NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 13000A4 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HILLSDALE ROAD OVER BIG BROOK **FACILITY** HILLSDALE ROAD

TOWNSHIP COLTS NECK TOWNSHIP

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

 # SPANS 3 **LENGTH** 42 ft **WIDTH** 21.1 ft

CONSTRUCTION DT 1945 **ALTERATION DT** 1981 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER**

SETTING / CONTEXT The two-lane bridge spans a creek in a rural setting. Adjacent to the bridge are open fields and woods. The area is lightly developed with some modern residences.

1995 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 was originally built in 1945 with a timber slab superstructure on timber pile bents with timber sheet pile bulkheads. In 1981 the bridge's superstructure was replaced with a continuous concrete slab on timber pile bents with concrete cap beams and beam guide rails. Little or no original bridge fabric remains. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 420:19A-20A (09/92) REVISED BY (DATE): QUAD: Marlboro

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 13000A7 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BUCKS MILL ROAD OVER YELLOW BROOK **FACILITY** BUCKS MILL ROAD

TOWNSHIP COLTS NECK TOWNSHIP

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

 # SPANS 2 **LENGTH** 29 ft **WIDTH** 21 ft

CONSTRUCTION DT 1943 **ALTERATION DT** 1948 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER** FRIEBOTT BROTHERS

SETTING / CONTEXT The two-lane bridge spans the Bucks Mill Pond spillway. The bridge's single sidewalk is carried separately from the bridge on timber stringers. To the north is a large waterwheel, tailrace, and stone foundation, the only remnants of Bucks Mill, a 19th-century gristmill that caught fire and was destroyed (post-1954). The surrounding neighborhood is now residential with modern subdevelopments and a scattering of older farmhouses.

1995 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 nail-laminated timber slab bridge has concrete abutments and timber pile bent pier with cross bracing. Timber rails have been replaced by beam guide rails. According to county records in 1948 the adjacent timber dam bulkhead was rebuilt, and in 1961 the concrete spillway floor repoured. The bridge is one of at least six surviving 1940s timber slab bridges in Monmouth County. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 418:19A-24A (08/92) REVISED BY (DATE): QUAD: Marlboro

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 13000N5 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OLD CORLIES AVENUE (CR 17) OVER JUMPING BROOK **FACILITY** OLD CORLIES AVENUE (CR 17)

TOWNSHIP NEPTUNE TOWNSHIP

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

 # SPANS 22 **LENGTH** 202 ft **WIDTH** 18.9 ft

CONSTRUCTION DT 1925 **ALTERATION DT** 1940, 1954 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The 2-lane bridge spans Jumping Brook on the northern border of Shark River County Park. To the south of the bridge is woodland, and to the east the Shark River County Golf Course. West of the bridge is a modern office building, and a residential subdevelopment (c.1960-80).

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1925 steel stringer bridge with steel bents and lattice railings has been rebuilt twice. In 1940 concrete footings, longitudinal bracing between the piers, and 9 I-beam stringers in addition to the original 6 stringers were added. In 1954 beam guide rails and a French drain were added, and a secondary system of steel piers changed the bridge from 11 spans to 22 spans. The highly altered bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 180:28-34 (08/92) REVISED BY (DATE): QUAD: Asbury Park

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 13000R2 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED FRONT STREET OVER LUPPATATONG CREEK **FACILITY** FRONT STREET

TOWNSHIP KEYPORT BOROUGH

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

 # SPANS 3 **LENGTH** 74 ft **WIDTH** 30.5 ft

CONSTRUCTION DT 1924 **ALTERATION DT** 1944 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The 2-lane bridge with 2 sidewalks spans Luppatatong Creek at the head of Keyport Harbor. Next to the bridge are seafood restaurants and a marina. The bridge is west of downtown Keyport. The surrounding area has numerous modern intrusions.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The steel thru girder bridge with floorbeams has cantilevered wood deck sidewalks with lattice railing upstream and beam guide rail downstream, approaches with paneled concrete parapets, and cellular concrete abutments. In 1944 two timber pile bents were added to support the bridge. Utility pipes have been added, and the girder webs are rusted through in spots. Thru girder bridges are a common bridge type in New Jersey, and the bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 415:40-42 (07/92) REVISED BY (DATE): QUAD: Keyport

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 13000R3 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BROADWAY AVENUE OVER CHINGARORA CREEK **FACILITY** BROADWAY AVENUE

TOWNSHIP KEYPORT BOROUGH

TYPE STRINGER **DESIGN** JACK ARCH (CONCRETE) **MATERIAL** Steel

 # SPANS 1 **LENGTH** 35 ft **WIDTH** 30 ft

CONSTRUCTION DT 1930 **ALTERATION DT** 1965 **SOURCE** PLAQUE

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** THOMAS PROCTOR COMPANY

SETTING / CONTEXT The 2-lane bridge with single sidewalk spans a tidal creek that forms the border between Keyport Borough and Union Beach Borough near the Raritan Bay. The neighborhood is working-class residential with a mixture of late-19th and early-20th century houses with numerous modern intrusions. Downstream about 1/5 of a mile is a factory complex. Upstream is a 1920 thru girder bridge (13000R4).

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1930 single-span steel stringer bridge has concrete jack arches, encased paneled fascia stringers, concrete balustrades, and concrete abutments. In 1965 a bulkhead and concrete toe walls were built around the abutments. A utility pipe has been added to the downstream side. Steel stringers with concrete jack arches are not uncommon in New Jersey. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 175:1A,43A-44A (07/92) REVISED BY (DATE): QUAD: Keyport

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 13000R4 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED STONE ROAD OVER CHINGARORA CREEK **FACILITY** STONE ROAD

TOWNSHIP KEYPORT BOROUGH

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

 # SPANS 1 **LENGTH** 45 ft **WIDTH** 28 ft

CONSTRUCTION DT 1921 **ALTERATION DT** 1964 **SOURCE** PLAQUE

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** ALLEN TRIMPY

SETTING / CONTEXT The two-lane bridge with two sidewalks spans a tidal creek that forms the border between Keyport Borough and Union Beach Borough. The neighborhood is working-class residential with a mixture of late-19th and early-20th century houses with numerous modern intrusions. Immediately west of the bridge is a three-way intersection. The bridge is just upstream from Broadway Avenue over Chingarora Creek (13000R3), a 1930 steel stringer 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 1921 single-span steel thru girder with floorbeams bridge has cantilevered sidewalks with pipe railings and concrete abutments with stepped-out concrete piers for the girder bearings. In 1964 the bridge was reconstructed with new floorbeams, exterior steel stringers, and steel grid deck which replaced a laminated wood deck. Concrete and sheet pile toe walls were added to the abutments. The bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 175:2A,4A-6A, 431:9 (07/92) REVISED BY (DATE): QUAD: Keyport

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 13000R7 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED UNION AVENUE (CR 39) OVER FLAT CREEK **FACILITY** UNION AVENUE (CR 39)

TOWNSHIP UNION BEACH BOROUGH

TYPE STRINGER **DESIGN** JACK ARCH (CONCRETE) **MATERIAL** Steel

 # SPANS 1 **LENGTH** 29 ft **WIDTH** 30 ft

CONSTRUCTION DT 1930 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** S. S. THOMPSON

SETTING / CONTEXT The two-lane bridge with two sidewalks spans Flat Creek near its confluence with Raritan Bay. The former seashore resort community contains many early-20th century cottages, but most are heavily altered or converted to businesses. To the west is a small marina, and to the north a business section with small stores and restaurants.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1930 single span encased steel stringer bridge has concrete jack arches, paneled fascia stringers, concrete balustrades, and concrete abutments with wingwalls. Utility pipes have been added to both sides of the bridge. Steel stringers with concrete jack arches are not uncommon in New Jersey. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 425:14A-15A (09/92) REVISED BY (DATE): QUAD: Keyport

A. G. Lichtenstein & Associates, Inc. performed initial survery.
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Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 13000U7 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EMLEYS MILL ROAD OVER LAHAWAY CREEK **FACILITY** EMLEYS MILL ROAD

TOWNSHIP UPPER FREEHOLD TOWNSHIP

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

 # SPANS 3 **LENGTH** 38 ft **WIDTH** 15 ft

CONSTRUCTION DT 20th Century **ALTERATION DT** 1992 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge spans Lahaway Creek in a rural setting of wooded lots and scattered 19th- and 20th-century housing. The bridge is currently closed for reconstruction. Nineteenth-century maps indicate the bridge is built downstream of a former mill pond and spillway. No above ground evidence of the mill is visible.

1995 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 timber stringer bridge has a southern masonry abutment and pier with I-beam cap, a northern timber pile bent pier with I-beam cap, and a northern concrete abutment with masonry back wall. The bridge's masonry substructure probably dates to the 19th century, but has been rebuilt several times. In 1992 the bridge's old steel stringer superstructure was replaced with new timber stringers, timber deck, and beam guide rails. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 416:23-25 (08/92) REVISED BY (DATE): QUAD: Roosevelt

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 13000W1 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 34.8

NAME & FEATURE INTERSECTED ALLAIRE ROAD (CR 524) OVER MILL RUN **FACILITY** ALLAIRE ROAD (CR 524)

TOWNSHIP WALL TOWNSHIP

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

 # SPANS 1 **LENGTH** 28 ft **WIDTH** 28.8 ft

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

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** S. THOMPSON & COMPANY

SETTING / CONTEXT The two-lane bridge with single sidewalk is opposite the entrance to the Brisbaine Child Treatment Center campus. Allaire Road is the northern border of Allaire State Park, and south of the bridge is a wooded area. Just upstream from the bridge is a pond held by a concrete dam.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1926 single-span encased steel stringer bridge has paneled fascia, concrete balustrades, and concrete abutments with wingwalls. The bridge is a common type and design, and it is not historically or technologically distinguished.

INFOR MATION

PHOTO: 430:11-13 (06/92) REVISED BY (DATE): QUAD: Farmingdale

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 13000W7 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED GREEN AVENUE OVER DEBBIES CREEK **FACILITY** GREEN AVENUE

TOWNSHIP BRIELLE BOROUGH

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

 # SPANS 7 **LENGTH** 120 ft **WIDTH** 21.7 ft

CONSTRUCTION DT 1943 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT **BUILDER** A. P. THOMPSON

SETTING / CONTEXT The two lane bridge with single sidewalk spans Debbies Creek, a tidal tributary of Glimmer Glass. The bridge is located in a salt marsh surrounded by undistinguished 20th-century year-round houses and seasonal cottages.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 7-span timber stringer bridge has timber pile bents with cross bracing, sheet timber pile head walls, beam guide rails on the roadway, and wood railing on the sidewalk. The bridge was constructed in 1943 and has had numerous in-kind repairs. It is a representative example of a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 161:1,44 (06/92) REVISED BY (DATE): QUAD: Point Pleasant

A. G. Lichtenstein & Associates, Inc. performed initial survery.
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 13000W9 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED BRIELLE ROAD OVER GLIMMER GLASS **FACILITY** BRIELLE ROAD
TOWNSHIP MANASQUAN BOROUGH
TYPE CABLE LIFT BASCULE **DESIGN** ROLLING COUNTERWEIGHT **MATERIAL** Steel
 # SPANS 17 **LENGTH** 279 ft **WIDTH** 20 ft

CONSTRUCTION DT 1898ca **ALTERATION DT** 1957 **SOURCE** COUNTY ENGINEER
DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The 2-lane bridge with single sidewalk spans Glimmer Glass, a navigable tidal inlet of the Manasquan River. The bridge is located in a salt marsh surrounded by what historically was a seasonal community of small cottages. Many of the cottages have been enlarged and/or converted to year round houses. Large, modern houses have also been added, often replacing the original cottages. The area does not have historic district potential.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The rolling counterweight single-leaf bascule bridge with a deck girder movable leaf is the only example of the late-19th century bridge type in the state and possibly the whole country. The undocumented bridge represents a little-used technology that was developed prior to 1895. It was used in New Jersey by railroads and over canals. Although the Glimmer Glass bridge has been modernized, it still operates in the original manner and is thus historically and technologically significant.

INFOR MATION

Bibliography:
"Counterweighted Lift Bridge on the Erie Railroad," Scientific American, Vol. 75, (Nov. 28, 1896), pp. 389-390.
Fraser, Donald J. "Movable Span Bridges in New South Wales Prior to 1915." Multi-disciplinary Engineering Transactions. 1985.
Hool, George and Kinne, W.S. Movable and Long-Span Steel Bridges. New York: McGraw Hill Book Company, 1943."The Michigan Avenue Bascule Bridge Buffalo," The Engineering Record, Vol.66 (Aug. 21, 1897), pp. 246-247.
Perkons, George (Mechanical Engineer with A.G. Lichtenstein & Associates). Personal interview with Mary E. McCahon, 1/19/1993.
Waddell, J.A.L. Bridge Engineering. New York: John Wiley and Sons, 1925.

Physical Description: The 17-span bridge is composed of 16 timber stringer spans supported on braced timber pile bents and a 31'-long cable lift bascule rolling counterweight movable span. The single-leaf movable span is a deck girder with an open steel grid deck installed in 1962. A cable attached to each side of the toe end of the movable leaf passes over a single-track sheave atop the braced timber tower columns with braced curved tracks on the side opposite the movable leaf. The opposite end of the cable is attached to a connecting hanger that joins the shafts of the rolling counterweights positioned in series on the track. The two topmost metal counterweights have a solid center guide while the last one has disk guides. The track has built up wood end stops. The tower columns are braced with wood struts on the sides and wire rope stays on the back. The toe lock is manual. The bridge is controlled from an operators house on the upstream side. An electric motor mounted atop the upstream tower column brace engages the drive shaft to turn the sheaves which cause the counterweights to start moving down the track. The motor reverses the action to close the bridge. The operators house, like many elements of the bridge, has been upgraded over the years, but its function and profile are original.

Historical and Technological Significance: The ca. 1898 cable lift bascule with rolling counterweights bridge is technologically and historically significant as the only example of its type in New Jersey (criterion C). It may also be the only example in the eastern half of the United States (Perkons). When the design was developed and by whom was not identified, but the 1896 Scientific American article describing the Erie Railroad's recently completed example on its main line over Berry's Creek near Rutherford, New Jersey (non-extant) states that " although the principle upon which the bridge is constructed is not entirely new, the Berry Creek bridge is the first application of this system of counter weighting for a structure of this magnitude." The principle is to use a curved track and rolling counterweights where the work expended in raising the leaf is equal to the energy released by the falling counterweight. The toe end of the movable span is linked by cables to cylindrical rolling counterweights. The connecting cable passes over a tower column with a curved track. Moving the counterweights along the curved track thus raises or lowers the bridge.

It is known that in addition to erecting the rolling counterweight span at Berry Creek in 1896, the Erie Railroad used the technology to carry its Greenwood Lake branch over the Morris Canal, and that the Central Railroad of New Jersey built a similar bridge over the Morris Canal guard lock at Dover (Morris County). The canal bridges are recorded in the abundant photo documentation of the canal. Perhaps the best-known of the cable-lift rolling counterweight bridges was the 1897 Michigan Avenue bridge over the Buffalo River at Buffalo. A double-leaf span, it was designed and fabricated by the Wisconsin Bridge and Iron Company of Milwaukee. The steam-powered bridge was a more complicated design than the Glimmer Glass example, but the operating principle was the same. Another example was built in 1898 by the Canton Bridge Company (fabricator) and Dean & Westbrook (contractor) over Coney Island Creek between Brooklyn and Queens.

The bridge type was also built in Australia and is known there as the "American" bridge. It was apparently introduced in that country prior to 1903, and the use of the design is noted as marking the shift from using English to American movable bridge technology. At least three examples survive, and one was built as late as 1922 (Fraser).

No original records or plans for the Glimmer Glass span have been retained in the county engineer's files. It is dated ca. 1898 based on its design. The bridge has been rebuilt several times. The wood tower column and track were redone in 1957 and 1971, and the steel grid deck on the ca. 1950 deck girder movable span was installed in 1962. The significance of the structure is derived from the fact that it maintains integrity of original design.

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.
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Boundary Description and Justification: The bridge is evaluated as individually distinguished, and the significant boundary is limited to the bridge itself. The area surrounding the bridge does not possess the integrity needed to be evaluated as a potential historic district.

PHOTO: 160:33A-38A (06/92) REVISED BY (DATE): QUAD: Point Pleasant

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

Correction Updates Etc should be sent to
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300A18 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED COUNTY ROAD WEST (CR 537) OVER MINE BROOK **FACILITY** COUNTY ROAD WEST (CR 537)

TOWNSHIP COLTS NECK TOWNSHIP

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

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

CONSTRUCTION DT 1915ca **ALTERATION DT** 1951 **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge spans Mine Brook in Colts Neck Village. The bridge is located just west of the busy intersection of NJ 34 and CR 537. Although Colts Neck has some nice examples of 18th- and 19th-century architecture, the area has numerous modern intrusions including a hotel, restaurant, and gas station at the intersection next to the bridge.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY Records of the skewed, single-span, reinforced-concrete barrel arch's date of construction were not located at the county engineer's office, but stylistically it dates from circa 1915. In 1951 the bridge had new concrete toe walls constructed. Beam guide rails have replaced earlier lattice railings. The bridge is a representative example of a common bridge type. Earlier and more historically and technologically distinguished examples of concrete arch construction are found in New Jersey.

INFOR MATION

PHOTO: 418:25A-27A (08/92) REVISED BY (DATE): QUAD: Marlboro

A. G. Lichtenstein & Associates, Inc. performed initial survery.
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Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300A23 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CREAMERY ROAD OVER YELLOW BROOK **FACILITY** CREAMERY ROAD

TOWNSHIP COLTS NECK TOWNSHIP

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

 # SPANS 4 **LENGTH** 80 ft **WIDTH** 15.4 ft

CONSTRUCTION DT 1910ca **ALTERATION DT** 1944 **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The single-lane bridge spans Yellow Brook in a lightly developed residential area interspersed with farmland and nurseries. Next to the bridge is a small, wooded municipal park.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The riveted 4-panel Warren pony truss bridge has been significantly altered and no longer functions as a truss bridge. In 1944 the bridge was underpinned with stringers on braced timber piles placed at the floorbeams. Sections of the trusses are holed through or missing. Original plans for the bridge do not exist with the county engineer, but the truss style dates from circa 1910. The altered and deteriorated bridge is not historically nor technologically noteworthy.

INFOR MATION

Bibliography:
Monmouth County Engineer. Bridge Plans for Bridge No. A-23. 1944.

Physical Description: The bridge is a 4-panel rivet-connected Warren pony truss. The upper chords and inclined end posts are channels with cover plates and lacing. The lower chords and diagonals are angles with battens. The flooring system consists of rolled I beam floor beams, timber stringers, and a plank deck. The truss bearings rest on concrete-filled riveted cylindrical steel caisson-like columns with stone back walls and timber sheet pile bulkheads. The cassison-like columns have lost section. The bridge has been underpinned at each floor beam and abutment with braced timber piles. The original railings have been removed, and beam guide rails have been added. Portions of the lower chord are missing. The bridge no longer functions as a truss but as a 4-span timber stringer bridge.

Historical and Technological Significance: The undocumented ca. 1910 Warren pony truss bridge has lost its integrity of design as a result of modifications and deterioration to both the superstructure and the substructure. A search of the county engineer's records offered no information on the bridge's builder or date of construction. Stylistically the span dates from ca. 1910. Plans indicate that major repairs occurred in 1944 when the truss was underpinned, a truss leg was repaired and welded, a new deck constructed, and the abutments repointed. The Warren pony truss was a popular highway bridge type in the first decades of the 20th century. A more complete example is the multi-span Locust Road over Claypit Creek (130MT21, Middletown Township).

PHOTO: 418:32a-35a (08/92) REVISED BY (DATE): QUAD: Marlboro

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300A51 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

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

TOWNSHIP COLTS NECK TOWNSHIP

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

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 19.2 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge spans a small brook in a wooded area next to a horse farm with some older 19th-century buildings. The surrounding area is lightly developed with farmland giving way to subdevelopments of large houses on generous-size lots.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span steel stringer bridge has a timber deck and concrete abutments with wingwalls. Beam guide rails with timber outriggers have replaced the original timber railings. Steel stringers are the most common type of pre-1946 bridge in New Jersey, and the bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 421:27; 430:28 (09/92) REVISED BY (DATE): QUAD: Long Branch

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300E14 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OCEANPORT AVENUE OVER PEMBERTON CREEK **FACILITY** OCEANPORT AVENUE

TOWNSHIP OCEANPORT BOROUGH

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

 # SPANS 1 **LENGTH** 26 ft **WIDTH** 27 ft

CONSTRUCTION DT 1923 **ALTERATION DT** 1951 **SOURCE** PLANS

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** UNKNOWN

SETTING / CONTEXT The 2-lane bridge spans a tidal tributary of Oceanport Creek. To the upstream side of the bridge is a timber stringer sidewalk on timber piles with wood railing. To the east of the bridge are townhouses and a restaurant (c.1970-80). To the west are office buildings and a municipal rescue station (c.1970-80). Downstream from the bridge is a large water main resting on timber piles.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY In 1923 the bridge was built as a 20'-wide encased steel stringer with pipe railings and a single concrete sidewalk. The bridge's concrete abutments were battered to meet a previous bridge's brick and masonry abutments. In 1951 the bridge was widened to 27', the existing I-beams reset, and a new beam added. The original sidewalk was removed and the timber stringer sidewalk added. Steel stringers are a common bridge type, and the bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 422:1-2,44 (09/92) REVISED BY (DATE): QUAD: Long Branch

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300E24 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 64.09

NAME & FEATURE INTERSECTED TINTON AVENUE OVER NJ TRANSIT SOUTHERN DIVISION **FACILITY** TINTON AVENUE (CR 537)

TOWNSHIP EATONTOWN BOROUGH

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

 # SPANS 1 **LENGTH** 61 ft **WIDTH** 30 ft

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

DESIGNER/PATENT CENTRAL RAILROAD OF NEW JERSEY **BUILDER** BETHLEHEM STEEL COMPANY

SETTING / CONTEXT The two-lane bridge with single sidewalk spans a single track of New Jersey Transit's Southern Division, the former Central Railroad of New Jersey. The right-of-way was originally developed in the late-1850s by the Delaware and Raritan Bay Railroad, and later merged with the New Jersey Southern Railway (c.1870), a company owned by the CRR of NJ. The current surroundings are suburban with an apartment complex to the east, and the Fort Monmouth Country Club to the west.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1-span steel thru girder with floor beams bridge has a cantilevered sidewalk with a metal railing. The concrete abutments have been widened, and some of the stringers are skewed to accommodate realignment and widening of the bridge and roadway or relocation of the superstructure to this site. No records were located at the county or state offices. It is a common overpass bridge type, and it is not historically or technologically distinguished.

INFOR MATION

PHOTO: 421:29-33 (09/92) REVISED BY (DATE): QUAD: Long Branch

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

Correction Updates Etc should be sent to
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300F30 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ELTON-ADELPHIA ROAD (CR 524) OVER APPLEGATES CREEK **FACILITY** ELTON-ADELPHIA ROAD (CR 524)

TOWNSHIP FREEHOLD TOWNSHIP

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

 # SPANS 1 **LENGTH** 45 ft **WIDTH** 27.8 ft

CONSTRUCTION DT 1909 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** NELSON-MERYDITH

SETTING / CONTEXT The 2-lane bridge spans a small creek in a suburban area south of Freehold Borough near the intersection of US 9 and CR 524. Adjacent to the bridge is a field belonging to the Rutgers University Soils and Crops Research Center. To the west is a shopping center and suburban development (post-1960).

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span reinforced-concrete arch has paneled parapets. Beam guide rails and utility pipes have been added. The intrados is spalling exposing the reinforcing. Spalling is evident all over the structure. The 1909 bridge is an early example of its type in the county, but it is technologically representative of numerous concrete arches built in the state in the first decades of the 20th century. The deterioration mars its integrity and limits the significance of the span.

INFOR MATION

PHOTO: 418:13a-14a (08/92) REVISED BY (DATE): QUAD: Adelphia

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300F45 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED GEORGIA ROAD OVER MANASQUAN RIVER **FACILITY** GEORGIA ROAD

TOWNSHIP FREEHOLD TOWNSHIP

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

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 23.2 ft

CONSTRUCTION DT 1942 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER** A. P. THOMPSON

SETTING / CONTEXT The two-lane bridge spans a tree-lined creek southwest of Liberty Oak Township Park, a municipal recreation area with ball fields, playgrounds, and tennis courts. The neighborhood is predominantly residential with modern subdivisions. A few older homes line Georgia Road.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span timber stringer has timber pile bulkheads. The original wood railings have been replaced with beam guide rails. The bridge was constructed in 1942, but due to deterioration and in-kind replacement little original bridge fabric remains. The bridge is a common type in New Jersey, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 418:17a-18a (08/92) REVISED BY (DATE): QUAD: Adelphia

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300F51 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED JACKSON MILLS ROAD OVER MANASQUAN RIVER **FACILITY** JACKSON MILLS ROAD

TOWNSHIP FREEHOLD TOWNSHIP

TYPE STRINGER **DESIGN** JACK ARCH (CONCRETE) **MATERIAL** Steel

 # SPANS 1 **LENGTH** 34 ft **WIDTH** 26 ft

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

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** S. S. THOMPSON

SETTING / CONTEXT The two-lane bridge spans the Manasquan River in a lightly-developed area with a mixture of modern subdevelopment, older 19th-century farmhouses, horse farms, and nurseries. Wooded lots and fields are immediately 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 1929 single-span steel stringer bridge has a concrete jack arch deck, balustrades, and abutments with wingwalls. Beam guide rails have been added. There is spalling evident. The bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 418:15a-16a (08/92) REVISED BY (DATE): QUAD: Adelphia

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300F55 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED POND ROAD OVER LAKE TOPANEMUS SPILLWAY **FACILITY** POND ROAD

TOWNSHIP FREEHOLD TOWNSHIP

TYPE T BEAM **DESIGN** **MATERIAL** Reinforced Concrete

 # SPANS 3 **LENGTH** 34 ft **WIDTH** 27.4 ft

CONSTRUCTION DT 1915ca **ALTERATION DT** 1920 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge spans the spillway at Lake Topenamus Pond, a municipal park with beach. A six-bay concrete spillway gate frame extends between the bridge's upstream abutments. The surrounding area is suburban residential with modern subdevelopments. In the late 19th century the pond was the site of a grist mill.

1995 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 reinforced concrete T-beams supported on a concrete substructure. Original plans for the bridge were not located at the county offices, but in 1920 the bridge was widened in kind from 13' to 25'. The widening is confirmed by shadow lines in the concrete abutments and piers. Beam guide rails and utility pipes have been added. The undocumented bridge is an altered example of a common bridge type. It is not technologically nor historically distinguished.

INFOR MATION

PHOTO: 419:9-12 (09/92) REVISED BY (DATE): QUAD: Freehold

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300HL5 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 28.9

NAME & FEATURE INTERSECTED ADELPHIA-FARMINGDALE ROAD OVER YELLOW BROOK **FACILITY** ADELPHIA-FARMINGDALE ROAD (CR 524)

TOWNSHIP HOWELL TOWNSHIP

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

 # SPANS 1 **LENGTH** 31 ft **WIDTH** 30.3 ft

CONSTRUCTION DT 1930ca **ALTERATION DT** Unknown **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge spans a creek at the intersection of CR 524 and Squankum Road. The surrounding area is lightly-developed residential with some farm fields and nurseries. Adjacent to the bridge are two houses (ca. 1900 & ca. 1950).

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single span bridge consists of 2 built-up deck girders on the outside and 2 closely-spaced I-beams at the center supporting a 16" deep reinforced concrete slab deck. The abutments are ashlar with concrete caps and wingwalls. No plans/records were located at the county offices, but the bridge appears to be built with salvaged materials and dates stylistically to ca. 1930. The railing is modern guide rail. The span is neither innovative nor historically or technologically distinguished.

INFOR MATION

PHOTO: 418:10a-12a (08/92) REVISED BY (DATE): QUAD: Farmingdale

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300MA5 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MILL ROAD OVER GRAVELLY BROOK **FACILITY** MILL ROAD

TOWNSHIP MATAWAN BOROUGH

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

 # SPANS 3 **LENGTH** 41 ft **WIDTH** 18.5 ft

CONSTRUCTION DT 1940 **ALTERATION DT** 1956, 1991 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER** FRIEBOTT BROTHERS

SETTING / CONTEXT The 2-lane bridge spans a creek in a mature suburban development of Manasquan Borough. The area has modern homes (c.1950-70) on large wooded lots.

1995 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 timber stringer bridge rests on braced timber pile bents. Beam guide rail railings have been added. According to county records, the 1940 timber stringer bridge was rebuilt in-kind in 1956 and again in 1991. No original 1940 bridge fabric remains. The bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 174:9, 431:12-13 (07/92) REVISED BY (DATE): QUAD: Keyport

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300MA6 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CHURCH STREET OVER GRAVELLY BROOK **FACILITY** CHURCH STREET

TOWNSHIP ABERDEEN TOWNSHIP

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

 # SPANS 1 **LENGTH** 40 ft **WIDTH** 22.2 ft

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

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** S. S. THOMPSON & COMPANY

SETTING / CONTEXT The two-lane bridge spans a creek east of a large factory complex (c.1920-50) on the edge of Matawan Borough. Downstream from the bridge is a detached timber-stringer sidewalk with wood railings constructed in 1968.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1923 single-span encased deck girder with floorbeams bridge has concrete balustrades, paneled fascia, and abutments with flared wingwalls. Beam guide rails have been added. Spalling is evident. The deteriorated bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 415:24-26 (07/92) REVISED BY (DATE): QUAD: Keyport

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300MA9 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED RAVINE DRIVE (CR 6A) OVER MATAWAN CREEK **FACILITY** RAVINE DRIVE (CR 6A)

TOWNSHIP MATAWAN BOROUGH

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

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

CONSTRUCTION DT 1927 **ALTERATION DT** 1949 **SOURCE** PLAQUE

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER**

SETTING / CONTEXT The two-lane bridge with single sidewalk spans the semi-circular concrete spillway to Lake Lefferts. The creek below the spillway is tidal and opens into marshlands. To the east is downtown Matawan. The area to the west is modern suburban residential development. Ravine Drive is on top of an earthen dam with timber bulkhead, and the bridge and dam/spillway were built in ca.1927 as part of a water control project stopping salt water incursion on Matawan Creek.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1927 single-span encased steel stringer bridge has concrete balustrades and horizontally scored abutments. According to county records in 1949 and in 1955 the timber bulkhead wingwalls were rebuilt. They are now braced. Decorative light standards have been removed from the balustrades. The bridge is a common type, and the structural association of bridges and dam/spillways is not unusual. Neither the Lake Lefferts project nor the bridge are historically or technologically distinguished.

INFOR MATION

PHOTO: 415:27-30 (07/92) REVISED BY (DATE): QUAD: Keyport

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300MT5 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CHURCH STREET OVER COMPTONS CREEK **FACILITY** CHURCH STREET

TOWNSHIP MIDDLETOWN TOWNSHIP

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

 # SPANS 3 **LENGTH** 50 ft **WIDTH** 19.4 ft

CONSTRUCTION DT 1942 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER** FRIEBOTT BROTHERS

SETTING / CONTEXT The two-lane bridge spans tidal Comptons Creek near its confluence with the Raritan Bay at Belford Harbor. North of the bridge is a broad tidal marsh, and south an early 20th-century neighborhood of small cottages with numerous modern alterations. Approximately 250 ft. downstream from the bridge is an abandoned railroad right-of-way with timber stringer bridge. North of the bridge Church Street turns into a gravel road surface.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1942 three-span haunched timber stringer bridge has timber pile bents with timber caps, timber deck, wood railings, and sheet pile bulkheads. Beam guide rails and utility pipes have been added. The bridge is an example of a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 425:32a-33a (09/92) REVISED BY (DATE): QUAD: Sandy Hook

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300MT8 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CAMPBELL AVENUE OVER COMPTONS CREEK **FACILITY** CAMPBELL AVENUE

TOWNSHIP MIDDLETOWN TOWNSHIP

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

 # SPANS 3 **LENGTH** 40 ft **WIDTH** 23 ft

CONSTRUCTION DT 1945 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER** FREIBOTT BROTHERS

SETTING / CONTEXT The two-lane bridge spans a tidal creek in a wetlands dividing the towns of Belford and Port Monmouth in Middletown Township. Belford is the older community with a mix of late-19th and 20th century housing with numerous modern alterations and intrusions. Southeast of the bridge is a clapboard church with a date stone of 1893. Port Monmouth to the west is mostly post-1940 housing.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-span timber slab bridge has timber pile bents with timber caps and timber sheet pile backwalls. The bridge was originally constructed in 1945, and has been repaired or replaced in-kind except for the wood railings that have been replaced with beam guide rails. The bridge is a common type in Monmouth County, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 425:30a, 431:6-7 (09/92) REVISED BY (DATE): QUAD: Sandy Hook

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300N14 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED GRAND AVENUE OVER SUNSET LAKE **FACILITY** GRAND AVENUE
TOWNSHIP ASBURY PARK CITY
TYPE MULTI GIRDER **DESIGN** **MATERIAL** Steel
 # SPANS 3 **LENGTH** 120 ft **WIDTH** 30.1 ft
CONSTRUCTION DT 1922 **ALTERATION DT** Demolished **SOURCE** COUNTY ENGINEER
DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** OWEN J. MELEE (1923)

SETTING / CONTEXT The 2-lane bridge with sidewalks spans Sunset Lake, a 5-block long lake and surrounding park in Asbury Park, one of New Jersey's most famous beach resorts. The park is a central feature of the city's layout, and the bridge is situated with a view of the historic beachfront hotels and convention hall. The surrounding residential neighborhood dates from c.1870-1930 with many unaltered permanent homes and summer cottages. The neighborhood possesses historic district potential.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Bridge was Not Individually Eligible. Agreed Potential shore resort Historic District. Contributed.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The Grand Avenue bridge is a three-span deck girder with floorbeams and concrete abutments and piers. In 1922 the bridge was constructed with pipe railings, but in 1923 the bridge was rebuilt with paneled concrete parapets inset with mosaics and topped by decorative lanterns and light standards. The bridge is a representative example of period technology and is not individually notable, but it would contribute to the potential historic district because of its date of construction.

INFOR MATION

Bibliography:
History of Monmouth County, New Jersey, 1664-1920. New York: Lewis Historical Publishing Co., 1922. pp. 405-416.
Kobbe, Gustav. The New Jersey Coast and Pines. 1889; reprint ed., New York: Walking News, 1982. pp. 45-46.
Monmouth County Engineer. Bridge File: N-14.

Physical Description: The three-span multi deck girder with floor beams bridge is composed of three built-up steel plate deck girders with concrete deck and cantilevered sidewalk per span. The bridge abutments, wingwalls, and piers are reinforced concrete as is the bridge deck. The paneled concrete parapets have tile mosaics at center span that read "Sunset Lake and Park." Expansion joints have been cut in the parapets. Original street lighting has been removed and replaced with modern highway lighting. A nicely detailed concrete arch span with staircases is located at the southwest abutment connecting the upstream side sidewalk with a small manmade island in the lake. The small arched structure is finished with brick posts, and accenting and decorative iron railings.

Historical and Technological Significance: The 1922-23 Grand Avenue Bridge in Asbury Park City is not individually distinguished, but it is located within the boundaries of a potential historic district, and would be eligible under criterion A for its association with the events and broad patterns of history associated with the potential historic district. It was built within the period of significance of the district, which extends through at least 1940. The bridge is in Sunset Park, a manmade lake and surrounding green space, one block wide and eight blocks long oriented on the east/west axis. At the eastern, or beach, end of the park are the architecturally-impressive Paramount Theater and Convention Hall (c.1920), board walk, and early-20th century multi-story resort hotels. The park is bordered on the other sides by well-preserved and architecturally noteworthy late-19th and early-20th century seasonal and year-round residences that developed around the lake, a civic amenity that is historically the focal point of this portion of the community.

In the early 1870s Asbury Park was founded as an outgrowth of the Ocean Grove Camp Meeting Association. The New York and Long Branch Railroad extended its lines south in 1876, and Asbury Park quickly transformed into one of the most well known and popular resorts on the Shore with a boardwalk, bath house and hotels. The seasonally-oriented city was centrally planned and was noted for its modern conveniences including broad avenues, "running at right angles to the sea, from one to two hundred feet wide" (History of Monmouth County, p. 406). Sunset Lake and park were central features in the layout of the resort town, and they were designed to provide recreation and an east-west promenade. A boat house was located at the southern end of the small island accessed by the arch bridge off the Grand Avenue Bridge.

In 1922 the Grand Avenue bridge over Sunset Lake was constructed as part of the completion of a county highway project. Prior to 1922 the only highway bridges across the lake had been at Bond and Emory Streets. The deck girder was originally built with pipe railings and creosoted plank sidewalks, but in 1923 the railings were replaced with the more distinguished concrete parapets with mosaics and street lighting. The new railings were more in line with contemporary ideas of an appropriate style for municipal parks and public spaces. The bridge is a representative example of early-20th century plate girder bridge technology.

With the exception of removal of the original lighting, the bridge appears basically unchanged, but there is some spalling. In 1975 the expansion joints were cut in the parapets on both sides of the bridge.

Boundary Description and Justification: The bridge is located in a potential National Register historic district with a period of significance from ca. 1875-at least 1940. Since the bridge was built as a civic amenity in a planned resort community and was built in 1922-23, it is evaluated as a contributing resource to the potential historic district. The area surrounding the bridge would be included in the potential historic district. The span is not individually significant, and its evaluation is based on the area in which it is located being determined a historic district.

PHOTO: 180:4-7, 181:16-8a (08/92) REVISED BY (DATE): QUAD: Asbury Park

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.
Correction Updates Etc should be sent to
Correspondence.Unit@DOT.State.NJ.US
November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300O10 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SUNSET AVENUE OVER DEAL LAKE **FACILITY** SUNSET AVENUE

TOWNSHIP ASBURY PARK CITY

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

 # SPANS 5 **LENGTH** 284 ft **WIDTH** 26.4 ft

CONSTRUCTION DT 1924 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** DOVER BOILER WORKS

SETTING / CONTEXT The 2-lane bridge with two sidewalks spans picturesque Deal Lake between Asbury Park City (east) and Wanamassa village in Ocean Township to the west. Deal Lake is a large, manmade water feature created in the late-19th century as part of the development of the beach resorts. On either side adjacent to the bridge are architecturally significant 1880-1929 residential areas in a good state of preservation. They appear to have National Register historic district potential.

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

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

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The 5-span encased haunched deck girder with floorbeams bridge has concrete balustrades, paneled parapets on the eastern curved approach, and concrete abutments and piers with struts. Portions of the balustrades have been replaced with parapets. Because of the alterations and the fact that the builder is more commonly associated with earlier metal truss bridges, the bridge is not individually eligible for listing in the National Register. However, the bridge is located within a lakefront community which includes portions of both Asbury Park City and Wanamassa, and which comprises a potential historic district. Current information suggests the district would be eligible under Criteria A and C, and the period of significance would be from ca 1880 to 1929. The bridge would be a contributing element.

INFOR MATION

Bibliography:

History of Monmouth County, New Jersey 1664-1920. New York: Lewis Historical Publishing Co., 1922. pp. 465-472.
Kobbe, Gustav. The New Jersey Coast and Pines, 1889; reprint ed., New York: Walking News, 1982. p.45.
Monmouth County Engineer. Bridge Plans for Bridge Number O-10. 1924.
Ocean Township. The Township of Ocean Commemorative Book. 1949.
The WPA Guide to 1930s New Jersey. 1939; reprint ed., New Brunswick: Rutgers University Press, 1986. p. 682.

Physical Description: The bridge is a five span encased deck girder with built-up floor beams. The 55-foot long deck girders are haunched ranging in depth from 5 foot 6-1/2 inches depth at the bearings to 4 foot 6-1/2 inches depth at center span. The reinforced concrete abutments and piers with cross beams are founded on timber pile foundations. The cantilevered sidewalks have concrete balustrades. Original octagonal luminaires on pyramidal concrete standards have been removed and replaced with modern metal lighting. A few concrete balustrade panels have been replaced with solid concrete parapets.

Historical and Technological Significance: The 1924 Sunset Avenue bridge is not individually distinguished, but it is located within the boundaries of a potential historic district with Deal Lake as the focus (criterion C). The bridge spans an arm of Deal Lake, a manmade water feature that forms the border between Asbury Park City to the east and Wanamassa in Ocean Township to the west. Deal Lake extends nearly two miles inland from the ocean and is bordered by many architecturally noteworthy and well preserved late-19th and early-20th century homes with many oriented toward the lake. They comprise an impressive assemblage of buildings with good architectural integrity and few modern intrusions. The Wanamassa village area east of the Sunset Avenue bridge is a particularly well-preserved enclave of Craftsman bungalows. The bridge is contemporaneous with the residences and would be considered a contributing structure to a potential historic district. The lake borders the municipal boundaries of Allenhurst Borough, Asbury Park City, Deal Borough, Interlaken Borough, Loch Arbour Borough, and Ocean Township.

Deal Lake was originally an inlet of the ocean until it was diked sometime in the 18th century as a means of preserving fresh water for nearby fishermen, farmers, and a small tourist trade. In 1878 the New York & Long Branch Railroad extended its line south from Long Branch, and the dike was improved. Investors began to purchase land adjoining the lake in anticipation of the development of resort communities. The village of Loch Arbour, at the lake's northeastern end, was the first to be laid out in house lots, but growth around Deal Lake was not rapid until the first decade of the twentieth century. Development proceeded under the direction of a number of land companies, generally corresponding to present-day corporate boundaries. The companies advertised "thriving villages" for "men of wealth and position." The village of Wanamassa at the bridge's western approach began development in the 1890s as a YMCA camp meeting and revival community. An auditorium and running track were constructed, and house lots were sold. For a while the housing market slumped, and the property was purchased by Nathan J. Taylor. Wanamassa acquired a reputation as a "high-class bungalow colony." Numerous summer homes in the late-Victorian, Craftsman, and Colonial Revival styles were constructed. The historic period of development ended in 1929 with the Great Depression.

In 1924 the Sunset Avenue bridge was constructed across Sunset Lake. The western portions of the lake were some of the last of the lake front areas to be developed. The bridge was part of the realignment of Sunset Avenue. Its design, with concrete balustrades and handsome luminaires, was in keeping with contemporary ideas of bridge aesthetics. The span is a representative example of period deck girder bridge technology, and is one of two 1920s bridges spanning Deal Lake (Monmouth Road, 1929, 1300O13, Interlaken Borough) that contribute to the potential historic district.

Boundary Description and Justification: The bridge is located within a potential National Register-eligible historic district with a period of significance from ca. 1880 through 1929. If the district were created, the bridge, its superstructure and substructure, would lie within the district's boundaries and would be a contributing resource because it was built within the period of significance.

PHOTO: 180:35-38 (08/92) REVISED BY (DATE): QUAD: Asbury Park

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300O11 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET OVER DEAL LAKE **FACILITY** MAIN STREET

TOWNSHIP INTERLAKEN BOROUGH

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

 # SPANS 1 **LENGTH** 43 ft **WIDTH** 30 ft

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

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** LOUIS J. SIELING

SETTING / CONTEXT The two-lane bridge with a sidewalk spans Deal Lake, a large, manmade lake that forms the border between Interlaken Borough to the southwest and Loch Arbour village to the north. The lake was created in the late-19th century to promote development of the beach resort towns. Unlike nearby neighborhoods bordering Deal Lake, the area adjacent the Main Street bridge does not possess historic district potential because of numerous modern intrusions including a car wash and restaurant.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1925 single-span encased steel stringer bridge has concrete balustrades and abutments with wingwalls. The original octagonal lanterns with battered standards have been removed. The bridge is a common type in New Jersey, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 176:34a; 430:25-27 (08/92) REVISED BY (DATE): QUAD: Asbury Park

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300O12 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CORLIES AVENUE (CR 31) OVER DEAL LAKE **FACILITY** CORLIES AVENUE

TOWNSHIP ALLENHURST BOROUGH

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

 # SPANS 20 **LENGTH** 302 ft **WIDTH** 24 ft

CONSTRUCTION DT 1941 **ALTERATION DT** 1977 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER** PROCTOR (1941)

SETTING / CONTEXT The two-lane bridge with two sidewalks spans Deal Lake, a manmade water feature that forms the border between Allenhurst Borough to the east, and West Allenhurst in Ocean Township to the west. The lake was created in the late-19th century as part of the development of the beach resort towns. On either side of the bridge are architecturally significant residential areas (1880-1929) that possess National Register historic district potential.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY In 1941 the bridge was built as a 17-span timber stringer with timber pile bents, and timber deck and railings. In 1977 it was substantially rebuilt as a 20-span timber stringer with timber pile bents, steel railings, and corrugated pan deck with an asphalt wearing surface. Little or no original bridge fabric remains, and the bridge is essentially an all modern structure. It would not contribute to the potential historic district based on its age.

INFOR MATION

PHOTO: 180:41-42; 430:21 (08/92) REVISED BY (DATE): QUAD: Asbury Park

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

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

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300O13 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MONMOUTH ROAD (CR 15) OVER DEAL LAKE **FACILITY** MONMOUTH ROAD (CR 15)

TOWNSHIP INTERLAKEN BOROUGH

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

 # SPANS 4 **LENGTH** 456 ft **WIDTH** 30 ft

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

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** WATCHUNG CONSTRUCTION CO.

SETTING / CONTEXT The 2-lane bridge with two sidewalks spans Deal Lake, a large manmade water feature that forms the border between Interlaken Borough to the south and West Allenhurst in Ocean Township to the north. The lake was created in the late-19th century as part of the development of the towns. The late-19th and early-20th century residential areas on both sides of the lake are architecturally distinguished and well preserved. They possess historic district potential.

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

CONSULT STATUS Bridge was Not Individually Eligible. Potential Deal Lake Historic District. Contributed.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The 4-span encased thru girder with floorbeams bridge has cantilevered sidewalks with balustrades that originally had luminaries and pipe railings on top of the girder. In 1963 the piers were reconstructed and changed from a rounded to a faceted profile. The bridge is representative of period technology and was constructed contemporaneously with the surrounding 1880-1929 resort community residences. While the bridge is not individually eligible for listing in the National Register of Historic Places, the bridge is located within a lakefront community which includes portions of both Asbury Park City and Wanamassa, and which comprises a potential historic district. Current information suggests the district would be eligible under Criteria A and C, and the period of significance would be from ca 1880 to 1929. The bridge would be a contributing element.

INFORMATION

Bibliography:

History of Monmouth County, New Jersey, 1664-1920. New York: Lewis Historical Publishing Co., 1922. pp. 465-472.
Kobbe, Gustav. The New Jersey Coast and Pines, 1889; reprint ed., New York: Walking News, 1982. p. 45.
Monmouth County Engineer. Bridge File: O-10.
WPA Guide to 1930s New Jersey. 1939; reprint ed., New Brunswick: Rutgers University Press, 1986. p. 682.

Physical Description: The bridge is a four-span concrete-encased steel thru girder with floor beams and a concrete deck. Each span has two five-foot depth girders with paneled fascia. The abutments and piers are reinforced concrete on pile foundations. The cantilevered sidewalks have standard-design concrete balustrades. Original lighting has been removed and modern metal lamps have been added.

Historical and Technological Significance: The 1929 Monmouth Road bridge is not individually distinguished, but it is located within the boundaries of the potential National Register historic district surrounding Deal Lake (criterion C). The bridge spans an arm of Deal Lake, a manmade water feature that forms the border between Interlaken Borough to the south and West Allenhurst in Ocean Township to the north. Deal Lake extends nearly two miles inland from the ocean and is bordered by many architecturally distinguished late-19th and early-20th century houses, some of which are oriented toward the lake. They form an impressive assemblage of buildings with good architectural integrity and few intrusions. The Interlaken Borough and West Allenhurst area has many well-preserved Colonial Revival style homes, most of which date from c.1910-1930. The bridge is contemporaneous with the residences and would be a contributing resource to a potential historic district. The lake borders the municipal boundaries of Allenhurst Borough, Asbury Park City, Deal Borough, Interlaken Borough, Loch Arbour Borough, and Ocean Township.

Deal Lake was originally an inlet of the ocean until it was diked sometime in the 18th century as a means of preserving fresh water for nearby fishermen, farmers, and a small tourist trade. In 1878 the New York & Long Branch Railroad extended its line south from Long Branch, and the dike was improved. Investors began to purchase land adjoining the lake in anticipation of the development of resort communities. The village of Loch Arbour, at the lake's northeastern end, was the first to be laid out in house lots, but growth around the lake was not rapid until the first decade of the twentieth century. Development proceeded under the direction of a number of land companies, generally corresponding to present-day corporate boundaries. In 1889 a group of New York City investors bought land in the area of Interlaken with the intention of building a resort; in 1896 the Coast Land Company purchased the tract of land incorporating Allenhurst; and, beginning in the 1900s, the Continental Investment Company began to sell house lots in Deal. The companies advertised "thriving villages" for "men of wealth and position." Numerous summer homes in the late-Victorian, Craftsman, and Colonial Revival styles were constructed. The historic period of development ended with the Second World War.

In 1929 the Monmouth Road bridge was constructed across Deal Lake. The western portions were some of the last of the lake front areas to be developed. The design of the bridge with concrete balustrades and handsome luminaires was in keeping with contemporary ideas of bridge aesthetics. The bridge is a representative example of period thru girder bridge technology, and is one of three 1920s bridges spanning Deal Lake including Sunset Avenue (1924, 1300O10, Asbury Park City) and Main Street (1925, 1300O11, Interlaken Borough). 1300O11 was evaluated as not significant because it is not located in a potential historic district.

Boundary Description and Justification: The bridge is located in a potential Deal Lake Historic District with a period of significance from 1880 through 1929. Thus it and its surroundings are evaluated as significant. The bridge would be within the district's boundaries and would be considered a contributing resource based on its date of construction.

PHOTO: 430:22-24 (08/92) REVISED BY (DATE): QUAD: Asbury Park

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300O21 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OCEAN AVENUE (CR 8) OVER LAKE TAKANASSEE **FACILITY** OCEAN AVENUE (CR 8)

TOWNSHIP LONG BRANCH CITY

TYPE T BEAM **DESIGN** **MATERIAL** Steel

 # SPANS 6 **LENGTH** 264 ft **WIDTH** 49.8 ft

CONSTRUCTION DT 1912 **ALTERATION DT** Demolished **SOURCE** PLAQUE

DESIGNER/PATENT W. A. VAN MATER **BUILDER** JESSE A. HOWLAND

SETTING / CONTEXT The two-lane bridge with two sidewalks spans Lake Takanassee, a manmade lake in the seashore resort community of Elberon in the southern part of Long Branch City. The resort consists of a mixture of early-20th century cottages, modern houses, and high-rise condominiums. Elberon was founded in the early-1880s as a health resort and casino for the wealthy.

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

CONSULT STATUS Bridge was Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 11/22/95

SUMMARY The 7-span reinforced concrete T beam bridge has concrete balustrades with concrete light standards, cantilevered sidewalks, arched fascia stringers, concrete abutments, and concrete bents with concrete caps. Modern highway lighting has replaced original lanterns. The 1912 bridge is one of the earliest examples of concrete T beam construction in New Jersey. It is individually distinguished for its technological significance.

INFOR MATION

PHOTO: 181:34a-37a (08/92) REVISED BY (DATE): QUAD: Long Branch

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300O30 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ATLANTIC AVENUE (CR 29) OVER BRANCHPORT CREEK **FACILITY** ATLANTIC AVENUE (CR 29)

TOWNSHIP LONG BRANCH CITY

TYPE STRINGER **DESIGN** JACK ARCH (BRICK) **MATERIAL** Steel

 # SPANS 1 **LENGTH** 33 ft **WIDTH** 28.8 ft

CONSTRUCTION DT 1910ca **ALTERATION DT** **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge with two sidewalks spans a tidal tributary of the Shrewsbury River. The surroundings are suburban with a waterfront park and playground adjacent the bridge. Most of the nearby houses are early-20th century cottages with numerous modern alterations. Modern intrusions include a gas station and restaurant at the corner of Atlantic Avenue and Branchport Avenue.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span bridge has pipe railings, ashlar abutments, concrete-encased fascia stringers, and brick jack arches. Beam guide rails have been added. No record of the original date of construction was found at the county engineer's office, but stylistically the bridge dates from ca. 1910. A number of examples of brick jack bridges exist in New Jersey, including an eligible example 18E0104. This undocumented span is not historically nor technologically distinguished.

INFOR MATION

PHOTO: 422:43; 431:1-2 (09/92) REVISED BY (DATE): QUAD: Long Branch

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300O35 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ATLANTIC AVENUE (CR 29) OVER TROUTMANS CREEK **FACILITY** ATLANTIC AVENUE (CR 29)

TOWNSHIP LONG BRANCH CITY

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

 # SPANS 1 **LENGTH** 62 ft **WIDTH** 26 ft

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

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** JESSE A. HOWLAND

SETTING / CONTEXT The two-lane bridge with two sidewalks spans a tidal tributary of the Shrewsbury River. The suburban neighborhood consists of mostly modern single- and multi-family homes (c.1950-70). An older Victorian home is southwest of the bridge. A waterfront green strip borders to the northeast, and a gas station is to the northwest.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1925 single-span encased thru girder with floorbeams bridge has cantilevered sidewalks with balustrades and scored concrete abutments with concrete piers for the girder bearings. Light standards have been removed from the balustrades, and beam guide rails have been added. The earth-filled approaches have sheet-pile bulkheads. The bridge is a representative example of a common bridge type and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 422:36-38; 431:3 (09/92) REVISED BY (DATE): QUAD: Long Branch

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300R11 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LAUREL AVENUE OVER WAACKAACK CREEK **FACILITY** LAUREL AVENUE

TOWNSHIP HAZLET TOWNSHIP

TYPE STRINGER **DESIGN** JACK ARCH (CONCRETE) **MATERIAL** Steel

 # SPANS 1 **LENGTH** 36 ft **WIDTH** 30 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1954 **SOURCE** PLAQUE

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** S. S. THOMPSON

SETTING / CONTEXT The two-lane bridge with two sidewalks spans a tidal creek that forms the border between Keansburg Borough and West Keansburg in Hazlet Township. A small marina is downstream from the bridge. To the north is a small commercial area with a mixture of early-20th century and modern structures. The neighborhood to the south has mostly early-20th century cottages with numerous modern alterations.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1931 single-span encased steel stringer bridge has concrete balustrades, paneled fascia, concrete jack arches, and concrete abutments with wingwalls. In 1954 repairs were made to the abutments and wingwalls using tie rods and anchor piles. The bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 425:18a-19a (09/92) REVISED BY (DATE): QUAD: Keyport

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300R12 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MONROE STREET (CR 7) OVER WAACKAACK CREEK **FACILITY** MONROE STREET (CR 7)

TOWNSHIP HAZLET TOWNSHIP

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

 # SPANS 1 **LENGTH** 32 ft **WIDTH** 29.9 ft

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

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** LIDDLE & PFEIFER

SETTING / CONTEXT The two-lane bridge with single sidewalk spans a tidal creek that forms the border between Keansburg Borough to the east and West Keansburg in Hazlet Township to the west. East of the bridge is a tidal marsh. West of the bridge is a suburban neighborhood of early-20th century cottages with numerous modern alterations and intrusions.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span encased steel stringer bridge has concrete balustrades, paneled fascia, and concrete abutments. A utility pipe has been added to the downstream side. The bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 425:24a-25a (09/92) REVISED BY (DATE): QUAD: Keyport

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300R13 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED TENTH STREET OVER WAACKAACK CREEK **FACILITY** TENTH STREET

TOWNSHIP HAZLET TOWNSHIP

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

 # SPANS 2 **LENGTH** 33 ft **WIDTH** 23 ft

CONSTRUCTION DT 1944 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER** A. P. THOMPSON

SETTING / CONTEXT The two-lane bridge spans a tidal creek that forms the border between Keansburg Borough to the east and West Keansburg in Hazlet Township to the west. The bridge is located in a tidal marsh. To the east is a 5-way intersection, and a row of ranch homes giving way to early-20th century cottages and a small commercial district. West of the marsh is a neighborhood of early-20th century cottages with numerous modern intrusions.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span nail laminated timber slab bridge has timber pile bents with timber caps, timber sheet pile back walls, a timber deck, and beam guide rails. Utility pipes have been added on the downstream side. The bridge is a common type in the county, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 425:22a-23a, 431:8 (09/92) REVISED BY (DATE): QUAD: Keyport

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300R24 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED JERSEY AVENUE OVER EAST CREEK **FACILITY** JERSEY AVENUE

TOWNSHIP UNION BEACH BOROUGH

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

 # SPANS 2 **LENGTH** 24 ft **WIDTH** 15.2 ft

CONSTRUCTION DT 1940 **ALTERATION DT** 1956 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT **BUILDER** J. LEPSKA (1956)

SETTING / CONTEXT The one-lane bridge spans a small tidal creek in a tidal marsh east of Union Beach. West of the bridge is a residential neighborhood with a mixture of modern and early-20th century homes. To the east is a baseball field and a factory complex. Parallel to Jersey Avenue is the abandoned right-of-way of the Central Railroad of New Jersey.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span timber stringer bridge has timber pile bents with sheet pile back walls, a plank deck with an asphalt wearing surface, and beam guide rails. In 1956 the bridge was rebuilt in-kind except for the timber piles. It is a representative example of a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 425:16a-17a (09/92) REVISED BY (DATE): QUAD: Keyport

A. G. Lichtenstein & Associates, Inc. performed initial survery.
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300R27 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED FOURTH STREET OVER WAACKAACK CREEK **FACILITY** FOURTH STREET

TOWNSHIP HAZLET TOWNSHIP

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

 # SPANS 3 **LENGTH** 32 ft **WIDTH** 23.2 ft

CONSTRUCTION DT 1945 **ALTERATION DT** 1966 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER** FREIBOTT BROTHERS

SETTING / CONTEXT The two-lane bridge spans a tidal creek that forms the border between Keansburg Borough to the east and West Keansburg in Hazlet Township to the west. On both sides of the creek and tidal marsh are early-20th century cottages with numerous modern alterations and intrusions.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span nail laminated timber slab has timber pile bents with cross bracing, sheet pile back walls, an asphalt road surface, and beam guide rails. The bridge was constructed in 1945 by Freibott Brothers. In 1966 the old 2x10 deck was replaced with a 2x12 deck, and the pile bearings were lowered to keep the same roadway elevation. The bridge is a representative example of a common type in the county, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 425:20a-21a (09/92) REVISED BY (DATE): QUAD: Keyport

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300S13 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED TINTON AVENUE (CR 537) OVER PINE BROOK **FACILITY** TINTON AVENUE (CR 537)

TOWNSHIP TINTON FALLS BOROUGH

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

 # SPANS 1 **LENGTH** 69 ft **WIDTH** 24.5 ft

CONSTRUCTION DT 1890ca **ALTERATION DT** 1944, 1953 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge spans Pine Brook within the Tinton Falls Historic District (c.1700-1900), a historic crossroads village on both sides of the creek. South of the bridge is a congested intersection with several modern intrusions, and historic grist mill, converted to a restaurant. The 18th and 19th-century homes north of the bridge on Tinton Avenue have retained some of their historic character, but there are many intrusions and alterations to buildings in the district.

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

CONSULT STATUS Not Individually Eligible. May contribute. Listed. Tinton Falls Historic District. 11/10/1977. Not Rated.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 5-panel pin-connected Pratt pony truss with vertical end posts has been heavily altered and no longer functions as a truss. It is rusted and portions of the lower chords and diagonals are lost. In 1953 the bridge was underpinned with steel stringers on concrete piers, and a laminated deck added. The deteriorated bridge has lost its integrity of design and is too altered to contribute to the historic district.

INFOR MATION

Bibliography:
Monmouth County Engineer. Bridge File: S-13.
Office of New Jersey Heritage. National Register File: Monmouth County; Tinton Falls Historic District, 1977.

Physical Description: The truss leg bedstead bridge is a four-panel pin-connected Pratt pony truss. The upper chords and vertical end posts are built-up box beams with cover plates and lacing. The lower chords and verticals are angles with battens. The diagonals are eye bars, and the counters are round rod stock with turnbuckles. The built-up floor beams are placed above the lower chords and are connected to the verticals by rivets. The deck is a nail-laminated timber deck. It is not known whether the standard rolled members are steel or iron; the presumed age of the bridge suggests that wrought iron construction is likely. A single wood plank sidewalk with wood railing is cantilevered off the bridge's upstream side. The bridge has a lattice railing on the downstream side. The bridge bearings rest on riveted cylindrical metal caisson-like piers.

Numerous alterations have been made to the truss. All but one of the piers and bearings have been encased in concrete. The bridge originally had stone abutments, but these have been covered over and strengthened with concrete. The span is underpinned with concrete battered columns at the second and fourth panel points. Steel I-beams support the truss floor beams of the interior panels. The bridge no longer functions as a truss, portions of the lower chord are missing, the downstream truss is severely racked, and the bridge members are heavily rusted. The live load is carried by the stress-laminated timber deck and the system of underpinning. Utility pipes are supported by welded brackets off the truss's upstream side. Another utility pipe passes through holes cut in the floor beams on the downstream side. Beam guide rails have been added.

Historical and Technological Significance: The ca. 1890 Pratt truss pony truss lacks integrity because of alterations and deterioration. The alterations and deterioration have changed the bridge so much that, despite its uncommon design, it has lost its historical and technological significance. It is located within the boundaries of the National Register-listed Tinton Falls Historic District, an 18th- and 19th-century village with nine contributing residences, an early grist mill, and a number of archaeological and historical points of interest. The district lies on both sides of the Pine Brook, the feature the bridge crosses, but the bridge was not rated in the 1977 nomination. In recent years modern intrusions and alterations have compromised the historic character of a number of the sites on the southern side of the district. Not the least of the intrusions is increased traffic congestion and convenience stores at the intersection of Tinton Falls Road and Water Street immediately south of the bridge.

The bridge was built within the district's stated period of significance, but its alterations and loss of design integrity are so significant that it is non-functional as a bridge with the trusses now little more than a decorative railing for the underpinning and laminated deck that support the live loads. The original truss bridge is too altered to be evaluated as a contributing resource to the historic district.

The county engineer's records offered no data on the bridge's builder or date of construction. Stylistically the truss dates from circa 1890. The lack of documentation further limits the bridge's technological and historical significance. In 1953 the truss was underpinned, the sidewalk added, the concrete abutments built to strengthen the original stone abutments, and the nail-laminated deck constructed.

PHOTO: 421:8-21; 430:29-31 (09/92) REVISED BY (DATE): QUAD: Long Branch

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300S15 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED RIVERDALE AVENUE OVER PINE BROOK **FACILITY** RIVERDALE AVENUE

TOWNSHIP TINTON FALLS BOROUGH

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

 # SPANS 1 **LENGTH** 42 ft **WIDTH** 20.4 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1940 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge spans a small creek on a dead end road near the Garden State Parkway. The adjacent lots are undeveloped with woods and marsh. To the east is a modern residential subdevelopment.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span steel stringer bridge rests on timber pile bents with sheet pile back walls. Beam guide rails have been added. The bridge was built in 1931, and was rebuilt in 1940 using the existing I-beams on a new timber pile substructure. It is a representative example of a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 422:5-6 (09/92) REVISED BY (DATE): QUAD: Long Branch

A. G. Lichtenstein & Associates, Inc. performed initial survery.
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300S17 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WEST FRONT STREET (CR 12) OVER SWIMMING RIVER **FACILITY** WEST FRONT STREET (CR 12)

TOWNSHIP RED BANK BOROUGH

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

 # SPANS 6 **LENGTH** 342 ft **WIDTH** 21.2 ft

CONSTRUCTION DT 1920 **ALTERATION DT** 1954 **SOURCE** PLAQUE

DESIGNER/PATENT GEORGE D. COOPER, CO. ENG. **BUILDER** AMERICAN BRIDGE COMPANY

SETTING / CONTEXT The two-lane bridge with single sidewalk spans the Swimming River west of downtown Red Bank. Next to the bridge's southeast abutment is a small boat rental. A multi-span deck girder bridge carries New Jersey Transit's North Coast Line across the river downstream. The neighborhood to the west is undistinguished suburban residential and commercial.

1995 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-span thru girder with floor beams bridge has concrete abutments circular column piers with struts and a wood-plank cantilevered sidewalk with pipe railing. It was constructed by the American Bridge Co. in 1920 to replace a 10 span bowstring pony truss bridge. In 1954 the steel grid deck replaced a wood deck, and steel spacers were placed on top of the existing stringers. The bridge is a representative example of a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 422:12-14 (09/92) REVISED BY (DATE): QUAD: Long Branch

A. G. Lichtenstein & Associates, Inc. performed initial survery.
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300S31 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BINGHAM AVENUE LOCUST POINT ROAD OVER NAVESINK RIVER **FACILITY** BINGHAM AVENUE LOCUST POINT ROAD (CR 8A)

TOWNSHIP RUMSON BOROUGH

TYPE DOUBLE LEAF BASCULE **DESIGN** TRUNNION **MATERIAL** Steel

 # SPANS 57 **LENGTH** 2712 ft **WIDTH** 32 ft

CONSTRUCTION DT 1939 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT ASH HOWARD NEEDLES & TAMMEN **BUILDER** FRED T. LEY & COMPANY

SETTING / CONTEXT The two-lane bridge with single sidewalk spans the almost 1/2-mile wide Navesink River between Locust Point in Middletown Township and Rumson Borough. The setting is picturesque with residential communities on both banks of the navigable river. At Locust Point are some 19th-century estate homes interspersed with new construction. Next to the Rumson bridge approaches are a modern marina and restaurant.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The bridge's main span is a double-leaf haunched deck girder bascule, and the approach spans are 16 haunched deck girder spans and 40 T-beam spans. The WPA-funded project is historically and technologically noteworthy. Its design details demonstrate careful attention to style and proportion including Moderne-style steel railings and operator houses. The largely original machinery is an early example of enclosed gearing. The bridge is a significant example of its type.

INFOR MATION

Bibliography:
Brown, Kathi Ann. Diversity by Design: Celebrating 75 Years of Howard Needles Tammen & Bergendorff, 1914-1989. New York: 989.
Monmouth County Engineer. Bridge File: S-31.
Monmouth County Historical Association. Vertical File: Bridges 1891 to 1940.
U. S. Patent Office. "L. R. Ash, et. al., Bascule Bridge Patent Number 1,633,565." 28 June 1927.

Physical Description: The well-preserved Oceanic Bridge is 57 spans and measures over 2700', or slightly more than a half a mile in length. To the north and south of the bascule span are 8 haunched deck girder with floor beam approach spans and 20 reinforced concrete T-beam spans. The main span is a 98'-span double-leaf haunched deck girder simple trunnion bascule with fixed counterweights. The substructure consists of concrete abutments, concrete column bents with concrete caps for the T-beam spans, and concrete piers with lateral bracing for the deck girder spans.

The double-leaf bascule span is operated by means of pinions which engage racks attached to the main girders. The pinions are operated through a train of gears connected to electric motors with back up gasoline engines. The bascule retains all of its original enclosed primary and secondary reducer gears. The bascule's electrically operated brakes appear to be modern replacements. The tail end of each bascule leaf carries a fixed concrete counterweight. The deck girder bascule has rolled I-beam floor beams and stringers with a modern steel grid deck. The toe locks are the original electrically operated jaw locks. In addition to the original manually operated metal crash barriers, automatic barriers and signals have been added. The bridge appears to retain its original operator's control panel and electrical systems.

The bridge is distinguished by its Moderne-style detailing. The two concrete operator's houses have a semi-circular profile with banded or ribbons windows and bold vertically-scored pylons with segmental tops flanking the entry doors. The manually-operated steel plate girder crash gates have circular cutouts, and bracketed concrete hinge posts. The concrete and metal railings on the approach spans and the similarly styled metal railings on the bascule span have bulbous "streamline" profiles.

Historical and Technological Significance. The 1939 Oceanic Bridge is one of the most architectonic and technologically distinguished 20th-century double leaf bascule bridges in New Jersey. It is eligible under criterion C of the National Register for embodying the distinctive characteristics of a type, period, and method of construction. The bascule was designed by the well-known firm of Ash-Howard-Needles & Tammen, the most prolific designers of movable span bridges in the late 1920s and 1930s in New Jersey. It makes use of the firm's patented trunnion supports. The bascule is exceptionally well preserved, and it retains almost all of its original operating machinery, gears, and equipment. It is one of the earliest documented uses of enclosed primary and reducer gears in New Jersey. The bridge's Moderne styling and well-proportioned design lend it a distinction not shared by many other bridges in the state.

The first bridge from Locust Point to Rumson across the Navesink River was constructed in 1891. It was a thru truss swing span with Warren pony truss and steel stringer approach spans on metal pilings fabricated by Dean and Westbrook of New York City. By the mid-1930s that bridge had fallen into poor condition, and local residents and municipalities began to look into the possibility of replacing the bridge. In 1937 the Rumson Borough Council and the Monmouth County Freeholders passed recommendations for applications to the State Highway Department and federal Public Works Administration, a source of funding, for a new bridge. In June 1938 the Federal Works Agency, Public Works Administration granted the county's application and agreed to pay 45 per cent of the estimated one million dollar cost of the new bridge. The firm of Ash-Howard-Needles and Tammen of New York and Kansas City acted as consulting engineers for the movable span, and the primary contractor was Fred T. Ley and Company. Lionel W. Lancaster performed the duties of resident engineer, and state bridge engineer Morris Goodkind consulted on the project. The bridge was completed in early 1940 and was representative of state-of-the-art bascule bridge technology and period aesthetics.

Ash-Howard-Needles and Tammen was one of the nation's leading designers of movable spans. The firm's principal members began their careers in the 1890s and 1900s under the tutelage of bridge engineer J. A. L. Waddell and his partner John Lyle Harrington. In 1914 Waddell and Harrington dissolved their partnership, and a new firm, Harrington, Howard, and Ash, was formed; in 1928 the partnership

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became Ash-Howard-Needles and Tammen. From 1914 to 1928 the firm designed more than 45 vertical lift bridges, 13 bascule bridges, and six rolling bascule bridges, including a series of 18 movable bridges across the Welland Canal in Ontario, Canada. During the New Deal era of the 1930s, the firm became one of the leading recipients of Public Works Administration bridge projects, including the Harlem River Triborough Bridge and the South Omaha Bridge over the Missouri River.

During the 1930s, Ash-Howard-Needles & Tammen was one of the most active designers of movable spans in New Jersey. In 1930 the firm completed work on the Burlington-Bristol vertical lift bridge across the Delaware River from New Jersey to Pennsylvania. Their work also included the bascule bridges for the Ocean Highway in Cape May County (Bridge No's 3900003-6) and over 6 bascule bridges for the New Jersey State Highway Department. The Oceanic Bridge is one of the best maintained and least altered of the group. In the 1940s the firm continued its activities in the state as the general consultant for the New Jersey Turnpike, and as the designers of the Delaware Memorial Bridge. Ash-Howard-Needles & Tammen played a significant role in the development of New Jersey's highway system.

The Oceanic Bridge appears to have no significant major repairs or alterations. In 1954 the primary power cables was replaced. In 1965 repairs were made to the concrete piers and piles. In 1970 the deck was repaired. In 1983 the northern curved seawall approach was reconstructed. In 1984 the operator's house windows were replaced. In 1992 the approach span piers were reconstructed.

Boundary Description and Justification: The bridge is individually distinguished, in and of itself, and the boundary is thus limited to the superstructure, substructure, and right-of-way over the river.

PHOTO: 420:1a-7a, 39a-44a (09/92) REVISED BY (DATE): QUAD: Sandy Hook

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300U11 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED DAVIS STATION-IMLAYSTOWN ROAD OVER DOCTORS CREEK **FACILITY** DAVIS STATION IMLAYSTOWN ROAD

TOWNSHIP UPPER FREEHOLD TOWNSHIP

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

 # SPANS 1 **LENGTH** 30 ft **WIDTH** 20.5 ft

CONSTRUCTION DT 1925 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** S. S. THOMPSON

SETTING / CONTEXT The two-lane bridge with sidewalks spans the mill pond spillway in the Imlaystown Historic District, an 18th- and 19th-century village of about 2 dozen residences and mill building. The village's main section is north of the bridge but a number of buildings are also found on the south side of the creek. The mill pond has fallen out of repair and has grown over with weeds.

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

CONSULT STATUS Not Individually Eligible. Listed. Imlaystown Historic District. 01/03/1985. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1925 single span encased steel stringer bridge with concrete abutments, pipe railings, and timber spillway gate frame is a representative example of a common early-20th century bridge type. It is not within the period of significance of the Imlaystown Historic District (c.1700-1900), and does not contribute. Portions of the structurally associated dam, mill raceway system, and pond may be considered contributing to the district's historic character, but not the bridge based on its date.

INFOR MATION

PHOTO: 416:38-43 (08/92) REVISED BY (DATE): QUAD: Allentown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300U12 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET (CR 539) OVER DOCTORS CREEK **FACILITY** MAIN STREET (CR 539)

TOWNSHIP ALLENTOWN BOROUGH

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

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

CONSTRUCTION DT 1921 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT GEORGE D. COOPER, CO. ENG. **BUILDER** THOMPSON & MATTHEWS CO.

SETTING / CONTEXT The 2-lane bridge with sidewalks spans the concrete mill pond spillway in the Allentown Historic District, a large district incorporating the 18th, 19th, and early-20th century houses and commercial buildings in downtown Allentown. Next to the bridge is the old mill now converted to a gallery and restaurant. On either side of the crossing are numerous well-preserved historic houses in mature neighborhoods.

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

CONSULT STATUS Not Individually Eligible. Listed. Allentown Historic District. 04/27/1982. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1921 single-span steel deck girder with floorbeams bridge has concrete abutments with wing walls, pipe railings, and an 8-bay concrete spillway gate frame between its upstream wing walls. The bridge was built within the period of significance of the Allentown Historic District (c.1700-1941), and is thus evaluated as contributing structure. It is a part of the historic water power system and is a representative example of period bridge technology. It is not individually noteworthy.

INFOR MATION

Bibliography:
Monmouth County Engineer. Bridge Plans for Bridge Number U-12. 1921.
Office of New Jersey Heritage. Monmouth County: Allentown Historic District Nomination. 1982.

Physical Description: The bridge is a single-span, built-up deck girder with concrete-encased floor beams. The girders rests on concrete abutments with older masonry back and wingwalls. The bridge spans the spillway from an old mill pond, and built into the upstream side of the bridge is an eight-bay concrete spillway gate frame with wood gates. The bridge has two cantilevered sidewalks with pipe railings. Beam guide rails and chain link pedestrian fences have been added to the railings.

Historical and Technological Significance: The well-preserved 1921 deck girder bridge is within the boundaries of the Allentown Historic District, and is a contributing structure because it is was built within the district's 1780 to 1942 period of significance, and it illustrates the historic theme of community development (criterion A). The district is made up of numerous residential and commercial structures including the mill building, mill pond with raceway and metal water wheel west and south of the bridge. The bridge is not rated in the National Register nomination, although the bridge right-of-way is within the district boundaries and all of the adjacent buildings and lots are rated. The Main Street bridge is a representative example of early-20th century bridge technology, and it is historically associated with the impact of the automobile and highways on small rural villages such as Allentown. It is clearly related to the dates and broad historic themes associated with the district.

The bridge is located at a historic crossing, and in 1921 portions of the masonry abutments and wingwalls of a previous bridge were retained for the current deck girder's construction. What type of bridge was replaced is not currently known. The deck girder bridge with original pipe railings was designed by county engineer George D. Cooper and built by the Thompson and Matthews Company of Red Bank. A search of the county engineer's records revealed no major alterations to the deck girder bridge except for regular maintenance and repairs.

Boundary Description and Justification: The bridge is located in the National Register Allentown Historic District. The boundaries are delineated in the map that accompanies the nomination in the National Register files at the DEP Historic Preservation Office. The bridge is located within the specified boundaries, so the bridge is clearly within the district. Thus the bridge and its setting have been evaluated as significant.

PHOTO: 184:22-25 (08/92) REVISED BY (DATE): QUAD: Allentown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
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Correction Updates Etc should be sent to
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300U14 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED YARDVILLE-ALLENTOWN ROAD OVER DOCTORS CREEK **FACILITY** YARDVILLE ALLENTOWN ROAD (CR 524)

TOWNSHIP UPPER FREEHOLD TOWNSHIP

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

 # SPANS 1 **LENGTH** 35 ft **WIDTH** 40 ft

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

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

SETTING / CONTEXT The two lane bridge with shoulders and a single sidewalk spans a minor stream west of Allentown. The road is moderately developed with a mixture of new and old houses, some converted to small businesses. East of the bridge is a garage and a restaurant.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span encased steel stringer has concrete balustrades and abutments with wing walls. Beam guide rails have been added. The inscription indicates the bridge was built in 1934 by the New Jersey State Highway Department as part of NJ Route 37. The route has since been taken over by the county. The bridge is a representative example of a common NJ State Highway Department bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 184:30-31 (08/92) REVISED BY (DATE): QUAD: Allentown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300U15 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BREZA ROAD OVER DOCTORS CREEK **FACILITY** BREZA ROAD

TOWNSHIP ALLENTOWN BOROUGH

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

 # SPANS 3 **LENGTH** 49 ft **WIDTH** 22.3 ft

CONSTRUCTION DT 1945 **ALTERATION DT** 1971 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT **BUILDER** BAHR (1945)

SETTING / CONTEXT The two-lane bridge spans a minor stream in the western section of Allentown. South of the bridge is an apartment complex (c.1960-70), and to the north a waste water treatment plant.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY In 1945 the bridge was originally built as a 3-span laminated timber slab with timber pile bents and timber railing. In 1971 the bridge was rebuilt with new timber pile bents, continuous concrete slab deck, and beam guide rails. The bridge is essentially a modern structure, and it is not historically or technologically distinguished.

INFOR MATION

PHOTO: 184:26-27 (08/92) REVISED BY (DATE): QUAD: Allentown

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300U23 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HARVEY ROAD OVER MIRY RUN **FACILITY** HARVEY ROAD

TOWNSHIP UPPER FREEHOLD TOWNSHIP

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

 # SPANS 3 **LENGTH** 40 ft **WIDTH** 15 ft

CONSTRUCTION DT 1915ca **ALTERATION DT** 1945ca **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge spans a small creek in picturesque rural surroundings. Next to the bridge are wooded lots and horse pasture. Within view are two 19th-century farmhouses with outbuildings.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The ca. 1915 rivet-connected Warren pony truss bridge with verticals, lattice railings, outriggers, and concrete abutments has been subjected to limited modifications. Like other truss bridges in Monmouth County, the floorbeams were all underpinned ca. 1945. There appear to have been no modifications to the trusses. Although timber stringers, not the trusses, support the live load, the loss of function of the trusses has minimal impact on the integrity of the structure. The 1915 date of construction is based on stylistic analysis of the bridge; no early records were located at the County Engineer's office. The bridge is one of four remaining in the County of this once common type. It is individually eligible for listing in the National Register of Historic Places under Criterion C as a representative example of a riveted Warren pony truss.

INFOR MATION

Bibliography:
Monmouth County Engineer. Inspection Report for Bridge U-23. 1949.

Physical Description: The bridge is a 3-panel rivet-connected Warren with verticals pony truss. It measures 40'-long and 15'-wide, and it is composed of standard rolled steel members. The upper chords, lower chords, diagonals, and verticals are all composed of riveted back-to-back steel angles. The flooring system consists of I-beam floor beams and new timber stringers with wood plank deck with asphalt wearing surface. The floor beams have been underpinned with timber piles, so the span now functions with live loads as a stringer rather than a truss span. The abutments are concrete. The bridge has lattice railings and rivet-connected outriggers that appear to be original.

Historical and Technological Significance: The Harvey Road Warren truss bridge is one of four similar examples of the type in the county (130MT21, Locust Avenue over Claypit Creek, c.1910, Middletown Twp.; 1300A23, Creamery Road over Yellow Brook, c.1910, Colts Neck Twp.; 1300U26, Smith Mill Road over Lahaway Creek, c.1915, Upper Freehold Twp.), but modifications to the way in which live loads are supported have significantly altered its technological and historical value. A review of the old plans and photographs located in the county engineer's office revealed that Warren pony truss bridges were common in Monmouth County. However, this example has no significant construction details, is only 40' long, and does not have integrity of original design. Additionally, it is undocumented. No records of the builder, date of construction, or plans survive with the county engineer. A 1949 inspection report indicates that the truss had been underpinned by that date. The county engineer underpinned most of the truss bridges in the 1940s and 1950s, and all of the known surviving highway truss bridges in the county have been underpinned. The Harvey Road bridge stylistically dates from ca. 1915, and is a representative but undistinguished example of pony truss bridge technology. Its rural setting is appropriate to its original historic context.

PHOTO: 416:1-6 (08/92) REVISED BY (DATE): QUAD: Allentown

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300U26 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SMITH MILL ROAD OVER LAHAWAY CREEK **FACILITY** SMITH MILL ROAD

TOWNSHIP UPPER FREEHOLD TOWNSHIP

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

 # SPANS 3 **LENGTH** 42 ft **WIDTH** 15.9 ft

CONSTRUCTION DT 1915ca **ALTERATION DT** 1950ca **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge spans a tree-lined creek in a modern residential subdevelopment of large houses on wooded lots.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-panel rivet-connected Warren pony truss with concrete-capped masonry abutments was underpinned at each floor beam ca. 1950. Timber stringers bearing on the original floor beams have been added, and the bridge now functions as a 3-span stringer rather than a truss bridge. No bridge plans survive at the county engineer's office. An altered example of a well represented bridge type in the area, the undocumented span has no distinguishing details nor historical associations.

INFOR MATION

Bibliography:
Monmouth County Engineer. Bridge Inspection Report for Bridge Number U-26. 1948.

Physical Description: The bridge is a 3-panel rivet-connected Warren pony truss. It measures 42'-long and 15.9'-wide, and is composed of standard rolled steel members. The upper chords, lower chords, and diagonals are all composed of riveted steel angles with gusset plates. The flooring system consists of I-beam floor beams, steel stringers reinforced with timber stringers, and a wood plank deck with an asphalt wearing surface. The bridge has outriggers with welded connections at the top chords and floor beams. They appear to be original elements that have been reconnected. The abutments are masonry with concrete repairs. The bridge has been underpinned with three timber pile bents supporting each floor beam. New 4x12 timber stringers have been added. They are deeper than the steel stringers, so the new timber stringers bearing on the floor beams and the abutments are what carry the live loads. The original railings have been removed and replaced with beam guide rails.

Historical and Technological Significance: The ca. 1915 Smith Mill Road Warren pony truss bridge is a standard design of its type with no distinguishing construction details, and it has been altered. While the trusses themselves appear to be complete, the placement of piles to support the floor beams (underpinning) and the addition of timber stringers to carry the deck and live load have functionally changed the span from a truss bridge to a stringer. The original design of the undistinguished bridge has been altered.

The county engineer's files offered no records of the Smith Mill Road bridge builder or date of construction nor any plans. The lack of documentation further detracts from its historic value. The bridge's style of construction suggests that it dates from ca. 1915. A 1948 inspection report lists the bridge in "poor condition." It is probable that shortly thereafter the truss was underpinned, a common practice in Monmouth County. In the last forty years the bridge's setting has changed from rural to suburban residential.

The bridge is one of four Warren trusses in the county (130MT21, Locust Ave. over Claypit Creek, c.1910, Middletown Twp.; 1300A23, Creamery Road over Yellow Brook, c. 1910, Colts Neck Twp.; 1300U23, Harvey Road over Miry Run, Upper Freehold Twp.). A review of old plans and photographs located in the county engineer's office revealed that Warren pony truss bridges were common in Monmouth County. The multi-span Locust Ave. bridge (130MT21) is the most technologically distinguished of the surviving bridges of this type and design.

PHOTO: 416:11-16 (08/92) REVISED BY (DATE): QUAD: Cassville

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NJDOT updated data 03-01-2001.

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300U34 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED DOG HILL ROAD OVER DOCTORS CREEK **FACILITY** DOG HILL ROAD

TOWNSHIP UPPER FREEHOLD TOWNSHIP

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

 # SPANS 2 **LENGTH** 32 ft **WIDTH** 22.9 ft

CONSTRUCTION DT 1943 **ALTERATION DT** 1961 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER**

SETTING / CONTEXT The two-lane bridge spans a minor stream in a rural setting with fields, wooded lots, and scattered 19th- and 20th-century houses.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY In 1943 the bridge was built as a two-span laminated timber slab with timber pile bents and timber sheet pile back walls. In 1961 the bridge was rebuilt with a prestressed-concrete box beam superstructure on timber pile bents. The bridge is not historically or technologically distinguished based on its type and age.

INFOR MATION

PHOTO: 182:31-33, 431:18-19 (08/92) REVISED BY (DATE): QUAD: Allentown

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300U38 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HOLMES MILL ROAD OVER MIRY RUN **FACILITY** HOLMES MILL ROAD

TOWNSHIP UPPER FREEHOLD TOWNSHIP

TYPE DECK GIRDER **DESIGN** JACK ARCH (CONCRETE) **MATERIAL** Steel

 # SPANS 1 **LENGTH** 26 ft **WIDTH** 21.4 ft

CONSTRUCTION DT 1920ca **ALTERATION DT** 1959 **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge spans the concrete spillway of a mill pond dam. The spillway gates have been removed, and the mill no longer exists. The mill foundations are in the undergrowth to the northeast of the bridge. The neighborhood is now lightly-developed residential with a mixture of new and old homes.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span deck girder bridge consists of two 20" rolled I-beam girders with six 10" floorbeams with concrete jack arches. The northern abutment is masonry and the southern abutment is concrete. Original construction records were not located at the county engineer's office, but stylistically it appears to date ca.1920 on an older masonry substructure. In 1959 the bridge was widened on one side with prestressed box beams. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 182:26-30 (08/92) REVISED BY (DATE): QUAD: Allentown

A. G. Lichtenstein & Associates, Inc. performed initial survery.
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300U40 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HOLMES MILL ROAD (CR 27) OVER LAHAWAY CREEK **FACILITY** HOLMES MILL ROAD (CR 27)

TOWNSHIP UPPER FREEHOLD TOWNSHIP

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

 # SPANS 1 **LENGTH** 39 ft **WIDTH** 30.6 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** S. S. THOMPSON

SETTING / CONTEXT The two-lane bridge spans Lahaway Creek in a rural setting with woods, farmland, and scattered 19th- and 20th-century houses.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single span encased steel stringer bridge has standard-design concrete balustrades and abutments. Beam guide rails have been added. In 1931 the bridge replaced a single-span, 3-panel, Pratt pony truss. The bridge is a common type, and is not historically nor technologically distinguished.

INFOR MATION

PHOTO: 416:21-22 (08/92) REVISED BY (DATE): QUAD: New Egypt

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NJDOT updated data 03-01-2001.

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300U47 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WALNFORD MILL ROAD OVER CROSSWICKS CREEK **FACILITY** WALNFORD MILL ROAD

TOWNSHIP UPPER FREEHOLD TOWNSHIP

TYPE PONY TRUSS **DESIGN** PRATT **MATERIAL** Wrought Iron

 # SPANS 4 **LENGTH** 62 ft **WIDTH** 14.8 ft

CONSTRUCTION DT 1885 **ALTERATION DT** 1948 **SOURCE** COMPANY RECORDS

DESIGNER/PATENT PHOENIX BRIDGE COMPANY **BUILDER** DEAN & WESTBROOK

SETTING / CONTEXT The single-lane bridge spans Crosswicks Creek in Walnford County Park, a National Register Historic District with grist mill (1871) and house (1773) to the northeast of the bridge. The picturesque historic site was the home of a prominent Quaker family. Just north of the bridge on Walnford Mill Road is a steel stringer bridge with Phoenix Column piers spanning the flood plain of Crosswicks Creek (1300U47).

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

CONSULT STATUS Individually Eligible. Listed. Walnford Historic District. 06/29/1976. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The pin-connected 4-panel Pratt pony truss has Phoenix Column top chords and end posts. In 1885 the Phoenix Bridge Company fabricated the truss for erection by New York City engineers Dean & Westbrook. In 1948 the bridge was underpinned with timber piles. The masonry abutments have been repaired with concrete numerous times. The bridge no longer functions as a truss, but its technological significance and date make it a contributing element to the Walnford Historic District (c.1770-1900).

INFOR MATION

Bibliography:
Burnham, Alan. "Forgotten Engineering: The Rise and Fall of the Phoenix Column." Architectural Record. April 1959.
Harshbarger, Patrick and Mary McCahon. A. G. Lichtenstein & Assoc. "New Jersey Phoenix Column Bridges." Paper for Society for Industrial Archeology. Pittsburgh, June 1993.
Monmouth County Engineer. Bridge File: U-47.
Office of New Jersey Heritage. National Register File: Monmouth County; Walnford Mill Historic District, 1976.
Phoenix Bridge Company Records. History of Orders, 1885. Accession 916. Hagley Museum and Library. Wilmington, Delaware.

Physical Description: The bridge is a 4-panel, cast and wrought-iron pin-connected Pratt pony truss with Phoenix Column sections for the upper chords and inclined end posts. The two members are joined by cast pieces. The lower chords are stamped eye bars, the verticals are angles with lacing, and the diagonals are loop welded eye bars. The counters are connected to the upper panel point by a clevis rather than an eye. The bottom connection, however, is the traditional eye loop. Another unusual feature is the outriggers which are similar to those on a 1885 Dean and Westbrook Phoenix column pony truss bridge in Hunterdon County (10XXF65, Hamden Road over South Branch of the Raritan River, Franklin Twp.). The outriggers on this bridge have been reconnected by welds, so while an original detail, the way they are connected is not. The trusses bear on girders that rest on masonry abutments that have numerous concrete repairs and reinforcing. The placement of the built-up floor beams above the lower chord with bolted connections is an original detail.

Braced timber pile bents with I-beam cap beams have been placed at each floor beam to underpin the trusses. Deep timber stringers bear on the bents, so the span now generally functions as a timber stringer bridge rather than a truss span. Other alterations include removal of the original railings and installation of beam guide rails. There are some minor repairs and strengthening.

Historical and Technological Significance: The Pratt pony truss bridge is a historically noteworthy example of late-19th century iron truss bridge construction using the patented Phoenix Column section. Walnford Road is the western border of the Walnford Mill Historic District, an eighteenth and nineteenth century historic site with large dwelling house (c.1773) and grist mill (c.1871) administered by the Monmouth County Park Commission. The bridge is a contributing structure and is eligible under both Criteria A and C of the National Register for its association with the historic events surrounding Walnford Mills, and as an example of a rare surviving bridge type embodying the characteristics of a significant type, period, and method of bridge construction. It was constructed within the period of significance of the historic district, and it retains its historic appearance.

Phoenix Bridge Company records date the Walnford Mill Road bridge to 1885. The company fabricated the bridge in its shops at Phoenixville, Pennsylvania under order from New York City engineers Dean and Westbrook. From the mid-1880s to the early 1890s Dean and Westbrook held an agreement with the Phoenix Bridge Company as agents for the construction of Phoenix Column highway bridges. Dean and Westbrook took responsibility for bidding the bridges, signing contracts with local officials, providing accurate information for Phoenix engineers to prepare plans and shop orders, and erecting the bridges on site. In New Jersey from 1885 to 1895 Dean and Westbrook erected at least 71 documented Phoenix Bridge Company truss bridges, of which six are known to survive (10XXF65, Hamden Road over South Branch of Raritan River, 1885, Franklin Twp., Hunterdon Co.; 10XXF82, Lower Lansdowne Road over Capoolong Creek, 1885, Franklin Twp., Hunterdon Co.; 1300U53, Province Line Road over Crosswicks Creek, 1891, Upper Freehold Twp., Monmouth Co.; 020042A, Doty Road over Ramapo River, 1891, Oakland Borough, Bergen Co.; 020044B, Elm Street over Hackensack River, 1892, Oradell Borough, Bergen Co.).

The patented Phoenix Column was developed in 1864 by David Reeve of the Phoenix Iron Company of Phoenixville, Pennsylvania. Its significance in the history of civil engineering was as a leading contribution to the substitution of wrought iron for cast iron in the compression members of bridges and buildings. It enjoyed tremendous popularity in the 1880s, and was important in the general acceptance of metal truss bridge technology. In the late-19th century the Phoenix Bridge Company, an offshoot of the Phoenix Iron Works, was one of the nation's leading innovators in structural iron and steel construction and a training ground for numerous civil engineers.

Although the Walnford Road bridge has been altered and no longer functions as a truss, it retains enough integrity of design to be

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considered an important example of a rare bridge type. Its significance is greatly enhanced by documentation of its construction in the Phoenix Bridge Company records. Company order books include casting and forging instructions for every bridge member, and it is possible to follow the truss fabrication from iron foundry and roll mill to machine shop. This level of documentation is rarely encountered and in combination with records that survive for other Phoenix Column trusses provides a laboratory for the study of late 19th-century bridge construction technology.

The Walnford Road bridge spans Crosswicks Creek at the Walnford Mill Historic Site. The Walnford Mill Historic District nomination lists the Walnford Road as one of the western boundaries of the district. The bridge was not rated in the nomination, but it appears to be within the district. It was built within the period of significance (c.1700-1899) of the district, and it contributes to the themes developed in the nomination. It is therefore a contributing resource.

The bridge played an important role in the transportation system that linked the mill, active until about 1929, with the surrounding country side, and it helped make the mill the economic center of the local agricultural-based economy. The historic crossing has been in use since at least the eighteenth century, and the current truss is the last of several bridges that have stood at or near the present right-of-way. The truss is an important element of the district's historic character. It is located just downstream from the grist mill, and is south of a stringer bridge with Phoenix Column piers that spans the river flood plain (1300U48).

Inspection reports and alteration plans at the Monmouth County Engineer's office indicate that in 1948 the bridge was underpinned. The timber pile cap beams were welded to the truss floor beams, new bridge seats poured, and the existing stone and concrete abutments repaired. Timber bulkheads were added. In 1969 the timber stringers and deck were reconstructed.

Boundary Description and Justification: The Walnford Road bridge is a contributing structure to the Walnford Mill Historic District. Walnford Road forms the western boundary of the district, but revisions to the nomination are currently underway to amend it to specifically rate the bridges and include newly acquired property on the east side of Walnford Road. Because the bridge is part of a larger historic setting, both it and its surroundings are evaluated as significant.

PHOTO: 182:18-25 (08/92) REVISED BY (DATE): QUAD: Allentown

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300U48 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WALNFORD MILL ROAD OVER CROSSWICKS CREEK **FACILITY** WALNFORD MILL ROAD

TOWNSHIP UPPER FREEHOLD TOWNSHIP

TYPE STRINGER **DESIGN** **MATERIAL** Metal

 # SPANS 8 **LENGTH** 75 ft **WIDTH** 17.1 ft

CONSTRUCTION DT 1893 **ALTERATION DT** 1943, 1993 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT PHOENIX BRIDGE COMPANY **BUILDER** DEAN & WESTBROOK

SETTING / CONTEXT The single-lane bridge spans the flood plain of Crosswicks Creek southwest of the Walnford grist mill (1877). The bridge is located in Walnford Historic District, a county park with mill, house (1773), and associated outbuildings. The historic site was the plantation-style home of a prominent Quaker family. Just south of the bridge on Walnford Mill Road is a pin-connected Pratt pony truss with Phoenix Columns (1300U47).

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

CONSULT STATUS Individually Eligible. Listed. Walnford Historic District. 06/29/1976 Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY In 1893, according to Phoenix Bridge Company records, the bridge was built as a 4-span rolled I-beam stringer supported on Phoenix Column bents. In 1943 timber pile bents and timber stringers were added to what is now an 8-span bridge. Original pipe railings were removed and beam guide rails added. The bridge is technologically significant because of the presence of the rare Phoenix Column bents, and it contributes to the historic district (c.1770-1900) based on date of construction.

INFOR MATION

Bibliography:
Burnham, Alan. "Forgotten Engineering: The Rise and Fall of the Phoenix Column." Architectural Record. April 1959.
Hunton, Gail, Monmouth County Parks Historian. Phone Conversation with J. Patrick Harshbarger, December 4, 1992.
Monmouth County Engineer. Bridge File: U-48.
Office of New Jersey Heritage. National Register Files: Monmouth County; Walnford Mill Historic District Nomination. 1976.
Phoenix Bridge Company Records. History of Orders, 1893. Accession 916. Hagley Museum and Library. Wilmington, Delaware.

Physical Description: The bridge is a metal and timber stringer span supported on brick abutments and bents. The bent columns are wrought-iron Phoenix Column sections, and the cap beams are built-up floor beams. The rolled I-beam stringers and Phoenix Column piers are rusted and deteriorated in spots. Newer timber stringers have been alternated with the metal stringers, and timber pile bents has been added, changing the bridge from a four span to an eight span configuration. The single-lane bridge has a plank deck with an asphalt wearing surface and beam guide rails.

Historical and Technological Significance: The bridge is a historically and technologically significant example of the use of Phoenix Column bents for a bridge's substructure. It is the only example of its type in the state. Walnford Mill Road is the western border of the Walnford Mill Historic District, an eighteenth and nineteenth century historic site with large dwelling house (c.1773) and a grist mill (c.1871) administered by the Monmouth County Parks Commission. The bridge is a contributing structure and is eligible under both Criteria A and C of the National Register for its association with the historic events surrounding Walnford Mills, and as an example of a rare surviving bridge type embodying the characteristics of a significant type, period, and method of bridge construction. It was constructed within the period of significance of the historic district, and retains its historic appearance.

Phoenix Bridge Company records show that the bridge's date of construction is 1893. The Phoenix Column bents were fabricated at the company's Phoenixville, Pennsylvania shops under order from New York City engineers Dean and Westbrook and shipped to Monmouth County via the Pennsylvania Railroad. Dean and Westbrook acted as agents for Phoenix Bridge Company highway bridges and took responsibility for bidding bridges, signing agreements with local officials, and erecting bridges on site. Instructions for the Walnford Mill Road bridge specify an "iron and steel flood bridge" with five Phoenix Column bents, six lines of rolled I-beam stringers, and pipe railings. Walnford Road across Crosswicks Creek was reportedly realigned in the late-nineteenth century, and the flood bridge over the river's floodplain may have been part of the realignment.

The patented Phoenix Column was developed in 1864 by David Reeve of the Phoenix Iron Company of Phoenixville, Pennsylvania. Its significance in the history of civil engineering was as a leading contribution to the substitution of wrought iron for cast iron in the compression members of bridges and buildings. It enjoyed tremendous popularity in the 1880s, and was important in the general acceptance of metal truss bridge technology. The most noted example of its use in a substructure was for the piers of the New York City Second Avenue Metropolitan Elevated Railway (1878).

The Walnford Road bridge spans Crosswicks Creek at the Walnford Mill Historic Site. The Walnford Mill Historic District nomination lists the Walnford Road as one of the western boundaries of the district. The bridge was not rated in the nomination, but it appears to be within the district. It was built within the period of significance (c.1700-1899) of the district, and it contributes to the themes developed in the nomination. It is therefore a contributing resource.

The bridge played an important role in the transportation system that linked the mill, active until about 1929, with the surrounding country side, and it helped make the mill the economic center of the local agricultural-based economy. The historic crossing has been in use since at least the eighteenth century. It is located just downstream from the grist mill, and is north of a Phoenix Column pony truss that spans the river (1300U48). The pony truss dates to 1885 and was also constructed by Dean and Westbrook.

Inspection reports and alteration plans at the Monmouth County Engineer's office indicate that in 1943 modifications were made to the

stringer bridge converting it from a 4-span to an 8-span structure. Intermediate timber pile bents were driven, and timber stringers added to augment the rolled I-beam stringers. The original pipe railings were removed and beam guide rails added in their place.

Boundary Description and Justification: The Walnford Road bridge is a contributing structure to the Walnford Mill Historic District. Walnford Road forms the western boundary of the district, but revisions to the nomination are currently underway to amend it to specifically rate the bridges and include newly acquired property on the west side of Walnford Road. Because the bridge is part of a larger historic setting, both it and its surroundings are evaluated as significant.

PHOTO: 182:11-17 (08/92) REVISED BY (DATE): QUAD: Allentown

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300U53 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PROVINCE LINE ROAD OVER CROSSWICKS CREEK **FACILITY** PROVINCE LINE ROAD

TOWNSHIP UPPER FREEHOLD TOWNSHIP

TYPE THRU TRUSS **DESIGN** PRATT **MATERIAL** Wrought Iron

 # SPANS 6 **LENGTH** 110 ft **WIDTH** 15.4 ft

CONSTRUCTION DT 1891 **ALTERATION DT** 1943 **SOURCE** PLAQUE

DESIGNER/PATENT PHOENIX BRIDGE COMPANY **BUILDER** DEAN & WESTBROOK

SETTING / CONTEXT The single-lane bridge spans a tree-lined creek in a rural wooded setting. Nearby, but out of sight of the bridge, are nurseries and scattered 19th- and 20th-century houses. About 1/2 mile south is the crossroads village of Ellisdale.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 7-panel, 110', pin-connected Pratt thru truss has Phoenix Column upper chords, vertical, and upper laterals, finials atop the portals, loop-forged eye-bar lower chords and diagonals, built-up floorbeams, and cast-iron connecting nodes. In 1943 the bridge was underpinned with steel stringers on timber piles. The span was constructed with patented Phoenix sections by well-known engineers Dean & Westbrook. It is a historically and technologically distinguished example of a rare type.

INFOR MATION

Bibliography:

Burnham, Alan. "Forgotten Engineering: The Rise and Fall of the Phoenix Column." Architectural Record. April, 1959.
Darnell, Victor. Directory of American Bridge-Building Companies, 1840-1900. Washington, D.C.: Society for Industrial Archaeology, 1984.
Monmouth County Engineer. Bridge File: U-53.
Phoenix Bridge Company Records. Accession 916. Hagley Museum and Library. Wilmington, Delaware.

Physical Description: The bridge is a single-span seven-panel wrought and cast iron Pratt thru truss with patented Phoenix Column section for the upper chords, portals, upper lateral bracing, and verticals. The bottom chords consist of circular-headed eye bars. The principal diagonals and end panel hangers consist of needle-headed or loop forged eye bars. The center panel counters are rods. All panel points of the truss except the end panel hangers consist of cast iron pieces to receive the Phoenix Column sections. The built-up floor beams are supported by U-shaped hangers from the lower panel point pins. The floor beams support timber stringers with a plank deck and asphalt wear surface. The portals have decorative finials, and builders plaques that read "1891, Built By Dean & Westbrook, Bridge Engineers, New York." The abutments and wingwalls are rubble stone masonry.

The truss bridge has been altered by the addition of underpinning. Timber piles capped by a longitudinal beam stiffening member have been placed under each end of each floor beam. Additional timber floor beams supported on wood block risers and the longitudinal beams have been added at mid panel. The structure is in effect a six-span continuous deck girder bridge.

Historical and Technological Significance: The bridge is historically and technologically significant as an example of late-nineteenth-century iron truss bridge technology using patented Phoenix Column sections (criterion C). The pin-connected Pratt thru truss became the most successful and technologically important of the late-nineteenth century iron truss bridge types. Furthermore, the Province Line Road truss employs wrought iron Phoenix Columns. The patented Phoenix Column was developed in 1864 by David Reeve of the Phoenix Iron Company of Phoenixville, Pennsylvania. Its significance in the history of civil engineering was as a leading contribution to the substitution of wrought iron for cast iron in the compression members of bridges and buildings. It enjoyed tremendous popularity in the 1880s, and was important in the general acceptance of metal truss bridge technology.

The Province Line Road bridge was fabricated in 1891 by the Phoenix Bridge Company of Phoenixville, Pennsylvania and erected by Dean and Westbrook of New York City. Dean and Westbrook acted as agents for Phoenix Bridge Company highway truss bridges from the mid-1880s to the mid-1890s. Phoenix Bridge Company records show that Dean and Westbrook built over 70 Phoenix Column truss highway bridges in New Jersey from 1885 to 1895, and at least six including the Province Line Road bridge are extant (10XXF65, Hamden Road over South Branch of Raritan River, 1885, Franklin Twp., Hunterdon Co.; 10XXF82, Lower Lansdowne Road over Capoolong Creek, 1885, Franklin Twp., Hunterdon Co.; 1300U47, Walnford Mill Road over Crosswicks Creek, 1885, Upper Freehold Twp., Monmouth Co.; 020042A, Doty Road over Ramapo River, 1891, Oakland Borough, Bergen Co.; 020044B, Elm Street over Hackensack River, 1892, Oradell Borough, Bergen Co.). Of the six surviving trusses only two, the Province Line Road and Lower Lansdowne Road bridges are thru trusses, the others are pony trusses.

Because of the engineering significance of the Phoenix section, the bridge is evaluated as significant despite the fact that it was underpinned in 1943 and no longer functions as a truss bridge. The historic trusses appear to survive in basically unaltered condition.

Boundary Description and Justification: It is the trusses that are individually significant, not the later underpinning or altered substructure. The boundary is limited to the trusses themselves.

PHOTO: 182:4-10, 184:32-7 (08/92) REVISED BY (DATE): QUAD: Allentown

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300U70 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OLD YORK ROAD (CR 539) OVER ASSUNPINK CREEK **FACILITY** OLD YORK ROAD (CR 539)

TOWNSHIP UPPER FREEHOLD TOWNSHIP

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

 # SPANS 2 **LENGTH** 46 ft **WIDTH** 30 ft

CONSTRUCTION DT 1941 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER** PROCTOR

SETTING / CONTEXT The two-lane bridge spans a creek in the state's Assunpink Wildlife Management Area. The area along the county highway is moderately developed with nurseries, farms, and modern housing. The area to the east is wooded. The bridge is about a mile downstream from Assunpink Lake.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1941 two-span steel stringer bridge with pipe railings has scored concrete abutments, pier, and stepped wingwalls. Beam guide rails have been added. It is a historically and technologically undistinguished example of a common bridge type.

INFOR MATION

PHOTO: 183:1-3 (08/92) REVISED BY (DATE): QUAD: Allentown

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300U71 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OLD YORK ROAD (CR 539) OVER NEW SHARON BROOK **FACILITY** OLD YORK ROAD (CR 539)

TOWNSHIP UPPER FREEHOLD TOWNSHIP

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

 # SPANS 1 **LENGTH** 28 ft **WIDTH** 30.1 ft

CONSTRUCTION DT 1920 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge spans a small brook on the north side of the small village of New Sharon. This section of Old York Road forms the border between Monmouth and Mercer County, and the bridge was built in 1920 as a joint county project. Next to the bridge are a 19th-century farmhouse, a modern pole barn, and a sod farm.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1920 single-span encased steel stringer bridge has concrete abutments with wingwalls. The pipe railings have been removed, and beam guide rails have been added. The bridge is a representative example of a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 183:4-5 (08/92) REVISED BY (DATE): QUAD: Allentown

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300W10 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET OVER WATSON CREEK **FACILITY** MAIN STREET

TOWNSHIP MANASQUAN BOROUGH

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

 # SPANS 2 **LENGTH** 56 ft **WIDTH** 39 ft

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

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** OWEN MELEE

SETTING / CONTEXT The two-lane bridge with two sidewalks spans a tidal creek north of Glimmer Glass. The neighborhood is residential with early-20th century summer cottages and late-20th century year-round houses. The creek is lined with timber bulkheads. The area does not appear to have historic district potential due to the extensive alterations to the structures.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span encased steel stringer bridge has concrete balustrades, paneled fascia, and concrete abutments and pier. The approaches have pipe railings and replacement beam guide rails. The 1928 encased steel stringer bridge is a representative example of a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 161:6-7 (06/92) REVISED BY (DATE): QUAD: Point Pleasant

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300W11 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OCEAN AVENUE OVER WATSON CREEK **FACILITY** OCEAN AVENUE

TOWNSHIP MANASQUAN BOROUGH

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

 # SPANS 2 **LENGTH** 58 ft **WIDTH** 30 ft

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

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** S. THOMPSON & COMPANY

SETTING / CONTEXT The two-lane bridge with two sidewalks spans a bulkhead-lined tidal stream north of Glimmer Glass. The residential neighborhood consists of mid- to late-20th century houses, some seasonal and some converted to year-round. There are too many alterations to the cottages for the area to be evaluated as a potential historic district.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1930 two-span encased steel stringer bridge has concrete balustrades, paneled fascia, concrete abutments and pier, and pipe railings on the approaches. It is a standard county design and a common type. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 161:8-9 (06/92) REVISED BY (DATE): QUAD: Point Pleasant

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300W16 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EIGHTEENTH AVENUE (CR 30) OVER WRECK POND BROOK **FACILITY** EIGHTEENTH AVENUE (CR 30)

TOWNSHIP WALL TOWNSHIP

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

 # SPANS 3 **LENGTH** 48 ft **WIDTH** 23.2 ft

CONSTRUCTION DT 1943 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT **BUILDER** FREIBOTT BROTHERS

SETTING / CONTEXT The two-lane bridge spans a stream in a rural setting of woods, fields, and scattered farms.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span timber stringer bridge with wood deck and asphalt wearing surface rests on braced timber pile bents with timber cap beams and sheet pile bulkheads. Beam guide rails and utility pipes have been added to the bridge. The bridge is a very common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 162:21a-22a (06/92) REVISED BY (DATE): QUAD: Asbury Park

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300W17 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED GLENDOLA ROAD OVER WRECK POND BROOK **FACILITY** GLENDOLA ROAD

TOWNSHIP WALL TOWNSHIP

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

 # SPANS 2 **LENGTH** 33 ft **WIDTH** 23 ft

CONSTRUCTION DT 1943 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** FREIBOTT BROTHERS

SETTING / CONTEXT The two-lane bridge spans a small creek downstream from a small pond. The setting is residential with a mixture of late-20th century residences on large lots and older farm houses. To the north, but out of site of the bridge, is the NJ 18 and NJ 38 cloverleaf intersection.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed two-span timber stringer bridge has timber pile bents with timber cap beams, sheet pile bulkheads, a timber deck, and beam guide rails. It is a representative example of a very common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 162:23a-24a (06/92) REVISED BY (DATE): QUAD: Asbury Park

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300W23 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ALLAIRE ROAD (CR 524) OVER WRECK POND BROOK **FACILITY** ALLAIRE ROAD (CR 524)

TOWNSHIP WALL TOWNSHIP

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

 # SPANS 4 **LENGTH** 64 ft **WIDTH** 30 ft

CONSTRUCTION DT 20th Century **ALTERATION DT** Unknown **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge spans the concrete spillway from Trimmer's Pond on Wreck Pond Brook. The neighborhood is undistinguished late-20th century residential.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 4-span continuous concrete slab bridge has been heavily altered. The superstructure has been raised; battered concrete piers have been replaced by rolled section columns on concrete plinths, and the ashlar abutments have new concrete caps. No records related to the original construction or alterations were located in the county engineer's files. The bridge is technologically undistinguished, and the concrete slab superstructure is probably less than 50 years old.

INFOR MATION

PHOTO: 161:19-21 (06/92) REVISED BY (DATE): QUAD: Asbury Park

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300W27 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED FIRST AVENUE OVER WRECK POND **FACILITY** FIRST AVENUE

TOWNSHIP SEA GIRT BOROUGH

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

 # SPANS 1 **LENGTH** 77 ft **WIDTH** 35.9 ft

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

DESIGNER/PATENT JOHN T. SIMPSON **BUILDER** OWEN MELEE

SETTING / CONTEXT The two lane bridge with two sidewalks spans Wreck Pond on the corporate line between Spring Lake to the north and Sea Girt to the south. The neighborhood is a well-maintained coastal resort community with late-19th and early 20th-century detached houses bordering the lake. Spring Lake Borough is a National Register multiple property listing (1870-1935) including hotels and boarding houses, residences, churches, commercial and civic buildings, and landscape and recreation structures.

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

CONSULT STATUS Individually Eligible. Listed. Spring Lake Multiple Property. 03/08/1991. Contributing.

CONSULT DOCUMENTS SHPO Letter 3/12/01

SUMMARY The 1916 reinforced concrete arch has paneled parapets with posts with stepped caps. Within the boundaries of the Spring Lake multiple property listing, the unaltered bridge appears eligible under the nomination's specified criteria for landscape and recreation structures. It spans Wreck Pond, a naturally occurring recreational feature and park, and is part of the street plan and general landscaping and public improvements that contributed to Spring Lake's transformation into a resort community. The bridge is individually eligible for listing in the National Register under Criteria A and C, and is a contributing element of the Spring Lake Multiple Property District.

INFOR MATION

Bibliography:
Office of New Jersey Heritage. National Register File: Monmouth County; Spring Lake, New Jersey as a Coastal Resort, 1870-1935, 1990.

Physical Description: The First Avenue bridge carries two lanes of traffic with two sidewalks over Wreck Pond. The bridge is a 77-foot span reinforced-concrete elliptical arch. It has concrete parapets with paneled posts with stepped caps. The parapets extend over the long, plain concrete wing walls. Utility pipes have been added on the downstream side of the bridge. The span appears to survive in unaltered condition.

Historical and Technological Significance: The First Avenue reinforced concrete arch bridge built in 1916 is significant for its historical association (Criterion A) with the development of Spring Lake as a shore resort from 1870 to 1935. It meets the registration requirements for landscape and recreational structures (Property Type #5, Section F, pp. 23-28) in the 1990 Spring Lake Multiple Property Documentation Form. Spring Lake is a well-preserved resort community with numerous surviving hotels, summer residences, churches, civic and business buildings, and landscape features. It is representative of several Jersey Shore resorts that in the late nineteenth century were established and promoted by real estate developers.

The Spring Lake Multiple Property Documentation Form did not develop bridges as a specific property type, but it did broadly define general landscape and recreational structures as "the various interventions which contributed to Spring Lake's transformation from a farming to a resort community." It listed as examples of possible eligible types tree-lined streets, the grid street pattern, boardwalks, public parks, and lakes.

The First Avenue bridge, constructed in 1916, was part of the efforts that changed Spring Lake's natural landscape into a cultural landscape. The bridge spans Wreck Pond, a feature mentioned in the multiple property nomination as conspicuous for little premeditated landscaping, and as important for suggesting "the way the early resort must have looked like." The bridge was indicative of human intervention into the natural landscape, and was historically associated with efforts to improve streets and highways in the growing shore resort. The reinforced-concrete arch bridge type was considered as aesthetically appropriate for parks and naturalistic landscaping, and it was not surprising that it was chosen for this location. Bridge plaques indicate that the bridge was designed by engineer John T. Simpson under the supervision of county engineer George D. Cooper. Owen Melee constructed the bridge and was known to be active in the construction of several other early reinforced-concrete bridges in Monmouth County. The bridge is technologically representative of period reinforced concrete arch construction, and conveys the context of the multiple property nomination through its design, setting, materials, workmanship, feeling, and historical association.

No plans or records of bridge construction were located at the county engineer's office.

Boundary Description and Justification: The bridge is eligible under the existing registration requirements spelled out in the 1990 Spring Lake Multiple Property Documentation Form National Register nomination. The boundaries of the nomination are the Spring Lake Borough corporate boundaries. Wreck Pond is Spring Lake Borough's southern corporate boundary and the bridge spans the pond, so it is within the National Register listed area.

PHOTO: 161:12-14 (06/92 JPH (5/96)) REVISED BY (DATE): QUAD: Asbury Park

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300W31 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OCEAN ROAD OVER NORTH BRANCH OF WRECK POND **FACILITY** OCEAN ROAD

TOWNSHIP SPRING LAKE BOROUGH

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

 # SPANS 2 **LENGTH** 32 ft **WIDTH** 20.2 ft

CONSTRUCTION DT 1940 **ALTERATION DT** 1986 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two lane bridge with single sidewalk spans a large tidal pond in a well-maintained residential area of early-20th through late-20th century detached houses.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 7/28/92

SUMMARY The two-span nail-laminated timber slab bridge has concrete abutments and timber pile bents with timber cap beams. The bridge was originally constructed in 1940. It was rebuilt in-kind with beam guide rails in 1986. It is a representative example of a common bridge type in the county, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 161:15-16 (06/92) REVISED BY (DATE): QUAD: Asbury Park

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300W35 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BRIGHTON AVENUE OVER SHARK RIVER **FACILITY** BRIGHTON AVENUE

TOWNSHIP WALL TOWNSHIP

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

 # SPANS 6 **LENGTH** 91 ft **WIDTH** 29 ft

CONSTRUCTION DT 1943 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER** HOWLAND

SETTING / CONTEXT The two-lane bridge spans the Shark River near the intersection of Brighton Road and NJ 18, a modern divided highway. The bridge is located within the boundaries of Shark River County Park, a multi-use recreation area that includes the preserved tidal wetlands adjacent the bridge. The communities surrounding the park are modern suburban residential.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The six-span timber stringer bridge rests on timber pile bents with timber cap beams and cross bracing. It has timber sheet pile bulkheads and timber plank deck with asphalt wear surface. Beam guide rails have replaced the original wood railings, and a utility pipe is attached to the upstream side. The bridge is a representative example of a very common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 180:19-20; 430:18 (08/92) REVISED BY (DATE): QUAD: Asbury Park

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300W36 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED REMSEN MILL ROAD OVER SHARK RIVER **FACILITY** REMSEN MILL ROAD

TOWNSHIP WALL TOWNSHIP

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

 # SPANS 2 **LENGTH** 33 ft **WIDTH** 21 ft

CONSTRUCTION DT 1945 **ALTERATION DT** Unknown **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER** MCGREEVEY

SETTING / CONTEXT The two-lane bridge spans the Shark River in Shark River County Park, a multi-use recreation area. Adjacent the bridge are woods, and a water company pump station. The community bordering the park is a 1960s ranch house subdevelopment. Upstream is a concrete dam.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY In 1945 the bridge was built as a 1-span steel stringer using salvaged rolled I-beams. Subsequently the bridge was strengthened by the addition of timber stringers and a timber pile bent with an I-beam cap beam. The original bearing ends are supported on wood pile bents with timber cap abutments with sheet pile bulkheads. Beam guide rails have been added. The altered bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 180:26; 430:19-20 (08/92) REVISED BY (DATE): QUAD: Asbury Park

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300W43 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OCEAN AVENUE OVER SHARK RIVER **FACILITY** OCEAN AVENUE

TOWNSHIP AVON-BY-THE-SEA BOROUGH

TYPE DOUBLE LEAF BASCULE **DESIGN** TRUNNION **MATERIAL** Steel

 # SPANS 3 **LENGTH** 339 ft **WIDTH** 40 ft

CONSTRUCTION DT 1936 **ALTERATION DT** 1987 **SOURCE** PLAQUE/PLANS

DESIGNER/PATENT ASH, HOWARD, NEEDLES & TAMMEN **BUILDER** MERRIT-CHAPMAN & MCLEAN

SETTING / CONTEXT The two-lane bridge with sidewalks spans the Shark River, which forms the border between Avon-by-the-Sea Borough and Belmar Borough, beach resort towns originally developed in the late-19th and early-20th centuries. Ocean Avenue parallels the beach. The bridge is located at the mouth of the navigable Shark River, and is one of the busiest movable spans in the state, opening an average of over 8,000 times per year.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The double-leaf bascule bridge with two encased haunched deck girder approach spans has concrete mechanical houses, cantilevered sidewalks with sheet metal balustrades, and concrete substructure. Originally designed in 1936 by Ash-Howard-Needles-Tammen, the bridge was extensively rebuilt in 1987 with new welded deck girder leafs, speed reducers, electrical wiring, and locks. The span is too altered to be significant. Distinguished examples of the bridge type remain in the county (1300S31).

INFOR MATION

Bibliography:
Monmouth County Engineer. Bridge File: W-43.

Physical Description: The main span of the 3-span haunched deck girder with floor beams bridge is a double-leaf trunnion bascule. The approach spans are encased. The substructure consists of concrete abutments and piers. The double-leaf bascule span is operated by means of pinions which engage racks attached to the main girders. The main girders have been rebuilt, the original riveted girders replaced with all new welded-stiffener plate girders. The pinions are operated through a train of gears connected to electric motors with back up gasoline engines. While the span operates in the original manner, most of the fabric related to the movable leafs is new. The electric motors, racks, rack pinions, rack pinion shafts, primary and secondary reducing gears, brakes and locks are modern replacements as are the welded movable leaf girders with concrete counterweights attached to the tail ends. They are finished with metal sidewalk railings that repeat the style of the concrete balustrades of the approach spans. Automatic traffic signals and barriers also have been added to the bridge. The concrete operator's house and control panel are original, but the electrical systems have been updated with automatic controls for opening and closing.

The two-story concrete operator's houses on opposite sides of the double leaf bascule have rectangular floor plans and are Moderne in style with vertical scoring and lantern-style roof lines. The interiors have been remodeled. The roofs of the two one-story machinery houses provide observation platforms for pedestrians.

Historical and Technological Significance: The 1936 Ocean Avenue double-leaf bascule bridge is one of over a dozen regional examples of Ash-Howard-Needles & Tammen (AHNT) designed trunnion bascule bridges dating from the late 1920s-1930s. This one was built by the Merritt-Chapman-McLean Corporation. The bridge is not an early example of the bridge type, and it is highly altered. The movable leafs are welded girders placed in 1987, and the motors, racks, pinions, shafts, enclosed gears, brakes, and toe locks are also modern replacements. The approach spans enjoy more integrity than the movable span. Because of the loss of so much original fabric, this example of what is a well represented bridge type, is not historically nor technologically distinguished. More complete examples remain, and they better reflect the technological significance of the bridge type (see 1300S31, Oceanic Bridge over the Navesink River, 1939, Middletown Township). The patent associated with the AHNT design is for the trunnion tower. The design eclipsed the Strauss-designed bascule in popularity in the state in the late 1920s.

PHOTO: 175:25a-30a (08/92) REVISED BY (DATE): QUAD: Asbury Park

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Correspondence.Unit@DOT.State.NJ.US

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1300W57 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BENTZ ROAD OVER WRECK POND BROOK **FACILITY** BENTZ ROAD

TOWNSHIP WALL TOWNSHIP

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

 # SPANS 3 **LENGTH** 48 ft **WIDTH** 19 ft

CONSTRUCTION DT 1945 **ALTERATION DT** 1988 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The two-lane bridge spans a minor stream. The surrounding area is residential with late-19th and 20th-century housing and scattered agricultural fields.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span timber stringer bridge has braced timber pile bents, sheet pile bulkheads, a plank deck, and beam guide rails. The bridge was originally built in 1945, but the present structure is an in-kind replacement constructed in 1988. The bridge is a common type in the county, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 161:24-25 (06/92) REVISED BY (DATE): QUAD: Asbury Park

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1302150 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WEST MAIN STREET (CR 537) OVER US 9 **FACILITY** WEST MAIN STREET (CR 537)

TOWNSHIP FREEHOLD BOROUGH

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

 # SPANS 2 **LENGTH** 73 ft **WIDTH** 40 ft

CONSTRUCTION DT 1938 **ALTERATION DT** 1988 **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge carries 4 lanes and a sidewalk of CR 537 over a 4-lane highway and sidewalks. It is located south of downtown Freehold. The surroundings are suburban with 20th-century residential developments, apartment complexes, and shopping centers. Southwest of the bridge is the Freehold Raceway. Monmouth County Historical Association's Covenhoven House (c.1752) is located at a street corner northeast of the overpass.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span steel stringer bridge has concrete abutments with vertical score detailing and concrete column piers. The original portion, built in 1938, was an encased steel stringer bridge with concrete balustrades. In 1988 the span was widened on each side, and concrete parapets with chain link fence barriers were added. The bridge is a common type with alterations, and it is not historically or technologically distinguished.

INFOR MATION

PHOTO: 419:42-44 (09/92) REVISED BY (DATE): QUAD: Freehold

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

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

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1303150 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 114.59

NAME & FEATURE INTERSECTED US 9 OVER CR 522 & FREEHOLD SECONDARY (CONRAIL) **FACILITY** US 9

TOWNSHIP FREEHOLD TOWNSHIP

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

 # SPANS 5 **LENGTH** 191 ft **WIDTH** 54 ft

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

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

SETTING / CONTEXT The bridge carries four lanes and two sidewalks of US 9 over two lanes of the Englishtown-Freehold Road (CR 522) and a single track of ConRail's Freehold Secondary, the former Pennsylvania Railroad. The overpass is located west of downtown Freehold in a transition area between the town and the countryside. The area to the east and along US 9 is light commercial/industrial. To the west are cornfields, woods, a cemetery, and scattered 19th- and 20th-century residences.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The five-span skewed encased steel stringer bridge has concrete balustrades with inlaid tile inscriptions, and concrete stub abutments and pier bents. The Moderne-detailed bridge is typical of numerous 1920s and 1930s overpasses built under the New Jersey State Highway Department highway expansion programs. The US 9 bridge was constructed in 1938 as part of NJ Route 4 improvements. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 419:4-7 (09/92) REVISED BY (DATE): QUAD: Freehold

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1303155 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 117.39

NAME & FEATURE INTERSECTED US 9 OVER MILFORD BROOK **FACILITY** US 9

TOWNSHIP MANALAPAN TOWNSHIP

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

 # SPANS 1 **LENGTH** 25 ft **WIDTH** 90 ft

CONSTRUCTION DT 1939 **ALTERATION DT** 1964 **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The four-lane bridge with 10'-wide grass median, shoulders, and sidewalks spans a small brook. US 9 is a heavily developed commercial strip. Adjacent the bridge are a used-car lot and a number of small businesses.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span concrete slab bridge has a concrete substructure and low parapets. Beam guide rails have been added. In 1939 the bridge was built as part of the NJ Route 4 improvements. In 1964 it was widened from two to four lanes with a concrete slab addition to carry the northbound lanes. The altered bridge is a representative example of a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 419:13-14 (09/92) REVISED BY (DATE): QUAD: Freehold

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

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

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1303156 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED GORDON'S CORNER ROAD OVER US 9 **FACILITY** GORDON'S CORNER ROAD

TOWNSHIP MANALAPAN TOWNSHIP

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

 # SPANS 2 **LENGTH** 121 ft **WIDTH** 52.2 ft

CONSTRUCTION DT 1939 **ALTERATION DT** **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge carries two lanes with a raised median and two sidewalks of Gordon's Corner Road over six lanes with Jersey barrier of US 9. The setting is suburban with strip malls along US 9. West of the bridge is an office building, and to the east is a residence (c.1800) and a shopping center.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed two-span encased steel stringer overpass has concrete balustrades, concrete abutments and column piers with Moderne detailing, inlaid tile inscriptions, and original bracket lights above the center pier. Chain link fence has been added to the balustrades, and beam guide rails have been added along the roadways. The 1939 bridge is a representative example of a common NJ State Highway Department overpass type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 419:15-17 (09/92) REVISED BY (DATE): QUAD: Freehold

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1303161 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED UNION HILL ROAD OVER US 9 **FACILITY** UNION HILL ROAD

TOWNSHIP MARLBORO TOWNSHIP

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

 # SPANS 2 **LENGTH** 94 ft **WIDTH** 30 ft

CONSTRUCTION DT 1940 **ALTERATION DT** 1964 **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge carries a 2-lane road with two sidewalks over a 4-lane, Jersey barrier divided highway. The setting is suburban with residential subdevelopments, shopping centers, and office buildings. Along Union Hill Road are some 19th- and early 20th-century residential structures.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The western span of the 2-span bridge is a 1940 encased steel stringer with concrete balustrades, and its eastern span is a 1964 prestressed box beam with solid concrete parapets molded to appear like balustrades. In 1940, when the single encased steel stringer span was built, the NJ State Hwy. Dept. planned to eventually widen US 9 (former NJ 4). In 1964 the box beam span was added with matching Moderne detailing and parapets. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 419:25-27 (09/92) REVISED BY (DATE): QUAD: Freehold

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1304151 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 19.81

NAME & FEATURE INTERSECTED OLD NJ 33 OVER MILLSTONE RIVER **FACILITY** OLD NJ 33

TOWNSHIP MILLSTONE TOWNSHIP

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

 # SPANS 1 **LENGTH** 44 ft **WIDTH** 40 ft

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

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

SETTING / CONTEXT The two lane bridge with two sidewalks spans the Millstone River in a lightly-developed area of early-20th century houses and farmers' fields. The bridge is on a short stretch of old NJ 33 that in 1971 was bypassed immediately south by a four-lane divided highway. Across the divided highway from the bridge is a bank (c.1980).

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed single-span deck girder with floorbeams bridge has concrete balustrades with stylized end consoles and a concrete substructure. Beam guide rails have been added. In 1926 the bridge was built as part of NJ Route 7 improvements. The highway was later redesignated NJ 33. In 1971 the old 2-lane highway was bypassed by a modern 4-lane divided highway. The bridge is a representative example of a common bridge type and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 416:26, 431:15-16 (08/92) REVISED BY (DATE): QUAD: Jamesburg

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1304156 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 23.6

NAME & FEATURE INTERSECTED NJ 33 OVER BRANCH OF MANALAPAN BROOK **FACILITY** NJ 33

TOWNSHIP MANALAPAN TOWNSHIP

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

 # SPANS 1 **LENGTH** 37 ft **WIDTH** 96.5 ft

CONSTRUCTION DT 1926 **ALTERATION DT** 1967 **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge carries a 4-lane divided highway with grass median over a small brook. The setting is lightly developed mixed-use with fields, a corporate office building, and a gas station nearby.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span encased steel stringer bridge with concrete balustrade and substructure has been widened with prestressed concrete box beams with concrete parapet on the westbound side. In 1926 the bridge was originally built as part of the NJ Route 7 improvements. The highway was later redesignated NJ 33, and in 1967 the bridge was widened from two to four lanes to accommodate dualization. The bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 417:24-26 (08/92) REVISED BY (DATE): QUAD: Freehold

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1307150 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 1.6

NAME & FEATURE INTERSECTED NJ 34 OVER EAST FELIX BIKE PATH **FACILITY** NJ 34

TOWNSHIP WALL TOWNSHIP

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

 # SPANS 3 **LENGTH** 167 ft **WIDTH** 54 ft

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

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

SETTING / CONTEXT The bridge carries a 4-lane highway with mountable barrier over a bikepath and walkway that utilizes the former right-of-way of the Pennsylvania Railroad's Freehold and Jamesburg branch. The railroad right-of-way was developed in the 1870s. The highway is lined with late-20th century commercial and light industrial structures.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span encased steel stringer overpass has paneled concrete parapets, concrete bents with crash walls, and concrete abutments. In 1936 the bridge was built as a grade elimination project as part of state highway improvements. It is a representative example of a common overpass bridge type found throughout the state, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 160:15a-16a (06/92) REVISED BY (DATE): QUAD: Asbury Park

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1307151 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 1.95

NAME & FEATURE INTERSECTED NJ 34 OVER ATLANTIC AVENUE (CR 524) **FACILITY** NJ 34

TOWNSHIP WALL TOWNSHIP

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

 # SPANS 1 **LENGTH** 65 ft **WIDTH** 54 ft

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

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

SETTING / CONTEXT The bridge carries a four-lane road with a sidewalk and mountable median of NJ 34 over two lanes of Atlantic Avenue (CR 524). The setting is suburban with scattered late-20th century commercial and residential structures.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed single-span encased steel stringer bridge has concrete balustrades and concrete substructure with fluted pilasters. In 1936 the bridge was built as part of NJ Route 34 improvements. It is a representative example of a common NJ State Highway Department bridge type found throughout the state. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 160:13a-14a (06/92) REVISED BY (DATE): QUAD: Asbury Park

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1308150 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 8.77

NAME & FEATURE INTERSECTED NJ 34 SB OVER NJ 33 WESTBOUND **FACILITY** NJ 34 SOUTHBOUND

TOWNSHIP HOWELL TOWNSHIP

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

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

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

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

SETTING / CONTEXT The bridge carries a single lane of NJ 34 southbound over a single lane of NJ 33 westbound at the intersection of NJ 33 and NJ 34 south of US Naval Weapons Station Earle. The intersection is developed with late-20th century restaurants, gas stations, and a motel.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span encased steel stringer bridge has concrete balustrades and abutments with Moderne detailing. Beam guide rails have been added to the roadways. The bridge is a representative example of a common NJ State Highway Department bridge type. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 181:38a-40a (08/92) REVISED BY (DATE): QUAD: Farmingdale

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1308151 **CO** MONMOUTH **OWNER** OTHER FEDERA **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EARLE RAILROAD OVER NJ 34 **FACILITY** EARLE RAILROAD (US NAVAL WEAPONS STATION EARLE)

TOWNSHIP HOWELL TOWNSHIP

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

 # SPANS 2 **LENGTH** 110 ft **WIDTH** 40 ft

CONSTRUCTION DT 1942 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries a single railroad track and two-lane highway over two lanes of NJ 34. It is located within the US Naval Weapons Station Earle reservation, a World War II-vintage facility started in 1942. The railroad connects weapons storage and assembly facilities with US Navy wharf's at Sandy Hook Bay. It is named for a WW I admiral who headed Navy ordnance. The area adjacent the bridge is wooded and undeveloped. Access to the Naval Weapons Station is restricted.

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

CONSULT STATUS Not Individually Eligible. Earle Navel Weapons System Historic District, May contribute.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span concrete slab bridge has concrete parapets and crash walls. The abutments and pier have checker-board scoring, and the pier has a streamlined design. The bridge is the property of the United States Government and is one of three similar bridges (1313150, 1315151) on the Earle reservation. Neither the base, a common type of Navy installation, nor the bridge itself are historically or technologically distinguished.

INFOR MATION

PHOTO: 181:3a-4a (08/92) REVISED BY (DATE): QUAD: Farmingdale

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1308152 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 13.28

NAME & FEATURE INTERSECTED NJ 34 OVER MINE BROOK **FACILITY** NJ 34

TOWNSHIP COLTS NECK TOWNSHIP

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

 # SPANS 1 **LENGTH** 27 ft **WIDTH** 50 ft

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

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

SETTING / CONTEXT The three-lane bridge spans a small brook just north of the NJ 34 and CR 537 intersection at the village of Colts Neck. To the south are late-20th century buildings including a hotel and gas station. To the north are a late-20th century residential subdevelopment, bank, farm produce market, and shopping center.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1930 skewed single-span reinforced concrete slab bridge has concrete balustrades and substructure. It is a representative example of a common New Jersey State Highway Department bridge type. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 418:27a-28a (08/92) REVISED BY (DATE): QUAD: Marlboro

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1308153 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 13.75

NAME & FEATURE INTERSECTED NJ 34 OVER YELLOW BROOK **FACILITY** NJ 34

TOWNSHIP COLTS NECK TOWNSHIP

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

 # SPANS 1 **LENGTH** 34 ft **WIDTH** 50 ft

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

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

SETTING / CONTEXT The two-lane bridge with shoulders carries NJ 34 over a small brook north of Colts Neck village. East of the bridge is a small wooded municipal park. North and south of the bridge are late-20th century buildings including a shopping center and farm stand.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span encased steel stringer bridge has concrete balustrades and scored abutments and wingwalls. The bridge is a representative example of one of the most common New Jersey State Highway Department bridge types and designs. In 1930 it was built as part of NJ Route 34. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 418:30a-31a (08/92) REVISED BY (DATE): QUAD: Marlboro

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1308154 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 16.0

NAME & FEATURE INTERSECTED NJ 34 OVER BIG BROOK **FACILITY** NJ 34

TOWNSHIP COLTS NECK TOWNSHIP

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

 # SPANS 1 **LENGTH** 36 ft **WIDTH** 50 ft

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

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

SETTING / CONTEXT The two-lane bridge with shoulders carries NJ Route 34 over a small brook. The setting is residential with a mixture of 19th- and 20th-century housing on large lots. Some open farmland remains. Downstream is a pond.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed, single-span encased steel stringer bridge has concrete balustrades, paneled fascia, and scored concrete abutments and wingwalls. Beam guide rails have been added. The bridge is a representative example of one of the most commonly used New Jersey State Highway Department bridge types and designs. In 1930 it was built as part of NJ Route 34. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 421:22-24 (09/92) REVISED BY (DATE): QUAD: Marlboro

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1309150 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 22.25

NAME & FEATURE INTERSECTED NJ 34 OVER GRAVELLY BROOK **FACILITY** NJ 34

TOWNSHIP MATAWAN BOROUGH

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

 # SPANS 1 **LENGTH** 39 ft **WIDTH** 50 ft

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

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

SETTING / CONTEXT The two-lane bridge with two sidewalks and shoulders carries NJ Route 34 over a small brook. The setting is heavily-developed suburban with mid- to late-20th century strip malls. Immediately north of the bridge is an abandoned railroad overpass (1309151).

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span encased steel stringer bridge has concrete balustrades and scored concrete abutments and wingwalls. It is a representative example of one of the most common New Jersey State Highway Department bridge types. In 1929 it was built as part of NJ Route 34. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 415:20-21 (07/92) REVISED BY (DATE): QUAD: Keyport

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1309151 **CO** MONMOUTH **OWNER** STATE AGENCY **MILEPOINT** 1.21

NAME & FEATURE INTERSECTED MATAWAN-FREEHOLD LINE (NJT) OVER NJ 34 **FACILITY** MATAWAN FREEHOLD LINE (NEW JERSEY TRANSIT)

TOWNSHIP MATAWAN BOROUGH

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

 # SPANS 3 **LENGTH** 84 ft **WIDTH** 11.8 ft

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

DESIGNER/PATENT CENTRAL RAILROAD OF NEW JERSEY **BUILDER**

SETTING / CONTEXT The bridge carries a single railroad track over four lanes of NJ 34 south of the NJ 34 and NJ 79 intersection. The railroad line was developed in the 1870s by the Freehold and New York Railroad, a line owned by the Central Railroad of New Jersey. The track is currently part of New Jersey Transit's system, but has been unused for a number of years. The setting is heavily-developed suburban with strip malls and small businesses lining NJ 34.

1995 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 three-span thru girder with floorbeams bridge has brick curbs, a ballasted steel deck, laced steel bents with brackets, and concrete abutments and wingwalls. In 1930 it was built as a grade elimination project associated with the construction of NJ 34. It is a representative example of a common railroad overpass type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 415:17-18 (07/92) REVISED BY (DATE): QUAD: Keyport

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130HL31 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WEST FARMS ROAD OVER MANASQUAN RIVER **FACILITY** WEST FARMS ROAD

TOWNSHIP HOWELL TOWNSHIP

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

 # SPANS 1 **LENGTH** 66 ft **WIDTH** 30 ft

CONSTRUCTION DT 1938 **ALTERATION DT** 1960ca **SOURCE** PLAQUE

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER** THOMAS PROCTOR COMPANY

SETTING / CONTEXT The bridge carries two lanes and a single sidewalk over the Manasquan River. The setting is residential with mostly late-20th century homes lining West Farms Road. Some older 19th-century buildings, open farm land, and horse pasture remains.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span steel stringer bridge has concrete abutments and vertical spindle metal railings attached to the fascia stringers by riveted metal brackets. In 1938 the bridge was built by the Thomas Proctor Company of Long Branch. Circa 1960 the original steel grid deck was replaced with concrete. The altered bridge is an example of a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 418:8a-9a (08/92) REVISED BY (DATE): QUAD: Farmingdale

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130HL45 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ALLAIRE ROAD (CR 524) OVER MINGAMAHONE BROOK **FACILITY** ALLAIRE ROAD (CR 524)

TOWNSHIP HOWELL TOWNSHIP

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

 # SPANS 1 **LENGTH** 52 ft **WIDTH** 29 ft

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

DESIGNER/PATENT **BUILDER** OWEN MELEE

SETTING / CONTEXT The two-lane bridge with a single sidewalk spans a small brook in Allaire State Park. The setting is forested with trails and campgrounds to the north. South of the bridge is the I-295 right-of-way.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1926 single-span encased steel stringer bridge has concrete abutments with wingwalls and concrete balustrades with a solid parapet section at the center of the bridge. The balustrade treatment is a variation on a common design, but in all other respects the bridge is a representative example of one of the most common pre-1946 bridge types in New Jersey. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 430:8-10 (06/92) REVISED BY (DATE): QUAD: Farmingdale

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130HL53 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LAKEWOOD-FARMINGDALE ROAD OVER HAY STACK BROOK **FACILITY** LAKEWOOD FARMINDALE ROAD (CR 547)

TOWNSHIP HOWELL TOWNSHIP

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

 # SPANS 2 **LENGTH** 30 ft **WIDTH** 29.3 ft

CONSTRUCTION DT 1920ca **ALTERATION DT** 1944 **SOURCE** STYLE/COUNTY ENGNR

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER** FREIBOTT BROTHERS (1944)

SETTING / CONTEXT The two-lane bridge spans a small brook in a residential community of late-20th century homes.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span steel stringer bridge with plank deck and asphalt wearing surface rests on timber pile bents with timber sheet pile backwalls. No records of the original construction were located at the county engineer's office. In 1944 it was rebuilt using existing 15" I-beams on a new timber pile substructure. Beam guide rails have replaced iron lattice railings. The bridge is an altered example of a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 160:6a-7a (06/92) REVISED BY (DATE): QUAD: Lakewood

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130HL61 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LAKEWOOD-ALLENWOOD ROAD OVER HAY STACK BROOK **FACILITY** LAKEWOOD ALLENWOOD ROAD

TOWNSHIP HOWELL TOWNSHIP

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

 # SPANS 2 **LENGTH** 33 ft **WIDTH** 23 ft

CONSTRUCTION DT 1945 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER** A. P. THOMPSON

SETTING / CONTEXT The two-lane bridge spans a small brook in a residential area of scattered late-20th century houses. Some open fields, pastures, and wooded lots remain.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span timber stringer bridge has timber pile bents with timber sheet pile back walls, a plank deck with an asphalt wearing surface, and beam guide rails. The 1945 bridge has probably been rebuilt in-kind although no repair records were located at the county engineer's office. It is a representative example of a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 160:11a-12a (06/92) REVISED BY (DATE): QUAD: Lakewood

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130HL67 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED PREVENTORIUM ROAD OVER MANASQUAN RIVER **FACILITY** PREVENTORIUM ROAD
TOWNSHIP HOWELL TOWNSHIP
TYPE THRU TRUSS **DESIGN** PRATT HALF HIP **MATERIAL** Steel
 # SPANS 6 **LENGTH** 94 ft **WIDTH** 15 ft
CONSTRUCTION DT 1899 **ALTERATION DT** 1949 **SOURCE** PLAQUE
DESIGNER/PATENT **BUILDER** WROUGHT IRON BRIDGE CO.

SETTING / CONTEXT The single-lane bridge spans the Manasquan River south of Farmingdale Borough. It is located on a dead-end road that provides access to the Howell County Park and Golf Course on the river's south bank. The park is located at the former site of the Farmingdale preventorium, established in 1909 to protect children from tuberculosis. The old preventorium buildings have been converted to township offices. North of the bridge is the Howell Township High School (c.1960).

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 94' long, 5-panel pin-connected Pratt thru truss is one of two surviving metal thru truss highway bridges in the county. The superstructure appears complete with original basket-end hangers, railings, and plaques. In 1949 it was underpinned with timber pile bents at the beams and bearings. The span was fabricated by a nationally significant bridge manufacturer, the Wrought Iron Bridge Co. It is a well-preserved and technologically significant example of an increasingly rare bridge type.

INFOR MATION

Bibliography:
Bates, Barbara. Bargaining for Life. A Social History of Tuberculosis, 1876-1938. Philadelphia: University of Pennsylvania Press, 1990. pp. 275-278.
Darnell, Victor. Directory of American Bridge Building Companies, 1840-1900. Washington, DC: Society for Industrial Archeology, 1984.
Monmouth County Engineer. Bridge Plans and Inspection Reports for Bridge Number HL-67. 1949.
Simmons, David. "Bridge Preservation in Ohio." Ohio Cities and Villages. Vol. 26, No. 8, August 1978, pp. 13-18.
Wrought Iron Bridge Company. "Illustrated Pamphlet of Wrought Iron Bridges Built By Wrought Iron Bridge Company, Canton, Ohio," 1885.

Physical Description: The 94'-long 5-panel pin-connected Pratt half hip thru truss bridge is composed of rolled sections. The top chords and inclined end posts consist of a built-up box member, and the lower chords are paired eye bars with loop-forged eyes. The verticals are toe-out channels with lacing, except for the hip verticals which are bar stock with basket-like ends to pick up the lower panel point pin. The diagonals are paired eye bars, and the counters single bars with turnbuckles. The I-beam floor beams are connected to the panel point pins by U-shaped hangers. The upper struts are channels with rivet-connected upper and lower plates, and the upper laterals are rods with turnbuckles. The A-frame portal bracing, which is composed of angles, carries a makers plaque. The stringers support an asphalt pan deck. The end bearings, which have been encased in concrete, rest on cylindrical riveted metal caisson-like columns with timber sheet pile back walls. The truss lines have metal lattice railings. It is not known whether the bridge is composed of steel and/or iron members, but given the 1899 date of construction, it is most likely steel.

The truss has been altered by the addition of timber pile bent with I-beam cap underpinning. The timber pile bents support I-beam girders which in turn support the original truss floor beams and a series of additional intermediate I-beam floor beams. The bridge structurally acts as a six-span deck girder.

Historical and Technological Significance: The 1899 Preventorium Road Pratt half hip thru truss bridge is historically and technologically significant as a reasonably well preserved example of an important late-19th century truss bridge type (criterion C). During the late-19th century, the Pratt truss type was one of the most common truss bridges in the country, and it played a role in the widespread acceptance of metal truss bridge technology. Pratt trusses were once very common in New Jersey, but only a small number survive. In Monmouth County only one other thru truss highway bridge is known to survive (1300U53, Province Line Road over Crosswicks Creek, 1891, Upper Freehold Twp.). While the bridge has been underpinned and does not function as a single-span thru truss span, the trusses have survived in basically unaltered condition which contributes to its historical and technological significance as does the fact that the bridge is documented.

The bridge was designed and fabricated by the Wrought Iron Bridge Company of Canton, Ohio. Organized in 1864 by David Hammond, the company was one of the first wrought iron truss manufacturers, and continued in existence for 36 years before being absorbed by the giant American Bridge Company in 1900. The company claimed in its promotional literature to have constructed trusses in 30 states, mostly east of the Mississippi River. In Canton, the fabricator had shops for the drafting, laying out, shearing, drilling, punching, and riveting of truss members, but did not roll its own iron or steel. The Wrought Iron Bridge Company was recognized as one of the most significant national manufacturers of iron and steel trusses because of its workmanship and prolificacy. Unlike many of its competitors, the Wrought Iron Bridge Company did not specialize in one truss type, but constructed a wide diversity of small and large, inexpensive and expensive truss types, depending upon local preferences. According to its 1885 catalogue, at least 10 Wrought Iron Bridge Company trusses were built in New Jersey prior to 1885, 6 in Middlesex County, 3 in Mercer County, and 1 in Union County. Two other Wrought Iron Bridge Co. bridges are known to survive in Somerset County, the well-preserved Nevius Street Bridge (1886, 18E0801, Raritan Borough), a two-span double-intersecting Pratt thru truss across the Raritan River in the town of Raritan, and the Higginsville Road over the South Branch of the Raritan River bridge (1893, 18A0605, Branchburg Twp.), a one-span Pratt thru truss similar to the Preventorium Road bridge in Monmouth County.

The Preventorium Road bridge is located on a dead-end road that provides access to the Howell Township Golf Course and County Park.

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.
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The golf course and park were once the grounds of the Farmingdale Preventorium. In 1909 the Preventorium was founded by a doctor from New York City as a radical measure to prevent children from contracting tuberculosis. Children, many poor and from immigrant families, were transported from the city to isolate them from crowded urban conditions and the threat of the disease. A number of the Preventorium buildings survive, and some have been converted to Township office buildings. The buildings are located on the opposite side of the golf course from the bridge. The Preventorium postdated the bridge by at least ten years, and was not associated with the bridge's construction, although it did eventually lend its name to the road.

County engineer's inspection records and plans indicate that in 1949 the truss was underpinned. Underpinning was a common practice in Monmouth County, and all of the county's surviving truss bridges have been similarly altered.

In summary, the Wrought Iron Bridge Co. was one of the most successful of the many small designers/fabricators who dominated 19th-century bridge construction. The Preventorium Road bridge is an important example of their craftsmanship, as well as a significant example of a bridge type that was once common in Monmouth County and New Jersey as a whole.

Boundary Description and Justification: The bridge is individually eligible, and it is the trusses and original substructure, not the later underpinning or alterations that are significant. The boundary is limited to the original portions of the bridge and the substructure.

PHOTO: 417:3-11; 430:15-17 (08/92) REVISED BY (DATE): QUAD: Farmingdale

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130MA11 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ABERDEEN ROAD OVER MATAWAN CREEK **FACILITY** ABERDEEN ROAD

TOWNSHIP MATAWAN BOROUGH

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

 # SPANS 4 **LENGTH** 46 ft **WIDTH** 24.5 ft

CONSTRUCTION DT 1945 **ALTERATION DT** 1961 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER** A. P. THOMPSON (1945)

SETTING / CONTEXT The two-lane bridge with a separate timber stringer sidewalk spans a tidal creek in a low lying marsh northwest of downtown Matawan. On either side of the marsh are residential neighborhoods with a mixture of late-19th and early-20th century houses with modern alterations.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 4-span prestressed concrete box beam bridge with beam guide rails rests on timber pile bents with concrete caps and sheet pile back walls. In 1945 the bridge was built as a 4-span laminated timber slab with timber pile bents. In 1961 the timber slab was replaced with a prestressed concrete box beam superstructure. The bridge is essentially a modern structure, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 415:31-33 (07/92) REVISED BY (DATE): QUAD: Keyport

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130MA13 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET (CR 516) OVER LAKE MATAWAN SPILLWAY **FACILITY** MAIN STREET (CR 516)

TOWNSHIP MATAWAN BOROUGH

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

 # SPANS 1 **LENGTH** 43 ft **WIDTH** 33 ft

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

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** LOUIS J. SIELING

SETTING / CONTEXT The 2-lane bridge with sidewalks spans the overflow from the semi-circular concrete spillway/dam from Lake Matawan north of downtown Matawan. The setting is a densely-developed commercial/residential district near the Matawan New Jersey Transit train station. The area has some early-20th century houses with alterations. Modern intrusions include convenience stores and parking lots. The dam/spillway is a common design and not historically or technologically distinguished.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single span encased steel stringer bridge has concrete-capped masonry abutments that probably predate the bridge. The concrete balustrades have Arts and Craft style tile mosaics that read "Lake Matawan." Similarly styled light standards and lanterns have been removed. The bridge is an example of a very common bridge type in a heavily altered setting. Neither it nor the setting are historically or technologically distinguished.

INFOR MATION

PHOTO: 415:34-39 (07/92) REVISED BY (DATE): QUAD: Matawan

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130MA14 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED AMBOY AVENUE OVER MATAWAN CREEK **FACILITY** AMBOY AVENUE

TOWNSHIP ABERDEEN TOWNSHIP

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

 # SPANS 4 **LENGTH** 272 ft **WIDTH** 26.2 ft

CONSTRUCTION DT 1915 **ALTERATION DT** 1965 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT STRAUSS BRIDGE COMPANY **BUILDER**

SETTING / CONTEXT The two-lane bridge with two sidewalks spans Matawan Creek near its confluence with Raritan Bay. The creek is lined with marinas and is navigable by small craft. Next to the bridge are several restaurants.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY In 1915 the 4-span bridge was built as a Strauss double-leaf haunched deck girder bascule with 3 deck girder with floorbeams approach spans. In 1965 the bascule was fixed, and the counterweights and operating machinery and houses were removed. The concrete substructure has been rebuilt several times with metal sheet piling, concrete pile, and I-beam cap beam additions. The altered bridge lacks design integrity, and is no longer historically or technologically distinguished.

INFOR MATION

PHOTO: 415:1-4,43-44 (07/92) REVISED BY (DATE): QUAD: Keyport

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130ML30 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED TICETOWN ROAD OVER MATAWAN BROOK **FACILITY** TICETOWN ROAD

TOWNSHIP MARLBORO TOWNSHIP

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

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 17.8 ft

CONSTRUCTION DT 1910ca **ALTERATION DT** 1980ca **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The two-lane bridge spans a small brook. To the east is a subdevelopment with mostly late-20th century houses. To the west is a horse farm.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single span bridge has steel stringers paired with timber stringers on the interior and fascia timber stringers. It has a timber plank deck, concrete abutments, and beam guide rails. Original construction date is undocumented as no plans or early records survive. The steel stringers are estimated by the county engineer to date from ca. 1910. Lattice railings are discarded in bushes beside the bridge. It is an altered example of a common bridge type, and is not historically noteworthy.

INFOR MATION

PHOTO: 174:6-8 (07/92) REVISED BY (DATE): QUAD: South Amboy

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130MN16 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET (CR 3) OVER WEAMACONK BROOK **FACILITY** MAIN STREET (CR 3)

TOWNSHIP MANALAPAN TOWNSHIP

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

 # SPANS 1 **LENGTH** 29 ft **WIDTH** 26 ft

CONSTRUCTION DT 1928 **ALTERATION DT** 1977 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The two-lane bridge spans a small brook southeast of the village of Tennent. The village includes a mixture of 19th to late-20th century residences, a railroad depot, and garden supply store. The area south of the bridge is lightly developed with residences, but retains a rural character with some farm land and wooded lots. The village does not possess historic district potential.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY In 1928 the bridge was built as a single-span encased steel stringer with balustrades and concrete abutments. When the bridge was widened with prestressed concrete box beams in 1977, the balustrades were removed. The abutments have been gunited, and beam guide rails have been added. The bridge does not possess integrity of design, and it is not historically or technologically distinguished.

INFOR MATION

PHOTO: 417:40-41 (08/92) REVISED BY (DATE): QUAD: Freehold

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130MN27 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED IRON ORE ROAD (CR 527 ALT) OVER MANALAPAN BROOK **FACILITY** IRON ORE ROAD (CR 527 ALT)

TOWNSHIP MANALAPAN TOWNSHIP

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

 # SPANS 2 **LENGTH** 33 ft **WIDTH** 23 ft

CONSTRUCTION DT 1943 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER** A. P. THOMPSON

SETTING / CONTEXT The two-lane bridge span a small brook. The setting is rural with horse and cow pastures, and a mixture of 19th- and 20th-century farm buildings.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span timber stringer bridge rests on timber pile bents with sheet pile back walls. Beam guide rails have replaced the original wood railings. No repair records were located at the county engineer's office, but it is probable that the bridge has been rebuilt in-kind since it was constructed in 1943. It is a representative example of a common bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 417:34-35 (08/92) REVISED BY (DATE): QUAD: Jamesburg

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130MN28 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED DEY GROVE ROAD OVER MANALAPAN BROOK **FACILITY** DEY GROVE ROAD

TOWNSHIP MANALAPAN TOWNSHIP

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

 # SPANS 1 **LENGTH** 40 ft **WIDTH** 21 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** A. P. THOMPSON

SETTING / CONTEXT The two-lane bridge spans a brook running through horse and cow pastures. The setting is rural with a mixture of 19th- and 20th-century farm buildings.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span steel stringer with timber deck with an asphalt wearing surface rests on timber pile bents with sheet pile back walls. Beam guide rails replace the original wood railings. In 1931 the steel stringer bridge replaced a single-span timber king post truss. The bridge is a representative example of a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 417:32, 431:14 (08/92) REVISED BY (DATE): QUAD: Jamesburg

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

Correction Updates Etc should be sent to
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130MN29 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED IRON ORE ROAD OVER BRANCH OF MANALAPAN BROOK **FACILITY** IRON ORE ROAD (CR 527 ALT)

TOWNSHIP MANALAPAN TOWNSHIP

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

 # SPANS 2 **LENGTH** 25 ft **WIDTH** 23.7 ft

CONSTRUCTION DT 1920ca **ALTERATION DT** 1943 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The two-lane bridge spans a small brook. The setting is rural with horse pasture, wooded lots, and scattered 19th- and 20th century residences.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed 2-span bridge has alternating timber and steel stringers resting on timber pile bents except for the western abutment which is concrete. According to 1941 inspection records, the bridge was built as a single span steel stringer prior to 1941. In 1943 the bridge was reinforced with timber stringers, and the substructure rebuilt. The bridge is an example of a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 419:20-22 (09/92) REVISED BY (DATE): QUAD: Jamesburg

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130MN30 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WATER STREET (CR 522) OVER WEAMACONK CREEK **FACILITY** WATER STREET (CR 522)

TOWNSHIP ENGLISHTOWN BOROUGH

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

 # SPANS 1 **LENGTH** 42 ft **WIDTH** 29.1 ft

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

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** OWEN J. MELEE

SETTING / CONTEXT The two-lane bridge with two sidewalks spans a creek running through Englishtown Borough. The town's main block is located east of the bridge and has a mixture of 18th-, 19th-, and 20th-century structures, including the Englishtown Inn (c.1732). Although there are some well-preserved buildings, the town generally lacks the continuity and cohesiveness for historic district status. West of the bridge is a late-20th century residential subdivision.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span encased steel stringer bridge has concrete abutments, paneled concrete parapets, and pipe railings on the approaches. Utility pipes have been attached to the southern elevation. The 1923 bridge is a representative example of a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 417:27-28 (08/92) REVISED BY (DATE): QUAD: Freehold

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130MN34 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OLD BRIDGE ROAD (CR 527) OVER MATCHAPONIX CREEK **FACILITY** OLD BRIDGE ROAD (CR 527)

TOWNSHIP MANALAPAN TOWNSHIP

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

 # SPANS 1 **LENGTH** 54 ft **WIDTH** 31.2 ft

CONSTRUCTION DT 1930 **ALTERATION DT** 1987 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** OWEN J. MELEE

SETTING / CONTEXT The two-lane bridge spans Matchaponix Creek. Southeast of the bridge is a large flea market with parking lots. The setting is mixed-used residential and commercial with mostly late-20th century buildings.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span steel stringer bridge has concrete abutments and wingwalls. In 1930 the bridge was built as an encased steel stringer with concrete balustrades. In 1987 the concrete deck was rebuilt, and the balustrades were replaced with concrete curbing and beam guide rails. A utility pipe has been attached. The bridge is an example of a common bridge type and lacks integrity of original design. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 419:23-24 (09/92) REVISED BY (DATE): QUAD: Freehold

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130MT11 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LEONARDVILLE ROAD (CR 516) OVER COMPTONS CREEK **FACILITY** LEONARDVILLE ROAD (CR 516)

TOWNSHIP MIDDLETOWN TOWNSHIP

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

 # SPANS 2 **LENGTH** 34 ft **WIDTH** 30 ft

CONSTRUCTION DT 1924 **ALTERATION DT** 1951 **SOURCE** PLAQUE

DESIGNER/PATENT GEORGE K. ALLEN, JR., CO. ENG. **BUILDER** L. J. SEILING

SETTING / CONTEXT The two-lane bridge with separate concrete slab safety sidewalk spans a small creek in a heavily-developed suburban area. To the east is a commercial strip with convenience stores, supermarkets, and gas stations. To the west is a residential area with some older 19th-century homes with modern additions and alterations.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1924 skewed two-span rigid frame bridge has concrete balustrades and concrete substructure. In 1951 the substructure was repaired with new concrete footers and bulkheads. In 1962 the safety sidewalk was installed. Although not a common type in Monmouth County, the rigid frame bridge is a technologically representative example of a bridge type that was well established by the 1920s. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 425:28a-29a (09/92) REVISED BY (DATE): QUAD: Sandy Hook

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130MT21 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LOCUST AVENUE (CR 8 ALT) OVER CLAYPIT CREEK **FACILITY** LOCUST AVENUE (CR 8 ALT)

TOWNSHIP MIDDLETOWN TOWNSHIP

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

 # SPANS 24 **LENGTH** 408 ft **WIDTH** 19 ft

CONSTRUCTION DT 1910ca **ALTERATION DT** 1952 **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge with wood plank sidewalk spans Claypit Creek, a tidal tributary of the Navesink River. It is located within the boundaries of Navesink Village Historic District, an 18th- and 19th-century maritime and commercial community with workers' housing, general stores, mill sites, and churches on both sides of Claypit Creek. The district survives within a suburban area that is heavily developed with late-20th century housing.

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

CONSULT STATUS Individually Eligible. Listed. Navesink Village Historic District. 08/08/1975. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The originally 5-span, 5-panel riveted Warren truss bridge is the only multi-span example of its type in the county. The trusses are well preserved, although like all other trusses in the county, it has been underpinned with timber pile bents. No early records were with the county engineer, but the bridge's style dates c.1910, placing it outside the dates of significance of the historic district. It is a technologically significant example of an increasingly rare truss type.

INFORMATION

Bibliography:
Monmouth County Engineer. Bridge File: MT-21.
Office of New Jersey Heritage. National Register File: Monmouth Co.: Navesink Historic District Nomination. 1975.

Physical Description: The 408-foot long bridge spans tidal Claypit Creek near its confluence with the Navesink River in Middletown Township. The bridge consists of five rivet-connected Warren pony truss spans made of standard rolled steel members. The upper and lower chords are toe-in angles with web plates, and the diagonals are angles set back-to-back. The floor system consists of built-up floor beams, timber stringers, and steel grid deck. The bridge has angle outriggers and pipe railings attached to the trusses. The five-panel trusses bear on riveted cylindrical steel piers with struts. The trusses have been underpinned with braced timber pile bents at each truss floorbeam creating a 24-span structure. The northern piers have an ashlar back wall and wingwalls. Beam guide rails and a utility pipe have been added.

Historical and Technological Significance: The ca. 1910 Locust Avenue bridge is technologically significant as an multi-span example of an increasingly rare metal truss bridge type that was once common in Monmouth County. It is one of four similar Warren pony truss bridges in the county; all have been underpinned, which compromises their integrity of design, and none are documented as to date of construction or fabricator (1300A23, Creamery Road over Yellow Brook, Colts Neck Township; 1300U23, Harvey Road over Miry Run, Upper Freehold Township; 1300U26, Smith Mill Road over Lahaway Creek, Upper Freehold Township). This example has been evaluated as locally significant because it is the only multi-span example in county and because it has the cylindrical riveted columns supporting the bearings. They are not a common construction detail. The trusses themselves have no significant construction details, but are representative examples of what was one of the most popular highway bridge types during the first two decades the twentieth century. The riveted Warren pony truss played a significant role in the early-20th century county road improvement campaigns.

The county engineer's office has no records of the Locust Avenue bridge's builder or date of construction. Stylistically the bridge dates from ca. 1910. An inspection report indicates that in 1952 the truss was underpinned. The county engineer underpinned most of the county's truss bridges in the 1940s and 1950s, and all of the known surviving highway truss bridges in the county have been underpinned. In 1956 the steel grid deck replaced a timber deck.

The bridge is located within the stated boundaries of the Navesink Historic District, an eighteenth- and nineteenth-century maritime and commercial community with workers' housing, general stores, mill sites, and churches on both sides of the river. The early twentieth-century bridge does not contribute to the district's period of significance or historic themes. The community, however, retains much of the same character it had at the time of the bridge's construction.

Boundary Description and Justification: The bridge is individually eligible, in and of itself, including superstructure, substructure, and right-of-way over the river. Even though it is located within the National Register listed Navesink Historic District, the period of significance specified in the nomination is limited to the 18th and 19th centuries. The bridge should thus be evaluated as a noncontributing resource to the district based on its dates of construction.

PHOTO: 420:33a-38a (09/92) REVISED BY (DATE): QUAD: Sandy Hook

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130MT31 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WEST FRONT STREET OVER JUMPING BROOK **FACILITY** WEST FRONT STREET

TOWNSHIP MIDDLETOWN TOWNSHIP

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

 # SPANS 1 **LENGTH** 27 ft **WIDTH** 26 ft

CONSTRUCTION DT 20th Century **ALTERATION DT** 1948, 1970ca **SOURCE** STYLE

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The two-lane bridge spans a brook in a wooded suburban residential area west of Red Bank.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span steel stringer bridge with a concrete deck rests on timber piles with concrete cap beams placed around earlier stone abutments. Pile sheeting is used for back walls and wingwalls. In 1948 the bridge was rebuilt using the existing steel stringers and stone abutments. The pile and cap beams were added and the bridge widened. Ca. 1970 the concrete deck was placed. The altered bridge is an example of a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 422:7-8 (09/92) REVISED BY (DATE): QUAD: Long Branch

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130MT50 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MOUNT AVENUE OVER GRANDE AVENUE **FACILITY** MOUNT AVENUE

TOWNSHIP ATLANTIC HIGHLAND BOROUGH

TYPE STEEL ARCH **DESIGN** ELLIPTICAL **MATERIAL** Steel

 # SPANS 1 **LENGTH** 61 ft **WIDTH** 20.8 ft

CONSTRUCTION DT 1896 **ALTERATION DT** 1993 **SOURCE** INSCRIPTION

DESIGNER/PATENT JAMES MUSER **BUILDER** N. WOODWARD

SETTING / CONTEXT The bridge carries a two-lane street over a two-lane street with two sidewalks. It is located on Mount Mitchell, a peak overlooking Raritan Bay. The setting is residential with a mixture of late-19th to late-20th century suburban residences with numerous modern intrusions. The streets and house lots on Mount Mitchell were first laid out in the 1880s by the Hillside Park Improvement Company for the purposes of a summer resort and religious camp meeting association.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed, Melan-type steel-concrete arch bridge with highly decorative detailing ranks as one of the earliest examples of its type in the nation. The designer is not documented, but it is the earliest use of the technology in New Jersey. Built with curved steel open-web beams set in concrete, the span represents the transition to use of concrete in bridges. Its handsome rustic detailing is historically associated with the development of the Atlantic Highlands summer resort.

INFOR MATION

Bibliography:

Atlantic Highlands Historical Society. Vertical File: The Stone Bridge.
Atlantic Highlands Borough Council. Minutes. 1894-1896.
Condit, Carl. American Building Art: The 20th Century. New York: Oxford University Press, 1960.
History of Monmouth County, New Jersey, 1664-1920. New York: Lewis Historical Publishing Company, 1922.
Jackson, Donald. Great American Bridges and Dams. Washington, DC: The Preservation Press, 1988.
Leonard, Thomas H. From Indian Trail to Electric Rail. Atlantic Highlands: Atlantic Highlands Journal, 1923.

Physical Description: The skewed 61'-long single-span elliptical arch bridge is an early example of a steel-concrete span composed of eight rolled I-beams encased in plain concrete. It is built on a skew of 53 degrees. The custom, rustic-style bridge is distinctively finished with rubble stone spandrels walls and parapets with caps of stones set on end. The stone parapets have built-in benches for pedestrians, and a curved stairway is located at the bridge's northwest approach. The parapets have stone pylons that terminated in planters. The bridge has large earth-filled approaches with masonry retaining walls. Date stones on the bridge read "1896, N. Woodward Builder" and "Oonuehkoi." The bridge is structurally unaltered, but there is moisture penetration damage. The masonry has been repointed with historically inappropriate grapevine joints. Historic photographs reveal that the original mortar was held back from the surface plane.

Historical and Technological Significance: The 1895-1896 steel-concrete bridge ranks as one of the historically most significant examples of its type in the nation owing to its date of construction and state of preservation (criterion C). It may well rank as the oldest large example of a Melan Arch in the country. It is older than the 1897 Wyckoff Avenue bridge over Ho-Ho-Kus Brook (020033E, Wyckoff Twp., Bergen County) and the 1898 West Broadway bridge over Passaic River (1600017, Paterson City, Passaic County) that were designed and built by Thacher & Keepers of Detroit. The bridge type, a series of parallel iron or steel beams curved to the profile of the soffit and encased in plain concrete, was developed by Viennese engineer Josef Melan. He received an American patent for his design in 1894, but the German-born engineer Fritz von Emperge is credited with popularizing it in this country. Edwin Thacher and William Mueser were two of the leading designers and builders of Melan bridges during the late 19th and early 20th centuries. Edwin Thacher (1839-1920) moved to New York and went into business with Mueser in 1901, and their firm, styled Concrete Steel Engineering Company, was responsible for several important examples of the technology, like the 1911 7-span bridge at Wichita, Kansas, and the 1914-15 6-span Hudson River bridge at Glens Falls, New York.

Although no plans have been identified, physical evidence reveals that the Mount Avenue bridge is a Melan-type arch. Historian Carl Condit in his endnotes specifically attributes the bridge's design to William Muesser of the Melan Arch Construction Company of New York City (p. 341). He states that Muesser compensated for the torsional stresses associated with Mount Avenue bridge's skew by placing three sets of transverse tie rods between the arch ribs approximately 4' on center. How he came by that data, as well as the information naming Muesser, is not cited. Locally available materials, including the Minutes of the Atlantic Highlands Borough Council, The Atlantic Highlands Journal, and The New York Times, do not cite Muesser or name a designer in association with the bridge. In these sources credit for the bridge is given to local resident George Lawrie.

Little is known about Lawrie, who is also not listed in The New York Times. He moved to Atlantic Highlands after 1890, and he owned property on the east side of the bridge. Lawrie spearheaded the drive to have the bridge built as a civic amenity in an area dominated by large, gracious Queen Anne-style "cottages." At its September 3, 1895 meeting, the Borough Council voted to repair the Mount Avenue bridge. In response to the need to work on the bridge, George Lawrie volunteered at the council's November 2, 1895 meeting that if "the borough would give him $800. toward building a stone bridge over Grand Avenue on Mount Avenue, he would guarantee subscriptions of $1,200. and upwards additional toward the cost of building said bridge with the total cost projected by Lawrie to be about $2,000." It is apparent that Lawrie already possessed plans for the proposed span as bids for its construction were to be opened on November 11, and plans "were on file at the clerks office." It was reported at the December 3 council meeting that no bids for the "new rustic stone bridge" were received, but at the 5 December meeting, it was recorded that "a bid was received for building a bridge over Grand Avenue on Mount Avenue from contractor Nimrod Woodward." The amount of the bid was $800. On 10 December 1895 it was noted that the old bridge had been torn down, thus clearing the way for the new steel-concrete span. George Lawrie served as "supervisor" of construction

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

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of the new bridge, and he also solicited contributions to pay the $3,569.50 it cost to build it.
Atlantic Highlands Borough is a late-nineteenth and twentieth century seashore resort community. It began in the early 1880s under the auspices of the Atlantic Highlands Association, which purchased 300 acres of land for a summer resort and religious camp meeting. It was incorporated as a borough in 1891. Mount Mitchell, on which the bridge is located, was a popular spot for its expansive view of the Raritan Bay, and was the location of some of the town's earliest resort homes. At the mountain's summit was a municipal park with a lookout tower known as Observatory Park. The steepness of the drive made travel to the top difficult, and Mount Avenue was known locally as "break-neck hill." A circular street plan with house lots was laid out on the mountain by the town's land developers, and led to the need for a bridge to carry Mount Avenue over Grand Avenue and on up the hill. In the 1880s the Atlantic Highlands Association paid for the construction of a chestnut timber "dry" bridge at the crossing.

On August 15, 1896, at a dedication ceremony, George Lawrie turned the bridge over to the Borough. He named the bridge "Oonuenkoi" commemorating an Indian tribe that once live in the vicinity of Atlantic Highlands, thus explaining the mysterious inscription on the bridge's date stone. The local paper dubbed the bridge "An Ornament to the Town and an Eighth Wonder," and further claimed that "the structure spoke for the work of the builders and would do so for centuries perhaps."

Today the residential district surrounding the bridge is a mixture of late-nineteenth, early-twentieth, and late-twentieth century housing, and lacks the cohesiveness necessary for a historic district. Nonetheless, the bridge is historically associated with the development of one of the Jersey Shore's earliest resort communities, and is one of the area's most significant examples of the type of public improvements undertaken by local residents and governments to make their towns more attractive and amenable to seasonal visitors.

Boundary Description and Justification: The bridge is individually eligible, in and of itself, including superstructure, substructure, wingwalls, and retaining walls. It is located in an area that was developed in the late-19th century with large Queen Anne-style dwellings, but there are so many mid- to late-20th century infill buildings that the area probably does not have historic district potential. Several of the late-19th century structures, however, may be individually eligible. The Lawrie house was reportedly lost to fire in the 1920s or 1930s.

PHOTO: 425:1a-7a,41a-44a (09/92) REVISED BY (DATE): QUAD: Sandy Hook

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 130U114 **CO** MONMOUTH **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED TRENTON FORKED RIVER ROAD OVER LAHAWAY CREEK **FACILITY** TRENTON FORKED RIVER ROAD (CR 539)

TOWNSHIP UPPER FREEHOLD TOWNSHIP

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

 # SPANS 1 **LENGTH** 56 ft **WIDTH** 40 ft

CONSTRUCTION DT 1939 **ALTERATION DT** **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The two-lane bridge with shoulders and sidewalk spans Lahaway Creek near the intersection of CR 539 and CR 537. A number of produce stands and small commercial buildings line the county roads. The area is mixed-use residential and agricultural with 19th- and 20th-century houses.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span encased steel stringer bridge has concrete balustrades and abutments with stepped wingwalls on the downstream side. In 1939 the bridge was constructed as part of NJ Route 37. The state highway transferred it to the county. The span is a representative example of a common NJ State Highway Department bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 416:17-18 (08/92) REVISED BY (DATE): QUAD: New Egypt

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1310152 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SCHOOL HOUSE ROAD OVER NJ 35 **FACILITY** SCHOOL HOUSE ROAD

TOWNSHIP BRIELLE BOROUGH

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

 # SPANS 3 **LENGTH** 70 ft **WIDTH** 30 ft

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

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

SETTING / CONTEXT The bridge carries two lanes with two sidewalks over a four lane limited access highway with two sidewalks. The setting is residential with late-20th century detached homes on wooded lots.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span bridge has an encased steel stringer center span and two shorter concrete slab approach spans. It has concrete balustrades, paneled fascia, and vertically-scored concrete abutments and concrete bents with arched struts. In 1931 the bridge was built as part of the NJ Route 35 improvements. It is a standard NJ State Highway Department bridge type and design, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 160:30a-32a (06/92) REVISED BY (DATE): QUAD: Point Pleasant

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1310153 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 17.07

NAME & FEATURE INTERSECTED NJ 35 OVER EAST FELIX BICYCLE PATH **FACILITY** NJ 35

TOWNSHIP WALL TOWNSHIP

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

 # SPANS 3 **LENGTH** 118 ft **WIDTH** 50 ft

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

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

SETTING / CONTEXT The bridge carries a 4-lane highway and single sidewalk over a bike path that utilizes the former right-of-way of the Pennsylvania Railroad. The line was originally developed in the 1870s by the Freehold and Jamesburg Railroad Company. The setting is residential with late-20th century houses and a playground.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span encased steel stringer bridge has paneled concrete parapets, concrete abutments and bents with crash walls and arched struts. Beam guide rails have been added. It is a common bridge type and a standard overpass design used by the New Jersey State Highway Department. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 161:10-11 (06/92) REVISED BY (DATE): QUAD: Asbury Park

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

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NEW JERSEY DEPARTMENT OF TRANSPORTATION
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1310155 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 18.2

NAME & FEATURE INTERSECTED NJ 35 OVER NORTH BRANCH OF WRECK POND **FACILITY** NJ 35

TOWNSHIP WALL TOWNSHIP

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

 # SPANS 1 **LENGTH** 22 ft **WIDTH** 50 ft

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

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

SETTING / CONTEXT The two lane bridge with shoulders spans a small brook. The highway is a commercial strip with late-20th century buildings.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span reinforced-concrete slab bridge has concrete balustrades and substructure. Beam guide rails and a utility pipe have been added. In 1931 the bridge was built as part of the NJ Route 35 improvements. It is a common New Jersey State Highway Department bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 161:17-18 (06/92) REVISED BY (DATE): QUAD: Asbury Park

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NJDOT updated data 03-01-2001.

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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1311150 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 21.7

NAME & FEATURE INTERSECTED NJ 35 OVER SHARK RIVER **FACILITY** NJ 35

TOWNSHIP BELMAR BOROUGH

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

 # SPANS 6 **LENGTH** 540 ft **WIDTH** 40 ft

CONSTRUCTION DT 1927 **ALTERATION DT** 1990 **SOURCE** PLANS

DESIGNER/PATENT SCHERZER ROLLING LIFT BR. CO. **BUILDER**

SETTING / CONTEXT The movable span bridge carries four lanes of traffic and a single sidewalk over a navigable river. The setting is a heavily-developed beach resort town with mostly late-20th century condominiums, detached houses, marinas, and restaurants. South of the bridge is the early-20th century Belmar Municipal Building. Parallel to the bridge is the North Jersey Coast Line railroad's Scherzer rolling lift bascule bridge.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 01/10/92

SUMMARY The bridge has a single-leaf deck girder trunnion bascule main span with fixed concrete counterweight and five encased deck girder with truss lateral bracing approach spans. The movable span has been rehabilitated with new reduction gearing, electric motors, brakes, locks, controls, and remodeled operators houses. Several examples of better preserved and more historically distinguished single-leaf trunnion bascule bridges exist. This span is too altered to be evaluated as noteworthy.

INFOR MATION

Bibliography:
New Jersey Department of Transportation. Bridge Plans and Reports for Bridge 1311150, 1927-1990.
New Jersey Transit. New Jersey Transit Historic Bridge Survey, 1991.

Physical Description: The 540-foot long bridge over the navigable Shark River consists of a single-leaf bascule main span and five multi deck girder approach spans, two to the south and three to the north. The single leaf bascule has an overall span of 60', and consists of two haunched deck girders with floor beams and steel grid deck. The bascule is of the simple trunnion type with a concrete counterweight affixed to the heel end of the leaf. The counterweight dips into the river at high water, and the condition has caused serious deterioration. It is operated by means of pinions which engage segmental racks on each girder. The pinions are operated by sets of drive shafts and gears connected to electric motors with back up gasoline engines. The electrical system, motors, primary and secondary reducers, motor brake, machinery brakes, and locks are all modern replacements. The racks, pinions, and trunnions are original. Automatic traffic signals and barriers have been added to the bridge. The concrete operator's and machinery houses have been significantly remodeled with new windows, doors, roofing, and floor plans. A second floor has been added to the eastern machinery house to protect new electrical cabinets from high water. The bascule has its original metal railings.

The approach spans are encased deck girders. Each span consists of three girders with lateral bracing. The approaches have concrete balustrades and substructure. Modern highway lighting and beam guide rails have been added.

Historical and Technological Significance: The Route 35 over Shark River bascule bridge is one of several known surviving 1920s and 1930s movable spans on the shore. It retains some of its original appearance, but significant alterations have been made to the operating and mechanical systems and the machinery houses, thus limiting its technological significance. In 1961 the steel grid deck replaced a timber deck; in 1973 underwater repairs were made to the concrete piers; and in 1989-1991 a major rehabilitation of the operating systems was undertaken. Several better preserved and historically distinguished examples of 1920s and 1930s single-leaf bascule bridge technology exist in New Jersey including Mantoloking Road over Barnegat Bay (1938, Ocean County, Bridge Number 1506006), and four Ocean Highway Bridges (c.1932-40, Cape May County, Bridge Numbers 310003-6). In Monmouth County two well preserved examples of the technologically similar double leaf bascule bridge are the Oceanic Bridge over the Navesink River (1937-39, Bridge 1300S31, Middletown Twp.), and the NJ 36 over the Shrewsbury River Bridge (1932, Bridge 1315150, Highlands Borough).

The bridge was designed by the Scherzer Rolling Lift Bridge Company of Chicago. The company was famous for its rolling lift bridges, but also engineered and designed other movable bridge types. The NJ Route 35 bridge, a simple trunnion bascule, is not a rolling lift bridge, and is not a technologically or historically significant example of the firm's work. Immediately adjacent the NJ Route 35 bridge is a Scherzer rolling lift bridge (1937) that carries the New Jersey Transit North Jersey Coast Line. The railroad bridge has been recommended eligible in the 1991 New Jersey Transit Railroad Bridge survey.

PHOTO: 175:11a-21a (08/92) REVISED BY (DATE): QUAD: Asbury Park

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1311151 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 21.77

NAME & FEATURE INTERSECTED NJ 35 OVER NORTH CHANNEL OF SHARK RIVER **FACILITY** NJ 35

TOWNSHIP NEPTUNE CITY BOROUGH

TYPE MULTI GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 220 ft **WIDTH** 40 ft

CONSTRUCTION DT 1927 **ALTERATION DT** **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge carries four lanes of traffic and a single sidewalk over a tidal stream near the beach. The setting is a heavily developed summer resort town with marinas, condominiums, motels, and restaurants. The bridge is just north of the NJ 35 bascule bridge (1311150) over the main channel of the Shark River. Downstream is a timber stringer on timber pile bents bridge carrying the New Jersey Transit North Coast Line.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 10/03/90

SUMMARY Each span of the three span bridge consists of three encased deck girders with encased truss struts. The bridge has concrete balustrades, abutments, and piers, and a cantilevered sidewalk. Beam guide rails and highway lighting have been added. In 1927 the bridge was built as part of the NJ Route 35 improvements. It is an example of a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 176:16a-18a (08/92) REVISED BY (DATE): QUAD: Asbury Park

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1312154 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 34.5

NAME & FEATURE INTERSECTED NJ 35 OVER NAVESINK RIVER **FACILITY** NJ 35

TOWNSHIP MIDDLETOWN TOWNSHIP

TYPE MULTI GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 12 **LENGTH** 1002 ft **WIDTH** 38.7 ft

CONSTRUCTION DT 1926 **ALTERATION DT** Demolished **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries four lanes of traffic and a sidewalk over the Navesink River north of Red Bank. The setting is urban with a mixed-use commercial and residential neighborhood of late-19th and 20th century buildings to the south. The north bank of the river is an older residential area with early-20th century houses and a number of modern intrusions including an office building.

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

CONSULT STATUS Bridge was Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY Each span of the simply supported 12-span bridge consists of three encased deck girders with encased truss struts. The bridge has concrete balustrades, concrete abutments and piers, and a cantilevered sidewalk. Modern highway lighting has been added. In 1926 the bridge was built as part of the NJ Route 35 improvements. It is a multi-span example of a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 422:15-16 (09/92) REVISED BY (DATE): QUAD: Long Branch

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

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

November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1313150 **CO** MONMOUTH **OWNER** OTHER FEDERA **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EARLE RAILROAD OVER NJ 35 **FACILITY** EARLE RAILROAD (US NAVAL WEAPONS STATION EARLE)

TOWNSHIP MIDDLETOWN TOWNSHIP

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

 # SPANS 1 **LENGTH** 89 ft **WIDTH** 63 ft

CONSTRUCTION DT 1942 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries two railroad tracks and a two-lane highway over four lanes with Jersey barriers and two sidewalks of NJ 35. The span is part of a restricted access railroad and highway used to carry munitions from the Naval Weapons Station Earle to warships at wharf's in Sandy Hook Bay. The World War II-vintage facility was started in 1942, and it named for a WWI admiral who headed Navy ordnance. The surrounding area is suburban with late 20th-century residences and shopping centers.

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

CONSULT STATUS Not Individually Eligible. Earle Navel Weapons System Historic District, May contribute.

CONSULT DOCUMENTS SHPO Letter 3/12/01

SUMMARY The one-span reinforced concrete slab bridge has concrete parapet crash walls dividing its tracks and roadways. It has concrete abutments with checker-pattern scoring. It is one of three similar bridges (i.e. 1308151, 1315151) to carry munitions from the Earle Naval Weapons Station. The road and railway provided the direct link between inland ammunition storage and the docks on the Raritan Bay. The bridge is not individually eligible for listing in the National Register, but is a contributing element of a potential Earle Navel Ammunition Depot Historic District, eligible for listing in the National Register under Criteria A and C.

INFOR MATION

PHOTO: 422:17-20 (09/92) REVISED BY (DATE): QUAD: Sandy Hook

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1313151 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 39.82

NAME & FEATURE INTERSECTED NJ 35 OVER MAHORAS BROOK **FACILITY** NJ 35

TOWNSHIP HOLMDEL TOWNSHIP

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

 # SPANS 1 **LENGTH** 55 ft **WIDTH** 74 ft

CONSTRUCTION DT 1915ca **ALTERATION DT** 1928, 1968 **SOURCE** PLANS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The 4-lane bridge with sidewalks, shoulders, and Jersey barrier median spans a creek near Hendricksons Corners in Holmdel Township. The setting is mixed-use commercial and residential with mostly late-20th century structures and a few scattered 19th-century houses with modern alterations.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span reinforced-concrete arch has been widened at least three times. In 1919 the state took over an existing county-built arch bridge with concrete parapets (by style c.1915) and widened it from 23' to 30'. In 1928 the bridge was once again widened from 30' to 60', and in 1968 from 60' to 74' with bullnose parapets. In each case the shape of the previous arch was matched by the sensitively designed addition. The altered bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 425:26a-27a (09/92) REVISED BY (DATE): QUAD: Keyport

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

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NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1313153 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 43.59

NAME & FEATURE INTERSECTED NJ 35 NB OVER NJ 36 EAST AND GSP RAMP **FACILITY** NJ 35 NORTHBOUND

TOWNSHIP KEYPORT BOROUGH

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

 # SPANS 2 **LENGTH** 116 ft **WIDTH** 30 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1953 **SOURCE** PLANS/INSCRIPTION

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

SETTING / CONTEXT The bridge carries two lanes with two sidewalks of NJ Route 35 Northbound over two lanes of NJ Route 36 Eastbound, and over a single-lane entrance ramp to the Garden State Parkway. The setting is suburban with late-20th century commercial buildings and car lots near the intersection of three major highways.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed two-span encased steel stringer bridge has concrete balustrades, concrete abutments, and a concrete pier with scored pilasters. The encasing has been removed from the eastern side stringers. The bridge was built in two sections. In 1931 the eastern span was constructed over NJ Route 36. In 1953 the western span was completed during the construction of the Garden State Parkway. The bridge is a common NJ State Hwy. Dept. type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 424:6a-7a (09/92) REVISED BY (DATE): QUAD: Keyport

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1313155 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 43.75

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

TOWNSHIP KEYPORT BOROUGH

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

 # SPANS 1 **LENGTH** 44 ft **WIDTH** 86 ft

CONSTRUCTION DT 1927 **ALTERATION DT** 1965 **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The four-lane bridge with Jersey barrier median and two sidewalks spans a small creek. NJ 35 is a suburban commercial strip, and adjacent to the bridge is a car dealership.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span encased steel stringer bridge with concrete balustrade and substructure has been widened on the upstream side with prestressed concrete box beams with concrete parapet. In 1927 the bridge was constructed as part of NJ Route 35, and in 1965 it was widened to accommodate a 4-lane divided highway. It is a common New Jersey State Highway Department bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 415:5, 431:10-11 (07/92) REVISED BY (DATE): QUAD: Keyport

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1314154 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 5.36

NAME & FEATURE INTERSECTED NJ 36 OVER TROUTMANS CREEK **FACILITY** NJ 36

TOWNSHIP LONG BRANCH CITY

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

 # SPANS 2 **LENGTH** 35 ft **WIDTH** 40 ft

CONSTRUCTION DT 1941 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT OTIS R. SEAMAN, CO. ENG. **BUILDER**

SETTING / CONTEXT The bridge carries two lanes and two sidewalks over Troutman's Creek, a tidal tributary of the Shrewsbury River. The bridge is located west of the beach, and is in a suburban area of mostly Fifties-style ranch houses. To the southeast is a municipal sewage treatment plant and offices.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span continuous steel stringer bridge with encased fascia stringers has pipe railings and concrete abutments and pier. Beam guide rails have been added, and the substructure has been repaired. The 1941 county-built bridge was transferred to the state as part of the extension of NJ Route 36 south of Sea Bright. It is an example of a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 421:34-37 (09/92) REVISED BY (DATE): QUAD: Long Branch

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1315150 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 11.68

NAME & FEATURE INTERSECTED NJ 36 OVER SHREWSBURY RIVER & BAY AVENUE **FACILITY** NJ 36

TOWNSHIP HIGHLANDS BOROUGH

TYPE DOUBLE LEAF BASCULE **DESIGN** TRUNNION **MATERIAL** Steel

 # SPANS 12 **LENGTH** 1241 ft **WIDTH** 44 ft

CONSTRUCTION DT 1932 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT WADDELL & HARDESTY, NYC **BUILDER**

SETTING / CONTEXT The bridge carries four lanes of traffic and two sidewalks over the Shrewsbury River near its confluence with Sandy Hook Bay. The bridge connects the Highlands promontory on the mainland with the beach resorts on the peninsula. Twin Lights Historic Site (1862) overlooks the bridge. The setting is picturesque, but numerous modern intrusions such as restaurants, marinas, and a highway interchange at the entrance to Sandy Hook preclude a historic district adjacent the bridge.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 6/6/91

SUMMARY The main span of the 12-span bridge is a 140'-span double-leaf haunched deck girder trunnion bascule. The 11 approach spans are multi deck girders with concrete balustrades. The bascule retains its original or inkind replacement gearing, controls, and electrical systems. In 1931 the bridge was designed by the noted engineering firm of Waddell & Hardesty. It is an exceptionally well-preserved and beautifully situated example of early-20th century movable bridge technology.

INFOR MATION

PHOTO: 420:24a-32a (09/92) REVISED BY (DATE): QUAD: Sandy Hook

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1315151 **CO** MONMOUTH **OWNER** OTHER FEDERA **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EARLE RAILROAD OVER NJ 36 **FACILITY** EARLE RAILROAD (US NAVAL WEAPONS STATION EARLE)

TOWNSHIP MIDDLETOWN TOWNSHIP

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

 # SPANS 2 **LENGTH** 132 ft **WIDTH** 62 ft

CONSTRUCTION DT 1942 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries two railroad tracks and a two-lane road over four lanes with Jersey barriers of NJ 36. The Earle Railroad carries munitions from the US Naval Weapons Station Earle in central Monmouth County to warships at wharf's in Sandy Hook Bay. Access to the bridge is restricted. The bridge is located east of the military station's main entrance. The setting is suburban with late-20th century residential and commercial areas adjacent the weapons station.

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

CONSULT STATUS Not Individually Eligible. Earle Naval Weapons System Historic District, May contribute.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 62' wide, 2-span reinforced concrete slab bridge has concrete parapets and crash walls between the tracks and roadway. The abutments and "streamlined" pier are scored in a checkered pattern. The bridge is the property of the U.S. Government, and is one of three similar 1940s bridges (1313150, 1308151) built for Earle Naval Weapons Station that was built starting in 1942. It is named for an admiral who headed ordnance in WW I. The base and bridge are not historically noteworthy.

INFOR MATION

PHOTO: 431:4-5 (09/92) REVISED BY (DATE): QUAD: Sandy Hook

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1315157 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 22.7

NAME & FEATURE INTERSECTED NJ 36 OVER FLAT CREEK **FACILITY** NJ 36

TOWNSHIP UNION BEACH BOROUGH

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

 # SPANS 1 **LENGTH** 27 ft **WIDTH** 82 ft

CONSTRUCTION DT 1927 **ALTERATION DT** 1964 **SOURCE** NJDOT

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

SETTING / CONTEXT The bridge carries a 5-lane divided highway and two sidewalks over a creek. NJ 36 forms the corporate boundary between Union Beach Borough to the north and Hazlet Township to the south. The setting is suburban with late-20th century commercial development along NJ 36. To the southeast is a public school with parking lot (c.1960). To the northeast is an undistinguished residential area (c.1900-1940).

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span concrete slab bridge has been widened on both sides with prestressed concrete box beams with concrete parapets. The slab was constructed in 1927, and was widened in 1964. A chain link fence and utility pipe have been added to one side. The bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 424:8a-10a (09/92) REVISED BY (DATE): QUAD: Keyport

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1317150 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 1.45

NAME & FEATURE INTERSECTED NJ 138 OVER NORTH BRANCH OF WRECK POND **FACILITY** NJ 138

TOWNSHIP WALL TOWNSHIP

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

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 102 ft

CONSTRUCTION DT 1941 **ALTERATION DT** 1979 **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries 4 lanes of traffic with 30'-wide grass median over a minor stream. The setting is suburban with late-20th century residential areas bordered by wooded lots.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span concrete slab bridge with concrete abutments and wingwalls has beam guide rails. In 1941 it was constructed as a two-lane wide bridge as part of NJ Route 38. In 1979 it was widened to four lanes with a concrete slab addition to carry the eastbound lanes. In 1988 the highway route was redesignated NJ 138. The bridge is a common type, and is neither historically nor technologically distinguished.

INFOR MATION

PHOTO: 162:25a-26a (06/92) REVISED BY (DATE): QUAD: Asbury Park

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1321150 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 5.9

NAME & FEATURE INTERSECTED NJ 71 OVER SHARK RIVER **FACILITY** NJ 71

TOWNSHIP AVON-BY-THE-SEA BOROUGH

TYPE DOUBLE LEAF BASCULE **DESIGN** TRUNNION **MATERIAL** Steel

 # SPANS 10 **LENGTH** 860 ft **WIDTH** 50 ft

CONSTRUCTION DT 1932 **ALTERATION DT** 1991 **SOURCE** PLANS

DESIGNER/PATENT ASH, HOWARD, NEEDLES & TAMMEN **BUILDER**

SETTING / CONTEXT The movable bridge carries 4 lanes of traffic and two sidewalks over a navigable portion of the Shark River. The bridge is located between the beach resort towns of Avon-by-the-Sea and Belmar. The area is heavily developed with marinas, restaurants, stores, and late-19th to late-20th century seasonal and year-round homes and apartments.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 10-span haunched deck girder bridge has a double-leaf bascule with fixed concrete counterweights main span. The approach spans are encased. The bascule is one of over 12 in southeast New Jersey from the 1920s and 1930s designed by the noted firm of Ash Howard Needles & Tammen. A representative example of the type, the span is altered with new reducers, motors, controls, locks, electrical systems, and remodeled operators houses. The alterations make the span less significant than others.

INFOR MATION

Bibliography:
NJDOT. Plan File: 1321150.

Physical Description: The main span of the 860'-long 10-span bridge is a 90'-long double-leaf bascule. The two approach spans to the south and seven to the north are haunched deck multi girders on a concrete substructure. The bridge is finished with standard-design concrete balustrades, and the enclosures on the movable leafs are the same style executed in metal. Operators/machinery houses are set at each corner of the movable leafs. They have been remodeled with oversized metal pyramidal hip roofs and new metal windows and doors.

The movable leafs are composed of four haunched girders with floor beams and an open steel grid deck. The bascule leafs have fixed counterweights at the tail ends. Each leaf is operated by a pinion that engages a rack affixed to the outside of the fascia girders. While the trunnions and trunnion towers are original, the motors, controls, electrical systems, back up operation, primary reducers, motor brakes, machinery brakes, and locks are all new. The secondary reducers are original as are the racks and pinions. The operators' and equipment houses have also been redone.

Historical and Technological Significance: The 1932 NJ 71 bascule bridge over the Shark River is an altered example of the most common post-1925 movable bridge type in southeast New Jersey. It is one of over 12 patented Ash-Howard-Needles & Tammen movable bridges built between 1928 and 1941 in the Monmouth-Cape May County region. Many of the examples survive in unaltered condition. The Shark River bridge retains its integrity of function and some original or in kind replacement fabric. But, in comparison, this span is not a well preserved example and is thus less technologically significant than others of the same design built in the same time period. The patent related to the bridge addresses the design of the trunnion tower. More complete examples of bridges of the same design in Monmouth County are Oceanic Bridge over the Navesink River (1300S31, 1939, Middletown Twp.) and NJ 36 over the Navesink River (1315150, 1932, Highlands Borough).

PHOTO: 175:13a,22a-25a (09/92) REVISED BY (DATE): QUAD: Asbury Park

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1321152 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 9.4

NAME & FEATURE INTERSECTED NJ 71 OVER DEAL LAKE **FACILITY** NJ 71

TOWNSHIP ASBURY PARK CITY

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

 # SPANS 9 **LENGTH** 462 ft **WIDTH** 50 ft

CONSTRUCTION DT 1931 **ALTERATION DT** Demolished: 1993 **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries two lanes of traffic and two sidewalks across Deal Lake, a manmade water feature forming the border between Asbury Park City and Loch Arbour Borough. Deal Lake was created in the 1880s as part of the development of the shore resorts. It is lined with many well-preserved late-19th and ealry-20th century summer cottages and year-round homes that form a potentially large historic district or multiple-property nomination.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 6/22/92

SUMMARY The nine-span encased steel stringer bridge has standard-design concrete balustrades with pylons at the approaches (modern lights), paneled fascia, and concrete abutments and piers with Moderne-style paneled pilasters. The well detailed bridge is representative of the handsome designs produced by the State Highway Department Bridge Division in the Morris Goodkind era (1925-1955).

INFOR MATION

PHOTO: 176:31a-33a (08/92) REVISED BY (DATE): QUAD: Asbury Park

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

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

November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1321154 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 11.58

NAME & FEATURE INTERSECTED NJ 71 OVER NJT NORTH JERSEY COAST LINE RAILROAD **FACILITY** NJ 71

TOWNSHIP DEAL BOROUGH

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

 # SPANS 1 **LENGTH** 73 ft **WIDTH** 58 ft

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

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

SETTING / CONTEXT The bridge carries 4 lanes of traffic with mountable median and 2 sidewalks over two tracks of New Jersey Transit's North Coast Line. The railroad right-of-way was developed in the 1860s by the Long Branch and Sea-shore Railroad. The setting is suburban with mostly undistinguished early to late 20th-century residences and small businesses.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed single-span encased steel stringer bridge has concrete balustrades and abutments with wingwalls. Beam guide rails have been added and blast plates removed. It is a representative example of a common New Jersey State Highway Department railroad overpass bridge type from the 1930s. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 181:25a-27a (08/91) REVISED BY (DATE): QUAD: Long Branch

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1322152 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 6.15

NAME & FEATURE INTERSECTED NJ 79 OVER BIG BROOK **FACILITY** NJ 79

TOWNSHIP MARLBORO TOWNSHIP

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

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 41 ft

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

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

SETTING / CONTEXT The bridge carries two lanes of traffic with shoulders over a minor creek. The setting is suburban with late-20th century residential subdevelopments. To the northeast is the Marlboro High School (c.1960-70).

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed single-span rigid frame bridge has concrete abutments and wingwalls. Beam guide rails have been added. In 1938 the bridge was built by the New Jersey State Highway Department as part of state highway improvements. It is a historically and technologically undistinguished example of the rigid frame bridge type.

INFOR MATION

PHOTO: 420:17a-18a (09/92) REVISED BY (DATE): QUAD: Marlboro

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1336150 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 4.36

NAME & FEATURE INTERSECTED NJ 33 BUSINESS OVER FREEHOLD BRANCH CONRAIL **FACILITY** NJ 33 BUSINESS

TOWNSHIP FREEHOLD TOWNSHIP

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

 # SPANS 2 **LENGTH** 113 ft **WIDTH** 30 ft

CONSTRUCTION DT 1925 **ALTERATION DT** Unknown **SOURCE** INSCRIPTION

DESIGNER/PATENT PENNSYLVANIA RR ENGINEERING **BUILDER** BETHLEHEM STEEL COMPANY

SETTING / CONTEXT The bridge carries two lanes of traffic and a sidewalk over a single track of ConRail's Freehold Branch, the former Pennsylvania Railroad (PRR) branch from Freehold to Matawan. The railroad right-of-way was originally developed in the 1870s by the Freehold and Jamesburg Railroad Company. The bridge is located in a transition zone between commercial and industrial development in Freehold Borough to the west, and light residential development and farmland to the east.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two span steel thru girder with encased floorbeams has a cantilevered sidewalk with pipe railing and concrete abutments with wingwalls. Two single column rolled steel I-beam piers with concrete footings were added at an undocumented date. In 1925 the PRR contracted with the Bethlehem Steel Company to build the grade elimination project bridge. It is a representative example of one of the most common railroad crossing bridge types, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 419:1-3 (09/92) REVISED BY (DATE): QUAD: Adelphia

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1337150 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 35.3

NAME & FEATURE INTERSECTED NJ 33 EAST & NJ 34 SOUTH OVER SOUTHERN DIVISION RR **FACILITY** NJ 33 EAST & NJ 34 SOUTH

TOWNSHIP HOWELL TOWNSHIP

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

 # SPANS 1 **LENGTH** 43 ft **WIDTH** 40.5 ft

CONSTRUCTION DT 1927 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT CENTRAL RR OF NJ ENGINEERING **BUILDER** BETHLEHEM STEEL COMPANY

SETTING / CONTEXT The two-lane bridge carries NJ 33 Eastbound and NJ 34 Southbound over a single track of ConRail's Southern Division, the former Central Railroad of New Jersey's Port Monmouth to Lakewood branch. The railroad right-of-way was originally developed in the 1860s by the Raritan and Delaware Bay RR Company. The bridge shares its abutment with a separate steel stringer bridge (1337151) carrying the highway's opposing lanes. Next to the bridge is a pole barn housing a flea market.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed single-span thru girder with an encased floorbeam and stringers bridge has a cantilevered sidewalk with metal railing. The original concrete abutment has been extended to the north to carry a separate steel stringer bridge. In 1927 the Central RR of NJ contracted with the Bethlehem Steel Co. for the grade elimination project associated with NJ Route 7. The bridge is a representative example of thru girder construction, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 181:41a-43a (08/92) REVISED BY (DATE): QUAD: Farmingdale

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1337151 **CO** MONMOUTH **OWNER** NJDOT **MILEPOINT** 35.47

NAME & FEATURE INTERSECTED NJ 33 WEST & NJ 34 NORTH OVER SOUTHERN DIVISION RR **FACILITY** NJ 33 WESTBOUND & NJ 34 NORTHBOUND

TOWNSHIP HOWELL TOWNSHIP

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

 # SPANS 1 **LENGTH** 41 ft **WIDTH** 32 ft

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

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

SETTING / CONTEXT The two-lane bridge with a single sidewalk carries NJ 33 westbound and NJ 34 northbound over a single track of ConRail's Southern Division, the former Central Railroad of New Jersey. The railroad right-of-way was originally developed in the 1860s by the Raritan & Delaware Bay RR Co. The bridge shares its abutment with a separate thru girder bridge (1927, 1337150) carrying the highway's opposite lanes. The setting is commercial with late-20th century buildings and a flea market.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY In 1936 the single-span encased steel stringer bridge with concrete balustrade was built as part of the dualization of the state highway. Its concrete abutment is an extension of the older abutment of the adjacent but structurally separate thru girder superstructure that carried the original two-lane highway. Beam guide rails have been added. The bridge is an example of one of the most common bridge types, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 181:1a-2a,44a (08/92) REVISED BY (DATE): QUAD: Farmingdale

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

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November 12 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION

BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1360161 **CO** MONMOUTH **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED RED HILL ROAD OVER NJT NORTH JERSEY COAST LINE **FACILITY** RED HILL ROAD

TOWNSHIP MIDDLETOWN TOWNSHIP

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

 # SPANS 1 **LENGTH** 50 ft **WIDTH** 29.2 ft

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

DESIGNER/PATENT NEW YORK & LONG BRANCH RR **BUILDER** S. S. THOMPSON

SETTING / CONTEXT The bridge carries two lanes and a sidewalk over two tracks of New Jersey Transit's North Coast Line, the former New York and Long Branch Railroad. The right-of-way was developed by the railroad in the late 1860s. The overpass is located in the southwest corner of the Kings Highway Historic District (c.1670-1900). The district consists of residential, civic, religious, and educational buildings associated with one of the oldest settlements in New Jersey.

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

CONSULT STATUS Not Individually Eligible. Listed. Kings Highway Historic District. 01/08/1974. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1922 skewed single-span steel thru-girder with encased floorbeams bridge has a cantilevered sidewalk and concrete abutments with wingwalls. Six-foot high barrier walls covered by simulated-wood aluminum siding have been built to protect the railway's high voltage wires. The bridge is not within the Kings Highway Historic District's themes or period of significance. It is an example of a common railroad overpass bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 426:8-10 (09/92) REVISED BY (DATE): QUAD: Sandy Hook

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1361158 **CO** MONMOUTH **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PARK AVENUE OVER NJT NORTH JERSEY COAST LINE **FACILITY** PARK AVENUE

TOWNSHIP LONG BRANCH CITY

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

 # SPANS 3 **LENGTH** 66 ft **WIDTH** 30 ft

CONSTRUCTION DT 1913 **ALTERATION DT** 1978 **SOURCE** PLANS

DESIGNER/PATENT NEW YORK & LONG BRANCH RR **BUILDER** AMERICAN BRIDGE COMPANY

SETTING / CONTEXT The bridge carries two-lanes of traffic and two sidewalks over two tracks of New Jersey Transit's North Coast Line, the former New York & Long Branch Railroad, a division of the Central RR of New Jersey. The right-of-way was developed in the early 1870s. The bridge is located in a beach resort town with a mixture of early to late 20th-century residences. To the west is a municipal recreation area with ball courts and fields.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-span steel stringer bridge with original metal lattice railings rests on concrete abutments and riveted, cross-braced steel bents with built-up girder caps. The approach spans are original and have concrete jack arches. The center span is a 1978 replacement. The cross-braced steel bents are a common detail and are not technologically significant. The significantly altered bridge is not associated with an important period of the railway's history. It is also technologically undistinguished.

INFOR MATION

PHOTO: 181:28a-33a (08/92) REVISED BY (DATE): QUAD: Long Branch

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

Correction Updates Etc should be sent to
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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1361163 **CO** MONMOUTH **OWNER** CITY OR MUNC. **MILEPOINT** 26.36

NAME & FEATURE INTERSECTED SYDNEY ROAD OVER NJT NORTH JERSEY COAST LINE **FACILITY** SYDNEY ROAD

TOWNSHIP DEAL BOROUGH

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

 # SPANS 1 **LENGTH** 69 ft **WIDTH** 19 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge spans two tracks of New Jersey Transit's North Jersey Coast Line, the former New York & Long Branch RR, a division of the Central Railroad of New Jersey. The right-of-way was originally developed in the 1870s. The setting is residential with late-19th and early-20th century wealthy beach resort hotels and residences to the east, and late-20th century development to the west. The area near Deal Lake is a potential historic district or multiple property nomination.

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

CONSULT STATUS Individually Eligible. Potentially eligible resort Historic District. May contribute.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span thru girder with encased floorbeams is one of the most architectonic of its type in the state. It has brick-faced abutments, terra cotta urns and scroll brackets, and brick detailing including planters and gateway. In 1917 the bridge was constructed as part of the development of the beach resort community, and is associated with other landscaping design elements such as brick walls and gates. It is a historically and aesthetically distinguished example of its type.

INFOR MATION

Bibliography:
History of Monmouth County, New Jersey, 1664-1920. New York: Lewis Historical Publishing Company, 1922.
Ocean Township. The Township of Ocean Commemorative Book. 1949.

Physical Description: The single-span riveted built-up steel plate thru girder with encased floor beams bridge is supported on brick-faced abutments. While the bridge itself has no distinguishing details, its decoration ranks among the most significant in the state. It is embellished with brick and terra cotta trim that matches that used for the walls and entrance gates that are adjacent to the bridge. Each corner of the bridge has a brick pedestal with large terra cotta consoles and topped by handsome oversized urn-shaped finals. Decorative brick panels have also been constructed between the concrete curbs and the top flange of the girders at every fourth panel across the bridge. The bridge is currently closed to vehicular traffic. The inside face of the girders is painted yellow. Some plate girder webs have rusted through in places. The span and its decorative elements survive unaltered.

Historical and Technological Significance: The 1917 Sydney Road overpass with its brick and terra-cotta detailing is one of the most architectonic thru girder bridges in the state. While the span itself is not technologically distinguished, the bridge is artistically noteworthy. It is historically associated with the social and economic development of the late-nineteenth and early-twentieth century seasonal resort residential community that borders Deal Lake. It is an integral part of the resort's cultural landscape and street plan. It is eligible under Criteria A and C of the National Register.

The bridge is located on the former grounds of the Hathaway House, a famous beachfront hotel that was popular during the late-nineteenth and early-twentieth centuries. In the 1910s the extensive hotel grounds, which stretched from the ocean to Deal Lake, were taken over for a residential development. The bridge was constructed as part of a larger landscaping plan for the residential development of the property. The brick-faced bridge abutments extend into terra-cotta tile topped brick walls that separate the residential areas from the railroad right-of-way. The eastern bridge approach at Sydney Road and Atlantic Avenue has a circular brick wall entryway with brick towers topped by urns. A sign in one of the towers reads "Deal Harbor." It is unknown whether Deal Harbor was the name of the development or the name of an estate house that may have stood on the western side of the bridge. No period house was identified on the west side of the bridge. Most of the houses date from after World War II.

Plans for the bridge were not located at NJDOT or at the county engineer's office. The railroad was developed in the 1870s by the New Jersey Southern Railway, a branch of the Central Railroad of New Jersey. The bridge is not of significance to the history of the railway, but is illustrative of the need to build above-grade crossings in response to increases in population and tourism at the Jersey shore during the early twentieth century.

Boundary Description and Justification: The bridge is individually eligible, in and of itself, including superstructure, substructure, wingwalls, boundary walls, and right-of-way over the railroad right-of-way. The surroundings do not have historic district potential.

PHOTO: 180:2-3,181:20-24a (08/92) REVISED BY (DATE): QUAD: Asbury Park

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

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November 12 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1367152 **CO** MONMOUTH **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HARNLEY ROAD OVER FREEHOLD BRANCH **FACILITY** HARNLEY ROAD

TOWNSHIP MARLBORO TOWNSHIP

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

 # SPANS 3 **LENGTH** 75 ft **WIDTH** 11 ft

CONSTRUCTION DT 1913 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT CENTRAL RAILROAD OF NEW JERSEY **BUILDER**

SETTING / CONTEXT The single-lane bridge spans a single abandoned track of the former Central Railroad of New Jersey's Freehold Branch. The right-of-way was developed in the late-1870s by the New York and Freehold Railroad, later absorbed by the Central RR of NJ. Harnley Road is an unimproved road closed to through traffic. The setting is wooded with several old abandoned outbuildings. The area has been used as a garbage dump. Parallel to the railroad tracks is an electric power line right-of-way.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span haunched timber stringer bridge has timber railings, timber deck, brick abutments with timber caps, and timber piers with timber caps, cross bracing, and brick footers. The timber is deteriorated and the bridge closed to traffic. In 1913 the bridge was built by the Central Railroad of New Jersey. It has been rebuilt and repaired in-kind. It is an example of a common bridge type, and is not associated with the historic period of the railway.

INFOR MATION

PHOTO: 426:2-4 (11/92) REVISED BY (DATE): QUAD: Keyport

A. G. Lichtenstein & Associates, Inc. performed initial survery.
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