NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100002 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SOUTH BROAD STREET (US 206) OVER ASSUNPINK CREEK **FACILITY** SOUTH BROAD STREET (US 206)

TOWNSHIP TRENTON CITY

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

 # SPANS 1 **LENGTH** 60 ft **WIDTH** 36 ft

CONSTRUCTION DT 1843 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT Located in downtown Trenton on the main east-west street, the 1843 stone arch bridge is not visible from the roadway. Assunpink Creek, the feature it crosses, has been diverted underground west of the bridge and it reemerges at the bridge. Open park land, created by urban renewal, is on both sides of the bridge which has been widened to 36'.

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

CONSULT STATUS Individually Eligible. Historic District Status Unresolved.

CONSULT DOCUMENTS DOE 05/31/80

SUMMARY The well-proportioned random ashlar elliptical stone arch was built in 1843 to replace the 1822 stone arch bridge lost in a freshet. On the historic main road from New York to Philadelphia, a stone arch was first built here in 1774. The bridge was widened on the east side several times, but the west elevation survives with its handsome voussoirs and keystone. It is the oldest bridge in Trenton, and is of great historical value to the community.

INFOR MATION

PHOTO: 1:28-31 (04/91 JPH (5/96)) REVISED BY (DATE): QUAD: Trenton West

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100005 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PRINCETON PIKE (CR 583) OVER STONY BROOK **FACILITY** PRINCETON PIKE (CR 583)

TOWNSHIP PRINCETON TOWNSHIP

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

 # SPANS 3 **LENGTH** 111 ft **WIDTH** 22 ft

CONSTRUCTION DT 1809 **ALTERATION DT** 1973 **SOURCE** COUNTY BRIDGE CARD

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The 3-span stone arch bridge is on the historic Princeton & Kingston Branch Turnpike, a road constructed in 1807 between Trenton the Kings Highway in Kingston. The bridge is on a sharp curve, and it crosses a wide shallow stream in a wooded residential area just south of the borough of Princeton.

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

CONSULT STATUS Individually Eligible. Listed. Princeton Battlefield / Stony Brook Village Historic District 10/15/1966, amended 11/21/1979 10/10/1989. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY Reportedly built in 1809, the impressive 3-span rubble-coursed stone arch bridge is well proportioned. It has been extensively rebuilt over the years. The north arch and ice breakers collapsed partially in 1973, but were rebuilt as were the parapets. A slab was added to carry live loads. The bridge is still a significant early engineering accomplishment and a remnant of the Princeton Turnpike, chartered in 1804. It is one of three ca. 1800 3-span stone arches in the area. All are eligible.

INFOR MATION

PHOTO: 7:10-11 (05/91 JPH (5/96)) REVISED BY (DATE): QUAD: Princeton

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100007 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED YARDVILLE-GROVEVILLE ROAD OVER DOCTORS CREEK (672.2) **FACILITY** YARDVILLE GROVEVILLE ROAD

TOWNSHIP HAMILTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 46 ft **WIDTH** 30 ft

CONSTRUCTION DT 1929 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** WM DRIVER (TRENTON)

SETTING / CONTEXT The bridge is located away from the center of the village of Yardville in a wooded setting over a brook. A large post-1960 apartment complex is to the northeast of the bridge. A concrete ruin of a foot bridge is just upstream and visible from 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 unaltered encased stringer bridge on concrete abutments was built by the county and is a representative example of the popular pre-WW II structural type. It is not technologically innovative, and is one over 40 encased stringer bridges in the county. Its concrete balustrade is also representative of the period.

INFOR MATION

PHOTO: 3:14A-16A (05/91) REVISED BY (DATE): QUAD: Trenton East

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100009 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PROSPECT STREET OVER SHABAKUNK CREEK **FACILITY** PROSPECT STREET

TOWNSHIP EWING TOWNSHIP

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

 # SPANS 1 **LENGTH** 59 ft **WIDTH** 20 ft

CONSTRUCTION DT 1930 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT **BUILDER** PETER DIANTONIO (TRENTON)

SETTING / CONTEXT The bridge is located in a mixed use suburban area dominated by mid- to late-20th century 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 stringer bridge is one of a series of 3 built in Ewing over the Shabakunk by the county in 1930-31. It is technologically undistinguished, as are the other two, and is a representative example of a common bridge type. Over 40 encased stringer bridges were built before 1942 in Mercer County alone. The bridge has a well detailed concrete parapet originally fitted with light standards that have been removed.

INFOR MATION

PHOTO: 2:5-6 (04/91) REVISED BY (DATE): QUAD: Trenton West

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100010 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED NORTH OLDEN AVENUE OVER SHABAKUNK CREEK (441.21) **FACILITY** NORTH OLDEN AVENUE

TOWNSHIP EWING TOWNSHIP

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

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 60 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT **BUILDER** HARRY W. RICKARD

SETTING / CONTEXT Located in a late-20th century commercial area dominated by small "strip" centers and small businesses on a busy arterial road, the bridge over a small stream was originally built as a 2-lane facility. It and the road have been widened to four lanes.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY Originally constructed by the county as one of a series of three encased stringer bridges in Ewing over Shabakunk Creek, the bridge was extensively altered when it was widened to 4 lanes. Only the east side is original. It retains the original concrete balustrade while the new west side has a modern concrete barrier. The bridge has lost its integrity of design and is not well preserved.

INFOR MATION

PHOTO: 2:3-4 (04/91) REVISED BY (DATE): QUAD: Pennington

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100011 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EWINGVILLE ROAD OVER SHABAKUNK CREEK (442.1) **FACILITY** EWINGVILLE ROAD

TOWNSHIP EWING TOWNSHIP

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

 # SPANS 1 **LENGTH** 35 ft **WIDTH** 44 ft

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

DESIGNER/PATENT **BUILDER** PETER DIANTONIO TRENTON

SETTING / CONTEXT The bridge crosses a small stream and is located in a wooded setting. It is located on a collector road in a sparsely developed area north of Trenton.

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 bridge is one of a series of three encased stringers built by the county across Shabakunk Creek as part of a routine road-improvement program in Ewing. Each bridge has concrete paneled parapet typical of the period. Like the other two (1100009 and 1100010), this bridge is a representative example of period technology and is not technologically or historically distinguished. It is one of over 40 encased stringer bridges in Mercer County.

INFOR MATION

PHOTO: 2:7-8 (04/91) REVISED BY (DATE): QUAD: Pennington

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100012 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EWINGVILLE ROAD OVER SHABAKUNK CREEK (442.4) **FACILITY** EWINGVILLE ROAD (442.4)

TOWNSHIP EWING TOWNSHIP

TYPE STRINGER **DESIGN** JACK ARCH **MATERIAL** Steel, Masonry

 # SPANS 1 **LENGTH** 28 ft **WIDTH** 30 ft

CONSTRUCTION DT 1889 **ALTERATION DT** 1926 **SOURCE** PLANS

DESIGNER/PATENT H. KERSEY, 1926 PLANS **BUILDER**

SETTING / CONTEXT Bridge is located over a small stream in low-density single family residential portion of the county.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY Composed of rolled I-beams with shallow brick arch infill between the beams, the 1889 bridge was widened in 1926 with concrete-encased stringers. It is one of the few surviving brick jack arch bridges in the county, but the type is well represented within the county in spans of less than 20'. While the brick jack arch span is strong, the stone abutments are not and are braced. The brick arch added strength and stability to the I beams. A better, unaltered example of the type is 18E0104.

INFOR MATION

Bibliography:
Mercer County Engineers Office. Transfer File 422.4.
A.G. Lichtenstein & Associates. "Report of Finding of Historic Significance of Structure No. 442.4 Ewingville Road over Shabakunk Creek. 2/15/90.

Physical Description: The 24'-long span was built in two phases. The earliest is the northern portion composed of 7 rolled stringers spaced 4' apart with brick jack arch fill with a 6" rise. Tie rods through the I beams resist the lateral thrust of the brick arches. The jack arches are in good condition, The bridge was widened to the south in 1926 when five concrete encased stringers were installed. The original ashlar abutment is not well founded and is braced. Any historic railing has been lost. Modern beam guide rail is now in place.

Historical and Technological Significance: The Ewingville Road bridge is a documented example of a stringer and brick jack arch span. It was built in 1889 and widened with rolled steel I-beam stringers in 1926. Bridges with brick jack arches were built during a period between about 1885 and 1905. The detail is reportedly more common in Mercer County for culverts (spans of less than 20') than bridges. While considered a ferrous stringer bridge, the area between the webs was filled with longitudinal brick arches to assist in the load capacity of the span. The technique was copied from fireproof floor beam construction in buildings. A notable and early use of the barrel arch floor system was in the Custom House in Wheeling, West Virginia, begun in 1856 and completed in 1859. Interestingly, the I beams used in the building were among the first 7" beams rolled by the New Jersey Iron Company in Trenton. The use of brick in jack arches persisted until surpassed by reinforced concrete starting about 1905.

While the Ewingville Road bridge is a good example of its type, it has been altered with an addition to one side, and it is not as noteworthy as the one on River Road over Van Horn Brook in Somerset County (18E0104). That example is longer, has a higher clearance, and has not been widened.

PHOTO: 2:11-13 (05/91) REVISED BY (DATE): QUAD: Pennington

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100014 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PROVINCE LINE ROAD OVER BRANCH STONY BROOK (533.5) **FACILITY** PROVINCE LINE ROAD

TOWNSHIP LAWRENCE TOWNSHIP

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

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 27 ft

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

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge crosses a small stream and is located in a wooded setting on a heavily traveled 2-lane road in a sparsely developed portion of the county.

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 stringer bridge was designed by county engineer of bridges Harry Kersey and is a representative example of a common structural type that was frequently used in Mercer County prior to WW II. The stringers are supported on concrete abutments, and the paneled concrete parapet is typical of the period. While well preserved, the bridge is not technologically or historically distinguished. It is one of over forty encased stringers in the county.

INFOR MATION

PHOTO: 7:6-7 (05/91) REVISED BY (DATE): QUAD: Princeton

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100016 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED QUAKER BRIDGE ROAD OVER ASSUNPINK CREEK (6-540.7) **FACILITY** QUAKER BRIDGE ROAD

TOWNSHIP LAWRENCE TOWNSHIP

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

 # SPANS 3 **LENGTH** 80 ft **WIDTH** 44.4 ft

CONSTRUCTION DT 1941 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located on a busy four-lane road in a suburban area. Mixed use, 20th-century development is on both sides 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 concrete slab bridge with a concrete balustrade is supported on concrete bents and abutments. It is representative of 1920s technology but is not distinguished in its own right. It is one of over a dozen slab bridges in the county. A modern beam guardrail protects the road side of the somewhat deteriorated balustrade.

INFOR MATION

PHOTO: 3:37A-38A (05/91) REVISED BY (DATE): QUAD: Princeton

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100017 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PRINCETON PIKE OVER SHABAKUNK CREEK (541.2) **FACILITY** PRINCETON PIKE

TOWNSHIP LAWRENCE TOWNSHIP

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

 # SPANS 1 **LENGTH** 59 ft **WIDTH** 30.5 ft

CONSTRUCTION DT 1939 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge over a small stream is located in a wooded setting in a suburban area. No historic resources appear in the immediate vicinity.

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 stringer bridge has paneled fascia stringers and a pipe railing on one side. The pipe railing is one of the few surviving examples of the once common barrier in the county, but that feature does not make the span significant. It is an undistinguished example of a structural type that is common in the county. There are over 40 encased stringer bridges in Mercer County.

INFOR MATION

PHOTO: 5:39-40 (05/91) REVISED BY (DATE): QUAD: Princeton

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100018 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PRINCETON PIKE OVER 5 MILE RUN (542.2) **FACILITY** PRINCETON PIKE

TOWNSHIP LAWRENCE TOWNSHIP

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

 # SPANS 1 **LENGTH** 35 ft **WIDTH** 36 ft

CONSTRUCTION DT 1928 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT HARRY KERSEY, CO. BRIDGE ENG. **BUILDER** WM DRIVER, INC. TRENTON

SETTING / CONTEXT The bridge in a wooded setting, is located on a busy 2-lane road in a suburban part of the county that is dominated by mid-20th century 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 Designed by county bridge engineer Harry Kersey, who did most of the 1920s bridges in the county, the encased stringer bridge with a paneled concrete parapet is a representative example of the bridge type that dominates Mercer county. Over 40 encased stringers were built in Mercer prior to WW II. This bridge is not historically or technologically distinguished. The parapet is somewhat deteriorated.

INFOR MATION

PHOTO: 7:36 (05/91) REVISED BY (DATE): QUAD: Princeton

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NJDOT updated data 03-01-2001.

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100019 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LAWRENCE STATION BAKERSVILLE ROAD CROSSING OVER SHIPETAUKIN CREEK **FACILITY** LAWRENCE STATION BAKERSVILLE ROAD (543.1)

TOWNSHIP LAWRENCE TOWNSHIP

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

 # SPANS 1 **LENGTH** 36 ft **WIDTH** 24 ft

CONSTRUCTION DT 1937 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER**

SETTING / CONTEXT The bridge over a small stream is located on a heavily used collector road in a wooded setting in the extensively redeveloped central portion of the county. The road runs from US 1 to Lawrence Station and Quaker Bridge 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 encased stringer bridge is one of over forty examples of its structural type in Mercer County, and it is not technologically or historically distinguished. The combination concrete post and iron bar railing is original, and it is the earliest documented use of its type in the county. Examples of the railing style are also found on county-designed bridges in Warren County.

INFOR MATION

PHOTO: 7:34 (05/91) REVISED BY (DATE): QUAD: Princeton

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100021 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CARTER ROAD OVER SHIPETAUKIN CREEK (543.7) **FACILITY** CARTER ROAD

TOWNSHIP LAWRENCE TOWNSHIP

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

 # SPANS 1 **LENGTH** 45 ft **WIDTH** 30 ft

CONSTRUCTION DT 1921 **ALTERATION DT** **SOURCE** COUNTY PLANS

DESIGNER/PATENT MORRIS GOODKIND **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in a wooded setting on a busy county collector road with large post-1960s residential and corporate development.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The handsome, well proportioned and well preserved arch bridge with paneled spandrels and corresponding parapet was designed by Morris Goodkind (1888-1968), State Bridge Engineer from 1925 until 1955. Goodkind also did consulting and was one of the most influential engineers in the state. Concrete arch bridges are not common in Mercer County, where the County Engineer favored concrete-encased stringers. The Carter Road bridge is eligible under the theme of Goodkind bridges.

INFOR MATION

Bibliography:
Mercer County Engineer. Transfer file: 543.7.
The Daily Home News (New Brunswick, NJ), September 7, 1968, p. 1. Lichtenstein, Abba G. Interview with m. McCahon, 4 January 1991.

Physical Description: The well-proportioned elliptical earth-filled reinforced concrete deck arch bridge has solid paneled spandrels with a brush hammered finish. The concrete parapets are also finished with flat panels. The bridge stands in a good state of preservation and is an excellent example of its structural type.

Historical and Technological Significance: The well-proportioned reinforced concrete arch bridge was designed in 1921 by Morris Goodkind (1888-1968) who worked briefly for Mercer County before going on to a distinguished career as chief bridge engineer with the New Jersey State Highway Department from 1925 until 1955 when he went into private practice as a principal of the firm Goodkind and ODea. He was Engineer of Bridges during one of the periods of greatest road expansion that the state has ever experienced. Goodkind started with NJDOT's bridge division in 1922, and he was largely responsible for the used of concrete-encased steel stringer bridges throughout the state as he recognized the benefit of encasing the concrete to protect it. Additionally, he is honored by his peers as a leader in long-lasting bridge design by setting state standards that exceeded those of AASHO, like an 8" concrete bridge deck depth and 1/1200 maximum span deflection. The body of his design work chronicles the transition from the truss era to the use of modern materials, especially concrete, and the role of the professional engineer in the development of both politically controlled policy and transportation networks. In addition to influencing the choice of technologies, Goodkind was responsible for the aesthetics of bridges in the state for over three and a half decades.

The 1921 Carter Road arch bridge is an early example of his work. One of two bridges in the county designed by Goodkind, it is distinguished by its handsome proportions and nearly complete state of preservation. Concrete arch bridges are not common in Mercer County.

PHOTO: 6:31-32 (04/91) REVISED BY (DATE): QUAD: Princeton

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100023 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 641 QUAKER BRIDGE ROAD OVER MIRY RUN **FACILITY** QUAKER BRIDGE ROAD

TOWNSHIP HAMILTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 27 ft **WIDTH** 44.3 ft

CONSTRUCTION DT 1936 **ALTERATION DT** 1971 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located on a busy 4-lane road in a modern commercial area. Quaker Bridge Road has become a collector road through a suburban section of the county. It crosses a small stream just east of an earlier span. Remnants of the previous abutments are all that 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 steel stringer bridge on concrete abutments was built by the county in 1936. The original balustrade was replaced by a concrete parapet with a steel railing top in 1971. The altered bridge has no historical or technological significance. It is one of over forty steel stringer bridges built in Mercer county before World War II.

INFOR MATION

PHOTO: 108:34-36 (10/91) REVISED BY (DATE): QUAD: Trenton East

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

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NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100024 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HUGHES DRIVE OVER MIRY RUN **FACILITY** HUGHES DRIVE (641.8)

TOWNSHIP HAMILTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 35 ft **WIDTH** 27 ft

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

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** WM DRIVER, INC. TRENTON

SETTING / CONTEXT The bridge is located on a 2-lane collector road in a suburban area dominated by post-1960 development on former agricultural acreage. It crosses 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 undistinguished encased stringer bridge with a deteriorating paneled concrete parapet is one of over forty such structures built by Mercer County prior to World War II. The bridge is neither historically nor technologically distinguished. It was designed by county bridge engineer Harry Kersey who was responsible for most county bridges from the 1920s and 1930s.

INFOR MATION

PHOTO: 3:35A (04/91) REVISED BY (DATE): QUAD: Trenton East

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 # 1100027 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SOUTH BROAD STRRET OVER DOCTORS CREEK **FACILITY** SOUTH BROAD STREET (672.4)

TOWNSHIP HAMILTON TOWNSHIP

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

 # SPANS 2 **LENGTH** 66 ft **WIDTH** 40 ft

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

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** EDWARD H. ELLIS

SETTING / CONTEXT Located in a wooded setting over a wide stream, the bridge is on a fairly busy collector road in the southeastern part of the county. The surrounding area is dominated by mid-20th residential development. There is nothing significant about the 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 2-span encased stringer bridge with concrete balustrades is supported on concrete abutments and is a representative example of the most common pre-World War II bridge type in the state. It was designed by the county's engineer of bridges and is typical of the structures the county was erecting during the 1920s and 1930s, a period of great bridge development. This bridge is not technologically or historically distinguished. It is unaltered.

INFOR MATION

PHOTO: 2:43-44 (05/91) REVISED BY (DATE): QUAD: Trenton East

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100028 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED GROVEVILLE-ALLENTOWN ROAD OVER DOCTORS CREEK **FACILITY** GROVEVILLE ALLENTOWN ROAD

TOWNSHIP HAMILTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 47 ft **WIDTH** 15 ft

CONSTRUCTION DT 1882ca **ALTERATION DT** **SOURCE** STYLE

DESIGNER/PATENT WROUGHT IRON BRIDGE CO. **BUILDER** WROUGHT IRON BRIDGE CO.

SETTING / CONTEXT The one-lane bridge is located in a wooded setting on a quiet rural road. The area is sparsely developed.

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 half hip pony truss, moved to this location in 1930, is one of the two examples in Mercer County. Two verticals on the south end of upstream side are replacements, but the others are composed of an unusual rolled T section, a detailed unique to Wrought Iron Bridge Co. spans. The bridge is well preserved and is supported at one end on ashlar abutments from the previous span. The bridge is eligible because it is a documented early example of a WIBC span.

INFOR MATION

Bibliography:
Mercer County Engineer's Office: Transfer File 672.7.
Waddell, J.A.L. Bridge Engineering. 1925.

PHYSICAL DESCRIPTION The 15'-wide 4-panel pin-connected half hip Pratt pony truss with a plank deck survives with few modifications to its original design. Its top cord, inclined end posts are composed of plates and channels riveted to make a box member. The most distinctive feature of the bridge are the rolled or cast "beaded Tee" sections used for the original laced verticals. The heavier angle verticals with lattice and batten plates at the southwest corner appear to be not recent replacements that are consistent in style and type with the original design of the bridge. The diagonals are bars with loop forged eyes and sleeve nuts in the middle panels where the load is the greatest. Counters are lighter rods with loop forged eyes. A gusset plate riveted to the bottom on the verticals serves as the connection at the pin. The rolled section floor beams, which appear to the originals, are connected by typical U-bolts hangers. Strengthening knee braces, or outriggers, are bolted with regular bolts to the floor beam but riveted at their upper connection. A steel curb and original/early pipe railing provide impact protection for the truss on the downstream side, but modern beam guide rail has been welded to the road side on the upstream truss. The modern guide rail is the most drastic modification to the span.

The abutment for the previous span (also a pony truss) was modified to accept this structure which was moved to the site in 1930. The ashlar west abutment was not altered, but a new reinforced concrete abutment was added to the existing ashlar abutment on the east side because this structure is shorter than the earlier span.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE The date of construction of the well-preserved Pratt half hip pony truss is not documented, it is known to have been designed and fabricated by the Wrought Iron Bridge Company of Canton, Ohio prior to 1885. Originally erected over Jacobs Creek on the Washington Crossing-Pennington Road in Hopewell Township (#214.4), it was dismantled truss by truss, and moved to Groveville-Allentown Road in 1930 (Mercer County Engineer's Transfer File 672.7). Reusing of pony truss bridges was apparently a common practice in Mercer County. Other documented examples of a similar relocation is Iron Bridge Road in Hamilton Township. Despite the relocation, the pin-connected truss survives in a remarkably complete state of preservation with no readily visible welded repairs. Outriggers or knee braces have been added at the panel points to brace the top chord against buckling outward, a modification frequently made to pony trusses.

The most distinctive feature of the bridge are the seldom-seen rolled or cast "beaded Tee" sections employed in the vertical members. As explained in its 1885 catalog, the "beaded Tee" was a Wrought Iron Bridge Company patented detail designed to be used in "the wide Lattice Post ... to give perfect lateral bracing to the girders, and is much neater in appearance than the cross or side braces formerly used for this purpose." The same patented section shape is used on the Devereux Road bridge over the East Branch of Brandywine Creek in Chester County Pennsylvania (Chester County #138). That bridge was fabricated by the Wrought Iron Bridge Company and has a patent date of 1877, according to Chester County records.

Boundary Description and Justification: The bridge is evaluated as individually significant. The boundary is limited to the superstructure. The substructure is not original to the truss lines as the span was moved to this location in 1930.

PHOTO: 2:39-42,108:21 (05/91) REVISED BY (DATE): QUAD: Trenton East

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100029 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CROSSWICKS-HAMILTON SQUARE ROAD OVER DOCTORS CREEK **FACILITY** CROSSWICKS HAMILTON SQUARE ROAD

TOWNSHIP HAMILTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 64 ft **WIDTH** 22.9 ft

CONSTRUCTION DT 1915 **ALTERATION DT** 1966 **SOURCE** PLAQUE

DESIGNER/PATENT THEODORE TOBISH, CO. ENGINEER **BUILDER** BROWN & MACKENTHUM

SETTING / CONTEXT The bridge is located on a 2-lane road in the agricultural southeast corner of the county near the Burlington County line. A NJ Turnpike overpass is located just north of bridge, and a small roadside park is adjacent to the southwest side. The setting is undistinguished.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 06/21/94, Letter 03/12/01.

SUMMARY The 4-panel riveted Warren with verticals pony truss bridge with original knee braces was fabricated in 1915. It is supported on concrete reinforced ashlar abutments that have been undermined. While the trusses themselves are in reasonably complete condition with only minor welded repairs, the bottom chord and bearings have been encased in concrete, and a concrete deck has been added. The bridge represents a type which was designed in the late nineteenth and early twentieth centuries for the light vehicular traffic characteristic of rural America at the time. Despite an alteration which affects the functioning of the bottom chord, the bridge retains integrity of its original materials, construction and configuration, and is individually eligible for listing in the National Register under Criterion C.

INFOR MATION

PHOTO: 3:17A-19A (04/91) REVISED BY (DATE): QUAD: Trenton East

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100032 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CLARKSVILLE ROAD OVER BEAR BROOK **FACILITY** CLARKSVILLE ROAD # 762.2

TOWNSHIP WEST WINDSOR TOWNSHIP

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

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 33 ft

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

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** PETER DIANTONIO

SETTING / CONTEXT The bridge is an element in dam/bridge structure located in the center of the historic mill village of Grovers Mill. The 19th-century mill and races are located on the northwest side of the bridge while the large mill pond is to the east. The bridge crosses the overflow channel. 19th- and early 20th-century houses and barns dominate the surroundings area which appears to have National Register historic district potential.

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

CONSULT STATUS Not Individually Eligible. Potential Grovers Mill Historic District. Contributing.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The encased stringer bridge and dam are the most modern elements in Grovers Mill, a well-preserved crossroads settlement clustered around the 19th-century Grover mill and pond. The mill was powered by water until the early 1950s. The 1931 bridge/dam was built within the period of significance of the mill. The bridge with a paneled concrete parapet is a good unaltered example of a structural type commonly used in prior to WW II. It and its historic setting are well preserved. It is eligible listing in the National Register of Historic Places as a contributing element of the Grovers Mill Historic District, eligible under Criteria A and C.

INFOR MATION

Bibliography:

Woodward & Hageman. Histories of Burlington and Mercer Counties. 1888. Everts & Peck. Dennison, William.
Phone Conversation with Mary E. McCahon. 23 August 1991. (919-799-4417).
Trenton Public Library. Trentoniana Collection. Vertical File: Radio.

Physical Description: The 24'-long concrete-encased rolled stringer bridge with a concrete paneled parapet is one element in a larger reinforced concrete dam and spillway adjacent to the intersection of Clarksville and Cranbury roads in the rural northeast portion of the county. The concrete dam has a buttressed hexagonal spillway to a concrete floor. The flow of the stream is further channeled by wing walls. The head race for the turbine-powered mill is at the northeast corner of the downstream side. The dam has no separate overflow, a feature not needed with the hexagonal shape of the spillway, which also serves as the overflow. The approach on the south side of the bridge is lined with the original pipe and concrete post railing.

Historical and Technological Significance: The 1931 bridge and dam were designed by County Bridge Engineer Harry Kersey. Kersey designed nearly all the bridges built in the county during the 1920s and 1930s, and his preference was the concrete-encased rolled steel stringer span, a straightforward structure noted for its economy and durability. He also frequently used paneled concrete parapet.

Grovers Mill is a crossroads community that developed around the grist mill on Bear Creek. The earliest mill dates to the Revolution, and the present flour mill was acquired by John Grover in 1860. When William Dennison's father purchased the mill about 1930, it was powered by a water-driven turbine (still in place). William Dennison took over operation of the mill after his father's death in 1945, and he gradually converted operation of the milling equipment to electricity. The water-powered turbine was taken out of service in the early 1950s. Thus the dam and bridge were an integral part of the water-powered operation of the historic mill during its period of significance. William Dennison used the sluice gate in the dam/bridge structure consistently until the mill was converted to electricity. The head race, which goes under Clarksville Road, is still in place. While the mill itself has been converted to residential/commercial use, much of the historic fabric, including the races, some shafting, and the historic appearance of the building itself survive making it one of the important elements in any potential historic district.

Grovers Mill gained national notoriety in 1938 when writer Howard Koch named it as the landing site of the Martians in the Orson Wells Halloween eve production of Koch's adaptation of "War of the Worlds."

Boundary Description and Justification: The bridge crosses the overflow of the mill pond associated with a potentially eligible mill. The mill and pond are also located in a potential historic district. The bridge is evaluated as contributing to that historic district. Thus the bridge and its surroundings appear to be significant.

PHOTO: 3:43-2 (05/91) REVISED BY (DATE): QUAD: Hightstown

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100034 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EAST WARD AVENUE OVER PEDDIE LAKE **FACILITY** EAST WARD AVENUE

TOWNSHIP HIGHTSTOWN BOROUGH

TYPE THRU TRUSS **DESIGN** DOUBLE INTERSECTION WARREN **MATERIAL** Steel

 # SPANS 2 **LENGTH** 254 ft **WIDTH** 21.2 ft

CONSTRUCTION DT 1896 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** NJ STEEL & IRON CO.

SETTING / CONTEXT Located in the borough of Hightstown immediately west of Peddie School, a private prep school, the bridge carries a 2-lane city street over Pedddie Lake, a former mill pond. Open land is to the east side of the bridge. The bridge contributes to the 19th-century character of the town.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The well-preserved 2-span bridge is a rare example of a double-intersection Warren truss with hangers. It was fabricated by the important New Jersey Steel & Iron Co. of Trenton and is a late but significant example of the firm's bridge work. Since only a masonry plan survives, the span may have been a proprietary design. It is one of most significant thru trusses in the county because of its type, maker, and state of preservation. The steel grate deck was installed in 1969.

INFOR MATION

Bibliography:
Geiger, Carl. The Peddie School First Century.
Mercer County Engineers Office. Transfer File & Plans #863.4.

Physical Description: The well-preserved 2-span thru truss bridge on coursed ashlar abutments and mid-stream pier is an unusual and possibly unique double intersection Warren with floor beam hangers. The panel points and hangers carry built-up floor beams which appears to be original. The present steel deck and stringers were installed in 1969. The inclined end posts and top chord are composed of channels and plates while the diagonals are toe-out angles joined by battens. The tension members have narrower battens and pass through the wider-spaced compression members. The lattice portal brace is topped with cresting at the outside panels, and the roller bearing of each span is also located at the abutment end. The pipe railing which passes through the compression members is original. With the exception of the steel open grid deck, the bridge is in remarkably complete condition with no visible major welded repairs. The grid does not detract from the integrity of the bridge.

Historical and Technological Significance: The 2-span thru truss built in 1896 is a nearly complete example of the uncommon double-intersection Warren with floor beam hangers. It was fabricated and possibly designed by the New Jersey Steel and Iron Company of Trenton, one of the most important mills in the country prior to its absorption into the Carnegie's American Bridge Company in 1901. The company was established as the Trenton Iron Company in 1846 when Peter Hewitt received a $180,000. contract for rolled iron rail from the Camden & Amboy Railroad. In 1854 the company produced the first rolled 7" I-beams. The rolled beams were to revolutionize building construction. Trenton Iron & Steel Co. produced all kinds of structural steel, including shaped steel for many New York City skyscrapers, elevated street railways in New York and Brooklyn, and even Civil War-era gun barrels. Mercer County records indicate that many New Jersey Steel and Iron Company bridges once stood in the county. The non-extant mid-1880s viaducts over North Olden and Southard Streets in Trenton were their work as is the extant 1888 Jackson Street Pratt truss in Trenton

The well-preserved East Ward Avenue bridge survives as one of the best albeit late examples of a New Jersey Steel and Iron Company bridge in the region. It is an unusual example of a double intersection Warren with floor beam hangers. Technologically it represents one of the many variations on the traditionally used trusses that were promoted and marketed during the last quarter of the 19th century. Prior to the consolidation of smaller bridge fabricating companies into the American Bridge Company conglomerate in 1901, the independent fabricators both designed and fabricated the trusses they marketed.

The bridge spans Peddie Lake, a long narrow mill pond created in the 18th century by damming Rocky Creek, a tributary of the Millstone River. The pond's water powered grain mills through the 19th century. The lake is now named for the private school located on its western shore. Founded in 1864 as the New Jersey Classical and Scientific Institute by the state's Baptists, the name of the preparatory school was changed in 1872 to honor its chief benefactor. The bridge carries a local street and serves as a more direct route to the northeast section of town, a predominantly 19th century community.

Boundary Description and Justification: The bridge does not appear to be located in or contiguous to a potential historic district. It is not historically related to the Peddie School that is located on the west side of the span. Therefore, the significant boundary is limited to the span itself and does not include surrounding property.

PHOTO: 7:21-24 (04/91) REVISED BY (DATE): QUAD: Hightstown

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100037 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WASHINGTON ROAD (CR 571) OVER CARNEGIE LAKE **FACILITY** WASHINGTON ROAD (CR 571)

TOWNSHIP PRINCETON TOWNSHIP

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

 # SPANS 4 **LENGTH** 454 ft **WIDTH** 38 ft

CONSTRUCTION DT 1905 **ALTERATION DT** 1938 **SOURCE** PLANS

DESIGNER/PATENT UNKNOWN **BUILDER** M. BUGBEE & CO.

SETTING / CONTEXT The bridge, a contributing element in the Carnegie Lake Historic District, is located immediately south of the Princeton campus, and it crosses the scenic long, narrow lake created in 1905-06 by damming the Millstone River. Its setting is well-preserved.

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

CONSULT STATUS Not Individually Eligible. Listed. Lake Carnegie Historic District. 06/28/1990. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The well-proportioned 4-span stone-faced "concrete-steel bridge," as it was labeled on the original plans, is an important and dominant element in the historic district. It is also a good example of the architectonic structures favored for metropolitan civic projects in the early decades of this century. The bridge was widened and refaced in 1938. It contributes to the historic theme of the National Register district and is thus a contributing resource.

INFOR MATION

PHOTO: 7:13-14 (04/91) 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
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100038 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 518 SPUR (PENNINGTON-HOPEWELL RD) OVER STONY BROOK **FACILITY** CR 518 SPUR (PENNINGTON-HOPEWELL ROAD)

TOWNSHIP HOPEWELL TOWNSHIP

TYPE THRU GIRDER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 102 ft **WIDTH** 36 ft

CONSTRUCTION DT 1928 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** WM DRIVER, INC. (TRENTON)

SETTING / CONTEXT The bridge is located in a wooded setting in the northern part of the county adjacent to a golf course and abandoned railroad right of way. The wooded setting of bridge is well preserved. The rail line is carried on an overhead 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 bridge is a combination 1- and 2-span thru girder bridge on concrete abutments and pier. The design and structural type were mandated by the skew angle of the crossing, and the floor beams are perpendicular to the girders, but not the abutment of the west span. The cantilevered sidewalk on the west span was removed to reduce the dead load, according to the county. It survives on the east span as does the concrete balustrade. While unusual, the bridge is not technologically significant.

INFOR MATION

PHOTO: 6:18-21 (04/91) REVISED BY (DATE): QUAD: Pennington

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100040 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 518 OVER STONY BROOK **FACILITY** CR 518 (LAMBERTVILLE-HOPEWELL TURNPIKE)

TOWNSHIP HOPEWELL TOWNSHIP

TYPE STRINGER **DESIGN** JACK ARCH **MATERIAL** Steel

 # SPANS 1 **LENGTH** 28 ft **WIDTH** 30 ft

CONSTRUCTION DT 1905 **ALTERATION DT** 1941 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge crosses a small stream and is located on a heavily used road in a rural, sparsely developed portion of the county. 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 bridge is composed of steel stringers with 6"-deep concrete jack arch strengthening. It was widened in 1941 from its original 18' width to 30' by the addition of 6' to each side. A successor to brick jack arch technology which was used from about 1885 until 1910, concrete jack arches are not a common structural type. This one, however, is not a well preserved example owing to the 1941 addition. It is scheduled to be replaced by the county in 1991-92.

INFOR MATION

PHOTO: 2:16-17 (04/91) 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
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100041 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ROSEDALE ROAD OVER STONY BROOK **FACILITY** ROSEDALE ROAD

TOWNSHIP PRINCETON TOWNSHIP

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

 # SPANS 1 **LENGTH** 80 ft **WIDTH** 38 ft

CONSTRUCTION DT 1937 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** JOS. JINGOLI

SETTING / CONTEXT The stone-faced bridge over a wide, shallow stream is located in a well-maintained mid- to late-20th century residential area of Princeton. The setting is wooded.

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 with a stone veneer is one of several of its type built by the county in the late 1930s and 1940s. While attractive, it is common mid-century technology and is not historically or technologically distinctive. Other stone-veneer bridges are on Quaker Road (1100082) and US 206 over Stony Brook (1129155). All are located in affluent residential areas and were designed to be aesthetically pleasing. It was built by a Trenton contractor.

INFOR MATION

PHOTO: 7:44,1 (05/91) REVISED BY (DATE): QUAD: Princeton

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100042 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 518 OVER BEDENS BROOK **FACILITY** CR 518

TOWNSHIP HOPEWELL TOWNSHIP

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

 # SPANS 1 **LENGTH** 38 ft **WIDTH** 30 ft

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

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** HERBERT BAILEY

SETTING / CONTEXT The bridge is located in a wooded setting east of the 19th century village of Hopewell. It is not close enough, however, to be historically associated with the village. Area immediately surrounding the bridge is sparsely developed.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY One of over forty surviving encased stringer bridges designed by and built for the county between the world wars, the span is not technologically innovative. It is supported on concrete abutments and has the paneled parapet commonly found in the county. A modern beam guard rail protects the road side of the parapet. The contractor, Herbert Bailey, was from Trenton.

INFOR MATION

PHOTO: 6:29-30 (04/91) REVISED BY (DATE): QUAD: Hopewell

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100044 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CLARKSVILLE ROAD OVER DUCK POND RUN **FACILITY** CLARKSVILLE ROAD

TOWNSHIP WEST WINDSOR TOWNSHIP

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

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 34 ft

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

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** HILL CONSTRUCTION COMPANY

SETTING / CONTEXT The bridge is located in a rural setting that is being redeveloped for research complex and residential use. Its immediate environs are wooded.

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 stringer span on concrete abutments has a paneled concrete parapet. It was designed by county bridge engineer Harry Kersey, and is one of over forty encased stringer bridges in the county. A representative example of a common type, the bridge is neither historically or technologically significant. The builder, Hill Construction Company, was based in Mt. Holly, New Jersey.

INFOR MATION

PHOTO: 3:39A-40A (04/91) REVISED BY (DATE): QUAD: Princeton

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 # 1100046 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OLD TRENTON ROAD OVER BIG BEAR BROOK **FACILITY** CR 535

TOWNSHIP WEST WINDSOR TOWNSHIP

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

 # SPANS 1 **LENGTH** 27 ft **WIDTH** 30 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge in a wooded setting carries a busy 2-lane county road over a slow-moving stream. The area surrounding the bridge was once agricultural, but it has been extensively developed with modern houses and corporate 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 undistinguished skewed span stringer bridge is supported by concrete abutments and has been widened by one stringer added to the west side. A modern beam guard rail replaces any original/early railing. The bridge is historically and technologically insignificant. It is one of over 40 stringer bridges built in Mercer County prior to World War II.

INFOR MATION

PHOTO: 2:28.106:17 (06/91) REVISED BY (DATE): QUAD: Hightstown

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 # 1100047 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EDINBURG-ROBBINSVILLE ROAD (CR 526) OVER MIRY RUN **FACILITY** CR 526

TOWNSHIP WASHINGTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 35 ft **WIDTH** 33 ft

CONSTRUCTION DT 1930 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** WM DRIVER, TRENTON

SETTING / CONTEXT The bridge crosses a small stream and carries a 2-lane collector road in a wooded, sparsely developed portion of the county. No historic structures are contiguous 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 modest encased stringer bridge with paneled reinforced concrete parapets and concrete abutments is typical of the many such spans the county was designing and building with local contractors in the 1920s and 1930s. It is not historically or technologically distinctive and is in deteriorating condition. It was originally paved with asphalt pavers. It is one of over 40 stringer bridges built in Mercer County prior to 1942.

INFOR MATION

PHOTO: 2:35-36 (05/91) REVISED BY (DATE): QUAD: Allentown

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 # 1100049 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 1.04

NAME & FEATURE INTERSECTED SOUTHARD STREET OVER CONRAIL & US 1 **FACILITY** SOUTHARD STREET

TOWNSHIP TRENTON CITY

TYPE THRU GIRDER **DESIGN** BUILT UP **MATERIAL** Steel

 # SPANS 6 **LENGTH** 360 ft **WIDTH** 32 ft

CONSTRUCTION DT 1921 **ALTERATION DT** 1943 **SOURCE** PLANS

DESIGNER/PATENT J.A.L. WADDELL (NEW YORK) **BUILDER**

SETTING / CONTEXT The bridge originally crossed the tracks and yard of the Camden & Amboy Railroad (later PA RR) and the Delaware & Raritan Canal. The canal has been redeveloped as the Trenton Freeway (US 1). The area is industrial with most of the development dating to the 20th century. There is no National Register historic district potential. Neither the bridge nor the surroundings have integrity of setting or design.

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 Designed by J.A.L. Waddell as a thru girder viaduct with a vertical lift span, the viaduct was drastically altered in 1943 when the towers and operating mechanism of the lift span on the north end were removed and the span was fixed. It is supported on concrete piers, encased steel bents, and concrete abutments that incorporate the ashlar abutments from the earlier pinned thru truss. The viaduct is similar to N. Olden Ave. (1100050) which was found not eligible in 8/20/90 SHPO Finding.

INFORMATION

Bibliography:
Mercer County Engineers Office; Transfer File #120.2.
Dictionary of American Biography. Vol. XI, 1958. Charles Scribner's Sons.

Physical Description: The 6-span, 360'-long thru girder viaduct was originally constructed with a vertical lift span at the north end. The riveted built-up girders with knee braces rest on an ashlar abutment from an earlier span on the north end while the southern abutment is reinforced concrete. There are also intermediate concrete columns. Portions of the brownstone ashlar wing wall and iron lattice railing from the ca. 1885 bridge survive on the south side. Each end of the outermost girders are protected by a concrete pedestal with a commemorative plaque. The cantilevered sidewalk has a chain link fence for a pedestrian protective barrier.

The vertical lift span was removed in 1943. Evidence of its existence can be found in the span division and reinforcing of the shoes at the former lift span. The bridge has functioned as a simple multi-span thru girder since 1943, and as such it is a representative example of its type. The thru girder with floor beams was favored for longer spans for its economy and rigidity. Because it is in an industrial rather than a residential portion of the city, it was acceptable to have an exposed, unadorned girder. The floor beams are encased, but the encasing is in poor condition.

Historical and Technological Significance: The present appearance and setting of the multi-span steel thru girder bridge does not reflect the original design or context of the bridge. Designed by the firm established by the noted engineer and author John Alexander Low Waddell of New York, the bridge was originally a vertical lift built in 1921-22 over the former main line of the Camden & Amboy Railroad and the Delaware and Raritan Canal. Neither the water-filled portion of the canal at this location nor the movable span survive. The North Olden Avenue viaduct, the viaduct immediately north of this one, was a nearly identical structure, also designed by the Waddell firm.

The viaduct replaced a 4-span pin-connected Pratt thru truss with a bobtail swing over the canal. The new bridge reused the north abutment from the ca. 1885 truss, and some of the lattice railing and brownstone ashlar wing walls also survive. The lift span, which existed for only twenty years, was operated by a train of gearing driving four spiral-grooved drums located at the center of the span. The drums were fastened by four wire ropes that passed under deflecting sheaves under the sidewalks at the four corners of the lift span, thence up to the tops of the towers, where they were fastened. Four similar ropes passed over the deflecting sheaves, then downward to fastenings on the towers. By rotating the drums in one direction, the uphaul ropes were wound on the drums causing the span to rise. The bridge was operated by an electric motor. When the canal was closed to navigation and turned over to the state by the Pennsylvania Railroad in the early 1940s, the need for a movable span over the waterway was unnecessary. The bearing points of the lift span were reinforced, and in 1943 the towers were removed by Bugbee & Company, a Trenton firm, with the material donated to the federal Metal Reserve Company for the nation's scrap pile.

J.A.L. Waddell (1854-1938) was one of the best-known bridge engineers of his day. His writings, which promoted the importance of the consulting engineer, were as much responsible for that fame as his bridges. He is credited with developing the modern vertical lift bridge. Waddell moved his practice from Kansas City to New York in 1920, where he practiced alone until taking his long-time associate Shortridge Hardesty into partnership in 1927. Mr. Hardesty was the supervising engineer on this project.

The history of the bridge and its predecessor are well documented in the Mercer County Engineers Office, but both the structure and its setting have been drastically altered and thus no longer appear as they did during their period of significance. Although the bridge was designed by an important engineering firm, it is not a noteworthy or innovative example of their work. Waddell had been designing vertical lift bridges since the Halsted Street bridge in Chicago in 1893. Even more significantly, the bridge lost its integrity of original design when the lifting mechanism was removed in 1943. Additionally the canal was diverted and its right-of-way redeveloped as the 4-lane limited access Trenton Freeway beginning in 1951, erasing the original/historic setting of the bridge.

PHOTO: 1:2-5 (05/91) REVISED BY (DATE): QUAD: Trenton West

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 # 1100050 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.83

NAME & FEATURE INTERSECTED NORTH OLDEN AVENUE OVER US 1 & CONRAIL **FACILITY** NORTH OLDEN AVENUE

TOWNSHIP TRENTON CITY

TYPE THRU GIRDER **DESIGN** **MATERIAL** Steel

 # SPANS 5 **LENGTH** 389 ft **WIDTH** 32 ft

CONSTRUCTION DT 1923 **ALTERATION DT** 1943 **SOURCE** PLANS

DESIGNER/PATENT J.A.L. WADDELL **BUILDER** FT. PITT BRIDGE WORKS

SETTING / CONTEXT The bridge originally crossed the Camden & Amboy's initial rail line through Trenton and the D & R Canal. The canal was redeveloped in the 1950s as the Trenton Freeway (US 1). It carries a 2-lane road through an industrial area that developed along the canal and railroad. The surrounding buildings are not historic. The canal was closed to navigation in the early 1940s making the moveable span an unnecessary feature of the viaduct.

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 Finding 08/20/90, Letter 6/30/95.

SUMMARY The skewed 5-span thru girder viaduct had a vertical lift span on the north end designed by J.A.L. Waddell. It is supported on earlier ashlar abutments and concrete piers with struts. The span was drastically altered in 1943 when the operating mechanism and towers were removed and the span was fixed. Neither the setting or the original design of the viaduct is preserved. It is one of 2 similar parallel viaducts designed by Waddell (11000049). The span was determined not eligible.

INFOR MATION

PHOTO: 1:44,1 (05/91) REVISED BY (DATE): QUAD: Trenton East

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 # 1100051 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MONTGOMERY STREET OVER ASSUNPINK CREEK **FACILITY** MONTGOMERY STREET

TOWNSHIP TRENTON CITY

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

 # SPANS 2 **LENGTH** 59 ft **WIDTH** 32.8 ft

CONSTRUCTION DT 1873 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT HENRY E. FINCH, ARCHITECT **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a city street over Assunpink Creek in an urban, mid-19th century mixed use neighborhood in downtown Trenton. The surroundings are dominated by row houses that are being restored. Some modern, incompatible redevelopment has occurred to the north and east of the bridge. The span contributes greatly to the historic character of area.

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

CONSULT STATUS Individually Eligible. Listed. Mill Hill Historic District. 12/12/1977. Contributing.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The handsome 2-span rubble-coursed stone arch bridge with its original cast iron balustrade, the only known example of its type in the area, was designed by Trenton architect Henry E. Finch. He also did the 1869 S. Clinton St. stone arch bridge. The well-preserved bridge with voussoirs contributes to the architectural significance of the Mill Hill Historic District. The 1977 NR nomination does not include an inventory, but the bridge is mentioned in the text as a contributing resource. It is also individually significant based on its type, completeness, and association with architect Finch. The bridge is individually eligible for listing in the National Register under Criterion C and is a contributing element to the Mill Hill Historic District.

INFOR MATION

PHOTO: 1:32-33 (04/91 JPH (5/96)) REVISED BY (DATE): QUAD: Trenton West

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 # 1100052 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SOUTH CLINTON AVENUE OVER ASSUNPINK CREEK **FACILITY** SOUTH CLINTON AVENUE (140.6)

TOWNSHIP TRENTON CITY

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

 # SPANS 2 **LENGTH** 109 ft **WIDTH** 24.1 ft

CONSTRUCTION DT 1869 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT HENRY FINCH, ARCHITECT **BUILDER** A. CARLILE

SETTING / CONTEXT The bridge over channeled Assunpink Creek in downtown Trenton is next to the former Pennsylvania RR passenger station. The station was moved to this location in the early 1860s. The south end of the stone bridge serves as the abutment for the contiguous 1892 truss bridge that crosses the tracks immediately east of the channeled creek. Much of the area surrounding the bridge has been cleared or redeveloped.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY One of several well-preserved multi-span stone arches in downtown Trenton, the 1869 rubble ashlar double barrel arch bridge with high spandrels was designed by local architect Henry Finch. The beam guard rail and pipe railing are modern as is the icebreaker. The arch bridge serves the abutment of an 1892 thru truss span, and the pair provide a rare tandem example of 19th-century solutions to engineering and transportation considerations. The crossing is one of the most historic in Trenton.

INFOR MATION

Bibliography:
Mercer County Engineers Office. Transfer File # 140.6.
Trenton Public Library. Trentoniana Collection: Vertical File; Architecture.

Physical Description: The well-proportioned 2-span random ashlar brownstone stone arch bridge with a deep spandrel has uniform ring stones, a keystone, and cap stones. Each arch has a 20' rise and is 36' wide. The structure continues into a curved wing wall on the north side. The bridge is the northern portion of a two-bridge arrangement that carries the local street over Assunpink Creek and the main line of the Camden & Amboy Railroad (Pennsylvania Railroad after 1871) which parallels the creek. The railroad right-of-way was established in 1862 as part of the line's realignment and double tracking through Trenton. Any original railing has been replaced by 20th-century pipe railing and modern steel guide rail. A concrete bullnose cutwater has been added to the upstream side, and a concrete wall directs the upstream channel of Assunpink Creek. The bridge is well preserved.

Historical and Technological Significance: The handsome stone arch bridge, designed by notable local architect Henry E. Finch, is part of the most significant pair of bridges in the area. Serving as the seat for the 1891 pin-connected double intersection Pratt truss that crosses four active lines of track at the west end of the main Trenton station, the stone arch is an integral part of the engineering solution to separate rail and local vehicular traffic as well as cross a water feature. The integrated pair of bridges represent two distinct epochs of 19th-century bridge technology, and that juxtaposition is rare if not unique.

The arch was designed by Henry E. Finch, a prominent Trenton architect who designed approximately 2,000 buildings in the city (Trenton Public Library. Trentoniana Collection. Architects Vertical File). He came to Trenton in 1855 and served his apprenticeship with architect Chauncey Graham, his first partner. In 1863 Mr. Finch established his own practice and went on to become the most prominent and prolific local architect. He designed residences, many in brownstone, the material he specified for his arch bridges, and factories. In addition to the South Clinton Street arch also designed the E. State Street (1100053) and Montgomery Street (1100051) stone arch bridges. Finch had retired from practice by 1923.

The stone arch bridge is one of four of its type from the 19th century that remain in downtown Trenton. No original plans for the bridge survive, but A. Carlile is listed in county records as the contractor.

PHOTO: 4:36-38 (05/91) REVISED BY (DATE): QUAD: Trenton West

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 # 1100053 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EAST STATE & FAIRVIEW STREETS OVER ASSUNPINK CREEK **FACILITY** EAST STATE & FAIRVIEW STREETS

TOWNSHIP TRENTON CITY

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

 # SPANS 1 **LENGTH** 48 ft **WIDTH** 54.6 ft

CONSTRUCTION DT 1856 **ALTERATION DT** 1963 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT HENRY E. FINCH, ARCHITECT **BUILDER** UNKNOWN

SETTING / CONTEXT Located in downtown Trenton, the bridge has been increased in width by a 1963 addition so that it now carries both E. State St. and Fairview St. over Assunpink Creek. The surrounding area was built up in the 19th century with row houses and detached houses and some pottery factories. The H.D. Lee Company developed the northwest corner of the bridge in the 1920s. E. State St. is a historic main 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 Although one of the three stone arch bridges in Trenton designed by local architect Henry E. Finch, the single-span arch with ring stones has been compromised by large insensitive post-WW II additions to both sides. Its soffit was gunited in 1940. The bridge has no integrity of original design and setting. The other Finch-designed mid-19th century stone arch bridges as S. Clinton St. and Montgomery St. are evaluated as eligible.

INFOR MATION

PHOTO: 1:40-43 (04/91) REVISED BY (DATE): QUAD: Trenton West

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 # 1100054 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MONMOUTH STREET OVER ASSUMPINK CREEK **FACILITY** MONMOUTH STREET

TOWNSHIP TRENTON CITY

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

 # SPANS 1 **LENGTH** 71 ft **WIDTH** 30 ft

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

DESIGNER/PATENT **BUILDER** JOS. JINGOLI, TRENTON

SETTING / CONTEXT The bridge carries a 2-lane city street over Assunpink Creek in the late-19th century industrial and row house neighborhood on the northeast side of Trenton. The east side of the bridge has been redeveloped through urban renewal, but the west side retains its turn-of-the-century character. The bridge, however, is well outside the period of significance for the area. Assunpink Creek is the major stream through downtown Trenton.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY Built during the Depression with financial assistance from the Federal Emergency Administration of Public Works, the encased stringer bridge is supported on concrete abutments and has a concrete balustrade. Its inner face is now protected by a modern beam guard rail. The bridge is a representative example of the most common pre-WW II bridge type in the state and is not technologically distinguished. Its construction was not part of a large or noteworthy WPA project in the county.

INFOR MATION

PHOTO: 1:36-37 (05/91) REVISED BY (DATE): QUAD: Trenton West

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 # 1100055 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 56.24

NAME & FEATURE INTERSECTED LINCOLN AVENUE OVER AMTRAK & ASSUNPINK CREEK (140.9) **FACILITY** LINCOLN AVENUE

TOWNSHIP TRENTON CITY

TYPE THRU GIRDER **DESIGN** BUILT UP **MATERIAL** Steel

 # SPANS 8 **LENGTH** 687 ft **WIDTH** 36 ft

CONSTRUCTION DT 1932 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** PARKER & GRAHAM, INC.

SETTING / CONTEXT The viaduct carries a 2-lane collector road in an industrial section of Trenton over 6 tracks of Amtrak's electrified Northeast Corridor. A railroad yard is immediately northeast of the bridge. The historic setting of the viaduct in the heart of Trenton's old industrial area is not well preserved as there is considerable modern redevelopment and renewal, including a large high-rise housing project east of the bridge. The right-of-way was developed in the 1860s by the Camden & Amboy.

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 partially encased 8-span thru girder with floor beams viaduct is supported on reinforced concrete columns with struts and crash walls. The built-up girder style with stiffeners has squared ends protected by concrete posts. It is similar in design to other viaducts in Trenton (see 1100057). The cantilevered sidewalks are enclosed by 6' high paneled concrete parapets. The bridge is not technologically innovative.

INFOR MATION

PHOTO: 1:34-35, (04/91) REVISED BY (DATE): QUAD: Trenton West

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 # 1100056 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED NORTH OLDEN AVENUE OVER ASSUNPINK CREEK **FACILITY** NORTH OLDEN AVENUE

TOWNSHIP TRENTON CITY

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

 # SPANS 1 **LENGTH** 76 ft **WIDTH** 36 ft

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

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** TRENTON CONCRETE CO.

SETTING / CONTEXT The bridge is located in the industrialized section of Trenton once dominated by rubber, textile, and pottery operations and the Pennsylvania Railroad's main line to New York. Because of deterioration and urban renewal, the area does 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 encased stringer bridge erected in 1937 is a representative example of the most common pre-WW II bridge type in the county. Designed by county bridge engineer Harry Kersey, it is one of over forty stringer bridges in the county. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 9:25A, 1:8 (08/91) REVISED BY (DATE): QUAD: Trenton East

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 # 1100057 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED NOTTINGHAM WAY OVER ASSUNPINK CREEK **FACILITY** NOTTINGHAM WAY

TOWNSHIP TRENTON CITY

TYPE THRU GIRDER **DESIGN** PARTIALLY ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 87 ft **WIDTH** 30 ft

CONSTRUCTION DT 1922 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT MORRIS GOODKIND **BUILDER** F. B. JOHNSON CO. TRENTON

SETTING / CONTEXT The bridge is located in the main industrial district in Trenton next to the former Empire Rubber Company plant. It crosses Assunpink Creek, the historic source of power in the area. The bridge carries a local 2-lane collector street.

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 partially encased thru girder bridge with floor beams and concrete end posts was designed by Morris Goodkind who at the time was the Engineer of Bridges with the State Highway Department. The girders are not technologically innovative, and the cantilevered sidewalks have a traditional concrete balustrade. The bridge is adjacent to the former Empire Rubber Co. plant, which may NR-eligible, but the bridge does not appear to be historically associated with the facility.

INFOR MATION

Bibliography: Mercer County Engineers Office. Transfer File 140.12.

Physical Description:

PHOTO: 1:6 106:24 (04/91) REVISED BY (DATE): QUAD: Trenton East

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 # 1100058 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WALL STREET OVER ASSUNPINK CREEK **FACILITY** WALL STREET

TOWNSHIP TRENTON CITY

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

 # SPANS 2 **LENGTH** 84 ft **WIDTH** 40.3 ft

CONSTRUCTION DT 1930 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** GRANT CONST. CO.

SETTING / CONTEXT The bridge is located at the intersection of Wall, E. State and Chestnut streets in downtown Trenton, and it crosses Assunpink Creek, the major stream through Trenton. H.D. Lee Co. is on the west side of the bridge. In addition to the overall manufacturer, the neighborhood features vernacular workers housing. Wall Street was not extended across the creek until ca. 1920.

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

CONSULT STATUS Not Individually Eligible. Potential Historic District. Contributing.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The skewed 2-span encased stringer bridge on concrete abutments and piers is significant for its historical association with the adjacent H.H. Lee Co. factory. The bridge with balustrade enclosed cantilevered sidewalks was built to provide better access to the factory. A well preserved example of its structural type, the bridge is a contributing resource to the potential H.D. Lee historic district. The Lee factory is one of the finest local examples of the Moderne style of architecture. The bridge is not individually eligible for listing in the National Register of Historic Places, but may be a contributing element to a local residential / manufacturing historic district which appears to be potentially eligible under Criteria A and C.

INFOR MATION

Bibliography:
Trenton Times. "Lee Moving..." 3/28/66.
Sanborn Insurance Maps. 1885-1927.

Physical Description: The skewed (41 degree) 2-span simply supported encased steel stringer bridge has reinforced concrete abutments and central pier with an upstream cutwater. It is typical period construction and style. The cantilevered sidewalk is finished with a reinforced concrete balustrade that is severely deteriorated.

Historical and Technological Significance: Located over Assunpink Creek at the intersection of E. State Street, the bridge is important for its associative significance with the H.D. Lee factory rather than its technological importance. Representing typical period technology, the bridge was constructed as the second span to carry Wall Street, a residential thoroughfare, over Assunpink Creek and to provide vehicular access to the freight entrance of the Lee factory. East State Street was an unimproved road until the 1860s. In 1920 H. D. Lee secured the previously undeveloped parcel on the corner of E. State Street and Assunpink Creek for its Trenton plant. The overall and work clothing manufacturer started in Kansas City in 1912 and came to Trenton in 1917. In 1916 it became the first clothing maker to start carrying a union label and consequently identified its popular coverall as "unionalls." The 6-story reinforced concrete frame plant was built in 1920 and was used until 1967. It survives in a remarkably complete state of preservation and ranks as one of the finest examples of the Moderne style in the area. Lee, employing as many as 600 workers at its peak, was an important Trenton industry. The well-preserved facility, which symbolizes both Lee's corporate history and the industrial development and prosperity of Trenton, appears to be an eligible resource. The bridge was constructed to accommodate the historic use of the building, and thus is also eligible as part of the Lee Historic District.

Boundary Description and Justification: The bridge is not individually significant. Its importance is for its association with the potential National Register-eligible building at its northwest quadrant. The other quadrants of the bridge are not significant. Thus the bridge and the northwest quadrant are evaluated as significant. If the building is determined to be a not eligible resource, then the bridge is likewise.

PHOTO: 1:38-39 (04/91 MEM (5/96)) REVISED BY (DATE): QUAD: Trenton West

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100060 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BEAR TAVERN ROAD OVER JACOBS CREEK **FACILITY** BEAR TAVERN ROAD

TOWNSHIP HOPEWELL TOWNSHIP

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

 # SPANS 1 **LENGTH** 75 ft **WIDTH** 17.5 ft

CONSTRUCTION DT 1882 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT KING IRON BRIDGE CO. **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge in a wooded setting is located in a well-maintained low-density suburban residential portion of the county and it carries a busy county road over a small stream. The historic name of the road is derived from a 19th-century tavern located well north of the bridge.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 4/30/91

SUMMARY The 4-panel half hip pin-connected Pratt thru truss bridge supported on ashalr abutments was designed and fabricated by the King Iron Bridge and Manufacturing Company of Cleveland in 1882. It is the oldest thru truss bridge in the county. The bridge is nearly identical to, although 27' (one panel) shorter than, the 1885 King Iron Bridge Co. span on Mine Road (1100072), which is also eligible. The bridge is well preserved, with welded repairs limited to the lower portions of some verticals.

INFOR MATION

Bibliography:
Simmons, David A. "Bridge Building on a National Scale: The King Iron Bridge and Manufacturing Company." The Journal of the Society for Industrial Archeology. Vol. 15, No. 2, 1989. Mercer County Engineers Office.

Physical Description: The six panel half-hip Pratt pin-connected thru truss with a wood deck rests on an ashlar abutments. The inclined end posts and upper chords are built-up box members composed of shallow channels with a face plate. 3" by 2" angles are used for the laced verticals. Diagonals and counters are both rods fitted with turnbuckles for tuning the bridge, and the bottom chords are made up of square eyebars with drop forged eyes. The originality of the rolled I beam floor beams is not known, but a 1972 inspection report states that they are wrought iron. The lateral bracing is connected to brackets riveted to each beam. The plain portal struts have diagonal corner braces and each strut carries a King Iron Bridge and Manufacturing Co. plaque. A few welded repairs to the verticals at the panel points are visible, but otherwise the bridge is very well preserved. Some verticals have also been bent from impact damage.

Historical and Technological Significance: The well-preserved 75'-long pin-connected thru truss fabricated by the King Iron Bridge and Manufacturing Company of Cleveland, Ohio was erected in 1882, according to its plaque, and is one of two King thru trusses from the 1880s in Mercer County. The bridge is an excellent example of a standardized pin-connected Pratt design, the most common late-19th century bridge type. On a road named for an early-19th century tavern located to the north, the Bear Tavern Road Bridge, as well as its counterpart on Mine Road (1100072), is a regionally important survivor of a historic bridge type that has become rare.

The King Iron Bridge and Manufacturing Company was established by Zenas King in Cleveland about 1860. Learning the bridge selling business in the 1850s as a salesman representing the Moseley Bridge Company (a patented tubular bowstring), King patented his own tubular bowsting bridge that was to be the company's chief product through the 1870s, and he successfully marketed it nationally through a network of regional representatives. He published catalogues in 1875 and 1884 as well as annual reports, and, as the market moved away from the light bowstring truss about 1880, he diversified his product line to include what was becoming standard thru and pony truss bridges. The King company was one of the largest and most prolific bridge fabricating firms in the country yet only less than half a dozen documented examples of the firm's work survive in New Jersey. While the company remained an active, viable concern for about a decade after the founder's death in 1892, it was not a regional force this century.

The King Iron Bridge and Manufacturing Company, known as the King Bridge Company after 1892, represents, in addition to period engineering and technology, the manner in which iron and early steel bridges were marketed in this country. The fabricator served as both engineer and builder. That practice was to disappear with the rise of the consulting engineer and the professionally trained county engineer in the early years of this century.

Boundary Description and Justification: The bridge is evaluated as individually significant. The boundary is thus limited to the span itself.

PHOTO: 1:19-21, 108:9 (06/91) REVISED BY (DATE): QUAD: Pennington

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100062 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED JACOBS CREEK ROAD OVER EWING CREEK **FACILITY** JACOBS CREEK ROAD

TOWNSHIP HOPEWELL TOWNSHIP

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

 # SPANS 1 **LENGTH** 48 ft **WIDTH** 24 ft

CONSTRUCTION DT 1926 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries a 2-lane road over a shallow stream in a low-density residential area. The setting is wooded.

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 with a modern beam guardrail is of no technological or historical significance. Initially composed of 4 rolled I beams, it has been widened by a bracketed addition to the east side. The high rusticated ashlar abutment from a previous span has been reused. The stringer span is one of over 40 built in Mercer County prior to WW II.

INFOR MATION

PHOTO: 1:17-18 (05/91) REVISED BY (DATE): QUAD: Pennington

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100063 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WASHINGTON CROSSING-PENNINGTON ROAD OVER WOOLSEYS CREEK **FACILITY** WASHINGTON CROSSING PENNINGTON ROAD (CR 546)

TOWNSHIP HOPEWELL TOWNSHIP

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

 # SPANS 1 **LENGTH** 41 ft **WIDTH** 28.5 ft

CONSTRUCTION DT 1923 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** CENTRAL ENG. & CONCRETE

SETTING / CONTEXT In a wooded setting across a short, narrow stream, the bridge is located in a low-density residential portion of the county.

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 stringer bridge with a pipe railing is supported on concrete abutments. A modern beam guard rail has been added inside the pipe railing. It was designed by county engineer of bridges Harry Kersey and is one of over 40 stringer bridges in the county. The bridge is not technologically innovative or unusual, and it has no historic significance.

INFOR MATION

PHOTO: 1:22-23 (04/91) REVISED BY (DATE): QUAD: Pennington

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100066 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WHITEHEAD ROAD OVER ASSUNPINK CREEK **FACILITY** WHITEHEAD ROAD

TOWNSHIP LAWRENCE TOWNSHIP

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

 # SPANS 5 **LENGTH** 84 ft **WIDTH** 30 ft

CONSTRUCTION DT 1907 **ALTERATION DT** Demolished: 1998 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** JOS. JINGOLI, TRENTON

SETTING / CONTEXT The bridge is located over Assunpink Creek on a busy 2-lane road that is an exit from US 1. The historic Whitehead rubber factory is on the south side of the bridge while the mill pond is to its east. The bridge is an integral part of the industrial complex.

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

CONSULT STATUS Individually Eligible. Potential Whitehead Brothers Historic District. Contributing.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The 5 short span encased stringer bridge was built in 1907 and then enlarged in 1938 because of the Whitehead Brothers Rubber Company plant. A good, unaltered example of its structural type, the bridge is individually eligible for listing in the National Register and is a contributing resource to the potential Whitehead Bros. Rubber Co. NR historic district. The bridge was enlarged to meet the needs of the company, and its significance is based on its historical association with the Whitehead Bros. plant.

INFOR MATION

Bibliography:
Mercer County Engineers Office. Transfer File #6-540.2.
Trenton Public Library. Trentoniana Collection: Vertical File: Rubber Industry.

Physical Description: The 84'-long five-span encased stringer bridge with cantilevered sidewalks and a concrete balustrade was built in two sections. In 1907 a 5-span pony truss was replaced by encased rolled stingers supported by the existing masonry abutments and piers that were capped with concrete. That span, 18'-7" wide, was deemed too narrow and was widened to 30' plus two sidewalks in 1938. Encased stringers were again used. The reinforced concrete balustrade is from the 1938 widening, and its style with bold paneled posts is typical of the period. The bridge is well preserved.

Historical and Technological Significance: The 1907 bridge is adjacent to the former Whitehead Brothers Rubber Company, a well-preserved 19th- and 20th-century industrial complex that appears to meet the criteria for inclusion in the National Register of Historic Places. The bridge was widened in 1938 to provide better access to the Whitehead mill and to provide adequate sidewalks for the workers. The size and appearance of the bridge are directly related to the plant which, beginning in 1870, produced rubber goods including hoses, valves, springs, belting, packing, and bicycle tires. The factory was initially located in a converted woolen mill that the Whitehead brothers had operated during the Civil War. Between 1937 and 1955 the plant was acquired by another rubber product manufacturer, the Goodall Company, which closed the facility in 1990. The complex, of which the bridge is a contributing resource, is one of the best preserved rubber factories in the city. Rubber products ranked second only to pottery as a leading industry in Trenton. The Whitehead Brothers were among the earliest manufacturers in the city.

Boundary Description and Justification: The bridge is located in potential historic district. It crosses the stream that was dammed to form a mill pond. The water originally powered the 1870 factory that is the nucleus of the present industrial complex. The mill pond would be a contributing resource to the potential historic district, as would the bridge that was originally built and then improved to meet the needs of the eligible factory. The bridge and the features on both sides of it are evaluated as significant.

PHOTO: 3:5a-7a (06/91 MEM (5/96)) REVISED BY (DATE): QUAD: Trenton East

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100068 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HUNTER ROAD (ABANDONED) OVER MOORES CREEK **FACILITY** HUNTER ROAD (211.13)

TOWNSHIP HOPEWELL TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT PIN CONNECTED **MATERIAL** Metal

 # SPANS 1 **LENGTH** 43 ft **WIDTH** 15.8 ft

CONSTRUCTION DT 1889 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located on Howell Farm, a living history Mercer County park that documents turn-of-the-century agrarian life. Its integrity of setting is extremely well preserved. The bridge was closed to vehicular traffic in 1983, when a crack and buckling on the top chord was discovered. The bridge presently serves as a pedestrian bridge from a parking area to the farmhouse and farm-related buildings.

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

CONSULT STATUS Individually Eligible. Listed. Phillips / Howell Farm Historic District. 05/02/1977. Contributing.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The basically unaltered 3-panel 1889 pin-connected Pratt half hip pony truss supported on ashlar abutments is individually eligible for listing in the National Register of Historic Places and is a contributing element to the National Register-listed Phillips Farm, now the Howell Farm county park, under Criteria A and C. The bridge is one of the most complete examples of its type in the county, and its significance is enhanced by the integrity of its well-preserved pastoral setting. One other Pratt half hip pony truss was identified (1100028), and both are evaluated as eligible.

INFOR MATION

Bibliography:
ONJH. National Register of Historic Places File: Mercer Co.; Hopewell; Phillips Farm.
Mercer County Engineers Office. File 211.13.

Physical Description: The 10 degree skew 3-panel pin-connected half hip Pratt pony truss bridge with a plank deck survives in a good state of preservation. With the exception of a floor beam replaced in 1945 and a corresponding outrigger added, the span appears to be unaltered. End posts and the spliced top chord (cracked and buckled because of corrosion and overloading) are built-up box members, and the verticals are channels with both battens and lacing. Eye bars compose the bottom chords while the diagonal and counters in the central panel are rods with loop-forged eyes. The abutments are rusticated ashlar with some concrete repairs to the south end. The one original built-up floor beam is deeper in the middle where more strength was needed. The bridge was closed to vehicular traffic in 1983 by the county. It serves as a foot bridge from a parking area to the Phillips Farm (Howell Farm) farmhouse.

Historical and Technological Significance: Few bridges in Mercer County survive in their original setting as well as the basically unaltered pin-connected half hip Pratt pony truss on the grounds of the Phillips Farm (Howell Farm), individually listed in the National Register of Historic Places in 1977. The 127-acre farm was donated to Mercer County in 1976 by Inez Howell for use as a living history museum that preserves turn-of-the-century farm life. She was the widow of former New Jersey Senator Charles Howell who died in 1973. The couple had purchased it as their retirement home. The farm, which includes a host of well-preserved farm related buildings and a two-section homestead that dates from both the 18th and 19th centuries, is historically associated with the Phillips family which owned it from the 1730s until the 1880s. From 1920 until 1948 it was the Cromwell dairy farm.

While the single-lane 1889 pin-connected Pratt truss (located on a now abandoned section of Hunter Road that is within the National Register-listed parcel) is not rated in the nomination, it clearly falls within the period of significance of the property. The nomination states that the farm is "unchanged since the early 20th century, including the setting" of which the bridge is a major element. The bridge is one of the most complete examples of the once-common Pratt pony truss in the area. Another well-preserved half hip Pratt pony truss is located on the Groveville-Allentown Road over Doctors Creek (1100028). It is larger, wider, and has different verticals.

Boundary Description and Justification: The bridge is located well within a 172-acre National Register-listed property. The bridge is a contributing element to that historic district. The bridge and its setting are significant.

PHOTO: 1:14-16,108:10 (04/91 JPH (5/96)) REVISED BY (DATE): QUAD: Lambertville

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100071 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PENNINGTON-HARBOURTON ROAD OVER JACOBS CREEK **FACILITY** PENNINGTON HARBOURTON ROAD (214.12)

TOWNSHIP HOPEWELL TOWNSHIP

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

 # SPANS 1 **LENGTH** 23 ft **WIDTH** 24 ft

CONSTRUCTION DT 1915 **ALTERATION DT** 1945 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in a low-density residential area and carries a busy 2-lane road over a small brook.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY Little more than a culvert, the reinforced concrete slab span with a replacement concrete deck installed in 1945 is not historically or technologically significant. It is supported on an undistinguished earlier ashlar abutment with concrete buttressing. The lattice railing with octagonal cast posts may to date to 1915. It is known to have been in place in 1927 according to county engineers office photographs. A modern beam guard rail has been added to the bridge.

INFOR MATION

PHOTO: 1:24-25 (04/91) REVISED BY (DATE): QUAD: Pennington

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100072 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MINE ROAD OVER STONY BROOK (230.3) **FACILITY** MINE ROAD

TOWNSHIP HOPEWELL TOWNSHIP

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

 # SPANS 1 **LENGTH** 102 ft **WIDTH** 16.8 ft

CONSTRUCTION DT 1885 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT KING IRON BRIDGE CO. **BUILDER** KING IRON BRIDGE CO.

SETTING / CONTEXT On a rural two-lane road, the one-lane bridge crosses a small stream. The bridge enjoys integrity of setting in a rural area dominated by working farms. It is located in the sparsely developed northwestern portion of the county east of busy NJ 31.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY One of two well-preserved King Iron Bridge Co. pin-connected Pratt thru trusses in Mercer County, the Mine Road bridge is three years later than Bear Tavern Road (1100060), but is nevertheless an important example of its type. Supported on unaltered ashlar abutments, the 5-panel bridge has few visible repairs. The floor beams may not be original. It is one of four thru truss bridges in the county and ranks as the second oldest and one of the least altered.

INFORMATION

Bibliography:
Simmons, David A. "Bridge Building on a National Scale: The King Iron Bridge and Manufacturing Company." The Journal of the Society for Industrial Archaeology. Vol. 15, No. 2, 1989.
Mercer County Engineers Office. Transfer File 230.3.

Physical Description: The seven panel half-hip pin-connected Pratt thru truss with a steel grate deck installed in 1976 has true hangers that twist 90 degrees out of phase and then pick up the end floor beams. The bearings rest on ashlar abutments. The inclined end posts and upper chord are built-up members composed of shallow channels with a face plate. The same dimension channels are used for the laced verticals. Diagonals (of bar stock with loop-forged eyes) and counters (rods) are fitted with turnbuckles for tuning the bridge, and the bottom chord is die-forged eyebars. The originality of the rolled I beam floor beams is not known, but it is believed that they are not original. They are cut back in section for the suspenders and large square nuts that do appear to be original. The floor beams are fitted with the original brackets for the lateral bracing. The portal struts have a lattice bracing, as does the sway bracing, and each end carries a King Iron Bridge and Manufacturing Co. plaque. The lateral bracing is connected to a crimped bracket that connects at the upper panel point pins. A few welded repairs to the verticals at the panel points are visible, but otherwise the bridge is very well preserved. The modern beam guide rail is attached to the verticals by bolts.

Historical and Technological Significance: The well-preserved 102'-long pin-connected thru truss by the King Iron Bridge and Manufacturing Company of Cleveland, Ohio was erected in 1885, according to its plaque, and is one of two well preserved King thru trusses from the 1880s in Mercer County. The Mine Road bridge, the longer, heavier, and newer of the two, as well as its counterpart on Bear Tavern Road (1100060), are of statewide importance as early examples of a historic bridge type. They are also examples of bridges fabricated by one of the largest and most successful late-19th century manufacturers. The two Mercer County bridges are believed to be the only documented King Iron Bridge and Manufacturing Company in the state. Technologically they reflect early metal truss bridge construction details, such as the true floor beam hangers, the lateral bracing connections, and the prong-like floor beam connectors at the verticals. The bridge is an early and very well preserved example of its type.

The King Iron Bridge and Manufacturing Company was established by Zenas King in Cleveland about 1860. Learning the bridge selling business in the 1850s as a salesman representing the Moseley Bridge Company (a patented tubular bowstring), King patented his own tubular bowsting bridge that was to be the company's chief product through the 1870s, and he successfully marketed it nationally through a network of regional representatives. He published catalogues in 1875 and 1884 as well as annual reports. As the market moved away from the light bowstring truss about 1880, he diversified his product line to include the what was becoming standard thru and pony trusses. The King company was one of the largest and most prolific bridge fabricating firms in the country yet only approximately half a dozen documented examples of the firm's work survive in New Jersey. While the company remained an active, viable concern for about a decade after the founder's death in 1892, it was not a regional force in this century.

The King Iron Bridge and Manufacturing Company, known as the King Bridge Company after 1892, represents, in addition to period engineering and technology, the manner in which iron and early steel bridges were marketed in this country. The fabricator served as both engineer and builder. That practice was to disappear with the rise of the consulting engineer and the professionally trained county engineer in the early years of this century.

PHOTO: 6:21-26 (06/91) REVISED BY (DATE): QUAD: Pennington

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 # 1100075 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OLD MILL ROAD OVER STONY BROOK **FACILITY** OLD MILL ROAD

TOWNSHIP HOPEWELL TOWNSHIP

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

 # SPANS 3 **LENGTH** 62 ft **WIDTH** 22.9 ft

CONSTRUCTION DT 1937 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries a 2-lane road over a shallow but wide stream in a rural portion of the county. The bridge is on a severe curve, and it is adjacent to a mill site. Only concrete ruins from the water-powered 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 continuous 3-span slab bridge utilizes the random ashlar and rubble coursed piers and abutments from an earlier span. Any early railing has been removed and replaced with a modern concrete curb and steel guide rail. The present span is technologically and historically undistinguished. It is one of over 14 pre-World War II slab bridges in the county. None were evaluated as significant.

INFOR MATION

PHOTO: 5:3 (05/91) REVISED BY (DATE): QUAD: Pennington

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100076 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED FEDERAL CITY ROAD OVER SOUTH BRANCH OF STONY BROOK **FACILITY** FEDERAL CITY ROAD 233.8

TOWNSHIP HOPEWELL TOWNSHIP

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

 # SPANS 1 **LENGTH** 26 ft **WIDTH** 18 ft

CONSTRUCTION DT 1907 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The short bridge over one of the several meandering branches of Stony Brook is in a wooded section with mid-20th century development. The setting has no associative historical significance.

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 undistinguished 26' span composed of 5 encased stringers originally had a pipe railing. It is one of the earlier stringer bridges in the county, but the bridge is not a significant or particularly early example of its type. The reinforced concrete abutments wing walls were in place in 1947. How much earlier than that is not known.

INFOR MATION

PHOTO: 6:2-3 (04/91) REVISED BY (DATE): QUAD: Pennington

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 # 1100077 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED STONY BROOK ROAD OVER NORTH BRANCH OF STONY BROOK **FACILITY** STONY BROOK ROAD

TOWNSHIP HOPEWELL TOWNSHIP

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

 # SPANS 1 **LENGTH** 23 ft **WIDTH** 15.4 ft

CONSTRUCTION DT 1915ca **ALTERATION DT** **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in a sparsely developed wooded area in the northern part of the county. It carries a lightly traveled narrow road 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 short stringer bridge composed of rolled I beams with wooden blocks as diaphrams is supported on ashlar abutments. The deck is concrete and modern beam guard rails are used for the railing. The bridge is similar to a parallel span to the north. Both are technologically and historically undistinguished.

INFOR MATION

PHOTO: 2:22-23 (04/91) 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
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100079 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED VAN DYKE ROAD OVER NORTH BRANCH OF STONY BROOK **FACILITY** VAN DYKE ROAD

TOWNSHIP HOPEWELL TOWNSHIP

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

 # SPANS 2 **LENGTH** 22 ft **WIDTH** 17.3 ft

CONSTRUCTION DT 1915 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The short bridge is located in a rugged, sparsely developed section of the county near the Hunterdon County line. Area is wooded, and span crosses a small rocky 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 short continuous, 2-span bridge composed of steel stringers has fieldstone abutments and a modern concrete central pier. A modern beam guide rail serves as the railing. The bridge is similar to one to the south (1100077) over the same feature. This span is not technologically or historically distinguished. It has also been modified by the addition of the pier.

INFOR MATION

PHOTO: 2:18,19 (04/91) REVISED BY (DATE): QUAD: Hopewell

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1100082 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED QUAKER ROAD OVER STONY BROOK **FACILITY** QUAKER ROAD (CR 533)

TOWNSHIP PRINCETON TOWNSHIP

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

 # SPANS 2 **LENGTH** 80 ft **WIDTH** 23.9 ft

CONSTRUCTION DT 1942 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** JOS. JINGOLI, TRENTON

SETTING / CONTEXT The bridge is located over a shallow stream and flood plain in a sparsely developed agricultural area. It carries a 2-lane 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 handsome 34 degree skewed stone-faced 2-span rigid frame bridge with contrasting concrete arched fascias was constructed in 1942. While more elaborately detailed than most mid-20th century county bridges, it is not technologically or historically distinguished. Skewed rigid frame bridges are not as common as right-angle crossings, but they are not uncommon either. County Bridge Engineer Harry Kersey gave it a stone face for "best appearance." It replaced a damaged Pratt pony truss.

INFOR MATION

PHOTO: 7:8-9 (05/91) REVISED BY (DATE): QUAD: Princeton

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1102150 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 4.39

NAME & FEATURE INTERSECTED US 1B OVER SHABAKUNK CREEK **FACILITY** US 1 BUSSINESS

TOWNSHIP LAWRENCE TOWNSHIP

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

 # SPANS 2 **LENGTH** 68 ft **WIDTH** 72.5 ft

CONSTRUCTION DT 1928 **ALTERATION DT** **SOURCE** NJDOT

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

SETTING / CONTEXT The bridge is located on a busy 4-lane road that was once part of the Lincoln Highway. Originally designated NJ 13, the route was changed to NJ 26 in the 1927 highway expansion. The heavily used road is lined with mixed use modern development. The bridge crosses a substantial 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 4-lane encased stringer bridge on concrete abutments and cutwater pier has a concrete balustrade typical of the period. The bridge dates to the 1927 dualization of the highway, and it is a representative example of the bridge type and style used extensively by the State Highway Department before World War II. It is not technologically or historically distinguished. The center pier has settled causing the superstructure to lower.

INFOR MATION

PHOTO: 5:41-42 (04/91) REVISED BY (DATE): QUAD: Princeton

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1103151 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 6.33

NAME & FEATURE INTERSECTED US 1 OVER SHIPETAUKIN CREEK **FACILITY** US 1

TOWNSHIP LAWRENCE TOWNSHIP

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

 # SPANS 2 **LENGTH** 68 ft **WIDTH** 74 ft

CONSTRUCTION DT 1938 **ALTERATION DT** 1959 **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HIGHWAY DEPT **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge over a small stream is located on busy US 1, the major arterial road between Trenton and New Brunswick. Modern development dominates the surrounding 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 encased stringer on concrete abutments with a nicely proportioned concrete balustrade was two lanes when originally constructed. When it was widened to its present width in 1959, the east balustrade was demolished. Now carrying a 6-lane roadway, the bridge has a concrete parapet with a steel railing cap on the east side. The bridge has been so dramatically altered that it has no integrity of design or setting.

INFOR MATION

PHOTO: 8:24.106:21-13 (05/91) REVISED BY (DATE): QUAD: Princeton

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1103153 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 9.1

NAME & FEATURE INTERSECTED US 1 OVER DUCK POND RUN **FACILITY** US 1

TOWNSHIP WEST WINDSOR TOWNSHIP

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

 # SPANS 1 **LENGTH** 23 ft **WIDTH** 78.5 ft

CONSTRUCTION DT 1928 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT **BUILDER**

SETTING / CONTEXT The single-span concrete encased stringer on concrete abutments is located on the west (south bound) side of busy US 1, the main road to New Brunswick. A Jersey barrier divides the 4-lane road dominated by scattered late-20th century commercial development. It crosses 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 encased stringer bridge with a concrete balustrade is an example of the most common pre-WW II bridge in the state. It was used ubiquitously by the State Highway Dept. in its post-1927 road expansion program. It is a representative example of its type and is not innovative or historically noteworthy. Concrete encasing was promoted by Morris Goodkind, state Bridge Engineer from 1925 until 1955. The bridge is one of over forty pre-World War II stringer spans in Mercer County.

INFOR MATION

PHOTO: 8:22-23 (05/91) REVISED BY (DATE): QUAD: Princeton

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1103155 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 11.97

NAME & FEATURE INTERSECTED US 1 OVER MILLSTONE RIVER **FACILITY** US 1 SOUTHBOUND

TOWNSHIP WEST WINDSOR TOWNSHIP

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

 # SPANS 3 **LENGTH** 111 ft **WIDTH** 76.5 ft

CONSTRUCTION DT 1937 **ALTERATION DT** 1959 **SOURCE** INSCRIPTION

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge over the Millstone River carries 4 lanes plus shoulders of busy US 1, a main divided highway from Trenton to New Brunswick. The grassy median survives. The surrounding area is a mix of undeveloped parcels and modern commercial and corporate complexes.

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 encased stringer bridge with a well proportioned concrete balustrade is supported on concrete piers and abutments. The encased fascia girder is finished with flat panels. While the west elevation is complete, the east side was removed when the span was widened to its present width in 1959. The modern concrete parapet with a steel top railing on the east side was added as part of the 1959 work. The bridge has no integrity of original design or setting.

INFOR MATION

PHOTO: 7:19 (06/91) REVISED BY (DATE): QUAD: Princeton

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1105150 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 2.36

NAME & FEATURE INTERSECTED NJ 27 OVER HARRYS BROOK **FACILITY** NJ 27

TOWNSHIP PRINCETON TOWNSHIP

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

 # SPANS 1 **LENGTH** 54 ft **WIDTH** 28 ft

CONSTRUCTION DT 1908 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The culvert and retaining wall structure is located on the east side of NJ 27 between Princeton and Kingston over a stream that feeds Lake Carnegie. It is in a wooded setting with low-density residential development. The bridge is located on the western edge of the Lake Carnegie Historic District.

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

CONSULT STATUS Not Individually Eligible. Listed. Lake Carnegie Historic District. 06/28/1990. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY More a pair of culverts (one arched, one trabeated, linked by a rubble-coursed brownstone retaining wall and low parapet), the structure was built as part of the development of Lake Carnegie. It crosses the principal subsidiary stream contributing water to the lake. It was judged to be a contributing resource to the historic district.

INFOR MATION

PHOTO: 7:15-16 (05/91) REVISED BY (DATE): QUAD: Princeton

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1105151 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OLD NJ 27 OVER MILLSTONE RIVER **FACILITY** OLD NJ 27

TOWNSHIP PRINCETON TOWNSHIP

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

 # SPANS 4 **LENGTH** 110 ft **WIDTH** 22.2 ft

CONSTRUCTION DT 1798 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge, over the Millstone River, is now bypassed by a new NJ 27. It is a dominant element in the Kingston Mill Historic District and is just north of the historic water-powered mill on the west side of the river. The bridge is located in the D & R Canal State Park and is primarily a pedestrian bridge. The setting of the bridge is more original and historic than any of the other two large stone arch bridges in the township.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Individually Eligible. Listed. Kingston Mill Historic District 01/09/1990; D&R Canal 05/11/1973; Listed. King's Highway (Upper Rd) Historic District. 12/21/2000. Contributing.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The well-preserved four-span rubble-coursed stone arch bridge dates to 1798 and was part of the main road from Philadelphia to New York. The bridge is individually significant as one of the best examples of its type based on its date of construction, size, integrity of setting, and relatively complete state of preservation. Located in a state park, it serves primarily as a pedestrian bridge. The bridge is individually eligible for listing in the National Register of Historic Places under Criterion C and as a contributing element of three historic districts: Kingston Mill Historic District, Delaware & Raritan Canal Historic District, and the King's Highway (Upper Road) Historic District (currently in the nomination process).

INFOR MATION

PHOTO: 7:17-19 (05/91 JPH (5/96)) REVISED BY (DATE): QUAD: Hightstown

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1105302 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PROVINCE LINE ROAD OVER STONY BROOK **FACILITY** PROVINCE LINE ROAD

TOWNSHIP LAWRENCE TOWNSHIP

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

 # SPANS 3 **LENGTH** 140 ft **WIDTH** 11.7 ft

CONSTRUCTION DT 1903 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** BERLIN CONSTRUCTION CO.

SETTING / CONTEXT The well-preserved 3-span bridge, accessed by a steep descending curve, is located on a closed portion of road in a wooded setting. Some of the surrounding land is dedicated to green space by its corporate owners. The bridge was closed to vehicular traffic by the county because of constant disregard for weight limits and damage from vehicular impact. It is now a pedestrian and bicycle bridge. There are no plans to remove 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 documented and well-preserved riveted Warren pony truss is the longest of its type in the county and is one of the best preserved. It was fabricated by Berlin Construction Company of Berlin, CT, a firm that built riveted Warren trusses into the 1920s. The ashlar piers may predate the bridge, and they added to significance of the span. Warren pony trusses were the most common type of bridge in America prior to 1925, but it is not as common in New Jersey.

INFOR MATION

Bibliography:
Darnell, Victor. Interview with Mary McCahon. 10/18/91.
Mercer County Engineer's Office.

Physical Description: The 3-span bridge is composed of three sets of riveted Warren pony trusses supported on high ashlar abutments and piers. The substructure may well be from an earlier span. The inclined end posts and top chord are built up box members of channels and plate while the diagonals (there are no verticals) are toe-in channels that are either laced or connected by battens. Connections at panel points are riveted to gusset plates. The most unusual design detail of the bridge is the square-headed bolts that serve as the floor beam hangers. The hanger bolts pass through a plate riveted to the top of the lower panel point. The rolled I-section floor beams appear to be original, but the stringers were replaced in 1930. Repair work in the 1950s included replacing "rotted" gussets and bottom chord angles in kind. The original lattice railing survives. The bridge is well preserved in both setting and design, and it serves as a pedestrian bridge.

Historical and Technological Significance: The well-preserved 3-span riveted Warren pony truss is an important example of a once-common bridge type. One of three surviving Warren pony trusses in Mercer County, the Province Line Road bridge is the longest as well as most complete of the group. It was designed and fabricated by the Berlin Construction Company of Berlin, Connecticut in 1903. The Berlin Construction Company is an offshoot of the Berlin Iron Bridge Company, which was acquired by the American Bridge Company in 1900. When Berlin Iron Bridge Company, made famous by its lenticular truss bridges, was taken over, three executives formed a new company for the purpose of fabricating and erecting structural steel. Incorporated in New Jersey in 1900 and in Connecticut in 1905, the Berlin Construction Company leased a fabricating plant in Pottsville, Pennsylvania and maintained offices in New York and Boston. Its headquarters and fabricating yard, however, remained in Berlin, and the company produced building structural steel as well as bridges. It ceased bridge fabrication by the mid-1920s. According to bridge historian Victor Darnell, Berlin Construction Company's bridge work was dominated by straight-forward riveted Warren trusses. Original plans for the bridge survive in the Mercer County Engineer's Office. The bridge was designed by the Berlin Construction Company.

The corporate history of the firm illustrates the dominant influence the American Bridge Company had on bridge fabrication at the turn-of-the-century. As first J.P. Morgan and Company and then U.S. Steel acquired 50% of the nation's fabricating capacity, new firms were established in the wake of the reorganization. Berlin Construction, still in business as the Berlin Steel Construction Company specializing in building steel, was for a time able to be a profitable small fabricator making standardized designs. While not technologically innovative, the Province Line Road bridge stands as not only a well-preserved example of a small post-American Bridge Company fabricator but also a record of the history of technology at the turn of the century. The riveted Warren pony truss, according to J.A.L. Waddell, was the most common bridge type in the country prior to 1925.

Boundary Description and Justification: The bridge is evaluated as individually significant, and the boundary is thus limited to the substructure and superstructure itself. While the wooded setting contributes to the integrity of setting, the acreage does not appear to have significant historical value. The road itself once served as the boundary between the east and west Jersey provinces, but it has lost its integrity due to modern development.

PHOTO: 7:39-43 (06/91) REVISED BY (DATE): QUAD: Princeton

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1106704 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED IRON BRIDGE ROAD OVER CROSSWICKS CREEK **FACILITY** IRON BRIDGE ROAD

TOWNSHIP HAMILTON TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Metal

 # SPANS 2 **LENGTH** 103 ft **WIDTH** 16.6 ft

CONSTRUCTION DT 1905ca **ALTERATION DT** 1924 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT CO. ENGINEER (1924) **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in the rural southeastern portion of the county on the line with Burlington County. Area immediately north of the bridge is a modern subdivision.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 07/09/90, Letter 03/12/01.

SUMMARY Moved to its present location in 1924, the riveted Warren pony truss appears to date to ca. 1905. It is composed of angles, set back-to-back with spacers. The top chord is braced at the panel points with a laced outrigger. There are numerous welded repairs and strengthening. The trusses were too short for the crossing, so a stringer approach span and concrete pier were added. The ashlar abutments date to 1869. The undocumented span is individually eligible for listing in the National Register of Historic Places under Criterion C.

INFOR MATION

Bibliography:
Mercer County Engineer's Office. Bridge Transfer File # 670.4.

PHYSICAL DESCRIPTION The 78'-long 7-panel riveted Warren pony truss was relocated to this site in 1924. The south end of the trusses bears on a deteriorating ashlar abutment built in 1868, according to the date stone. Because the trusses were too short for the crossing, a concrete pier and rolled stringer approach span were built in 1924 to accommodate using the truss lines at this location. Both spans have a plank deck. The truss members, including the top and lower chords, are composed of angles riveted back-to-back. The inclined end posts and diagonals have washers or spacers at the rivets. The floor beams are suspended from U-bolt hangers that rest on a two-piece saddle fitted beneath what remains of the gusset plate at the panel point. The floor beams, with punched holes in the top flanges and in some webs, are hung from two U hangers with hex-headed bolts. All other connections are riveted, including the original laced knee braces with square-headed bolts. Portions of the original/early lattice railing survive on the truss spans, but it has been replaced elsewhere by modern beam guide rail barriers. There are numerous small welded repairs and strengthening to the lower portion of the trusses, and they also have impact damage.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE The present 2-span bridge over Crosswicks Creek, erected in 1924 as an intercounty (Mercer and Burlington) project, is at least the second bridge at the crossing. It utilizes the handsome but deteriorated random ashlar abutments that date to 1868. The abutments are early, complete, and documented, making them a noteworthy feature of the crossing.

The date of construction and fabricator of the riveted Warren trusses is not known. They date stylistically to ca. 1905, and they exhibit no distinctive or innovative details. The trusses were moved to this site in 1924. Since they were too short for the crossing, a new concrete pier and stringer approach span were added to the north side. The trusses are not without numerous welded patches installed as repairs or strengthening. Physical evidence suggests that the flooring system has been modified, probably when the trusses were moved. The rolled I-section floor beams have punched holes in the top flanges, and some have similar holes in the web suggesting that they are salvaged material. A similar detail of hung floor beams on otherwise all rivet-connected truss bridge is the 1904 pony truss bridge at Cedar Lane in Burlington County (03D3760). The floor beam hangers are original on that bridge making it a more complete and significant example of the detail.

The laced outriggers appear to be original. They are found on some other Warren pony truss bridges in the state, so this in not a rare example of the detail.

The undocumented span is one of three riveted Warren pony truss spans in Mercer County. It is not as complete as the 3-span 1903 Berlin Construction Company bridge on Province Line Road (1105302). Its setting, with a modern residential subdivision at to the northwest, is also not as well preserved as the Province Line Road span. The fact that is was moved is also not unusual as Mercer County was frequently moving serviceable trusses during the 1920s. A better documented example of a moved truss within the county is the Groveville-Allentown Road span over Doctors Creek (1100028). What is unusual about the Iron Bridge Road span is the hanging of the floor beams on an otherwise all riveted bridge, but that detail is believed to be a modification rather than the original arrangement. The undocumented bridge is a representative example of a common truss type and design that appears to be too altered to retain its integrity of design.

PHOTO: 3:20A,108:22-28 (05/91) REVISED BY (DATE): QUAD: Allentown

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1106713 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HAMILTON YARDVILLE ROAD OVER BACK EDGE BROOK **FACILITY** HAMILTON YARDVILLE ROAD (671.3)

TOWNSHIP HAMILTON TOWNSHIP

TYPE DECK GIRDER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 36 ft **WIDTH** 30.3 ft

CONSTRUCTION DT 1921 **ALTERATION DT** 1958 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** WILLARD KONOVER, TRENTON

SETTING / CONTEXT The bridge is located in a low-density residential area on a 2-lane collector road. It crosses a small brook 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 original shallow built-up plate girder bridge on concrete abutments was widened with encased stringers on the east side in 1958. When the pony truss at the crossing collapsed in 1920, the quickest replacement span was a pair of girders fabricated by Newton Bugbee & Co. of Trenton. According to county records, rolled I beams would take too long to be made. That is why the bridge is a girder instead of a stringer. It is not historically or technically significant.

INFOR MATION

PHOTO: 3:33A-34A (05/91) REVISED BY (DATE): QUAD: Allentown

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1107402 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OLD TRENTON ROAD (CR 535) OVER ASSUNPINK CREEK **FACILITY** OLD TRENTON ROAD (CR 535)

TOWNSHIP WEST WINDSOR TOWNSHIP

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

 # SPANS 2 **LENGTH** 71 ft **WIDTH** 30 ft

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

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** GRANT & DRIVER

SETTING / CONTEXT The bridge over a stream carries a local collector road through a mid-20th century residential portion of the county. The stream banks are wooded.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY Representative of the most common type of bridge in the state, the 2-span encased 1927 stringer span has a modern beam guard rail carried on the earlier concrete post and pipe railing. The abutments and pier are concrete. Designed by county engineer of bridges Harry Kersey, it was built by a local contractor. The bridge is not historically or technologically distinctive. It is one of over 40 pre-WW II stringer bridges in Mercer County. A better example of the type is 1100058.

INFOR MATION

PHOTO: 2:30-31 (04/91) REVISED BY (DATE): QUAD: Hightstown

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1107628 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SOUTHFIELD ROAD OVER BEAR BROOK **FACILITY** SOUTHFIELD ROAD

TOWNSHIP WEST WINDSOR TOWNSHIP

TYPE STRINGER **DESIGN** **MATERIAL** Wood

 # SPANS 2 **LENGTH** 35 ft **WIDTH** 18 ft

CONSTRUCTION DT 1934 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge over a small stream is located in a rural portion of the county. Modern housing development is encroaching on the agricultural land use in 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 simple 2-span timber stringer bridge with timber wing and back walls and concrete piles has a braced pile bent center pier. Much of the wood in the bridge appears to be in kind replacement of the original/early fabric, and there are many bolts used, which also indicates modern material. Beam guard rails on rolled posts compose the railing. The bridge is not technologically innovative, and it is not in a historic setting.

INFOR MATION

PHOTO: 3:3A-4A (05/91) REVISED BY (DATE): QUAD: Hightstown

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 # 1108602 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OLD TRENTON ROAD OVER MILLSTONE RIVER **FACILITY** OLD TRENTON ROAD (CR 535)

TOWNSHIP EAST WINDSOR TOWNSHIP

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

 # SPANS 3 **LENGTH** 68 ft **WIDTH** 22.5 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries a busy 2-lane county road over a slow-moving stream in a wooded setting. Much of the surrounding area has been redeveloped since 1960 for residential and corporate 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 simple span rolled I beam stringer bridge is supported on wood piles and pier caps as well as earlier ashlar abutments that have reinforced with concrete wing walls and bridge seats. Some of the piles have also been encased. The stringers are placed on about 2' centers and are braced by diaphrams. A modern steel grate deck has been installed as have beam guard rails for the railing. The bridge is technologically and historically undistinguished.

INFOR MATION

PHOTO: 106:15-16 (10/91) REVISED BY (DATE): QUAD: Hightstown

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1109402 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WINDSOR ROAD OVER TRIBUTARY OF ASSUNPINK CREEK **FACILITY** WINDSOR ROAD

TOWNSHIP WASHINGTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 42 ft **WIDTH** 24 ft

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

DESIGNER/PATENT ENCASED **BUILDER**

SETTING / CONTEXT The bridge is located over a small stream in a wooded setting on a country road in a sparsely developed portion of the county.

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 modest 42'-long encased stringer bridge on concrete abutments is a representative example of the most common pre-WW II bridge type in the state. Any original railing has been replaced by a modern beam guard rail. The bridge and its setting are not historically or technologically distinguished. It is a representative example of the over 40 pre-1942 steel stringer bridges in Mercer County.

INFOR MATION

PHOTO: 8:15-16 (05/91) REVISED BY (DATE): QUAD: Allentown

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1110152 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 10.51

NAME & FEATURE INTERSECTED NJ 29 OVER JACOBS CREEK **FACILITY** NJ 29

TOWNSHIP EWING TOWNSHIP

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

 # SPANS 1 **LENGTH** 25 ft **WIDTH** No Data

CONSTRUCTION DT 1832 **ALTERATION DT** 1940 **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge and viaduct carry the D & R Canal Feeder and NJ 29, the historic river road, over Jacobs Creek at its confluence with the Delaware River. It is contiguous to and an integral part of the Somerset Rolling Mill and the canal r-o-w, both National Register-listed properties. The bridge is preserved in its original setting and is an important element in the historic character of the two National Register resources.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Not Individually Eligible. Listed. Somerset Rolling Mill Historic District, 11/19/74; D&R Canal. 5/11/73. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The composite arch bridge/viaduct incorporates a stone arch reportedly built ca. 1832 as part of the construction of the D & R Canal Feeder. The original arch has been widened by concrete additions on both sides, but it is still visible from the underside. Contiguous to two National Register-listed properties, the structure is not cited as a contributing element in either nomination. It is historically significant to both listings and should be rated contributing despite the 1940 alterations.

INFOR MATION

Bibliography:
1875 Beers Atlas Map: Mercer County.
Office of New Jersey Heritage: Mercer County: Somerset Rolling Mills National Register Nomination, 1974.
Mercer Co. Engineers Office. Transfer File 214.3.

Physical Description: The arch bridge/aqueduct that carries NJ 29, the D & R Canal Feeder, and the right-of-way of the former Bel-Del Railroad over Jacobs Creek was originally built 1832-1824 as a barrel-shaped stone arch finished with gauged ring stones. The structure has been widened with concrete extensions on both sides. When the concrete extension was added to the downstream side is not documented, but it appears to date to ca. 1910. A 15' reinforced concrete extension to the upstream side in 1941. The spandrel wall of the extension has been scored. A perpendicular wing wall on the upstream side survives in original condition. The entire structure was gunited in 1941. The earthen embankment above the original level of the bridge illustrates how much the historic 18th-century road level has been raised. A modern beam guard railing has been installed at the road grade.

Historical and Technological Significance: The present arch bridge/aqueduct incorporates a stone arch built as part of the Delaware & Raritan Canal Feeder development in the early 1830s. 1832 is the generally accepted date of construction for the structure. It is located on the historic river road north from Trenton and adjacent to two National Register-listed properties; the Delaware & Raritan Canal right-of-way and the Somerset Rolling Mill. Although the 1974 Somerset Rolling Mill nomination includes only the house and mill, the bridge that crosses Jacobs Creek, power source for the mill, is an integral part of the well-preserved site, both visually and historically, and should be considered a contributing resource. It also carries the Delaware & Raritan Canal Feeder over the creek. The right-of-way of the canal feeder is also listed in the National Register, but the nomination says nothing about structures such as this viaduct.

The structure is one of two similar stone arch bridge/aqueducts in Mercer County between Trenton and Lambertville. The other structure, a 2-span stone arch at Moore's Station (1110152), is in a more complete state of preservation. The Jacobs Creek structure has been extended on both sides. When the concrete extension was added to the downstream side was not documented in the records of the Mercer County Engineer, but 1940 photographs show that it was in deteriorated condition by that date. A 15' extension of reinforced concrete was added to the upstream side in 1940 as a means of preventing collapse of the badly deteriorated upstream portion of the original stone arch. It also accommodated a widening of NJ 29.

The Jacobs Creek aqueduct is significant because of its setting and association with recognized historic resources (criterion A). The canal feeder, which runs from Raven Rock to the north into Trenton and connects with the main canal, was completed in 1834. It was an important route for coal passing from the mines in Pennsylvania to the industries in Trenton and beyond. The area at the confluence of Jacobs Creek and the Delaware River, known as Somerset Junction, was an early mill site. Jonathan T. Crowley bought the grist mill located there in 1841 and enlarged it. The mill flourished through the rest of the 19th century as did the entire area. Located on the railroad line between Ewing and Hopewell, it was the junction of the short-lived Mercer and Somerset Railroad with the Camden & Amboy's Belvidere-Delaware line. The Mercer & Somerset Railroad was a subsidiary of the Camden & Amboy started in 1870 and completed to New Brunswick in 1874. The rail line was on the south side of the creek.

The old River Road, a significant 19th-century thoroughfare, has become the area's scenic highway. In 1912 the state assembly authorized construction of a 111-mile riverside route from Trenton to Port Jervis, New York, in an effort to redistribute the population of the state from the eastern portion to the Delaware Valley. The Delaware Drive Bill in 1929 provided more funds for work on the road which continued through the 1960s. The state took over the road in 1945. The section at Somerset Junction was completed in 1924.

PHOTO: 1:10, (05/91 JPH (5/96)) REVISED BY (DATE): QUAD: Pennington

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1110158 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 15.35

NAME & FEATURE INTERSECTED NJ 29 OVER MOORES CREEK **FACILITY** NJ 29

TOWNSHIP HOPEWELL TOWNSHIP

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

 # SPANS 2 **LENGTH** 43 ft **WIDTH** No Data

CONSTRUCTION DT 1832 **ALTERATION DT** 1917 **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT Located well below grade, the bridge that carries scenic NJ 29 over Moores Creek near its confluence with the Delaware River is not visible from the road. It is visible from the D & R Canal Feeder right-of-way, now a park, located immediately west of the bridge and highway. Elements of an abandoned railroad trestle bridge are in the adjacent park. The setting is wooded.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span stone arch bridge (later gunite) dates to the construction of the D & R Canal, and as such it ranks as one of the few surviving original canal-related bridges. It is one of two stone arch bridges on NJ 29 (the historic river road), and it is the better preserved of the two. The bridge was widened in kind in 1917 when NJ 29 was improved to its present width. The gunite coating was added in 1933. The value of the bridge is for its associative significance with the D & R Canal Feeder.

INFOR MATION

Bibliography:
Trenton Public Library. Trentoniana Collection. Vertical File: Roads.
Mercer Co. Engineers Office. Transfer File 211.1.

Physical Description: The 2-span stone barrel arch bridge/aqueduct has splayed wing walls and a high road embankment. It has been widened at least twice, but the 1933 gunite coating hides evidence of the modification. The original stone construction is visible inside the arches and where the gunite coating has spalled. A bullnose cutwater has been added to the upstream side, and a high embankment has been built up on the original deck to accommodate the raising of the road grade.

Historical and Technological Significance: The stone arch bridge/aqueduct was constructed ca. 1832-1834 as part of the original development of the Delaware & Raritan Canal Feeder, one of the important transportation routes in the region. The D & R Canal Feeder, which brought soft coal from rich fields of eastern Pennsylvania to the industrialized regions of Trenton and beyond, was completed between 1832 and 1834. Its right-of-way, which was listed in the National Register of Historic Places in 1973. Since the aqueduct is an original canal structure, and it actually carries the historic waterway, it is evaluated as a contributing resource (criteria A, C).

In addition to the structure's association with the canal feeder, it is also an integral part of the old river road, an important 19th century thoroughfare. The New Jersey legislature designed NJ 29 as "Delaware Drive" in 1912. The purpose of the road was to encourage redistribution of population from the congested northeastern part of the state to the Delaware Valley by providing good transportation. The road was improved over the next fifty years, and it was taken over as a state route in 1945. This arch was extended on the upstream side in 1917 to accommodate the upgrading of the road. When the downstream side was extended is not known. That work would have been done by the Pennsylvania Railroad, owner of the canal feeder and railroad. The entire span was gunited in 1933. Despite the 20th-century alterations to aqueduct, it is of great enough historical significance to be evaluated as an eligible resource (criterion A).

The stone arch is one of two known mid-19th century bridges on the old highway in Mercer County and it is the largest. As such it is a significant remnant of the historical development of an important transportation corridors that contributed markedly to the industrial and physical growth of Trenton and Lambertville. It engineering significance is derived in part from demonstrating how the crossing of the canal, a controlled, manmade feature, and the natural stream were separated.

Boundary Description and Justification: The span is evaluated as significant for historical and technological reasons. Thus the span as well as its setting as part of the canal feeder and the historic river road are all contributing factors to its significance. The boundary includes the entire width of the structure and the area on the downstream portion that is part of the National Register-listed Delaware and Raritan Canal district.

PHOTO: 1:12-13 (05/91) REVISED BY (DATE): QUAD: Lambertville

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1113150 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 7.7

NAME & FEATURE INTERSECTED NJ 33 OVER CONRAIL **FACILITY** NJ 33

TOWNSHIP WASHINGTON TOWNSHIP

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

 # SPANS 3 **LENGTH** 119 ft **WIDTH** 40 ft

CONSTRUCTION DT 1928 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The 3-span bridge crosses 1 line of the former Camden & Amboy route from Bordentown, the Delaware River terminus of the D & R Canal, to New Brunswick. The overpass is just west of the junction of NJ 33 and US 130 in a rapidly developing portion of the county. Late-20th century development is adjacent to bridge. The rail line is an infrequently used part of the Conrail system.

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 encased stringer supported on concrete abutments and bents has a paneled concrete parapet. While more railroad overpasses are thru girder spans than stringers, the use of encased stringers in overpasses is not uncommon. The bridge is not innovative or historically significant. One set of track has been removed from the right-of-way.

INFOR MATION

PHOTO: 2:33-34 (05/91) REVISED BY (DATE): QUAD: Allentown

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1114151 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 10.18

NAME & FEATURE INTERSECTED NJ 33 & US 130 OVER ASSUNPINK CREEK **FACILITY** NJ 33 & US 130

TOWNSHIP WASHINGTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 55 ft **WIDTH** 90 ft

CONSTRUCTION DT 1937 **ALTERATION DT** **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge over a moderate size stream carries a busy 6-lane road and grassy median with a crossover. The modern beam guard rail that lines the road also extends across the bridge and protects the concrete balustrade. The immediate setting of the bridge is wooded, but the surroundings are dominated by modern commercial and 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 single-span encased stringer bridge supported on concrete abutments is a complete example of a typical 1930s state highway department bridge division-designed span. It has a well-proportioned concrete balustrade and paneled stringer fascia. One of over forty stringer bridges in Mercer County, the span is technologically and historically undistinguished. It was built when the road was increased to four lanes in 1937-1938.

INFOR MATION

PHOTO: 8:13-14 (05/91) REVISED BY (DATE): QUAD: Allentown

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1115150 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 14.27

NAME & FEATURE INTERSECTED NJ 33 OVER ROCKY BROOK **FACILITY** NJ 33

TOWNSHIP HIGHTSTOWN BOROUGH

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

 # SPANS 4 **LENGTH** 75 ft **WIDTH** 37 ft

CONSTRUCTION DT 1890ca **ALTERATION DT** 1981 **SOURCE** STYLE/COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge located at the north end of Hightstown's business district on the main street (NJ 33). It crosses a dammed stream that created a large mill pond (Peddie Lake) on the east side. The area around the bridge on both sides of NJ 33 is now an open park. Tall ashlar piers from a 19th-century railroad bridge (superstructure removed) are located on the west side of NJ 33 in full sight of the bridge.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The low rise 4-span rubble-coursed stone arch bridge with a composite railing dates to at least 1907 (county records), and it contributes to the historic character of Hightstown. Each arch has a steel liner added in 1981 when the bridge was rehabilitated. The bridge and mill pond to its east are important remnant of the area's industrial heritage. A large water- and steam-powered flour and cereal mill stood east of the bridge until ca. 1920. The bridge is notable for historic associations.

INFORMATION

Bibliography;
Sanborn Insurance Maps 1885-1925.
Woodward & Hageman. Histories of Burlington and Mercer Counties. Everts & Peck, 1889.

Physical Description: Located below (west) of the dam that creates a long winding mill pond that separates the northeast corner of town from the rest of the Borough of Hightstown, the 75'-long bridge masonry bridge is composed of four small elliptical arches with ring stones and rubble-coursed spandrel walls. Modern steel liners have been installed in each arch in 1981, but the original configuration of the bridge remains the same. Probably dating to the 19th century, the rubble-coursed bridge has been repointed with modern Portland cement. The date of the composite pipe railing with stone posts is not known. No original/early plans or drawings of the bridge have been located.

Historical and Technological Significance: The undocumented 4-span stone arch bridge is locally significant for its historical association with the industrial development of the borough of Hightstown. The east side of the bridge was the location of water-powered mills dating to the mid-18th century. While no plans or drawings of the bridge were located in state or county records, local histories suggest that the stone arches were in place by 1875, and that a grist mill (non-extant) was standing at its northeast corner. In 1875 it was a flour mill, and a saw mill was located on the southern bank. G.W. Norton's grist and rolling mill, established in 1876 as the successor to William R. Norton's mill, was located in the buildings on both sides of the pond by 1890. The water and steam-powered business expanded into a large cereal rolling mill that was active through the first decade of this century. By 1916 it had changed ownership and was known as the Gross Brothers Cereal Roller Mills. All buildings disappeared by 1925, and it is assumed that they were destroyed by fire. Today the site is a public park with the bridge, dam and mill pond as its focal points.

The 1907 date of construction assigned by Mercer County is unsubstantiated. It appears that the bridge was constructed prior to 1907, which may be a date of rebuilding or rehabilitation. The crossing itself dates to the 18th century.

Boundary Description and Justification: The bridge is evaluated as individually significant. The buildings that provided its historic setting have been lost. The boundary is thus limited to the bridge itself.

PHOTO: 8:17-19 (05/91) REVISED BY (DATE): QUAD: Hightstown

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1117150 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 0.13

NAME & FEATURE INTERSECTED NJ 64 (HIGHTSTOWN ROAD) OVER AMTRAK **FACILITY** NJ 64 (HIGHTSTOWN ROAD)

TOWNSHIP WEST WINDSOR TOWNSHIP

TYPE THRU GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 104 ft **WIDTH** 52 ft

CONSTRUCTION DT 1939 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries a 2-lane road over 5 tracks of Amtrak's electrified Northeast Corridor just north of the Princeton Junction station and an electrical substation. The surrounding area is an undistinguished mix of modern commercial development and undeveloped parcels.

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 deck plate girder bridge with floor beams is supported on concrete abutments and has a high paneled concrete parapet at the cantilevered sidewalks. The bridge is not technologically innovative, and it is a representative example of the most common railroad overpass bridge in the state. The rail line it crosses was developed in the 1860s by the Camden & Amboy as its realigned main line. The line was later acquired by the Pennsylvania Railroad.

INFOR MATION

PHOTO: 3:41A-42A (05/91) REVISED BY (DATE): QUAD: Hightstown

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1119150 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 7.19

NAME & FEATURE INTERSECTED NJ 31 OVER NEW YORK BRANCH (CONRAIL) **FACILITY** NJ 31

TOWNSHIP PENNINGTON BOROUGH

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

 # SPANS 3 **LENGTH** 152 ft **WIDTH** 52 ft

CONSTRUCTION DT 1934 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The well-detailed encased stringer bridge built across 2 tracks is located in a rural, wooded section of the county south of Pennington center. No significant structures or sites are near the bridge, and the surrounding area is dominated by 20th-century 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 custom-detailed 3-span encased stringer bridge designed by NJ State Highway Department Bridge Division is representative of their work with faience tile decoration and identification at the end posts. Its structural type is common for the period. The span is similar to other railroad overpasses in the state. The bridge is neither historically nor technologically distinguished.

INFOR MATION

Bibliography:
NJDOT File: Mercer 1119150.

Physical Description: The 3-span concrete-encased steel stringer bridge is supported by concrete abutments and columns with struts and crash walls. It carries a 2-lane plus shoulder state highway over one active track of the former Reading line that is now used by Conrail. The most distinctive feature of the span is the detailing of the balustrade/parapet. The approach spans have a well-proportioned arcaded concrete balustrade with end plaques while the high center parapet is finished with flat panels with filled corners and faience tile decoration on the end posts or piers. The transition from the balustrades to the parapet is filled with a paneled console. There is loss due to deterioration of the coping.

Historical and Technological Significance: The encased steel stringer bridge was designed by the New Jersey Department of Transportation Division of Bridges in 1927, but it was not built until 1934. It is a good but not unusual example of the nicely detailed steel stringer bridges that are representative of the work of the State Highway Department Bridge Division in the late 1920s and 1930s. It is distinguished by the use of faience tile decoration, a favorite motif of Arthur Lichtenberg, head of the division's architectural section. Such ornament is reasonably common on bridges on major routes in the central part of the state, and similarly detailed overpasses are found in Middlesex County. While it is not known which producer supplied the green tone tiles used on this span, it is probable that they were made in Trenton, a national center of faience tile as well as other ceramic products. The plans specify that whatever tile is used be equivalent "to that manufactured by Mueller Mosaic Co, Trenton, N.J." Other faience tile decoration found around the state includes the state seal and mosaics with nautical themes.

The encased steel stringer bridge is the most common pre-World War II bridge type in New Jersey. Favored for its economy and ease of erection, it came to dominate the state's highways and byways in the decades between the world wars, the period of greatest road improvement in New Jersey. The type as well as the encasing with concrete were promoted by Morris Goodkind (1888-1968), Chief Bridge Engineer from 1925 until 1955.

This bridge is nicely detailed, but it is not so unusual or of such a quality that it merits individual recognition. Other spans with faience tile decoration, like 1810170 and 1209155 are more significant based on type and overall detailing. This bridge is a representative example of the high-quality designs that characterize the work of the division in the decades before World War II.

PHOTO: 6:6-9 (05/91) REVISED BY (DATE): QUAD: Pennington

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1119154 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 9.9

NAME & FEATURE INTERSECTED NJ 31 OVER BRANCH OF STONY BROOK **FACILITY** NJ 31

TOWNSHIP HOPEWELL BOROUGH

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

 # SPANS 1 **LENGTH** 23 ft **WIDTH** 38.5 ft

CONSTRUCTION DT 1927 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT Located on a busy dual lane divided highway, the area surrounding the bridge is dominated by modern commercial development. The motel on the east side, however, is set on well-landscaped open grounds. The setting is not historic.

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 23'-long box culvert bridge of reinforced concrete is not technologically or historically distinguished. It was built as part of the development of the road as NJ 30, and is typical technology of the period. The bridge has spalling problems. The railing is a modern beam guard rail.

INFOR MATION

PHOTO: 6:14-15 (06/91) REVISED BY (DATE): QUAD: Pennington

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1119156 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 12.23

NAME & FEATURE INTERSECTED NJ 31 OVER BRANCH OF STONY BROOK **FACILITY** NJ 31

TOWNSHIP HOPEWELL TOWNSHIP

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

 # SPANS 1 **LENGTH** 37 ft **WIDTH** 40 ft

CONSTRUCTION DT 1929 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge over a small stream is located in a low-density, mixed use development portion of the county. Only two cabins remain at the former tourist court on north side of the bridge, but its well-maintained grounds with a small pond survive. NJ 31 is a state route from Trenton to Warren County via Hunterdon County.

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 stringer with concrete abutments and wing walls has concrete balustrades. In deteriorating condition, it is not technologically or historically noteworthy. It is an undistinguished example of the most common pre-World War II bridge type in the state. Over forty stringer bridges were built in Mercer County alone.

INFOR MATION

PHOTO: 2:14-15 (05/91) REVISED BY (DATE): QUAD: Pennington

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1123152 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 68.9

NAME & FEATURE INTERSECTED US 130 OVER ROCKY BROOK **FACILITY** US 130

TOWNSHIP EAST WINDSOR TOWNSHIP

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

 # SPANS 1 **LENGTH** 57 ft **WIDTH** 90 ft

CONSTRUCTION DT 1936 **ALTERATION DT** 1947 **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge is located on a busy divided 4-lane highway that is a main north-south route. While the stream passes through a wooded band, much of the former agricultural land on both sides has been redeveloped for commercial use. The road was widened in the late 1940s.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY Originally a 2-lane stringer bridge that carried NJ 25, it was widened in 1947 when the road was dualized. Both sections are encased steel stringers carried on concrete abutments. The same balustrade is used for both sections, and it appears that the 1936 style was copied for the 1947 addition. The bridge is a representative example of the over forty pre-War II stringer spans in the county.

INFOR MATION

PHOTO: 2:24-25 (04/91) REVISED BY (DATE): QUAD: Allentown

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1123153 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 70.0

NAME & FEATURE INTERSECTED US 130 OVER MILLSTONE RIVER **FACILITY** US 130

TOWNSHIP EAST WINDSOR TOWNSHIP

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

 # SPANS 1 **LENGTH** 55 ft **WIDTH** 90.7 ft

CONSTRUCTION DT 1936 **ALTERATION DT** 1947 **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT **BUILDER**

SETTING / CONTEXT The bridge, in a wooded setting, is located on busy US 130, a divided 4- and 6-lane highway between Camden and New Brunswick. It crosses the Millstone River that separates Mercer and Middlesex counties. The road was originally designated Route 25 in the 1927 highway expansion.

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 stringer bridge with a concrete balustrade is supported on concrete abutments. It was built in two sections. The west side dates to 1936 while the east side was built when the roadway was dualized in 1947. The original concrete balustrade was reproduced for the 1947 addition. The bridge is not technologically nor historically significant. Over 300 stringer bridges of this style survive on state highways throughout New Jersey.

INFOR MATION

PHOTO: 6:37-40 (05/91) REVISED BY (DATE): QUAD: Hightstown

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1125150 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 0.14

NAME & FEATURE INTERSECTED NJ 156 OVER DOCTOR'S CREEK **FACILITY** NJ 156

TOWNSHIP HAMILTON TOWNSHIP (YARDVILLE)

TYPE THRU GIRDER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 54 ft **WIDTH** 29.7 ft

CONSTRUCTION DT 1914 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT MERCER COUNTY ENGINEERS OFF. **BUILDER** UNKNOWN

SETTING / CONTEXT The girder carries a 2-lane road formerly designated NJ 25 over a small stream on the south side of the village of Yardville. It is not located in the village center. The road carried the primary route from New Brunswick to Camden through Yardville until the US 130 bypass was completed in 1952. The bridge marks the southern edge of residential development in the area.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 11/22/91

SUMMARY The partially encased built-up thru girder with floor beams bridge is supported by concrete abutments. The pipe railing is shown on the only surviving drawing of the bridge. While the bridge is a relatively early highway-carrying application of built-up girders, the bridge type was developed in the 1850s. Technologically the span is not innovative or distinctive. Its historical significance is derived from its date of construction.

INFOR MATION

PHOTO: 2:37-38 (04/91) REVISED BY (DATE): QUAD: Trenton East

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1129150 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 45.66

NAME & FEATURE INTERSECTED US 206 OVER SHABAKUNK CREEK **FACILITY** US 206

TOWNSHIP LAWRENCE TOWNSHIP

TYPE THRU GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 56 ft **WIDTH** 30 ft

CONSTRUCTION DT 1924 **ALTERATION DT** Demolished **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge is located on a busy 2-lane north-south highway in an area of mid-20th century detached housing. It crosses a small stream. Old bridge abutments are visible to the east. A historical marker notes that Col. Hand posted troops at the site on January 2, 1777 and thus delayed the second battle of Trenton.

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 thru girder with floor beams bridge with concrete abutments and end posts is one of several from the 1910s and 1920s in the county. The sidewalk with a metal railing on the west side appears to the a mid-20th century addition. The bridge is not historically or technologically distinguished. The road itself was designated Route 13, one of the 15 original state highways created by the new State Highway Commission in 1917.

INFOR MATION

PHOTO: 5:37-38 (05/91) REVISED BY (DATE): QUAD: Princeton

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1129151 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 45.63

NAME & FEATURE INTERSECTED US 206 OVER LITTLE SHABAKUNK CREEK **FACILITY** US 206

TOWNSHIP LAWRENCE TOWNSHIP

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

 # SPANS 1 **LENGTH** 36 ft **WIDTH** 30 ft

CONSTRUCTION DT 1924 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge over a small stream is located on an arterial 2-lane road that passes through a mid-20th century residential area. The setting is not historic.

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 stringer bridge on concrete abutments is a representative example of the most common pre-World War II bridge type in the state. Its balustrade has been modified by the addition of modern beam guard rails. The bridge is technologically and architecturally undistinguished, and it is one of over forty stringer bridges built before 1942 in Mercer County.

INFOR MATION

PHOTO: 7:37-38 (05/91) REVISED BY (DATE): QUAD: Princeton

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1129153 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 50.4

NAME & FEATURE INTERSECTED US 206 OVER SHIPETAUKIN CREEK **FACILITY** US 206

TOWNSHIP LAWRENCE TOWNSHIP

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

 # SPANS 1 **LENGTH** 59 ft **WIDTH** 40 ft

CONSTRUCTION DT 1923 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT Built as part of the state's 1920s realignment of the historic road from Philadelphia to New York, the bridge over a small stream is located in a residential area of both old farm houses and some recent development. Its immediate surroundings are wooded. The bridge was designed to conform with the historic character of the Princeton area. It is just north and in full view of the Fackler Road pony truss bridge (1154319). This span was built to bypass Fackler 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 stone-veneer reinforced concrete deck arch bridge with a parapet was built in 1923 as part of the improvement of Route 13. The bridge is well proportioned, and the rubble stone veneer, excluded from the underside of the arch, provides a nice design detail that corresponds to the nearby ca. 1800 stone arch, on the same road. This bridge is not technologically or historically distinguished. It is a custom bridge that reflects the historic character and affluence of the Princeton area.

INFOR MATION

PHOTO: 6:35, 37 (05/91) REVISED BY (DATE): QUAD: Princeton

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1129154 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 52.6

NAME & FEATURE INTERSECTED US 206 OVER STONY BROOK FLOOD CHANNEL **FACILITY** US 206

TOWNSHIP PRINCETON TOWNSHIP

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

 # SPANS 3 **LENGTH** 71 ft **WIDTH** 30 ft

CONSTRUCTION DT 1924 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge over a flood plain is adjacent to and serves as an approach span for the historic stone 1792 stone arch on busy US 206, an 18th-century road now designated as a federal route. The 2-lane road is heavily trafficked.

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

CONSULT STATUS Not Individually Eligible. Listed. Princeton Battlefield / Stony Brook Village Historic District 10/15/1966, amended 11/21/1979 10/10/1989. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY Although it is adjacent to an eligible resource, this structure, a 1924 encased steel stringer set on what appears to be earlier ashlar piers and contemporary concrete cap, has no historical or technological merit of its own. Stylistically it is dissimilar from the historic span it adjoins. In deteriorating condition, it is one of over forty stringer bridges built in the County before 1942. It is technologically and historically undistinguished, and is outside district period of significance.

INFOR MATION

PHOTO: 7:2-2 (05/91) REVISED BY (DATE): QUAD: Princeton

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1129155 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 52.53

NAME & FEATURE INTERSECTED US 206 OVER STONY BROOK **FACILITY** US 206

TOWNSHIP PRINCETON TOWNSHIP

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

 # SPANS 3 **LENGTH** 82 ft **WIDTH** 30 ft

CONSTRUCTION DT 1792 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The stone bridge is located on the historic right of way of the Kings Highway, the main 18th-century road between New York and Philadelphia. On the southwest edge of Princeton Township over a stream on a heavily traveled 2-lane road, it is now part of the federal highway system. The west side of the bridge abutted a non-extant stone mill. A modern stringer bridge (1129154) over the flood plain is now contiguous to the west side.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Individually Eligible. Listed. Princeton Battlefield / Stony Brook Village Historic District 10/15/1966, amended 11/21/1979 10/10/1989. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The well-proportioned 3-span rubble-coursed stone arch has ring stones and a low stone parapet. One of several ca. 1800 stone arch bridges, it is a large and impressive example of late-18th century engineering. The bridge is located in the Princeton Battlefield/Stony Brook Village District Extension (1989), but it is not rated. It was built within the period of significance of the district and should be considered a contributing resource based on its age, structural type, and history.

INFOR MATION

Bibliography:

"Princeton Battlefield/Stony Brook Village Historic District Extension" National Register Nomination. 1972, 1977. NJHPO.

Physical Description: The handsome rubble-coursed fieldstone arch bridge spans meandering Stony Brook on the western edge of Princeton. It carries heavily traveled two-lane US 206. The three-arch span has the largest opening in the middle with slightly smaller flanking arches. All have a ring stone band with no defined keystone. The bridge was built with a slight rise and has solid stone parapets. It has been widened, and the intrados have been covered with a shotcrete material. While the 82'-long bridge has no doubt been rebuilt over the years, the work has been in such a manner as to perpetuate the original scheme.

Historical and Technological Significance: The impressive 3-span barrel arch stone bridge was constructed in 1792, according to its plaque, on what was the main road (formerly known as the Kings Highway) from Philadelphia to New York. The bridge is one of three 1790-1810 multi-span stone arches in the vicinity, with the one across the Millstone River at Kingston being longer (four spans) and better preserved.

Stone arches represent a significant advancement in regional development for the bridge type reflects the progress and prosperity of the region. Due in large part to the quality of construction and the longevity of the technology (early bridges were frequently widened rather than replaced), a good number of late-18th and early-19th century stone arches survive in the state. The US 206 bridge is a representative example of that type, and as such is an important element in the historical development of the Princeton area. It is also a contributing resource in the Stony Brook Village Historic District.

Boundary Description and Justification: The bridge is located within a listed historic district, so the span and the surrounding acreage is evaluated as significant. Please refer to the map on file with the 1989 National Register nomination for the exact district boundary.

PHOTO: 7:4-5 (05/91) REVISED BY (DATE): QUAD: Princeton

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1131158 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 3.95

NAME & FEATURE INTERSECTED MEMORIAL DRIVE OVER ASSUNPINK CREEK **FACILITY** MEMORIAL DRIVE

TOWNSHIP TRENTON CITY

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

 # SPANS 1 **LENGTH** 54 ft **WIDTH** 38.2 ft

CONSTRUCTION DT 1940 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT H. KERSEY, CO BRIDGE ENGINEER **BUILDER** JOS. JINGOLI, TRENTON

SETTING / CONTEXT In the middle of the John Fitch Redevelopment Project in downtown Trenton, the bridge is on the river side of the War Memorial Building. It links John Fitch Parkway (NJ 29) with Memorial Drive and Lafayette Boulevard. It is also adjacent to the park along the Delaware River. The area south of the bridge is dominated by undistinguished large modern office 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 Built in 1940 to ease traffic congestion in the center of Trenton, the well-detailed rigid frame bridge was designed by Harry Kersey to blend with the War Memorial building. Finished with glazed ceramic tile decorations and a geometric balustrade, the span is an example of the City Beautiful movement-inspired project. Rigid frame bridges are a common structural type in the 1920s and 1930s, and while not well represented in Mercer County, they are throughout the southern half of the state.

INFOR MATION

PHOTO: 1:26-27 (05/91) REVISED BY (DATE): QUAD: Trenton West

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1149160 **CO** MERCER **OWNER** RAILROAD **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CENTER STREET OVER AMTRAK **FACILITY** CENTER STREET

TOWNSHIP TRENTON CITY

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

 # SPANS 2 **LENGTH** 68 ft **WIDTH** 40 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The inaccessible bridge carries two lanes and sidewalks over Amtrak's electrified line (Northeast Corridor) in a late-19th century residential area of the city. The area is dominated by 2- and 3-story row houses. The rail right-of-way is a brownstone retaining wall-lined undercut. A high concrete sidewalk protective barrier blocks any view of the railroad from 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 Although located over the historic right of way of the Camden & Amboy, the first line in the state to connect Philadelphia with New York City, the bridge is not significant. It is a rolled I beam stringer with a 7' high concrete parapet supported on ashlar abutments that continue as the retaining wall lining the roadway. The bridge is not historically or technologically distinguished, and it is of newer construction than the surrounding neighborhood.

INFOR MATION

PHOTO: 5:32 (05/91) REVISED BY (DATE): QUAD: Trenton West

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

Correction Updates Etc should be sent to
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1149161 **CO** MERCER **OWNER** RAILROAD **MILEPOINT** 42.33

NAME & FEATURE INTERSECTED SOUTH BROAD STREET (US 206) OVER AMTRAK (CAMDEN & AMBOY) **FACILITY** SOUTH BROAD STREET (US 206)

TOWNSHIP TRENTON CITY

TYPE DECK PLATE GIRDER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 70 ft **WIDTH** 30 ft

CONSTRUCTION DT 1942 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in the center of Trenton and carries a 4-lane plus sidewalks main street over 4 tracks of Amtrak's Northeast Corridor, electrified through the area in 1933. The street has been extensively redeveloped, so there is no NR district potential. The bridge is also of later construction than any historic buildings in the area. The undercut right-of-way is lined with a brownstone retaining wall. The bridge crosses the 1860s realignment of the Camden & Amboy RR.

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 deck plate girder overpass is supported on ashlar seats and abutments that are part of the continuous brownstone retaining wall that lines the depressed road bed. A high plain concrete parapet encloses the sidewalks, and it has been reinforced (made deeper) on the inner face. The bridge is technologically undistinguished and the setting has lost its historic significance through redevelopment.

INFOR MATION

PHOTO: 5:4-5 (06/90) REVISED BY (DATE): QUAD: Trenton West

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1149162 **CO** MERCER **OWNER** RAILROAD **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED SOUTH CLINTON AVENUE OVER AMTRAK **FACILITY** SOUTH CLINTON AVENUE
TOWNSHIP TRENTON CITY
TYPE THRU TRUSS **DESIGN** DOUBLE INTERSECTION PRATT **MATERIAL** Steel
 # SPANS 1 **LENGTH** 118 ft **WIDTH** 24 ft

CONSTRUCTION DT 1891 **ALTERATION DT** 1981 **SOURCE** PLANS
DESIGNER/PATENT PENNSYLVANIA RR OFFICE OF ENG **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in downtown Trenton and carries a 2-lane street over the main electrified line of Amtrak's Northeast Corridor. The depressed right-of-way has a brownstone ashlar retaining wall. The west end of the bridge rests on the 1869 stone arch across Assunpink Creek. The bridge is in full sight of the Pennsylvania Railroad's Trenton passenger terminal (now NJT). Surrounding area has been cleared and/or redeveloped.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The heavily skewed pin-connected double-intersection Pratt thru truss is a rare example of an unusual type. It stands in well preserved condition although a modern aluminum curb barrier covers the lower portion of the truss. The bridge was rehabilitated in 1981. In addition to its engineering significance, it is part of the historic transportation networks in Trenton, a town that grew because of and in response to transportation systems.

INFOR MATION

Bibliography:
Sanborn Insurance Maps, 1890-1923.
A. G. Lichtenstein Project File.

Physical Description: The 10 panel pin-connected double intersection Pratt skewed thru truss bridge is a half hip with the inclined end post and top chord composed of steel channels and plates. Deep trusses designed for heavy live loads, the bridge has upper and lower lattice sway bracing. Laced channels make up the verticals, and the diagonals are bar stock while the counters are rods. The bridge was strengthened in 1981 by post tensioning the trusses with cables. New stringers and wearing surface were also installed as was an aluminum safety shape barrier, attached to the flooring system, not the trusses. The remedial work is not intrusive. The bridge is supported on ashlar abutments that predate the present span. The northeast side bearings rest on the 1869 stone arch that crosses Assunpink Creek.

Historical and Technological Significance: The well-preserved skewed Pratt thru truss bridge was built in 1891 (fabricator unknown) after plans developed by the Pennsylvania Railroad's Office of the Chief Engineer (William H. Brown). It stands as a good example of late-19th century pin-connected metal truss technology and a truss type (double intersection Pratt or Whipple) that is not common. The truss type as well as its depth reflect the anticipated loading the bridge needed to support. Using the 1869 2-span stone arch at its northeast end as its seat, the truss bridge and the stone arch work in tandem to carry a local street over four tracks of the former Pennsylvania Railroad (Amtrak's main electrified line) and the channeled creek the tracks parallel. The pair represent the two dominant bridge technologies of the 19th century and as such are an important record of 19th-century technology.

The truss bridge was apparently installed when the Pennsylvania Railroad four-tracked its main line through Trenton. The right-of-way was established in 1862 when the Camden & Amboy Railroad (absorbed by the Pennsylvania system in 1871) realigned and thus straightened its route through the city. At that time the station was moved to S. Clinton Street. What type of structures serviced the crossing of the tracks and creek prior to 1869 are not known. Assunpink Creek originally crossed under the tracks between the vehicular bridge and the station. The creek was realigned in its present configuration prior to 1891.

A. G. Lichtenstein and Associates prepared bridge rehabilitation plans for NJDOT in 1979, and the work was done in 1981. The aluminum safety shape protects the lower portion of the trusses and the pin connections (not visible but still in place). Any replacement of original/early members was done in kind.

Boundary Description and Justification: The bridge is individually eligible, as is the contiguous stone arch bridge (1100052) that forms the north abutment of this bridge. The two bridges together form one resource that works in tandem to cross the creek and the railroad tracks that parallel the creek. The stone bridge was modified to accommodate the erection of the metal truss bridge. The metal truss bridge was built as part of the Pennsylvania Railroad's improvements of the station and right-of-way, but the setting has been changed greatly with the removal of the historic stations and surrounding buildings. thus, the historic boundary is limited to the substructure and superstructure of the metal truss and stone arch bridges.

PHOTO: 4:39-40 (05/91) REVISED BY (DATE): QUAD: Trenton West

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.
Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1149163 **CO** MERCER **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CHESTNUT STREET OVER AMTRAK **FACILITY** CHESTNUT STREET

TOWNSHIP TRENTON CITY

TYPE THRU GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 125 ft **WIDTH** 26 ft

CONSTRUCTION DT 1911 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT **BUILDER** SCHUYLKILL BRIDGE CO.

SETTING / CONTEXT The overpass carries a 2-lane local street over 4 tracks of Amtrak's electrified Northeast Corridor in a mixed use urban setting. The historic character and thus potential NR district status has been lost due to urban renewal and alterations to the original buildings. The railroad line is the Camden & Amboy's 1860 realignment that passes through western Trenton on a depressed right-of-way. The line became part of the Pennsylvania Railroad system.

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 3-span thru girder bridge with paneled concrete parapets at the sidewalks is supported on ashlar abutments and concrete columns atop ashlar plinths. The stonework appears to date from an earlier span. A plain concrete extension has been added to the parapet. The bridge is one of 3 similar thru girder overpasses built in 1911 in Trenton by the PA RR. Each is a technologically and historically undistinguished example of a common bridge. The grade crossing was eliminated about 1871.

INFOR MATION

PHOTO: 4:39-41 (05/91) REVISED BY (DATE): QUAD: Trenton West

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 # 1149164 **CO** MERCER **OWNER** RAILROAD **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EAST STATE STREET OVER AMTRAK **FACILITY** EAST STATE STREET

TOWNSHIP TRENTON CITY

TYPE THRU GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 154 ft **WIDTH** 43 ft

CONSTRUCTION DT 1911 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT UNKNOWN **BUILDER** CAMBRIA STEEL STRUCT. DEPT

SETTING / CONTEXT The overpass carries a 2-lane street over Amtrak's Northeast Corridor in a late-19th century urban area that has suffered from neglect and renewal. Consequently the area does not have the concentration of unaltered resources to make it a potential NR district. The east side of the 2-section bridge is contiguous to the intersection of E. State and Monmouth streets, and each street is carried on a separate section of the bridge which has been given 2 structure numbers by the county.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY Built in conjunction with the contiguous Monmouth St. overpass, the skewed 3-span encased thru girder bridge is supported on ashlar abutments and concrete columns on ashlar plinths. The paneled concrete parapets at the sidewalks have plain concrete extensions. The grade crossing was eliminated about 1871, and the support stonework appears to date from a previous span. The historically and technologically undistinguished bridge is one of 3 similar 1911 spans over the PA RR line in the area.

INFOR MATION

PHOTO: 4:39-41 (05/91) REVISED BY (DATE): QUAD: Trenton West

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1149165 **CO** MERCER **OWNER** RAILROAD **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MONMOUTH STREET OVER AMTRAK **FACILITY** MONMOUTH STREET

TOWNSHIP TRENTON CITY

TYPE THRU GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 121 ft **WIDTH** 26 ft

CONSTRUCTION DT 1911 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** CAMBRIA STEEL STRUCT. DEPT

SETTING / CONTEXT The railroad overpass is located in a late-19th and early-20th century mixed use neighborhood in the center of Trenton. It is a 2-section structure carrying Monmouth Street over 5 tracks at its intersection with E. State St. The trackage is Amtrak's electrified Northeast Corridor. The area surrounding the bridge is primarily late-19th century workers housing, but it does not possess the integrity of design necessary for a National Register district.

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 partially encased 3-span thru girder bridge with floor beams is supported on ashlar abutments and concrete columns on ashlar plinths. The original paneled concrete parapet at the cantilevered sidewalks has been raised by a plain concrete extension. The Monmouth St. grade crossing was eliminated before 1872, and it appears that the support stonework is from an earlier span. The technologically and historically undistinguished bridge is 1 of 3 similar overpasses over the line in Trenton.

INFOR MATION

PHOTO: 4:43-44 (05/91) REVISED BY (DATE): QUAD: Trenton West

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 # 1149167 **CO** MERCER **OWNER** RAILROAD **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED NORTH OLDEN AVENUE OVER AMTRAK **FACILITY** NORTH OLDEN AVENUE

TOWNSHIP TRENTON CITY

TYPE THRU GIRDER **DESIGN** BUILT UP **MATERIAL** Steel

 # SPANS 1 **LENGTH** 110 ft **WIDTH** 30 ft

CONSTRUCTION DT 1923 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in the transition area from residential Chambersburg to the industrial section that paralleled Assunpink Creek on the northeast side of Trenton. It carries a 2-lane collector road over 5 tracks and a spur of Amtrak's Northeast Corridor. The bridge is north of the former railroad yard. No noteworthy structures are 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 deep built up thru girder with floor beams and stiffeners is supported on earlier ashlar abutments that have been reinforced and augmented with reinforced concrete. The bridge was built with a camber, and the Belgium paver block wearing surface is original. Any original railing/parapet has been removed and replaced by a modern corrugated fence secured by brackets. The bridge is a representative example of the most common overpass type in the state, and it is not noteworthy.

INFOR MATION

PHOTO: 5:33-34 (05/91) REVISED BY (DATE): QUAD: Trenton West

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1149168 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WHITEHEAD ROAD OVER AMTRAK **FACILITY** WHITEHEAD ROAD

TOWNSHIP HAMILTON TOWNSHIP

TYPE THRU GIRDER **DESIGN** **MATERIAL** Steel

 # SPANS 3 **LENGTH** 273 ft **WIDTH** 25 ft

CONSTRUCTION DT 1917 **ALTERATION DT** Demolished **SOURCE** PLAQUE

DESIGNER/PATENT **BUILDER** AMERICAN BRIDGE COMPANY

SETTING / CONTEXT The bridge carries a 2-lane collector road over the electrified line of Amtrak's Northeast Corridor. The surrounding development is composed of primarily mid-20th century industrial processing and warehouse structures. The right-of-way was developed as the realigned route of the Camden & Amboy which was acquired by the Pennsylvania Railroad in 1871. Three electrified lines and one spur remain in service.

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 3-span thru girder with floor beams bridge with bullnose ends is supported by concrete abutments and built-up columns on concrete plinths. The cantilevered sidewalk, one side only, has a metal railing. The thru girder, favored for its rigidity, is the most common railroad overpass type in the state. The bridge is not technologically innovative nor is it in a historic setting.

INFOR MATION

PHOTO: 5:35-36 (05/91) REVISED BY (DATE): QUAD: Trenton East

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 # 1149173 **CO** MERCER **OWNER** RAILROAD **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ALEXANDER ROAD OVER AMTRAK **FACILITY** ALEXANDER ROAD

TOWNSHIP WEST WINDSOR TOWNSHIP (PRINCETON JUNCTION

TYPE THRU GIRDER **DESIGN** **MATERIAL** Steel

 # SPANS 3 **LENGTH** 146 ft **WIDTH** 20 ft

CONSTRUCTION DT 1941 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries a 2-lane local street over the main Amtrak line on the north side of Princeton Junction. It is far enough away from the concentration of houses that it is not an element in the village streetscape. The station at Princeton Junction is of modern construction and thus not historic.

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 bridge consists of rolled I beam approaches and a main thru girder span where the built-up girder with a metal barrier fixed to the top flange of the each girder. The spans are supported on concrete abutments and bents with longitudinal beams. The bridge is a representative example of a common type and is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 7:20,106:18-20 (05/91) REVISED BY (DATE): QUAD: Princeton

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 # 1150159 **CO** MERCER **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 546 OVER NY BRANCH RAILROAD **FACILITY** CR 546

TOWNSHIP HOPEWELL TOWNSHIP

TYPE THRU GIRDER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 128 ft **WIDTH** 36 ft

CONSTRUCTION DT 1930 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT **BUILDER** PHOENIX BRIDGE COMPANY

SETTING / CONTEXT The 3-span bridge carries a wide county road over one active line of the former Delaware and Bound Brook railroad line. It later became part of the Reading system. The bridge is located in a rural portion of the county that is being redeveloped for residential 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-span overpass is composed of a partially encased thru girder main span and deck girder approaches. The concrete parapets and piers have more detailing than many other railroad overpasses in the vicinity, but the superstructure itself is just a representative example of common period technology. The Phoenix Bridge Co. was a major fabricator of girders, and their work is well represented throughout the state. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 6:10-11 (05/91) REVISED BY (DATE): QUAD: Pennington

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 # 1150160 **CO** MERCER **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED DELAWARE AVENUE OVER NEW YORK BRANCH **FACILITY** DELAWARE AVENUE

TOWNSHIP PENNINGTON BOROUGH

TYPE STRINGER **DESIGN** **MATERIAL** Wood

 # SPANS 3 **LENGTH** 78 ft **WIDTH** 30 ft

CONSTRUCTION DT 1914 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in the 19th-century borough of Pennington adjacent to the campus of the private Pennington School and agricultural land. It crosses one track of the former Delaware and Bound Brook Railroad now operated by Conrail. The setting is not historic.

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 wood stringer bridge with a wood railing is supported on braced timber pile bents on concrete plinths and composite stone and concrete abutments. The patina and condition of the wood as well as the use of galvanized bolts suggest that the span has been extensively rebuilt with in kind material. Its supports have also been reinforced with modern material. The bridge is a representative example of a bridge type used since the 18th century. The bridge is not innovative or historic.

INFOR MATION

PHOTO: 6:4-5 (05/91) REVISED BY (DATE): QUAD: Pennington

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1150161 **CO** MERCER **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET OVER NEW YORK BRANCH **FACILITY** MAIN STREET

TOWNSHIP PENNINGTON BOROUGH

TYPE STRINGER **DESIGN** **MATERIAL** Wood

 # SPANS 3 **LENGTH** 78 ft **WIDTH** 22.5 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located on a sharp curve at the north end of Main St. on the edge of Pennington. It is next to a feed processing plant. The area north of the bridge is a mix of residential and agricultural land use. The bridge is not close enough to the center of Pennington to be considered part of any historic district.

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 wooden stinger bridge supported on wood braced pile bents and ashlar abutments has a timber deck. The patina and condition of the wood as well as the number of galvanized bolts suggest that the bridge is extensively rebuilt with in kind material. The bridge is technologically and historically undistinguished and is representative example of a bridge type developed in the 18th century and still used today. It is one of two wood stringer overpasses in Pennington. Neither is eligible.

INFOR MATION

PHOTO: 6:12-13 (05/91) REVISED BY (DATE): QUAD: Pennington

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 # 1150162 **CO** MERCER **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED VAN DYKE ROAD OVER NEW YORK BRANCH **FACILITY** VAN DYKE ROAD

TOWNSHIP HOPEWELL TOWNSHIP

TYPE THRU GIRDER **DESIGN** BUILT UP **MATERIAL** Steel

 # SPANS 1 **LENGTH** 70 ft **WIDTH** 24 ft

CONSTRUCTION DT 1918 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT **BUILDER** PHOENIX BRIDGE COMPANY.

SETTING / CONTEXT The bridge carries a 2-lane road over a single track over the former Reading line. Originally agricultural land, the area is being redeveloped as an affluent residential area. It is curious that a steel girder bridge would have been located in such a rural setting in 1916. The two parallel overpasses to the south are timber stringers, the bridge type more commonly located in rural areas.

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 partially encased cambered thru plate girder with floor beams bridge is supported on deteriorating concrete abutments with wing walls. The substructure is finished with scored channels. The bridge is not an innovative design and is a representative example of a common overpass type. It crosses the former Philadelphia & Reading line which was initially built as the Delaware and Bound Brook Railroad and is now ConRail's New York Branch.

INFOR MATION

PHOTO: 6:27 (05/91) 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
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1150163 **CO** MERCER **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED GREENWOOD AVENUE OVER NEW YORK BRANCH **FACILITY** GREENWOOD AVENUE

TOWNSHIP HOPEWELL BOROUGH

TYPE THRU GIRDER **DESIGN** PARTIALLY ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 71 ft **WIDTH** 24 ft

CONSTRUCTION DT 1918 **ALTERATION DT** 1998 **SOURCE** PLAQUE

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The overpass is located in an architecturally significant late-19th century residential area in full view of the 1876 Hopewell railroad station that was listed in the National Register as part of the 6/22/84 thematic station nomination. The bridge, located to the north of the station, was not part of the nomination. Originally crossing at least two tracks, only one track remains. The overpass contributes to the historic character of the area.

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

CONSULT STATUS Individually Eligible. Potential Historic District. May contribute.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The partially encased thru girder bridge with floor beams is supported on concrete abutments and is just north of the National Register-listed Hopewell Railroad station. In addition to the original lattice railing, the concrete jack arches between the floor beams and blocks for blast plates survive. The bridge is an integral part of the station development and its years of operation, and is individually eligible for listing in the National Register of Historic Places under Criteria A and C. Additionally, it is considered a contributing resource to a turn-of-the-century residential area with NR district potential.

INFOR MATION

Bibliography:
Lee, Warren. Down Along the Old Bel-Del. 1987.

Physical Description: The partially encased built up deck plate thru girder bridge on reinforced concrete abutments is well preserved and carries a 2-lane street over two tracks (only one remains). It is just north of the 1876 Hopewell station. The original lattice railing survives on the cantilevered sidewalks. No modern pedestrian protection barrier has been installed. The underside of the bridge is encased, and concrete jack arches are used between some floor beams while others have the concrete panels to which the blast plates were attached. The tie rods running between the stringers are also encased in concrete. The encasing is deteriorating. The girder is constructed of Pencoyd steel.

Historical and Technological Significance: The well-preserved deck plate thru girder overpass is located in a architecturally distinguished late-19th century residential area that appears to have National Register district potential. It is also located just north of the well-preserved 1876 Hopewell station that was listed in the 1984 thematic Operating Passenger Railroad Stations National Register nomination. Although the 1918 bridge was erected by the American Bridge Company after the station and most of the homes were constructed, the span does fall within the period of significance of the station (operating in 1984) and perhaps the neighborhood itself. The bridge is thus an eligible resource because of its historic association with the 1876 station, its location in a well-preserved, architecturally significant residential district, and its contribution to the historical development of that neighborhood. It is also a good representative example of a structural type that was commonly used for railroad overpasses in the early to middle 20th century. The jack arch strengthening and encasing was used by the Reading Railroad, builder of the bridge, on their 1918 Bridge Street Warren thru truss span in Manville (Somerset County, 1850167).

The overpass is one of the few in the county to survive with its original railings intact. Their Eastlake style contributes to the historic character of the streetscape.

PHOTO: 9:19A-22A (08/91 MEM (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 DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1151161 **CO** MERCER **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CALHOUN STREET OVER BEL-DEL BRANCH (ABANDONED) **FACILITY** CALHOUN STREET

TOWNSHIP TRENTON CITY

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

 # SPANS 1 **LENGTH** 47 ft **WIDTH** 33.1 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located over an abandoned railroad right-of-way near in an urban area near the capitol complex. Some of the original brick pavers survive.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 11/29/90

SUMMARY The encased stringer bridge with a plain concrete balustrade is not historically or technologically significant. The ashlar abutments are earlier than the span. The bridge was determined by the SHPO to be neither historically or technologically significant. It crosses the Belvidere Delaware RR, a subsidiary of the Camden & Amboy built parallel to the canal in the 1850s. The line became part of Conrail in 1977 and was abandoned in 1979.

INFOR MATION

PHOTO: 4:21-22 (05/91) REVISED BY (DATE): QUAD: Trenton West

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 # 1151162 **CO** MERCER **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PROSPECT STREET OVER BEL-DEL BRANCH (ABANDONED) **FACILITY** PROSPECT STREET (CR 627)

TOWNSHIP TRENTON CITY

TYPE THRU GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 1 **LENGTH** 35 ft **WIDTH** 33.5 ft

CONSTRUCTION DT 1913 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane local street over the abandoned right-of-way of the former Belvidere-Delaware Railroad, a line built as a subsidiary of Camden & Amboy in the 1850s. It is located in a once-distinguished late-19th century residential area, but there are alterations to most of the structures. The undercut right-of-way is poorly 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 short encased single-span thru girder with floor beams is supported on scored concrete abutments with wing walls. The cantilevered sidewalks have paneled concrete parapets. The bridge is technologically and historically undistinguished and is a representative example of a common structural type. The rail line, which ran through Lambertville to Phillipsburg and beyond, crossed at grade until after 1890.

INFOR MATION

PHOTO: 3:12A-13 (05/91) REVISED BY (DATE): QUAD: Trenton West

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 # 1154319 **CO** MERCER **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED FACKLER ROAD OVER SHIPETAUKIN CREEK **FACILITY** FACKLER ROAD (CR 569) 543.19

TOWNSHIP LAWRENCE TOWNSHIP

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

 # SPANS 1 **LENGTH** 53 ft **WIDTH** 22.6 ft

CONSTRUCTION DT 1896 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT Located immediately south of the 1930s realignment of US 206 on a section of the former Lincoln Highway, the bridge is now separated from the newer span, which carries US 206, by a wooded island. The surrounding area is dominated by scattered period homes. The span is located in a high traffic area on the old Lincoln Highway also known historically as the Lawrenceville-Princeton Road.

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 pony truss is one of several that survive in Mercer County. It is a representative example of a once-common type that has increased in value since many have been lost. No plans survive to document the fabricator or designer. The bridge appears to have no distinctive details, but the 26" deep floor beams are unusual and may be that size because of the width of the bridge. The ashlar abutments are original. It is significant for its historical associations and type.

INFOR MATION

Bibliography:
Mercer County Engineers Office. Transfer File # 543.19.
Hokanson, Drake. The Lincoln Highway: Main Street to America. University of Iowa Press, 1988.

Physical Description: The 4-panel pin-connected Pratt pony truss appears to survive in reasonably complete condition despite its location at a heavily traveled intersection adjacent to US 206 and the number of times it has been damaged from impact. The approaches are sharp curves in both directions. The top chord and inclined end posts, severely buckled in places, are built-up box members with battens on the underside while the verticals are back to back angles joined by lacing. Double eyebars form the diagonals, and rods with forged loops are used for the counters. U-hangers carry the built-up 26'-deep floor beams, which appear to be original, but the stringers that carry the plank deck are post-1954. Lateral bracing is connected to a pinnel on the floor beam. The original pipe railing survives on the south side only. A modern beam guide rail has been added to the upstream side. The bridge does not appear to possess any noteworthy components. Outrigger braces have been added. The bridge rests on ashlar abutments.

Historical and Technological Significance: The light pin-connected Pratt pony truss was built in 1896, and it is significant as the sole survivor in the county of a full hip pin-connected pony truss bridge and for its historical association with the Lincoln Highway (Criterion A, C). It is located on the Old Princeton-Lawrenceville Road, now known as Fackler Road, that was part of the Lincoln Highway, an early attempt to establish a national coast-to-coast route. Although the bridge was not built as part of the development of the Lincoln Highway, it is evocative of the bridge types in use when the highway was its heyday. The fabricator of the bridge is not recorded in the Mercer County Engineer's records, and a plaque shown on the top cord in a 1953 photograph is gone. The only surviving plan of the structure is for the ashlar abutments, and it was prepared in 1896 by R.B. Budd, Engineer. The bridge, however, appears to survive in fairly original albeit battered condition. It is the only example of a pin-connected full hip Pratt pony truss in the county. The two other pin-connected Pratt pony trusses in Mercer County are the half-hip form. The full hip is less common configuration.

A coast-to-coast rock highway was the dream of Carl G. Fisher, president of the Prest-O-Lite Company, manufacturer of carbide headlights and founder of the Indianapolis Motor Speedway. In 1912, he promoted the idea of a privately financed cross-country improved road with car manufacturers. It was Henry R. Joy, president of the Packard Motor Car Company who came up with the suggestion to name the route in honor of Abraham Lincoln. In an era when there were few improved roads outside of congested areas, the concept of a paved interstate road caught on quickly, and contributions from companies and private individuals poured into the Lincoln Highway Association's office in Detroit. One prominent non-supporter was Henry Ford, who believed that good roads were a public responsibility. His lack of support was critical, and by 1914, it was apparent to the leadership that the goal of 10 million dollars to build the Lincoln Highway would never be realized.

The association's efforts were thus directed to marking the route, which was composed of existing roads like the section of the Old Princeton-Lawrenceville Road. The Lincoln Highway, one of several memorial highways of its day, was to link New York with San Francisco, and the selected route passed through twelve states. Most of the highway in New Jersey was along the old Kings Highway, coming across from Elizabeth to Princeton, and then down to Trenton, cross the Calhoun Street Bridge, and then on to Oxford Valley and Langhorne. To encourage locally funded improvements of the route, the association, like the federal Bureau of Public Roads and some state highway departments, built short sections of concrete roadway to serve as object lessons on the benefit and construction technique of a permanent roadway.

With the passage of the 1921 Federal highway Act and its funding of a "connected system of highways, interstate in character," the need for privately promoted coast-to-coast route was no longer as urgent. The association knew that its days were numbered, and in 1926, when the federal numbering system was put into operation, the Lincoln Highway ceased to be a designated route. Most of its length in New Jersey became US 1. When that right-of-way was itself bypassed, the old Lincoln Highway became parts of US 206 and NJ 27. The Fackler Road bridge was bypassed by an improved alignment and a new bridge (1129153) in 1923. The Lincoln Highway Association ceased "active and aggressive operations" December 31, 1927.

Boundary Description and Justification: The significance of the bridge is based, in part, on its location on the historic right-of-way of the

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Lincoln Highway, an early attempt to create a transcontinental route. In New Jersey the highway was comprised of sections of old, and often historic, roads. The bridge and the roadway right-of-way of the old Lincoln Highway are both evaluated as significant. The bridge is also significant in its own right.

PHOTO: 6:33,36 (05/91) REVISED BY (DATE): QUAD: Princeton

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3001150 **CO** MERCER **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MONTGOMERY STREET OVER D&R CANAL FEEDER **FACILITY** MONTGOMERY STREET

TOWNSHIP TRENTON CITY

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

 # SPANS 2 **LENGTH** 24 ft **WIDTH** 23.8 ft

CONSTRUCTION DT 1916 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT PA RR OFFICE OF ENGINEER **BUILDER**

SETTING / CONTEXT The bridge crosses the D & R Canal Feeder in a mid-19th century residential section of Trenton dominated by row houses interspersed with warehouses. The area has been redeveloped, so the historic setting of the canal and neighborhood has been lost. Some vacant land adjacent to canal (lined with sheet piling) and bridge.

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 Although the right-of-way of the feeder is listed in the Register, the low rise slab bridge with a concrete parapet that replaced a swing span in 1916 is not. The feeder, which is still part of the regional water system, was closed to traffic about 1913, and fixed bridges were designed and built by the PA RR at all the canal crossings in Trenton ca. 1920. This is one of 11 nearly identical slab bridges over the canal. Parkside Ave. is the more significant of the feeder bridges in Trenton.

INFOR MATION

PHOTO: 4:33-34 (05/91) REVISED BY (DATE): QUAD: Trenton West

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NJDOT updated data 03-01-2001.

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NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3001151 **CO** MERCER **OWNER** STATE AGENCY **MILEPOINT** 43.2

NAME & FEATURE INTERSECTED NORTH BROAD STREET (US 206 NB) OVER D&R CANAL FEEDER **FACILITY** NORTH BROAD STREET (US 206 NORTHBOUND)

TOWNSHIP TRENTON CITY

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

 # SPANS 2 **LENGTH** 28 ft **WIDTH** 36.4 ft

CONSTRUCTION DT 1917 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT PA RR OFFICE OF ENGINEER **BUILDER**

SETTING / CONTEXT The bridge crosses the D & R Canal Feeder in a redeveloped section of downtown Trenton. While the canal right-of-way is historically important, the bridge is not. Surrounding area has had too many buildings removed to retain its historic mid-19th century character. The short span is outside the period of significance of the canal feeder. It was designed by and built for the PA RR after the waterway was closed to traffic 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 low rise slab bridge with a concrete paneled parapet is one of 11 nearly identical spans designed and erected by the Pennsylvania Railroad over the abandoned canal feeder. It is supported on concrete abutments and pier. All the fixed bridges over the waterway replaced the historic swing spans. The bridge is not technologically distinctive, and it is not part of a potential historic district.

INFORMATION

PHOTO: 4:31-32 (05/91) REVISED BY (DATE): QUAD: Trenton West

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

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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3001152 **CO** MERCER **OWNER** STATE AGENCY **MILEPOINT** 43.2

NAME & FEATURE INTERSECTED WARREN STREET (US 206 SOUTHBOUND) OVER D&R CANAL FEEDER **FACILITY** WARREN STREET (US 206 SOUTHBOUND)

TOWNSHIP TRENTON CITY

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

 # SPANS 2 **LENGTH** 24 ft **WIDTH** 36 ft

CONSTRUCTION DT 1916 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT PA RR OFFICE OF ENGINEER **BUILDER**

SETTING / CONTEXT Although the bridge crosses the historic Canal Feeder, the area surrounding it has lost its historic value through the demolition of most of the buildings. Some good early rowhouses survive to the south. A modern park is off the northeast corner. There is no district potential.

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 simple reinforced concrete slab bridge with a solid concrete parapet is one of 11 such spans constructed in the late teens by the Pennsylvania Railroad over the Feeder. When the feeder closed to navigation about 1913, the short swing spans were replaced by fixed bridges. While the right-of-way of the canal is significant, the bridges are not as they were built after the period of significance. The bridge is unaltered.

INFOR MATION

PHOTO: 4:29-30 (05/91) REVISED BY (DATE): QUAD: Trenton West

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

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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3001153 **CO** MERCER **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SPRING & NORTH WILLOW STREETS OVER D&R CANAL FEEDER **FACILITY** SPRING AND NORTH WILLOW STREETS

TOWNSHIP TRENTON CITY

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

 # SPANS 2 **LENGTH** 40 ft **WIDTH** 80 ft

CONSTRUCTION DT 1917 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT PA RR OFFICE OF ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge, which crosses the historic canal feeder on the north side of Trenton, is located in what was a fully developed 19th-century mixed use area, but most of the resources have been demolished. Crossing a bend in the feeder, the bridge carries the intersection of two streets and an grassy island with a period lamp standard.

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 short low rise slab bridge on concrete abutments is one of 11 nearly identical spans built for the Pennsylvania Railroad after the Feeder was closed to navigation about 1913. It has the same concrete paneled parapet of the other bridges. While the right-of-way of the canal is historic, the bridge is outside the period of significance of the canal and feeder. It is also not technologically distinguished.

INFOR MATION

PHOTO: 4:27-28 (05/91) REVISED BY (DATE): QUAD: Trenton West

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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3001154 **CO** MERCER **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PASSAIC STREET OVER D&R CANAL FEEDER **FACILITY** PASSAIC STREET

TOWNSHIP TRENTON CITY

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

 # SPANS 1 **LENGTH** 34 ft **WIDTH** 27.6 ft

CONSTRUCTION DT 1920 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT PA RR OFFICE OF ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT Although crossing the historic D & R Canal Feeder, the bridge is no longer in a historic setting owing the number of surrounding buildings that have been lost. Much of the area has been cleared or redeveloped. The bridge carries a 2-lane city street over the feeder. There is no district potential to the area.

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 short low rise slab bridge with a concrete paneled parapet is one of 11 nearly identical bridges over the feeder. It is a 1920 replacement of the narrow swing span that serviced the crossing until the feeder was closed to traffic about 1913. The Pennsylvania Railroad, which owned the feeder until the 1940s, designed and had the fixed slab bridges built between 1916 and 1920. The bridge is outside the period of significance of the canal and feeder.

INFOR MATION

PHOTO: 4:24-25 (05/91) REVISED BY (DATE): QUAD: Trenton West

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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3001155 **CO** MERCER **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WEST HANOVER STREET OVER D&R CANAL FEEDER **FACILITY** WEST HANOVER STREET

TOWNSHIP TRENTON CITY

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

 # SPANS 2 **LENGTH** 27 ft **WIDTH** 40 ft

CONSTRUCTION DT 1916 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT PA RR OFFICE OF ENGINEER **BUILDER**

SETTING / CONTEXT Unlike the similar bridges across the feeder to the south, the historic setting of this span is somewhat complete. The area retains its mid-19th century character, and what may have been a tenders house stands (original location?) at the northwesterly corner. While the right-of-way of the feeder is significant, the bridge was built after its period of significance. It is also much newer than the adjacent resources.

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 low-rise concrete slab bridge with concrete paneled parapets and concrete abutments was built by the PA Railroad after the Feeder was closed to navigation about 1913. The bridge is not technologically innovative, and it would be a noncontributing resource to any potential historic district owing to its 1916 date of construction. It is mostly unaltered and was designed by the railroad. While the canal right-of-way is listed, none of the bridges crossing it are included in the nomination.

INFOR MATION

PHOTO: 4:23-24 (05/91) REVISED BY (DATE): QUAD: Trenton West

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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3001156 **CO** MERCER **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CALHOUN STREET OVER D&R CANAL FEEDER **FACILITY** CALHOUN STREET

TOWNSHIP TRENTON CITY

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

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 43.6 ft

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

DESIGNER/PATENT PA RR OFFICE OF ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT Located in what was a late-19th century residential area, its integrity has been lost through demolition and redevelopment. The bridge carries a narrow 2-lane city street over the historic right-of-way of the D & R Canal Feeder. There is no historic district potential.

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 low rise slab bridge with a concrete paneled parapet is one of 11 nearly identical spans built over the Feeder between 1916 and 1920. It is supported on concrete abutments. The bridge postdates the period of significance of the canal and feeder, which were closed to navigation about 1913. The span is technologically undistinguished.

INFOR MATION

PHOTO: 4:19-20 (05/91) REVISED BY (DATE): QUAD: Trenton West

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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3001157 **CO** MERCER **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED FOOT PATH OVER D&R CANAL FEEDER **FACILITY** FOOT PATH

TOWNSHIP TRENTON CITY

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

 # SPANS 4 **LENGTH** 24 ft **WIDTH** 100 ft

CONSTRUCTION DT 1920ca **ALTERATION DT** **SOURCE** STYLE

DESIGNER/PATENT PA RR OFFICE OF ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The pedestrian bridge in a linear park formed by the right-of-way of the canal feeder and tow path through a late-19th century residential neighborhood. The green band protects the water feature which is part of the regional water supply. The surrounding houses date from ca. 1890-1910. The canal feeder was closed to navigation about 1913 by its owner, the Pennsylvania RR.

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 continuous 4-span low rise slab foot bridge is supported on concrete abutments and piers and has a paneled concrete parapet. It is accessed by graceful pyramidal steps on each end. Although the ca. 1920 slab bridge is well preserved, it is outside its period of significance of both the canal feeder and the surrounding ca. 1900 residential area. The linear park in which the foot bridge is located visually adds to the ambiance of the area.

INFOR MATION

PHOTO: 4:17-18 (05/91) REVISED BY (DATE): QUAD: Trenton West

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3001158 **CO** MERCER **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PROSPECT STREET OVER D&R CANAL FEEDER **FACILITY** PROSPECT STREET

TOWNSHIP TRENTON CITY

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

 # SPANS 1 **LENGTH** 29 ft **WIDTH** 40 ft

CONSTRUCTION DT 1920 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT PA RR OFFICE OF ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT Located in an architecturally distinguished late-19th century residential area, the bridge is an element in a street realignment that came about when the old Feeder swing span was replaced by a fixed bridge in 1920. The improvement resulted in the island on the W. State Street side of the water feature. The Feeder is flanked by green space that makes a green belt through the area. Neighborhood has integrity.

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 low rise slab bridge with a concrete paneled parapets and concrete abutments is picturesquely sited, but it is outside the periods of significance of both the canal and the surrounding late-19th century neighborhood. It was designed by and built by the Pennsylvania Railroad after the canal feeder was closed to navigation about 1913. The modest structure is not technologically distinguished. The park in which it is located does contribute to the ambiance of the area.

INFOR MATION

PHOTO: 4:13-16 (05/91) REVISED BY (DATE): QUAD: Trenton West

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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3001160 **CO** MERCER **OWNER** NJDOT **MILEPOINT**

NAME & FEATURE INTERSECTED D&R CANAL FEEDER OVER PARKSIDE AVENUE **FACILITY** D & R CANAL FEEDER & BELVIDERE BRANCH RR

TOWNSHIP TRENTON CITY

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

 # SPANS 4 **LENGTH** 60 ft **WIDTH** 90 ft

CONSTRUCTION DT 1909 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT PENNSYLVANIA RR **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge, originally known as the Cadwalader Park Tunnel, is an integral part of a major city park. Its Neo-Classical detailing was designed to complement the casually landscaped early-20th century park which is located just north of the bridge. The park, designed by the Olmsted firm in 1891, is surrounded by an architecturally significant turn-of-the-century residential neighborhood. The park includes the acreage historically associated with the Italianate McCall Mansion.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Individually Eligible. Listed. McCall Mansion. 02/06/1973; D&R Canal Historic District, 05/11/1973. Contributing.

CONSULT DOCUMENTS SHPO Letter 3/12/01

SUMMARY The handsome, concrete aqueduct with Neo-Classical-style balustrades and octagonal columns is the most significant "City Beautiful" bridge in the area, and it may well be the earliest. It was designed and built by the Pennsylvania Railroad to carry the canal and railroad over the entrance to Cadwalader Park which was developed after 1888 on the grounds of the McCall Mansion. The house and surrounding 100 acres are listed, but the aqueduct is not rated. It is a contributing resource to both the McCall Mansion House and the Delaware & Raritan Canal Historic District. It is also individually significant based on its type, completeness, and history.

INFOR MATION

PHOTO: 3:10A-11A (05/91) REVISED BY (DATE): QUAD: Trenton West

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NJDOT updated data 03-01-2001.

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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3001161 **CO** MERCER **OWNER** STATE AGENCY **MILEPOINT**

NAME & FEATURE INTERSECTED D&R CANAL FEEDER OVER SULLIVAN WAY **FACILITY** D & R CANAL FEEDER

TOWNSHIP EWING TOWNSHIP

TYPE UNKNOWN **DESIGN** **MATERIAL** Reinforced Concrete

 # SPANS 3 **LENGTH** No Data **WIDTH** No Data

CONSTRUCTION DT 1920ca **ALTERATION DT** **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The overpass located at the entrance to a substantial mid-20th century residential area carries the Canal Feeder and towpath over the road that leads to the historic state mental facility. The feeder right-of-way continues on into Trenton proper. The Canal Feeder right-of-way is listed in the National Register, but structure is not addressed.

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 Although the Feeder right-of-way is listed in the National Register, related bridges and aqueducts are not because they were constructed after the facility was closed to marine traffic and outside the period of significance. The concrete aqueduct has concrete bents and abutments. It is finished with a pipe railing. Its detailing is a reflection of the City Beautiful philosophy. The aqueduct at Parkside Ave.(3001160) is a better example of the concept and structural type.

INFOR MATION

PHOTO: 3:8a-9a (05/91) REVISED BY (DATE): QUAD: Trenton West

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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3001165 **CO** MERCER **OWNER** STATE AGENCY **MILEPOINT** 2.15

NAME & FEATURE INTERSECTED UPPER FERRY ROAD OVER D&R CANAL FEEDER **FACILITY** UPPER FERRY ROAD (NJ 175)

TOWNSHIP EWING TOWNSHIP

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

 # SPANS 1 **LENGTH** 35 ft **WIDTH** 30 ft

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

DESIGNER/PATENT PA RR OFFICE OF ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The short concrete slab bridge with a paneled concrete parapet crosses the Feeder just east of the interchange with US 95. The canal and towpath are tree lined, and a substantial mid-20th century residential area is located to the east of the right-of-way which is now a linear park. The canal itself is listed in the National Register, but the features crossing it are not.

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 short low rise slab bridge with a paneled parapet in concrete was built for the PA RR in 1920. it is the only one of the 11 nearly identical spans built over the feeder to retain the original pipe railing, which is inscribed with the railroad's cypher. Although the canal and feeder right-of-way are listed in the National Register, the bridge was built outside their period of significance. It replaces the a swing span made obsolete when the feeder was closed to navigation about 1913.

INFOR MATION

PHOTO: 9:23A-24A (08/91) REVISED BY (DATE): QUAD: Trenton West

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