NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1201151 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 13.05

NAME & FEATURE INTERSECTED US 1 OVER FORRESTAL ROAD **FACILITY** US 1

TOWNSHIP PLAINSBORO TOWNSHIP

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

 # SPANS 1 **LENGTH** 29 ft **WIDTH** 76 ft

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

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

SETTING / CONTEXT The bridge carries a heavily travelled 6-lane divided highway over a 2-lane road leading to the James Forrestal Campus of Princeton University. This campus contains research facilities. The bridge is not historically or physically related to any of the structures on the campus. A wooded area directly surrounds the bridge.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one span encased stringer bridge is supported on a concrete substructure. The abutments are scored horizontally. The concrete pierced balustrades are typical of this period. New guiderails and a Jersey-type barrier have been installed across the bridge. The structure is not technologically or historically distinguished, and is representative of the most common pre-WW II bridge type in the state of New Jersey.

INFOR MATION

PHOTO: 123:10-11 (02/92) 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 DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1201158 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 23.1

NAME & FEATURE INTERSECTED US 1 OVER AMTRAK NORTHEAST CORRIDOR **FACILITY** US 1

TOWNSHIP NORTH BRUNSWICK TOWNSHIP

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

 # SPANS 3 **LENGTH** 204 ft **WIDTH** 50 ft

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

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

SETTING / CONTEXT The bridge is located in a 20th century industrial area, and carries a divided 4-lane highway and 2 sidewalks over 4 electrified tracks of Amtrak's busy Northeast Corridor. New Jersey Transit also uses the electrified tracks for commuter routes.

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 encased thru girders with floor beams. The main span girders are deeper than the approach spans. They bear on concrete abutments and column bents. The concrete parapets over the electrified tracks have decorative faience tile panels, not an uncommon pre-WWII state-designed detail. A metal railing encloses the approach span sidewalks. Although well preserved, the bridge is representative of a common type and is not technologically or historically distinguished.

INFOR MATION

PHOTO: 124:2-4 (02/92) REVISED BY (DATE): QUAD: New Brunswick

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 # 1202152 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 25.7

NAME & FEATURE INTERSECTED US 1 OVER RARITAN RIVER RAILROAD & LOCAL ROADS **FACILITY** US 1

TOWNSHIP NORTH BRUNSWICK TOWNSHIP

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

 # SPANS 5 **LENGTH** 191 ft **WIDTH** 104 ft

CONSTRUCTION DT 1928 **ALTERATION DT** 1983 **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in a late-20th century industrial district and carries a 6-lane divided highway with shoulders across a pair of 2-lane roads and a single track of the Raritan River Railroad, a non-electrified route. The highway was widened in 1983. The railroad was built in 1890, completing a line from South Amboy to New Brunswick. The Raritan River Railroad was taken over by Conrail in 1980.

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 1928 5-span encased stringer bridge on a concrete substructure was widened on both sides in 1983. The new stringers are not encased, and the new concrete bents are not physically tied to the 1928 bents. The original railing has been replaced with aluminum rails. A Jersey-type concrete barrier divides the highway. The bridge has not retained integrity of design, and is not technologically or historically distinguished.

INFOR MATION

PHOTO: 124:11-13 (03/92) REVISED BY (DATE): QUAD: New Brunswick

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 # 1203150 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 27.96

NAME & FEATURE INTERSECTED US 1 NB OVER RARITAN RIVER **FACILITY** US 1 NORTHBOUND

TOWNSHIP NEW BRUNSWICK CITY

TYPE OPEN SPANDREL RIBBED ARCH **DESIGN** **MATERIAL** Reinforced Concrete

 # SPANS 15 **LENGTH** 1902 ft **WIDTH** 50 ft

CONSTRUCTION DT 1929 **ALTERATION DT** 1971 **SOURCE** PLAQUE

DESIGNER/PATENT MORRIS GOODKIND, NJ HWY DEPT **BUILDER** PARKER AND GRAHAM INC.

SETTING / CONTEXT The bridge carries 3 lanes of US 1, a wide shoulder and 2 sidewalks from an undistinguished residential area of New Brunswick to a late-20th century residential area in Edison Township. It crosses an undeveloped strip along the Raritan River and a 2-lane service road. The bridge originally carried two directions of traffic, but a new parallel span carries southbound traffic. Morris Goodkind won an architectural award presented by the ASCE in 1930 for this bridge design.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The well-preserved 15-span ribbed arch bridge is composed of 6 open spandrel arches and 9 closed spandrel arch approach spans. Among the earliest of the large state-designed spans to emphasize the moldable properties of concrete in its handsome detailing, the bridge reflects the New Jersey State Highway Department Bridge Division's emphasis on sound bridge engineering coupled with aesthetics. In 1969, the bridge was posthumously named for its designer, Morris Goodkind, Chief Bridge Engineer.

INFOR MATION

Bibliography:

Condit, Carl W. American Building Art. 1961.
Proceedings of the American Society of Civil Engineers. August 1930.
Hess, Jeffrey A. and Frame, Robert M. Wisconsin Stone arch and Concrete Arch Bridges. 1986.
Plowden, David Bridges: The Spans of North America. 1974.

Physical Description: The well-proportioned open-spandrel reinforced concrete ribbed arch bridge is 1902' long. The 15-span structure is composed of 6 open spandrel arch main spans and 9 closed spandrel arch approach spans. The reinforced concrete structure has 3 ribs in each span. The spandrel arches over the elliptical main span arches are semi-circular, as are the approach arches. The handsome structure is marked by four classically styled towers at the corners, each with an inset commemorative plaque from 1929. The sidewalks are enhanced by the inclusion of exedras at the main span piers, with benches cast into the concrete balustrade. Original luminaries over these bays were replaced in 1971 with modern standards. The concrete deck was replaced in-kind that same year, and guiderails were added at the curblines. With the exception of the 1971 rehabilitation, the bridge remains as it was originally designed.

Historical and Technological Significance: The US 1 open-spandrel ribbed arch bridge is significant because it represents the quality designs that Morris Goodkind(1869-1968) produced throughout his career as the State Bridge Engineer. It is one of approximately 10 open-spandrel arch bridges in New Jersey, a bridge type that defines the highest level of refinement in reinforced concrete arch technology. The well-preserved bridge represents Goodkind's emphasis in the New Jersey State Highway Department Bridge Division to create aesthetically pleasing concrete structures prior to World War II. The moldable qualities of the material were used to create an architectural masterpiece at the same time that its structural qualities were used to efficiently carry a major highway across a wide river. The reinforced concrete arch was capable of relatively long spans while providing graceful and dynamic forms.

Around the turn of the century, reinforced concrete arches were generally limited to relatively short and often single span bridges. The dead load carried by the arches was reduced with the introduction of open spandrel arches. The lighter structures were capable of longer spans and more aesthetically pleasing large bridges. The Walnut Lane bridge (1906-8) over Wissahickon Creek in Philadelphia was a forerunner of the type. A massive structure, the open spandrel arches span 233 feet with virtually no steel reinforcement in the two ribs. In the first two decades of the 20th century, railroads began using reinforced concrete to construct large viaducts across rivers and valleys to eliminate steep grade changes. The length and number of spans increased to create massive structures that dominated the landscape. The Tunkhannock Viaduct (completed 1915) of the Delaware Lackawanna & Western RR in Nicholson, Pennsylvania remains one of the greatest bridges in America. It is a ten-span open spandrel reinforced concrete arch, 2375 feet in total length, each span 180 feet in clear span, and rising 240 feet above the creek bed in the valley floor.

The US 1 Bridge was completed 14 years later in 1929, but is comparable in size and beauty. The main arch spans are 202 feet clear span, though they rise only about 100 feet above the water level of the Raritan River. The bridge is 1902 feet in total length.

Morris Goodkind, designer of the bridge, was a graduate of Columbia University. He worked for the New York City Public Service Commission in the development of the subway system before working on bridge designs for engineering firms and Mercer County, NJ. In 1922 he joined the New Jersey Highway Department, and became the Chief Bridge Engineer in 1925, a post he held through 1955 when he retired to private practice.

The 1920s and 1930s were a time of great expansion of the state's highway system required many bridges to be built. Goodkind emphasized the need for aesthetically pleasing as well as structurally sound bridges. He brought in Arthur Lichtenburg to develop an architectural section in the Bridge Department. Many of the grade elimination bridges of the 1930s and 1940s in congested areas were detailed with Moderne and Deco pilasters and entablature due to the influence of Goodkind and Lichtenburg. The same structures had encased stringers, the most common type built during Goodkind's term. He emphasized the encasement for protection of the steel from the elements, a valid assertion considering the number and condition of such structures remaining in New Jersey.

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

While working for the state, he served as a consultant on bridge construction for the War Department. Upon his retirement as Chief Bridge Engineer, Goodkind became a consultant with the firm of Goodkind and O'Dea in Manhattan. He was internationally known and respected for his bridge engineering. He had been active in local and national engineering societies, and won several awards for the designs of bridges.

Goodkind was awarded the Phoebe Hobson Fowler Architectural Award by the American Society of Civil Engineers for the design of the US 1 bridge. To recognize the contribution which Goodkind made to the State of New Jersey, the name of the bridge was officially changed from the College Bridge to The Morris Goodkind Bridge on April 25, 1969, following his death the previous September.

PHOTO: 118:,124:,163: (02/92) REVISED BY (DATE): QUAD: New Brunswick

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1204150 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 32.5

NAME & FEATURE INTERSECTED US 1 OVER CONRAIL PERTH AMBOY-SOUTH PLAINFIELD BRANCH **FACILITY** US 1

TOWNSHIP EDISON TOWNSHIP

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

 # SPANS 5 **LENGTH** 190 ft **WIDTH** 50 ft

CONSTRUCTION DT 1929 **ALTERATION DT** 1956 **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge is located in a mid to late-20th century industrial area, and carries 4 heavily travelled lanes of divided highway traffic over one track of an abandoned rail line, the Perth Amboy - South Plainfield Branch. The line was originally part of the 1875 Lehigh Valley RR main line, but it became a branch in 1880 when the LV RR built a new line from South Plainfield to Jersey City. Conrail took over the Lehigh Valley Railroad in 1976.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 6/6/91

SUMMARY The 5-span encased stringer bridge rests on unadorned concrete abutments and column bents. The concrete balustrades are typical of ca. 1930 bridges and are not distinctive. A sidewalk was cantilevered from one face of the bridge in 1956. The bridge is a representative example of a common pre-World War II bridge type, and it is not technologically or historically distinguished. It is correctly evaluated as not eligible.

INFOR MATION

PHOTO: 122:43A-44A (03/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1204153 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 35.58

NAME & FEATURE INTERSECTED US 1 OVER PORT READING RAILROAD (CONRAIL) **FACILITY** US 1

TOWNSHIP WOODBRIDGE TOWNSHIP

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

 # SPANS 3 **LENGTH** 116 ft **WIDTH** 65 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in a late-20th century commercial area. It carries a heavily travelled 4-lane road with a mountable median and 2 sidewalks over a single track of the Port Reading Branch of Conrail. The line was built in 1892 by the Reading RR, connecting the Delaware & Bound Brook RR with New York Harbor. The Reading RR established Port Reading on the Arthur Kill as a coal terminal. The line served coal carriers until 1983, when the operation was discontinued.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 6/6/91

SUMMARY The 3-span encased stringer bridge is supported on a concrete substructure. One of the fascia columns has been strengthened using steel column sections bolted to the concrete. The bridge has a typical concrete balustrade with new beam guiderails along the curbline. The bridge is not technologically innovative or uncommon, being one of over 40 pre-WWII stringer bridges in the county. The bridge is not historically significant.

INFOR MATION

PHOTO: 116:38-39 (02/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1205150 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 36.45

NAME & FEATURE INTERSECTED US 1&9 OVER NJ 35 **FACILITY** US 1&9

TOWNSHIP WOODBRIDGE TOWNSHIP

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

 # SPANS 2 **LENGTH** 94 ft **WIDTH** 66 ft

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

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** RUDOLF & DELANO

SETTING / CONTEXT The bridge is located in the earliest documented cloverleaf interchange in New Jersey. It carries US 1 and US 9 (4 lanes of divided highway) over NJ 35 (4 lanes divided by raised grassy median strip) in a 20th century commercial area. The bridge is the center point of the interchange, with the four loops and four ramps surrounding it.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 6/6/91

SUMMARY The well-detailed 2-span stringer bridge on a concrete substructure is an integral part of the earliest documented cloverleaf interchange in the state. It is technologically significant as the prototype of a well-established solution to traffic engineering. New Jersey was a national leader in the development of grade crossing elimination's, and the Woodbridge cloverleaf survives as a well-preserved example of the innovative solutions the State Highway Department developed in the 1920s.

INFOR MATION

Bibliography:
Hill, C.S. "Intersection Design a Primary Highway Problem in New Jersey", Engineering News-Record, November 26, 1931.
NJDOT, Memorandum, To: Record, From: Suzanne Sczepkowski, May 8, 1991.

Physical Description: The two-span encased stringer bridge is supported on concrete abutments and a pier. The fascia of the bridge is adorned with moderne pilasters at the abutments and at the pier. The pilasters rise to meet the posts of the concrete balustrades at both sides of the structure. Modern light posts have replaced the original fixtures at the four corners of the bridge, and a jersey-type concrete barrier has been added at the centerline of the roadway.

Historical and Technological Significance: The bridge was determined eligible under Criteria A and C "as part of the cloverleaf and noted that individually it is undistinguished." The bridge is located in the Woodbridge Township intersection of US 1 & 9 and NJ 35. This intersection is the first cloverleaf interchange constructed in New Jersey. The cloverleaf design was one answer to the problem of grade intersections which created traffic problems as the automobile came into high usage. Engineering News Record reported that the "four-leaf-clover permits each main roadway to carry 100 per cent of its capacity through the intersection." This interchange was a pioneering engineering effort that is used as a model today, over 60 years after the original.

Boundary Description and Justification: Because the bridge is eligible only as part of the interchange, the intersection of the right-of-ways of the highways included in the cloverleaf should be the boundary of eligibility.

PHOTO: 116:34-35 (02/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1206153 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 124.25

NAME & FEATURE INTERSECTED US 9 OVER OLD BRIDGE ROAD (CR 516) **FACILITY** US 9

TOWNSHIP OLD BRIDGE TOWNSHIP

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

 # SPANS 2 **LENGTH** 83 ft **WIDTH** 152 ft

CONSTRUCTION DT 1941 **ALTERATION DT** 1974 **SOURCE** INSCRIPTION/NJDOT

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

SETTING / CONTEXT The bridge is located in an area with sparse mixed use mid to late 20th century development. It carries a busy divided 7-lane road over a 4-lane county road. US 9 and the bridges along it were improved and widened when the road was dualized in 1974.

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 stringer bridge bears on a concrete substructure which is finished with the Moderne detailing common on state-designed bridges ca. 1940. The structure was widened in 1974 with steel stringers on a stylized concrete substructure. The original balustrade was replaced with plain concrete parapets and fencing. The integrity of the original design was lost during the widening. It is technologically and historically undistinguished, being one of over 40 pre-WWII stringers in the county.

INFOR MATION

PHOTO: 113:15A-17A (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1207150 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 128.85

NAME & FEATURE INTERSECTED US 9 OVER BORDENTOWN AVE (CR 618) **FACILITY** US 9

TOWNSHIP OLD BRIDGE TOWNSHIP

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

 # SPANS 2 **LENGTH** 83 ft **WIDTH** 84 ft

CONSTRUCTION DT 1942 **ALTERATION DT** 1982 **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge is located in a mid to late-20th century commercial area. It carries a heavily travelled 6-lane divided highway with sidewalks over a 4-lane county route. US 9 was widened in this area in 1982.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span stringer bridge has Moderne detailing on the concrete substructure that is more stylized than on other abutments ca. 1940. The detailing was not repeated when the structure was widened in 1982. The original railing has been replaced by a new concrete parapet and fencing. A Jersey-type concrete barrier divides the two-directional traffic. The bridge is not technologically or historically distinguished. It is a common bridge type and the original design integrity has been lost.

INFOR MATION

PHOTO: 113:26A-28A (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1207151 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 129.7

NAME & FEATURE INTERSECTED MAIN STREET OVER CONRAIL (ABANDONED) **FACILITY** MAIN STREET

TOWNSHIP SOUTH AMBOY CITY

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

 # SPANS 1 **LENGTH** 33 ft **WIDTH** 50 ft

CONSTRUCTION DT 1930 **ALTERATION DT** **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge is located in a predominantly early-20th century residential area with no "district" potential. The bridge carries a wide 2-lane road with sidewalks over an abandoned trackless right-of-way of the Raritan River Railroad. The line was built in 1888 from South Amboy to Washington (4 mi.), and extended in 1890 to New Brunswick. In South Amboy it connected with the NY&LB RR and the PA RR. This Sayreville Branch was abandoned in 1978, and the rails were removed.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The encased stringer bridge sits on unadorned concrete abutments with wingwalls. The concrete balustrade is not extensively detailed, but is a common design for ca.1930 bridges. The bridge is not technologically or historically distinguished, being one of over 40 stringer bridges built in Middlesex county prior to World War II.

INFOR MATION

PHOTO: 113:32A-33A (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1208150 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 129.86

NAME & FEATURE INTERSECTED US 9 & NJ 35 OVER US 9 (MAIN STREET) **FACILITY** US 9 & NJ 35

TOWNSHIP SOUTH AMBOY CITY

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

 # SPANS 2 **LENGTH** 79 ft **WIDTH** 54 ft

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

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** FRANKLIN CONTRACTING CO.

SETTING / CONTEXT The bridge is located on the edge of an early-20th century residential area in South Amboy. It carries a 4-lane divided highway over a wide 2-lane road. It was constructed as part of a mid-1930's grade separation project that includes several other bridges of this type and style carrying US 9 and NJ 35 over local streets and railroad features. The bridge is located at the junction of two highways. Northbound US 9 passes under the bridge before joining NJ 35 NB crossing it.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The well-detailed 2-span stringer bridge bears on a concrete substructure. The abutments and pier have fluted pilasters and a stylized entablature. The concrete balustrades are a standard design. The well-preserved bridge and access ramp on the west side is a representative example of the high quality, architectonic State Highway Department designs that characterized the department's work prior to WW II. This span embodies the details found in varying degrees on bridges all over the state.

INFOR MATION

PHOTO: 123:28-29 (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1208151 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 129.93

NAME & FEATURE INTERSECTED US 9 & NJ 35 OVER WASHINGTON AVE (CR 535) **FACILITY** US 9 & NJ 35

TOWNSHIP SOUTH AMBOY CITY

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

 # SPANS 1 **LENGTH** 55 ft **WIDTH** 54 ft

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

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

SETTING / CONTEXT The bridge is surrounded by a 1920s residential area, a 1980s commercial area, and a cemetery. It is one of several bridges along US 9 and NJ 35 which are very similar in type and style. The bridges were constructed as part of a grade separation project carrying the two routes over local streets and railroads. The bridge carries a 4-lane divided highway with no shoulders or sidewalks across a local 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 well-detailed stringer bridge sits on concrete abutments with fluted fascia pilasters and stylized entablatures. The handsome balustrade is reflective of the architectonic designs produced by the State Highway Department before World War II. Though the bridge is well-preserved, it is a representative example of a common bridge type and is not technologically or historically distinguished.

INFOR MATION

PHOTO: 114:6-8 (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1208152 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 129.99

NAME & FEATURE INTERSECTED US 9 & NJ 35 OVER ABANDONED CONRAIL RIGHT OF WAY **FACILITY** US 9 & NJ 35

TOWNSHIP SOUTH AMBOY CITY

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

 # SPANS 3 **LENGTH** 135 ft **WIDTH** 54 ft

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

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

SETTING / CONTEXT The bridge is located in a wooded, undeveloped area, and carries US 9 and NJ 35 (4 lanes) along a limited access route leading to the Raritan River. The bridge crosses an abandoned railroad right-of-way owned by Conrail. The line was opened by the Raritan River RR in 1890 and in use by freight trains until 1972. In 1978 the tracks were removed. Conrail took over the Raritan River RR in 1980.

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 stringer bridge rests on concrete piers and abutments. The 8-column bents are set on crash walls, and have a pier cap across the top. The bridge has the typical concrete balustrades of pre-World War II structures. A Jersey-type barrier has been added to divide the highway. The bridge is a representative example of a common bridge type. There are over 40 stringer bridges in the county that date before World War II. It is not technologically or historically distinguished.

INFOR MATION

PHOTO: 114:10-11,15 (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1208153 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 129.98

NAME & FEATURE INTERSECTED US 9 & NJ 35 OVER CONRAIL (AMBOY BRANCH) **FACILITY** US 9 & NJ 35

TOWNSHIP SOUTH AMBOY CITY

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

 # SPANS 3 **LENGTH** 186 ft **WIDTH** 54 ft

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

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

SETTING / CONTEXT The bridge is located in a wooded and late-20th century industrial setting. It carries US 9 and NJ 35 (4-lane divided highway) over active Conrail tracks. The line was opened in 1832 by the Camden and Amboy RR for freight and passenger business. Passenger service was soon rerouted to what is now known as the Northeast Corridor, but these tracks carried freight through 1965. The tracks were electrified in 1937, and the overhead lines remain.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Not Individually Eligible. Camden & Amboy Railroad Main Line Historic District. Contributing.

CONSULT DOCUMENTS SHPO Opinion 1998, Letter 03/12/01.

SUMMARY The 1937 3-span stringer bridge bears on an unadorned concrete substructure. The bridge has a typical balustrade over the end spans and a high paneled parapet (catinary barrier) over the main span, crossing the electrified tracks. The paneled parapet posts have decorative faience tiles, not an uncommon detail on 1930s State-designed bridges. The bridge, nearly identical to a 1934 example (1119150), is not technologically or historically distinguished, being one of over 40 pre-WW II stringer bridges remaining in the county. Rail lines in New Jersey were electrified starting in the early 1910s. The bridge is within the boundaries of the National Register eligible Camden & Amboy Railroad Historic District, but it has not yet been determined to be a contributing element.

INFOR MATION

PHOTO: 114:12-14 (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1208154 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 130.22

NAME & FEATURE INTERSECTED US 9 & NJ 35 OVER ABANDONED CONRAIL RIGHT OF WAY **FACILITY** US 9 & NJ 35

TOWNSHIP SOUTH AMBOY CITY

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

 # SPANS 3 **LENGTH** 152 ft **WIDTH** 54 ft

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

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

SETTING / CONTEXT The bridge is located in an undistinguished wooded and late-20th century industrial setting. The bridge carries US 9 and NJ 35 (4-lane divided highway) across the old Raritan River Railroad. The line was built in 1888, and remained in use until 1972. Conrail assimilated the line in 1980, two years after the right-of-way had been abandoned and the rails removed.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-span stringer bridge sits on unadorned concrete piers and abutments. The column bents are set on crash walls, and have a cap across the top. The bridge is finished with a typical concrete balustrade at the fascias, and a Jersey-type barrier has been added to divide the highway. The bridge is not historically or technologically distinguished, as it is one of over 40 remaining stringer bridges in Middlesex county built prior to World War II.

INFOR MATION

PHOTO: 114:19-21 (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1208155 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 130.35

NAME & FEATURE INTERSECTED US 9 & NJ 35 OVER RARITAN STREET **FACILITY** US 9 & NJ 35

TOWNSHIP SOUTH AMBOY CITY

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

 # SPANS 3 **LENGTH** 85 ft **WIDTH** 54 ft

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

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

SETTING / CONTEXT The bridge is located in an area of mixed-20th century residential structures surrounding the wooded interchange. It carries 4 lanes of divided highway over a 2-lane city street. The structure was built as part of a mid-1930's grade separation project carrying the highway over local streets and railroads.

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 has a short slab span on each end of the single-span stringer. The concrete substructure is finished with Moderne detailing on the piers and abutments. The concrete balustrade is common for New Jersey bridges from this time. The bridge is not historically or technologically distinguished. It is representative of the handsome architectonic pre-World War II State Highway Department designs.

INFOR MATION

PHOTO: 114:16-18 (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1208157 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ANDREJEWSKI DRIVE OVER US 9 **FACILITY** ANDREJEWSKI DRIVE

TOWNSHIP OLD BRIDGE TOWNSHIP

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

 # SPANS 2 **LENGTH** 102 ft **WIDTH** 30 ft

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

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

SETTING / CONTEXT The bridge is located in a late-20th century commercial district. The bridge carries a curved 2-lane road with 2 sidewalks over a busy 6-lane divided highway. This grade separation bridge raises the local road over the highway. It was built a few years after the nearby bridges along US 9 and NJ 35 that carry the highway over the local features.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span stringer bridge with concrete balustrades bears on a concrete substructure that has shallow Moderne-style pilasters and entablatures. The posts at the abutments and the pier are scored and finished with stepped tops. The bridge is not technologically or historically distinguished, but is a well-detailed example of a very common bridge type. It is representative of the architectonic finish the State Highway Department favored before World War II.

INFOR MATION

PHOTO: 114:22-24 (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1209153 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 131.2

NAME & FEATURE INTERSECTED US 9 OVER NJ 35 VICTORY CIRCLE **FACILITY** US 9

TOWNSHIP SAYREVILLE BOROUGH

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

 # SPANS 1 **LENGTH** 55 ft **WIDTH** 52 ft

CONSTRUCTION DT 1940 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** EISENBERG CONSTRUCTION CO

SETTING / CONTEXT The bridge carries four lanes of divided highway (US 9) and one sidewalk across two wide lanes at the south side of Victory Circle. NJ 35 separates from US 9 at the circle to cross the Raritan River. The bridge has been determined eligible for listing in the National Register because it is considered a contributing element to the Edison Bridge (US 9) over the Raritan River. The structure number posted on the bridge is 1208158.

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

CONSULT STATUS Not Individually Eligible. Agreed Edison Bridge. Contributing.

CONSULT DOCUMENTS SHPO Finding 11/22/91, Letter 6/30/95.

SUMMARY The one span stringer bridge sits on concrete abutments with banded detailing. The posts at the corners of the abutments are scored vertically and stepped at the top, flanking the typical concrete balustrade. The well-detailed bridge is a representative example of a common bridge type in the county, as it is one of over 40 extant pre-World War II stringer bridges in Middlesex County. It is not technologically or historically distinguished.

INFOR MATION

Bibliography:
New Jersey State Highway Department Annual Bridge Reports, 1939, 1940.
Letter from Andras Fekete, NJ DOT BEA, to Ms. Nancy L. Zerbe, Deputy SHPO, ONJH, Dated November 22, 1991.

Physical Description: The one span encased stringer bridge is supported by concrete abutments. The substructure is banded, with vertically scored posts at the corners of the abutments rising into stepped posts of the standard design concrete balustrade.

Historical and Technological Significance: The bridge is not a significant structure as it is only a representative example of a very common bridge type. The detailing of the structure is similar to other 1920s and 1930s grade elimination bridges in Middlesex County. The bridge designers used a typical solution to a common problem for this structure.

The bridge was determined eligible by the SHPO because it was "an approach integral and not separate to the main bridge (Rt. 9 over the Raritan River - Str. No. 1209-155) which is eligible. Therefore, this structure would be a contributing element to the bridge." The two bridges at Victory Circle are approximately half a mile from the main bridge, and no more tied to the structure than any other grade elimination bridge on NJ 9 or NJ 35 which are several miles from the Edison Bridge. The contract for the construction of the Victory Circle bridges was separate from the contracts for the Edison Bridge, although all were completed in 1940.

PHOTO: 122:7A-8A (03/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1209154 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 131.08

NAME & FEATURE INTERSECTED US 9 OVER NJ 35 VICTORY CIRCLE **FACILITY** US 9

TOWNSHIP SAYREVILLE BOROUGH

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

 # SPANS 1 **LENGTH** 56 ft **WIDTH** 52.3 ft

CONSTRUCTION DT 1940 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** EISENBERG CONSTRUCTION CO

SETTING / CONTEXT The bridge carries a 4-lane divided highway (US 9) and one sidewalk over two wide lanes at the north side of Victory Circle. The circle is located at the grade separation split of US 9 and NJ 35 at the approach to the Raritan River. The bridge was determined eligible for listing as a contributing element to the Edison Bridge carrying US 9 over the river. The structure number fixed to the bridge is 1208159.

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

CONSULT STATUS Not Individually Eligible. Agreed Edison Bridge. Contributing.

CONSULT DOCUMENTS SHPO Finding 11/22/91, Letter 6/30/95.

SUMMARY The one-span stringer bridge bears on a concrete substructure that is formed with Moderne detailing of banded abutments and vertically scored posts at the corners of the abutments. The posts are stepped at the top, with a concrete balustrade that is typical of pre-World War II bridges. The well-detailed bridge is one of over 40 extant pre-World War II stringer bridges in Middlesex County. It is a typical solution to a common problem and it is not technologically or historically distinguished.

INFOR MATION

Bibliography:
New Jersey State Highway Department Annual Bridge Reports, 1939, 1940.
Letter from Andras Fekete, NJ DOT BEA, to Ms. Nancy L. Zerbe, Deputy SHPO, ONJH, Dated November 22, 1991.

Physical Description: The one span encased stringer bridge is supported by concrete abutments. The substructure is banded, with vertically scored posts at the corners of the abutments rising into stepped posts of the standard design concrete balustrade.

Historical and Technological Significance: The bridge is not a significant structure as it is only a representative example of a very common bridge type. The detailing of the structure is similar to other 1920s and 1930s grade elimination bridges in Middlesex County. The bridge designers used a typical solution to a common problem for this structure.

The bridge was determined eligible by the SHPO because it was "an approach integral and not separate to the main bridge (Rt. 9 over the Raritan River - Str. No. 1209-155) which is eligible. Therefore, this structure would be a contributing element to the bridge." The two bridges at Victory Circle are approximately half a mile from the main bridge, and no more tied to the structure than any other grade elimination bridge on NJ 9 or NJ 35 which are several miles from the Edison Bridge. The contract for the construction of the Victory Circle bridges was separate from the contracts for the Edison Bridge, although all were completed in 1940.

PHOTO: 122:5A-6A (03/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1209155 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 131.8

NAME & FEATURE INTERSECTED US 9 OVER RARITAN RIVER (EDISON BRIDGE) **FACILITY** US 9

TOWNSHIP SAYREVILLE BOROUGH

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

 # SPANS 29 **LENGTH** 4391 ft **WIDTH** 52 ft

CONSTRUCTION DT 1939 **ALTERATION DT** Demolished **SOURCE** PLANS

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** ENGLISH & NESTO COMPANY

SETTING / CONTEXT The bridge carries 4 lanes of heavily travelled roadway across the Raritan River, a marshy area, and an industrial area on the north bank of the river. Victory Circle is just to the south of the bridge, at the intersection of US 9 and NJ 35. The Edison Bridge was determined eligible because the main spans are continuous over 3 spans, a feature which is unusual for bridges of this proportion. 2 bridges in Victory Circle were determined eligible as approaches to this structure.

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

CONSULT STATUS Bridge was Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 11/22/91

SUMMARY The deck girder bridge is well-preserved, well-detailed, and is an early example of a long-span continuous girder bridge. The approach spans are simply supported 7' deep girders, while the 9 main spans are 3-span continuous, with girders as deep as 21'. The concrete pier columns and struts are nicely detailed from top to bottom. The posts at the abutment display a large tile of the state seal, with more tile on the approach railing. Similar tile work was seen on only one other span (1210155).

INFOR MATION

Bibliography:
Condit, Carl W. American Building Art: The Twentieth Century. 1961.
Fox, Robert. Interview with Mary McCahon, 4/7/92.
"Morris Goodkind, Bridge Builder, Dies", The Daily Home News, New Brunswick, N.J., Saturday, September 7, 1968.

Physical Description: The 29-span steel deck girder bridge is supported on reinforced concrete piers and abutments. The nine longest spans are over the river, and are composed of three pairs of three-span continuous girders. The massive girders are as deep as 21 feet at the mid-river piers. The approach spans are simply supported girders that are typically about 7 feet deep. All of the spans have floor beams and stringers below the concrete deck.

The pier columns and the struts are nicely detailed with scored bands and stylized paneling just below the bearings. The approach balustrades are elaborately detailed with decorative tiles. The posts at the abutments bear a circular tile at the seal of the State of New Jersey. A similar tile was seen on a few other bridges in the state (1210155, 1606158, 1607163). Metal railings line the roadway across the bridge. A concrete jersey-type barrier has been added along the centerline of the road.

Historical and Technological Significance: The bridge was determined eligible by the SHPO on 11/22/91 because of its size, its type, its age, and its association with Morris Goodkind. It was found eligible under Criteria C and B. It is well-preserved and well-detailed, and is an early example of a large-scale continuous deck-girder bridge.

The 29-span bridge is a significant and early example of its type. Although deck girder bridges were common in the early 20th century, the design of a three-span continuous system of this magnitude was not common. This 1939 structure took a small-scale bridge type to a large-scale proportion. The well-preserved structural components of the bridge function today as they did when it was designed.

Morris Goodkind (1888-1968), responsible for the design of this bridge, was a graduate of Columbia University. He joined the New Jersey Highway Department in 1922 and became the Chief Bridge Engineer in 1925, a post he held through 1955. His tenure with the State Highway Department coincided with the state's dramatic expansion of the state highway system that required many new bridges.

Goodkind emphasized the need for aesthetically pleasing as well as structurally sound structures. He brought in architect Arthur Lichtenburg to develop an architectural section in the bridge department. Lichtenburg was with the department until the late 1960s. The two men were responsible for the fine detailing that characterizes New Jersey's concrete spans. Many of the grade elimination bridges of the 1930s and 1940s were detailed with Moderne and Deco pilasters and entablature as well as faience tile decoration.

The Edison bridge is a fine example of the attention to aesthetic detail that these men stressed in bridge construction. The elaborate tile work as well as the detailed concrete of the substructure attest to the emphasis on aesthetics on State Highway Department-designed bridges.

Boundary Description and Justification: Because it is the bridge itself that is eligible, the boundary is limited to the superstructure and the substructure of the bridge itself. The existence of 2 single-span stringer bridges in Victory Circle at the south approach to the bridge is not relevant to the eligibility of the Edison Bridge.

PHOTO: 117:,122:,123: (03/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1210150 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 135.1

NAME & FEATURE INTERSECTED US 9 OVER MAIN STREET **FACILITY** US 9

TOWNSHIP WOODBRIDGE TOWNSHIP

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

 # SPANS 3 **LENGTH** 83 ft **WIDTH** 54 ft

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

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

SETTING / CONTEXT The bridge is located in a residential area which has been converted to commercial use. It carries a 4-lane divided highway with no shoulders or sidewalks across a 3-lane city street. The bridge was built as part of a grade separation project of the mid-1930's that resulted in bridges carrying US 9 over local streets and railroads.

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 stringer main span and slab approach spans bridge sit on a concrete substructure. It is a representative example of the well-detailed overpasses produced by the State Highway Department in the pre-WW II era. The abutments are detailed with fluted pilasters at the corners, and the back walls have decorative panels. The balustrade is a standard design. The well-proportioned bridge is well preserved, but it is not technologically or historically distinguished.

INFOR MATION

PHOTO: 116:19-20 (02/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1210151 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 135.21

NAME & FEATURE INTERSECTED US 9 OVER METUCHEN AVE **FACILITY** US 9

TOWNSHIP WOODBRIDGE TOWNSHIP

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

 # SPANS 1 **LENGTH** 71 ft **WIDTH** 54 ft

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

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

SETTING / CONTEXT The bridge carries a busy 4-lane divided highway and two dirt sidewalks across a quiet 2-lane street. The area around the bridge consists of 19th and 20th century residential structures. It was built as part of a grade separation project of the mid-1930's that carried US 9 over local streets and railroads.

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 one span encased stringer bridge sits on concrete abutments that are formed with Moderne details. The abutments have been repaired, but the original detailing was reproduced. The balustrade is typical of late-1930 bridges, with a new beam guiderail along the curbline. The bridge is not technologically or historically distinguished, but is a representative example of the handsome, well-detailed grade crossing elimination spans the State Highway Department built in the 1930s.

INFOR MATION

PHOTO: 116:21-22 (02/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1210152 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 135.7

NAME & FEATURE INTERSECTED US 9 NB OVER GREEN STREET CONNECTOR **FACILITY** US 9 NORTHBOUND

TOWNSHIP WOODBRIDGE TOWNSHIP

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

 # SPANS 1 **LENGTH** 64 ft **WIDTH** 32 ft

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

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

SETTING / CONTEXT The bridge is located in a 20th century commercial and industrial area with no "district" potential. The bridge carries 3 lanes of one directional traffic over a single lane ramp. The bridge was built as part of a grade separation project in the mid-1930's. The elevation of the highway through the urban area necessitated bridges to carry US 9 over local streets and railroads.

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 bears on a concrete substructure. The abutments have fluted pilasters, stylized entablature, and horizontally scored wingwalls. The concrete balustrade is typical of pre-World War II State designs. Modern beam guiderails were added along the curbline. The structure is not historically or technologically distinguished. It is an unaltered representative example of the many handsome overpasses the state built in the 1930s.

INFOR MATION

PHOTO: 116:23-25 (02/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1210153 **CO** MIDDLESEX **OWNER** RAILROAD **MILEPOINT** 15.68

NAME & FEATURE INTERSECTED PORT READING BRANCH OVER US 9 **FACILITY** PORT READING BRANCH RAILROAD

TOWNSHIP WOODBRIDGE TOWNSHIP

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

 # SPANS 3 **LENGTH** 116 ft **WIDTH** 31.8 ft

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

DESIGNER/PATENT READING RR OFFICE OF ENGINEER **BUILDER**

SETTING / CONTEXT The 3-span bridge crosses US 9, a 6-lane highway separated by a grassy median strip in an area dominated by post-1960 commercial structures. The bridge now carries only one track of the Port Reading Branch, but was built to carry two tracks. The line carried coal to the Arthur Kill at Port Reading from 1892 through 1983, when the coal operation was discontinued. The bridge was part of the mid-1930's grade separation project along US 9.

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 stringer bridge bears on concrete piers and abutments that are detailed with pilasters. The concrete parapet is detailed on the exterior face to echo the typical State-designed balustrades along US 9. The bridge is one of over 40 extant stringer bridges in the county pre-dating WWII. It is not technologically or historically distinguished.

INFOR MATION

PHOTO: 116:26-28 (02/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1210154 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 135.9

NAME & FEATURE INTERSECTED US 9 SB OVER GREEN STREET CONNECTOR **FACILITY** US 9 SOUTHBOUND

TOWNSHIP WOODBRIDGE TOWNSHIP

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

 # SPANS 1 **LENGTH** 60 ft **WIDTH** 32 ft

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

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

SETTING / CONTEXT The bridge is located in an area of 20th century commercial structures. The bridge carries 3 lanes of heavily travelled highway over a one lane ramp. The bridge was built as part of a grade separation project along US 9. The project resulted in many bridges being built to carry the highway over local features of the urban area.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one-span stringer bridge sits on concrete abutments finished with Moderne details. Fluted pilasters are present at the abutment corners, with shallow pilasters on the abutment faces. The concrete balustrade is a common State-designed railing. Beam guiderails have been added along the curb lines. The bridge is not technologically nor historically distinguished, but is an unaltered representative example of the many well-detailed overpasses the state designed in the 1930s.

INFOR MATION

PHOTO: 116:29-30 (02/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1210155 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 136.21

NAME & FEATURE INTERSECTED US 9 SB OVER US 1 NB **FACILITY** US 9 SOUTHBOUND

TOWNSHIP WOODBRIDGE TOWNSHIP

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

 # SPANS 1 **LENGTH** 98 ft **WIDTH** 31.9 ft

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

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

SETTING / CONTEXT The bridge is set in a 20th century commercial district, and carries a heavily travelled highway (3-lanes, one directional traffic) over another (3-lanes, one directional traffic) at the junction of the two routes. The bridge was built during New Jersey's emphasis on grade separation at highway intersections of the 1930s, resulting in a more efficient highway system.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 9/1/94, Letter 11/22/95.

SUMMARY The single-span encased thru-girder and floorbeam bridge sits on concrete abutments with a Moderne entablature and pilasters. The abutment posts display tile work of the State seal and tile borders similar to details on the Edison bridge (1209155). The approaches are flanked by concrete balustrades above scored wingwalls. Although handsomely detailed, the bridge is not technologically or historically distinguished. It is representative of the well-detailed State-designed overpasses of the 1930s.

INFOR MATION

PHOTO: 116:31-33 (02/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1212150 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 34.8

NAME & FEATURE INTERSECTED NJ 18 OVER MAIN ST, SOUTH RIVER & CONRAIL **FACILITY** NJ 18

TOWNSHIP EAST BRUNSWICK TOWNSHIP

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

 # SPANS 8 **LENGTH** 419 ft **WIDTH** 50 ft

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

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

SETTING / CONTEXT The bridge is located at the edge of the village of East Brunswick, in a mixed commercial and residential area. It carries a 4-lane divided highway (NJ 18) over a busy 2-lane road, 1 electrified track, and the South River.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 8-span encased stringer bridge sits on concrete abutments and column bents. The bents are reinforced with steel sections banded to the columns and across the concrete cap. A 6' high parapet marks the railroad span while the other spans are enclosed by a concrete balustrade. Some balustrade posts are set with concrete obelisk light standards. A Jersey-type barrier has been added. The structural integrity of the common bridge-type has been compromised. It is not technologically distinguished.

INFOR MATION

PHOTO: 123:34-35,37 (03/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1212153 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 37.48

NAME & FEATURE INTERSECTED NJ 18 NB OVER CONRAIL **FACILITY** NJ 18 NORTHBOUND

TOWNSHIP EAST BRUNSWICK TOWNSHIP

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

 # SPANS 3 **LENGTH** 112 ft **WIDTH** 50 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge is located in a wooded area. It carries 4 lanes of one-directional highway traffic and two sidewalks across one railroad track. The line was built in 1890 as an extension to New Brunswick of the Raritan River RR that ran from South Amboy to Washington (4 mi.). The line was used by the PA RR and the CNJ for access to New Brunswick from South Amboy. In 1980 the Raritan River RR lost its independence. Conrail took it over, and renamed it the Sayreville Secondary.

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 stringer bridge sits on concrete column bents and abutments. The abutments are buttressed under earth fill. The column bents are set on plinths, with a pier cap across the top of the bent. The concrete balustrade is commonly designed and detailed, with new beam guiderails at the approaches, but not crossing the bridge. The bridge is technologically and historically undistinguished. It is one of over 40 encased stringer bridges extant in Middlesex County built prior to World War II.

INFOR MATION

PHOTO: 125:25A-26A (03/92) REVISED BY (DATE): QUAD: New Brunswick

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 # 1213150 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 40.22

NAME & FEATURE INTERSECTED NJ 18 NB OVER WESTONS MILL POND (LAWRENCE BROOK) **FACILITY** NJ 18 NORTHBOUND

TOWNSHIP EAST BRUNSWICK TOWNSHIP

TYPE OPEN SPANDREL RIBBED ARCH **DESIGN** PARABOLIC **MATERIAL** Reinforced Concrete

 # SPANS 3 **LENGTH** 228 ft **WIDTH** 50 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1992 **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge is located in a wooded area with late-20th century office buildings nearby. The brook is dammed on both sides of the bridge to create a pond. It carries northbound traffic across the pond. The bridge was being redecked in 1992.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 11/22/95

SUMMARY The well-proportioned 3-span open spandrel ribbed arch bridge with spandrel columns was altered in 1992 when the original balustrades were replaced with parapets, but it remains a significant example of an uncommon type. It is one of approximately 8such bridges designed and built by the state between 1929 and 1939. The bridge is technologically and historically significant.

INFOR MATION

Bibliography:
Condit, Carl W. American Building Art. 1961.
Hess, Jeffrey A. and Frame, Robert M. Wisconsin Stone Arch and Concrete Arch Bridges. 1986.
Fox, Robert. Personal Interview with Mary McCahon.

Physical Description: The 3-span open spandrel arch bridge has a total length of 228 feet between abutment faces. The center arch has a clear span of 76'-6". The 5-ribbed arches are parabolic, with slender spandrel columns supporting the floor beams and deck. In 1992 the reinforced concrete deck was replaced in-kind. It is directly tied to the floor beams by steel reinforcing. The original balustrade design is echoed on the fascia of the new concrete Jersey-type barriers. Large concrete pylons remain at the four corners of the bridge, along with the original approach balustrades.

Historical and Technological Significance: The three-span open spandrel reinforced concrete arch bridge over Weston's Mill Pond is a representative example of the past and present emphasis on sound bridge engineering coupled with aesthetics by the New Jersey State Highway Department Bridge Division. It was designed in 1931 using state-of-the-art bridge technology to create a structure that enhanced the beauty of the area. In 1991, the deck and original parapet were replaced with a similar deck and a Jersey-type barrier.

Morris Goodkind oversaw the design of this bridge as Chief Bridge Engineer of the New Jersey State Highway Department. Several bridges of this type were constructed in New Jersey between 1929 and World War II, and some of them are more complete examples of the important bridge type (1203150, 1606158, 1607168, 1810170). The designs were greatly influenced by the design of the College Bridge (1203150), the most important State Highway Department-designed open spandrel arch bridge, carrying US 1 over the Raritan River.

The first reinforced concrete bridges were designed and patented around the turn of the century. Concrete arch bridges were reinforced with steel to reduce cracking in the concrete and to eliminate the massiveness of the structures. One technique of material reduction was opening the spandrel vaults in lieu of filling them with earth or concrete. Since the vaults could be empty, spandrel walls did not need to be solid, but could be opened as long as the load of the deck was brought down to the arch with spandrel piers. As the technology progressed, solid barrel arch design was often replaced with ribbed arches, further reducing the volume of material. Open spandrel arch bridges were built as early as the first decade of the 20th century. They are representative of the highest level of refinement in the design of reinforced concrete arch bridges.

PHOTO: 118:41A-43A (02/92) REVISED BY (DATE): QUAD: New Brunswick

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 # 1216158 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 11.55

NAME & FEATURE INTERSECTED NJ 27 OVER SIX MILE RUN **FACILITY** NJ 27

TOWNSHIP OLD BRIDGE TOWNSHIP

TYPE ARCH **DESIGN** BARREL **MATERIAL** Concrete

 # SPANS 1 **LENGTH** 22 ft **WIDTH** 38 ft

CONSTRUCTION DT 1904 **ALTERATION DT** **SOURCE** PHOTODOCUMENTATION

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane state highway and shoulders over a small stream in an area dominated by mid-20th century development. A utility pipe crosses the same feature about 50' upstream from the bridge. To the west of the bridge is the well-preserved 18th- and 19th-century agricultural district listed in both the New Jersey and National Register of Historic Places as the Six Mile Run Historic District. The bridge is outside of the National Register listed district, but inside and contributing to the New Jersey Register listed, Six Mile Run Historic District.

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

CONSULT STATUS Not Individually Eligible. NJ Register listed Six Mile Run Historic District. Contributing.

CONSULT DOCUMENTS SHPO Finding 02/02/93, Letter 03/12/01.

SUMMARY The short concrete barrel arch bridge with random-coursed ashlar spandrel walls was built in 1904 on a new alignment of the road that historically has divided Somerset and Middlesex counties. It is topped with concrete cap stones and pipe railing, some sections of which retain their original braced posts. The arch intrados has been coated with gunite. The bridge is a relatively early example of its type, but it is not is individually eligible for listing in the National Register. It is a contributing resource of the NJ Register of Historic Places listed Six Mile Run Historic District.

INFOR MATION

PHOTO: 108:29-33,37 (10/91) REVISED BY (DATE): QUAD: Monmouth Junction

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 # 1216161 **CO** MIDDLESEX **OWNER** RAILROAD **MILEPOINT** 31.35

NAME & FEATURE INTERSECTED AMTRAK NORTHEAST CORRIDOR OVER NJ 27 **FACILITY** AMTRAK NORTHEAST CORRIDOR RAIL LINE

TOWNSHIP NEW BRUNSWICK CITY

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

 # SPANS 4 **LENGTH** 180 ft **WIDTH** 52 ft

CONSTRUCTION DT 1903 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT PENNSYLVANIA RR ENGINEERS OFF **BUILDER**

SETTING / CONTEXT The bridge carries 4 electrified tracks over a city street in an urban area composed of 19th and 20th century structures. The bridge is one of three closely spaced bridges along the ashlar-lined earth-filled elevated right-of-way that carries the NE Corridor through New Brunswick. It is part of the Pennsylvania RR's 1890-1910 main line reconstruction and appears to be a potential historic district.

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

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

CONSULT DOCUMENTS SHPO Letter 11/22/95

SUMMARY The skewed 4-span thru girder bridge bears on concrete columns and rusticated ashlar abutments. The closely-spaced floorbeams are encased above the bottom flanges. The girders are exposed below the floor and above the slab, which is covered with ballast as deep as the girders. The bridge, an example of the most common railroad bridge type in the state, is not technologically innovative or individually significant. It is part of the large urban grade-crossing elimination project of the Pennsylvania RR. The bridge is a contributing resource to a potential historic district.

INFOR MATION

PHOTO: 118:11-12,119: (02/92) REVISED BY (DATE): QUAD: New Brunswick

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 # 1217150 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 16.7

NAME & FEATURE INTERSECTED NJ 27 (ALBANY STREET) OVER RARITAN RIVER **FACILITY** NJ 27 (ALBANY STREET)

TOWNSHIP NORTH BRUNSWICK TOWNSHIP

TYPE BRICK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Brick

 # SPANS 10 **LENGTH** 595 ft **WIDTH** 41 ft

CONSTRUCTION DT 1890ca **ALTERATION DT** 1924 **SOURCE**

DESIGNER/PATENT UNKNOWN / NJDOT **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries 4 lanes of traffic and 2 sidewalks over the Raritan river in downtown New Brunswick. The former Delaware 7 Raritan Canal flows under the west approach. The setting is not distinguished. Apartments are located on the east side of the river, and urban-renewal areas and access roads to highways characterize the west or New Brunswick side.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Individually Eligible. Listed. D&R Canal. 05/11/1973. Contributing.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY Built ca. 1890 as a 32'-wide, 7-span brick arch with well detailed coursed ashlar spandrel walls and gauged ring stones, the bridge has been altered several times. In 1924, to alleviate vehicular congestion at the crossing, the State widened the bridge with an arched concrete addition to the upstream side. The deck girder approach spans were also widened in kind. The need for widening demonstrates the structure's historical associations with the economic vibrancy of New Brunswick that was, and is, an important regional commercial center. The 1929 widening, despite its use of a different masonry material, is compatible with the arch design and construction of the original structure. This arched concrete addition has gained significance over time and does not diminish the integrity of the structure. The bridge was widened again in 1954, and in 1985 the deck and railings were replaced. The brick arches have been gunited. Despite these changes, the bridge retains its original appearance on the upstream elevation below the bridge deck. This structure is individually eligible for listing in the National Register of Historic Places under Criterion C, as an example of a large multi-span arched viaduct, and under Criterion A, as a contributing element of the Delaware and Raritan Canal Historic District.

INFOR MATION

PHOTO: 106:32-39 (10/91) REVISED BY (DATE): QUAD: New Brunswick

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 # 1218151 **CO** MIDDLESEX **OWNER** RAILROAD **MILEPOINT** 0.12

NAME & FEATURE INTERSECTED BONHAMTOWN BRANCH OVER NJ 27 **FACILITY** BONHAMTOWN BRANCH RR

TOWNSHIP METUCHEN BOROUGH

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

 # SPANS 1 **LENGTH** 67 ft **WIDTH** 13.4 ft

CONSTRUCTION DT 1923 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in an undistinguished mid-20th century residential and commercial area. One railroad track is carried over a 2-lane state route. Five hundred feet to the north, the track joins Amtrak's northbound Northeast Corridor. n Branch was built as a spur of the Lehigh Valley RR. Conrail obtained possession of the rail line in 1976.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed thru-girder bridge rests on scored concrete abutments with wingwalls. The built-up riveted steel girders support encased floorbeams and the concrete deck. The bridge is a representative example of a common pre-World War II bridge type designed for railroad use. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 122:30A-31A (03/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1218152 **CO** MIDDLESEX **OWNER** UNKNOWN **MILEPOINT** 21.6

NAME & FEATURE INTERSECTED LAKE AVENUE (NJ 27) OVER SOUTH PLAINFIELD BRANCH **FACILITY** LAKE AVENUE (NJ 27)

TOWNSHIP METUCHEN BOROUGH

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

 # SPANS 3 **LENGTH** 84 ft **WIDTH** 36.5 ft

CONSTRUCTION DT 1924 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries a 2-lane city street and 2 sidewalks across a one-track, depressed, inactive railroad. The neighborhood is a mix of commercial and residential buildings from the late 19th through the 20th century. This section of the neighborhood does not appear to have historic district potential because of modern intrusions. The Lehigh Valley RR built the line in 1875 as its main line to the Perth Amboy ports, but it became a branch in 1880. Conrail obtained it in 1976.

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 is composed of one stringer span and two end slab spans. The bridge sits on concrete abutments and pier bents. The pier columns are set on concrete plinths, and have arched struts. The cantilevered sidewalks are flanked by metal railings. A beam guiderail has been added along the curbline. The bridge is a representative example of the more than 40 remaining stringer bridges in the county built before World War II. It is not technologically or historically distinguished.

INFOR MATION

PHOTO: 121:2 (03/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1218153 **CO** MIDDLESEX **OWNER** RAILROAD **MILEPOINT** 26.05

NAME & FEATURE INTERSECTED AMTRAK NORTHEAST CORRIDOR OVER NJ 27 **FACILITY** AMTRAK NORTHEAST CORRIDOR RAIL LINE

TOWNSHIP METUCHEN BOROUGH

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

 # SPANS 1 **LENGTH** 48 ft **WIDTH** 11.6 ft

CONSTRUCTION DT 1914 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT PENNSYLVANIA RR OFFICE OF ENG **BUILDER**

SETTING / CONTEXT The bridge carries 4 electrified tracks of Amtrak's Northeast Corridor and one Conrail spur (the Bonhamtown Branch) across a 2-lane city street used as a state route. The tracks separate a residential area from a commercial area of 20th century structures. The Northeast Corridor was consolidated by the PA RR in 1871 from many other lines. Amtrak took over the NE Corridor in 1971. The Conrail spur (obtained in 1976) was originally part of the Lehigh Valley main line (1875).

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 6-girder bridge rests on ashlar abutments with concrete bridge seats and skirts. The thru-girders are bridged by floorbeams and riveted, built-up pans are used to support a solid deck with ballast. The webs of the interior girders are encased completely in concrete. A concrete sidewalk under the bridge is built into the skirting has a braced pipe railing, a standard PA RR design. The bridge is not technologically or historically distinguished.

INFOR MATION

PHOTO: 121:43-44,1 (03/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1218154 **CO** MIDDLESEX **OWNER** UNKNOWN **MILEPOINT** 23.0

NAME & FEATURE INTERSECTED MIDDLESEX AVENUE (NJ 27) OVER CONRAIL **FACILITY** MIDDLESEX AVENUE (NJ 27)

TOWNSHIP METUCHEN BOROUGH

TYPE DECK GIRDER **DESIGN** OPEN WEB **MATERIAL** Steel

 # SPANS 3 **LENGTH** 167 ft **WIDTH** 30 ft

CONSTRUCTION DT 1909 **ALTERATION DT** 1922 **SOURCE** PLANS

DESIGNER/PATENT AMERICAN BRIDGE CO. **BUILDER** AMERICAN BRIDGE COMPANY

SETTING / CONTEXT The bridge is located in a late-20th century residential and small commercial area. It carries a 2-lane state route and two sidewalks over one track of depressed, inactive rail line, ConRail's Port Reading Branch. The line was in service primarily as a coal hauler for the Reading RR from 1892 until 1983, when the coal operation was discontinued. Conrail obtained the Reading RR in 1976. The main line is still in use, but this branch probably went out of service in 1983.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-span lattice web deck girder bridge rests on steel bents and concrete abutments. The uncommon superstructure was built in 1909, using only the fascia girders and bents. The center lattice web girder and its supporting columns were added in 1922 to increase the live load capacity as automobiles came into prominence. The 1909 railing has cast iron posts and latticed panels topped with filagree bands. The bridge is technologically important as one of the few examples of the type in the state.

INFOR MATION

Bibliography:
Waddell, J.A.L. Bridge Engineering. 1925.
NJDOT Plan File.

Physical Description: The skewed lattice-web deck girder bridge was built in 1909, using two girders on riveted steel bents. In 1922 a third girder was added at the centerline of the bridge. New steel columns were erected off-line from the bents, and braced into them. The girder webs are composed of diagonally riveted angle sections slanted in opposite directions on opposite faces of the girder. Rolled floor beams and encased steel stringers support the concrete deck. Timber plank sidewalks are cantilevered from the fascia girders. The 1909 railing has cast iron posts, and lattice panels with filagree top sections under the round tub top rail. Some sections of the railing are misaligned or missing.

Historical and Technological Significance: The Middlesex Avenue lattice-web deck girder bridge is technologically significant as a good example of an early bridge type that has become rare in New Jersey (Criterion C). It is the only documented lattice- or open-web girder in Middlesex County, and one of less than a half dozen highway examples known in the entire state. Two others exist in Hudson County (0900011 & 0950163), but each of them has a different style of web lattice. By the 1910s, plate girders were becoming more widely used than open-webbed girders. The plate girder was stronger, easier to fabricate, and more readily available. The lattice-webbed girder is an example of "first-generation" technology used around the turn of the 20th century.

The American Bridge Company, builder of many bridges throughout the state, is the fabricator of this structure. It was built for the Port Reading Railroad. Their plans from 1909 show the span with only two girders, and only two columns per bent. A plan sheet from the Port Reading RR's office dated 1922 details a bridge strengthening and deck replacing scheme. The work to be done included an additional girder at the centerline of the bridge, with new columns connected to the bent supporting the girder.

The addition in 1922 of the center girder strengthened the bridge, allowing for an increased load capacity. The timber deck that was placed in 1922 was crowned for drainage, as the original deck had not been. The placement of the current deck is not documented. The bridge has retained the integrity of its original design, including the major bridge strengthening that occurred in 1922.

Boundary Description and Justification: The significance of the bridge is limited to the structure itself and not to the surroundings. The boundary of eligibility is the substructure and superstructure of the bridge, including the portions of the railing built during the original construction.

PHOTO: 122:35A-40A (03/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1218158 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 25.85

NAME & FEATURE INTERSECTED NJ 27 OVER SOUTH BRANCH RAHWAY RIVER **FACILITY** NJ 27

TOWNSHIP WOODBRIDGE TOWNSHIP

TYPE DECK ARCH, STRINGER **DESIGN** BARREL, ENCASED **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 25 ft **WIDTH** 42 ft

CONSTRUCTION DT 1919 **ALTERATION DT** 1926 **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge carries a 3-lane state highway over a small stream through a mid- to late-20th century residential area. The highway parallels Amtrak's Northeast Corridor tracks, which are carried over the same stream by a stone-faced arch 20' to the east.

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 structure is a reinforced concrete deck arch that was built in 1919. In 1926, it was widened by adding stringers on the upstream side of the arch. Both sides of the bridge have a concrete balustrade, but with different construction date inscriptions. The ashlar abutment that supports the stringer addition is shared with the railroad bridge 20' upstream. The bridge is a representative example of common pre-World War II bridge types and is not technologically or historically notable.

INFOR MATION

PHOTO: 117:35-38 (02/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1218411 **CO** MIDDLESEX **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED NEW DOVER ROAD OVER NJ 27 & AMTRAK & MIDDLE AVENUE **FACILITY** NEW DOVER ROAD

TOWNSHIP WOODBRIDGE TOWNSHIP

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

 # SPANS 14 **LENGTH** 639 ft **WIDTH** 30 ft

CONSTRUCTION DT 1937 **ALTERATION DT** 1991 **SOURCE** NJDOT

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

SETTING / CONTEXT The viaduct is located near a private golf course and a residential neighborhood developed in the 1920s. It carries a 2-lane road with 1 sidewalk over 4 electrified railroad tracks (Amtrak), a state highway (2 lanes) and a local road (2 lanes). The tracks are part of the Northeast Corridor, used mainly for passenger service by Amtrak and New Jersey Transit. The line was consolidated from several smaller lines in 1871 by the PA RR, and taken over in 1976 by Amtrak.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The thru-girder with floorbeams and encased stringer bridge is supported on a concrete substructure. The pier columns are braced by struts. The encased stringer approach spans are haunched at the fascia for appearance. A sidewalk is cantilevered from one face. In 1991 the original railings were replaced with Jersey-type barriers and a pedestrian fence was added when the deck was replaced. The bridge is not technologically or historically distinguished.

INFOR MATION

PHOTO: 116:44-45 (02/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 121B007 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BLAIR ROAD OVER WOODBRIDGE CREEK **FACILITY** BLAIR ROAD

TOWNSHIP CARTERET BOROUGH

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

 # SPANS 1 **LENGTH** 26 ft **WIDTH** 24.8 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in a marshy area near a large mid- to late-20th century industrial complex. The bridge carries a two lane road over small stream adjacent to ConRail's Port Reading Branch. The rail line was built by the Reading RR in 1892 for freight trains to carrying coal to Port Reading on the New York harbor. The line was in use though 1983, when the coal operation was discontinued. Conrail had obtained the bankrupt Reading RR in 1976.

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 superstructure and deck were replaced with weathering steel stringers and a new concrete deck. The skewed stringers sit on ashlar abutments. A few utilities run along the east side of the bridge, and new beam guiderails line the roadway across the bridge. The date of rehabilitation is not known, but the structure is not technologically or historically distinguished.

INFOR MATION

PHOTO: 117:39-40 (02/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 121B084 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED GILLS LANE OVER SOUTH BRANCH RAHWAY RIVER **FACILITY** GILLS LANE

TOWNSHIP WOODBRIDGE TOWNSHIP

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

 # SPANS 2 **LENGTH** 44 ft **WIDTH** 24 ft

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

DESIGNER/PATENT OFFICE OF COUNTY ENGINEER **BUILDER**

SETTING / CONTEXT The bridge is located in a late 20th century residential area of single family and multi-unit housing. The bridge carries a busy 2-lane road and one sidewalk across a small stream. The bridge is scheduled for replacement in 1992.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span encased stringer bridge sits on concrete abutments and a cutwater pier. A sidewalk is separately supported by castelated thru-girders with hexagons cut in the web. The pipe railing for the sidewalk is fastened to the fascia stringer. Concrete balustrades are present on each side of the roadway with approach guiderails fastened to the end posts. The stringer bridge is undistinguished in its setting and lacks technological and historical importance.

INFOR MATION

PHOTO: 116:40-42 (02/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 121B145 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OAKWOOD AVENUE OVER RAHWAY RIVER **FACILITY** OAKWOOD AVENUE

TOWNSHIP EDISON TOWNSHIP

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

 # SPANS 3 **LENGTH** 22 ft **WIDTH** 30.8 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in Roosevelt County Park, near the campus of Roosevelt Hospital. It carries a 2-lane road and a sidewalk 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 three-span continuous stringer bridge sits on concrete abutments and bents. The bents have eight columns each. The abutments have bridge seats similar in size to the caps on the piers. The sidewalks on each side of the road are timber planks, with a wooden curb below a steel post-and-beam guiderail. The bridge is not technologically or historically distinguished.

INFOR MATION

PHOTO: 122:41A-42A (03/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1221151 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 26.7

NAME & FEATURE INTERSECTED NJ 34 SB OVER US 9 NB **FACILITY** NJ 34 SOUTHBOUND

TOWNSHIP OLD BRIDGE TOWNSHIP

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

 # SPANS 1 **LENGTH** 94 ft **WIDTH** 24 ft

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

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

SETTING / CONTEXT The bridge is located in a wooded area with light commercial development from mid to late 20th century. The bridge carries one wide lane of traffic and one full sidewalk over two lanes at a grade separation intersection of a state and a federal highway. The bridge was built as part of a movement making highway intersections more efficient by eliminating grade crossings.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The one-span thru-girder bridge sits on a concrete substructure. The abutments exhibit stylized Moderne pilasters and entablature. The girders and floor beams are completely encased in concrete. The bridge has decorative faience tile work, a common detail of State-designed bridges. The encasement on the girder web stiffeners is detailed with chevrons. The 1941 bridge is late but is a good example of the architectonic designs done by the state before WWII. It is individually eligible for listing in the National Register under Criterion C.

INFOR MATION

PHOTO: 113:21A-25A (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1222150 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 47.37

NAME & FEATURE INTERSECTED NJ 35 OVER CHEESEQUAKE CREEK **FACILITY** NJ 35

TOWNSHIP OLD BRIDGE TOWNSHIP

TYPE SINGLE LEAF BASCULE **DESIGN** **MATERIAL** Steel

 # SPANS 9 **LENGTH** 712 ft **WIDTH** 68 ft

CONSTRUCTION DT 1942 **ALTERATION DT** 1956, 1986 **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge is set in the salt marshes along the New Jersey Coast. It carries four lanes of traffic with a mountable median, two shoulders and two sidewalks across a wide creek with a marina directly adjacent to the bridge.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single leaf bascule bridge now functions with new and rehabilitated equipment. The bridge was rehabilitated in 1986. A second floor was added to the operator's house, with a new control panel installed. New brakes and motors were also installed at that time. A steel deck girder span mirrors the 17'-6 bascule span. Seven encased stringer spans make up the approaches to the bascule span and the multi-girder span. The bridge has been altered, and it is not a significant example of its type.

INFOR MATION

PHOTO: 114:31-35 (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1222151 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 47.52

NAME & FEATURE INTERSECTED NJ 35 NB OVER NY & LB RR (NORTH JERSEY COAST LINE) **FACILITY** NJ 35 NORTHBOUND

TOWNSHIP OLD BRIDGE TOWNSHIP

TYPE THRU TRUSS **DESIGN** PRATT **MATERIAL** Steel

 # SPANS 1 **LENGTH** 155 ft **WIDTH** 30 ft

CONSTRUCTION DT 1924 **ALTERATION DT** 1986ca **SOURCE** PLANS

DESIGNER/PATENT CNJ RR OFFICE OF ENGINEER **BUILDER**

SETTING / CONTEXT The bridge is located in the salt marshes of New Jersey's coast line near Cheesequake Creek. It carries two lanes of traffic and a sidewalk over railroad tracks. It originally carried two directions of traffic before 1945 when structure 1222152 was built adjacent to this one to carry southbound vehicles. The electrified NJT commuter tracks also carry Conrail trains. The bridge is located above the site of Morgan Station, which was removed when the adjacent bridge was built.

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 Pratt thru-truss bridge on concrete abutments has bolted repairs at several verticals near the bottom gusset plates. The vertical and diagonal members are riveted built-up H-sections, while the chords are box sections. The struts at the top chord are latticed between angle sections. The new deck has aluminum Jersey-type barriers at both curb lines. The span is a technologically undistinguished example of what by 1924 was a common type used by the CNJ. An earlier example is 1850167.

INFOR MATION

PHOTO: 114:36-39 (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1222153 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PINE AVE (CR 688) OVER NJ 35 NB **FACILITY** PINE AVENUE (CR 688)

TOWNSHIP OLD BRIDGE TOWNSHIP

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

 # SPANS 1 **LENGTH** 49 ft **WIDTH** 29 ft

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

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

SETTING / CONTEXT The bridge is located in a mid-20th century commercial and residential area. The bridge carries the curved roadway and two sidewalks over two lanes of a heavily travelled state highway. The bridge carries traffic leading to southbound NJ 35 from a local street. It was built during New Jersey's emphasis on grade separation intersections for improvement of highway efficiency.

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 one-span stringer bridge is finished with Moderne fluted pilasters at the concrete abutment corners and filled corner panels on the abutment faces. The concrete balustrades are commonly styled for State-designed bridges, with guiderails only at the approaches. The bridge is representative of the well-detailed designs of the State in the 1930s, but is not technologically or historically distinguished, being one of over 40 extant stringer bridges in Middlesex County built prior to WW II.

INFOR MATION

PHOTO: 114:28-30 (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1222154 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 49.36

NAME & FEATURE INTERSECTED NJ 35 OVER BORDENTOWN AVE **FACILITY** NJ 35

TOWNSHIP SOUTH AMBOY CITY

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

 # SPANS 2 **LENGTH** 84 ft **WIDTH** 54 ft

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

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

SETTING / CONTEXT The bridge is located in a early-20th century residential and commercial neighborhood. It carries a busy 4-lane divided highway across a wide 2-lane city street. It is a typical example of a grade separation bridge from the 1930s when the state was emphasizing the elimination of grade crossings to increase highway efficiency.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span encased stringer bridge sits on a concrete substructure. The fascias of pier and abutments are finished with Moderne fluted pilasters. The concrete balustrade has a detailed cornice. A concrete Jersey-type barrier is the only alteration. The bridge is representative of the well-detailed State designs of the 1930s, but is not historically or technologically distinguished, being one of over 40 extant stringer bridges in the county built before World War II.

INFOR MATION

PHOTO: 114:26-27 (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1223150 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 51.8

NAME & FEATURE INTERSECTED NJ 35 OVER RARITAN RIVER (VICTORY BRIDGE) **FACILITY** NJ 35

TOWNSHIP SAYREVILLE BOROUGH

TYPE SWING SPAN **DESIGN** CENTER BEARING **MATERIAL** Steel

 # SPANS 53 **LENGTH** 3091 ft **WIDTH** 38 ft

CONSTRUCTION DT 1926 **ALTERATION DT** 1972 **SOURCE** PLAQUE

DESIGNER/PATENT CLARENCE W. HUDSON, SUP. ENG. **BUILDER** STILLMAN DELHANTY FERRIS

SETTING / CONTEXT The bridge is located in a mid- to late-20th century industrial area along the Raritan River. An extensive dedication ceremony was held for the opening of the Victory Memorial Bridge. It was dedicated to the veterans of war from the State of New Jersey.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 12/19/94

SUMMARY The subdivided Warren thru-truss swing-span bridge still functions as it was originally intended. The original (or in-kind) gears and electric motors rotate the center-bearing structure. The approach spans are deck girders (9 spans) and stringers (44 spans). Concrete balustrades enclose the stringer spans, while the steel deck-girder and truss spans have a metal railing. The tender's house sits above the roadway at the center pier. The bridge is a large, well-preserved example of its type.

INFORMATION

Bibliography:
NJ DOT Bridge File: 1223150.
"Veterans Souvenir Program of the Dedication of The Victory Bridge as a State Memorial", Victory Memorial Bridge Celebration Committee, June 24, 1926.

Physical Description: The 53-span bridge is composed of a thru truss center-bearing swing span main span, 16 steel deck girder spans and 36 concrete stringer spans. The main span is a cantilevered subdivided Warren thru truss that is 360' from end to end. The riveted truss members are built-up of plates, angles, and channels joined by lattice bars. The center-bearing span pivots on an ashlar pier that has a concrete cap. The operator's house is located directly above the pier, over the roadway, in the truss bracing. The original crash gates are still operated manually when the bridge is opened.

The deck girder approach spans have floor beams and stringers supporting the deck. These 16 spans complete the river crossing on ashlar and concrete piers. The remaining 36 spans are stringers that are continuous over three spans. These spans form the approaches over land on concrete column bents. At the ends of the bridge are classically styled towers with luminaries. The lighting fixtures were replaced across the bridge in 1972, but the original brackets remain at these towers. New guiderails were placed along the curblines the same year. The sidewalks are enclosed by concrete balustrades on the stringer approach spans and by metal railings on the deck girder and truss spans.

The swing span operating mechanism survives in a complete state of preservation. The rack and pinion drive is activated by a series of reduction gears located below the span that are powered by the original direct-current electric motors housed in the operator's house. The power is transmitted vertically by a long line shaft from the elevated operator's house to the gear sets under the bridge. The control panels are original, but hydraulic wedges are now used in place of mechanical ones, and the brakes have also been replaced.

Historical and Technological Significance: The 360' center-bearing swing span bridge is significant as the largest and latest example of a highway bridge of its type in the State of New Jersey (Criterion C). The bridge is in a nearly complete state of preservation, with much of the original equipment still functional. The Victory Memorial Bridge, named to honor those who served in World War I, is a late example of the swing span type. The use of the Raritan River as a shipping lane necessitated either a moveable bridge or a high one. Documentation detailing the decision to use a time-tested technology like a swing span rather than a bascule or vertical lift span at the crossing has not been preserved. The width of the river at the point of the bridge allowed a swing span to be used without disturbing dock areas at the banks of the river. The channel width also allowed room for the large pivot pier needed at the center of a swing span. The swinging truss is a very powerful image for traffic both on the river and the highway. The bridge was designed by Clarence W. Hudson, a consulting engineer. The state of preservation of the bridge also makes it significant. The original operator's house remains in use over the roadway. In it are the electric motors which drove the bridge when it was first built, and from them come the gearing, which is arranged as it was originally. The structural components of the bridge are also well-preserved, with little evidence of rehabilitation. The truss has been well-maintained, as has been the superstructure of the approach spans. The most notable rehabilitation changes are those made for safety reasons, the new lighting and guiderails which were installed in 1972. The timber fenders require a consistent maintenance schedule that has resulted in in-kind replacement of deteriorated members. The overall condition of the structure has been very well preserved.

Boundary Description and Justification: The bridge is evaluated as distinguished individually, so the structure itself is the boundary of significance.

PHOTO: 117:3-9,11-12 (02/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1227151 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 71.6

NAME & FEATURE INTERSECTED US 130 OVER BRAINERD LAKE **FACILITY** US 130

TOWNSHIP CRANBURY TOWNSHIP

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

 # SPANS 1 **LENGTH** 46 ft **WIDTH** 90 ft

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

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

SETTING / CONTEXT The bridge carries a 4-lane divided highway and two sidewalks over a narrow point in a lake created by damming a stream. Brainerd Lake is a central point of the town of Cranbury, and its banks are lined with a park and homes. The bridge is not related to the small town structures. US 130 runs as the eastern boundary of the town, with limited access from the streets of Cranbury. The bridge is not contributing to the historical setting of the downtown area.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 11/22/95

SUMMARY The rigid frame bridge is bounded by concrete wingwalls and Moderne detailing. The frame is arched slightly across the span in characteristic fashion. The pilasters at the corners of the frame project from the face of the substructure and frame common State-designed concrete balustrades. The bridge is not technologically or historically distinguished. Rigid frame bridges were built by New Jersey as early as 1930. In 1938 the type was utilized for the Lincoln Tunnel approach road bridges.

INFOR MATION

PHOTO: 126:40A-41A (03/92) 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 # 1227155 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 75.53

NAME & FEATURE INTERSECTED US 130 OVER JAMESBURG BRANCH RR (CONRAIL) **FACILITY** US 130

TOWNSHIP SOUTH BRUNSWICK TOWNSHIP

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

 # SPANS 3 **LENGTH** 165 ft **WIDTH** 66 ft

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

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

SETTING / CONTEXT The bridge is located in a mid- to late-20th century industrial area, and carries a 4-lane divided highway and 2 shoulders with narrow sidewalks over a single electrified track. The rail line is the ConRail's Jamesburg Branch. The line was built in 1864 from Monmouth Junction to Jamesburg by the Pennsylvania RR. It connected the NE Corridor to the United Companies (ex-Camden & Amboy) line, and was electrified around 1937 to allow electric coal trains to reach South 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 3-span stringer bridge sits on concrete piers and abutments. The column bents are set on crash walls. The two end spans have common State-designed balustrades flanking a high concrete parapet on the middle span. The parapet has panels with filled corners between stepped posts. The bridge is not technologically or historically distinguished.

INFOR MATION

PHOTO: 124:27-28 (02/92) REVISED BY (DATE): QUAD: Jamesburg

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 # 1227156 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 76.08

NAME & FEATURE INTERSECTED US 130 OVER CR 522 (JAMESBURG ROAD) **FACILITY** US 130

TOWNSHIP SOUTH BRUNSWICK TOWNSHIP

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

 # SPANS 1 **LENGTH** 58 ft **WIDTH** 68 ft

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

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

SETTING / CONTEXT The bridge is located in a mixed commercial and industrial mid to late 20th century area. It carries 4 lanes of a divided highway with mountable median, shoulders and narrow sidewalks over a 2-lane county route.

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 stringer bridge is set on vertically scored concrete abutments. The abutments have Moderne shallow pilasters on their faces, but not at the fascia corners. The concrete balustrade is of common design, with beam guiderails attached at the approaches. The bridge is not distinguished historically or technologically, being one of over 40 extant stringer bridges in Middlesex County built prior to World War II.

INFOR MATION

PHOTO: 124:29-30 (02/92) 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 # 1227157 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 77.56

NAME & FEATURE INTERSECTED US 130 OVER BRANCH LAWRENCE BROOK **FACILITY** US 130

TOWNSHIP SOUTH BRUNSWICK TOWNSHIP

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

 # SPANS 1 **LENGTH** 27 ft **WIDTH** 78 ft

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

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

SETTING / CONTEXT The bridge is hardly noticeable in its wooded setting. It carries 4-lane US 130 with grassy median and "sidewalks" and paved shoulders over a small stream in a sparsely developed 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 small rigid frame bridge has concrete wingwalls. The top component is straight across with haunches at the side walls. The bridge is very wide in comparison to its length, and is skewed across the roadway. A galvanized beam guiderail is in place along the shoulders. The bridge is not technologically or historically distinguished.

INFOR MATION

PHOTO: 124:31-32 (02/92) REVISED BY (DATE): QUAD: Monmouth Junction

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 # 1227158 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 78.36

NAME & FEATURE INTERSECTED US 130 OVER LAWRENCE BROOK RESERVOIR **FACILITY** US 130

TOWNSHIP SOUTH BRUNSWICK TOWNSHIP

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

 # SPANS 1 **LENGTH** 46 ft **WIDTH** 100 ft

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

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

SETTING / CONTEXT The bridge carries US 130, a divided highway with 4 lanes, wide shoulders, grassy "sidewalks" and median strip, over a reservoir formed by damming Lawrence Brook. The reservoir is also known as Davidson's Mill Pond. The bridge is located within county park limits that surround the reservoir.

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 steel stringer bridge bears on unadorned concrete abutments with wingwalls. The concrete balustrade is a common design with inscriptions of date and original highway route number on the posts. The concrete surface breaks the grassy median strip at the center of the roadway. The bridge is a representative example of a common bridge type in New Jersey, and it is not technologically or historically distinguished.

INFOR MATION

PHOTO: 124:33-35 (02/92) REVISED BY (DATE): QUAD: Monmouth Junction

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 # 1227159 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 79.16

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

TOWNSHIP SOUTH BRUNSWICK TOWNSHIP

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

 # SPANS 1 **LENGTH** 29 ft **WIDTH** 94 ft

CONSTRUCTION DT 1934 **ALTERATION DT** 1948 **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge is set in a wooded area, and carries 4 heavily travelled lanes across a small stream. The highway has paved shoulders, a grassy median, and a narrow grassy area between the curb and the edge 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 single-span slab bridge on concrete abutments is on a large skew. Concrete wingwalls flank the bridge. The face of the bridge rises curb-height above the bridge, so new beam guiderails line the roadway. The bridge was widened with an in-kind structure in 1948, more than doubling the width of the structure. The bridge is not distinguished technologically or historically.

INFOR MATION

PHOTO: 124:36-38 (02/92) REVISED BY (DATE): QUAD: Monmouth Junction

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 # 122B065 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HAMILTON BOULEVARD OVER BOUND BROOK **FACILITY** HAMILTON BOULEVARD

TOWNSHIP SOUTH PLAINFIELD BOROUGH

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

 # SPANS 2 **LENGTH** 45 ft **WIDTH** 25.5 ft

CONSTRUCTION DT 1917 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT OFFICE OF THE COUNTY ENGINEER **BUILDER**

SETTING / CONTEXT The bridge is located in a mixed-20th century commercial and residential area. Hamilton Boulevard is closed off to vehicular traffic with guide rails. 500' downstream a newer bridge carries traffic over the small stream and the railroad tracks of the Lehigh Valley Railroad line. The bridge will be removed in 1992 due to its state of disrepair. It will not be replaced, according to the county engineer.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span reinforced concrete slab bridge sits on concrete abutments and pier. The original concrete paneled parapet remains with 1917 inscribed at the bridge center. There is a pipe railing on the west approach. The bridge is in a state of deterioration, with slab, pier and abutment reinforcement exposed from severe spalling. The bridge is not significant historically or technologically.

INFOR MATION

PHOTO: 121:33-34 (02/92) REVISED BY (DATE): QUAD: Plainfield

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 # 122B081 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CLINTON AVENUE OVER BOUND BROOK **FACILITY** CLINTON AVENUE

TOWNSHIP SOUTH PLAINFIELD BOROUGH

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

 # SPANS 2 **LENGTH** 45 ft **WIDTH** 30.2 ft

CONSTRUCTION DT 1945 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located between an industrial and a residential area of 19th and 20th century construction, with no "district" potential. The bridge carries 2 lanes of traffic and a utility pipe across 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 reinforced concrete continuous slab bridge bears on concrete abutments and a cutwater pier. Concrete parapets with posts line the bridge. A 12" diameter utility main is supported on the wingwalls and the pier along the fascia. Approach guiderails are present on only one side of the street. The bridge is not technologically or historically distinguished.

INFOR MATION

PHOTO: 121:31-32 (02/92) REVISED BY (DATE): QUAD: Plainfield

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 # 122B093 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED NEW BRUNSWICK AVENUE OVER BOUND BROOK **FACILITY** NEW BRUNSWICK AVENUE

TOWNSHIP PISCATAWAY TOWNSHIP

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

 # SPANS 1 **LENGTH** 49 ft **WIDTH** 24.3 ft

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

DESIGNER/PATENT OFFICE OF THE COUNTY ENGINEER **BUILDER**

SETTING / CONTEXT The bridge is located near the Harris Structural Steel Co. plant and several unrelated commercial and residential structures. The bridge carries a 2-lane collector road over a small stream. A sidewalk crosses the bridge on each side.

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 rests on a concrete substructure. The concrete balustrade is plain. There is a new beam guiderail along the east curbline. This bridge is not historically or technologically distinguished, being one of over 40 extant stringer bridges in Middlesex County built before World War II.

INFOR MATION

PHOTO: 121:29-30 (02/92) REVISED BY (DATE): QUAD: Plainfield

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 # 122B129 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SOUTH RANDOLPHVILLE ROAD OVER AMBROSE BROOK **FACILITY** SOUTH RANDOLPHVILLE ROAD

TOWNSHIP PISCATAWAY TOWNSHIP

TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Steel

 # SPANS 2 **LENGTH** 35 ft **WIDTH** 26.7 ft

CONSTRUCTION DT 1938 **ALTERATION DT** 2000 **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in a single-family detached residential area of mixed-20th century construction but predominately modern construction. Two lanes of traffic cross the bridge over a small stream.

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

CONSULT STATUS Individually Listed. Listed. South Randolphville Road Bridge. 09/17/1999.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The two-span earth-filled arch bridge has a corrugated steel liner and stone spandrel walls. The balustrades are masonry, matching the spandrels, and topped by a clay-colored concrete cap across the balusters and on the posts. The bridge is more elaborately detailed than most other county bridges of the era. This structure is individually eligible for listing in the National Register of Historic Places under Criterion C. The anachronistic appearance of this steel arch bridge is achieved by the use of several design features which are totally unrelated to its structural functioning: stone veneers with an exaggerated keystone, projecting pilasters, a projecting belt course, and ornamental stone parapet walls with a decorative clay colored concrete cap. The variety of finishes which could be applied to this construction type, paired with its inherent affordability, were hallmarks of the strategies used to market this type, as borne out by literature of the period.

INFOR MATION

PHOTO: 120:30-31 (02/92) REVISED BY (DATE): QUAD: Plainfield

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 # 122B133 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BEHMER ROAD OVER AMBROSE BROOK **FACILITY** BEHMER ROAD

TOWNSHIP PISCATAWAY TOWNSHIP

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

 # SPANS 1 **LENGTH** 23 ft **WIDTH** 27.3 ft

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

DESIGNER/PATENT OFFICE OF THE COUNTY ENGINEER **BUILDER**

SETTING / CONTEXT The bridge is located on a winding 2-lane road, and crosses a small stream. The surroundings are wooded with scattered farmhouses and meadows.

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 sits on concrete abutments. The upstream half of the bridge is stringers, while the downstream half is a slab. The parapets have an inscribed diamond in the center post on both faces, and a drainage slot at the base of these posts at deck level. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 120:27-28 (02/92) REVISED BY (DATE): QUAD: Plainfield

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 # 122B137 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED NEW MARKET ROAD OVER BOUND BROOK **FACILITY** NEW MARKET ROAD

TOWNSHIP PISCATAWAY TOWNSHIP

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

 # SPANS 1 **LENGTH** 53 ft **WIDTH** 28.3 ft

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

DESIGNER/PATENT OFFICE OF THE COUNTY ENGINEER **BUILDER**

SETTING / CONTEXT The bridge is located 150' downstream from a dam across Bound Brook that has created New Market Lake. Mixed 20th century commercial structures dominate the area. Southeast of the bridge, a late 19th century industrial building sits close to the waterline, but it is not physically or historically related to the bridge. The skewed bridge carries 2 lanes and 2 sidewalks across the stream. It is scheduled for replacement in 1993.

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 thru-girder bridge sits on concrete abutments that are in poor condition. The riveted girders support the deck by encased floorbeams with exposed bottom flanges. Cantilever brackets built up of rolled angles support the concrete sidewalks and metal railings. The bridge is a representative example of a common bridge type, and is not technologically or historically distinguished.

INFOR MATION

PHOTO: 120:35-36 (02/92) REVISED BY (DATE): QUAD: Plainfield

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 # 122B155 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LINCOLN AVENUE OVER BOUND BROOK **FACILITY** LINCOLN AVENUE

TOWNSHIP MIDDLESEX BOROUGH

TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Steel

 # SPANS 2 **LENGTH** 45 ft **WIDTH** 48 ft

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

DESIGNER/PATENT GEORGE R. MERRILL, CO.ENGINEER **BUILDER**

SETTING / CONTEXT The bridge carries a wide 2-lane street with 2 sidewalks across a stream. It is located in a linear greenway that follows the brook through a late-20th century neighborhood.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span earth-filled elliptical arch has corrugated metal liners. The reinforced concrete spandrel walls include common balustrades across the stream, with paneled posts and solid parapets at the approaches. The bridge is a representative example of the architectonic bridges built by the county in the 1920s and 1930s, but it is not technologically or historically distinguished.

INFOR MATION

PHOTO: 120:23-24 (02/92) REVISED BY (DATE): QUAD: Plainfield

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 # 122B157 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED RARITAN AVENUE OVER AMBROSE BROOK **FACILITY** RARITAN AVENUE

TOWNSHIP MIDDLESEX BOROUGH

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

 # SPANS 1 **LENGTH** 78 ft **WIDTH** 43.6 ft

CONSTRUCTION DT 1913 **ALTERATION DT** 1960 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT ALVIN B. FOX **BUILDER** FERRO CONCRETE CO.

SETTING / CONTEXT The bridge is set in a residential area of early-20th century homes with late-20th century homes mixed in. The residential area surrounds a park which follows Ambrose Brook. The bridge carries three lanes of traffic and two sidewalks across the stream.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The reinforced concrete deck arch bridge was built by the Ferro-Concrete Company, who built many arch bridges using patented Luten reinforcement systems. This bridge was designed by the county engineer using a simple reinforcement pattern, not a Luten patented system. The bridge was widened in 1960, though it is not obvious due to duplication of the original parapet. The bridge is the oldest reinforced concrete arch in the county, but is otherwise undistinguished.

INFORMATION

Bibliography:
Condit, Carl W. American Building Art. 1961.
Hess, Jeffrey A. and Frame, Robert M. Wisconsin Stone Arch and Concrete Arch Bridges. 1986.
United States Patent Office, Several patents granted to Daniel B. Luten, Patent #649,643, #852,970, #852,971, #923,058, #933,771, #s 1,060,917-1,060,922, #s 1,186,108-1,186,111.

Physical Description: The 50' one-span reinforced concrete arch bridge was built in 1913 and repaired and slightly widened (1'-6") in 1960. The widened portion of the bridge and the new parapet was built to replicate the appearance of the original elliptical arch. The steel bar reinforcement of the arch follows the intrados and extrados of the arch. Transverse reinforcement is and shear stirrups were also used in the arch, showing the use of state-of-the-art design. The spandrel walls and parapets also were reinforced with steel bars. The concrete parapets are paneled on both faces. The original luminaries that were fixed to the parapets have been removed, with new lighting fixtures placed away from the structure.

Historical and Technological Significance: The reinforced concrete arch bridge was built in 1913 by the Ferro Concrete Company of Harrisburg, PA. The firm was licensed to build arches using patented systems designed by Daniel Luten, who received patents for several types of reinforced concrete structures. This bridge and its reinforcing system, however, was designed by Alvin B. Fox, the county engineer in Union County. The design did not include the technologies that had been patented by Luten.

Luten's early patents for reinforced concrete arch bridges included the use of tying reinforcement between the skewbacks. Later patents dealt with the construction of curving wingwalls, spandrel walls, ribbed reinforcement and pavement improvements. The purpose of his inventions were "to provide an improved structure of the class referred to which shall combine a maximum of strength and efficiency with increased economy of construction".

The movement towards the lessening of dead loads on reinforced concrete arches was making possible the opening of spandrel walls and the use of ribbed arches rather than barrel designs. This was especially important on larger bridges where great quantities of material were saved building open spandrel arch bridges.

The bridge over Ambrose Brook is not significant because does not have a patented design. It was not constructed following a proprietary design, as was a common practice of the early-20th century, including several structures constructed by the Ferro Concrete Company. It has also been significantly altered by a large addition.

PHOTO: 120:14-16 (02/92) REVISED BY (DATE): QUAD: Bound Brook

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 # 122B160 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BAEKELAND AVENUE OVER AMBROSE BROOK **FACILITY** BAEKELAND AVENUE

TOWNSHIP PISCATAWAY TOWNSHIP

TYPE BOX BEAM **DESIGN** **MATERIAL** Prestressed Concrete

 # SPANS 2 **LENGTH** 69 ft **WIDTH** 29.6 ft

CONSTRUCTION DT 1940 **ALTERATION DT** 1982 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OFFICE OF COUNTY ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane road over a small stream. The surrounding area has scattered industrial buildings of mid- and late-20th century construction as well as undeveloped 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 two-span bridge was rebuilt in 1982 with prestressed concrete box beams. The concrete abutments and pier remain from the previous structure, but the superstructure and deck have been replaced. A new beam guiderail lines the road. The superstructure is not old enough to be evaluated as a historically distinguished structure.

INFOR MATION

PHOTO: 120:25-26 (02/92) REVISED BY (DATE): QUAD: Bound Brook

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 # 122B175 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PROSPECT AVENUE OVER BOUND BROOK **FACILITY** PROSPECT AVENUE

TOWNSHIP PISCATAWAY TOWNSHIP

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

 # SPANS 3 **LENGTH** 45 ft **WIDTH** 23.7 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in a mixed residential and industrial setting of mid to late 20th century structures. The bridge carries two lanes of traffic across a small stream.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete slab bridge sits on concrete piers and abutments. One abutment is stone on a concrete footing, and has a concrete seat. The slab is not visible from the underside, as the timber formwork remains in place. The concrete slab deck does not extend to the fascia, but timber planking widens the deck approximately 2' on each side, with double beam guiderails crossing the bridge attached to a timber fascia stringer. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 121:26-27 (02/92) REVISED BY (DATE): QUAD: Plainfield

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 # 122B231 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SHEPARD AVENUE OVER GREEN BROOK **FACILITY** SHEPARD AVENUE

TOWNSHIP MIDDLESEX BOROUGH

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

 # SPANS 2 **LENGTH** 112 ft **WIDTH** 24 ft

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

DESIGNER/PATENT W. FRANKLIN BUCHANON, CO. ENG. **BUILDER** SNYDER ENGINEERING CO.

SETTING / CONTEXT The bridge is located in a wooded area with residences of mixed-20th century construction nearby. The bridge carries two lanes and one sidewalk over a stream. The waterway divides Middlesex and Somerset counties.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span stringer bridge with a typical concrete balustrade sits on concrete abutments and a pier. The concrete is spalling around the built-up stringers, with heavy leakage and efflorescence throughout the bridge. The structure is a common bridge type for a 1920s county-designed stream crossing. It is not technologically or historically distinguished. The bridge is one of over 40 pre-World War II stringer bridges in Middlesex County.

INFOR MATION

PHOTO: 120:17-19 (02/92) REVISED BY (DATE): QUAD: Bound Brook

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 # 122B235 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET OVER GREEN BROOK **FACILITY** MAIN STREET

TOWNSHIP MIDDLESEX BOROUGH

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

 # SPANS 2 **LENGTH** 125 ft **WIDTH** 40 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLAQUES

DESIGNER/PATENT MIDDLESEX AND SOMERSET CO. **BUILDER** ARTHUR E. SMITH, CONTRACT

SETTING / CONTEXT The bridge carries two lanes of traffic and two sidewalks across a wide stream. To the south of the bridge are several rail lines with bridges carrying them across the same stream. An abandoned building in a contractor's yard is the structure nearest the bridge. Other development is mid- to late-20th century. The bridge spans from Somerset County into Middlesex County.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span concrete elliptical deck arch bridge is the largest and best-detailed of several joint-county structures. The posts at the cutwater pier and abutments are paneled, and a denticulated cornice runs the length of the bridge. The concrete balustrade has pylons at the corners of the bridge with copper luminaries. The bridge is significant because of its state of preservation and its representation of quality joint-county bridges built on the county line prior to World War II.

INFOR MATION

Bibliography:
Middlesex County Engineer, Bridge File 2-B-235.

Physical Description: The handsome two-span concrete deck arch bridge is a well-detailed example of its type. The reinforced concrete arches are defined by paneled concrete posts at the pier and abutments that rise into classically styled pylons at the four corners of the bridge. Each is set with a handsome copper luminare that still functions. A concrete balustrade encloses the sidewalks. A denticulated cornice runs the length of the bridge below the balustrade. The entire structure is well-detailed and well preserved.

Historical and Technological Significance: The 1931 reinforced concrete arch bridge that carries Main Street over Green Brook is the most distinctive of several joint-county bridges that cross the brook (Criterion C). It is not a large bridge, but it is very ambitious in details and its proportioning and it ranks as one of the most handsome small concrete bridges in the area. It is one of the most intact examples of a common highway bridge type. The designer took full advantage of the moldable qualities of concrete, not only on normal components of bridge construction, but also using additional details, such as the pylons. It also retains its original luminaires, which add to its historic significance. The once-common lamp has become increasingly rare.

The technology of the bridge is not innovative. Reinforced concrete arch bridge were very popular in the first 30 years of the 20th century. This structure was not a pioneering feat, but made use of current proven technology. The bridge is significant because of its outstanding characterization of the joint-county bridges built during the 1920s and 1930s, using current technology of the era. It was designed by the engineering departments of Middlesex and Somerset Counties.

Boundary Description and Justification: The bridge is evaluated as individually distinguished. The boundary of significance is therefore the structure itself - including the substructure and the superstructure.

PHOTO: 120:11-13 (02/92) REVISED BY (DATE): QUAD: Bound Brook

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 # 123B019 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WATER WORKS ROAD OVER DEEP RUN **FACILITY** WATER WORKS ROAD

TOWNSHIP OLD BRIDGE TOWNSHIP

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

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

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

DESIGNER/PATENT OFFICE OF COUNTY ENGINEER **BUILDER**

SETTING / CONTEXT The bridge is located in a wooded area. It carries an unimproved 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 encased stringer bridge bears on concrete abutments and has a concrete deck. The balustrade has been filled with masonry blocks and covered on the inside face with gunite. The bridge is not technologically or historically distinguished, being one of over 40 extant pre-World War II stringer bridges in the county.

INFOR MATION

PHOTO: 123:30-31 (03/92) REVISED BY (DATE): QUAD: South Amboy

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 # 123B040 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MATAWAN-OLD BRIDGE ROAD OVER LEFFERTS LAKE **FACILITY** MATAWAN OLD BRIDGE ROAD

TOWNSHIP OLD BRIDGE TOWNSHIP

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

 # SPANS 4 **LENGTH** 38 ft **WIDTH** 27.8 ft

CONSTRUCTION DT 1929 **ALTERATION DT** 1990 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OFFICE OF COUNTY ENGINEER **BUILDER**

SETTING / CONTEXT The bridge is located in a mid- to late-20th century residential area, and spans a small lake created by the damming of a stream. The bridge carries a two lane collector road and a narrow sidewalk across the lake.

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 four span stringer bridge sits on abutments of field stone capped with a concrete seat. The piers are of new timber construction. A steel grid deck on weathering steel stringers spans the three piers. This superstructure was placed in 1990, replacing a similar structural system. New galvanized railings are bolted to the fascia stringers. The bridge is not old enough to be evaluated as technologically or historically distinguished.

INFOR MATION

PHOTO: 113:19-20 (01/92) REVISED BY (DATE): QUAD: Keyport

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 # 123B049 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MATAWAN-OLD BRIDGE ROAD OVER DEEP RUN **FACILITY** MATAWAN OLD BRIDGE ROAD

TOWNSHIP OLD BRIDGE TOWNSHIP

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

 # SPANS 2 **LENGTH** 46 ft **WIDTH** 29.4 ft

CONSTRUCTION DT 1929 **ALTERATION DT** 1986 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OFFICE OF COUNTY ENGINEER **BUILDER**

SETTING / CONTEXT The bridge is located in a wooded area with scattered small, commercial structures. The bridge carries a busy 2-lane road and a sidewalk across 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 2-span continuous stringer bridge sits on timber pile bents and concrete abutment seats. The weathering steel double beam guiderail is bolted to a concrete sidewalk that rests on the steel grid deck on one side, and is bolted to the fascia stringer on the other. The structure was rehabilitated in 1986. It is technologically undistinguished, and is not old enough to be evaluated as a historically distinguished structure.

INFOR MATION

PHOTO: 123:32-33 (03/92) REVISED BY (DATE): QUAD: South Amboy

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 # 123B050 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MATAWAN ROAD OVER SOUTH RIVER **FACILITY** MATAWAN ROAD

TOWNSHIP OLD BRIDGE TOWNSHIP

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

 # SPANS 4 **LENGTH** 88 ft **WIDTH** 27 ft

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

DESIGNER/PATENT JOHN J. REISER, CO ENGINEER **BUILDER**

SETTING / CONTEXT The bridge is located in an undistinguished mixed residential and small commercial area. The bridge carries 2 lanes of traffic and one sidewalk over a river.

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

CONSULT STATUS Bridge was Not Individually Eligible. Listed. Old Bridge Historic District. 06/29/1977. Noncontributed.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The four-span stringer bridge is supported by timber pile bents. The abutments are timber sheet piling fronted by bents. The 1928 structure was completely rebuilt in 1971. The bridge is not old enough to be evaluated as a historically distinguished structure.

INFOR MATION

PHOTO: 125:27A-30A (03/92 JPH (5/96)) REVISED BY (DATE): QUAD: South Amboy

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 # 123B078 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BORDENTOWN ROAD OVER SOUTH RIVER **FACILITY** BORDENTOWN ROAD

TOWNSHIP OLD BRIDGE TOWNSHIP

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

 # SPANS 2 **LENGTH** 125 ft **WIDTH** 30 ft

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

DESIGNER/PATENT W. FRANKLIN BUCHANON, CO. ENG. **BUILDER** G. WICKBERG & SONS, CONTR

SETTING / CONTEXT The bridge carries a busy 2-lane collector road with one sidewalk across a river. Downstream from the bridge is a mixed-20th century residential area, and upstream is a wide floodplain. A bridge carrying ConRail's Amboy Secondary crosses the floodplain 100' upstream.

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 2-span thru-girder bridge with floorbeams sits on concrete abutments and a cutwater pier. The superstructure is completely encased, including the cantilevered sidewalk brackets and stringers. The concrete balustrade along the sidewalk is a common design with little detail. The bridge is not historically and technologically distinguished, as it is a common bridge type. It is one of over 15 thru-girder bridges in the county.

INFOR MATION

PHOTO: 125:31A-33A (03/92) REVISED BY (DATE): QUAD: South Amboy

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 # 123B133 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET OVER MILL POND **FACILITY** MAIN STREET

TOWNSHIP MILLTOWN BOROUGH

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

 # SPANS 5 **LENGTH** 164 ft **WIDTH** 32 ft

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

DESIGNER/PATENT W. FRANKLIN BUCHANON, CO. ENG. **BUILDER** HENRY E. TERRILL, CONTR.

SETTING / CONTEXT The bridge is located in downtown Milltown, where 20th century structures are dominant. A small dam is located 20' downstream, creating the pond in a park-like setting. The bridge carries a 2-lane street and two sidewalks across the pond. The bridge is scheduled for replacement in 1992. Adjacent to the bridge was the Meyer Rubber Co./Michelin Tire Co. rubber processing plant. It was used for this purpose until 1930, but is now divided into several different plants.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 5-span stringer bridge sits on concrete piers that rise less than 2 feet above the water. The fascia stringers are paneled. The balustrades are a common county design, with square balusters. Aluminum light standards (not original) are mounted on the posts at a few piers. An iron pipe railing is present at one approach, although it is not original. The bridge is not technologically or historically distinguished, being one of over 40 of this type in Middlesex County.

INFOR MATION

PHOTO: 125:13A-16A (03/92) REVISED BY (DATE): QUAD: New Brunswick

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 # 123B145 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WASHINGTON PLACE OVER FARRINGTON LAKE **FACILITY** WASHINGTON PLACE

TOWNSHIP NORTH BRUNSWICK TOWNSHIP

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

 # SPANS 1 **LENGTH** 40 ft **WIDTH** 18.3 ft

CONSTRUCTION DT 1925 **ALTERATION DT** 1970ca **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is set in a mixed-20th century residential area with a rustic restaurant directly adjacent to the lake and the bridge. The bridge carries 2 lanes of traffic across a narrow point in the lake. It is scheduled for replacement in 1993.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span steel stringer bridge has four stringers supporting a concrete deck. The concrete abutments and wingwalls support the stringers not more than a few feet above the water level. A beam and post guiderail is bolted to the deck on each side of the roadway. The bridge is not technologically innovative nor historically distinguished. The deck and superstructure appear to have been replaced ca. 1970, but the date of alteration is not documented.

INFOR MATION

PHOTO: 124:44,1 (02/92) REVISED BY (DATE): QUAD: New Brunswick

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 # 123B171 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EASTON AVENUE OVER MILE RUN BROOK **FACILITY** EASTON AVENUE

TOWNSHIP NEW BRUNSWICK CITY

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

 # SPANS 1 **LENGTH** 22 ft **WIDTH** 30.5 ft

CONSTRUCTION DT 1823 **ALTERATION DT** **SOURCE** SOMERSET CO. RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in a mixed residential and commercial neighborhood, and carries a 2-lane roadway over a small stream at the county border. An abandoned brick building which housed a pumping station is located 10' downstream from the bridge, with a new facility is located downstream of the old one. Easton Ave. is the right-of-way of the 1806 New Jersey Turnpike Company road from Easton to New Brunswick. The road was completed in 1809, but was never a commercial success.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The handsome and well-preserved skewed stone barrel-arch bridge is 35' wide with not visible signs of having been widened. The intrados is neatly coursed ashlar stone, and the opening is finished with ringstone. The beveled cap stones are original. The date stone is deteriorated, but the date is recorded in Somerset County Engineer records. The stone arch is one of the most complete early-19th century examples of its type in the area. It was built on an early turnpike road.

INFOR MATION

Bibliography:
Condit, Carl W. American Building Art, The Nineteenth Century. 1960.
Doughty, Joshua, Jr. "Early Roads in Somerset County", Somerset County Historical Quarterly, Vol. I, 1912.

Physical Description: The barrel-shaped 22'-long stone arch bridge is constructed entirely of coursed ashlar. There are no signs that the bridge has been widened. The coursed ashlar intrados are in good condition. The arches are finished with gauged ringstones, and the stone parapets have bevel-topped capstones. A limestone panel in the parapet that bore an inscription from the time of construction is weathered, obscuring the date of construction. The rest of the bridge is very well-preserved.

Historical and Technological Significance: The Easton Avenue bridge, built in 1823, is a good example of a stone arch bridge from the early turnpikes in New Jersey. The bridge is very wide in comparison to other stone arch bridges, and rises higher than many above the stream bed that is crossed. The state of preservation of the bridge is exceptional, considering the structure was completed in 1823. The spandrels as well as the structural stones are well-preserved.

The bridge is one of the oldest in area. Like most of the other late-18th and early 19th-century stone arch bridges in the state, this example was built by a turnpike company. The New Jersey Turnpike Company was chartered in 1806 to run from Easton, PA to New Brunswick. The road was completed in 1809, but it was never a financial success, and the roadway in each county was donated to that county in 1869.

PHOTO: 118:8A-10A (02/92) REVISED BY (DATE): QUAD: Plainfield

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 # 1241150 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 0.35

NAME & FEATURE INTERSECTED NJ 184 OVER US 9 **FACILITY** NJ 184

TOWNSHIP WOODBRIDGE TOWNSHIP

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

 # SPANS 2 **LENGTH** 103 ft **WIDTH** 40 ft

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

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

SETTING / CONTEXT The bridge is located in an area with late-20th century commercial structures surrounding the interchange. It carries a four-lane highway with two sidewalks across a six-lane divided highway.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span encased stringer bridge bears on a concrete substructure with Moderne fluted pilasters and stylized entablature on the abutments and the pier. The concrete baluster is the common type, with approach guiderails fastened to the end posts. The stringer bridge is a representative example of the well-detailed State Highway Department designs for overpasses from the years before World War II. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 116:16-18 (02/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1249160 **CO** MIDDLESEX **OWNER** RAILROAD **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PRINCETON-PLAINSBORO ROAD OVER AMTRAK NORTHEAST CORRIDOR **FACILITY** PRINCETON PLAINSBORO ROAD

TOWNSHIP PLAINSBORO TOWNSHIP

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

 # SPANS 1 **LENGTH** 75 ft **WIDTH** 22.2 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in a sparsely developed area of 19th century farms. It carries a busy 2-lane road and a sidewalk across 4 electrified tracks of Amtrak's Northeast Corridor, also used by New Jersey Transit. The Northeast Corridor was consolidated in New Jersey in 1871 by the Pennsylvania RR. They combined many smaller routes to form the passenger corridor and shifted most freight to other lines. Amtrak took over in 1976 after the PA RR went bankrupt.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single span steel thru-girder bridge sits on rusticated ashlar abutments with concrete caps. The riveted girders are encased below deck level, along with the floorbeams and sidewalk brackets. The sidewalk slab is deteriorating, and has been covered with a timber plank walk for 15'. Corrugated aluminum barriers are in place at both bridge faces over the electrified tracks. The bridge is not technologically or historically distinguished.

INFOR MATION

PHOTO: 123:39-42 (03/92) 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 # 1249167 **CO** MIDDLESEX **OWNER** RAILROAD **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BRIDGE STREET OVER AMTRAK NORTHEAST CORRIDOR **FACILITY** BRIDGE STREET

TOWNSHIP METUCHEN BOROUGH

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

 # SPANS 3 **LENGTH** 137 ft **WIDTH** 22 ft

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

DESIGNER/PATENT PA RR OFFICE OF ENGINEER **BUILDER** McCLINTIC-MARSHALL CORP.

SETTING / CONTEXT The bridge carries a busy 2-lane road and one sidewalk across 4 electrified tracks of Amtrak's Northeast Corridor and one spur of non-electrified Conrail tracks. The bridge was built as part of the Pennsylvania RR's electrification project. From 1930-34 the Northeast Corridor was electrified, requiring the raising and reconstruction of many bridges along the route. Amtrak took over operation of the NE Corridor trains in 1971, and took actual possession of the line in 1976.

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 continuous thru-girder bridge with floorbeams sits on steel columns set in concrete crash walls and scored concrete abutments. The sidewalk is cantilevered from the girder, and a high concrete parapet crosses the bridge. A PA RR-design railing is present at the corners of the bridge. At the girder splices, some rivets have been replaced with bolts. Being one of over 15 thru-girder bridges in the county, the structure is not technologically or historically distinguished.

INFOR MATION

PHOTO: 121:40-42 (03/92) REVISED BY (DATE): QUAD: Plainfield

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 # 124B031 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED DAVIDSON'S MILL ROAD OVER LAWRENCE BROOK (FARRINGTON) **FACILITY** DAVIDSON'S MILL ROAD

TOWNSHIP SOUTH BRUNSWICK TOWNSHIP

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

 # SPANS 2 **LENGTH** 48 ft **WIDTH** 30 ft

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

DESIGNER/PATENT W. FRANKLIN BUCHANON, CO. ENG. **BUILDER** WALLACE J. WILCK,CNTRCTR.

SETTING / CONTEXT The bridge is set in a wooded area, and carries a local 2-lane road with narrow shoulders across a small stream. Further upstream the brook is dammed to create a recreational lake (Davidson's Mill Pond).

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span slab bridge sits on concrete abutments. A new guiderail is attached to the common county designed balustrade, and utility ducts sit on brackets on the outside of the railing. The bridge is not historically or technologically distinguished. It is one of over 5 slab bridges in Middlesex County.

INFOR MATION

PHOTO: 124:40-41 (02/92) REVISED BY (DATE): QUAD: New Brunswick

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 # 124B034 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED DAVIDSON'S MILL ROAD OVER OAKEYS BROOK **FACILITY** DAVIDSON'S MILL ROAD

TOWNSHIP SOUTH BRUNSWICK TOWNSHIP

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

 # SPANS 1 **LENGTH** 23 ft **WIDTH** 30.2 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1968 **SOURCE** INSCRIPTION

DESIGNER/PATENT OFFICE OF THE COUNTY ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in a wooded residential area, and carries a two-lane road with narrow shoulders over a small stream. A large storm drain outlets through a downstream wingwall.

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 structure was a slab bridge with a common county-designed balustrade on concrete abutments. That structure has been replaced with a new slab bridge on new reinforced concrete abutments. A new guiderail lines the road, its posts set in the concrete of the new curb and slab. The bridge is not old enough to be evaluated as a historically distinguished structure.

INFOR MATION

PHOTO: 124:42-43 (02/92) REVISED BY (DATE): QUAD: New Brunswick

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 # 124B037 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED RIVA AVENUE OVER LAWRENCE BROOK **FACILITY** RIVA AVENUE

TOWNSHIP SOUTH BRUNSWICK TOWNSHIP

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

 # SPANS 2 **LENGTH** 39 ft **WIDTH** 17.2 ft

CONSTRUCTION DT 1910 **ALTERATION DT** 1987 **SOURCE** NJDOT

DESIGNER/PATENT OFFICE OF THE COUNTY ENGINEER **BUILDER**

SETTING / CONTEXT The bridge is set in a scenic area of a park, with a masonry dam located 30' upstream causing the formation of Davidson's Mill Pond. The bridge carries two lanes of a narrow winding road across 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 1987 rehabilitation of this bridge included a new concrete pier and a deck slab as well as repointing of the stone abutments. The bridge has not retained the integrity of the original stringer design. The new bridge is not old enough to be evaluated as a historic structure.

INFOR MATION

PHOTO: 124:39 (02/92) REVISED BY (DATE): QUAD: New Brunswick

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 # 124B079 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SCHALKS ROAD OVER DEVILS BROOK **FACILITY** SCHALKS ROAD

TOWNSHIP PLAINSBORO TOWNSHIP

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

 # SPANS 1 **LENGTH** 22 ft **WIDTH** 24 ft

CONSTRUCTION DT 1915 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in an undeveloped wooded area, and carries a 2-lane access road across 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 single span slab bridge sits on concrete abutments. The concrete parapets are paneled on both faces, with an inscribed date at the center of one of them. The bridge has new beam guiderails across the front of the parapets. It is very similar in style to structure 122B065. This span is one of 5 pre-World War II slab bridges remaining in the county and is not technologically or historically distinguished.

INFOR MATION

PHOTO: 123:8-9 (03/92) 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 # 124B090 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAPLE AVENUE OVER CRANBURY BROOK **FACILITY** MAPLE AVENUE

TOWNSHIP PLAINSBORO TOWNSHIP

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

 # SPANS 1 **LENGTH** 22 ft **WIDTH** 30 ft

CONSTRUCTION DT 1910 **ALTERATION DT** 1964, 1985 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OFFICE OF COUNTY ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in a wooded area with scattered mixed-20th century residences. The bridge carries a two-lane collector road and two sidewalks across a small stream. The stream is dammed at the upstream face of the bridge to create a lake and a park 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 one span stringer bridge sits on concrete abutments dating to 1910. A modern concrete and aluminum railing crosses the bridge that also has beam guiderails at the curb lines. On the upstream side of the bridge is a dam fitted with manually operated flood gates. The bridge was significantly altered in 1964 (widened) and 1985 (superstructure replaced). The bridge is not evaluated as a historic structure because of the age and the common type of superstructure.

INFOR MATION

PHOTO: 123:43-44,1-2 (03/92) 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 # 124B106 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HIGHTSTOWN (GEORGES) ROAD (CR 539) OVER MILLSTONE RIVER **FACILITY** HIGHTSTOWN (GEORGES) ROAD (CR 539)

TOWNSHIP CRANBURY TOWNSHIP

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

 # SPANS 1 **LENGTH** 72 ft **WIDTH** 30 ft

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

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

SETTING / CONTEXT The bridge is located in a wooded floodplain of the Millstone River. It carries a two-lane county route with narrow shoulders across a stream. At the time of inspection, the water level was approximately 3" below the bottom flange of the girder. The abutments and bearings were fully submerged. The bridge is scheduled for replacement in 1992.

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 one-span riveted thru-girder bridge sits on concrete abutments. The steel girder serves as the parapet. Concrete endposts at the four corners of the bridge bear typical inscriptions of "STATE HIGHWAY ROUTE 1" and "NEW JERSEY STATE 1920". The bridge is not technologically or historically distinguished, being one of over 15 remaining thru-girder bridges in Middlesex County built prior to World War II.

INFOR MATION

PHOTO: 126:33A-35A (03/92) 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 # 124C105 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET OVER CRANBURY BROOK **FACILITY** MAIN STREET

TOWNSHIP CRANBURY TOWNSHIP

TYPE DECK ARCH **DESIGN** BARREL **MATERIAL** Brick

 # SPANS 1 **LENGTH** 23 ft **WIDTH** 34.6 ft

CONSTRUCTION DT 1896 **ALTERATION DT** 1987, 1992 **SOURCE** LOCAL RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge, located in the Cranbury Historic District, carries a 2-lane street and sidewalks across a brook that has been dammed at the upstream face of the bridge to create Brainerd Lake. The period of significance for the historic district is late-18th century to early-20th century. The bridge was built during this period. While most of the structures along Main Street have been evaluated for their historical significance, the bridge was not.

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

CONSULT STATUS Not Individually Eligible. Listed. Cranbury Historic District. 09/18/1980. Contributing.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The 23'-long brick arch bridge with rubble-coursed spandrel walls and wingwalls has gauged ringstones. The spandrel walls have utility pipe cuts, and the intrados has been covered with concrete. A low concrete buttressing system is being built along the upstream face of the retaining wall. At the upstream face of the bridge is the dam with manually operated gates. The bridge has been extensively reworked over time. The bridge is not individually eligible for listing in the National Register, but, since it was constructed within the period of significance of the Cranbury Historic District, it is thus a contributing resource under Criterion C.

INFOR MATION

Bibliography:
Cranbury Press. February 28, 1896.

Physical Description: The bridge is a 23' long elliptical brick arch bridge with rubble-coursed masonry spandrel walls and gauged ringstones. The metal pipe railings on the span and approaches appear to date to the early 20th century. The arch span is part of a mill pond dam, and the upstream arch is framed by a rounded spillway fitted with a manually operated sluice gate. The upstream approaches are ashlar-lined to create the dam, and they have been reinforced with concrete buttresses. The lower water level on the downstream face of the bridge allows a full view of the arch. The intrados of the arch is coated with gunite, an alteration completed in 1987.

Historical and Technological Significance: The brick arch bridge is a contributing element to the Cranbury Historic District, listed in the National Register of Historic Places in 1980 under Criterion A. Although it was not rated in the nomination, the bridge does contribute to the historic character of the district. According to a local newspaper entry the bridge was built in 1896, which is during the period of significance of the district that extends from the 18th century through the early 20th century.

The brick arch bridge was built in 1896 to replace a wooden bridge that had been destroyed. The bridge carries the major thoroughfare in Cranbury, and when a replacement was needed the freeholders decided that a masonry arch was the best choice for long durability and quick construction. The retaining walls were built in 1904. The is the only brick arch bridge in Middlesex County, but the bridge type, dating primarily from the second half of the 19th century, is not uncommon in the state.

Boundary Description and Justification: The bridge is within the limits of the historic district. The elements of the structure that do contribute are the span itself, the retaining (wing) walls and the railing of the structure.

PHOTO: 126:36A-39A (03/92 JPH (5/96)) 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 # 1250160 **CO** MIDDLESEX **OWNER** UNKNOWN **MILEPOINT** 18.36

NAME & FEATURE INTERSECTED STATE STREET OVER CHEMICAL COAST BRANCH RR **FACILITY** STATE STREET

TOWNSHIP WOODBRIDGE TOWNSHIP

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

 # SPANS 3 **LENGTH** 203 ft **WIDTH** 42 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in a major industrial area that was a resort around the turn of the century. Late-19th century homes still line State Street, a 2-lane road with 2 sidewalks. The bridge crosses two tracks of ConRail's Chemical Coast Branch, which serves local industries. The line was built in 1873 by the Central RR of NJ as the Perth Amboy & Elizabeth RR. It connects with the New York & Long Branch in Perth Amboy and the CNJ's Mainline in Elizabethport to the north.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed 3-span thru-girder and floorbeam bridge sits on scored concrete abutments and concrete column piers. Blast plates are located over the tracks. The sidewalks are cantilevered from the girders with brackets, and a metal fence lines the walks. Guiderails have been placed along the curb lines at the inside face of the girders. The bridge is not distinguished technologically or historically. It is one of over 15 extant pre-World War II thru-girders in the county.

INFOR MATION

PHOTO: 117:41-43 (02/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1251160 **CO** MIDDLESEX **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OLD BRIDGE TURNPIKE OVER SAYREVILLE SECONDARY RR **FACILITY** OLD BRIDGE TURNPIKE

TOWNSHIP SOUTH RIVER BOROUGH

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

 # SPANS 3 **LENGTH** 75 ft **WIDTH** 30 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in a mid to late 20th century residential and commercial area, and carries a 2-lane road with 2 sidewalks over a single track of ConRail's Sayreville Secondary. The line was built in 1890 by the Raritan River Railroad as an extension of its line from South Amboy to Washington (4 mi.) built in 1888. The R.R. RR built a few branches during these years, but they do not remain in service. Conrail obtained the line in 1980 and still uses it for freight.

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 stringer bridge sits on a concrete substructure of abutments and piers with arched struts. The exposed bottom flanges reveal that each longitudinal member is composed of paired I-beam stringers. This is the only bridge surveyed in Middlesex County that has a coupled stringer arrangement, but the basic bridge type is common. Chain-link fencing lines the sidewalks at both faces of the bridge. The bridge is not technologically or historically distinguished.

INFOR MATION

PHOTO: 125:22A-24A (03/92) REVISED BY (DATE): QUAD: New Brunswick

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 # 1251161 **CO** MIDDLESEX **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET OVER SAYREVILLE SECONDARY **FACILITY** MAIN STREET

TOWNSHIP SOUTH RIVER BOROUGH

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

 # SPANS 3 **LENGTH** 77 ft **WIDTH** 34.5 ft

CONSTRUCTION DT 1912 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in an area of late-19th to early-20th century housing and converted commercial buildings. It carries 2 traffic lanes and 2 sidewalks across a single track of ConRail's Sayreville Secondary. The line was built in 1890 by the Raritan River RR from New Brunswick to South Amboy, where it connected with the Pennsylvania RR and the New York and Long Branch RR. A few branches were built, but only the main line has remained in use by Conrail since 1980.

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 stringer bridge sits on concrete abutments and steel pier bents. The rolled H-section bents sit on concrete plinths and have riveted cross bracing of angle sections. The stringers are encased above the bottom flanges. Chain-link fencing provides the only railing across the bridge. The bridge is not technologically or historically distinguished and is one of over 40 remaining pre-World War II stringer bridges in Middlesex County.

INFOR MATION

PHOTO: 125:18A-21A (03/92) REVISED BY (DATE): QUAD: New Brunswick

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 # 1251163 **CO** MIDDLESEX **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WASHINGTON ROAD OVER ABANDONED SAYREVILLE SECONDARY **FACILITY** WASHINGTON ROAD

TOWNSHIP SOUTH AMBOY CITY

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

 # SPANS 3 **LENGTH** 92 ft **WIDTH** 33.1 ft

CONSTRUCTION DT 1914 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in a 1920s residential area. It carries a two lane local road and two sidewalks across an abandoned railroad right-of-way owned by Conrail. The rail line was built in 1888 from South Amboy to Washington (4 miles) by the Raritan River RR. The line was abandoned in 1980 when Conrail took possession of the Raritan River Railroad.

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 is supported on steel column bents with bolted cross bracing. The concrete abutments are original to the bridge, but the bents may have been repaired or replaced. The bottom flanges of the stringers are exposed. Steel plates on top of the deck cover full-depth holes. A pipe railing is present along one sidewalk with fencing on the other side. The bridge is not technologically or historically distinguished.

INFOR MATION

PHOTO: 113:29-31 (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 1252162 **CO** MIDDLESEX **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED GROVE STREET OVER PORT READING SECONDARY RAILROAD **FACILITY** GROVE STREET

TOWNSHIP METUCHEN BOROUGH

TYPE STRINGER **DESIGN** **MATERIAL** Timber

 # SPANS 5 **LENGTH** 117 ft **WIDTH** 30 ft

CONSTRUCTION DT 1900 **ALTERATION DT** 1981 **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in an area of mid to late 20th century residential structures and the local high school. The bridge carries 2 lanes of traffic and one sidewalk across an inactive railroad track. The rail line was built by the Reading Railroad in 1892 from Manville to Port Reading, a new terminal on the Arthur Kill used for transfer of anthracite coal from trains to ships. The line was in use until 1983, when the coal operation was discontinued.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 5-span timber stringer bridge sits on timber pile bents and stone and concrete stub abutments. The bents have metal straps holding vertical and horizontal members together. The bridge appears to have been raised and widened, evidenced by the abutments' change in materials. What appears to be the original stone abutments are now plinths for timber columns supporting a raised structure. The deck was replaced and widened in 1981. The bridge is not technologically or historically distinguished.

INFOR MATION

PHOTO: 122:32A-34A (03/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1253160 **CO** MIDDLESEX **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MOUNTAIN AVENUE OVER LEHIGH VALLEY RAILROAD **FACILITY** MOUNTAIN AVENUE

TOWNSHIP MIDDLESEX BOROUGH

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

 # SPANS 4 **LENGTH** 84 ft **WIDTH** 23.8 ft

CONSTRUCTION DT 1904 **ALTERATION DT** 1930, 1956 **SOURCE** PLANS

DESIGNER/PATENT LEHIGH VALLEY RR OFF. OF ENGNR **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is set in an industrial area of mixed-20th century construction. It carries a 2-lane road and a sidewalk over a railroad track of the Lehigh Valley RR. The line was built in the 1870s to carry coal from Pennsylvania to New York Harbor in Perth Amboy. The line was expanded from 2 to 4 tracks by the 1910s, and reduced to 2 tracks during the 1950s or '60s. Conrail took over the line in 1976, and made it their main line from Allentown, PA to New York.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The riveted built-up thru-girder bridge sits on timber bents and stone abutments with intensive concrete repairs. The approach spans are timber stringers. The timber sidewalk was added in 1930, and is framed out of the girder. In 1956 the roadway was widened by shifting one of the girders 8'. Concrete was added to the abutments at this time, and the floorbeams and stringers were replaced. The bridge has lost its original design integrity and is technologically and historically undistinguished.

INFOR MATION

PHOTO: 120:20-22 (02/92) REVISED BY (DATE): QUAD: Plainfield

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 # 1253161 **CO** MIDDLESEX **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WASHINGTON AVENUE OVER LEHIGH VALLEY RR & POND **FACILITY** WASHINGTON AVENUE

TOWNSHIP PISCATAWAY TOWNSHIP

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

 # SPANS 7 **LENGTH** 376 ft **WIDTH** 34 ft

CONSTRUCTION DT 1936 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located by New Market Lake, a man-made feature caused by damming Bound Brook. The bridge carries a 2-lane arterial road and 2 sidewalks over the lake and Conrail tracks. The railroad was built in the 1870s by the Lehigh Valley RR. Double tracks were expanded to four-tracks in the early 1900s and reduced to two tracks during the 1950s or 1960s. Conrail took over the line in 1976.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 12/07/89

SUMMARY The 7-span encased stringer bridge sits on 3-column concrete hammerhead piers and abutments. The substructure is unadorned, but the concrete parapets are paneled on both faces. The stringers are simply supported. The bridge is technologically and historically undistinguished. It is one of over 40 remaining stringer bridges in Middlesex County that were built prior to World War II.

INFOR MATION

PHOTO: 120:32-34 (02/92) REVISED BY (DATE): QUAD: Plainfield

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 # 1253163 **CO** MIDDLESEX **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PARK AVENUE OVER LEHIGH VALLEY RR **FACILITY** PARK AVENUE

TOWNSHIP SOUTH PLAINFIELD BOROUGH

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

 # SPANS 3 **LENGTH** 125 ft **WIDTH** 30 ft

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

DESIGNER/PATENT LEHIGH VALLEY RR BRIDGE ENGNR. **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located near a late-20th century shopping center and industrial area. The bridge carries 2 traffic lanes and 2 sidewalks across one active track of the Lehigh Valley RR's Jersey City extension. The line was built in 1888 with a double track. Four-tracking was carried out by the 1910s and returned to double-tracking during the 1950s and 1960s. Conrail took over the line in 1976, and made it the main line from Allentown, PA to New York in the 1980s.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The riveted thru-girder main span bridge sits on concrete 3-column hammerhead bents. The approach spans are concrete T-beams bearing on concrete abutments. The girder and floorbeams are encased below the deck. The cantilevered sidewalk is finished with a paneled fascia stringer and a metal railing. The unaltered bridge is representative of its type and is not technologically or historically distinguished. It is one of over 15 thru-girder bridges in the county built before WW II.

INFOR MATION

PHOTO: 121:35-36 (02/92) REVISED BY (DATE): QUAD: Plainfield

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 # 1253164 **CO** MIDDLESEX **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OAK TREE ROAD OVER LEHIGH VALLEY RAILROAD **FACILITY** OAK TREE ROAD

TOWNSHIP EDISON TOWNSHIP

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

 # SPANS 3 **LENGTH** 155 ft **WIDTH** 30 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT LEHIGH VALLEY RR BRIDGE ENGNR. **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in a mixed industrial and residential area of late-19th through late-20th century construction. The bridge carries a 2-lane road, 1 shoulder and 1 sidewalk road over 1 active track of Conrail. The line was built in 1888 by the Lehigh Valley RR as its Jersey City extension from South Plainfield. It was 4-tracked and returned to double-tracking by the Lehigh Valley RR before Conrail took over in 1976. Structure #1253163 is nearly identical to this 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 3-span bridge is composed of one thru-girder main span and concrete T-beam approach spans which sit on concrete 3-column hammerhead bents and abutments. The riveted, built-up girders and the floorbeams are encased below the deck. A steel railing encloses the cantilevered sidewalk and the approaches on the other side. The bridge is a representative example of its type. It is not technologically or historically distinguished, being one of over 15 pre-WWII thru-girder bridges in the county.

INFOR MATION

PHOTO: 121:37-39 (02/92) REVISED BY (DATE): QUAD: Plainfield

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 # 1254160 **CO** MIDDLESEX **OWNER** RAILROAD **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED GRAHAM STREET OVER PERTH AMBOY-SOUTH PLAINFIELD BRANCH **FACILITY** GRAHAM STREET

TOWNSHIP METUCHEN BOROUGH

TYPE MULTI GIRDER **DESIGN** **MATERIAL** Steel

 # SPANS 3 **LENGTH** 109 ft **WIDTH** 31.6 ft

CONSTRUCTION DT 1906 **ALTERATION DT** 1980s **SOURCE** PLANS

DESIGNER/PATENT LEHIGH VALLEY RR OFF. OF ENGNR **BUILDER** GROTON BRIDGE COMPANY

SETTING / CONTEXT The bridge is located in a potential historic district of late-19th and early-20th century residences (south of the bridge). The bridge once carried 2 lanes across a depressed railroad, but is now closed to all traffic including pedestrians. The line was built in the 1870s as the Lehigh Valley RR's main line to New York Harbor, but became a branch in the 1880s.

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

CONSULT STATUS Not Individually Eligible. Potential Historic District, May contribute.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The built-up deck girder bridge composed of 3 girders is simply supported on built-up steel bents and concrete stub abutments. The cantilevered sidewalks are enclosed with lattice railings. Although unaltered, it is deteriorated. Many of the members exhibit 100% section loss, and sections of the railing have fallen off and/or disappeared. The span lacks integrity, and thus does not contribute to the district.

INFOR MATION

PHOTO: 122:23A-26A (03/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1254161 **CO** MIDDLESEX **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET OVER PERTH AMBOY-SOUTH PLAINFIELD BRANCH **FACILITY** MAIN STREET

TOWNSHIP METUCHEN BOROUGH

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

 # SPANS 3 **LENGTH** 102 ft **WIDTH** 41.2 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located at the edge of a potential historic district of ca. 1900 residences, with some commercial buildings to the north. The bridge carries a 2-lane road and a sidewalk over an inactive, depressed railroad. The line was the Perth Amboy-South Plainfield Branch of the Lehigh Valley RR. It was built in the 1870s to be a main freight line to the New York harbor but became a branch when an extension was built from South Plainfield to Jersey City around 1890.

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

CONSULT STATUS Not Individually Eligible. Potential Historic District, May contribute.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-span stringer bridge sits on steel bents and concrete stub abutments. The bents are composed of rolled I-section columns and built up bracing. The timber deck has an asphalt wearing surface. The cantilevered sidewalk is exposed timber planking. The bridge is not a contributing element to the neighborhood, and is not technologically distinguished.

INFOR MATION

PHOTO: 122:27A-28A (03/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1254162 **CO** MIDDLESEX **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PIERSON AVE OVER PERTH AMBOY-SOUTH PLAINFIELD BRANCH **FACILITY** PIERSON AVENUE

TOWNSHIP EDISON TOWNSHIP

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

 # SPANS 3 **LENGTH** 97 ft **WIDTH** 15.3 ft

CONSTRUCTION DT 1905 **ALTERATION DT** Unknown **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge spans the abandoned Perth Amboy-South Plainfield rail line. It carries a narrow two-lane road from a mid to late 20th century industrial area to a mid-20th century residential area. The rail line was built in the 1870s as the Lehigh Valley Railroad's main line to New York harbor. It became a branch when they extended the line from South Plainfield to Jersey City in the 1880s. Conrail took possession of the Lehigh Valley RR in 1976.

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 steel girder bridge with a "broken-back" profile sits on timber pile bents and abutments. The steel floorbeams are suspended from the girders, supporting timber stringers and a timber plank deck wide enough for only one vehicle. The added pipe railing is welded to the top flange of the girders, with chain-link fencing against the rail. The bridge is relatively early, but it is not technologically or historically distinguished.

INFOR MATION

PHOTO: 122:1A-4A (03/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1255161 **CO** MIDDLESEX **OWNER** RAILROAD **MILEPOINT** 12.74

NAME & FEATURE INTERSECTED BORDENTOWN SOUTH AMBOY TPK OVER AMBOY SECONDARY RR **FACILITY** BORDENTOWN SOUTH AMBOY TURNPIKE

TOWNSHIP MONROE TOWNSHIP

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

 # SPANS 4 **LENGTH** 173 ft **WIDTH** 18 ft

CONSTRUCTION DT 1938 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in a mixed use 20th century area. Currently closed to traffic, it once carried a narrow 2-lane road over electrified tracks. The Camden and Amboy Railroad developed the right-of-way in the 1830s. The roadbed in the boroughs of Helmetta and Jamestown was found eligible in a 6/26/75 SHPO Finding, but this section in Monroe Township was not.

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

CONSULT STATUS Not Individually Eligible. Camden & Amboy Railroad Main Line Historic District, May contribute.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 1998.

SUMMARY The skewed four-span continuous girder bridge sits on concrete piers and abutments. The floorbeams are encased in concrete poured from the bottom flange of the girders to deck level. A pipe railing is on the end girders, and a corrugated metal barrier over the electrified tracks. The bridge is not technologically or historically distinguished.

INFOR MATION

PHOTO: 127:40A-42A (03/92) REVISED BY (DATE): QUAD: Jamesburg

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 # 125B028 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ENGLISHTOWN ROAD OVER MATCHAPONIX BROOK **FACILITY** ENGLISHTOWN ROAD

TOWNSHIP OLD BRIDGE TOWNSHIP

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

 # SPANS 1 **LENGTH** 58 ft **WIDTH** 30 ft

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

DESIGNER/PATENT W. FRANKLIN BUCHANON, CO. ENG. **BUILDER** WALLACE J. WILCK, CONTR.

SETTING / CONTEXT The bridge carries a busy 2-lane road with one narrow shoulder over a stream and through an undistinguished residential and small commercial area. The plaque identifies the bridge as the "Mount Mills 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 encased stringer bridge rests on scored concrete abutments. The concrete balustrade is a common county design, ca. 1930. Beam guiderails are present at the approaches, but do not cross the bridge. The bridge is technologically and historically undistinguished. It is a representative example of a common bridge type.

INFOR MATION

PHOTO: 126:14A-15A (03/92) REVISED BY (DATE): QUAD: Freehold

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 # 125B037 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MUNDY AVE OVER MATCHAPONIX BROOK **FACILITY** MUNDY AVENUE

TOWNSHIP SPOTSWOOD BOROUGH

TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Steel

 # SPANS 2 **LENGTH** 58 ft **WIDTH** 32 ft

CONSTRUCTION DT 1936 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in an area of mixed-20th century houses and woods. The bridge carries a 2-lane residential street with no sidewalks over a 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 two-span deck arch has corrugated metal intrados in both arches. A metal pipe railing with attached chain-link fence is set in both faces of the bridge. The railing is replaced by a beam guiderail where the concrete has spalled away at the top of the spandrel wall. The bridge is inconspicuous in its surroundings, and is not technologically or historically distinguished.

INFOR MATION

PHOTO: 125:34A-35A (03/92) REVISED BY (DATE): QUAD: South Amboy

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 # 125B045 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OLD TEXAS ROAD OVER MATCHAPONIX BROOK **FACILITY** OLD TEXAS ROAD

TOWNSHIP MONROE TOWNSHIP

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

 # SPANS 4 **LENGTH** 90 ft **WIDTH** 24.2 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in a wooded setting with modern residential structures a few hundred feet away. The roadway carried is a 2-lane collector without shoulders or sidewalks. The bridge crosses a small stream.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 7/5/91

SUMMARY The 4-span steel stringer bridge has a timber substructure. The abutments and piers are pile bents with plank cross bracing. The abutment faces are timber sheet piling. The simply supported stringers are rolled steel sections, supporting a concrete deck with steel beam and wood guiderails. The bridge is not technologically or historically distinguished.

INFOR MATION

PHOTO: 113:11A-14A (01/92) REVISED BY (DATE): QUAD: Freehold

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 # 125B055 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED RUE ROAD OVER MATCHAPONIX BROOK **FACILITY** RUE ROAD

TOWNSHIP MONROE TOWNSHIP

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

 # SPANS 2 **LENGTH** 89 ft **WIDTH** 14.8 ft

CONSTRUCTION DT 1910 **ALTERATION DT** Demolished **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of a two-lane road over a small stream. The surrounding area is scattered with residences of early- to mid-20th century construction.

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

CONSULT STATUS Bridge was Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The riveted Warren pony truss bridge sits on caisson-like concrete-filled piers with metal sheet-pile back walls. It is additionally supported midspan by a timber bent. Because the trusses work in conjunction with a stringer approach span, it is possible that they were moved to this crossing at an unknown date. The bridge is technologically significant in that the trusses are well preserved and that it is the only remaining pony truss bridge in the county.

INFORMATION

Bibliography:
Condit, Carl W. American Building Art, The Twentieth Century, 1961.
Waddell, J.A.L. Bridge Engineering, 1925.
Middlesex County Engineer, Bridge File 5-B-055.

Physical Description: The 2-span bridge is composed of one stringer span and one riveted Warren pony truss span. The truss is supported on caisson-like concrete piers in steel casing. An additional timber bent supports the truss below a mid-span floor beam. The stringer span is supported on a floor beam that rests on the piers at the west end of the truss span and by a steel bent built of rolled sections at the west abutment. Metal sheet-piling retains the fill behind the structural members at each abutment. The virtually unaltered truss members are built-up using angle sections and lacing or batten plates. The top chord has a solid cover plate. Rolled floor beams and stringers support the timber deck.

Historical and Technological Significance: The 1910 Rue Road bridge is the only remaining truss bridge in Middlesex County, and as such is technologically significant as the sole representative of an important and once-common bridge type (Criterion C). The riveted Warren pony truss is the most common bridge type for early-20th century short-span crossings. Rue Road is a well-preserved example of the influential Warren pony truss. Also of technological significance are the caisson-like piers that support the truss. They are not a common detail with only about half a dozen examples identified on highway bridges throughout the state (2 in Morris County; 1401021, 1400976). They appear to have been an expedient solution to erecting a pier without erecting a coffer dam.

Because of the stringer approach span, the truss bridge seems too short for the crossing. It is possible that the truss was originally at a different location. A common practice of the early-20th century was the county use of bridges which the state was replacing in favor of larger structures. Documented cases of the practice exist in Mercer County where the ca. 1895 truss bridge at Groveville-Allentown Road (1100028) was moved from Pennington and the Iron Bridge Road span (1106704), a pony truss with a stringer approach span (a similar arrangement to the Rue Road bridge) was also relocated. There is no information in the county engineer's records to document the history of the span.

Boundary Description and Justification: The bridge is evaluated as individually distinguished. The boundary of significance is therefore the structure itself - substructure as well as superstructure.

PHOTO: 127:25-29A,126: (03/92) REVISED BY (DATE): QUAD: Freehold

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 # 125B096 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HOFFMAN STATION ROAD OVER MANALAPAN BROOK **FACILITY** HOFFMAN STATION ROAD

TOWNSHIP MONROE TOWNSHIP

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

 # SPANS 1 **LENGTH** 53 ft **WIDTH** 24 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in a sparsely developed area with 20th century residences. The bridge carries a 2-lane road with no shoulders across Manalapan Brook, a small stream. A 36" diameter storm drain outlets at the NE wingwall.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The thru-girder bridge with spalling encasement sits on concrete abutments with wingwalls. The bridge floorbeams are completely encased in concrete. The bridge is one of over 15 pre-World War II thru girders in Middlesex County. The bridge is a representative example of a common bridge type. It is not technologically or historically distinguished.

INFOR MATION

PHOTO: 126:8A-9A (03/92) REVISED BY (DATE): QUAD: Jamesburg

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 # 125B111 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED FORGE STREET OVER MANALAPAN BROOK **FACILITY** FORGE STREET

TOWNSHIP JAMESBURG BOROUGH

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

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

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

DESIGNER/PATENT W. FRANKLIN BUCHANON, CO. ENG. **BUILDER** FORDS CONSTRUCTION CO.

SETTING / CONTEXT The bridge is located in an area of mixed-20th century residences. The 2-lane residential street without sidewalks is carried across a small stream.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 12/07/89

SUMMARY The encased stringer bridge sits on scoured concrete abutments with wingwalls. Several utility mains cross the stream at the bridge, including one through the abutments. The concrete balustrade is not extensively detailed. The bridge is not technologically or historically distinguished as it is one of over 40 pre-World War II stringer bridges in Middlesex County.

INFOR MATION

PHOTO: 127:30A-31A (03/92) REVISED BY (DATE): QUAD: Jamesburg

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 # 125B112 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LAKE STREET OVER MANALAPAN BROOK **FACILITY** LAKE STREET

TOWNSHIP JAMESBURG BOROUGH

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

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

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

DESIGNER/PATENT W. FRANKLIN BUCHANON, CO. ENG. **BUILDER** JOSEPH ELL, CONTRACTOR

SETTING / CONTEXT The bridge is located in a residential area between late-20th century apartment complexes and earlier-20th century single family homes. The 2-lane residential street crosses a small stream at the bridge. A blockage of the waterway has been created at the bridge by debris snagged on a utility main which passes through the abutments.

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 sits on scoured concrete abutments. The painted concrete balustrade has plaques on two corner posts, and is flanked by parapets at the approaches. The bridge is a common bridge type. It is not technologically or historically distinguished. The bridge is one of over 40 pre-World War II stringer bridges in Middlesex County.

INFOR MATION

PHOTO: 127:32A-33A (03/92) REVISED BY (DATE): QUAD: Jamesburg

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 # 125B114 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BUCKELEW AVENUE OVER MANALAPAN BROOK **FACILITY** BUCKELEW AVENUE

TOWNSHIP JAMESBURG BOROUGH

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

 # SPANS 1 **LENGTH** 60 ft **WIDTH** 30 ft

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

DESIGNER/PATENT W. FRANKLIN BUCHANON, CO. ENG. **BUILDER** BRANN & STUART CO., CONTR

SETTING / CONTEXT The bridge is located at the edge of downtown Jamesburg, and is titled on the plaques "Jamesburg Bridge". It carries the main street, 2-lane Buckelew Ave., and 2 sidewalks across Manalapan Brook. 100' upstream from the bridge, the brook is dammed to create the recreational Lake Manalapan. Nearby structures have not retained the integrity of their original designs.

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 deck girder bridge sits on concrete abutments. The superstructure is encased, including floorbeams and sidewalk brackets at both fascias. The concrete balustrade is similar to others in the county, with parapets at the approaches. One bearing seat is failing, and the girder is currently supported by a timber brace. Several utilities cross the stream between the girders. The bridge is not technologically or historically distinguished.

INFOR MATION

PHOTO: 127:34A-39A (03/92) REVISED BY (DATE): QUAD: Jamesburg

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 # 125B122 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED FEDERAL ROAD OVER CEDAR BROOK **FACILITY** FEDERAL ROAD

TOWNSHIP MONROE TOWNSHIP

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

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 28.9 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The 2-lane bridge with narrow shoulders carries a rural road over a small stream. The immediate area is wooded, with scattered early to mid-20th century residences and farms in the extended 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 small steel stringer bridge bears on concrete abutments which rise just a few feet above the ground. The rolled stringers support the deck with a timber curb and a galvanized double-beam guiderail. The bridge is undistinguished in its setting, technology and history. It is one of over 40 pre-World War II stringer bridges in Middlesex County.

INFOR MATION

PHOTO: 126:44A,1A (03/92) REVISED BY (DATE): QUAD: Jamesburg

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 # 125B131 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PERRINEVILLE ROAD OVER MILLSTONE BROOK **FACILITY** PERRINEVILLE ROAD

TOWNSHIP MONROE TOWNSHIP

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

 # SPANS 1 **LENGTH** 21 ft **WIDTH** 25.7 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in a wooded area, with a small, deserted masonry building adjacent to the structure. The bridge carries a 2-lane collector road across a small stream, on a curve.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete bridge consists of a slab on concrete abutments. The slab is not monolithic with the substructure. The pipe railing is set in the concrete, with a galvanized post and beam guiderail crossing the structure, bolted to the deck. The bridge is undistinguished in its setting, technology and history. It is a common bridge type. Five slab bridges built before World War II remain in the county.

INFOR MATION

PHOTO: 126:2A-3A (03/92) REVISED BY (DATE): QUAD: Jamesburg

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 # 125B152 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED APPLEGARTH ROAD OVER MILLSTONE RIVER **FACILITY** APPLEGARTH ROAD

TOWNSHIP MONROE TOWNSHIP

TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Steel

 # SPANS 2 **LENGTH** 48 ft **WIDTH** 28.5 ft

CONSTRUCTION DT 1934 **ALTERATION DT** **SOURCE** INSCRIPTION/NJDOT

DESIGNER/PATENT COUNTY ENGINEER'S OFFICE **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road with no shoulders or sidewalks across a stream. Surrounding structures include a late-20th century single family residence and the local fire station.

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 deck arch bridge has corrugated metal intrados and rubble stone spandrel walls with gauged ringstones. The stone parapets are crumbling above one arch and all along the top of the wall. On the inside face of the parapets a new beam guiderail crosses the bridge. The bridge number is inscribed at the center of the bridge on one parapet. The bridge is not innovative for its age, and is not historically distinguished.

INFOR MATION

PHOTO: 126:5A-7A (03/92) REVISED BY (DATE): QUAD: Jamesburg

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 # 125B167 **CO** MIDDLESEX **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PUBLIC ROAD OVER CRANBURY BROOK **FACILITY** PUBLIC ROAD

TOWNSHIP MONROE TOWNSHIP

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

 # SPANS 2 **LENGTH** 27 ft **WIDTH** 18.9 ft

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

DESIGNER/PATENT **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in a wooded area, carrying an unimproved road across 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 simple span timber stringer bridge sits on timber pile bents and abutments with timber plank sheeting. The deck is timber planking, with a wooden railing at one face and a beam guiderail at the other. The bridge is undistinguished in its setting, technology and history.

INFOR MATION

PHOTO: 126:42A-43A (03/92) REVISED BY (DATE): QUAD: Jamesburg

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 # 1260164 **CO** MIDDLESEX **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CUTTERS DOCK ROAD OVER NORTH JERSEY COAST LINE RR **FACILITY** CUTTERS DOCK ROAD

TOWNSHIP WOODBRIDGE TOWNSHIP

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

 # SPANS 3 **LENGTH** 89 ft **WIDTH** 20 ft

CONSTRUCTION DT 1927 **ALTERATION DT** 1935, 1968 **SOURCE** NJDOT

DESIGNER/PATENT PA RR OFFICE OF ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located in a ca.1900 residential and industrial area. The 2-lane approach roadway narrows to 1 lane to cross the bridge over two electrified tracks of the North Jersey Coast Line. This commuter route was originally built by the Pennsylvania RR in the 1860s from the Northeast Corridor in Rahway south to Perth Amboy. It was called the Perth Amboy & Woodbridge RR, and was double-tracked in 1887. In 1937 the line was electrified. NJDOT now owns the line.

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 stringer bridge was raised in 1935 with the electrification of the line. Disused ashlar piers are present between the abutments and the bents. In 1968 the steel pier bents composed of rolled sections and bolted bracing were placed on existing concrete plinths. The bridge was changed from 5 to 3 spans by spanning over the ashlar piers. The deck and curbing were also replaced at this time. An old pipe railing is present at the west approach. The bridge is historically undistinguished.

INFOR MATION

PHOTO: 117:44,1-2 (02/92) REVISED BY (DATE): QUAD: Perth Amboy

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 # 1262152 **CO** MIDDLESEX **OWNER** PRIVATE **MILEPOINT** 0.94

NAME & FEATURE INTERSECTED JCP&L COMPANY OVER NJ TRANSIT & MAIN ST **FACILITY** JCP&L COMPANY ACCESS ROAD

TOWNSHIP SOUTH AMBOY CITY

TYPE BOX BEAM **DESIGN** **MATERIAL** Concrete

 # SPANS 3 **LENGTH** 212 ft **WIDTH** 16.7 ft

CONSTRUCTION DT 1929 **ALTERATION DT** 1985ca **SOURCE** STYLE

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in an industrial area. It carries an access road to a 1930s power plant over two lanes of traffic (with mountable median strip) and electrified train tracks of an NJT commuter line. The line was built as the New York & Long Branch RR, a company that owned and maintained the tracks. Both the PA RR and the CRR of NJ used the line. Conrail took over the line in 1976. NJ Transit took it over and electrified it in 1982.

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 has been reconstructed in its entirety, except for the abutment stems. The bridge is not old enough to be evaluated as a historic structure.

INFOR MATION

PHOTO: 114:25 (01/92) REVISED BY (DATE): QUAD: South Amboy

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 # 3000169 **CO** MIDDLESEX **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LANDING LANE OVER DELAWARE & RARITAN CANAL **FACILITY** LANDING LANE

TOWNSHIP NEW BRUNSWICK CITY

TYPE SWING SPAN **DESIGN** CENTER BEARING **MATERIAL** Steel

 # SPANS 1 **LENGTH** 74 ft **WIDTH** 20 ft

CONSTRUCTION DT 1920 **ALTERATION DT** 1969ca **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries a two lane road and a sidewalk over the Delaware and Raritan Canal (right-of-way listed 5/11/73). The canal is no longer in use for navigation of boats. The bridge is near a high rise residential building and a wooded park area. It is also immediately west of the former Landing Lane thru truss bridge over the Raritan River that was replaced in 1991.

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 variable depth thru-girder bridge was built as a swing span but it is now stationary. The motor has been removed, and structural supports now block the ring around which the bridge once rotated. Timber blocking supports are present at the abutment. The pipe railing is original. One of several swing spans built by the PA RR when the canal was in decline, its value is for its historical association rather than its technological significance. The bridge was made inoperable about 1969.

INFOR MATION

PHOTO: 118:5A-7A (02/92) REVISED BY (DATE): QUAD: Plainfield

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