6.2

NAME & FEATURE INTERSECTED NJ 179 OVER BACK BROOK (RINGOES CREEK) **FACILITY** NJ 179

TOWNSHIP EAST AMWELL TOWNSHIP

TYPE SLAB **DESIGN** **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 38.5 ft

CONSTRUCTION DT 1923 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane county road with shoulders over a minor stream on the edge of a village of modified 19th and 20th century homes. It carries moderate highway traffic.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single span reinforced concrete slab bridge is supported on concrete abutments with wingwalls. It is bordered with metal guide railings. Exhibiting no distinctive details, it is a representative example of a common bridge type and is not technologically or historically significant.

INFOR MATION

PHOTO: 611:13A-14A (01/92) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1024151 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 8.8

NAME & FEATURE INTERSECTED NJ 173 OVER MULHOCKAWAY CREEK **FACILITY** NJ 173

TOWNSHIP UNION TOWNSHIP

TYPE THRU GIRDER **DESIGN** PARTIALLY ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 71 ft **WIDTH** 30 ft

CONSTRUCTION DT 1920 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries a 2-lane state highway and narrow shoulders over a minor stream. Paralleling US 78, the highway carries heavy traffic. It is located in a wooded rural area, near open fields and farmland.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed built-up thru girder with floor beams bridge is supported on concrete abutments with wingwalls. The floorbeams are encased. The bridge is a representative example of a common bridge type and is not technologically or historically significant.

INFOR MATION

PHOTO: 621:13-14 (02/92) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1050160 **CO** HUNTERDON **OWNER** UNKNOWN **MILEPOINT** 6.899

NAME & FEATURE INTERSECTED MILFORD ROAD OVER LEHIGH VALLEY RR **FACILITY** MILFORD ROAD

TOWNSHIP BLOOMSBURY BOROUGH

TYPE PONY TRUSS **DESIGN** HOWE **MATERIAL** Wrought Iron

 # SPANS 1 **LENGTH** 96 ft **WIDTH** 20 ft

CONSTRUCTION DT 1891 **ALTERATION DT** 1917, 1933 **SOURCE** INSCRIPTION/PLANS

DESIGNER/PATENT OFF OF ENG LEHIGH VAL RR **BUILDER** PHILA. BRIDGE WORKS

SETTING / CONTEXT The bridge carries one lane of a quiet rural road over one track of the Lehigh Valley Railroad. It originally crossed three tracks. It is located in a lightly wooded suburban setting dominated by large homes on generous lots. The bridge is at the intersection with Staats Road.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1891 9-panel Howe pony truss bridge is of riveted construction. It rests on bearing plates supported on 1917 concrete abutments with wingwalls. It has timber stringers and deck. The deck is cambered, but not the truss. Three blast plates remain. Knee braces are used at each floorbeam rather than outriggers. The floorbeams are attached to only the inside plate of the bottom chord. The bridge is extremely well preserved, and it is one of the most distinctive early RR spans in the area.

INFOR MATION

Bibliography:
NJDOT Aperture Card Plan File: Conrail 0501/68.99.
Holton, James L. The Reading Railroad The History of a Coal Age Empire. 1989.
Darnell, Victor. Directory of American Bridge Building Companies. 1984.

Physical Description: The 9-panel Howe pony truss bridge is supported on concrete abutments built in 1917 (south) and 1933 (north). The members are wrought iron, and all connections are riveted. Although moved to this location in 1933, the trusses appear to be entirely original. They are of unusual, massive design with the inclined end posts, top chords, and bottom chords of double-web plate each with two angles which connect to a cover plate. At the bottom (open) edge of the web plates of the top chords there are unusual corrugated plate instead of the more common detail of lacing. Each truss panel is composed of two diagonals in the pattern of an X. The tension diagonal consists of four angles in two pairs riveted to the chord web plates outside the line of the double webs. The compression diagonals, which pass through the tension diagonals, consist of four angles in an H configuration with closely spaced lacing in the webs. Except at the first interior floor beam, there are no verticals, but there are knee braces which extend from the top flange of the floor beams to the inside web plate of the top chord. Another unusual detail is the haunched roadway profile which is achieved by varying the floor beam attachment points. At the abutments the stringers sit on a timber bridge seat rest on the back wall which is depressed so that the roadway surface is lower than the bridge bearings. The first interior floor beams are riveted to the underside of the bottom chords while the remaining floor beams frame into the inside web plates of the bottom chords.

Historical and Technological Significance: The wrought-iron Howe pony truss bridge is technologically significant as a rare survivor of its type, being one of the oldest and most complete railroad-related pony truss spans in the state (criterion C). The various plans and shop drawings that survive offer an interesting chronological history of the crossing and the trusses. Prior to 1896 the Easton & Amboy Railroad, a subsidiary of the Lehigh Valley Railroad, had constructed a 3-span timber pony truss bridge over its two-track line. A plan prepared for or by the Easton & Amboy Railroad dated April 4, 1896 shows the addition of a new masonry and timber bent at the line of the original south abutment, and the construction of a new stringer end span that allowed the excavation under the original south end span to accommodate a third track.

The Easton & Amboy line became known as the Lehigh Valley Railroad. In 1916 the LVRR designed a reinforced concrete south abutment and a new timber pony truss bridge that eliminated the short south end span added 20 years earlier. The inscription on the south abutment reads "1917" showing that it was built the year after the date on the plans.

Plans dated March 21, 1933, indicate that the Lehigh Valley Railroad replaced all of the timber pony truss span except the 1917 concrete south abutment. The work was done in 1933 and 1934. The 1917 abutment was raised with a new concrete seat. The north abutment is a gravity type. The most significant feature of the 1933 "upgrading" of the crossing is that the Howe pony trusses installed to replace the timber trusses. The iron trusses were fabricated in 1891 by the Philadelphia Bridge Works. They are a pair of the six "side trusses" fabricated for the LVRR for the "Stanton Bridge" (bridge 53-A) in Hunterdon County. The Stanton bridge was removed and the trusses were in storage. While the trusses are old, the rolled floor beams, stringers, and timber plank deck were new in 1933. The plans show that the floor system was designed for a strong of 15-tone trucks (similar to today's H-15 loading). The 1891 truss lines were checked for this load in 1933 and found to have great excess capacity.

A notation on the 1891 Philadelphia Bridge Company shop drawing specifies that six "trusses like this" were wanted. From the size of the section of the truss members, it is clear that the trusses were built to carry rail traffic, not vehicular traffic. The shop drawings give no material properties, so the note that the trusses are wrought iron is not confirmed. The 1891 trusses survive basically unaltered, and they rank among the oldest and most complete railroad-related pony truss spans in the state.

The Philadelphia Bridge Works was started in 1877 by Cofrode & Saylor. Their shop was located in Pottstown. The 1898 Philadelphia city directory list the owners of the company as C.R. Baird and Company and that the plant was idle and for sale. It was purchased by the Pottstown Bridge Company who subsequently sold to McClintic-Marshall in 1900. The Pottstown works were on the location of a former repair shop of the Philadelphia and Reading (Reading) Railroad.

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

Boundary Description and Justification: The bridge is evaluated as individually distinguished. The fact that it was moved does not detract from its technological significance. It is the trusses that are the important part of the resource, and the boundary is limited to the trusses themselves.

PHOTO: 619:36-41 (02/92) REVISED BY (DATE): QUAD: Bloomsbury

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1050161 **CO** HUNTERDON **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 579 OVER LEHIGH VALLEY RAILROAD **FACILITY** CHURCH STREET

TOWNSHIP BLOOMSBURY BOROUGH

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 3 **LENGTH** 129 ft **WIDTH** 16 ft

CONSTRUCTION DT 1910 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries one lane of a lightly traveled 2-lane street over a single line of track of the Lehigh Valley Railroad now used as a Conrail freight line. It is located in a wooded village setting. Modern development is encroaching.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 10/98 03/12/01.

SUMMARY The 3-span bridge is composed of two short deck girder approach spans and a 6-panel riveted Warren with verticals pony truss main span built with curved parallel chords to increase clearance over the tracks. It is supported on concrete abutments and laced steel bents. Riveted outriggers are original. An expansion plate is located in the center of the span. Although there are no distinctive details, it is an unaltered example of a bridge type commonly used by the railroads since the 1890s. The structure is individually eligible for listing in the National Register under Criterion C.

INFOR MATION

PHOTO: 619:30-35 (02/92) REVISED BY (DATE): QUAD: Bloomsbury

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1050164 **CO** HUNTERDON **OWNER** UNKNOWN **MILEPOINT** 59.06

NAME & FEATURE INTERSECTED CR 513 OVER LEHIGH VALLEY RR **FACILITY** CR 513 (PITTSTOWN ROAD)

TOWNSHIP UNION TOWNSHIP

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Reinforced Concrete

 # SPANS 3 **LENGTH** 112 ft **WIDTH** 34 ft

CONSTRUCTION DT 1935ca **ALTERATION DT** **SOURCE** STYLE

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries a two-lane county road (Pittstown Road) over one track of the Lehigh Valley Railroad. There were originally three tracks. It is near the tiny village of Grandin. Grandin has several well-maintained 19th-century homes, a church and a cemetery.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three span concrete encased steel stringer bridge is supported on concrete abutments and concrete bent piers. It has paneled concrete parapets. Three metal blast plates are still in place. A late representative example of a common bridge type, it is one of over seventy-five stringer bridge built before World War II that are extant in the county. It is not technologically or historically significant.

INFOR MATION

PHOTO: 617:3-5 (02/92) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1050167 **CO** HUNTERDON **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HIGGINSVILLE ROAD OVER LEHIGH VALLEY MAIN LINE **FACILITY** HIGGINSVILLE ROAD

TOWNSHIP READINGTON TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Iron

 # SPANS 1 **LENGTH** 43 ft **WIDTH** 12 ft

CONSTRUCTION DT 1890 **ALTERATION DT** Demolished: 1997 **SOURCE** PLANS

DESIGNER/PATENT LEHIGH VALLEY RR CHF ENG **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over the Lehigh Valley Railroad main line in a rural, agricultural setting. The Lehigh Valley Railroad was a Pennsylvania coal hauler that linked with the CRR of NJ at Phillipsburg in 1855. It developed its own line in New Jersey beginning in 1871. The line became part of Conrail in 1976 and is actively used today as a freight route.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Bridge was Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 4-panel riveted Warren pony truss bridge with original outriggers has floor beams that vary in depth to create the camber. Timber stringers are notched to go over floor beams. The wearing surface is plank. The bridge is supported on ashlar abutments that have been raised twice; concrete caps in 1929, and recent timber grillage. Floor beams were replaced in 1923. The documented, well-preserved bridge is a good, representative example of the truss overpasses from the late 19th century.

INFOR MATION

Bibliography:
Archer, Robert. A History of the Lehigh Valley Railroad. 1977.
NJDOT. Bridge Plan File: 0501/47.52.

Physical Description: The 43'-long and 12'-wide 4-panel rivet connected iron Warren pony truss bridge is supported on rubble-coursed stone abutments. The superstructure has been raised twice to increase vertical clearance. In 1929 new concrete seats were added. The present timber grillage seat is recent. The top chord, bottom chord, and inclined end posts are composed of angles with riveted web plate. What is of particular note are the T sections, set back to back and fixed together with rivets, that make up the diagonals. This detail has been identified on only a few 1890s bridges in New Jersey. The outriggers are built up of riveted plates. The built-up floor beams are fitted with section brackets upon which the timber stringers that are notched to go over the floor beams bear and give the span a vertical deck profile. The wood elements appear to be inkind replacements of the original details. With the exception of being raised, and having modern beam guide rail added, the bridge appears unaltered.

Historical and Technological Significance: The iron Warren pony truss overpass of riveted construction was built in 1890, according to plans drawn by the Lehigh Valley Railroad office of Superintendent of Bridges. It is technologically significant because it is an early and well-preserved example of its type and it has T sections for the diagonals (criterion C). T-shaped section is a ca. 1890 detail that is not common. The riveted Warren pony truss with outriggers to brace the upper chord and provide lateral stability was a common choice by railroads for grade crossing eliminations around the turn of the century, but few of the extant examples are documented as being as early as the Higginsville Road overpass. Additionally, the trusses appear unaltered, and the flooring system appears to be an inkind replacement of the original arrangement of timber stringers carried on brackets on the floor beams carrying a plank deck.

The Lehigh Valley Railroad, primarily a coal hauling line, was completed across eastern Pennsylvania to Phillipsburg, New Jersey in 1855. It connected with the Central Railroad of New Jersey (CNJ) for trackage across the state, but it later built its own line across New Jersey, the Easton & Amboy Railroad. It established its waterfront freight terminals at Perth Amboy in 1875. The railroad is also noted for having purchased the Morris Canal as a means of gaining a trans-state route. The LVRR extended its line to Jersey City beginning in 1887. The railroad survived until 1976 when it became part of Conrail. Much of its historic right-of-way in New Jersey is still an active freight line.

Boundary Description and Justification: The bridge is evaluated as individually significant, and the boundary is limited to the superstructure and substructure of the span itself.

PHOTO: 68:11A-13A (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1060155 **CO** HUNTERDON **OWNER** STATE AGENCY **MILEPOINT** 45.41

NAME & FEATURE INTERSECTED MOUNTAIN ROAD OVER RARITAN VALLEY LINE **FACILITY** MOUNTAIN ROAD

TOWNSHIP READINGTON TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 1 **LENGTH** 108 ft **WIDTH** 15.1 ft

CONSTRUCTION DT 1910 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT OFF OF ENG CNJ RR **BUILDER** PHEONIX BRIDGE COMPANY

SETTING / CONTEXT The one lane pony truss bridge carries Mountain Road over one line of Raritan Valley Line track. Originally two lines of track were crossed. It is located in a wooded sparsely settled area, immediately adjacent to an intersection.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The cambered ten panel Warren with verticals pony truss bridge is riveted. It is supported on concrete abutments and wing walls. The curved top chord is a built-up box member. Outriggers are original. Lacing on diagonal members is riveted to the outside edge of the angle. Alterations are minimal. Strengthening plates have been added to the bottom chord. Stringers and deck are replacements. The NJ Transit Historic Railroad Bridge Survey recommended that the bridge be ineligible.

INFOR MATION

PHOTO: 623:2-4 (02/92) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1060167 **CO** HUNTERDON **OWNER** STATE AGENCY **MILEPOINT** 50.63

NAME & FEATURE INTERSECTED RARITAN VALLEY LINE RR OVER WEST STREET (CR 641) **FACILITY** RARITAN VALLEY LINE RR

TOWNSHIP CLINTON TOWNSHIP

TYPE DECK PLATE GIRDER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 32 ft **WIDTH** 30 ft

CONSTRUCTION DT 1915 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT OFF OF ENG CNJ RR **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries two tracks of NJT's Raritan Valley Line over one lane of a two-lane county road. The bridge is on a sharp curve with obstructed visibility. It is located in a village of well-maintained altered late-19th century homes.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Central Railroad of NJ Main Line Corridor. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95. DOE 11/30/95.

SUMMARY The skewed single span steel open-deck deck plate girder eliminates a grade crossing. It is of riveted built-up construction and is supported on handsome rusticated random ashlar abutments and stepped wingwalls with later concrete bearings. It has a cantilevered timber sidewalk and pipe railing. The bridge type is not technologically innovative nor is it historically distinguished as it is a representative example of a common type.

INFOR MATION

PHOTO: 612:27-28 (01/92) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1061165 **CO** HUNTERDON **OWNER** STATE AGENCY **MILEPOINT** 58.67

NAME & FEATURE INTERSECTED IRON BRIDGE ROAD OVER RARITAN VALLEY LINE **FACILITY** IRON BRIDGE ROAD

TOWNSHIP BETHLEHEM TOWNSHIP

TYPE THRU GIRDER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 51 ft **WIDTH** 12 ft

CONSTRUCTION DT 1900 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT CRR NJ OFF. OF CHIEF ENG. **BUILDER** PHOENIX BRIDGE COMPANY

SETTING / CONTEXT The single-span one lane bridge carries unimproved Iron Bridge Road over one line of NJT's Raritan Valley Line track. Originally, the bridge crossed two lines of track. It is located in a wooded hilly setting. The road carries little traffic. The rail line was originally developed by the Central Railroad of New Jersey.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Central Railroad of NJ Main Line Corridor, May contribute.

CONSULT DOCUMENTS SHPO Letter 6/30/95. DOE 11/30/95.

SUMMARY The skewed thru girder with floorbeams bridge is supported on ashlar abutments with wingwalls. Concrete caps have been added to the abutments and wingwalls. The lateral bracing is riveted to the floorbeams. Pipe railings top the girders. Though relatively unaltered, the technology is not innovative, and the bridge is not historically noteworthy. It is a representative example of a bridge type that is common in the state.

INFOR MATION

PHOTO: 621:1-4 (02/92) REVISED BY (DATE): QUAD: Bloomsbury

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10RQ164 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ROCKAFELLOWS MILL ROAD OVER SOUTH BRANCH RARITAN RIVER **FACILITY** ROCKAFELLOWS MILL ROAD

TOWNSHIP RARITAN TOWNSHIP

TYPE THRU TRUSS **DESIGN** PRATT **MATERIAL** Steel

 # SPANS 1 **LENGTH** 140 ft **WIDTH** 15.5 ft

CONSTRUCTION DT 1900 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT WROUGHT IRON BRIDGE CO. **BUILDER** WROUGHT IRON BRIDGE CO

SETTING / CONTEXT The one-lane bridge carries an unpaved, 2-lane rural road over the South Branch of the Raritan River. It is located in a wooded rural setting but the urban environment is encroaching. The mill for which the dirt road is named does not appear to have survived, but remains of the dam are visible.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Listed. South Branch Historic District. 01/26/1990. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The bridge is a six panel riveted pin-connected Pratt thru truss bridge. It is supported on rebuilt concrete abutments and stone wing walls. Modifications include welded repairs to bottom chord and verticals and welded gusset panels. Some pins are bent, and the eyebar bottom chord is twisted. Double pins are used for the lower chord at end panel points only. It has original lattice railing. The well-preserved bridge is rated as contributing element in the National Register district nomination.

INFOR MATION

PHOTO: 61:12A-14A (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10WD120 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HAMP ROAD OVER ALEXAUKEN CREEK **FACILITY** HAMP ROAD

TOWNSHIP WEST AMWELL TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Metal

 # SPANS 1 **LENGTH** 55 ft **WIDTH** 13.1 ft

CONSTRUCTION DT 1895ca **ALTERATION DT** 1973-1974 **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** WROUGHT IRON BRIDGE CO.

SETTING / CONTEXT The bridge carries a narrow, lightly travelled, unimproved country road over a minor stream in a sparsely developed area. It is located in a wooded rural setting. Within sight of the bridge are the stone abutments of a non-extant railroad bridge. The unspoiled and protected setting enhances the significance of the span.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 11/22/95

SUMMARY The 4-panel pin-connected half hip Pratt pony truss bridge is supported on random ashlar abutments with wingwalls. The diagonals are joined to the chords and through bearing assembly with cast iron connectors, a detail found on another WIBC span in the county (10XXL95). This span is well preserved, and it is one of the most distinctive and complete examples of the over 20 Pratt half hip pony trusses in the county. Its state of preservation and construction details make it significant.

INFOR MATION

BIBLIOGRAPHY:
Darnell, Victor C. A Directory of American Bridge-Building Companies, 1840-1900. Washington D.C.: Society for Industrial Archeology, 1984.

PHYSICAL DESCRIPTION: The four-panel, pin-connected, half-hip Pratt pony truss bridge is supported on random ashlar abutments with wingwalls. The top chord and inclined end posts are riveted box members composed of shallow channels, toe out, with cover plates and widely spaced battens. Vertical members are back-to-back angles joined by lattice. The bottom chord and diagonals are stamped round-headed eyebars. Pin connections are through gusset plates riveted to the vertical ends. An unusual feature is the cast iron bearing shoes with rollers at both the expansion bearing plate and the fixed end. Cast iron connectors are also used for the node connecting the inclined end posts and top chord. The diagonals pass through the node and are secured by bolts. The original lattice railings remain.

Alterations are not intrusive and include the addition of outriggers, small welded reinforcing plates at panel points, duplicate diagonals welded to the outside of the top chords in the end panels, and small repairs. A new deck has been added. The bottom chord appears to be sprung.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: Although the fabricator and date of construction are not documented, the ca. 1895 pin-connected Pratt pony truss bridge appears to be very like the "Low Truss, Half Slope End Posts" bridge described in the 1885 Wrought Iron Bridge Company Illustrated Pamphlet. The castings used at the bearings and the node between the end posts and top chord are unusual construction details that distinguish the span as technologically significant (criterion C). The span, one of over 20 Pratt half hip pony truss bridges in Hunterdon County, is a valuable example of both an important local bridge type and idiosyncratic details. It is attributed to The Wrought Iron Bridge Company based on those details.

The Wrought Iron Bridge Company of Canton, Ohio was founded in 1864 by David Hammond, and it was incorporated in 1871. It operated as such until 1899, when it was absorbed by the American Bridge Company (Darnell, 48.) By the use of illustrated catalogues and through the efforts of traveling bridge agents, distant fabricators were able to successfully compete with local contractors for the county award of bridge contracts. WIBC was one of the most successful late-19th century bridge companies, and their bridges are not uncommon in the state. This example is distinguished by its relatively good state of preservation, integrity of setting, and distinctive details. The modifications do not preclude the span from functioning as originally designed, and they do not outweigh the significance of the seldom-seen details.

Boundary Description and Justification: The bridge is located on an unimproved road in a rural area that was not evaluated for historic district potential. There are no above-ground resources adjacent to the bridge, which is individually distinguished. The boundary is thus limited to the substructure and superstructure of the span itself.

PHOTO: 612:6-11 (07/91) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XX0N1 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET OVER SOUTH BR RARITAN RIVER **FACILITY** MAIN STREET

TOWNSHIP CLINTON TOWN

TYPE PONY TRUSS **DESIGN** PRATT **MATERIAL** Wrought Cast Iron

 # SPANS 2 **LENGTH** 170 ft **WIDTH** 15.6 ft

CONSTRUCTION DT 1870 **ALTERATION DT** 1938 ? **SOURCE** INSCRIPTION

DESIGNER/PATENT FRANCIS C. LOWTHROP **BUILDER** WILLIAM COWIN

SETTING / CONTEXT The bridge, located in the center of the town of Clinton, carries one-way traffic of the main street over the river. It is adjacent to a pond and dam, the Clinton Historical Society, housed in Hunt's Mill built in 1810 (listed in NR 01/74), and the Hunterdon Art Museum housed in Dunham-Perry's Mill listed in NR 4/82). The center is dominated by well-preserved and well-maintained 19th- and 20th century commercial buildings. A bypass highway relieves traffic pressure on the center.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1870 cast and wrought iron Pratt pony truss bridge built by Lambertville contractor William Cowin using the patented design of Francis C. Lowthrop, ranks as one of the historically and technologically significant metal truss bridges in the state. The 2-span bridge with cast verticals and top chord is important in the evolution in materials and design used in bridge building in the mid-19th century transition from wood to iron to steel. The bridge was documented by HAER in 1991-1992.

INFOR MATION

MAIN STREET X SOUTH BRANCH RARITAN RIVER

BIBLIOGRAPHY:

Hunterdon County Engineer's Office Bridge card N1, L-90W, G63.
Hunterdon County Master Plan: Sites of Historic Interest, 1979.
Schmidt, Hubert G. Rural Hunterdon: An Agricultural History. New Brunswick: Rutgers University Press, 1945.
Fleming, R. "Sixty Year Old Iron Bridge in a New Jersey Village." Engineering News Record: November 11, 1920, v35 no. 29 p. 925-927.
Lowthorp, F.C. "On the Use of Cast Iron for Compressive Members of Iron Bridges." New York: Transactions of the American Society of Civil Engineers, v 1, 1872, as read to the Society on June 15, 1870.

PHYSICAL DESCRIPTION: The two span pin-connected Pratt pony truss was fabricated in 1870 by William Cowin as designed by Francis Lowthorp. It uses cast iron for compression members and wrought iron for tension elements. The cast top chord is fitted together with pressure joints. The name of the fabricator is cast into the piece. Diagonals are loop forged eyerods. An unusual feature is the patented Johnson tightener, an eccentric ratchet and pawl arrangement at the panel point for tuning the bridge. Cast vertical members are tapered. Some principal diagonals have a screw adjustment mechanism, but not all. Floor beams are unusual in the use of two rods in an inverted Kingpost truss arrangement which may be adjusted to increase tension. The bottom lateral sway bracing rods screw into a center ring for adjustment. The last segment of the bottom chord is an articulated cast member, designed to absorb temperature expansion and contraction. The vertical cast Italianate column end posts give the date of construction. Sidewalks with decorative cast railings grace each side of the bridge.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The Clinton bridge is one of three remaining bridges constructed by Lambertville fabricator William Cowin, using the design of F.C. Lowthorp (1810-1890). The use of cast and wrought iron reflects a period of experimentation using new materials in bridge construction. Designers were still discovering the strengths and weaknesses of metal, compared to the earlier timber trusses. Emphasis was placed on examining materials under varying stress conditions. Quality control had become an issue.

Lowthorp, who spent at least part of his childhood in Lambertville, was a noted designer of several railroad bridges including a two level bridge across the Delaware River at Easton to connect the Lehigh Valley, the New York Central and the Belvidere and Delaware lines. Lowthorp advocated the use of cast iron in compression, declaring in a paper delivered to the American Society of Civil Engineers, "there is much more to be feared from defects in wrought iron used for tensile than for cast iron used for compressive purposes." Lowthorp's distrust of wrought iron, based on experiments he conducted to test each element before acceptance, were prompted by the inability to control impurities in the metal and the shortage of skilled foundry men.

William Cowin was the fabricator for all three remaining Lowthorp design bridges (N1, L-90W, G63). In addition to these, an Engineering News Record article (11/11/20, p.925) refers to an 1859 cast and wrought iron bridge in Clinton built by William and Charles Cowin. Darnell dates Cowin's production as 1868 to 1870. More research is required to determine if Cowin was involved with the Lambertville Iron Works which also began production in 1859 and operated throughout the century.

Although the village of Clinton has four properties individually listed on the National Register (Clinton Historical Museum 1/08/74, Dunham's Mill-Parry's Mill 4/15/82, Music Hall 5/07/82, and Old Grandin Library 11/01/74), it is not listed as a district. The bridge is located slightly downstream from the mill dams and adjoins the two mill properties. It is an integral aspect of the farm to market cycle which dominated the town's past and a significant element in the character of the present street scape.

The Clinton bridge, based on its age, use of materials, design, and documentation, is one of the most important bridges in the nation. When compared with the other two remaining near-by bridges (one of which, Glen Gardner Pony Pratt Truss Bridge, is on the National Register 9/22/77), it gives insight into the thought processes of the designer and fabricator and the technological imperatives which they faced. The historical context of the bridge remains and has been enriched by the re-use of one mill complex as a historical museum. The

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

integrity of the site allows insight into daily farm-town transactions and relationships. The size and extraordinary detailing of the bridge reveals civic pride and optimism. The bridge possesses both historical and technological significance.

PHOTO: 64:2-7 (06/91) REVISED BY (DATE): QUAD: High Bridge

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XX0Q1 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EVERITTS ROAD OVER BRANCH OF NESHANIC RIVER **FACILITY** EVERITTS ROAD

TOWNSHIP RARITAN TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Steel

 # SPANS 1 **LENGTH** 66 ft **WIDTH** 15.7 ft

CONSTRUCTION DT 1900ca **ALTERATION DT** 1974 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a quiet rural road over a scenic branch of the Neshanic River in a wooded setting. A nursery is adjacent to the bridge, and open fields are nearby. The setting is unspoiled.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The undocumented half hip Pratt pin-connected pony truss is supported on random ashlar abutments. The original railings of lattice web with boss connections remain. Verticals are composed of angles with lacing and are connected to the top chord by straps. There are enough welded repairs/alterations, including outriggers, added diagonals, and strengthening of the lower chord done in 1974 to compromise the integrity of the span and its technological and historical significance.

INFOR MATION

PHOTO: 61:42A-44A, 1A (06/91) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XX140 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HOFFMAN'S CROSSING ROAD OVER SOUTH BRANCH RARITAN **FACILITY** HOFFMAN'S CROSSING

TOWNSHIP LEBANON TOWNSHIP

TYPE THRU TRUSS **DESIGN** PRATT **MATERIAL** Steel

 # SPANS 1 **LENGTH** 103 ft **WIDTH** 16.2 ft

CONSTRUCTION DT 1898 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** TIPPETT & WOOD, PHILBG, NJ

SETTING / CONTEXT The bridge carries one lane of a quiet rural road over the South Branch of the Raritan River. It is located in a wooded rural setting adjacent to well-maintained 19th-century homes. Green space adjacent to the bridge provides it with a park like setting. The picturesque setting of the bridge contributes to its significance.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 7-panel pin-connected Pratt thru truss bridge is a remarkably complete example of its type. It is supported on random ashlar abutments. The stone wingwalls are topped with pipe railings. Verticals are laced and portals are latticed. Lattice railings remain. Top struts and knee bracing have been reinforced with welded plates. The few repairs noted are unobtrusive and do not compromise the original fabric of the bridge. The nearly unaltered bridge enjoys integrity of setting and design.

INFOR MATION

BIBLIOGRAPHY:
Hunterdon County Engineer's Office, Bridge Card L140.
Hunterdon County Master Plan: Sites of Historic Interest, 1979.
Darnell, Victor C. A Dictionary of American Bridge-Building Companies, 1840-1900. Washington, D.C.: Society for Industrial Archeology, 1984.

PHYSICAL DESCRIPTION: The seven-panel, pin-connected, full hip Pratt truss bridge is remarkably well preserved. The top chord is composed of channels, toe out and cover plates with lacing. The bottom chords consist of stamped eyebars. Verticals are composed of channels with lacing on each side. The diagonals are stamped eyebars while the counters are rods. The portals are latticed with A knee bracing. Floor beams are hung using U-bolt hangers. The original lattice web railings remain. The bridge is supported on ashlar abutments with wingwalls finished with pipe railings. According to county records, the abutments were repaired in 1967 and the wingwalls were re-pointed in 1975. The corrugated steel deck with asphalt overlay was added in 1970. Lateral bracing has been welded to the top chords, and knee bracing has been welded to each vertical and lateral brace.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The nearly unaltered pin-connected Pratt thru truss bridge is the only documented example of the work of a small New Jersey fabricator, Tippett and Wood (criterion C). According to Victor Darnell, this Phillipsburg (Warren County) firm was established in 1868 and operated until at least 1901. Although the bridge does not exhibit any unusual design details, it is a well-preserved example of an important late-19th century bridge type. Its significance is enhanced by the fact that it is documented as being the work of a little-known local fabricator. The bridge, located adjacent to a well-preserved Hoffman home dating to the 19th century, enjoys integrity of setting and design.

Boundary Description and Justification: The bridge is individually distinguished and it is located in or on the border of a potential historic district. Thus the span and the area adjacent to the abutments is significant. The limits of the potential historic district were not defined in this survey.

PHOTO: 68M:43-44, 1-2 (07/91) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XX159 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED RIVER ROAD OVER SOUTH BRANCH NISHISAKAWICK CREEK **FACILITY** RIVER ROAD

TOWNSHIP FRENCHTOWN BORO

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 1 **LENGTH** 57 ft **WIDTH** 15.4 ft

CONSTRUCTION DT 1905ca **ALTERATION DT** 1960ca **SOURCE** NJDOT/STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly traveled unimproved road over a stream. It is located in an area of mixed date homes in Frenchtown. It is parallel to a 1912 2-span concrete arch railroad bridge that was not part of this survey.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The riveted 4-panel Warren with verticals pony truss is supported on random ashlar abutments with wingwalls. The top and bottom chords are composed of back-to-back angles. The riveted outriggers are bolted to the floorbeams with square-headed bolts. Numerous alterations include plates welded to the floor system and cover plate welded to the end posts. One of over 25 Warren pony truss bridges in the county, the bridge is an altered representative example of a locally common type.

INFOR MATION

PHOTO: 620:1A-3A,69:23-24 (03/92) REVISED BY (DATE): QUAD: Frenchtown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XX179 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED STANTON ROAD OVER SOUTH BRANCH RARITAN RIVER **FACILITY** STANTON ROAD

TOWNSHIP READINGTON TOWNSHIP

TYPE THRU TRUSS **DESIGN** PRATT **MATERIAL** Metal

 # SPANS 1 **LENGTH** 103 ft **WIDTH** 15.7 ft

CONSTRUCTION DT 1880 **ALTERATION DT** 1974 **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** CLEVELAND BRIDGE & IRON

SETTING / CONTEXT The bridge carries one lane of a lightly travelled unimproved road over the South Branch of the Raritan River in a picturesque wooded rural setting adjacent to a small park. The road is near a village of well-maintained 19th-century houses adjacent to the railroad tracks. In 1880, when the bridge was constructed, the village of Stanton Station included a church, a store, a post office, a school, and the railroad station a mile distant.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The light pin-connected Pratt thru truss bridge built in 1880 by the Cleveland Bridge & Iron Co. is one of the earliest metal truss bridges in the county. It is well-preserved, complete with its original built up floor beams and well-detail plaque with ornate sunflower motif and scrollwork. The few alterations, which include replacement of one floor beam, end panel points reinforced, and bracing of the verticals, do not detract from the technological and historical significance of the span.

INFOR MATION

BIBLIOGRAPHY:
Hunterdon County Engineer's Office, Bridge card RQ179.
Hunterdon County Master Plan: Sites of Historic Interest, 1979.
Simmons, David. "The King Iron Bridge and Manufacturing Company." IA The Journal of the Society for Industrial Archeology. Vol. 15, No.2 (1989). pp. 23-39.

PHYSICAL DESCRIPTION: The eight-panel, pin-connected, Pratt half-hip thru-truss bridge is supported on random ashlar abutments. The top chord is composed of shallow toe-out channels and cover plate with lacing. The bottom chord consists of stamped eyebars. Verticals are channels joined with lacing. Top lateral bracing is also angles joined with lattice and reinforced with latticed corner brackets. The vertical hangers have been reinforced with additional welded bars with battens. Floor beams are hung from U-bolt hangers. A noteworthy detail is the original built-up "fish-belly" shaped floor beams. The easternmost floorbeam has been replaced. Expansion is accommodated at the eastern end by roller nests. A crested scrollwork three-dimensional plaque identifies the builder and date. The ornate plaque is decorated with sunflowers and acanthus leaves. Many of the members retain their shop numbers to aid with erection. Alterations on this early bridge are minimal. In addition to the replaced floor beam, other modifications include replaced stringers, a new railing system added, and prior to 1940, horizontal mid-line reinforcing added. In 1960, the end posts, originally composed of toe-out channels joined by lattice or lacing on the top face, were modified. The lattice or lacing was removed, and the channels were joined by welded face plate.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The 1880 bridge ranks not only as one of the oldest thru truss spans in the county, it is also extremely well preserved and exhibits unusual construction details like the built-up "fish belly" floor beams (criterion C). It was manufactured by the Cleveland Iron Bridge and Manufacturing Company, incorporated by founder, Zenas King of Cleveland, Ohio. King, who had worked as a salesman for Thomas Moseley selling Moseley's patented bowstring truss bridge before establishing his own firm about 1860, initially marketed a patented tubular bowstring trusses, and he was enormously successful from a business standpoint. His bridges were marketed nationally through a network of regional salesmen. His bridges were located in every state. The bridge pieces were fabricated in his Cleveland shops and shipped to the site for erection. Although King's operation was not unlike other bridge companies, he was noted for having an efficient design and operation which made his spans economical -- often the primary reason for selection of a design and fabricator. By the 1880s King had a complete bridge plant and 360 employees and was considered one of the major plants in the country. As the Pratt truss gained in popularity in the late 1870s, it came to dominate as the truss type of choice, and much of King's production in the 1880s and 1890s was the Pratt truss. King died 1892, but the company continued under the direction of his sons, but it was never as prolific as it has been under Zenas.

The bridge, the second oldest extant thru truss span in the county, stands in a remarkably complete state of preservation, especially considering its age. Of particular significance are the built-up floor beams and the elaborate makers plaque. It is one of the few documented examples of the King Iron Bridge and Manufacturing Company in the county, and in addition to documenting the evolution and application of metal truss bridge technology in Hunterdon County, it also documents how those bridges were built.

Boundary Description and Justification: The bridge is not located in a potential historic district. The bridge is individually distinguished and the boundary is limited to the substructure, including wing walls and superstructure.

PHOTO: 62:32-42 (06/91) REVISED BY (DATE): QUAD: Flemington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XX233 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CIDER MILL ROAD OVER NESHANIC RIVER **FACILITY** CIDER MILL ROAD

TOWNSHIP EAST AMWELL TOWNSHIP

TYPE THRU TRUSS **DESIGN** PRATT **MATERIAL** Steel

 # SPANS 1 **LENGTH** 85 ft **WIDTH** 16 ft

CONSTRUCTION DT 1900ca **ALTERATION DT** 1976 **SOURCE** COUNTY

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The single span single lane thru truss bridge carries Cider Mill Road (Reaville-Clover Hill, CR 29) over the Neshanic River. It is located in a pastoral setting of open fields, farm buildings, corn fields and scattered trees. It carries a lightly traveled country road.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 6-panel Pratt thru truss bridge is pin connected. The connections were reinforced with welded plates in 1976. It is supported on random ashlar abutments and wingwalls. Other alterations include reinforcements on floorbeams, top struts and knee braces, added diagonal end posts, metal pan deck and guiderail. One of ten Pratt thru-truss bridges in the county, the many alterations have compromised the design integrity and historical significance of the bridge.

INFOR MATION

PHOTO: 68:38A-42A (07/91) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XX243 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED VAN LIEUS ROAD OVER BACK BROOK **FACILITY** VAN LIEUS ROAD

TOWNSHIP EAST AMWELL TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 1 **LENGTH** 63 ft **WIDTH** 13.8 ft

CONSTRUCTION DT 1940ca **ALTERATION DT** 1953 **SOURCE** STYLE/COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a quiet country road over a minor stream in a wooded rural setting. The nearby land currently is used for agricultural purposes, but housing development is encroaching on the farmland.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The 4-panel welded Warren with verticals pony truss bridge is supported on concrete abutments with wingwalls. The outriggers are skewed to the span. The construction date is undocumented, but it dates technologically and stylistically no earlier than 1935. The floor beams were replaced in 1948, and welded repairs and reinforcements were made in 1953.

INFOR MATION

PHOTO: 68:31A-33A (07/91 JPH (5/96)) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XX300 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED RAVEN ROCK ROAD OVER LOCKATONG CREEK **FACILITY** RAVEN ROCK ROAD

TOWNSHIP DELAWARE TOWNSHIP

TYPE THRU TRUSS **DESIGN** PRATT **MATERIAL** Iron

 # SPANS 1 **LENGTH** 129 ft **WIDTH** 15.6 ft

CONSTRUCTION DT 1878 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT LAMBERTVILLE IRON WORKS **BUILDER** LAMBERTVILLE IRON WORKS

SETTING / CONTEXT The bridge carries one lane of a lightly traveled paved rural road over an unspoiled stream. Two 18th- or 19th-century farmsteads are nearby. The wooded rural setting includes a nature preserve. The bucolic setting contributes to the overall significance of the span.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1878 iron pin-connected 9-panel Pratt thru truss bridge supported on ashlar abutments is constructed with patented Phoenix columns. It ranks as one of the most important thru truss bridges in the state based on its age, nearly complete state of preservation, and use of Phoenix columns for the compression members. Alterations are minimal and non-intrusive. The bottom lateral bracing joins to a center ring, like the 1870 Clinton bridge (10XXON1), also fabricated by the Lambertville Iron Works.

INFORMATION

BIBLIOGRAPHY:
Hunterdon County Engineer's Office, Bridge card D300.
Schmidt, Hubert G. Rural Hunterdon: An Agricultural History. New Brunswick: Rutgers University Press, 1945.
Waddell, J.A.L. Bridge Engineering. New York: John Wiley & Sons, Inc., 1925.
Snell, James P., Compiler. History of Hunterdon and Somerset Counties, New Jersey. 1881.
Hunterdon County Freeholders Minutes 1841-1886. Hunterdon County. County Clerk's Office.
Miscellaneous Papers; William Cowin.
U.S. Population Schedules. 1850-1870. Lambertville Beacon. Feb. 28, 1918, p. 1.

PHYSICAL DESCRIPTION: The single span, cast- and wrought-iron, pin-connected Pratt thru-truss bridge is supported on ashlar abutments with flared wingwalls. The trusses consist of inclined portals, top chords, and intermediate verticals, or posts, of patented Phoenix column sections which are joined at each panel point with cast iron pieces that are compression fittings. Inside each piece is a sleeve over which the column section fits. The connecting pins pass through these castings. The bottom chord and principle diagonals are eyebars which are unusual in having a nearly square cross-section as opposed to the more common rectangular cross-section. The counters are rods with loop forged eyes. They also have sleeve nuts for adjustment. The original vertical hangers are eyebars with loop forged eyes. The vertical hanger pin that carries the U-bolt to accept the floor beam also passes through a special casting which supports the bottom chord. The eyebars of the bottom chord continue through this panel point without connecting to the pin, and the two-pronged, bracket-like casting prevents the 2-panel long eyebars from sagging or moving out of position. The top chord lateral bracing system consists of transverse I-section members and X-pattern lateral bracing rods all of which terminate in an upward extension of the top chord node. The bracing connection is topped with an elaborate ball and spire finial. The portal bracing contains decorative cast-iron filigree at the corners. The expansion bearings are probably nested rollers but they are completely obscured by the bearing casting.

Some of the steel stringers and corrugated metal deck are modern. Welded steel braces have been added from the portals diagonally to the bottom chord first panel point, as well as welded knee braces between the verticals and top lateral braces. Welded steel gussets are added to the top and bottom pins of the vertical hangers at the first panel points, with two welded bars added to strengthen the hangers. The remainder of the truss is in original condition. The rolled I-beam floor beams have been strengthened with welded top and bottom cover plates.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The nearly unaltered pin-connected Pratt thru truss bridge is a well preserved example of its type and is technologically distinguished as one of the earliest and most complete bridges built with Phoenix columns in the state. It is also the work of one of the county's foremost second-half of the 19th-century foundries, that of William Cowin. Cowin was the fabricator of the most important 19th century bridges in the region.

The Phoenix column, a wrought iron segmental channel riveted together to form a tube of great compressive strength, developed in 1864 by David Reeves of the Phoenix Iron Company at Phoenixville, Pennsylvania. The patented section was used by both the Phoenix Bridge Company and other fabricators in the erection of buildings as well as bridges. By joining the compressive members through compression fittings at cast iron nodes, the Phoenix column "was a great factor causing the substitution of wrought iron for cast iron in compression members of pin-connected bridges," according to noted engineer and author J.A.L. Waddell. The handsome bridge at Raven Rock Road records not only the use of the wrought iron Phoenix column, but also the numerous cast iron elements which serve both utilitarian and decorative purposes. It is an excellent representative of the skill of the 19th-century iron worker

The bridge was fabricated by the Lambertville Iron Works, a local foundry which began operation in 1849 as Laver & Cowin, and it continued in operation through most of the second half of the nineteenth century (Schmidt, p. 219). The name was changed to Lambertville Iron Works by 1878, as attested to by the plaque on this bridge, and it was run by William Cowin who is associated with not only this bridge but the three cast and wrought iron spans designed by engineer Francis C. Lowthorp and built in Clinton, Glen Gardner, and Hampton between 1868 and 1870. Cowin's foundry was also making axles, safety boilers, and steam engines (Snell, p. 283).

The bridge enjoys integrity of setting and is located in a rural area near two well-preserved early farmsteads on a road joining the nearby

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

villages of Raven Rock and Rosemont. Raven Rock, an area of quarrying industry, was serviced by the New Jersey Railroad, the Delaware & Raritan Canal, and a covered bridge across the Delaware River. In 1880, it boasted a railroad station, a store, a post office and several dwellings. Rosemont was settled in 1754.

PHOTO: 614:39-40, 615:16-26 (02/92) REVISED BY (DATE): QUAD: Lumberville

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XX337 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LOCKTOWN ROAD OVER WICKECHEOKE CREEK **FACILITY** LOCKTOWN ROAD

TOWNSHIP DELAWARE TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 1 **LENGTH** 72 ft **WIDTH** 19.1 ft

CONSTRUCTION DT 1920ca **ALTERATION DT** Moved: 1961 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a lightly traveled country road over a minor stream in a wooded setting on the edge of the village of Locktown. An 18th century meeting house and 19th century school house are within sight of the bridge, but not close enough to be evaluated as part of any potential historic district.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Potential Historic District. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The undocumented ca. 1920 riveted Warren with verticals pony truss bridge is supported on one stone abutment and one concrete. The built-up box top chord and end posts are composed of channels turned toe in with cover plate. The original pipe railings remain. Alterations include bolted extensions of floor beams. The bridge was moved from Lambertville when the 1899 WIBC Pratt pony truss at this crossing was lost. One of over 25 Warren pony trusses in the county, this example is undistinguished.

INFOR MATION

PHOTO: 666:29A-32A 614 (02/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XX481 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED STRIMPLES MILL ROAD OVER LOCKATONG CREEK **FACILITY** STRIMPLES MILL ROAD

TOWNSHIP EAST AMWELL TOWNSHIP

TYPE THRU TRUSS **DESIGN** PRATT **MATERIAL** Metal

 # SPANS 1 **LENGTH** 93 ft **WIDTH** 16 ft

CONSTRUCTION DT 1897 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT WROUGHT IRON BRIDGE CO. **BUILDER** WROUGHT IRON BRIDGE CO.

SETTING / CONTEXT The bridge carries one lane of a quiet rural road over a minor stream in an unspoiled wooded setting. An operating lumber mill is adjacent to the bridge, and the remains of a dam and raceway are nearby. The bridge enjoys integrity of setting.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The pin-connected Pratt thru truss bridge is supported on ashlar abutments with wing walls. A noteworthy feature is the basket-like 4-pronged end on the hip vertical floorbeam hangers. The bottom chord is composed of loop forged eyebars with erection numbers. Minimal additions include plates welded to floor beams and diagonal top chord bracing. The bridge is significant because it is relatively unaltered, documented, in its historic context, and has distinctive design details.

INFOR MATION

BIBLIOGRAPHY

Hunterdon County Engineer's Office, Bridge card D481.
Hunterdon County Master Plan: Sites of Historic Interest, 1979.
Simmons, David. "Bridge Preservation in Ohio." Cities & Villages. Vol. XXVI No. 8 (August, 1978), pp. 13-18.

PHYSICAL DESCRIPTION: The single-span pin-connected Pratt thru-truss bridge is supported on random ashlar abutments with U-type wingwalls. The trusses appear to be original with the exception of the floor beams, stringers and deck that have been recently replaced, the addition of welded corner braces to the top laterals, and welded braces extending from the portal struts to the exterior floor beams. The trusses are pin-connected throughout. The portals and top chord consist of two channels, a cover plate and lacing. The intermediate verticals consist of two channels with lacing. The lacing on the verticals parallels the bridge centerline. The bottom chord eyebars and diagonal eyebars have forged eyes. The counters are provided with sleeve nuts for adjustment. The end panel vertical hanger has a four-prong, claw-like ends which engage the pins directly over and in line of the U-bolt floor beam hanger. Such an arrangement, also seen on King Bridge Company spans from the same era, means that the hangers are out of phase or reversed. The expansion bearings consist of nested rollers.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The well preserved 1897 thru-truss bridge is a documented example of the work of the Wrought Iron Bridge Company of Canton, Ohio, one of the most prolific late-19th century bridge fabricating concerns in the country. In addition to its historical association with the WIBC, the span exhibits unusual details, including the "crows foot" vertical hanger detail and the reversed vertical hangers . A good representative example of an important 19th-century bridge type (criterion C), the span enjoys integrity of setting and is located in its original industrial context adjacent to a water-powered saw mill. The saw mill, which is still in operation, is known to have been owned by Enoch Danbury before 1891. Thus the bridge embodies both integrity of design and setting.

The Wrought Iron Bridge Company (WIBC) was organized in 1866 by David Hammond and incorporated in 1871. It is one of the three Ohio bridge companies that stand out for their designs and technological contributions to bridge engineering (Simmons, p. 15). The company distributed, through a network of regional agents who submitted both design and price to the Freeholders, a variety of truss types from the bowstring truss through the Pratt truss. Many of their notable details were castings to join various members of the truss. WIBC was absorbed by the American Bridge Company in 1899.

Boundary Description and Justification: The bridge is located next to a potentially historic saw mill, but the span is distinguished on its own merits. The history of the two structures appears to be independent. The significant boundary of this resource is limited to the substructure and superstructure.

PHOTO: 615:29-38 (02/92) REVISED BY (DATE): QUAD: Lumberville

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXB26 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.01
NAME & FEATURE INTERSECTED CR 630 OVER MUSCONETCONG RIVER **FACILITY** CR 630
TOWNSHIP BETHLEHEM TOWNSHIP
TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Steel
 # SPANS 2 **LENGTH** 104 ft **WIDTH** 14.5 ft

CONSTRUCTION DT 1900ca **ALTERATION DT** 1988 **SOURCE** COUNTY RECORDS
DESIGNER/PATENT UNKNOWN **BUILDER** DOVER BOILER WORKS

SETTING / CONTEXT The bridge carries one lane of a quiet country road over the Musconetcong River, the boundary between Hunterdon and Warren counties. It is located in a rural setting, adjacent to a well-maintained 19th century farm with fields and outbuildings. Other bridges in the county by the same fabricator include 10XXF48.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 11/22/95

SUMMARY The 2-span pin-connected half hip Pratt pony truss bridge is supported on random stone abutments. The pier was rebuilt in concrete in 1988. Each span is 4 panels, and alterations are minimal. Plates have been welded to the lower chord on one side, and welded repairs have been made to the bearings on the pier. The undated span is one of several by the Dover Boiler Works, active in the county through 1919. This is a representative example of a common local bridge type and was fabricated locally.

INFOR MATION

Bibliography:
Platt, Charles. Dover Dates 1722-1922. 1922.
New Jersey Bureau of Statistics Department of Labor. The Industrial Directory of New Jersey. 1912-1952.

Physical Description: The 2-span pin-connected Pratt half hip with counters pony truss bridge is supported on stone abutments. The concrete pier was placed in 1988. Each of the trusses is 5 panels long and has round-headed eye bars for the lower chords. Floor beams are hung from the lower panel points by a pair of U bolts. The most unusual detail is design of the built-up verticals composed of back-to-back angles with a flared web plate. The flared shape adds lateral stability. Repairs are minimal. Plate has been welded to the inclined end posts at the bearings. One line of the original pipe railing survives, but the other, at the lower level, has been replaced with modern beam guide rail.

Historical and Technological Significance: The undocumented 2-span pin-connected Pratt half hip pony truss bridge is technologically significant as a representative example of a once-common bridge type and for the unusual design of the verticals. The flared shape provides a braced member and lateral stability, an inherent weakness in pony truss bridges. Historically the span is important for its association with a regional fabricator, The Dover Boiler Works of nearby Dover (Morris County). The company, which produced a variety of metal products including boilers, hoppers, bins, stacks, and later structural steel, was established in 1874 by Foster F. Birch as a small repair shop only doing hand-repair work. By 1927 the company, then lead by Birch's son William F. Birch, employed 156 men and 5 women. Their products, made from steel purchased from any number of sources like Bethlehem and Luken Steel, went all over the world. Their boilers were in the Woolworth Building in New York. Bridges were not the firm's main product, but they are documented as serving as bridge fabricators from about 1900 through 1919. They, like other small metal fabricating shops, cut, shaped, and riveted angles, channels, and plate into bridges to service the local market. The Dover Boiler Works bridges are concentrated in northwest New Jersey. The company was in business in Dover as late as 1953 under the name Dover Boiler Plate and Fabrications, but its output was considerably less than its 1920s and 1930s peak.

PHOTO: 621:5-10 (02/92) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.
Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US
November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXC76 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED GRAY ROCK ROAD OVER RARITAN RIVER **FACILITY** GRAY ROCK ROAD

TOWNSHIP CLINTON TOWNSHIP

TYPE THRU TRUSS **DESIGN** PRATT **MATERIAL** Steel

 # SPANS 1 **LENGTH** 102 ft **WIDTH** 14.5 ft

CONSTRUCTION DT 1893 **ALTERATION DT** Demolished: 1993 **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a heavily trafficked rural road over the South Branch of the Raritan River. It is located in a sparsely developed area immediately south of NJ 31 that is currently undergoing modern development. The setting does not contribute to the significance of the bridge.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Bridge was Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 7-panel pin-connected Pratt truss bridge is supported on random ashlar abutments with wingwalls. It is a well-preserved example of its type, and it retains its original pipe railing. Although there is some impact damage to the toe-out laced verticals, alterations to the bridge are minimal. The fabricator is not documented, but the state of preservation makes the span one of the more complete of the 10 Pratt thru trusses spans in the county. It is significant as a good example of its type.

INFOR MATION

Bibliography:
Hunterdon County Engineer's Office. Bridge File: C 76.

Physical Description: The well-preserved 102'-long pin-connected Pratt thru truss bridge is supported on ashlar abutments. The top chord and inclined end posts are composed of toe-out channels with cover plated riveted to the top and battens on the bottom. The portal brace and brackets have a lattice fill, and the bridge plaque is affixed to the top strut. The verticals are also toe-out channels, joined on each face by lacing. The bottom chord is made up of stamped, round-headed eye bars, and the diagonals are loop forged eye bars. Interestingly, the floor beams are connected to the lower panel point pins by punched plate hangers connected to the floor beams by rivets rather than the more common inverted U hangers that pass over the pin. The lateral and sway bracing appear to be original. The bridge has impact damage, modern beam guide rail on the inside face, and small welded repairs, but overall it is in a remarkably complete state of preservation.

Historical and Technological Significance: The 102'-long pin-connected Pratt thru bridge was built in 1893, but the designer and fabricator are not known. While exhibiting no patented details, its significance is as a very well-preserved example of a technologically and historically notable bridge type that is becoming increasingly rare in New Jersey (criterion C). It is one seven Pratt thru truss bridges from the 19th century in the county, and all were evaluated as significant either individually or as part of historic districts. Its technological significance is enhanced by the fact that the floor beams are hung from the pins by punched plates riveted to the floor beams rather than the more common 1890s detail of suspending them from inverted U bolts that pass over the pins. The bridge plaque identifies the date of erection and the Freeholders.

Boundary Description and Justification: The bridge is evaluated as individually significant. The boundary is limited to substructure and superstructure of the span itself.

PHOTO: 610:8-12 (07/91) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXF45 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WHITE BRIDGE ROAD OVER CAPOOLONG CREEK **FACILITY** WHITE BRIDGE ROAD

TOWNSHIP FRANKLIN TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Ferrous

 # SPANS 1 **LENGTH** 80 ft **WIDTH** 13.8 ft

CONSTRUCTION DT 1900 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge, on a sharp curve that restricts visibility, carries one lane of a quite country road over a minor stream. It is located in a pastoral wooded setting with nearby open fields and farmland. A late-18th century farm is atop the hill overlooking the bridge. The remains of a wooden stringer culvert a few feet away mark the abandoned right of way of the railroad which paralleled the stream.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed 5-panel half hip Pratt pin-connected pony truss bridge is supported on ashlar abutments. A concrete seat has been added to the east abutment. The clips connecting vertical members to the top chord is similar to 100W069. Modifications include outriggers welded to floorbeams and plates welded to panel points and end post. The span is too long for the crossing, suggesting it may have been moved to this location. An altered example of a locally common bridge type, it is not distinguished.

INFOR MATION

PHOTO: 616:19-23 (02/92) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXF48 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED UPPER KINGTOWN ROAD OVER CAPOOLONG CREEK **FACILITY** UPPER KINGTOWN ROAD

TOWNSHIP FRANKLIN TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 1 **LENGTH** 50 ft **WIDTH** 15.3 ft

CONSTRUCTION DT 1919 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** DOVER BOILER WORKS

SETTING / CONTEXT The bridge carries one lane of a narrow road over a minor stream. It is located in a wooded setting near open fields adjacent to a village of 18th- and 19th-century stone houses, barns and an early mill. The village of Kingtown has historic district potential, and the bridge contributes to the historic character. The period of significance of the potential historic district appears to extend through at least the first decades of the 20th century.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible. Potential Kingtown Historic District. Contributing.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The skewed 4-panel Warren with verticals pony truss bridge is riveted construction and is supported on random ashlar abutments and stone wingwalls. Concrete caps have been added. Riveted outriggers are part of the original design. Minor welded repairs do not compromise the design integrity. It is the latest example of a truss bridge constructed by New Jersey's Dover Boiler Works in the county and is eligible for listing in the National Register of Historic Places under Criterion C. The bridge would also be a contributing element of a Kingtown Historic District under Criteria A and C should such a district be found eligible in the future.

INFOR MATION

Bibliography:
Beers, Comstock & Cline. Hunterdon County Atlas. 1873.
Platt, Charles. Dover Dates 1722-1922. 1922.
Hunterdon County Engineers Office. Bridge file F48.

Physical Description: The 50'-long, 4-panel, riveted Warren pony truss bridge is supported on random ashlar abutments, and the trusses are composed of angles set back to back. The asymmetrical gusset plates are plate set between the angles. The floor beams and stringers are rolled I sections. Outriggers are built up, and they are original to the span as is the line of pipe railings on the inside of the trusses. The pipe is held by stamped brackets. The lower line of pipe railing has been replaced by modern beam guide rails. Both the bridge and its setting on the south edge of the village of Kingtown are well preserved.

Historical and Technological Significance: The small settlement of Kingtown in Franklin Township is historically and architecturally significant as a well-preserved example of an 18th and 19th century crossroads community that grew up around several water-powered mills. In 1873 it consisted of about 10 buildings that included a grist mill and a blacksmith shop. Today stone houses and a nice assemblage of farm-related buildings survive to chronicle the agrarian heritage of the area. The small enclave of buildings appears to be a potential National Register historic district with the 1919 Dover Boiler Works bridge as a contributing resource.

In addition to its historic association with a potential historic district, the span is a well-preserved example of the work of a local fabricator, the Dover Boiler Works of Dover (Morris County). Established in 1874 as a small repair shop doing hand work, it developed into an albeit small but internationally represented producer of stacks, boilers, hoppers, and related metal equipment for the materials handling industry. Locally it fabricated bridges out of steel purchased from any number of American mills including Bethlehem and Lukens. Their bridges are documented in northwest New Jersey from about 1900 until 1919. The Upper Kingtown Road bridge is a late but complete example of the company's work.

Boundary Description and Justification: The bridge appears to be a contributing resource to a potential historic district with a period of significance through the first two decades of the 20th century. Capoolong Creek appears to be a boundary of the district. The bridge, substructure and superstructure, and the west approach appear to be within the potential historic district.

PHOTO: 616:24-25, 617:35-36 (02/92 JPH (5/96 REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXF54 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LOWER KINGTOWN ROAD OVER CAPOOLONG CREEK **FACILITY** LOWER KINGTOWN ROAD

TOWNSHIP FRANKLIN TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 1 **LENGTH** 53 ft **WIDTH** 14.1 ft

CONSTRUCTION DT 1925 **ALTERATION DT** 1965 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over a minor stream in a wooded rural setting near an abandoned mill. Scattered altered 19th-century houses are visible from the bridge. The setting is unspoiled.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 4-panel Warren with verticals pony truss bridge uses riveted plate construction. It is supported on concrete abutments. The top chord and end posts are built-up box member of channels with cover plate. Many welded repairs and alterations, including replacing the inside angle of the bottom chord with rebars and plates, diminish the integrity of the bridge. A late example of the over 25 county examples of its type, the span is not technologically or historically distinguished.

INFOR MATION

PHOTO: 617:37-38 (02/92) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXF55 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LOWER KINGTOWN ROAD OVER CAPOOLONG CREEK **FACILITY** LOWER KINGTOWN ROAD

TOWNSHIP FRANKLIN TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 1 **LENGTH** 52 ft **WIDTH** 14.4 ft

CONSTRUCTION DT 1916 **ALTERATION DT** 1974 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** SAM C HALL

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over a minor stream in a wooded rural setting with sparse housing. An abandoned railroad right-of-way parallels the vehicular road. The bridge is located on a sharp curve.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed 4-panel Warren with verticals riveted pony truss bridge is relatively unaltered. It is supported on random ashlar abutments and wingwalls with concrete extensions added in 1974. The bridge is composed of angles set back-to-back with members joined by riveted connections to gusset plates. The bridge exhibits no distinctive construction details and is a representative example of a bridge type that is common in Hunterdon County. It is not individually distinguished.

INFOR MATION

PHOTO: 617:39-42 (02/92) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXF62 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HAMDEN ROAD OVER SOUTH BRANCH RARITAN RIVER **FACILITY** HAMDEN ROAD

TOWNSHIP FRANKLIN TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT **MATERIAL** Steel

 # SPANS 2 **LENGTH** 152 ft **WIDTH** 15 ft

CONSTRUCTION DT 1900ca **ALTERATION DT** 1957 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a moderately trafficked paved rural road over the South Branch of the Raritan River. On a sharp curve, it is located in a rural setting of open fields, adjacent to a nature preserve. A modern subdivision of attached homes is also nearby.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed pin-connected Pratt pony truss bridge has two spans, each five panels. It is supported on cut ashlar abutments and center pier. Spans share a common bearing plate at the pier. Alterations include welded plates added to the end posts, outriggers, plates added to counters, and modern guide railings. One of over 10 similar spans in the county, it is an undocumented example of a type well represented in the county, and it is not technologically or historically distinctive.

INFOR MATION

PHOTO: 618:2-6 (02/92) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXF65 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HAMDEN ROAD OVER SOUTH BRANCH RARITAN RIVER **FACILITY** HAMDEN ROAD

TOWNSHIP FRANKLIN TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT **MATERIAL** Wrought Iron

 # SPANS 2 **LENGTH** 162 ft **WIDTH** 15.6 ft

CONSTRUCTION DT 1885 **ALTERATION DT** 1993 **SOURCE** PLAQUE

DESIGNER/PATENT PHOENIX BRIDGE COMPANY **BUILDER** DEAN & WESTBROOK, NYC

SETTING / CONTEXT The bridge carries one lane of rural Hamden Road (River Road) over the South Branch of the Raritan River. It is located on a sharp curve of an unimproved, lightly traveled road that parallels the river. The surrounding area has scattered 19th-century farm houses. The bridge enjoys integrity of setting.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span pin-connected Pratt pony truss bridge built in 1885 uses patented Phoenix columns for the end posts and top chord. The cast footing bearings on ashlar abutments and pier appear unaltered. The outriggers are part of the original design. The bridge is in a nearly complete state of preservation with no apparent welded repairs or alterations. One of the better preserved Phoenix column pony truss spans in the state, it is the only known multi-span example.

INFOR MATION

BIBLIOGRAPHY:
Hunterdon County Engineer's Office, Bridge card F 65.
Waddell, J.A.L. Bridge Engineering. New York: John Wiley & Sons, Inc.,1925.
Darnell, Victor C. A Directory of American Bridge-Building Companies, 1840-1900. Washington, D.C.: Society for Industrial Archeology, 1984.
Hagely Museum & Library. Phoenix Bridge Co. records.

PHYSICAL DESCRIPTION: The two-span, cast- and wrought-iron pin-connected Pratt pony truss bridge survives in a remarkably complete state of preservation. The trusses and floor beams are original and unaltered. Each five panel truss consists of Phoenix column section top chords and inclined end posts. All of the truss verticals are built up from a pair of angles with lacing rather than Phoenix sections. The pins at both the top and bottom of the verticals pass through the gusset plates. Because the verticals are not Phoenix sections, the cast connecting pieces at the intermediate chord panel points are not needed. At these locations, the pins pass through the walls of the Phoenix section. Castings are present at the top chord/end post connections and the bottom chord/end post connection, or feet. The expansion bearing feet sit on nested rollers, a standard period detail. The bottom chord consists of round-headed eyebars. The principal diagonals consist of needle-headed eyebars. The counters are rods which thread into devises at both ends which pass around the pins. The floor beams are built up from a web plate with four riveted flange angles. The two top flange angles extend out to form part of the knee brace at each vertical. The floor beams hang from the bottom chord pins on U suspenders. All bridge components are stamped with the order number. The spans bear on stone abutments and a mid-stream pier.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The well-preserved 2-span 1885 pony truss bridge is historically and technologically significant as an example of the a Dean & Westbrook built Phoenix-section bridge (criterion C). The use of the Phoenix section without all of the castings at the nodes (panel points), as in this truss design, represents a transitional stage where the Phoenix truss system was being simplified to be competitive with "standard" pin connected trusses of built-up members. The bridge is one of four Phoenix-section pony truss spans in the state.

The patented Phoenix column, developed in 1864 by David Reeves of the Phoenix Iron Company at Phoenixville, Pennsylvania, "was a great factor causing the substitution of wrought iron for cast iron in compression members of pin-connected bridges," according to noted engineer and author J.A.L. Waddell. It enjoyed tremendous popularity in the 1870s and 1880s, and was one of the most important details in the general acceptance of metal truss bridge technology in those decades. In the earliest days, Phoenix-section bridges were designed by, marketed by, and erected by the Clarke, Reeves Company, a separate company with some of the same owners as the Phoenix Iron Company. They primarily built railroad bridges. In 1884 Clarke, Reeves & Company was reorganized as the Phoenix Bridge Company, and in 1885 it entered into an agreement with Dean & Westbrook of New York City for the marketing and erection of highway bridges with Phoenix-section compression members. The agreement was in effect until 1895. After that date few metal truss bridges with Phoenix sections were built. Dean & Westbrook built at least 70 bridges with Phoenix sections in New Jersey, and about 10 survive. The bridge is the only documented 2-span Phoenix column span in the state. It enjoys integrity of design and setting.

Boundary Description & Justification: The bridge is evaluated as individually distinguished. The boundary is limited to the substructure and superstructure.

PHOTO: 618:16-25,69:0 (02/92) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXF72 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED KICENIUK ROAD OVER SOUTH BR RARITAN RIVER **FACILITY** KICENIUK ROAD

TOWNSHIP FRANKLIN TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 3 **LENGTH** 150 ft **WIDTH** 12.6 ft

CONSTRUCTION DT 1927 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over the South Branch of the Raritan River. The bridge is located adjacent to a park and nature preserve. The sparsely developed wooded rural setting is unspoiled.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The 3-span (50'-long spans) riveted Warren with verticals pony truss bridge is supported on random ashlar abutments with wingwalls and piers. It is composed primarily of angles, and the riveted outriggers are original, as is the pipe railing. The only alterations appear to be toe walls added to the piers, concrete seats, and encasing the west abutment. Although the bridge is a late example of its type, it is will preserved and the 3 span configuration demonstrates the adaptability of truss bridges to diverse sittings. This adaptability contributed to the popularity, marketability, and continue use of this bridge type and hence, to its significance. It is individually eligible for listing in the National Register under Criterion C.

INFOR MATION

PHOTO: 618:11-15 (02/92) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXF76 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SUNNYSIDE ROAD OVER SOUTH BRANCH RARITAN RIVER **FACILITY** SUNNYSIDE ROAD

TOWNSHIP FRANKLIN TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel

 # SPANS 2 **LENGTH** 128 ft **WIDTH** 15.5 ft

CONSTRUCTION DT 1901 **ALTERATION DT** 1989 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT CANTON BRIDGE COMPANY **BUILDER** CANTON BRIDGE COMPANY

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over the South Branch of the Raritan River. It adjoins a smaller stone arch bridge and is adjacent to an altered 19th-century house and milling complex.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The riveted Warren pony truss bridge is supported on random stone abutments, pier and wingwalls. The bottom chord is toe-out angles with battens. Lacing joins the toe-down angles of the diagonals. Alterations include a new detail where new floorbeams are supported by rods bolted to brackets welded to original gusset plates and concrete repairs to the substructure made in 1989. A documented but altered example of a field-riveted bridge by a notable fabricator, it has no distinguishing details.

INFOR MATION

PHOTO: 618:7-10 (02/92) REVISED BY (DATE): QUAD: Pittstown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXF82 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LOWER LANSDOWNE ROAD OVER CAPOOLONG CREEK **FACILITY** LOWER LANSDOWNE ROAD

TOWNSHIP FRANKLIN TOWNSHIP

TYPE THRU TRUSS **DESIGN** PRATT **MATERIAL** Cast & Wrought Iron

 # SPANS 1 **LENGTH** 92 ft **WIDTH** 15.4 ft

CONSTRUCTION DT 1885 **ALTERATION DT** 1958 **SOURCE** PLAQUE

DESIGNER/PATENT PHOENIX BRIDGE COMPANY **BUILDER** DEAN & WESTBROOK, NYC

SETTING / CONTEXT The bridge carries one lane of a paved rural road over a minor stream. It is located in a wooded rural setting. Upstream is a railroad thru girder bridge. No buildings are visible from the bridge. The unspoiled setting contributes to the significance of the span.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed 5-panel pin-connected 1885 Pratt thru truss bridge is supported on random ashlar abutments and has Phoenix columns for the compression members. The Phoenix section members are joined by compression fittings into cast iron nodes at the panel points. Shop marks and numbers are cast into all parts. The well-preserved bridge, one of the earliest known examples of Dean & Westbrook of NYC, is historically and technologically significant. It is the only skewed Phoenix section span in NJ.

INFOR MATION

BIBLIOGRAPHY:
Hunterdon County Engineer's Office, Bridge card F82.
Waddell, J.A.L. Bridge Engineering. New York: John Wiley & Sons, Inc., 1925.
Darnell, Victor C. A Directory of American Bridge-Building Companies, 1840-1900. Washington, D.C.: Society for Industrial Archeology, 1984.
Hagley Museum & Library. Phoenix Bridge Company Papers.

PHYSICAL DESCRIPTION: The skewed, single-span, Pratt thru-truss bridge is pin-connected and consists of Phoenix column sections for the portals, top chord and intermediate verticals. The bottom chord consists of circular-headed eyebars. The principal diagonals and end panel hangers consist of needle-headed or loop forged eyebars. The counters consist of rods with clevis which engage the pin at either end for adjustment. All connections except the vertical hangers consist of individual castings which receive the Phoenix- column sections on a flanged lip, and through which the pins pass. At the bearings the castings include integral bearing plates. The expansion bearings sit on nested rollers. The abutments consist of large rusticated ashlar masonry, with flared wingwalls. All pieces are marked with the order number of this span.

A peculiar feature of this bridge is the manner in which the skew of the abutments was accommodated within the truss framing. All floor beams are perpendicular to the bridge centerline with the unequal panel length due to the skew taken up in the end panels. On this bridge the incline of the portals were kept parallel and the end panel of the top chords are of unequal length. This arrangement causes the top chord pins at the end panel points only to be offset from the bottom chord pins so that the end panel hangers are inclined. On the opposing sides are hanger inclines toward the support, while the other hanger inclines toward the floor beam.

Alterations/modifications to the span are minimal and primarily non-intrusive to the original design. The stringers and deck have been recently replaced with a longitudinal laminated timber deck with an asphalt wearing surface. Timber railings have also been added on the inside face of the trusses. The original railings are gone. The intermediate floor beam hangers were strengthened by the addition of a welded "collar" around the Phoenix column section and an additional pair of rod hangers. That work is believed to have been done in 1958, according to county records.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The 1885 bridge is historically and technologically significant as a well-preserved example of 19th-century bridge technology in both its design and its construction details (criterion C). The pin-connected Pratt truss became the most successful and technologically important of the late-19th century metal truss types. What distinguishes this cast- and wrought-iron example is the use of Phoenix section columns and cast nodes for connection of the Phoenix-section elements and the way the skew of the abutments was accommodated within the truss framing. Its historical significance is increased by the fact that it is a documented example of the work of New York City-based fabricator Dean & Westbrook, a firm that took over the erection of highway bridges through a contractual arrangement with the Phoenix Bridge Company of Phoenixville, PA. Dean & Westbrook built highway bridges with Phoenix columns until 1896. The Lower Lansdowne Road bridge is one of about ten bridges in New Jersey that are built with Phoenix sections between 1878 and 1895. All are evaluated as significant due to the presence of the important patented Phoenix section, a detail that did as much as any other to promulgate the acceptance of metal truss bridges in the 1870s and 1880s.

The Phoenix column was developed in 1864 by David Reeves of the Phoenix Iron Company at Phoenixville, Pennsylvania. It is composed of at least four segmental wrought channels whose flanges were riveted together to produce a circular section with great compressive strength. The Phoenix column, and its cast iron connecting pieces for compression fittings of the various elements, also designed and patented by Phoenix Iron Company engineers, "was a great factor causing the substitution of wrought iron for cast iron in compression members of pin-connected bridges," according to noted engineer and author J.A.L. Waddell. They reflect the then-current understanding of tensile and compressive forces at the panel points.

The bridge is one of three bridges with Phoenix sections, each of a different design, in Hunterdon County. Two of them were built by Dean and Westbrook, the fabricating firm based in New York City that was established in 1885, the same year they entered into an agreement with the Phoenix Bridge Company to act as agents for the construction of Phoenix-column highway bridges. From 1885 until 1895, Dean

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

& Westbrook built over 280 Phoenix column highway bridges from Main to North Carolina, but most of their activity was in New York, New Jersey, and Pennsylvania. They built over 70 in New Jersey alone, and they remain in Mercer, Bergen, Somerset, Hunterdon, and Monmouth counties. This is the only skewed thru truss bridge. Correspondence in the Phoenix Iron Company records preserved at the Hagley Museum and Library reveals that when this bridge was ordered, the wrong skew connecting pieces were shipped to the site. The error was not discovered until the bridge was being erected. The correct connecting pieces had to be ordered from Phoenixville.

Boundary Description and Justification: The bridge is evaluated as individually distinguished. The boundary is limited to the substructure and superstructure of the span.

PHOTO: 617:6-7, 618:39-44,1 (02/92) REVISED BY (DATE): QUAD: Pittstown

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXG62 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED BELL AVENUE OVER SPRUCE RUN RIVER **FACILITY** BELL AVENUE
TOWNSHIP GLEN GARDNER BORO
TYPE PONY TRUSS **DESIGN** PRATT **MATERIAL** Steel
 # SPANS 1 **LENGTH** 85 ft **WIDTH** 15.6 ft
CONSTRUCTION DT 1896 **ALTERATION DT** Rehabilitated: 1991 **SOURCE** PLAQUE
DESIGNER/PATENT GROTON BRIDGE & MFG CO **BUILDER** GROTON BRIDGE & MFG CO

SETTING / CONTEXT The bridge carries one lane of traffic over a minor stream. It is located in a wooded village setting of modified 19th and 20th century houses.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 5-panel Pratt pony truss pin-connected bridge bears on random ashlar abutments. The bottom chord is composed of stamped eye bars. 1991 alterations included welded reinforcing plates on floorbeams and a new flooring system with a glulam deck. Otherwise the trusses are well preserved. Lattice web railings with center medallions remain. The span is significant as a good example of its type and as an example of the work of the Groton Bridge Co., a NY fabricator not well represented in the state.

INFORMATION

Bibliography:
Thurber, Pamela. "The Groton Iron Bridge Company." Historic Ithica and Tompkins County Newsletter. Fall, 1983.

Physical Description: The 5-panel full hip pin-connected pony truss bridge is supported on ashlar abutments. It has some small reinforcing elements added at the panel points, but most of the original fabric survives, including the lattice railing with decorative bosses on the bridge and atop the low stone walls of the approaches. The top chord and inclined end posts are composed of toe-out channels with a top web plate and battens on the bottoms. The verticals are back-to-back angles with a laced web. The connection of the verticals to the panel points is by a plate riveted, bolted, or welded to the angles. Diagonals and the bottom chord are made up of stamped, round-headed eye bars while the counters are loop forged bar stock. The rolled I-section floor beams are hung from the bottom panel points by u-hangers. The bridge exhibits no unusual construction details. Modifications to the original design include outriggers connected by welds and splice plates to the floor beams and top chord and a wood laminated deck added in 1991.

Historical and Technological Significance: The pin-connected Pratt pony truss bridge, built in 1896, is a well-preserved example of a historically important bridge type. One of over 10 examples of the bridge type in Hunterdon County, which is distinguished with having more 19th-century truss bridges than any other county in the state, this span is historically noteworthy because it is a documented example of the work of the Groton Bridge Company of Groton, New York. It is one of less than six documented examples of their work in the state.

Groton is located on a spur of the Southern Central Railroad that was opened in 1869 linking the small town near Ithica with routes to Canada and Pennsylvania coal region. In 1877, two small agriculture-related businesses, the Groton Iron Works, a blacksmith shop, and the Groton Separator Works, a manufacturer of farm implements, merged in 1877 to form the Groton Bridge Company. The firm was established to take advantage of the rapidly increasing metal truss bridge market that was developing as county after county set about improving and upgrading their roads. The company grew and prospered, becoming one of the largest employers in the community and building bridges in at least 27 states. Between 1877 and 1887, the firm built mostly small pony truss bridges in upstate New York. In 1887 the operation was expanded and the product line increased to include larger bridges. It was during this expanded phase of the company's operations that the bridge in Glen Gardner was built and finished with the distinctive demilune plaque atop each top chord. In 1900 the company was absorbed into the new American Bridge Company. The company continued its operations until the 1920s. It also produced structural steel.

The history of the Groton Bridge and Manufacturing Company is reflective of the era during the late-19th century when a host of small companies recognized the economic advantage of designing and manufacturing metal truss bridges as the nation embarked on its most ambitious road improvement campaigns. The era of individual companies, represented regionally and/or nationally by local sales people, was brought to a close in 1900 with incorporation of J.P. Morgan & Company's American Bridge Company, a conglomerate made up of 24 companies that represented half the nation's bridge fabricating capacity. Some plants were closed, and others, like Groton's works, continued in operation.

Boundary Description and Justification: The bridge is evaluated as individually distinguished. Its setting does not appear to have historic district potential. Thus, the boundary is limited to the substructure and superstructure of the span itself.

PHOTO: 610:35-40, 42 (07/91) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.
Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US
November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXG63 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SCHOOL STREET OVER SPRUCE RUN RIVER **FACILITY** SCHOOL STREET

TOWNSHIP GLEN GARDNER BOROUGH

TYPE PONY TRUSS **DESIGN** PRATT **MATERIAL** Iron

 # SPANS 1 **LENGTH** 84 ft **WIDTH** 16.6 ft

CONSTRUCTION DT 1870 **ALTERATION DT** 1992 **SOURCE** INSCRIPTION

DESIGNER/PATENT FRANCIS C. LOWTHROP **BUILDER** WILLIAM COWIN

SETTING / CONTEXT The bridge carries one lane of a local street over a minor stream. It is located in a village of well-maintained 18th- and 19th-century homes. It is adjacent to a small neighborhood park and near a 19th century schoolhouse and mill. The village is undergoing modern residential development. The village is east of NJ 31.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Individually Listed. Listed. Glen Gardner Pony Pratt Truss Bridge. 09/22/1977.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1870 Pratt pony truss bridge of wrought and cast iron was built by Lambertville contractor William Cowin, using the design of Francis C. Lowthrop. It is one of 3 Cowin/Lowthrop spans extant in New Jersey. The others are 10XXON1 and 2102225, but this is the least altered of the three. It is an extremely significant early example of metal truss bridge technology. The span is of national importance. It was sensitively rehabilitated, including a new flooring system, in 1992.

INFOR MATION

PHOTO: 68M:36-38 (07/91) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXH64 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MT. JOY ROAD OVER MUSCONETCONG RIVER **FACILITY** MT. JOY ROAD

TOWNSHIP HOLLAND TOWNSHIP

TYPE THRU TRUSS **DESIGN** PRATT **MATERIAL** Steel

 # SPANS 1 **LENGTH** 106 ft **WIDTH** 15.6 ft

CONSTRUCTION DT 1890ca **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** G M RUSLING, HACKETTSTOWN

SETTING / CONTEXT The bridge carries one lane of a narrow street over the Musconetcong River, the border between Hunterdon and Warren Counties. The street is in the center of the well-preserved 19th-century village of Finesville which has National Register-historic district potential. The bridge contributes to the historic character of that potential district. The bridge is a few feet downstream from a mill dam. The mill, now converted to housing, remains.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible. Agreed Potential Historic District. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 8-panel pin-connected Pratt thru truss bridge is supported on random ashlar abutments. The floorbeams appear to be original. Welded alterations are minimal and include plates at the lower panel points, cover plate on the end posts, and lateral bracing strengthening. The bridge is the only known example of the work of bridge builder G.M. Rusling of Hackettstown. In addition to its historical significance, it contributes to the character of a potential district.

INFOR MATION

BIBLIOGRAPHY:
Hunterdon County Engineer's Office: County bridge card H64W. Hunterdon County Master Plan: Sites of Historic Interest 1979.

PHYSICAL DESCRIPTION: The eight-panel full hip Pratt thru-truss bridge has a plaque located at the center of the portals identifying the builder and the Hunterdon County Bridge Committee members. The pin-connected bridge is supported upon stone abutments with retaining walls. The top chords and inclined end posts are box members composed of shallow toe-out channels and cover plates with battens. The bottom chord consists of stamped eyebars, to which reinforcing plates have been welded at the panel points. The vertical members are composed of angles with lacing. The portal braces are also composed of angles with lattice. All but the first interior floor beams are hung from U-bolts. The floor beam hangers are forged loop eye bars that have been reinforced by the addition of bars welded to the top chord and the panel point reinforcing plate. Knee braces have been added at lateral struts and portals. Channel end diagonal braces have been added, and cover plates have been welded to the end posts. According to county records, the corrugated steel deck with asphalt overlay was installed in 1958. Some elements are stamped "Passaic R.M. Co.".

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The date of construction of the 8-panel pin-connected Pratt thru truss bridge is not documented, but stylistically it appears to be circa 1890. The fairly well preserved bridge is the only known example of the work of G.M. Rusling, a New Jersey fabricator. In addition to being a good example of an important bridge type and the work of a local fabricator, the bridge is located in the village of Mount Joy, a potential National Register Historic District. It is a contributing resource in that potential historic district. The first house was reportedly erected in 1829 in what was a saw mill and iron ore mining area. The village preserves its historic, 19th- and early-20th century character. The mill dam is located a few feet upstream from the bridge. Although some alterations are present, they are predominantly non-intrusive in nature and the bridge retains its integrity of design.

Boundary Description and Justification: The bridge is individually distinguished, but it is also located in a potential historic district that appears to include resources on both side of the river. Thus both ends of the bridge are within the potential historic district. The bridge and its surroundings are evaluated as significant.

PHOTO: 67:11-14,16,17 (06/91) REVISED BY (DATE): QUAD: Riegelsville, PA

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXL93 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 645 OVER MUSCONETCONG RIVER **FACILITY** CR 645

TOWNSHIP LEBANON TOWNSHIP

TYPE STONE ARCH **DESIGN** ELLIPTICAL **MATERIAL** Stone

 # SPANS 2 **LENGTH** 81 ft **WIDTH** 18.9 ft

CONSTRUCTION DT 1900 **ALTERATION DT** 1980 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a narrow 2-lane county road over the Musconetcong River. It is located in a wooded lightly settled suburban area adjacent to an abandoned mill and mill race. High stone piers from a non-extant railroad are visible from the bridge. The area was known as Changewater.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span stone arch bridge was constructed in 1900. The upstream portion is ashlar with ringstones. It retains its lattice and floral boss railing. The bridge was widened in 1980 by a reinforced concrete addition of corresponding shape on the downstream side. The addition has a paneled concrete parapet. A concrete toe wall was added to the original pier. One of over 10 stone arches in the county, it has lost significance due to the alterations and is thus not a noteworthy example of the type.

INFOR MATION

PHOTO: 63:43A-44A, 1A (06/91) REVISED BY (DATE): QUAD: High Bridge

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXL95 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MOWDER HILL ROAD OVER MUSCONETCONG RIV **FACILITY** MOWDER HILL ROAD

TOWNSHIP LEBANON TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Ferrous

 # SPANS 1 **LENGTH** 64 ft **WIDTH** 15.4 ft

CONSTRUCTION DT 1897 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT WROUGHT IRON BRIDGE CO. **BUILDER** WROUGHT IRON BRIDGE CO.

SETTING / CONTEXT The bridge carries one lane of a rural road over the Musconetcong River, the boundary between Hunterdon and Warren counties. It is located in a wooded rural setting near open fields and pastures.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 4-panel half hip Pratt pony truss is pin connected. One abutment is fieldstone while the other is concrete. An unusual construction detail is cast iron connectors and bearing shoes similar to the bridge on Hamp Road (10WD120). Minor modifications made in 1977 include repairs to the vertical members and the addition of outriggers. This is a well-documented example of the Wrought Iron Bridge Co. of Ohio. Several other local spans by the company have the same cast connectors.

INFOR MATION

BIBLIOGRAPHY:
Hunterdon County Engineer's Office, Bridge card L-95-W.
Darnell, Victor C. A Directory of American Bridge-Building Companies, 1840-1900. Washington, D.C.: Society for Industrial Archeology, 1984.

PHYSICAL DESCRIPTION: The four-panel, pin-connected, half-hip Pratt pony truss bridge is traditionally composed. The top chord and inclined end posts are composed of shallow channels, toe out and a cover plate and closely spaced lacing, riveted to make a box member. The bottom chord is comprised of stamped, round- headed eyebars. Vertical members are angles with lattice bracing. Floor beams are hung from typical U-bolt hangers. One abutment is random fieldstone, while the second is concrete. Wingwalls have been repointed and repaired. An unusual detail is the cast-iron bearing shoe containing the roller nest. The cast bearing serves as the connection for the bottom chord and inclined end posts.

Alterations are minimal. Modern metal guide railings have been added to either side. A glue-laminated deck replaces a 1962 metal plank deck. Other alterations include welded repairs on vertical members and the addition of outriggers in 1977.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: One of over 20 Pratt half hip pony truss bridges in Hunterdon County, the well-preserved span is historically and technologically distinguished. It was fabricated by The Wrought Iron Bridge Company (WIBC) of Canton, Ohio in 1897. The company, noted for its prolificacy and technological accomplishments, was founded in 1864 by David Hammond, and it was incorporated in 1871. It operated as such until 1899 when it was absorbed by the American Bridge Company (Darnell, 48.). Nationally successful by marketing its designs through a network of regional salesmen, the company is well represented in New Jersey. What distinguishes this span are the bearing castings, a detail used on some of the company's bridges since at least the 1880s (criterion C). It is also found on 10WD120. The span thus documents the evolution of metal truss bridge design, but also the manner in which bridges were designed and marketed in the pre-American Bridge Company era.

Boundary Description and Justification: The bridge evaluated as individually distinguished. The boundary is limited to the substructure and the superstructure.

PHOTO: 63:38A-42A (06/91) REVISED BY (DATE): QUAD: Washington

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXQ40 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EVERITTS ROAD OVER BRANCH OF NESHANIC RIVER **FACILITY** EVERITTS ROAD

TOWNSHIP RARITAN TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT **MATERIAL** Steel

 # SPANS 1 **LENGTH** 80 ft **WIDTH** 13 ft

CONSTRUCTION DT 1923 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT GRANT DAVIS, CO ENG **BUILDER** SNOOK & SONS

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over a branch of the Neshanic River in an unspoiled wooded rural setting. The land surrounding the bridge is used for agriculture.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The 6-panel riveted Pratt pony truss bridge has ashlar abutments, one of which has been widened with concrete. The bridge, designed by the county engineer is traditionally composed with the center-panels diagonals joined to a center gusset plate. The original pipe railing survives. Largely unaltered and although a relatively late example of a Pratt pony truss, the bridge is individually eligible for listing in the National Register under Criterion C.

INFOR MATION

PHOTO: 61:39A-41A (06/91) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXQ48 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED KUHLS ROAD OVER BRANCH OF NESHANIC RIVER **FACILITY** KUHLS ROAD

TOWNSHIP RARITAN TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT **MATERIAL** Steel

 # SPANS 1 **LENGTH** 70 ft **WIDTH** 18.2 ft

CONSTRUCTION DT 1936 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** STACY (WIDDICOMBE?)

SETTING / CONTEXT The bridge carries a lightly traveled rural road over a branch of the Neshanic River. It is located in a rural setting with nearby open fields and encroaching suburban housing development.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The skewed 5-panel 1936 Pratt pony truss bridge is of rolled section welded construction. It is supported on random ashlar abutments. An uncommon detail is the connecting of the center-panel diagonals to a mid-panel gusset plate. Alterations are minimal and include outriggers and guide rail railings. Although the structure is a representative example of the pony truss technology, it is not individually eligible for listing in the National Register of Historic Places, nor does it currently contribute to an identified historic district.

INFOR MATION

PHOTO: 61:37A-38A (06/91) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXR19 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ISLAND ROAD OVER ROCKAWAY CREEK **FACILITY** ISLAND ROAD

TOWNSHIP READINGTON TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Steel

 # SPANS 1 **LENGTH** 70 ft **WIDTH** 13.8 ft

CONSTRUCTION DT 1900ca **ALTERATION DT** **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of an unimproved country road over a minor stream in a lightly wooded rural setting near a working farm complex. It is near open fields and scattered houses.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 8'-high 5-panel Pratt half hip pony truss bridge is pin connected. It is supported on concrete abutments with wingwalls. The bottom chord is stamped eye bars and the top chord and end posts are built-up box members. Diagonals are also stamped eye bars. The floor system is new and the bottom chord has been patched and reinforced. Plates have been welded to panel points, but the pins and hangers remain. The undocumented span is too altered to be evaluated as significant.

INFOR MATION

PHOTO: 622:27-29 (02/92) REVISED BY (DATE): QUAD: Raritan

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXR20 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LAMINGTON ROAD OVER ROCKAWAY CREEK **FACILITY** LAMINGTON ROAD

TOWNSHIP READINGTON TOWNSHIP

TYPE THRU TRUSS **DESIGN** PRATT **MATERIAL** Wrought Iron

 # SPANS 1 **LENGTH** 58 ft **WIDTH** 16.2 ft

CONSTRUCTION DT 1890ca **ALTERATION DT** **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly traveled country road over Rockaway Creek. It is located in a wooded rural setting adjacent to a well-preserved 18th-century farmstead. The unspoiled setting contributes to the significance of the bridge.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 4-panel pin-connected Pratt thru-truss bridge is supported on random ashlar abutments. The span is technologically significant because of its distinctive details including beveled bearing plates, paddle-shaped ends on the verticals, and bottom chord eyebars that pass under the pin connection. Portals are set on the top chords, which end in faceted stops. The fabricator is not documented, but the construction details are unusual and distinctive. It is technologically notable.

INFORMATION

BIBLIOGRAPHY:
Hunterdon County Engineer's Office, County Bridge card R20.
Hunterdon County Master Plan: Sites of Historic Interest, 1979.

PHYSICAL DESCRIPTION: The single-span Pratt thru-truss bridge is almost entirely original except for an asphalt filled corrugated metal deck. The bridge consists of what appears to be wrought iron I-beam stringers and floor beams hung with U-bolts from two truss lines. The trusses consist of inclined end posts and top chords built up from two channels and a cover plate with widely spaced battens. An unusual detail is that the ends of the top chords extend slightly beyond the portal diagonals and are finished with a decorative paling-ended end cap. The principal diagonals and bottom chord consists of round headed eyebars. The counters consist of rods with turnbuckles for adjustment. The verticals consist of channels with lacing. The original diagonal-pattern lattice railings are present along both truss lines. The bearing plate is an incline which results from the masonry plates having inclined web extensions. The rationale behind this bearing type is unclear. The bearings at both abutments are inclined back away from the span. There is no clear indication if one or both sets of bearings were intended to be the expansion bearings. The pins in the bearings have been welded in position.

The abutments consist of rubble stone masonry of poor quality, with U-type wingwalls. Concrete toe walls have been placed in front of both abutments to protect from scour.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The date of construction and fabricator of the well-preserved pin-connected Pratt thru truss bridge has not been documented in the County Engineer's records, but the span is mostly original, with few alterations, making it a good representative example of the important bridge type (criterion C). It is technologically distinguished by two unusual features not found on other thru truss bridges in the county. The top chord portal connection connotes extraordinary attention to detail. The inclined bearings appear to indicate a unique design philosophy. In addition to the preservation of the unusual construction details, the span enjoys integrity of setting in a wooded rural area adjacent to the Ten Eick-Weed farmstead, which includes a frame farmhouse with a stone wing, an English barn, and a smaller frame barn.

Boundary Description and Justification: The bridge is located adjacent to an 18th-century farmstead, but the history and significance of the two resources are separate and distinct. The bridge is evaluated as significant in its own right. Its boundary is the limits of the substructure and superstructure.

PHOTO: 622:20-26 (02/92) REVISED BY (DATE): QUAD:

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXT80 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ROCKAWAY ROAD OVER ROCKAWAY CREEK **FACILITY** ROCKAWAY ROAD

TOWNSHIP TEWKSBURY TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT **MATERIAL** Steel

 # SPANS 1 **LENGTH** 60 ft **WIDTH** 14.7 ft

CONSTRUCTION DT 1900ca **ALTERATION DT** Demolished: 2001 **SOURCE** STYLE/COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a lightly trafficked country road over a minor stream. It is located in an area of woods and agricultural fields.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Bridge was Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed 4-panel Pratt pony truss is pin connected. It is supported on random ashlar abutments with wingwalls. Original components are limited to the chords, some diagonal members, and the U-hanger detail. Welded repairs since 1973 include plates added to the floor beams and diagonals. The verticals are modern replacements and guide rails and outriggers have been added. One of over 9 full hip Pratt pony truss spans in the county, it is an undocumented and altered example of the type.

INFOR MATION

PHOTO: 66:1A-6A 623:12 (06/91) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 10XXT85 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OLD MOUNTAIN ROAD OVER ROCKAWAY CREEK **FACILITY** OLD MOUNTAIN ROAD

TOWNSHIP TEWKSBURY TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Metal

 # SPANS 1 **LENGTH** 52 ft **WIDTH** 12.1 ft

CONSTRUCTION DT 1895ca **ALTERATION DT** Unknown **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a private driveway over a minor stream in a rural, wooded setting. The driveway services an altered 19th-century house.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-panel pin-connected Pratt half hip pony truss bridge is too long for the crossing, indicating that it may have been moved to this location. It bears on concrete abutments. Although it has been strengthened by a rolled girder from which the floor beams are suspended, the trusses themselves appear to be well preserved. The most unusual detail is the tapered-shape verticals which are composed of latticed back-to-back angles. The bridge is an altered example of a common county type.

INFOR MATION

PHOTO: 28:22-26 (05/92) REVISED BY (DATE): QUAD: Califon

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3001174 **CO** HUNTERDON **OWNER** STATE AGENCY **MILEPOINT** 0.16

NAME & FEATURE INTERSECTED BRIDGE STREET OVER D&R FEEDER CANAL **FACILITY** BRIDGE STREET

TOWNSHIP LAMBERTVILLE CITY

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 35 ft **WIDTH** 40.2 ft

CONSTRUCTION DT 1920 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT PA RR OFFICE OF ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane city street and sidewalks over the D&R feeder canal in the center of Lambertville, a NR-listed historic district. Many converted 19th century buildings serve as retail businesses. Adjacent to the bridge is a former Bel-Del RR station. The canal feeder was closed to waterborne traffic about 1913. The canal R-O-W is also NR-listed, but bridges over it are not. The bridge is not a contributing resource to either district because of its age and style.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Listed. Lambertville Historic District. 06/30/1983. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The steel stringer bridge with concrete abutments and paneled concrete parapets is similar to others over the feeder canal in Mercer county. The modest bridge was constructed in 1920, after the canal feeder was closed to navigation. Although located within the historic district noted for its transportation network, the bridge is outside of the 19th-century period of historical significance and is thus a noncontributing resource. It is also not technologically noteworthy.

INFOR MATION

PHOTO: 68M:25-26 (07/91) REVISED BY (DATE): QUAD: Lambertville

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3001178 **CO** HUNTERDON **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BRIDGE STREET OVER D&R FEEDER CANAL **FACILITY** BRIDGE STREET

TOWNSHIP STOCKTON BORO

TYPE T BEAM **DESIGN** **MATERIAL** Reinforced Concrete

 # SPANS 2 **LENGTH** 59 ft **WIDTH** 20 ft

CONSTRUCTION DT 1926 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT PA RR OFFICE OF CHIEF ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane street and 2 sidewalks over the Delaware & Raritan Canal Feeder. It is located near a thru truss bridge spanning the Delaware River on one of the two major streets in the town. It is also near the bridge guard's shanty. The canal feeder right-of-way is National Register-listed, but the bridges that cross the canal and feeder are not part of the nomination. The span was built after the canal feeder was closed to navigation about 1913.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible. Listed. D&R Canal. 05/11/1973. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete tee beam bridge is supported on a concrete center pier and concrete abutments and wingwalls. The four narrow tee beams with diaphragms are widely spaced. The concrete parapet with posts is ornamented with 4 light standards cast by the Foran F & M Co. of Flemington. The bridge is not technologically innovative or significant, and it was constructed after the canal feeder was closed to navigation (about 1913). The bridge was designed by the railroad because they owned the canal.

INFOR MATION

PHOTO: 613:10-13 (02/92) REVISED BY (DATE): QUAD: Stockton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # Unknown0 **CO** HUNTERDON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WOODVILLE ROAD OVER STONY BROOK **FACILITY** WOODVILLE ROAD

TOWNSHIP WEST AMWELL TOWNSHIP

TYPE STONE ARCH **DESIGN** ELLIPTICAL **MATERIAL** Stone

 # SPANS 2 **LENGTH** No Data **WIDTH** No Data

CONSTRUCTION DT 1840 **ALTERATION DT** Unknown **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** "C.B."

SETTING / CONTEXT The bridge carries one lane of a lightly traveled road over a minor stream on the southern edge of the 19th-century village of Linvale. The village does not have historic district potential due to the alterations to most of the buildings. The bridge is about 100' south of NJ 31 which now serves as the main road through the village. Woodville Road has been bypassed by NJ 31.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span stone arch with rubble-coursed spandrel walls and gauged ringstones was widened on the downstream side with a corresponding concrete arch addition at an unknown date. Although the earliest documented stone arch bridge in the county, the span has been altered by the addition, and the stone parapets on both sides have been rebuilt. More complete examples of 19th-century masonry arches survive like 1000111.

INFOR MATION

PHOTO: 611:21A-25A (09/92) REVISED BY (DATE): QUAD: Hopewell

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.

Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002