

NEW JERSEY HISTORIC BRIDGE DATA

|                                       |                              |                      |           |                 |                        |                  |       |
|---------------------------------------|------------------------------|----------------------|-----------|-----------------|------------------------|------------------|-------|
| <b>STRUCTURE #</b>                    | 1203150                      | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>    | NJDOT                  | <b>MILEPOINT</b> | 27.96 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | US 1 NB OVER RARITAN RIVER   |                      |           | <b>FACILITY</b> | US 1 NORTHBOUND        |                  |       |
| <b>TOWNSHIP</b>                       | NEW BRUNSWICK CITY           |                      |           |                 |                        |                  |       |
| <b>TYPE</b>                           | OPEN SPANDREL RIBBED ARCH    | <b>DESIGN</b>        |           | <b>MATERIAL</b> | Reinforced Concrete    |                  |       |
| <b># SPANS</b>                        | 15                           | <b>LENGTH</b>        | 1902 ft   | <b>WIDTH</b>    | 50 ft                  |                  |       |
| <b>CONSTRUCTION DT</b>                | 1929                         | <b>ALTERATION DT</b> | 1971      | <b>SOURCE</b>   | PLAQUE                 |                  |       |
| <b>DESIGNER/PATENT</b>                | MORRIS GOODKIND, NJ HWY DEPT |                      |           | <b>BUILDER</b>  | 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.

**INFORMATION**

**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.

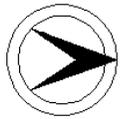
**Historical and Technological Significance:** The US 1 open-spandrel ribbed arch bridge is significant because it represents the quality designs that Morris Goodkind(1869-1968) produced throughout his career as the State Bridge Engineer. It is one of approximately 10 open-spandrel arch bridges in New 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.



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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.

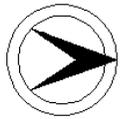
Goodkind was awarded the Phoebe Hobson Fowler Architectural Award by the American Society of Civil Engineers for the design of the US 1 bridge. To recognize the contribution which Goodkind made to the State of New Jersey, the name of the bridge was officially changed from the College Bridge to The Morris 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**

|                                       |   |                      |           |                 |             |                  |      |
|---------------------------------------|---|----------------------|-----------|-----------------|-------------|------------------|------|
| <b>STRUCTURE #</b>                    | 1204150   | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>    | NJDOT       | <b>MILEPOINT</b> | 32.5 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | US 1 OVER CONRAIL PERTH AMBOY-SOUTH PLAINFIELD BRANCH |                      |           | <b>FACILITY</b> | US 1        |                  |      |
| <b>TOWNSHIP</b>                       | EDISON TOWNSHIP                                       |                      |           |                 |             |                  |      |
| <b>TYPE</b>                           | STRINGER  | <b>DESIGN</b>        | ENCASED   | <b>MATERIAL</b> | Steel       |                  |      |
| <b># SPANS</b>                        | 5   | <b>LENGTH</b>        | 190 ft    | <b>WIDTH</b>    | 50 ft       |                  |      |
| <b>CONSTRUCTION DT</b>                | 1929  | <b>ALTERATION DT</b> | 1956      | <b>SOURCE</b>   | INSCRIPTION |                  |      |
| <b>DESIGNER/PATENT</b>                | NJ STATE HWY DEPT BRIDGE DIV                          |                      |           | <b>BUILDER</b>  |             |                  |      |

**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.

**INFORMATION**

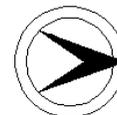
PHOTO: 122:43A-44A (03/92)

REVISED BY (DATE):

QUAD: Perth Amboy



**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |                              |                      |           |                 |                 |                  |       |
|---------------------------------------|------------------------------|----------------------|-----------|-----------------|-----------------|------------------|-------|
| <b>STRUCTURE #</b>                    | 1205150                      | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>    | NJDOT           | <b>MILEPOINT</b> | 36.45 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | US 1&9 OVER NJ 35            |                      |           | <b>FACILITY</b> | US 1&9          |                  |       |
| <b>TOWNSHIP</b>                       | WOODBRIIDGE TOWNSHIP         |                      |           |                 |                 |                  |       |
| <b>TYPE</b>                           | STRINGER                     | <b>DESIGN</b>        | ENCASED   | <b>MATERIAL</b> | Steel           |                  |       |
| <b># SPANS</b>                        | 2                            | <b>LENGTH</b>        | 94 ft     | <b>WIDTH</b>    | 66 ft           |                  |       |
| <b>CONSTRUCTION DT</b>                | 1928                         | <b>ALTERATION DT</b> |           | <b>SOURCE</b>   | INSCRIPTION     |                  |       |
| <b>DESIGNER/PATENT</b>                | NJ STATE HWY DEPT BRIDGE DIV |                      |           | <b>BUILDER</b>  | 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.

**INFORMATION** 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 Sczepakowski, May 8, 1991.

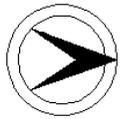
**Physical Description:** The two-span encased stringer bridge is supported on concrete abutments and a pier. The fascia of the bridge is adorned with moderne pilasters at the abutments and at the pier. The pilasters rise to meet the posts of the concrete balustrades at both sides of the structure. Modern 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

NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES



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.

**INFORMATION**

PHOTO: 113:15A-17A (01/92)

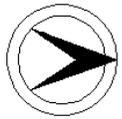
REVISED BY (DATE):

QUAD: South Amboy





NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

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|                                       |                                      |                      |           |                 |                          |                  |        |
|---------------------------------------|--------------------------------------|----------------------|-----------|-----------------|--------------------------|------------------|--------|
| <b>STRUCTURE #</b>                    | 1208150                              | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>    | NJDOT                    | <b>MILEPOINT</b> | 129.86 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | US 9 & NJ 35 OVER US 9 (MAIN STREET) |                      |           | <b>FACILITY</b> | US 9 & NJ 35             |                  |        |
| <b>TOWNSHIP</b>                       | SOUTH AMBOY CITY                     |                      |           |                 |                          |                  |        |
| <b>TYPE</b>                           | STRINGER                             | <b>DESIGN</b>        | ENCASED   |                 |                          | <b>MATERIAL</b>  | Steel  |
| <b># SPANS</b>                        | 2                                    | <b>LENGTH</b>        | 79 ft     | <b>WIDTH</b>    | 54 ft                    |                  |        |
| <b>CONSTRUCTION DT</b>                | 1936                                 | <b>ALTERATION DT</b> |           |                 | <b>SOURCE</b>            | INSCRIPTION      |        |
| <b>DESIGNER/PATENT</b>                | NJ STATE HWY DEPT BRIDGE DIV         |                      |           | <b>BUILDER</b>  | 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.

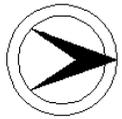
**INFORMATION**

PHOTO: 123:28-29 (01/92)

REVISED BY (DATE):

QUAD: South Amboy

NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

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|---------------------------------------|---|----------------------|-----------------|----------------|-------|------------------|---------------|-------------|
| <b>STRUCTURE #</b>                    | 1208151                                   | <b>CO</b>            | MIDDLESEX       | <b>OWNER</b>   | NJDOT | <b>MILEPOINT</b> | 129.93        |             |
| <b>NAME &amp; FEATURE INTERSECTED</b> | US 9 & NJ 35 OVER WASHINGTON AVE (CR 535) |                      | <b>FACILITY</b> | US 9 & NJ 35   |       |                  |               |             |
| <b>TOWNSHIP</b>                       | SOUTH AMBOY CITY                          |                      |                 |                |       |                  |               |             |
| <b>TYPE</b>                           | STRINGER                                  | <b>DESIGN</b>        | ENCASED         |                |       | <b>MATERIAL</b>  | Steel         |             |
| <b># SPANS</b>                        | 1   | <b>LENGTH</b>        | 55 ft           | <b>WIDTH</b>   | 54 ft |                  |               |             |
| <b>CONSTRUCTION DT</b>                | 1936                                      | <b>ALTERATION DT</b> |                 |                |       |                  | <b>SOURCE</b> | INSCRIPTION |
| <b>DESIGNER/PATENT</b>                | NJ STATE HWY DEPT BRIDGE DIV              |                      |                 | <b>BUILDER</b> |       |                  |               |             |

**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.

**INFORMATION**

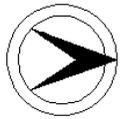
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REVISED BY (DATE):

QUAD: South Amboy



**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |  |                      |           |                 |                |                  |                 |               |             |
|---------------------------------------|--|----------------------|-----------|-----------------|----------------|------------------|-----------------|---------------|-------------|
| <b>STRUCTURE #</b>                    | 1208153                                  | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>    | NJDOT          | <b>MILEPOINT</b> | 129.98          |               |             |
| <b>NAME &amp; FEATURE INTERSECTED</b> | US 9 & NJ 35 OVER CONRAIL (AMBOY BRANCH) |                      |           | <b>FACILITY</b> | US 9 & NJ 35   |                  |                 |               |             |
| <b>TOWNSHIP</b>                       | SOUTH AMBOY CITY                         |                      |           |                 |                |                  |                 |               |             |
| <b>TYPE</b>                           | STRINGER                                 | <b>DESIGN</b>        | ENCASED   |                 |                |                  | <b>MATERIAL</b> | Steel         |             |
| <b># SPANS</b>                        | 3  | <b>LENGTH</b>        | 186 ft    | <b>WIDTH</b>    | 54 ft          |                  |                 |               |             |
| <b>CONSTRUCTION DT</b>                | 1937                                     | <b>ALTERATION DT</b> |           |                 |                |                  |                 | <b>SOURCE</b> | INSCRIPTION |
| <b>DESIGNER/PATENT</b>                | NJ STATE HWY DEPT BRIDGE DIV             |                      |           |                 | <b>BUILDER</b> |                  |                 |               |             |

**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 (catenary 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.

**INFORMATION**

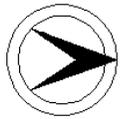
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**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |                                |                      |           |                 |                           |                  |       |
|---------------------------------------|--------------------------------|----------------------|-----------|-----------------|---------------------------|------------------|-------|
| <b>STRUCTURE #</b>                    | 1209153                        | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>    | NJDOT                     | <b>MILEPOINT</b> | 131.2 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | US 9 OVER NJ 35 VICTORY CIRCLE |                      |           | <b>FACILITY</b> | US 9                      |                  |       |
| <b>TOWNSHIP</b>                       | SAYREVILLE BOROUGH             |                      |           |                 |                           |                  |       |
| <b>TYPE</b>                           | STRINGER                       | <b>DESIGN</b>        | ENCASED   |                 | <b>MATERIAL</b>           | Steel            |       |
| <b># SPANS</b>                        | 1                              | <b>LENGTH</b>        | 55 ft     | <b>WIDTH</b>    | 52 ft                     |                  |       |
| <b>CONSTRUCTION DT</b>                | 1940                           | <b>ALTERATION DT</b> |           |                 | <b>SOURCE</b>             | INSCRIPTION      |       |
| <b>DESIGNER/PATENT</b>                | NJ STATE HWY DEPT BRIDGE DIV   |                      |           | <b>BUILDER</b>  | 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.

**INFORMATION**

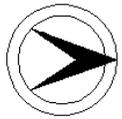
**Bibliography:**  
 New Jersey State Highway Department Annual Bridge Reports, 1939, 1940.  
 Letter from Andras Fekete, NJ DOT BEA, to Ms. Nancy L. Zerbe, Deputy SHPO, ONJH, Dated November 22, 1991.

**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



NEW JERSEY HISTORIC BRIDGE DATA

|                                       |                                |                      |           |                 |                           |                  |        |
|---------------------------------------|--------------------------------|----------------------|-----------|-----------------|---------------------------|------------------|--------|
| <b>STRUCTURE #</b>                    | 1209154                        | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>    | NJDOT                     | <b>MILEPOINT</b> | 131.08 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | US 9 OVER NJ 35 VICTORY CIRCLE |                      |           | <b>FACILITY</b> | US 9                      |                  |        |
| <b>TOWNSHIP</b>                       | SAYREVILLE BOROUGH             |                      |           |                 |                           |                  |        |
| <b>TYPE</b>                           | STRINGER                       | <b>DESIGN</b>        | ENCASED   | <b>MATERIAL</b> | Steel                     |                  |        |
| <b># SPANS</b>                        | 1                              | <b>LENGTH</b>        | 56 ft     | <b>WIDTH</b>    | 52.3 ft                   |                  |        |
| <b>CONSTRUCTION DT</b>                | 1940                           | <b>ALTERATION DT</b> |           | <b>SOURCE</b>   | INSCRIPTION               |                  |        |
| <b>DESIGNER/PATENT</b>                | NJ STATE HWY DEPT BRIDGE DIV   |                      |           | <b>BUILDER</b>  | 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.

**INFORMATION** 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.

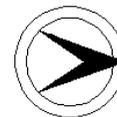
Physical Description: The one span encased stringer bridge is supported by concrete abutments. The substructure is banded, with vertically scored posts at the corners of the abutments rising into stepped posts of the standard design concrete balustrade.

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

**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |   |                      |            |                 |                         |                  |       |
|---------------------------------------|---|----------------------|------------|-----------------|-------------------------|------------------|-------|
| <b>STRUCTURE #</b>                    | 1209155                                 | <b>CO</b>            | MIDDLESEX  | <b>OWNER</b>    | NJDOT                   | <b>MILEPOINT</b> | 131.8 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | US 9 OVER RARITAN RIVER (EDISON BRIDGE) |                      |            | <b>FACILITY</b> | US 9                    |                  |       |
| <b>TOWNSHIP</b>                       | SAYREVILLE BOROUGH                      |                      |            |                 |                         |                  |       |
| <b>TYPE</b>                           | DECK GIRDER                             | <b>DESIGN</b>        | CONTINUOUS |                 |                         | <b>MATERIAL</b>  | Steel |
| <b># SPANS</b>                        | 29                                      | <b>LENGTH</b>        | 4391 ft    | <b>WIDTH</b>    | 52 ft                   |                  |       |
| <b>CONSTRUCTION DT</b>                | 1939                                    | <b>ALTERATION DT</b> | Demolished |                 | <b>SOURCE</b>           | PLANS            |       |
| <b>DESIGNER/PATENT</b>                | NJ STATE HWY DEPT BRIDGE DIV            |                      |            | <b>BUILDER</b>  | 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).

**INFORMATION**

**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.

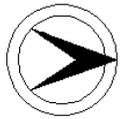
**Boundary Description and Justification:** Because it is the bridge itself that is eligible, the boundary is limited to the superstructure and the substructure of the bridge itself. The existence of 2 single-span stringer bridges in Victory Circle at the south approach to the bridge is not relevant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

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





NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES



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.

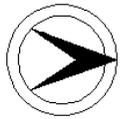
**INFORMATION**

PHOTO: 116:23-25 (02/92)

REVISED BY (DATE):

QUAD: Perth Amboy

**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |                               |                      |           |                 |                              |                  |       |
|---------------------------------------|-------------------------------|----------------------|-----------|-----------------|------------------------------|------------------|-------|
| <b>STRUCTURE #</b>                    | 1210153                       | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>    | RAILROAD                     | <b>MILEPOINT</b> | 15.68 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | PORT READING BRANCH OVER US 9 |                      |           | <b>FACILITY</b> | PORT READING BRANCH RAILROAD |                  |       |
| <b>TOWNSHIP</b>                       | WOODBRIIDGE TOWNSHIP          |                      |           |                 |                              |                  |       |
| <b>TYPE</b>                           | STRINGER                      | <b>DESIGN</b>        | ENCASED   | <b>MATERIAL</b> | Steel                        |                  |       |
| <b># SPANS</b>                        | 3                             | <b>LENGTH</b>        | 116 ft    | <b>WIDTH</b>    | 31.8 ft                      |                  |       |
| <b>CONSTRUCTION DT</b>                | 1938                          | <b>ALTERATION DT</b> |           | <b>SOURCE</b>   | INSCRIPTION                  |                  |       |
| <b>DESIGNER/PATENT</b>                | READING RR OFFICE OF ENGINEER |                      |           | <b>BUILDER</b>  |                              |                  |       |

**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  
**CONSULT STATUS** Not Individually Eligible.  
**CONSULT DOCUMENTS** SHPO Letter 6/30/95

**HISTORIC BRIDGE MANAGEMENT PLAN ( EVALUATED )** No

**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.

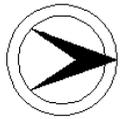
**INFORMATION**

PHOTO: 116:26-28 (02/92)

REVISED BY (DATE):

QUAD: Perth Amboy

**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |                                     |                      |           |                 |                 |                  |                 |               |             |
|---------------------------------------|-------------------------------------|----------------------|-----------|-----------------|-----------------|------------------|-----------------|---------------|-------------|
| <b>STRUCTURE #</b>                    | 1210154                             | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>    | NJDOT           | <b>MILEPOINT</b> | 135.9           |               |             |
| <b>NAME &amp; FEATURE INTERSECTED</b> | US 9 SB OVER GREEN STREET CONNECTOR |                      |           | <b>FACILITY</b> | US 9 SOUTHBOUND |                  |                 |               |             |
| <b>TOWNSHIP</b>                       | WOODBRIIDGE TOWNSHIP                |                      |           |                 |                 |                  |                 |               |             |
| <b>TYPE</b>                           | STRINGER                            | <b>DESIGN</b>        | ENCASED   |                 |                 |                  | <b>MATERIAL</b> | Steel         |             |
| <b># SPANS</b>                        | 1                                   | <b>LENGTH</b>        | 60 ft     | <b>WIDTH</b>    | 32 ft           |                  |                 |               |             |
| <b>CONSTRUCTION DT</b>                | 1937                                | <b>ALTERATION DT</b> |           |                 |                 |                  |                 | <b>SOURCE</b> | INSCRIPTION |
| <b>DESIGNER/PATENT</b>                | NJ STATE HWY DEPT BRIDGE DIV        |                      |           |                 |                 | <b>BUILDER</b>   |                 |               |             |

**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.

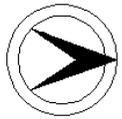
**1995 SURVEY RECOMMENDATION** Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN ( EVALUATED )** No  
**CONSULT STATUS** Not Individually Eligible.  
**CONSULT DOCUMENTS** SHPO Letter 6/30/95

**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.

**INFORMATION**

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

NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES



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.

**INFORMATION**

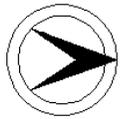
PHOTO: 116:31-33 (02/92)

REVISED BY (DATE):

QUAD: Perth Amboy



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.

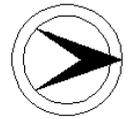
**INFORMATION**

PHOTO: 125:25A-26A (03/92)

REVISED BY (DATE):

QUAD: New Brunswick

**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |  |                      |           |                 |                     |                  |       |
|---------------------------------------|--|----------------------|-----------|-----------------|---------------------|------------------|-------|
| <b>STRUCTURE #</b>                    | 1213150  | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>    | NJDOT               | <b>MILEPOINT</b> | 40.22 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | NJ 18 NB OVER WESTONS MILL POND (LAWRENCE BROOK) |                      |           | <b>FACILITY</b> | NJ 18 NORTHBOUND    |                  |       |
| <b>TOWNSHIP</b>                       | EAST BRUNSWICK TOWNSHIP                          |                      |           |                 |                     |                  |       |
| <b>TYPE</b>                           | OPEN SPANDREL RIBBED ARCH                        | <b>DESIGN</b>        | PARABOLIC | <b>MATERIAL</b> | Reinforced Concrete |                  |       |
| <b># SPANS</b>                        | 3  | <b>LENGTH</b>        | 228 ft    | <b>WIDTH</b>    | 50 ft               |                  |       |
| <b>CONSTRUCTION DT</b>                | 1931   | <b>ALTERATION DT</b> | 1992      | <b>SOURCE</b>   | INSCRIPTION         |                  |       |
| <b>DESIGNER/PATENT</b>                | NJ STATE HWY DEPT BRIDGE DIV                     |                      |           | <b>BUILDER</b>  | 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.

**INFORMATION**

**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.

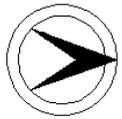
The first reinforced concrete bridges were designed and patented around the turn of the century. Concrete arch bridges were reinforced with steel to reduce cracking in the concrete and to eliminate the massiveness of the structures. One technique of material reduction was opening the spandrel vaults 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

NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES



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 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.

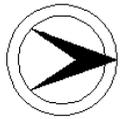
**INFORMATION**

**PHOTO:** 108:29-33,37 (10/91)

**REVISED BY (DATE):**

**QUAD:** Monmouth Junction

NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

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|                                       |                                      |                      |           |                 |                                     |                  |       |
|---------------------------------------|--------------------------------------|----------------------|-----------|-----------------|-------------------------------------|------------------|-------|
| <b>STRUCTURE #</b>                    | 1216161                              | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>    | RAILROAD                            | <b>MILEPOINT</b> | 31.35 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | AMTRAK NORTHEAST CORRIDOR OVER NJ 27 |                      |           | <b>FACILITY</b> | AMTRAK NORTHEAST CORRIDOR RAIL LINE |                  |       |
| <b>TOWNSHIP</b>                       | NEW BRUNSWICK CITY                   |                      |           |                 |                                     |                  |       |
| <b>TYPE</b>                           | THRU GIRDER                          | <b>DESIGN</b>        |           | <b>MATERIAL</b> | Steel                               |                  |       |
| <b># SPANS</b>                        | 4                                    | <b>LENGTH</b>        | 180 ft    | <b>WIDTH</b>    | 52 ft                               |                  |       |
| <b>CONSTRUCTION DT</b>                | 1903                                 | <b>ALTERATION DT</b> |           | <b>SOURCE</b>   | NJDOT                               |                  |       |
| <b>DESIGNER/PATENT</b>                | PENNSYLVANIA RR ENGINEERS OFF        |                      |           | <b>BUILDER</b>  |                                     |                  |       |

**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.

**INFORMATION**

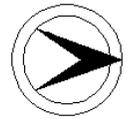
PHOTO: 118:11-12,119: (02/92)

REVISED BY (DATE):

QUAD: New Brunswick



NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

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|                                       |                              |                      |                   |                 |                      |                  |       |
|---------------------------------------|------------------------------|----------------------|-------------------|-----------------|----------------------|------------------|-------|
| <b>STRUCTURE #</b>                    | 1218151                      | <b>CO</b>            | MIDDLESEX         | <b>OWNER</b>    | RAILROAD             | <b>MILEPOINT</b> | 0.12  |
| <b>NAME &amp; FEATURE INTERSECTED</b> | BONHAMTOWN BRANCH OVER NJ 27 |                      |                   | <b>FACILITY</b> | BONHAMTOWN BRANCH RR |                  |       |
| <b>TOWNSHIP</b>                       | METUCHEN BOROUGH             |                      |                   |                 |                      |                  |       |
| <b>TYPE</b>                           | THRU GIRDER                  | <b>DESIGN</b>        | PARTIALLY ENCASED |                 |                      | <b>MATERIAL</b>  | Steel |
| <b># SPANS</b>                        | 1                            | <b>LENGTH</b>        | 67 ft             | <b>WIDTH</b>    | 13.4 ft              |                  |       |
| <b>CONSTRUCTION DT</b>                | 1923                         | <b>ALTERATION DT</b> |                   |                 |                      | <b>SOURCE</b>    | NJDOT |
| <b>DESIGNER/PATENT</b>                |                              |                      |                   | <b>BUILDER</b>  |                      |                  |       |

**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.

**INFORMATION**

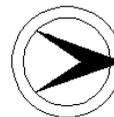
PHOTO: 122:30A-31A (03/92)

REVISED BY (DATE):

QUAD: Perth Amboy



**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |                                      |                      |                   |                 |                                     |                  |       |
|---------------------------------------|--------------------------------------|----------------------|-------------------|-----------------|-------------------------------------|------------------|-------|
| <b>STRUCTURE #</b>                    | 1218153                              | <b>CO</b>            | MIDDLESEX         | <b>OWNER</b>    | RAILROAD                            | <b>MILEPOINT</b> | 26.05 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | AMTRAK NORTHEAST CORRIDOR OVER NJ 27 |                      |                   | <b>FACILITY</b> | AMTRAK NORTHEAST CORRIDOR RAIL LINE |                  |       |
| <b>TOWNSHIP</b>                       | METUCHEN BOROUGH                     |                      |                   |                 |                                     |                  |       |
| <b>TYPE</b>                           | THRU GIRDER                          | <b>DESIGN</b>        | PARTIALLY ENCASED |                 |                                     | <b>MATERIAL</b>  | Steel |
| <b># SPANS</b>                        | 1                                    | <b>LENGTH</b>        | 48 ft             | <b>WIDTH</b>    | 11.6 ft                             |                  |       |
| <b>CONSTRUCTION DT</b>                | 1914                                 | <b>ALTERATION DT</b> |                   |                 |                                     | <b>SOURCE</b>    | NJDOT |
| <b>DESIGNER/PATENT</b>                | PENNSYLVANIA RR OFFICE OF ENG        |                      |                   | <b>BUILDER</b>  |                                     |                  |       |

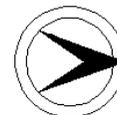
**SETTING / CONTEXT** The bridge carries 4 electrified tracks of Amtrak's Northeast Corridor and one Conrail spur (the Bonhamtown Branch) across a 2-lane city street used as a state route. The tracks separate a residential area from a commercial area of 20th century structures. The Northeast Corridor 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.

**INFORMATION**

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



NEW JERSEY HISTORIC BRIDGE DATA

|                                       |                                       |                      |           |                 |                          |                  |      |
|---------------------------------------|---------------------------------------|----------------------|-----------|-----------------|--------------------------|------------------|------|
| <b>STRUCTURE #</b>                    | 1218154                               | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>    | UNKNOWN                  | <b>MILEPOINT</b> | 23.0 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | MIDDLESEX AVENUE (NJ 27) OVER CONRAIL |                      |           | <b>FACILITY</b> | MIDDLESEX AVENUE (NJ 27) |                  |      |
| <b>TOWNSHIP</b>                       | METUCHEN BOROUGH                      |                      |           |                 |                          |                  |      |
| <b>TYPE</b>                           | DECK GIRDER                           | <b>DESIGN</b>        | OPEN WEB  | <b>MATERIAL</b> | Steel                    |                  |      |
| <b># SPANS</b>                        | 3                                     | <b>LENGTH</b>        | 167 ft    | <b>WIDTH</b>    | 30 ft                    |                  |      |
| <b>CONSTRUCTION DT</b>                | 1909                                  | <b>ALTERATION DT</b> | 1922      | <b>SOURCE</b>   | PLANS                    |                  |      |
| <b>DESIGNER/PATENT</b>                | AMERICAN BRIDGE CO.                   |                      |           | <b>BUILDER</b>  | 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.

**INFORMATION** 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.

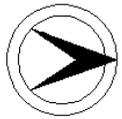
The addition in 1922 of the center girder strengthened the bridge, allowing for an increased load capacity. The timber deck that was placed in 1922 was crowned for drainage, as the original deck had not been. The placement of the current deck is not documented. The bridge has retained the integrity of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



**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |  |                      |                 |                |         |                  |     |                 |       |
|---------------------------------------|--|----------------------|-----------------|----------------|---------|------------------|-----|-----------------|-------|
| <b>STRUCTURE #</b>                    | 1218411  | <b>CO</b>            | MIDDLESEX       | <b>OWNER</b>   | UNKNOWN | <b>MILEPOINT</b> | 0.0 |                 |       |
| <b>NAME &amp; FEATURE INTERSECTED</b> | NEW DOVER ROAD OVER NJ 27 & AMTRAK & MIDDLE AVENUE |                      | <b>FACILITY</b> | NEW DOVER ROAD |         |                  |     |                 |       |
| <b>TOWNSHIP</b>                       | WOODBRIIDGE TOWNSHIP                               |                      |                 |                |         |                  |     |                 |       |
| <b>TYPE</b>                           | THRU GIRDER  | <b>DESIGN</b>        |                 |                |         |                  |     | <b>MATERIAL</b> | Steel |
| <b># SPANS</b>                        | 14   | <b>LENGTH</b>        | 639 ft          | <b>WIDTH</b>   | 30 ft   |                  |     |                 |       |
| <b>CONSTRUCTION DT</b>                | 1937   | <b>ALTERATION DT</b> | 1991            | <b>SOURCE</b>  | NJDOT   |                  |     |                 |       |
| <b>DESIGNER/PATENT</b>                | NJ STATE HWY DEPT BRIDGE DIV                       |                      |                 | <b>BUILDER</b> |         |                  |     |                 |       |

**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.

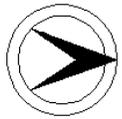
**INFORMATION**

PHOTO: 116:44-45 (02/92)

REVISED BY (DATE):

QUAD: Perth Amboy

**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |                                  |                      |           |                 |               |                  |     |
|---------------------------------------|----------------------------------|----------------------|-----------|-----------------|---------------|------------------|-----|
| <b>STRUCTURE #</b>                    | 121B007                          | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>    | COUNTY        | <b>MILEPOINT</b> | 0.0 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | BLAIR ROAD OVER WOODBRIDGE CREEK |                      |           | <b>FACILITY</b> | BLAIR ROAD    |                  |     |
| <b>TOWNSHIP</b>                       | CARTERET BOROUGH                 |                      |           |                 |               |                  |     |
| <b>TYPE</b>                           | STRINGER                         | <b>DESIGN</b>        |           | <b>MATERIAL</b> | Steel         |                  |     |
| <b># SPANS</b>                        | 1                                | <b>LENGTH</b>        | 26 ft     | <b>WIDTH</b>    | 24.8 ft       |                  |     |
| <b>CONSTRUCTION DT</b>                | 1930                             | <b>ALTERATION DT</b> | Unknown   |                 | <b>SOURCE</b> | NJDOT            |     |
| <b>DESIGNER/PATENT</b>                |                                  |                      |           | <b>BUILDER</b>  |               |                  |     |

**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.

**INFORMATION**

PHOTO: 117:39-40 (02/92)

REVISED BY (DATE):

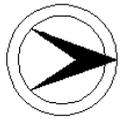
QUAD: Perth Amboy







NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

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|                                       |                              |                      |               |                       |                |                  |       |
|---------------------------------------|------------------------------|----------------------|---------------|-----------------------|----------------|------------------|-------|
| <b>STRUCTURE #</b>                    | 1222150                      | <b>CO</b>            | MIDDLESEX     | <b>OWNER</b>          | NJDOT          | <b>MILEPOINT</b> | 47.37 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | NJ 35 OVER CHEESEQUAKE CREEK |                      |               | <b>FACILITY</b>       | NJ 35          |                  |       |
| <b>TOWNSHIP</b>                       | OLD BRIDGE TOWNSHIP          |                      |               |                       |                |                  |       |
| <b>TYPE</b>                           | SINGLE LEAF BASCULE          |                      | <b>DESIGN</b> | <b>MATERIAL</b> Steel |                |                  |       |
| <b># SPANS</b>                        | 9                            | <b>LENGTH</b>        | 712 ft        | <b>WIDTH</b>          | 68 ft          |                  |       |
| <b>CONSTRUCTION DT</b>                | 1942                         | <b>ALTERATION DT</b> | 1956, 1986    |                       | <b>SOURCE</b>  | INSCRIPTION      |       |
| <b>DESIGNER/PATENT</b>                | NJ STATE HWY DEPT BRIDGE DIV |                      |               |                       | <b>BUILDER</b> |                  |       |

**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.

**INFORMATION**

PHOTO: 114:31-35 (01/92)

REVISED BY (DATE):

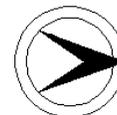
QUAD: South Amboy







**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |   |                      |                |                 |                          |                  |       |
|---------------------------------------|---|----------------------|----------------|-----------------|--------------------------|------------------|-------|
| <b>STRUCTURE #</b>                    | 1223150                                   | <b>CO</b>            | MIDDLESEX      | <b>OWNER</b>    | NJDOT                    | <b>MILEPOINT</b> | 51.8  |
| <b>NAME &amp; FEATURE INTERSECTED</b> | NJ 35 OVER RARITAN RIVER (VICTORY BRIDGE) |                      |                | <b>FACILITY</b> | NJ 35                    |                  |       |
| <b>TOWNSHIP</b>                       | SAYREVILLE BOROUGH                        |                      |                |                 |                          |                  |       |
| <b>TYPE</b>                           | SWING SPAN                                | <b>DESIGN</b>        | CENTER BEARING |                 |                          | <b>MATERIAL</b>  | Steel |
| <b># SPANS</b>                        | 53  | <b>LENGTH</b>        | 3091 ft        | <b>WIDTH</b>    | 38 ft                    |                  |       |
| <b>CONSTRUCTION DT</b>                | 1926                                      | <b>ALTERATION DT</b> | 1972           | <b>SOURCE</b>   | PLAQUE                   |                  |       |
| <b>DESIGNER/PATENT</b>                | CLARENCE W. HUDSON, SUP. ENG.             |                      |                | <b>BUILDER</b>  | 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.

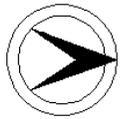
PHOTO: 117:3-9,11-12 (02/92)

REVISED BY (DATE):

QUAD: Perth Amboy



NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES



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.

**INFORMATION**

PHOTO: 124:27-28 (02/92)

REVISED BY (DATE):

QUAD: Jamesburg

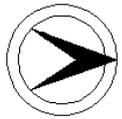








**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |  |                      |           |  |                     |                  |            |
|---------------------------------------|--|----------------------|-----------|--|---------------------|------------------|------------|
| <b>STRUCTURE #</b>                    | 122B065  | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>   | COUNTY              | <b>MILEPOINT</b> | 0.0        |
| <b>NAME &amp; FEATURE INTERSECTED</b> | HAMILTON BOULEVARD OVER BOUND BROOK  |                      |           | <b>FACILITY</b>                                      | HAMILTON BOULEVARD  |                  |            |
| <b>TOWNSHIP</b>                       | SOUTH PLAINFIELD BOROUGH   |                      |           |  |                     |                  |            |
| <b>TYPE</b>                           | SLAB   | <b>DESIGN</b>        |           | <b>MATERIAL</b>                                      | Reinforced Concrete |                  |            |
| <b># SPANS</b>                        | 2  | <b>LENGTH</b>        | 45 ft     | <b>WIDTH</b>   | 25.5 ft             |                  |            |
| <b>CONSTRUCTION DT</b>                | 1917   | <b>ALTERATION DT</b> |           | <b>SOURCE</b>  | INSCRIPTION         |                  |            |
| <b>DESIGNER/PATENT</b>                | OFFICE OF THE COUNTY ENGINEER  |                      |           | <b>BUILDER</b>                                       |                     |                  |            |
| <b>SETTING / CONTEXT</b>              | 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. |                      |           |  |                     |                  |            |
| <b>1995 SURVEY RECOMMENDATION</b>     | Not Eligible   |                      |           | <b>HISTORIC BRIDGE MANAGEMENT PLAN ( EVALUATED )</b> | No                  |                  |            |
| <b>CONSULT STATUS</b>                 | Not Individually Eligible.   |                      |           |  |                     |                  |            |
| <b>CONSULT DOCUMENTS</b>              | SHPO Letter 6/30/95  |                      |           |  |                     |                  |            |
| <b>SUMMARY</b>                        | 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.           |                      |           |  |                     |                  |            |
| <b>INFORMATION</b>                    |  |                      |           |  |                     |                  |            |
|                                       | PHOTO:   | 121:33-34 (02/92)    |           | REVISED BY (DATE):                                   |                     | QUAD:            | Plainfield |













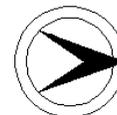








**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |                              |                      |            |                 |                           |                  |                     |
|---------------------------------------|------------------------------|----------------------|------------|-----------------|---------------------------|------------------|---------------------|
| <b>STRUCTURE #</b>                    | 122B235                      | <b>CO</b>            | MIDDLESEX  | <b>OWNER</b>    | COUNTY                    | <b>MILEPOINT</b> | 0.0                 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | MAIN STREET OVER GREEN BROOK |                      |            | <b>FACILITY</b> | MAIN STREET               |                  |                     |
| <b>TOWNSHIP</b>                       | MIDDLESEX BOROUGH            |                      |            |                 |                           |                  |                     |
| <b>TYPE</b>                           | DECK ARCH                    | <b>DESIGN</b>        | ELLIPTICAL |                 |                           | <b>MATERIAL</b>  | Reinforced Concrete |
| <b># SPANS</b>                        | 2                            | <b>LENGTH</b>        | 125 ft     | <b>WIDTH</b>    | 40 ft                     |                  |                     |
| <b>CONSTRUCTION DT</b>                | 1931                         | <b>ALTERATION DT</b> |            |                 |                           | <b>SOURCE</b>    | PLAQUES             |
| <b>DESIGNER/PATENT</b>                | MIDDLESEX AND SOMERSET CO.   |                      |            | <b>BUILDER</b>  | 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.

**INFORMATION**

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







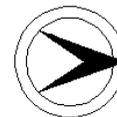








**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |                                   |                      |           |                 |               |                  |                      |
|---------------------------------------|-----------------------------------|----------------------|-----------|-----------------|---------------|------------------|----------------------|
| <b>STRUCTURE #</b>                    | 123B171                           | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>    | COUNTY        | <b>MILEPOINT</b> | 0.0                  |
| <b>NAME &amp; FEATURE INTERSECTED</b> | EASTON AVENUE OVER MILE RUN BROOK |                      |           | <b>FACILITY</b> | EASTON AVENUE |                  |                      |
| <b>TOWNSHIP</b>                       | NEW BRUNSWICK CITY                |                      |           |                 |               |                  |                      |
| <b>TYPE</b>                           | STONE ARCH                        | <b>DESIGN</b>        | BARREL    |                 |               | <b>MATERIAL</b>  | Stone                |
| <b># SPANS</b>                        | 1                                 | <b>LENGTH</b>        | 22 ft     | <b>WIDTH</b>    | 30.5 ft       |                  |                      |
| <b>CONSTRUCTION DT</b>                | 1823                              | <b>ALTERATION DT</b> |           |                 |               | <b>SOURCE</b>    | SOMERSET CO. RECORDS |
| <b>DESIGNER/PATENT</b>                | UNKNOWN                           |                      |           | <b>BUILDER</b>  | 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.

**INFORMATION**

**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









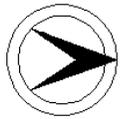








**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |   |                      |                 |                                    |             |                  |     |
|---------------------------------------|---|----------------------|-----------------|------------------------------------|-------------|------------------|-----|
| <b>STRUCTURE #</b>                    | 124B106   | <b>CO</b>            | MIDDLESEX       | <b>OWNER</b>                       | COUNTY      | <b>MILEPOINT</b> | 0.0 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | HIGHTSTOWN (GEORGES) ROAD (CR 539) OVER MILLSTONE RIVER |                      | <b>FACILITY</b> | HIGHTSTOWN (GEORGES) ROAD (CR 539) |             |                  |     |
| <b>TOWNSHIP</b>                       | CRANBURY TOWNSHIP                                       |                      |                 |                                    |             |                  |     |
| <b>TYPE</b>                           | THRU GIRDER   | <b>DESIGN</b>        |                 | <b>MATERIAL</b>                    | Steel       |                  |     |
| <b># SPANS</b>                        | 1   | <b>LENGTH</b>        | 72 ft           | <b>WIDTH</b>                       | 30 ft       |                  |     |
| <b>CONSTRUCTION DT</b>                | 1920  | <b>ALTERATION DT</b> |                 | <b>SOURCE</b>                      | INSCRIPTION |                  |     |
| <b>DESIGNER/PATENT</b>                | NJ STATE HWY DEPT BRIDGE DIV                            |                      |                 | <b>BUILDER</b>                     |             |                  |     |

**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.

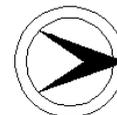
**1995 SURVEY RECOMMENDATION** Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN ( EVALUATED )** No  
**CONSULT STATUS** Not Individually Eligible.  
**CONSULT DOCUMENTS** SHPO Letter 6/30/95

**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.

**INFORMATION**

PHOTO: 126:33A-35A (03/92) REVISD BY (DATE): QUAD: Hightstown

**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |                                 |                      |                 |                |               |                  |       |
|---------------------------------------|---------------------------------|----------------------|-----------------|----------------|---------------|------------------|-------|
| <b>STRUCTURE #</b>                    | 124C105                         | <b>CO</b>            | MIDDLESEX       | <b>OWNER</b>   | COUNTY        | <b>MILEPOINT</b> | 0.0   |
| <b>NAME &amp; FEATURE INTERSECTED</b> | MAIN STREET OVER CRANBURY BROOK |                      | <b>FACILITY</b> | MAIN STREET    |               |                  |       |
| <b>TOWNSHIP</b>                       | CRANBURY TOWNSHIP               |                      |                 |                |               |                  |       |
| <b>TYPE</b>                           | DECK ARCH                       | <b>DESIGN</b>        | BARREL          |                |               | <b>MATERIAL</b>  | Brick |
| <b># SPANS</b>                        | 1                               | <b>LENGTH</b>        | 23 ft           | <b>WIDTH</b>   | 34.6 ft       |                  |       |
| <b>CONSTRUCTION DT</b>                | 1896                            | <b>ALTERATION DT</b> | 1987, 1992      |                | <b>SOURCE</b> | LOCAL RECORDS    |       |
| <b>DESIGNER/PATENT</b>                | UNKNOWN                         |                      |                 | <b>BUILDER</b> | 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.

**INFORMATION**

**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

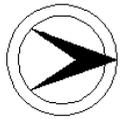








**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |   |                      |                 |                |         |                  |     |                 |        |
|---------------------------------------|---|----------------------|-----------------|----------------|---------|------------------|-----|-----------------|--------|
| <b>STRUCTURE #</b>                    | 1252162   | <b>CO</b>            | MIDDLESEX       | <b>OWNER</b>   | UNKNOWN | <b>MILEPOINT</b> | 0.0 |                 |        |
| <b>NAME &amp; FEATURE INTERSECTED</b> | GROVE STREET OVER PORT READING SECONDARY RAILROAD |                      | <b>FACILITY</b> | GROVE STREET   |         |                  |     |                 |        |
| <b>TOWNSHIP</b>                       | METUCHEN BOROUGH                                  |                      |                 |                |         |                  |     |                 |        |
| <b>TYPE</b>                           | STRINGER  | <b>DESIGN</b>        |                 |                |         |                  |     | <b>MATERIAL</b> | Timber |
| <b># SPANS</b>                        | 5   | <b>LENGTH</b>        | 117 ft          | <b>WIDTH</b>   | 30 ft   |                  |     |                 |        |
| <b>CONSTRUCTION DT</b>                | 1900  | <b>ALTERATION DT</b> | 1981            | <b>SOURCE</b>  | NJDOT   |                  |     |                 |        |
| <b>DESIGNER/PATENT</b>                |   |                      |                 | <b>BUILDER</b> |         |                  |     |                 |        |

**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.

**INFORMATION**

PHOTO: 122:32A-34A (03/92)

REVISED BY (DATE):

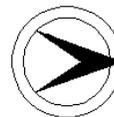
QUAD: Perth Amboy







**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |   |                      |                   |                 |               |                  |       |
|---------------------------------------|---|----------------------|-------------------|-----------------|---------------|------------------|-------|
| <b>STRUCTURE #</b>                    | 1253164                                   | <b>CO</b>            | MIDDLESEX         | <b>OWNER</b>    | UNKNOWN       | <b>MILEPOINT</b> | 0.0   |
| <b>NAME &amp; FEATURE INTERSECTED</b> | OAK TREE ROAD OVER LEHIGH VALLEY RAILROAD |                      |                   | <b>FACILITY</b> | OAK TREE ROAD |                  |       |
| <b>TOWNSHIP</b>                       | EDISON TOWNSHIP                           |                      |                   |                 |               |                  |       |
| <b>TYPE</b>                           | THRU GIRDER                               | <b>DESIGN</b>        | PARTIALLY ENCASED |                 |               | <b>MATERIAL</b>  | Steel |
| <b># SPANS</b>                        | 3   | <b>LENGTH</b>        | 155 ft            | <b>WIDTH</b>    | 30 ft         |                  |       |
| <b>CONSTRUCTION DT</b>                | 1931                                      | <b>ALTERATION DT</b> |                   |                 |               | <b>SOURCE</b>    | NJDOT |
| <b>DESIGNER/PATENT</b>                | LEHIGH VALLEY RR BRIDGE ENGR.             |                      |                   | <b>BUILDER</b>  | 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.

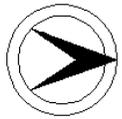
**1995 SURVEY RECOMMENDATION** Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN ( EVALUATED )** No  
**CONSULT STATUS** Not Individually Eligible.  
**CONSULT DOCUMENTS** SHPO Letter 6/30/95

**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.

**INFORMATION**

PHOTO: 121:37-39 (02/92) REVISED BY (DATE): QUAD: Plainfield

**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |  |                      |                 |                       |          |                  |     |
|---------------------------------------|--|----------------------|-----------------|-----------------------|----------|------------------|-----|
| <b>STRUCTURE #</b>                    | 1254160  | <b>CO</b>            | MIDDLESEX       | <b>OWNER</b>          | RAILROAD | <b>MILEPOINT</b> | 0.0 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | GRAHAM STREET OVER PERTH AMBOY-SOUTH PLAINFIELD BRANCH |                      | <b>FACILITY</b> | GRAHAM STREET         |          |                  |     |
| <b>TOWNSHIP</b>                       | METUCHEN BOROUGH                                       |                      |                 |                       |          |                  |     |
| <b>TYPE</b>                           | MULTI GIRDER   | <b>DESIGN</b>        |                 | <b>MATERIAL</b>       | Steel    |                  |     |
| <b># SPANS</b>                        | 3  | <b>LENGTH</b>        | 109 ft          | <b>WIDTH</b>          | 31.6 ft  |                  |     |
| <b>CONSTRUCTION DT</b>                | 1906   | <b>ALTERATION DT</b> | 1980s           | <b>SOURCE</b>         | PLANS    |                  |     |
| <b>DESIGNER/PATENT</b>                | LEHIGH VALLEY RR OFF. OF ENGR                          |                      | <b>BUILDER</b>  | 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.

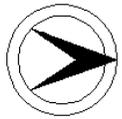
**INFORMATION**

PHOTO: 122:23A-26A (03/92)

REVISED BY (DATE):

QUAD: Perth Amboy

**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |   |                      |                 |              |                |                  |                 |             |
|---------------------------------------|---|----------------------|-----------------|--------------|----------------|------------------|-----------------|-------------|
| <b>STRUCTURE #</b>                    | 1254161   | <b>CO</b>            | MIDDLESEX       | <b>OWNER</b> | UNKNOWN        | <b>MILEPOINT</b> | 0.0             |             |
| <b>NAME &amp; FEATURE INTERSECTED</b> | MAIN STREET OVER PERTH AMBOY-SOUTH<br>PLAINFIELD BRANCH |                      | <b>FACILITY</b> | MAIN STREET  |                |                  |                 |             |
| <b>TOWNSHIP</b>                       | METUCHEN BOROUGH  |                      |                 |              |                |                  |                 |             |
| <b>TYPE</b>                           | STRINGER  | <b>DESIGN</b>        |                 |              |                |                  | <b>MATERIAL</b> | Steel       |
| <b># SPANS</b>                        | 3   | <b>LENGTH</b>        | 102 ft          | <b>WIDTH</b> | 41.2 ft        |                  |                 |             |
| <b>CONSTRUCTION DT</b>                | 1929  | <b>ALTERATION DT</b> |                 |              |                |                  | <b>SOURCE</b>   | INSCRIPTION |
| <b>DESIGNER/PATENT</b>                |   |                      |                 |              | <b>BUILDER</b> |                  |                 |             |

**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.

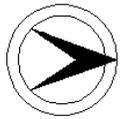
**INFORMATION**

PHOTO: 122:27A-28A (03/92)

REVISED BY (DATE):

QUAD: Perth Amboy

**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |  |                      |                 |                 |                |                  |     |
|---------------------------------------|--|----------------------|-----------------|-----------------|----------------|------------------|-----|
| <b>STRUCTURE #</b>                    | 1254162  | <b>CO</b>            | MIDDLESEX       | <b>OWNER</b>    | UNKNOWN        | <b>MILEPOINT</b> | 0.0 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | PIERSON AVE OVER PERTH AMBOY-SOUTH PLAINFIELD BRANCH |                      | <b>FACILITY</b> | PIERSON AVENUE  |                |                  |     |
| <b>TOWNSHIP</b>                       | EDISON TOWNSHIP                                      |                      |                 |                 |                |                  |     |
| <b>TYPE</b>                           | THRU GIRDER  | <b>DESIGN</b>        |                 | <b>MATERIAL</b> | Steel          |                  |     |
| <b># SPANS</b>                        | 3  | <b>LENGTH</b>        | 97 ft           | <b>WIDTH</b>    | 15.3 ft        |                  |     |
| <b>CONSTRUCTION DT</b>                | 1905   | <b>ALTERATION DT</b> | Unknown         |                 | <b>SOURCE</b>  | NJDOT            |     |
| <b>DESIGNER/PATENT</b>                |  |                      |                 |                 | <b>BUILDER</b> |                  |     |

**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.

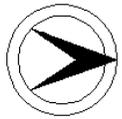
**INFORMATION**

PHOTO: 122:1A-4A (03/92)

REVISED BY (DATE):

QUAD: Perth Amboy

NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

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|                                       |  |                      |                   |                                 |               |                  |       |
|---------------------------------------|--|----------------------|-------------------|---------------------------------|---------------|------------------|-------|
| <b>STRUCTURE #</b>                    | 1255161  | <b>CO</b>            | MIDDLESEX         | <b>OWNER</b>                    | RAILROAD      | <b>MILEPOINT</b> | 12.74 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | BORDENTOWN SOUTH AMBOY TPK OVER AMBOY SECONDARY RR |                      | <b>FACILITY</b>   | BORDENTOWN SOUTH AMBOY TURNPIKE |               |                  |       |
| <b>TOWNSHIP</b>                       | MONROE TOWNSHIP                                    |                      |                   |                                 |               |                  |       |
| <b>TYPE</b>                           | THRU GIRDER  | <b>DESIGN</b>        | PARTIALLY ENCASED |                                 |               | <b>MATERIAL</b>  | Steel |
| <b># SPANS</b>                        | 4  | <b>LENGTH</b>        | 173 ft            | <b>WIDTH</b>                    | 18 ft         |                  |       |
| <b>CONSTRUCTION DT</b>                | 1938   | <b>ALTERATION DT</b> |                   |                                 | <b>SOURCE</b> | NJDOT            |       |
| <b>DESIGNER/PATENT</b>                |  |                      |                   | <b>BUILDER</b>                  |               |                  |       |

**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.

**INFORMATION**

PHOTO: 127:40A-42A (03/92)

REVISED BY (DATE):

QUAD: Jamesburg





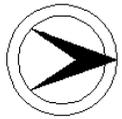








**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |                                  |                      |                 |                |                        |                  |                 |       |
|---------------------------------------|----------------------------------|----------------------|-----------------|----------------|------------------------|------------------|-----------------|-------|
| <b>STRUCTURE #</b>                    | 125B112                          | <b>CO</b>            | MIDDLESEX       | <b>OWNER</b>   | COUNTY                 | <b>MILEPOINT</b> | 0.0             |       |
| <b>NAME &amp; FEATURE INTERSECTED</b> | LAKE STREET OVER MANALAPAN BROOK |                      | <b>FACILITY</b> | LAKE STREET    |                        |                  |                 |       |
| <b>TOWNSHIP</b>                       | JAMESBURG BOROUGH                |                      |                 |                |                        |                  |                 |       |
| <b>TYPE</b>                           | STRINGER                         | <b>DESIGN</b>        | ENCASED         |                |                        |                  | <b>MATERIAL</b> | Steel |
| <b># SPANS</b>                        | 1                                | <b>LENGTH</b>        | 27 ft           | <b>WIDTH</b>   | 24 ft                  |                  |                 |       |
| <b>CONSTRUCTION DT</b>                | 1930                             | <b>ALTERATION DT</b> |                 |                | <b>SOURCE</b>          | PLAQUE           |                 |       |
| <b>DESIGNER/PATENT</b>                | W. FRANKLIN BUCHANON, CO. ENG.   |                      |                 | <b>BUILDER</b> | 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.

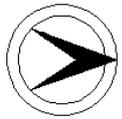
**1995 SURVEY RECOMMENDATION** Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN ( EVALUATED )** No  
**CONSULT STATUS** Not Individually Eligible.  
**CONSULT DOCUMENTS** SHPO Letter 6/30/95

**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.

**INFORMATION**

PHOTO: 127:32A-33A (03/92) REVISD BY (DATE): QUAD: Jamesburg

**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |  |                      |           |  |                           |                  |                 |       |
|---------------------------------------|--|----------------------|-----------|--|---------------------------|------------------|-----------------|-------|
| <b>STRUCTURE #</b>                    | 125B114  | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>   | COUNTY                    | <b>MILEPOINT</b> | 0.0             |       |
| <b>NAME &amp; FEATURE INTERSECTED</b> | BUCKELEW AVENUE OVER MANALAPAN BROOK   |                      |           | <b>FACILITY</b>                                      | BUCKELEW AVENUE           |                  |                 |       |
| <b>TOWNSHIP</b>                       | JAMESBURG BOROUGH  |                      |           |  |                           |                  |                 |       |
| <b>TYPE</b>                           | DECK GIRDER  | <b>DESIGN</b>        | ENCASED   |  |                           |                  | <b>MATERIAL</b> | Steel |
| <b># SPANS</b>                        | 1  | <b>LENGTH</b>        | 60 ft     | <b>WIDTH</b>   | 30 ft                     |                  |                 |       |
| <b>CONSTRUCTION DT</b>                | 1926   | <b>ALTERATION DT</b> |           |  | <b>SOURCE</b>             | PLAQUE           |                 |       |
| <b>DESIGNER/PATENT</b>                | W. FRANKLIN BUCHANON, CO. ENG.   |                      |           | <b>BUILDER</b>                                       | BRANN & STUART CO., CONTR |                  |                 |       |
| <b>SETTING / CONTEXT</b>              | 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. |                      |           |  |                           |                  |                 |       |
| <b>1995 SURVEY RECOMMENDATION</b>     | Not Eligible   |                      |           | <b>HISTORIC BRIDGE MANAGEMENT PLAN ( EVALUATED )</b> | No                        |                  |                 |       |
| <b>CONSULT STATUS</b>                 | Not Individually Eligible.   |                      |           |  |                           |                  |                 |       |
| <b>CONSULT DOCUMENTS</b>              | 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.

**INFORMATION**

PHOTO: 127:34A-39A (03/92)

REVISED BY (DATE):

QUAD: Jamesburg



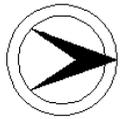








**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |   |                      |           |                     |                           |                  |      |
|---------------------------------------|---|----------------------|-----------|---------------------|---------------------------|------------------|------|
| <b>STRUCTURE #</b>                    | 1262152                                 | <b>CO</b>            | MIDDLESEX | <b>OWNER</b>        | PRIVATE                   | <b>MILEPOINT</b> | 0.94 |
| <b>NAME &amp; FEATURE INTERSECTED</b> | JCP&L COMPANY OVER NJ TRANSIT & MAIN ST |                      |           | <b>FACILITY</b>     | JCP&L COMPANY ACCESS ROAD |                  |      |
| <b>TOWNSHIP</b>                       | SOUTH AMBOY CITY                        |                      |           |                     |                           |                  |      |
| <b>TYPE</b>                           | BOX BEAM                                | <b>DESIGN</b>        |           | <b>MATERIAL</b>     | Concrete                  |                  |      |
| <b># SPANS</b>                        | 3                                       | <b>LENGTH</b>        | 212 ft    | <b>WIDTH</b>        | 16.7 ft                   |                  |      |
| <b>CONSTRUCTION DT</b>                | 1929                                    | <b>ALTERATION DT</b> | 1985ca    | <b>SOURCE STYLE</b> |                           |                  |      |
| <b>DESIGNER/PATENT</b>                |   |                      |           | <b>BUILDER</b>      |                           |                  |      |

**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.

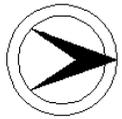
**INFORMATION**

PHOTO: 114:25 (01/92)

REVISED BY (DATE):

QUAD: South Amboy

**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
BUREAU OF ENVIRONMENTAL SERVICES**



**NEW JERSEY HISTORIC BRIDGE DATA**

|                                       |  |                      |                 |              |                |                  |       |
|---------------------------------------|--|----------------------|-----------------|--------------|----------------|------------------|-------|
| <b>STRUCTURE #</b>                    | 3000169                                    | <b>CO</b>            | MIDDLESEX       | <b>OWNER</b> | STATE AGENCY   | <b>MILEPOINT</b> | 0.0   |
| <b>NAME &amp; FEATURE INTERSECTED</b> | LANDING LANE OVER DELAWARE & RARITAN CANAL |                      | <b>FACILITY</b> | LANDING LANE |                |                  |       |
| <b>TOWNSHIP</b>                       | NEW BRUNSWICK CITY                         |                      |                 |              |                |                  |       |
| <b>TYPE</b>                           | SWING SPAN                                 | <b>DESIGN</b>        | CENTER BEARING  |              |                | <b>MATERIAL</b>  | Steel |
| <b># SPANS</b>                        | 1  | <b>LENGTH</b>        | 74 ft           | <b>WIDTH</b> | 20 ft          |                  |       |
| <b>CONSTRUCTION DT</b>                | 1920                                       | <b>ALTERATION DT</b> | 1969ca          |              | <b>SOURCE</b>  | NJDOT            |       |
| <b>DESIGNER/PATENT</b>                |  |                      |                 |              | <b>BUILDER</b> |                  |       |

**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.

**INFORMATION**

PHOTO: 118:5A-7A (02/92)

REVISED BY (DATE):

QUAD: Plainfield