NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020001A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BROOKSIDE AVENUE OVER RAMSEY BROOK **FACILITY** BROOKSIDE AVENUE

TOWNSHIP ALLENDALE BOROUGH

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

 # SPANS 1 **LENGTH** 32 ft **WIDTH** 30 ft

CONSTRUCTION DT 1945 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream in a residential neighborhood. The surrounding homes are an eclectic mix ranging from the late-19th century through the 1950s.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The encased stringer bridge supported on concrete abutments has haunched fascia beams giving the appearance of an arch span. The bridge carries 2 sidewalks bounded by concrete balustrades that are of standard design for bridges built in the county in the 1920s to 1940s. One of over 65 pre-1946 stringer bridges in the county, the bridge is neither technologically nor historically distinguished.

INFOR MATION

PHOTO: 205:41-42 (02/92) REVISED BY (DATE): QUAD: Ramsey

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020001B **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BROOKSIDE AVENUE OVER HO-HO-KUS BROOK **FACILITY** BROOKSIDE AVENUE

TOWNSHIP ALLENDALE BOROUGH

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

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

CONSTRUCTION DT 1900ca **ALTERATION DT** 1930 **SOURCE** STYLE/INSCRIPTION

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road over a small stream in a residential area. The homes in the area range from the late 19th century through the 1950s. Remnants of an old stone dam are located approximately 50' upstream from the bridge. No buildings related to the dam 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 circa 1900 stringer and brick jack arch bridge supported on ashlar abutments was widened in 1930 on both sides with stringers with concrete parapets on concrete abutment extensions. Modern beam guide rails have been placed along the sidewalks. One of over 6 remaining brick jack arch spans in the county built during the first decade of this century, this example is more altered than the others and is thus not distinguished. A well-preserved example is 020058C.

INFOR MATION

PHOTO: 205:43,44,1-3 (02/92) REVISED BY (DATE): QUAD: Ramsey

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020001C **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WEST CRESCENT AVENUE OVER RAMSEY BROOK **FACILITY** WEST CRESENT AVENUE

TOWNSHIP ALLENDALE BOROUGH

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

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

CONSTRUCTION DT 1913 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT R. EARLE JR., COUNTY ENGINEER **BUILDER** CHAS A LONG

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream in a residential area of single-family homes dating from the early 1900s to the 1950s. A school and parks are located in close proximity 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 stringer bridge is supported on concrete abutments. The stringers are encased with exposed bottom flanges. Custom stone parapets and concrete sidewalks are carried on either side of the roadway. A utility pipe spans the stream along one fascia. This is the most common pre-World War II bridge type in the state, and it is one of over 65 stringer bridges in the county. The bridge is neither technologically nor historically distinguished.

INFOR MATION

PHOTO: 205:38-40 (02/92) REVISED BY (DATE): QUAD: Ramsey

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020001D **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WEST CRESCENT AVENUE OVER HO-HO-KUS BROOK **FACILITY** WEST CRESCENT AVENUE

TOWNSHIP ALLENDALE BOROUGH

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

 # SPANS 1 **LENGTH** 32 ft **WIDTH** 30 ft

CONSTRUCTION DT 1927 **ALTERATION DT** 1953 **SOURCE** PLANS/PLAQUE

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** A. H. ALFAST

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream in a wooded sparsely developed 20th-century residential area.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The encased stringer bridge rests on concrete abutments. The concrete balustrades are a standard design found on bridges built in the county in the 1920s-1940s. One of over 65 pre-World War II stringer bridges in the county, the bridge is neither technologically nor historically distinguished.

INFOR MATION

PHOTO: 205:4-5, 219:36 (02/92) REVISED BY (DATE): QUAD: Ramsey

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

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

November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020003A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED NORTH PROSPECT AVENUE OVER HIRSCHFIELD BROOK **FACILITY** NORTH PROSPECT AVENUE

TOWNSHIP BERGENFIELD BOROUGH

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

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

CONSTRUCTION DT 1900ca **ALTERATION DT** 1953, 1963 **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector roadway and sidewalks over a small stream in a predominantly post-World War II residential area. The setting is not 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 brick jack arch stringer bridge supported on ashlar abutments was widened to both sides in 1953 with a concrete substructure supporting reinforced concrete T beams and concrete parapets. In 1963 the T Beams at one side were replaced with a reinforced concrete slab. A concrete toe wall was constructed at the south abutment. This altered bridge is one of over six stringers with brick jack arches in the county, and is not distinguished historically or technologically.

INFOR MATION

PHOTO: 206:27-29 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020004A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED COURT STREET OVER HACKENSACK RIVER **FACILITY** COURT STREET (CR 12)
TOWNSHIP HACKENSACK CITY
TYPE SWING SPAN **DESIGN** CENTER BEARING **MATERIAL** Steel
 # SPANS 3 **LENGTH** 317 ft **WIDTH** 27.5 ft

CONSTRUCTION DT 1908 **ALTERATION DT** 1950, 1974 **SOURCE** PLANS/PLAQUE
DESIGNER/PATENT R. EARLE, COUNTY ENGINEER **BUILDER** F. R. LONG & COMPANY

SETTING / CONTEXT The bridge carries a 2-lane urban connector over a major river between downtown Hackensack and Bogota. A concrete batching plant and the Bergen County Court House are in close proximity to the bridge. The S.S. Ling Submarine is moored just upstream of the bridge. This bridge is the upstream-most movable span still in operation on the Hackensack River.

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

SUMMARY The center-bearing swing-span Warren thru truss bridge with two steel deck girder approach spans is supported on a concrete substructure. Alterations such as reinforcement of the lower chords in 1974 and repairs to floorbeams and stringers have not compromised the integrity of design. The bridge is one of the only remaining operable through truss swing spans in NJ. It was built by a prominent local contractor, and is a technologically significant example of a rare surviving bridge type.

INFOR MATION

Bibliography:
Bergen County Engineers Office. (Plans).
Bergen County Division of Cultural and Historic Affairs. Folio 408.

Physical Description: Constructed in 1907, the 317' long center-bearing through truss swing-span bridge supported on a concrete substructure has steel deck girder approach spans. The truss has riveted connections, and the diagonals and top and bottom chord members are composed of back-to-back channels with lacing. The verticals are 4 angles with lacing. The operating mechanism of the swing-span has undergone several maintenance repairs and remains operational. The operators house, set on the upstream corner of the Hackensack side of the river, does not appear to date to the original construction, however no documentation of the house was found. The original decorative metal railings are intact at the approach spans but chain-link-fences were placed along the sidewalks on the swing-span in 1974. The timber fenders at the swing-span piers have been reconstructed several times. In 1950 the original concrete jack arch deck was replaced with a reinforced slab and the stringers were encased. In 1974 the truss lower chord was reinforced for its full length, plates were added at the bottom flanges of the end floor beams, and new stringer seat angle connections were added at the floor beams.

Historical and Technological Significance: The riveted through truss bridge is one of several swing-span crossings of the Hackensack River, an important navigable waterway instrumental in the growth and industrial development of Bergen County. Constructed in 1907, the span replaced an earlier swing-span bridge. The builder, F.R. Long Company, was a New York firm that was a prolific bridge contractor in Bergen County, and it incorporated in New Jersey in 1899 moving its major operations to Hackensack at a site adjacent to the bridge. Although the span has undergone some alterations, it is a well-preserved and operational example of the swing-span trusses over the Hackensack River built by a prominent contractor in Bergen County. 02000I1 spanning the Passaic River in Rutherford Borough is also a well-preserved example of an operational swing-span through truss in the county.

PHOTO: 212:38-40 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020004B **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SALEM STREET OVER HACKENSACK RIVER **FACILITY** SALEM STREET

TOWNSHIP BOGOTA BOROUGH

TYPE SWING SPAN **DESIGN** **MATERIAL** Steel

 # SPANS 4 **LENGTH** 322 ft **WIDTH** 21.8 ft

CONSTRUCTION DT 1900 **ALTERATION DT** 1984 **SOURCE** PLANS

DESIGNER/PATENT UNKNOWN **BUILDER** F. R. LONG AND COMPANY

SETTING / CONTEXT The bridge carries a 2-lane urban connector road and a sidewalk over a major river between downtown Hackensack and Bogota. Wooded undeveloped land borders the river in the vicinity of the bridge. A railroad bridge and the Court Street swing span truss bridge (020004A) span the river downstream.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The swing span Pratt thru truss bridge supported on stone piers with new stringer approach spans supported on concrete substructure was originally a trolley bridge with 2 sets of tracks built for the Bergen County Traction Co. The span was altered to carry highway traffic in 1940. Significant alterations in 1984 rendered the swing span inoperable by removal of the mechanical systems. Bridges 020004A and 02000I1 are more complete examples of the swing span type.

INFOR MATION

PHOTO: 212:28-32 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020004C **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAIN STREET OVER WEST SHORE RR & LEONIA AVENUE **FACILITY** MAIN STREET

TOWNSHIP BOGOTA BOROUGH

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

 # SPANS 14 **LENGTH** 438 ft **WIDTH** 40 ft

CONSTRUCTION DT 1939 **ALTERATION DT** 1980ca **SOURCE** PLANS

DESIGNER/PATENT NEW YORK CENTRAL RAILROAD **BUILDER** AMERICAN BRIDGE COMPANY

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a railroad and a 2-lane collector road in a densely populated mixed commercial and residential area. In 1939 the railroad was operated by the West Shore Division of the New York Central Railroad, and the bridge was built as part of a routine grade elimination project. The setting is undistinguished.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 14-span viaduct supported on a concrete substructure is composed of a thru girder with encased floor beams span over the railroad and steel stringer span over the street. The approach spans are T beams. The deck, sidewalks, and concrete parapets are ca. 1980 replacements. The bridge is composed of common structural types and has been substantially altered. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 207:7-9 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020007A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED OLD HOOK ROAD OVER HACKENSACK RIVER **FACILITY** OLD HOOK ROAD
TOWNSHIP CLOSTER BOROUGH
TYPE STRINGER **DESIGN** **MATERIAL** Steel
 # SPANS 2 **LENGTH** 67 ft **WIDTH** 26 ft

CONSTRUCTION DT 1935 **ALTERATION DT** **SOURCE** PLAQUE
DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** TIDEWATER STONE & SUPPLY

SETTING / CONTEXT The bridge carries a 2-lane collector road over a major river. The bridge is adjacent to the Oradell Reservoir. The surrounding wooded land is owned by the Hackensack Water Company.

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

SUMMARY The stringer bridge supported on concrete substructure has concrete balustrades of standard design for bridges built in the county in the 1920s to 1940s. One of over 65 pre-World War II stringer bridges in the county, it is not technologically or historically distinguished.

INFOR MATION

PHOTO: 212:43-44 (02/92) REVISED BY (DATE): QUAD: Yonkers

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020007C **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED DEMAREST AVENUE OVER TENAKILL BROOK **FACILITY** DEMAREST AVENUE

TOWNSHIP CLOSTER BOROUGH

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

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

CONSTRUCTION DT 1912 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT R. EARLE JR., COUNTY ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream in a residential area. The homes are of post-World War II construction to one side of the bridge and circa 1920's to 1950's construction on the other side.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 11/29/90

SUMMARY The concrete jack arch stringer bridge is supported on concrete abutments. The original metal pipe railing is still in place. The bridge appears to be unaltered, but it is a short span example of a not uncommon early-20th century bridge type. The bridge has been evaluated as not eligible because it is historically and technologically undistinguished.

INFOR MATION

PHOTO: 212:4-6 (02/92) REVISED BY (DATE): QUAD: Yonkers

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

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November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020007D **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED HIGH STREET OVER TENAKILL BROOK **FACILITY** HIGH STREET
TOWNSHIP CLOSTER BOROUGH
TYPE STRINGER **DESIGN** JACK ARCH (BRICK) **MATERIAL** Steel
 # SPANS 1 **LENGTH** 25 ft **WIDTH** 30 ft

CONSTRUCTION DT 1894 **ALTERATION DT** 1911 **SOURCE** COUNTY RECORDS
DESIGNER/PATENT J.W. STAGG **BUILDER** DAVID IRELAND

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream in a residential area of single-family homes built in the 1920s.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Finding 8/3/90

SUMMARY In 1894 the bridge was built as a single-span stringer with brick jack arches and ashlar abutments. In 1911 the south side was widened by steel stringers with concrete parapet resting on concrete abutment extensions. The north side was widened with a concrete slab addition at an unknown date. The stringer bridge with jack arches is a highly altered example of a type that was common in the county from 1890 to 1910 (i.e. 020058C), and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 212:1-3 (02/92) REVISED BY (DATE): QUAD: Yonkers

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 # 020009A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED HARDENBURGH AVENUE OVER TENAKILL BROOK **FACILITY** HARDENBURGH AVENUE
TOWNSHIP DEMAREST BOROUGH
TYPE BRICK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Brick
 # SPANS 1 **LENGTH** 32 ft **WIDTH** 33.8 ft

CONSTRUCTION DT 1909 **ALTERATION DT** 1911 **SOURCE** PLANS
DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road with a turn lane and sidewalks over a small stream set in Demarest Park. A concrete spillway located just upstream from the bridge forms a duck pond. The Demarest train station constructed in 1872 is adjacent to the park, and the town of Demarest lies just beyond the station.

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

SUMMARY The brick deck arch bridge supported on ashlar abutments was widened to both sides in 1911 to accommodate sidewalks. Stringers and brick jack arches support the sidewalks flanked by stone parapets topped with the original 1909 coping stone. The railing is no longer in place. Virtually unaltered since 1911, the span combines two turn-of-the-century bridge types. A distinguished example of an uncommon bridge type, it is historically and technologically significant.

INFOR MATION

Bibliography:
Bergen County Engineers Office. microfiche 9B 9 160. Bridge Card 26-2.

Physical Description: The 32' span brick deck arch bridge supported on ashlar abutments was constructed in 1909 and was widened with steel stringers and brick jack arches on ashlar abutments in 1911. Three jack arch bays with 3/4" tie rods were added to each side of the bridge to accommodate sidewalks. The original coping stone was reused with Cast Iron Newel post and railing similar in design to Chester B. Albree's "Florence" pattern as specified on the widening plans. A stone parapet topped with presumably the original coping stone has since replaced the railing. With the exception of the railing, the bridge spanning the Tenakill Brook in Demarest Park appears to be unaltered since the 1911 widening.

Historical and Technological Significance: The brick deck arch bridge is a well-preserved example of an uncommon bridge type located in a park setting adjacent to the 1872 Demarest Train Station, which was included in Bergen County Demarest Historic Sites Survey. Although the original bridge has been altered, the brick jack arch widening is a good example of a prolific turn-of-the-century county type that was eventually replaced by the reinforced concrete deck. The span, constructed in 1909, is significant because it is well-preserved, and it is the only example of a brick deck arch bridge in the county.

PHOTO: 206:30-32 (02/92) REVISED BY (DATE): QUAD: Yonkers

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 02000I1 **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED UNION AVENUE OVER PASSAIC RIVER **FACILITY** UNION AVENUE

TOWNSHIP RUTHERFORD BOROUGH

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

 # SPANS 4 **LENGTH** 285 ft **WIDTH** 19.3 ft

CONSTRUCTION DT 1896 **ALTERATION DT** 1924, 1977 **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** DEAN & WESTBROOK, NY

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a major river. Route 21 is located immediately west of the bridge and a residential area with post-World War II apartment houses borders the river to the east. At the east approach is also a one-story hip-roofed operators' house. The operators' house and existing traffic barriers should be considered within the eligible boundaries of the bridge.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 12/07/89, Letter 6/30/95.

SUMMARY The Pratt thru truss swing span supported on ashlar and concrete substructure has double intersecting Warren deck truss approach spans. In 1924 the bridge operation was motorized. Cables were added at an unknown date to strengthen several truss diagonals. In 1977 an approach span collapsed and emergency repairs were made. An early and increasingly rare example of a thru truss swing bridge built by nationally recognized NYC engineers Dean and Westbrook, the span is evaluated as eligible.

INFOR MATION

PHOTO: 209:25-38 (02/92) REVISED BY (DATE): QUAD: Weehawken

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 02000I5 **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED PASSAIC AVENUE OVER PASSAIC RIVER **FACILITY** PASSAIC AVENUE
TOWNSHIP GARFIELD CITY
TYPE THRU GIRDER **DESIGN** **MATERIAL** Steel
 # SPANS 3 **LENGTH** 233 ft **WIDTH** 27.5 ft
CONSTRUCTION DT 1898 **ALTERATION DT** 1989 **SOURCE** PLAQUE
DESIGNER/PATENT WISE & WATSON, PASSAIC **BUILDER** F. R. LONG & COMPANY

SETTING / CONTEXT The bridge carries a 2-lane city street and sidewalks over a major river in a densely populated mixed commercial and early 20th century urban residential area. The Bergen-Passaic County line passes through the bridge. Located between 2 turn-of-the century urban centers, a bridge has spanned the Passaic River at this crossing since 1868.

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

SUMMARY The 3-span thru girder bridge is supported on ashlar abutments and piers. Alterations include welded plates added to the girder webs and concrete caps placed on the substructure units. The floorbeams and hanger supports were replaced 1989. The well-preserved span is significant because it is a long example of its type and is the earliest documented thru girder bridge in Bergen County.

INFOR MATION

Bibliography:
Bergen County Engineers Office. History of Passaic and Its Environs, by William W. Scott, Lewis Historical Publishing Company, Inc., New York 1922.
Bergen County Division of Cultural and Historic Affairs. Bergen County Historic Sites Survey, City of Garfield, 1980-1981.

Physical Description: The 233' long 3-span through girder with floor beams bridge supported on ashlar abutments and piers was built in 1898 replacing a bridge over the Passaic River known as the "Iron Bridge". The bridge is composed of built up riveted plate girders and built up floor beams. In 1989 a major rehabilitation of the span included replacing the deck, stringers and repairs to the floor beams. An earlier rehabilitation included the addition of welded plates to the web of the girders at deck level. Concrete caps were added to the masonry substructure. The alterations do not mar the integrity of the original design.

Historical and Technological Significance: The 1898 through girder bridge is an early and long example of the type. Spanning the Passaic River between the cities of Garfield and Passaic, the first bridge at this crossing was constructed in 1868 following the 1866 construction of Passaic Street from Lodi through Garfield to the Passaic River. The builder, F.R. Long Company, was a New York firm that was a prolific bridge contractor in Bergen County, and it incorporated in New Jersey in 1899 moving its major operations to Hackensack. The engineers, Wise and Watson Company of Passaic, were important local bridge builders in the 19th century. An historically important crossing in the development of the cities of Garfield and Passaic and survivor of the flood of 1903, the bridge is technologically significant in that it is a long span and the earliest documented example of the multi-span girder bridge in Bergen County.

PHOTO: 207:20-22 (02/92) REVISED BY (DATE): QUAD: Weehawken

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 02000I6 **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MONROE STREET OVER PASSAIC RIVER **FACILITY** MONROE STREET

TOWNSHIP GARFIELD CITY

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

 # SPANS 3 **LENGTH** 306 ft **WIDTH** 30.2 ft

CONSTRUCTION DT 1908 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT COLIN WISE, PASSAIC COUNTY ENG **BUILDER** C. W. DEAN COMPANY, NY

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a major river in a mixed commercial/industrial and urban residential area. The river forms the boundary between Bergen and Passaic counties. Post-World War II apartment buildings are located at the Passaic County side of the bridge. At the Garfield side is a factory constructed in 1892 by the Fritze Bros., a German chemical company, that appears to have been renovated in the 1970s.

1995 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 deck arch bridge supported on a concrete and stone substructure has decorative balustrades with vase-shaped balusters. The span has lost its visual integrity through deterioration and gunite repairs, and it is neither technologically innovative nor historically distinguished. Large sections of the balustrades are missing or damaged, and the fascia and intrados are spalled. A spall at the downstream end of one pier exposes stones covered with mesh reinforcement and gunite.

INFOR MATION

Bibliography:
Bergen County Engineers Office (Plans)
Bergen County Historic Sites Survey, City of Garfield, 1980-81.

Physical Description: The 3-span 306' long bridge supported on a concrete substructure is composed of 3 equal elliptical reinforced concrete arch spans each with a ' clear span and a ' rise. The span supports a 30.2' width 2-lane road and 2 sidewalks bounded by concrete balustrades with vase-shaped balusters. Several balusters have been repaired or replaced. In 1947 guide rail was added along the curbline, and in 1948 new concrete curbs were placed. The substructure was rehabilitated in 1949. Gunite was placed at the abutments, wire mesh reinforcement covered with gunite was added to repair the face of the piers, and the north end of the piers were repaired with steel angles and anchor bolts.

Historical and Technological Significance: The elliptical arch bridge is a well-preserved and long example of its type. A plaque on the bridge indicates it was built by CW Dean Company, a NY firm, in 1908. F.R. Long Company Engineers and Contractors prepared the plans for the bridge dated Aug. 1907. Another set of plans for a 3-span arch bridge dated May 1907 was prepared by Schwiers & Sutton Co. of NY but was not used for construction. F.R. Long Company, was a NY firm that was a prolific bridge builder in Bergen County, and it incorporated in NJ in 1899 moving its major operations to Hackensack, where the founder, Frank R. Long had a residence. The bridge spans the Passaic River, an important navigable NJ waterway, between 2 urban centers, Passaic and Garfield. On the Garfield side of the bridge stands the circa 1890s factory buildings of Fritzch Brothers, a German chemical company, that was one of the first modern manufacturing concerns to have a factory in Garfield. In 1903 the Heyden Chemical Company took over the plant and remained in operation until the company was seized by the U.S. Government in 1918. The bridge is significant as one of several crossings over the Passaic River that were important in the development of a major industrial and commercial area. The only pre-WW II multi-span concrete deck arch bridge in the county, the well-documented span is distinguished as an early and architectonic example of a multi-span deck arch bridge.

PHOTO: 207:16-19 (02/92) REVISED BY (DATE): QUAD: Weehawken

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 02000I8 **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MORLOT AVENUE (33RD STREET) OVER PASSAIC RIVER **FACILITY** MORLOT AVENUE

TOWNSHIP FAIR LAWN BOROUGH

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

 # SPANS 3 **LENGTH** 263 ft **WIDTH** 27.5 ft

CONSTRUCTION DT 1904 **ALTERATION DT** 1976 **SOURCE** PLANS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a heavily travelled 2-lane collector road and a sidewalk over a major river. The Bergen-Passaic County line passes through the bridge along the center of the river. The Bergen County side of the bridge is residential with single--family post-World War II homes. The Passaic County side is predominantly industrial. The setting is not 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 3-span thru girder bridge is supported on stone abutments and concrete piers. The curved roadway at the approach combined with deep girders create very poor sight distance. In 1976 one end of the girder webs were cut on a slope to improve the sight distance. Welded floorbeams were added between the existing floorbeams. One of over 23 pre-World War II thru girder spans in the county, the span is relatively early, but is not historically or technologically distinguished.

INFOR MATION

PHOTO: 207:10-12 (02/92) REVISED BY (DATE): QUAD: Paterson

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020012A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MONTROSS AVENUE OVER CARLTON HILL SPUR (M.P. 9.21) **FACILITY** MONTROSS AVENUE

TOWNSHIP RUTHERFORD BOROUGH

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

 # SPANS 2 **LENGTH** 99 ft **WIDTH** 28 ft

CONSTRUCTION DT 1910 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT R. EARLE JR., COUNTY ENGINEER **BUILDER** SNARE & TRIEST CO., NY

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a railroad in a mixed residential and light industrial area. The surrounding buildings and homes were built from the early 1900s through the 1920s. The bridge spans the railroad right-of way developed by the Paterson and Hudson River Railroad in the mid-19th century. At the time of the bridge's construction in 1910, the line was owned by the Erie Railroad.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 4/30/91

SUMMARY The 2-span thru girder bridge is supported on concrete abutments and a steel pier bent. There is evidence of a previous stone abutment at the north abutment. Although the original railings are intact, the girders have welded repairs. A large utility pipe is carried on the girder top flange. One of over 23 thru girder bridges in the county, the span is not technologically or historically distinguished.

INFOR MATION

PHOTO: 209:33-34 (02/92) REVISED BY (DATE): QUAD: Weehawken

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020017A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED RED MILL ROAD OVER SADDLE RIVER **FACILITY** RED MILL ROAD

TOWNSHIP FAIR LAWN BOROUGH

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

 # SPANS 1 **LENGTH** 78 ft **WIDTH** 30 ft

CONSTRUCTION DT 1927 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** DANSEN CONSTRUCTION CO.

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a shallow river adjacent to Route 4 in a post-WWII residential neighborhood. The bridge is located next to the site of the extant Red Mill. According to a historic marker, the grist mill, built in 1745, was the site of raids and encounters during the Revolution. Aaron Burr was entertained here Christmas Eve in 1776. Washington and his men often passed here. Lafayette stopped here on his return visit to America in 1825.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete deck arch bridge has concrete balustrades and substructure. Exedrae are provided at the bridge corners. Much of the intrados has been patched and the balustrades have been repaired. Although the bridge is located at an historic site, it post-dates the mill and the activities that distinguished this area. Neither an early or innovative example of its type, the span is not technologically nor historically distinguished.

INFOR MATION

PHOTO: 215:44,1-4 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020020A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED COLONIAL ROAD OVER TRIBUTARY OF POND BROOK **FACILITY** COLONIAL ROAD

TOWNSHIP FRANKLIN LAKES BOROUGH

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

 # SPANS 1 **LENGTH** 40 ft **WIDTH** 39.7 ft

CONSTRUCTION DT 1902 **ALTERATION DT** 1930 **SOURCE** PLANS

DESIGNER/PATENT UNKNOWN **BUILDER** BOGERT CARLOUGH COMPANY

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream in a wooded sparsely developed neighborhood of post-World War II single-family homes.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 4/30/91, Letter 6/30/95.

SUMMARY The concrete arch bridge was constructed in 1902 using the Monier reinforcement system. The span was widened on both sides in 1930 with concrete T beams on concrete abutment extensions. The sidewalks and balustrades were also added at that time. An example of a concrete arch bridge with a documented patented reinforcement system, the bridge was evaluated as historically and technologically significant. It is 1 of 3 probable Monier-type arch bridges in Bergen County (020020B, 020033D).

INFOR MATION

PHOTO: 209:13-15 (02/92) REVISED BY (DATE): QUAD: Ramsey

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020020B **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PULIS AVENUE OVER HO-HO-KUS BROOK **FACILITY** PULIS AVENUE

TOWNSHIP FRANKLIN LAKES BOROUGH

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

 # SPANS 1 **LENGTH** 21 ft **WIDTH** 40 ft

CONSTRUCTION DT 1903 **ALTERATION DT** 1960 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** S. CARLOUGH

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream in a post-World War II wooded residential neighborhood and next to the former location of Pulis's Mill. No buildings related to the mill are extant.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The concrete arch bridge with concrete substructure was widened to both sides in 1960 with concrete slabs. Sidewalks with modern parapets and railings were also added. No plans to identify the steel reinforcement were located, but date, style, and design suggests that it employs the patented Monier reinforcing system represented in bridge numbers 020020A & 020033D. The span has lost its integrity, and 020020A, although similarly altered, has already been chosen as an eligible example.

INFOR MATION

PHOTO: 209:16-18 (02/92) REVISED BY (DATE): QUAD: Ramsey

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NJDOT updated data 03-01-2001.

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020023B **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

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

TOWNSHIP HACKENSACK CITY

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

 # SPANS 2 **LENGTH** 43 ft **WIDTH** 40 ft

CONSTRUCTION DT 1910ca **ALTERATION DT** 1927 **SOURCE** NJDOT/COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream in a mixed commercial and residential area. Route 4 is accessible from the north approach. The surrounding neighborhood consists of apartment buildings built in the 1950s to 1960s. The setting is not 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 stringer bridge supported on a concrete substructure was built as a single span. In 1927 the span was widened with a flared superstructure and a concrete pier was added under the new longer stringers. Standard design balustrades were also added. Although plans were not located, county inspection records indicate the span was in place by 1916 and early maps indicate a crossing in 1902. One of over 65 stringer bridges in the county, the bridge is an undistinguished example of a common type.

INFOR MATION

PHOTO: 215:25-26,28 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020023C **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SUMMIT AVENUE OVER NY, SUSQUEHANNA & WESTERN RR **FACILITY** SUMMIT AVENUE

TOWNSHIP HACKENSACK CITY

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

 # SPANS 1 **LENGTH** 88 ft **WIDTH** 40 ft

CONSTRUCTION DT 1911 **ALTERATION DT** 1949 **SOURCE** PLANS

DESIGNER/PATENT R. EARLE JR., COUNTY ENGINEER **BUILDER** W.G. BROADHURST

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a railroad in a residential area. Residences are mixed single-family homes and apartment buildings built between 1910 and 1950. The bridge spans the New York, Susquehanna and Western Railroad, which developed the right-of-way in the early 1870s. In 1898 the line was acquired by the Erie Railroad.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The earth-filled concrete deck arch is keyed into a stone ledge. The balustrades were replaced in 1949, and the intrados was patched in 1953. It is similar in style to 0254160 which also spans the railroad in the same vicinity. The 1911 bridge is not associated with the historic period of development of the railway, and was built on designs approved by the county engineer. It is a common bridge type and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 212:41-42 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020023E **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED GRAND AVENUE OVER COLES BROOK **FACILITY** GRAND AVENUE

TOWNSHIP HACKENSACK CITY

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

 # SPANS 2 **LENGTH** 33 ft **WIDTH** 45 ft

CONSTRUCTION DT 1916 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT H. W. DURHAM, COUNTY ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector roadway and sidewalks over a small stream in a mixed commercial and residential area. NJ 4, which is accessible from one side of the bridge, is lined with commercial businesses. Residences include apartment buildings built between the 1950s and 1960s and a single family home built between 1910 and 1920. The setting is not 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 2-span continuous slab bridge is supported on a concrete substructure. The original metal pipe railing is intact, and the bridge does not appear to have been altered. An undistinguished example of a not uncommon bridge type, the span is not technologically noteworthy or historically significant.

INFOR MATION

PHOTO: 215:27,29 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020024A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HARRIOT AVENUE OVER HACKENSACK RIVER **FACILITY** HARRIOT AVENUE

TOWNSHIP HARRINGTON PARK BOROUGH

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

 # SPANS 2 **LENGTH** 55 ft **WIDTH** 23.1 ft

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

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** L. H. CARD

SETTING / CONTEXT The bridge carries a two-lane collector road over a river surrounded by wooded property owned by a water company. The bridge is adjacent to the site of the pre-1765 Old Bogert Grist Mill, abandoned in 1922 and demolished in 1932. The only above-ground remnant of the mill appears to be a dam-spillway upstream from the bridge. The existing bridge has no significant historical association with the mill site.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The continuous 2-span stringer bridge is supported by ashlar stone masonry abutments and a concrete pier. The haunched concrete fascias are not an uncommon method of making a steel stringer bridge appear as an arch bridge. The stone abutments probably predate the existing superstructure, but county records do not indicate the age or type of preexisting bridges. The stringer bridge is an example of a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 211:14-16 (02/92) REVISED BY (DATE): QUAD: Yonkers

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020027C **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PATTERSON STREET OVER PASCACK BROOK **FACILITY** PATTERSON STREET

TOWNSHIP HILLSDALE BOROUGH

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

 # SPANS 1 **LENGTH** 50 ft **WIDTH** 30 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a two lane collector road and sidewalks over a shallow stream. It is bounded on one side by a wooded residential neighborhood of post-World War II homes. The other side is light commercial and locally oriented businesses also of post-World War II construction. The setting is not 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 concrete encased steel stringer bridge is supported on a concrete substructure. The abutments from a previous span were widened and capped. The bridge sidewalks are bounded by concrete balustrades. The bridge is neither technologically innovative nor historically distinguished. It is a representative example of a common pre-World War II bridge type in the state.

INFOR MATION

PHOTO: 211:7-8 (02/92) REVISED BY (DATE): QUAD: Park Ridge

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020027D **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BROADWAY AVENUE OVER PASCACK BROOK **FACILITY** BROADWAY AVENUE

TOWNSHIP HILLSDALE BOROUGH

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

 # SPANS 1 **LENGTH** 52 ft **WIDTH** 40 ft

CONSTRUCTION DT 1910 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT R. D. EARLE JR., COUNTY ENG. **BUILDER** C. W. BANCE, J.W. EDWARDS

SETTING / CONTEXT The bridge carries a three lane road and sidewalks over a small stream in a mid- to late-20th century commercial area that ranges from small businesses to a major mall.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The deck arch bridge supported on a concrete substructure has original metal pipe railings and paneled spandrel walls. The bridge, although well-preserved, is an example of a popular early-20th century bridge type, and has no historically or technologically distinguishing features.

INFOR MATION

PHOTO: 211:5-6 (02/92) REVISED BY (DATE): QUAD: Park Ridge

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

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November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020028A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED WARREN AVENUE OVER HO-HO-KUS BROOK **FACILITY** WARREN AVENUE
TOWNSHIP HO-HO-KUS BOROUGH
TYPE THRU TRUSS **DESIGN** PRATT **MATERIAL** Steel
 # SPANS 1 **LENGTH** 141 ft **WIDTH** 26.3 ft

CONSTRUCTION DT 1895ca **ALTERATION DT** 1908ca **SOURCE** COUNTY RECORDS
DESIGNER/PATENT UNKNOWN **BUILDER** ERIE RAILROAD

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a stream flowing through a picturesque ravine with wooded banks at the outskirts of the town center. The bridge is adjacent to the Undercliff railroad station which was established in 1908 by the Erie Railroad. According to one local history, the bridge was originally located in Narrowsburg, New York, and moved to Ho-Ho-Kus by the railroad as part of a plan to improve access to the station.

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

SUMMARY The Pratt truss bridge with pinned connections is supported on concrete abutments. The deck, sidewalks and railing have been replaced, but the truss is unaltered. Stylistically the bridge dates from c.1895, and was probably erected by the Erie Railroad as a rail carrying facility. It was re-erected as a highway bridge at the present site c.1908. It is the oldest of three surviving thru truss highway bridges in the county (020004B, 0204152), and is a significant example of the bridge type.

INFOR MATION

Bibliography:
County Engineers Office. Microfiche, Bridge Card 40-7.
1902 Map of Bergen County NJ, E. Robinson & Co.
Atlas of Bergen County, G.W. Bromley & Co., Vol. II, 1913. Plate 31.
Bergen County Division of Cultural and Historic Resources. Bergen County Historic Sites Survey, Township of Ho-Ho-Kus, 1981.

Physical Description: The 141'-span pin-connected Pratt through truss bridge is supported on concrete abutments cut into a ledge over a high ravine. The truss upper chord and end diagonals are built-up riveted back-to-back channels with a top cover plate and bottom lattice and verticals are back-to-back riveted channels with lattice. The end verticals and diagonals are pairs of rectangular-section bars and the lower chord members are pairs of rectangular-section eye-bars. Repairs were made to the floorbeam connections at the truss verticals at an unknown date as indicated by the bolted connections, however, the truss is unaltered. A concrete sidewalk lined by a metal fence is set to the fascia side of either truss. The earliest documentation of the bridge is plans dated 1921 for a deck replacement. Plans dated 1954 indicate the original timber sidewalks were replaced with concrete sidewalks and the sidewalk stringers were encased. In 1948 portions of the front of the abutments were rebuilt, and in 1963 and 1969 the abutments were repaired and waterproofing was added.

Historical and Technological Significance: Although the precise date of construction is not documented, early maps indicate that the span was erected sometime between 1902 and 1913, which is consistent with the style of the bridge. The bridge is the first crossing of the Hohokus Brook at this location and was built to access the adjacent Undercliff Train Station of the Erie Railroad, moved to its present location in 1908. The well-preserved span is the most complete example of its type in Bergen County . The bridge is historically significant because of its association with the railroad station and technologically significant because it is a virtually unaltered county example of a Pratt through truss span.

PHOTO: 205:14-22 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020028B **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HOLLYWOOD AVENUE OVER SADDLE RIVER **FACILITY** HOLLYWOOD AVENUE

TOWNSHIP HO-HO-KUS BOROUGH

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

 # SPANS 1 **LENGTH** 50 ft **WIDTH** 30 ft

CONSTRUCTION DT 1940 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** TAVENIERE & JOHNSON

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream in a sparsely populated residential area with a park nearby. The residences are single-family homes built between the 1900s and 1960s.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The stringer bridge supported on concrete abutments has haunched encasement at the fascia beams giving the appearance of an arched span. The fascias and wingwalls were constructed with decorative form work. The balustrades are standard design. Although nicely detailed, the span is an example of a common bridge type and is neither historically nor technologically distinguished.

INFOR MATION

PHOTO: 206:10-11 (02/92) REVISED BY (DATE): QUAD: Park Ridge

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020028C **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BOGERT ROAD OVER SADDLE RIVER **FACILITY** BOGERT ROAD

TOWNSHIP HO-HO-KUS BOROUGH

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

 # SPANS 1 **LENGTH** 30 ft **WIDTH** 18.8 ft

CONSTRUCTION DT 1902 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT EDWIN WEST JR. **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane local road over a small stream in a sparsely populated neighborhood of single-family homes built in the 1960s. The setting is not distinguished.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 7/9/90

SUMMARY The multi girder bridge supported on a concrete substructure has shallow rolled crossbeams supporting concrete jack arches that span perpendicular to the girders. In 1967 a new concrete facing was added to the wingwalls and abutment corners and an end bay of the deck was replaced. The original ornamental metal railing is intact on one side of the bridge. The bridge is an altered example of a common type and is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 206:7-9 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020028D **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAPLE AVENUE OVER HO-HO-KUS BROOK **FACILITY** MAPLE AVENUE

TOWNSHIP HO-HO-KUS BOROUGH

TYPE STEEL ARCH **DESIGN** ELLIPTICAL **MATERIAL** Steel

 # SPANS 1 **LENGTH** 45 ft **WIDTH** 41.5 ft

CONSTRUCTION DT 1904 **ALTERATION DT** 1926 **SOURCE** INSCRIPTION

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream in the center of town adjacent to the intersection of Maple Avenue with Franklin Turnpike. The Hohokus Inn (c.1790) is adjacent the bridge at the 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 1904 steel arch bridge with concrete intrados has brick spandrel walls an rusticated stone voussoirs. In 1926 the bridge was widened 18' on the upstream side with a concrete arch, and original metal railings were replaced with concrete balustrades. The bridge is 1 of 3 Melan arch bridges (020033E, 1899; 020051A, 1904) in Bergen Co., and is identical in date, style, and design to 020051A, which is a more complete example of the historically and technologically significant bridge type.

INFOR MATION

PHOTO: 205:23-24 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020031A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ESSEX STREET OVER SADDLE RIVER **FACILITY** ESSEX STREET

TOWNSHIP ROCHELLE PARK TOWNSHIP

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

 # SPANS 2 **LENGTH** 91 ft **WIDTH** 29 ft

CONSTRUCTION DT 1924 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** BROADHURST CONSTR. CO.

SETTING / CONTEXT The bridge carries a 2-lane heavily travelled collector road and sidewalks over a shallow river and under an I-80 overpass. The span is set in an undistinguished commercial area developed between the 1950s and the present.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span stringer bridge supported on a concrete substructure has balustrades of standard design. The stringer bridge is a common pre-World War II bridge type and this is one of over 65 stringer bridges in the county. The bridge is neither historically nor technologically distinguished.

INFOR MATION

PHOTO: 207:34-37 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020031B **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PASSAIC AVENUE OVER SADDLE RIVER **FACILITY** PASSAIC AVENUE

TOWNSHIP LODI BOROUGH

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

 # SPANS 1 **LENGTH** 63 ft **WIDTH** 31.5 ft

CONSTRUCTION DT 1903 **ALTERATION DT** 1939, 1971 **SOURCE** PLANS/PLAQUE

DESIGNER/PATENT UNKNOWN **BUILDER** AMERICAN BRIDGE COMPANY

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a shallow stream in an undistinguished mixed commercial and residential area. The buildings date from 1900 to 1980 and include several modern civic 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 thru girder with floorbeams bridge is supported on stone abutments. The concrete encasement was partially removed from the floorbeams when the metal deck was installed in 1971. In 1939 and 1971, the girders were repaired with welded plates at deck level and stiffener locations. The original metal railing remains at one side of the span, guide rails have been added. One of over 23 thru girder bridges in the county, the altered span has lost its visual integrity and it is not distinguished.

INFOR MATION

PHOTO: 207:27-28 (02/92) REVISED BY (DATE): QUAD: Weehawken

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020031C **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED TERRACE AVENUE OVER SADDLE RIVER **FACILITY** TERRACE AVENUE

TOWNSHIP LODI BOROUGH

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

 # SPANS 1 **LENGTH** 52 ft **WIDTH** 20 ft

CONSTRUCTION DT 1910 **ALTERATION DT** **SOURCE** PLANS/NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream. A cemetery is situated to one side of the bridge and residences built around the 1920s are set on the other side of the bridge. The setting is not 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 thru girder bridge is set on stone abutments from a previous span. The abutments have concrete caps and extensions to accommodate this superstructure. The original pipe railings at the stringer-supported sidewalks are intact. An example of a common bridge type, and one of over 23 pre-World War II thru girder bridges in the county, the bridge is not historically or technologically noteworthy.

INFOR MATION

PHOTO: 207:23-26 (02/92) REVISED BY (DATE): QUAD: Weehawken

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020031D **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ARNOT STREET OVER SADDLE RIVER **FACILITY** ARNOT STREET

TOWNSHIP LODI BOROUGH

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

 # SPANS 2 **LENGTH** 66 ft **WIDTH** 24.6 ft

CONSTRUCTION DT 1905 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a shallow river in a mixed commercial and residential area. The area includes an abandoned factory built in the 1930s to 1940s, a mall built in the 1950s, apartments built in the 1970s, and a municipal building built between 1970 and 1980. The setting is not distinguished.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 11/29/90

SUMMARY The 2-span deck girder bridge is supported on stone abutments and a concrete pier. The original metal railing is intact. One of over 28 pre-World War II girder bridges in the county, it is not historically distinguished or technologically innovative.

INFOR MATION

PHOTO: 207:29-31 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020031E **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BORIG PLACE OVER SADDLE RIVER **FACILITY** BORIG PLACE

TOWNSHIP LODI BOROUGH

TYPE PONY TRUSS **DESIGN** WARREN (ENCASED) **MATERIAL** Steel

 # SPANS 1 **LENGTH** 68 ft **WIDTH** 27.6 ft

CONSTRUCTION DT 1919 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** A. H. ALFAST

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a shallow stream in a mixed commercial and residential area developed between the 1920s and the 1960s. The setting is not distinguished.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY Although the span appears to have 2 paneled concrete parapets flanking each sidewalk, plans indicate the span is actually an encased Warren pony truss bridge supported on concrete abutments with cantilevered sidewalks bordered by paneled concrete parapets. The truss members are riveted I-sections and floorbeams are encased rolled sections. The truss encasement is paneled to match the parapets. A well-preserved example of a very uncommon bridge type, the span is technologically significant.

INFOR MATION

Bibliography:
Bergen County Engineers Office.(Plans).
"What County Engineer Did During 1918.", The Evening Record, Jan. 3, 1919.

Physical Description: The single span truss bridge supported on a concrete substructure is unusual because the Warren pony trusses are completely encased in concrete. Stringers and floor beams are also encased. Cantilevered sidewalks are bordered by paneled concrete parapets, and the encased trusses look like the parapets, being of the same height and detailed with matching panels. Plans indicate the truss is composed of riveted back to back channels forming I-sections. The floor beams are rolled sections and are connected to the trusses by riveted connections between the floor beam lower flange and the top flange of the lower chord.

Historical and Technological Significance: The encased Warren pony truss bridge was constructed in 1919 by A.H. Alfast, a local contractor, and was designed by the county. A shop drawing indicates the steel was provided by the Passaic Structural Steel Company, based in Paterson, NJ. There is no evidence suggesting the county engineering department, or any other county in the state, designed and constructed another bridge of this type, and it is the only known encased truss bridge in the state. The span is technologically distinguished because it is a very well-preserved example of what appears to be a unique design.

PHOTO: 207:32-33 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020033A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BEAR SWAMP ROAD OVER RAMAPO RIVER **FACILITY** BEAR SWAMP ROAD

TOWNSHIP MAHWAH TOWNSHIP

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

 # SPANS 1 **LENGTH** 84 ft **WIDTH** 13.8 ft

CONSTRUCTION DT 1888 **ALTERATION DT** 1923, 1983 **SOURCE** PLAQUE

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

SETTING / CONTEXT The bridge carries a single-lane, 2-way road over a river in a wooded setting. Farmland is to the north of the bridge. A historical marker notes that the bridge is named the Cleveland Bridge for the New Jersey-born president of the United States, Grover Cleveland.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1888 lenticular pony truss bridge supported on stone abutments was built by the Berlin Iron Bridge Company of East Berlin, Connecticut. The company's distinctive patented trusses were among the most popular highway bridge designs of the late 19th century. The bridge retains its integrity of design and was restored in 1983 with reinforcement of the top chords and verticals. A rare surviving example of its type, the bridge is both historically distinguished and technologically noteworthy.

INFOR MATION

Bibliography:
Bergen County Engineers Office. Bridge Card 3-17.
Bergen County Division of Cultural and Historic Affairs. Folio 25.

Physical Description: The lenticular wrought iron pony truss bridge with pinned connections is supported on sandstone ashlar abutments. The variable distance between top and bottom chord members of this 1888 truss forms a parabolic or lenticular truss shape. Top chord members are riveted built up channels with top cover plates and bottom lattice. Vertical members are 2 pairs of angles separated by lattice. The lower chord is composed of 2 rectangular section eye bars and diagonals are circular section bars. The riveted built up floor beams are tapered from a maximum depth at the center of the bridge and appear unaltered. Truss members have undergone some repairs in 1923 and 1983, but the structure retains its original 1888 construction appearance. Plates were welded to the top chord and vertical members, and the stringers and wood deck have been replaced.

Historical and Technological Significance: The iron lenticular pony truss bridge built in 1888 is a well-preserved example of an uncommon patented truss design built by a prominent bridge company during the peak of its operation at the end of the 19th century. The Berlin Iron Bridge Company of East Berlin, Connecticut, had been known as the Metallic Shingle Company prior to 1873 when its name was changed to the Corrugated Metal Company due to a change in products. Again in 1883 the name was changed to the Berlin Iron Bridge Company developing into a dominant structural steel fabricator credited for country-wide promotion of the lenticular bridge by the end of the century, a design that was patented by the company in 1878. In 1900 the company was acquired by The American Bridge Company, as were many bridge manufacturing interests at this time, and discontinued operation after 4 years. Noted by a Mahwah Historic Sites Committee marker as the Cleveland Bridge named for the former president of the United States, it replaced an 1840s wooden bridge that served the timber industry in the Ramapo Mountains and is one of 2 Ramapo River Bridges that survived the 1903 flood. This span is significant as one of the few extant iron bridges in the state with an unusual patented truss design as well as uncommon tapered floor beams.

PHOTO: 208:9-14 (02/92) REVISED BY (DATE): QUAD: Ramsey

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020033B **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED FRANKLIN TURNPIKE (CR 507) OVER MAHWAH CREEK **FACILITY** FRANKLIN TURNPIKE (CR 507)

TOWNSHIP MAHWAH TOWNSHIP

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

 # SPANS 1 **LENGTH** 75 ft **WIDTH** 31 ft

CONSTRUCTION DT 1911 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream surrounded by commercial buildings constructed in the 1970s. The setting is not 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 elliptical deck arch bridge supported on a concrete substructure has paneled spandrels and concrete parapets bordering each sidewalk. There appear to be no alterations however the bridge is in poor condition. It is an example of a common early-20th century bridge type, and is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 208:3-4 (02/92) REVISED BY (DATE): QUAD: Ramsey

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020033C **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED RAMAPO VALLEY ROAD OVER MAHWAH CREEK **FACILITY** RAMAPO VALLEY ROAD

TOWNSHIP MAHWAH TOWNSHIP

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

 # SPANS 1 **LENGTH** 43 ft **WIDTH** 39.8 ft

CONSTRUCTION DT 1920 **ALTERATION DT** 1931 **SOURCE** NJDOT/PLANS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream in a mixed industrial and residential area with structures dating to the 1920s. High voltage wires pass over the bridge in this undistinguished setting.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1920 concrete arch bridge supported on concrete substructure was widened on each side with concrete encased stringers in 1931. Solid concrete parapets were also added. The bridge is an altered example of a common early-20th century bridge type and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 208:44,1-2 (02/92) REVISED BY (DATE): QUAD: Ramsey

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020033D **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EAST RAMAPO AVENUE OVER MOSONICUS BROOK **FACILITY** EAST RAMAPO AVENUE

TOWNSHIP MAHWAH TOWNSHIP

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

 # SPANS 1 **LENGTH** 39 ft **WIDTH** 30 ft

CONSTRUCTION DT 1902 **ALTERATION DT** 1915 **SOURCE** NJDOT

DESIGNER/PATENT WILLIAM W. PULIS **BUILDER** F. R. LONG & COMPANY

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream. The bridge borders Constitution Park. The Mahwah train station is about 500 feet down the road. The homes in the immediate area were built in the early 1900s.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1902 elliptical concrete deck arch bridge with stone voussoirs and buff brick spandrel walls was widened to both sides in 1915 with a concrete deck arch with plain spandrel walls. Plans indicate the 1902 span is reinforced with 2 layers of expanded mesh, and employs the Monier reinforcing system. It is 1 of 3 bridges (020020A,20B) of similar date and design in Bergen Co. All 3 spans are similarly altered, and 020020A has already been chosen as the eligible representative example.

INFOR MATION

PHOTO: 207:41-43, 220: (02/92) REVISED BY (DATE): QUAD: Ramsey

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020033E **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WYCKOFF AVENUE OVER HO-HO-KUS BROOK **FACILITY** WYCKOFF AVENUE

TOWNSHIP WYCKOFF TOWNSHIP

TYPE STEEL ARCH **DESIGN** ELLIPTICAL **MATERIAL** Steel

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

CONSTRUCTION DT 1899 **ALTERATION DT** 1958 **SOURCE** PLANS

DESIGNER/PATENT KEEPERS & THACHER, ENGINEERS **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream in a wooded area. At one corner a new office complex is being constructed.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1899 steel arch bridge employs a historically significant design patented by engineers Keepers and Thacher. Original plans indicate the bridge has flat steel bar ribs embedded in concrete. In 1958 the bridge was widened on both sides with concrete slab and parapet additions. Although visually altered, the arch portion of the bridge retains its integrity of design, and is 1 of only 2 Melan arch bridges in New Jersey attributable to Keepers and Thacher (1600017).

INFOR MATION

Bibliography:
Bergen County Engineers Office. microfiche 70 B 9.
Bergen County Division of Cultural and Historic Affairs. Folio's 458 & 459. (Plans).
"Memoir of Edwin Thacher.", Transactions of the ASCE. Great American Bridges and Dams, by Donald C. Jackson. The preservation Press, Washington D.C., 1988.

Physical Description: The elliptical reinforced concrete arch bridge is supported on a concrete substructure. The plan indicates a 20' span at the spring line with a 2'-6" rise. The concrete arch is 18" thick at the abutments tapering to 6" thick at the crown and is reinforced with 8 pairs of flat bar ribs spaced at 3'-2 ½" on center and measuring 2" x 3/8". Concrete facings of the voussoirs and the spandrel walls were marked to represent masonry with the use of triangular strips 2" wide x 1" deep. In 1958 the bridge was widened to each side with a reinforced concrete slab supported on a concrete substructure.

Historical and Technological Significance: The reinforced elliptical arch bridge was constructed in 1899 by Keepers and Thacher Engineers, with an office in Paterson, NJ. The arch reinforcement is a patented design. Keepers and Thacher was a partnership between Mr. Edwin Thacher, Mr. W. H. Keepers and Mr. Wynkoop established in 1894 in Detroit, Michigan. Mr. Wynkoop dropped out of the partnership in 1895 and the partnership of Keepers and Thacher continued until it was dissolved on October 5, 1899. The firm constructed the concrete steel arch bridge over the Kansas River at Topeka, Kansas, at that time the largest bridge of its kind in the United States, and the Broadway St. Bridge over the Passaic River at Paterson, NJ.

Edwin Thacher was a prominent civil engineer having obtained patents for the "Thacher Cylindrical Slide-Rule"; "Thacher Steel Bridge Truss"; "System of Concrete Steel Arches" and "Thacher Combination Bridge Truss" among others. He held the positions of Chief Engineer for the Decatur Bridge and Construction Company of Decatur, Alabama, and the Keystone Bridge Company of Pittsburgh, Pennsylvania before opening his own Consulting Engineering Office in Louisville, Kentucky where he was responsible for the design of many truss spans including the 1891 Walnut Street Bridge crossing the Tennessee River in Chattanooga, and the 1892 Costilla Crossing Bridge across the Rio Grande in Colorado, an example of the Thacher truss patented in 1884 and designed to reduce the effect of temperature stresses on the truss members. In 1901 Thacher and William Mueser opened the Concrete Steel Engineering Company, headquartered in the Park Row Building in New York City. Thacher continued his work with this company until his retirement in 1912.

Although the span is short and has been widened, the arch bridge is noteworthy because it is an early example of the type with an uncommon reinforcement system and was constructed by a noted engineer.

PHOTO: 210:12-14 (02/92) REVISED BY (DATE): QUAD: Ramsey

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020033G **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED GLEN GRAY ROAD OVER RAMAPO RIVER **FACILITY** GLEN GRAY ROAD

TOWNSHIP MAHWAH TOWNSHIP

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

 # SPANS 1 **LENGTH** 92 ft **WIDTH** 16.5 ft

CONSTRUCTION DT 1904 **ALTERATION DT** Demolished: 1996 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT DEAN, SCHWIERS & SUTTON **BUILDER** DEAN, SCHWIERS & SUTTON

SETTING / CONTEXT The bridge carries 1-lane of a 2-lane local street over a shallow river set in a wooded area. A 1960s development of single-family homes lines the street to one side of the bridge.

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

CONSULT STATUS Bridge was Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The Pratt thru truss with counters bridge set on ashlar abutments has pinned connections. In 1968 the timber deck was replaced with a steel grid deck supported by channel beams and in 1985 one panel of the lower chord was supplemented with cables but alterations have not compromised the trusses integrity of design. The truss was built by prominent bridge engineers, and is a technologically significant example of a historically important and increasingly rare bridge type.

INFOR MATION

Bibliography:
Bergen County Engineers Office.
Bergen County Office of Cultural and Historic Affairs, Folio 307

Physical Description: The Pratt through truss with counters bridge supported on ashlar abutments with a span of 92' carries a 16' single-lane road. The pin connected truss has eye-bar lower chord and diagonal members, back-to-back channel section with top cover plate top chord and end inclined members, back-to-back channel with batten plates vertical members, and square section counters. The bridge carries the original metal railings. In 1954 the timber deck and wooden curbs were replaced. In 1968 the stringers were replaced, the back walls were rebuilt, a metal grate deck was placed, and the timber curbs were replaced with a metal channel section beam at the deck edge. In 1985 a crack was found in the south truss lower chord member at the west end panel. Cables with turnbuckles were placed as a repair measure, and the cracked lower chord member was removed. No original plans were located for the span, but the Bond between the county and the contractors was located.

Historical and Technological Significance: The Pratt through truss bridge was constructed in 1904 by Dean, Schwiers & Sutton Company of New York, a prominent bridge builder, to replace a span that was destroyed by the flood of 1903. Although the truss lower chord has repairs added at one panel, the remainder of the truss has not been modified. A long and early example of an uncommon bridge type, the span is distinguished.

PHOTO: 208:15-18 (02/92) REVISED BY (DATE): QUAD: Ramsey

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020035A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED LAKE AVENUE OVER GOFFLE BROOK **FACILITY** LAKE AVENUE
TOWNSHIP MIDLAND PARK BOROUGH
TYPE STEEL ARCH **DESIGN** JACK ARCH (BRICK) **MATERIAL** Steel
 # SPANS 1 **LENGTH** 36 ft **WIDTH** 30.3 ft

CONSTRUCTION DT 1897 **ALTERATION DT** 1931, 1997 **SOURCE** PLANS
DESIGNER/PATENT UNKNOWN **BUILDER** F. R. LONG & COMPANY

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream located in a commercial district. A lumber supply yard is adjacent to the bridge.

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

SUMMARY The arch bridge set on stone abutments is composed of steel arch ribs supporting brick jack arches. In 1931 the bridge was widened to each side with concrete encased steel stringers set on concrete abutments. Concrete parapets and sidewalks were also added. The ribbed arch with brick jack arches bridge combines two technologically-significant turn-of-the-century bridge construction techniques, and is the only known highway bridge example of its type in New Jersey.

INFOR MATION

Bibliography:
Bergen County Division of Cultural and Historic Affairs. Folio 100. (Plans).

Physical Description: The single span steel arch bridge with brick jack arches is supported on sandstone ashlar abutments. The original plans indicate that the span consists of 8 inch deep rolled arched I beams with a 4'-6" rise at the crown and a 32'-0" span at the spring line and provided a 20'-0" roadway. The jack arches are a single layer of 4" brick topped with 4" min. plain concrete and span between the arched beams spaced at 4'-1" with 5 lines of 1" tie rods. The specifications required that the brick arch topped with concrete was to be covered with a coating of hot coal tar before placing the macadam to make the arch waterproof. According to county records, the northwest rubble masonry wingwall was rebuilt in 1924. To provide sidewalks, the span was widened to both sides with encased steel stringers on concrete abutments in 1931 as noted on the concrete balustrades. The original decorative metal railing set in blue stone coping 20" wide by 6" thick was removed when the bridge was widened.

Historical and Technological Significance: The 1897 bridge is an unusual design combining two bridge technologies; the brick jack arch and the rolled steel beam arch. The brick jack arch deck was a common design preference in Bergen County between the 1880s and about 1910. The builder, F. R. Long Engineers and Contractors, was a New York City firm that was a prolific bridge contractor in Bergen County, and it incorporated in New Jersey in 1899 moving its major operations to Hackensack. The span is technologically significant because it is an early well-preserved and well-documented example of a unique combination of bridge designs and is the only documented steel beam arch bridge in the county.

PHOTO: 210:19-22 (02/92) REVISED BY (DATE): QUAD: Paterson

A. G. Lichtenstein & Associates, Inc. performed initial survery.
NJDOT updated data 03-01-2001.
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November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020035B **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

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

TOWNSHIP MIDLAND PARK BOROUGH

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

 # SPANS 1 **LENGTH** 38 ft **WIDTH** 30.3 ft

CONSTRUCTION DT 1910ca **ALTERATION DT** 1917 **SOURCE** STYLE/PLANS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream in a mixed commercial and residential area. The Lozier House built prior to the Revolution stands at one corner of the bridge. An 1826 mill is just to the north. The commercial buildings, including a mall, appear to have been built in the 1970s. Although historic buildings are located in this area, it is not a 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 elliptical deck arch bridge is supported on a concrete substructure. Original plans have not been located, but the bridge style appears to date to c.1910. In 1917 cantilevered sidewalks with concrete parapets supported by encased girders on independent concrete columns were added to both sides. The bridge is an example of a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 210:17-18 (02/92) REVISED BY (DATE): QUAD: Paterson

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020035D **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SICOMAC AVENUE OVER GOFFLE BROOK **FACILITY** SICOMAC AVENUE

TOWNSHIP MIDLAND PARK BOROUGH

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

 # SPANS 1 **LENGTH** 34 ft **WIDTH** 30 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS/PLAQUE

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** JOSEPH FABIO

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream in a mid-20th century mixed residential and light industrial area. There is a railroad grade crossing adjacent to the bridge on the approach. The setting is not 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 stringer bridge is supported on concrete abutments. The encasement is spalling and a utility pipe has been attached to one fascia. The bridge has balustrades over the span and parapets over the wingwalls. Conduits remain at each end post where lamp standards were mounted. This is one of over 65 pre-1946 stringer bridges in the county. It is the most common pre-World War II bridge type in the state, and it is not distinguished.

INFOR MATION

PHOTO: 210:15-16 (02/92) REVISED BY (DATE): QUAD: Paterson

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020036C **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MIDDLETOWN ROAD OVER CHERRY BROOK **FACILITY** MIDDLETOWN ROAD

TOWNSHIP MONTVALE BOROUGH

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

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 37 ft

CONSTRUCTION DT 1906 **ALTERATION DT** 1924 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** DOVER BOILER WORKS

SETTING / CONTEXT The bridge carries a 2-lane collector road over a small stream in an undistinguished, wooded, post-World War II residential neighborhood.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The low rise stringer bridge on a concrete substructure has concrete jack arches. Four stringers and concrete jack arch bays were added to the east side of the bridge in 1924 when the roadway was widened and realigned. The original coping stones and railings were reused. The coping stones remain intact, however, the railing has been replaced with beam guide rail. A short span of a not uncommon type, the bridge is not historically or technologically noteworthy.

INFOR MATION

PHOTO: 211:9-10 (02/92) REVISED BY (DATE): QUAD: Park Ridge

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020038C **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MADISON AVENUE OVER HACKENSACK RIVER **FACILITY** MADISON AVENUE

TOWNSHIP NEW MILFORD BOROUGH

TYPE MULTI GIRDER **DESIGN** **MATERIAL** Steel

 # SPANS 1 **LENGTH** 47 ft **WIDTH** 24 ft

CONSTRUCTION DT 1902 **ALTERATION DT** Demolished **SOURCE** PLANS/PLAQUE

DESIGNER/PATENT E. VAN BUSKIRK **BUILDER** F. R. LONG & COMPANY

SETTING / CONTEXT The bridge carries a 2-lane road with sidewalks and 2 large water mains dated 1915 and 1918 over the Hackensack River. The bridge is adjacent the New Milford Pumping Station (1882-1906), the Hackensack Water Company's historic plant with surviving 1911 engines. The bridge serves to connect the pump station with the area to the south which once was the location of workers' homes. The pump station is on an island that has been surveyed as a potential historic district.

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

CONSULT STATUS Bridge was Not Individually Eligible. Hackensack Water Company New Milford Plant Historic District, Eligible. Contributed.

CONSULT DOCUMENTS SHPO Finding 11/29/90, Letter 03/12/01.

SUMMARY The multi girder bridge is supported on concrete abutments and has decorative metal railings. Plans indicate that in 1902 the bridge was built as a thru girder with floor beams and concrete jack arches, but that sometime prior to 1948 the thru girders were replaced with multi deck girders with floor beams and concrete deck. Despite alterations the bridge retains its historic character and has been identified as a contributing structure to the potential historic district.

INFOR MATION

PHOTO: 206:24-26 (02/92 JPH (5/96)) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020038G **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED RIVER ROAD OVER HIRSCHFELD BROOK **FACILITY** RIVER ROAD

TOWNSHIP NEW MILFORD BOROUGH

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

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

CONSTRUCTION DT 1906 **ALTERATION DT** 1930s **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane local road and sidewalks over a small stream in a suburban neighborhood. The residences are predominantly single-family houses built in the 1960s. At one corner of the bridge stands a condominium complex built in the 1980s.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The steel stringer bridge with brick jack arches is supported on stone abutments. The bridge was widened to both sides with steel stringers with a concrete slab on concrete abutment extensions. The widening most likely took place in the 1930s as evidenced by the style of the concrete balustrades/parapets. A utility pipe added to the underside of the bridge damaged the brick jack arch. An altered example of a bridge type that is well represented in the county, the bridge is not distinguished.

INFOR MATION

PHOTO: 206:12-14 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020040A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LIVINGSTON STREET OVER SPARKILL CREEK **FACILITY** LIVINGSTON STREET

TOWNSHIP NORTHVALE BOROUGH

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

 # SPANS 1 **LENGTH** 29 ft **WIDTH** 40.3 ft

CONSTRUCTION DT 1932 **ALTERATION DT** **SOURCE** PLANS/PLAQUE

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** TAVENIERE & JOHNSON

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream surrounded by commercial establishments built predominantly in the 1950s. The bridge is located just south of the New York State border and carries traffic on Livingston St. in NJ on to NY 303. Access to Livingston Street on the NY side is blocked by beam guide rail.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The slab bridge is supported on stone abutments from a previous span with concrete abutment extensions. The 1932 slab bridge reinforced with tied stringers replaced a 1906 stringer with brick jack arch bridge. The span is a short example of a common bridge type, and is neither technologically nor historically distinguished.

INFOR MATION

PHOTO: 211:19-20 (02/92) REVISED BY (DATE): QUAD: Nyack

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020042A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED DOTY ROAD OVER RAMAPO RIVER **FACILITY** DOTY ROAD
TOWNSHIP OAKLAND BOROUGH
TYPE PONY TRUSS **DESIGN** PRATT **MATERIAL** Wrought Iron
 # SPANS 1 **LENGTH** 80 ft **WIDTH** 11.3 ft

CONSTRUCTION DT 1891 **ALTERATION DT** 1984 **SOURCE** PLAQUE/COMPANY REC.
DESIGNER/PATENT PHOENIX BRIDGE COMPANY **BUILDER** DEAN & WESTBROOK, NY

SETTING / CONTEXT The bridge carries 2-way traffic on a single lane over a major river between an abandoned picnic grove and a post-World War II residential neighborhood.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS SHPO Finding 12/07/89, Letter 6/30/95.

SUMMARY The 5-panel wrought-iron Pratt pony truss bridge has Phoenix column upper chord sections and is supported on stone abutments refaced with concrete. A Bailey bridge, placed in 1984, spans over the bridge to carry traffic, but is not an irreversible alteration. The bridge is 1 of fewer than 6 known surviving Phoenix column trusses in NJ built by Dean and Westbrook, highway bridge agents for the Phoenix Bridge Co. It is a technologically significant example of late-19th century construction.

INFOR MATION

PHOTO: 208:19-21,209:1 (02/92) REVISED BY (DATE): QUAD: Wanaque

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020044A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ORADELL AVENUE OVER HACKENSACK RIVER **FACILITY** ORADELL AVENUE

TOWNSHIP ORADELL BOROUGH

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

 # SPANS 1 **LENGTH** 101 ft **WIDTH** 28.8 ft

CONSTRUCTION DT 1904 **ALTERATION DT** 1970 **SOURCE** PLAQUE

DESIGNER/PATENT P.E. VAN BUSKIRK **BUILDER** F. R. LONG & CO.

SETTING / CONTEXT The bridge carries a 2-lane collector road with sidewalks over a major river on Hackensack Water Company property. The bridge separates an early 1900s residential area from the commercial town center. The Oradell railroad station is located at the town side of the bridge. The bridge is not located in a 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 thru girder with floorbeams bridge supported on stone abutments has welded repairs to the girder stiffeners. The floorbeams, stringers, deck sidewalks and sidewalk railings were replaced in 1970. The bridge was built by a locally prominent contractor whose work is well represented in the county. The span has been altered and has lost its integrity, it is not historically or technologically distinguished.

INFOR MATION

PHOTO: 206:22-23 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020044B **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ELM STREET OVER HACKENSACK RIVER **FACILITY** ELM STREET

TOWNSHIP ORADELL BOROUGH

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

 # SPANS 1 **LENGTH** 76 ft **WIDTH** 21.2 ft

CONSTRUCTION DT 1892 **ALTERATION DT** 1964, 1983 **SOURCE** PLAQUE

DESIGNER/PATENT PHOENIX BRIDGE COMPANY **BUILDER** J. W. STAGG

SETTING / CONTEXT The bridge carries a 2-lane collector road and a sidewalk over the Hackensack River. The bridge is within the boundaries of a potential historic district identified by a SHPO finding. The district draws its significance from the well-preserved New Milford Pumping Station (1882-1906) located on an island south of the bridge which serves to connect the island with a 1960s residential area to the north. The bridge is listed as a potential contributing structure to the district.

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

CONSULT STATUS Individually Eligible. Agreed Potential Historic District. Contributing.

CONSULT DOCUMENTS SHPO Finding 11/29/90, Letter 6/30/95.

SUMMARY The pin-connected wrought-iron Pratt pony truss bridge has upper chord and inclined end posts composed of patented Phoenix columns with cast-iron finials. In 1983 the trusses were relieved of live load by the addition of girders, but truss integrity was preserved. The bridge, already rated as contributing to a potential historic district, is individually eligible as a significant example of a late-19th century truss type. It is 1 of only 4 known Phoenix Column pony trusses in New Jersey.

INFOR MATION

Bibliography:
Bergen County Engineers Office. Bridge Card 25-5.
Bergen County Division of Cultural and Historic Affairs. Bergen County Historic Sites Survey, Town of Ho-ho-Kus, 1980-1981.
"The Rise And Fall of the Phoenix Column" by Alan Burnham, A.I.A, Architectural Record, April 1959.

Physical Description: The 76' long pin-connected Pratt pony truss bridge supported on ashlar abutments is composed of wrought iron Phoenix Column section upper chord and end inclined members. The lower chords and diagonals are pairs of eye-bars, and verticals are 2 pairs of angles separated by lacing. The 1892 trusses have finials on the top chords at each end. The original pipe railings are no longer in place, but the rail castings connected to the trusses are intact. In 1964 the stringers were replaced and topped with a metal deck. A cantilevered concrete sidewalk bordered by a chain-link-fence was added at the upstream side. In 1983 the trusses were relieved of live load by placing a girder bolted to the floor beams along the fascia-side of each truss. The trusses do not appear to have been significantly altered. The original plans for the bridge were not located, however, plans for the 1964 and 1983 alterations are available at the County Engineers Office.

Historical and Technological Significance: The Pratt pony truss bridge built in 1892 is technologically significant because it is a well-preserved example of a span built with patented Phoenix sections or columns. It is the more complete of 2 known Phoenix Column wrought iron truss spans in Bergen County. The Phoenix Column section was invented in 1862 by Samuel J. Reeves, the son of the founder of the Phoenix Iron Company of Phoenixville, Pennsylvania. It was an improvement over the widely used cast iron castings used as compression members in early metal truss bridges. Composed of four wrought channel-like sections joined at the flange by rivets, the Phoenix section proved as instrumental in the proliferation of metal truss bridges in the 1870s as any design detail of its day. By the early 1890s it was surpassed by the built-up box member of wrought iron or steel. The span is significant because it is a well-preserved example of this important although short-lived transitional technology.

PHOTO: 206:15-21 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020046A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LINWOOD AVENUE OVER SADDLE RIVER **FACILITY** LINWOOD AVENUE

TOWNSHIP PARAMUS BOROUGH

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

 # SPANS 2 **LENGTH** 73 ft **WIDTH** 30 ft

CONSTRUCTION DT 1945 **ALTERATION DT** 1974 **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a shallow river in a residential area. The homes date mostly to the 1960s although an early 1900s house on a wooded lot stands at one approach.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1945 2-span stringer bridge with concrete balustrades has encased fascia stringers to give the appearance of arched spans. In 1974 new unencased rolled steel stringers were placed between existing encased stringers and the deck reconstructed. An altered example of a common bridge type, the span is one of over 65 stringer bridges in the county. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 210:23-24 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020046B **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CENTURY ROAD OVER SPROUT BROOK **FACILITY** CENTURY ROAD

TOWNSHIP PARAMUS BOROUGH

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

 # SPANS 1 **LENGTH** 39 ft **WIDTH** 36.7 ft

CONSTRUCTION DT 1944 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a busy 2-lane collector road with shoulders over a small stream. The Garden State Parkway passes over the road just east of the bridge and NJ 17 lies just beyond the Parkway. Office buildings constructed in the 1970s and 1980s line the approach roadway to the other side of the bridge. A NJ Department of Motor Vehicles Inspection Station is set at one corner of the bridge. The setting is not 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 1944 stringer bridge set on concrete abutments has utility conduits supported along both fascias. The balustrades are a standard design for bridges built in the county in the 1920s to 1940s. A short span of a common bridge type, the bridge is neither technologically nor historically distinguished.

INFOR MATION

PHOTO: 215:33-34 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020048A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LAKE STREET OVER RAMSEY BROOK **FACILITY** LAKE STREET

TOWNSHIP RAMSEY BOROUGH

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

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 38.5 ft

CONSTRUCTION DT 1900ca **ALTERATION DT** 1967 **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road over a small stream in a post-World War II residential area bounded by NJ 17 just east of the bridge. The setting is not 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 stringer and brick jack arch bridge is supported on stone abutments. In 1967 deteriorated bays at both sides were replaced with reinforced concrete deck and T beams. The original decorative metal railing has been replaced with modern 3-high railing. The altered short-span bridge is 1 of over 6 pre-1910 stringer and brick jack arch bridges in Bergen County, and better preserved examples exist to represent the once common turn-of-the-century bridge type (020058C).

INFOR MATION

PHOTO: 210:10-11 (02/92) REVISED BY (DATE): QUAD: Ramsey

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

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

November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020051A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EAST RIDGEWOOD AVENUE OVER HO-HO-KUS BROOK **FACILITY** EAST RIDGEWOOD AVENUE

TOWNSHIP RIDGEWOOD VILLAGE

TYPE STEEL ARCH **DESIGN** ELLIPTICAL **MATERIAL** Steel

 # SPANS 1 **LENGTH** 66 ft **WIDTH** 30 ft

CONSTRUCTION DT 1904ca **ALTERATION DT** **SOURCE** STYLE COMPARISON

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane main street and sidewalks over a small stream just outside the town center and adjacent to Ridgewood High School (c.1916-1919).

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The steel arch bridge has concrete intrados, brick spandrel walls, stone voussoirs, and decorative metal railings with brick posts along most of its length. Although no plans were located, deterioration of the intrados exposes steel ribs of a Melan arch, and the bridge is identical in style and design to 020028D which dates to 1904. The steel-ribbed arch bridge is a well-preserved and richly-detailed example of a rare technologically and historically significant bridge type. The bridge is individually eligible for listing in the National Register of Historic Places under Criterion C.

INFORMATION

Bibliography:
Bergen County Engineers Office.
Bergen County Office of Cultural and Historic Affairs.

Physical Description: The elliptical reinforced concrete deck arch bridge spans 58.4 feet at the spring line with a 9 foot rise, and carries a 30 foot road with 2 sidewalks. The spandrel walls are faced with buff brick and the voussoirs are of cut stone. Decorative metal railings are carried by the bridge and they span between pylons faced with buff brick to match the spandrel walls. Metal 3-rail pipe railings are carried on the approaches. About 30 feet of railing on the south side of the span is missing and was replaced with guide rail. Portions of the brick spandrel walls have been repaired. Spalls at the underside expose the bottom flanges of the melan type reinforcing system. No plans for the span were located.

Historical and Technological Significance: The elliptical deck arch bridge has unusual detailing that is not commonly found in New Jersey. The spandrel walls are of buff brick and the voussoirs are of cut stone. The railing pylons are of buff brick designed to match the spandrels. Two other extant deck arch spans in the county were constructed with similar detailing, 020028D and 020033D. They were built within the first 4 years of this century, dating this span to that period. These other spans have been widened and do not retain their design integrity. The melan arch bridge was first introduced in this country in the late 1800s, and the bridge is one of the earliest examples of the type in the county. The span is significant because it has uncommon detailing, and it is an early, long and well-preserved example of the melan concrete deck arch bridge.

PHOTO: 206:1-4, 220:27 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020051B **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MEADOWBROOK AVENUE OVER HO-HO-KUS BROOK **FACILITY** MEADOWBROOK AVENUE

TOWNSHIP RIDGEWOOD VILLAGE

TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Reinforced Concrete

 # SPANS 1 **LENGTH** 44 ft **WIDTH** 30 ft

CONSTRUCTION DT 1922 **ALTERATION DT** 1974 **SOURCE** PLANS

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** DANSEN CONSTRUCTION CO.

SETTING / CONTEXT The bridge carries a 2-lane local road and sidewalks over a small stream in a post-World War II neighborhood. The setting is not 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 encased stringer bridge supported on concrete abutments has deeply haunched encasement at the fascia stringers creating the appearance of an arch span. In 1974 the deck was replaced, and four steel stringers were added between the interior stringers to strengthen the span. The concrete balustrades are a standard design. One of over 65 pre-World War II stringer bridges, it has been altered and is neither technologically nor historically distinguished.

INFOR MATION

PHOTO: 206:43-44 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020051D **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EAST GLEN AVENUE OVER HO-HO-KUS BROOK **FACILITY** EAST GLEN AVENUE

TOWNSHIP RIDGEWOOD VILLAGE

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

 # SPANS 1 **LENGTH** 47 ft **WIDTH** 34.7 ft

CONSTRUCTION DT 1930 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream in a predominantly residential area. A Bergen County Historical Society Marker located near the bridge indicates that Glen Avenues an historic route that has at one time was an Indian trail, important colonial road, and turnpike. Former names of the route include Franklin Turnpike, Harrison Avenue, and Libby Lane.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The stringer bridge with plain concrete parapets is supported on a concrete substructure that is flared to accommodate the nearby intersection. The 1930 bridge post-dates the colonial times that distinguish the historic Glen Avenue route. It is one of over 65 pre-1946 stringer bridges in Bergen County, and is not technologically noteworthy.

INFOR MATION

PHOTO: 205:25-27 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020053C **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED RIVER VALE ROAD OVER HOLDRUM BROOK **FACILITY** RIVER VALE ROAD

TOWNSHIP RIVER VALE TOWNSHIP

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

 # SPANS 1 **LENGTH** 26 ft **WIDTH** 32 ft

CONSTRUCTION DT 1900ca **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road over a small stream in a wooded area of a suburban community. The area immediately around the bridge has not been developed.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 11/29/90

SUMMARY The steel stringer and brick jack arch bridge is supported on ashlar abutments. The original railings have been replaced with beam guide rails and one bay of the jack arch has been replaced with a steel plate that rests on the stringer bottom flanges. The altered bridge is 1 of more than 6 turn-of-the-century stringer and brick jack arch bridges in Bergen County. A better representative example of the bridge type is Upper Cross Road over Saddle River (020058C).

INFOR MATION

PHOTO: 211:11-13 (02/92) REVISED BY (DATE): QUAD: Park Ridge

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020053D **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WESTWOOD AVENUE OVER PASCACK BROOK **FACILITY** WESTWOOD AVENUE

TOWNSHIP WESTWOOD BOROUGH

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

 # SPANS 1 **LENGTH** 67 ft **WIDTH** 24 ft

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

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** DANSEN CONSTRUCTION CO.

SETTING / CONTEXT The bridge carries a 2-lane collector road and one sidewalk over a wide shallow stream in an undistinguished mid-20th century wooded residential neighborhood of detached 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 thru girder with floor beams bridge is supported on a concrete substructure with portions of ashlar masonry from an earlier span. The cantilevered sidewalk is enclosed with modern beam guide rails. One of over 23 thru girder spans in the county, the bridge is a representative example of a common pre-World War II type, and it is not historically or technologically distinguished.

INFOR MATION

PHOTO: 211:1-2 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020054B **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PASSAIC STREET OVER SPROUT BROOK **FACILITY** PASSAIC STREET

TOWNSHIP ROCHELLE PARK TOWNSHIP

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

 # SPANS 1 **LENGTH** 34 ft **WIDTH** 36 ft

CONSTRUCTION DT 1940 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a busy 2-lane collector road and sidewalks over a small stream in a post-World War II commercial district. Several office buildings in the area were constructed in the 1980s. The setting is not 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 1940 stringer bridge is supported on concrete abutments. The balustrades are a standard design for bridges built in the county in the 1920s to 1940s. One of over 65 pre-World War II stringer bridges extant in the county, it is neither technologically nor historically distinguished.

INFOR MATION

PHOTO: 215:5-6 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020055A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PARIS AVENUE OVER SPARKILL BROOK **FACILITY** PARIS AVENUE

TOWNSHIP ROCKLEIGH BOROUGH

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

 # SPANS 1 **LENGTH** 25 ft **WIDTH** 27.3 ft

CONSTRUCTION DT 1942 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a two lane collector road over a small stream and is surrounded by a golf course and country club.

1995 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 steel stringer bridge is supported on concrete abutments. The original railings have been replaced with beam guide rails. The bridge is an example of a common pre-World War II bridge type and is neither historically nor technologically distinguished.

INFOR MATION

PHOTO: 211:17-18 (02/92) REVISED BY (DATE): QUAD: Nyack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020058A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LOWER CROSS ROAD OVER SADDLE RIVER **FACILITY** LOWER CROSS ROAD

TOWNSHIP SADDLE RIVER BOROUGH

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

 # SPANS 1 **LENGTH** 55 ft **WIDTH** 31.1 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane residential street and sidewalks over a shallow stream in a neighborhood of large homes dating from 1900s to the present. The setting is not distinguished. The bridge is dedicated as the John Donohue Memorial Bridge after a local Vietnam War veteran.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The encased stringer bridge supported on concrete abutments has balustrades of standard design for bridges built in the county from the 1920s to the 1940s. This is one of over 65 pre-World War II stringer bridges in the county and it is neither technologically nor historically significant.

INFOR MATION

PHOTO: 210:43-44 (02/92) REVISED BY (DATE): QUAD: Park Ridge

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

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November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020058C **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED UPPER CROSS ROAD OVER SADDLE RIVER **FACILITY** UPPER CROSS ROAD
TOWNSHIP SADDLE RIVER BOROUGH
TYPE STRINGER **DESIGN** JACK ARCH (BRICK) **MATERIAL** Steel
 # SPANS 1 **LENGTH** 36 ft **WIDTH** 21 ft

CONSTRUCTION DT 1900ca **ALTERATION DT** Demolished: 1998 **SOURCE** STYLE
DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road over a minor watercourse in a residential area developed in the 1960s.

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

SUMMARY The stringer and brick jack arch bridge supported on ashlar abutments has concrete repairs to one abutment. The original repaired railing is in place on one side of the bridge, and a beam guide rail flanks the other side. One of the few extant brick jack arch spans in the county that has no major alterations, it is historically and technologically significant as a well-preserved example of a common turn-of-the-century county bridge type.

INFOR MATION

Bibliography:
Bergen County Engineers Office. Bridge Card 59-10.
Bergen County Division of Cultural and Historic Affairs.

Physical Description: The single span stringer and brick jack arch bridge is supported on ashlar abutments. The bridge spans 36' and measures 21' out-to-out. The original decorative metal railing is at one side of the bridge only. Beam guide rail was placed at the other side. The north side of the west abutment was repaired with concrete. The remainder of the span appears unaltered. No plans were located.

Historical and Technological Significance: The stringer and brick jack arch bridge is an example of a bridge type that was commonly built in Bergen County from the early 1890s to around 1910. After 1910, concrete jack arch and then reinforced concrete slab replaced brick jack arch as the preferred deck type for new bridge construction. Although the span is not well-documented, early maps of the area indicate a span crossed this location in 1902, and the bridge card at the county engineers office indicates the span was in good condition in 1916. The span is a significant example of its type in the county because it is the longest stringer and brick jack arch span in the county, and it is the only example that does not have alterations to the brick jack arch superstructure.

PHOTO: 210:3-5 (02/92) REVISED BY (DATE): QUAD: Park Ridge

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020063C **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OLD STONE CHURCH ROAD OVER WEST BR SADDLE RIVER **FACILITY** OLD STONE CHURCH ROAD

TOWNSHIP UPPER SADDLE RIVER BOROUGH

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

 # SPANS 1 **LENGTH** 22 ft **WIDTH** 17 ft

CONSTRUCTION DT 1920 **ALTERATION DT** 1981 **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road over a small stream in a residential area. The area was developed over many years with homes built from the early 1900s through the 1960s. The setting is not 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 slab bridge supported on stone abutments covered with mortar has a steel stringer at each fascia. In 1981 the original stringer superstructure was replaced but the fascia stringers remained in place. Concrete toe walls were placed in front of each abutment. Original railings have been replaced with beam guide rails. Because the bridge has been recently and significantly altered, it is neither historically nor technologically distinguished.

INFOR MATION

PHOTO: 210:8-9 (02/92) REVISED BY (DATE): QUAD: Park Ridge

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020063E **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WEST SADDLE RIVER ROAD OVER PLEASANT BROOK **FACILITY** WEST SADDLE RIVER ROAD

TOWNSHIP UPPER SADDLE RIVER BOROUGH

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

 # SPANS 1 **LENGTH** 23 ft **WIDTH** 30 ft

CONSTRUCTION DT 1945 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road over a small stream in a post-World War II neighborhood. A church stands to one side of the bridge. The setting is not 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 1945 slab bridge supported on concrete substructure has concrete balustrades of standard design. A utility pipe was added along one fascia. A short span of a common bridge type, the bridge is neither technologically noteworthy or historically distinguished.

INFOR MATION

PHOTO: 210:1-2 (02/92) REVISED BY (DATE): QUAD: Park Ridge

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020064A **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WYCKOFF AVENUE (CR 502) OVER HO-HO-KUS BROOK **FACILITY** WYCKOFF AVENUE (CR 502)

TOWNSHIP WALDWICK BOROUGH

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

 # SPANS 2 **LENGTH** 73 ft **WIDTH** 30 ft

CONSTRUCTION DT 1945 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a shallow stream in a residential area. The neighborhood consists of predominantly post-World War II single-family homes. The setting is not 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 2-span encased stringer bridge supported on concrete substructure has haunched fascia beams giving the appearance of lightly arched spans. One of over 65 stringer bridges in the county, the span is an example of a common bridge type and is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 205:6-7 (02/92) REVISED BY (DATE): QUAD: Ramsey

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020064C **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PROSPECT STREET OVER HO-HO-KUS BROOK **FACILITY** PROSPECT STREET

TOWNSHIP WALDWICK BOROUGH

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

 # SPANS 1 **LENGTH** 37 ft **WIDTH** 30.3 ft

CONSTRUCTION DT 1928 **ALTERATION DT** 1991 **SOURCE** PLANS

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road over a shallow stream. The surrounding area is mixed residential and commercial. Residences are predominantly single-family homes built between 1920 and 1950. An apartment complex next to the bridge was built around 1980. The setting is not 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 1928 encased steel stringer bridge with concrete balustrades and substructure no longer carries traffic loads. In 1991 a steel panel bridge was placed over the steel stringer bridge due to structural deficiencies. One of over 65 pre-World War II stringers in Bergen County, the bridge is a common design and is neither historically nor technologically distinguished.

INFOR MATION

PHOTO: 205:8-10 (02/92) REVISED BY (DATE): QUAD: Ramsey

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020067C **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LAFAYETTE AVENUE OVER MUSQUAPSINK BROOK **FACILITY** LAFAYETTE AVENUE

TOWNSHIP WASHINGTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 22 ft **WIDTH** 20 ft

CONSTRUCTION DT 1910ca **ALTERATION DT** 1955ca **SOURCE** STYLE

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane residential street over a small stream in a neighborhood of single-family detached houses built between 1920 and 1950. A ball field is set at one corner of the bridge.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY According to county records, the steel stringer bridge was built c.1910 and underwent major repairs c.1955 when the deck was removed, the stringers encased in concrete, and new concrete parapets with metal railings added. The bridge is an altered example of a common bridge type and is not technologically innovative or historically distinguished.

INFOR MATION

PHOTO: 210:25-26 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 020067E **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED THIRD AVENUE OVER MUSQUAPSINK BROOK **FACILITY** THIRD AVENUE

TOWNSHIP WESTWOOD BOROUGH

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

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

CONSTRUCTION DT 1936 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT R. MCCLAVE, COUNTY ENGINEER **BUILDER** WPA CREW

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a small stream in a residential area. The local neighborhood includes a ball field, a park and a school. The residences are post-World War II single-family 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 encased stringer bridge supported on concrete abutments has haunched encasement at the fascia stringers. The balustrades are a standard design. The Depression-Era bridge, like many others in the state, was built by Works Progress Administration relief crews and funds. The stringer bridge is a representative example of a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 210:27, 219:35 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0201150 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 60.74

NAME & FEATURE INTERSECTED US 1&9 OVER NEW YORK, SUSQUEHANNA & WESTERN RR **FACILITY** US 1&9

TOWNSHIP FAIRVIEW BOROUGH

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

 # SPANS 3 **LENGTH** 100 ft **WIDTH** 50 ft

CONSTRUCTION DT 1942 **ALTERATION DT** **SOURCE** NJDOT

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

SETTING / CONTEXT The bridge carries a 4-lane barrier-divided highway over an abandoned railroad adjacent to the Fairview Cemetery in a post-World War II industrial area. The railroad right-of-way was originally developed in the 1880s by the New York, Susquehanna and Western Railroad, a division of the Erie Railroad.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span encased steel stringer bridge is supported on concrete substructure and has concrete parapets. It was built in 1942 as a grade elimination project by the NJ State Highway Department. It is a common overpass bridge type and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 217:39-41 (02/92) REVISED BY (DATE): QUAD: Weehawken

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0202150 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 63.19

NAME & FEATURE INTERSECTED US 1, 9 & 46 OVER EAST HOMESTEAD AVENUE **FACILITY** US 1, 9 & 46

TOWNSHIP PALISADES PARK BOROUGH

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

 # SPANS 1 **LENGTH** 54 ft **WIDTH** 60 ft

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

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

SETTING / CONTEXT The bridge carries a 5-lane barrier-divided highway over a one-way street in a post-1946 residential neighborhood. The route, originally designated NJ 1,4, and 6, was built in 1930-31 in conjunction with the construction of the George Washington Bridge approach. The highway does not constitute a historic corridor because it has lost its integrity of setting with numerous modern intrusions, and has no technologically innovative features.

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

CONSULT STATUS Not Individually Eligible. Rt 46 Historic District. Eligible. Contributing.

CONSULT DOCUMENTS SHPO Finding 11/22/91, Letter 6/30/95, Opinion 02/21/97.

SUMMARY The 1-span encased steel stringer bridge has scored concrete abutments, concrete balustrades, and paneled fascia. The obelisk concrete light posts are a standard feature of overpass bridges on US 1/9/46 (0202150-56). The NJ State Hwy. Dept. often chose one architectonic style for each highway route, and the overpass is a typical and unexceptional solution to traffic in a congested area. The steel stringer bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 217:3-4 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0202151 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 63.3

NAME & FEATURE INTERSECTED US 1, 9 & 46 OVER EAST BRINCKERHOFF AVENUE **FACILITY** US 1, 9 & 46

TOWNSHIP PALISADES PARK BOROUGH

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

 # SPANS 1 **LENGTH** 83 ft **WIDTH** 60 ft

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

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

SETTING / CONTEXT The 5-lane bridge with modern median barrier spans a 2-lane city street in a residential area (c.1920-70). The highway route, originally designated NJ 1, 4, and 6, was built in 1930-31 in conjunction with the construction of the George Washington Bridge approach. The highway does not constitute a historic corridor because has lost its integrity of setting with numerous modern intrusions, and has no technologically innovative features.

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

CONSULT STATUS Not Individually Eligible. Rt 46 Historic District. Eligible. Contributing.

CONSULT DOCUMENTS SHPO Finding 11/22/91, Letter 6/30/95, Opinion 02/21/97.

SUMMARY The 1-span encased thru girder with floorbeams bridge has scored concrete abutments and cantilevered sidewalks with metal railings. Obelisk concrete light posts, which remain only on the east side, are a standard feature of US 1/9/46 bridges (0202150-6). The NJ State Hwy. Dept. often chose one architectonic style for each highway route, and the overpass is a typical and unexceptional solution to traffic in a congested area. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 217:5-6 (02/92) REVISED BY (DATE): QUAD: Central Park

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

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November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0202152 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 63.4

NAME & FEATURE INTERSECTED US 1, 9 & 46 OVER CENTRAL BOULEVARD **FACILITY** US 1, 9 & 46

TOWNSHIP PALISADES PARK BOROUGH

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

 # SPANS 1 **LENGTH** 83 ft **WIDTH** 60 ft

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

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

SETTING / CONTEXT The 5-lane bridge with modern median barriers spans a 2-lane city street in a residential city neighborhood (c.1950-70). The highway, originally designated NJ 1, 4, and 6, was built in 1930-31 in conjunction with the construction of the George Washington Bridge approach. The highway does not constitute a historic corridor because it has lost its integrity of setting with numerous modern intrusions, and has no technologically innovative features.

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

CONSULT STATUS Not Individually Eligible. Rt 46 Historic District. Eligible. Contributing.

CONSULT DOCUMENTS SHPO Finding 11/22/91, Letter 6/30/95, Opinion 02/21/97.

SUMMARY The 1-span thru girder with floorbeams bridge has scored concrete abutments and cantilevered sidewalks with metal railings. The obelisk lamp posts, which remain at 3 corners, are a standard feature of US 1/9/46 bridges (0202150-6). The NJ State Hwy. Dept. often chose one architectonic style for each highway route, and the overpass is a typical and unexceptional solution to traffic in a congested area. The girder bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 217:7-8 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0202153 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 63.55

NAME & FEATURE INTERSECTED US 1, 9 & 46 OVER EAST PALISADES AVENUE **FACILITY** US 1, 9 & 46

TOWNSHIP PALISADES PARK BOROUGH

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

 # SPANS 1 **LENGTH** 83 ft **WIDTH** 60 ft

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

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

SETTING / CONTEXT The 5-lane bridge with modern median barriers spans a 2-lane city street in a residential neighborhood (c.1920-70). The route, originally designated NJ 1, 4, and 6, was built in 1930-31 in conjunction with the construction of the George Washington Bridge approach. The highway does not constitute a historic corridor because it has lost its integrity of setting due to numerous modern intrusions, and has no technologically innovative features.

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

CONSULT STATUS Not Individually Eligible. Rt 46 Historic District. Eligible. Contributing.

CONSULT DOCUMENTS SHPO Finding 11/22/91, Letter 6/30/95, Opinion 02/21/97.

SUMMARY The 1-span thru girder with floorbeams bridge has scored concrete abutments and cantilevered sidewalks with metal railings. The obelisk concrete light posts are a standard feature of US 1/9/46 bridges (0202150-6). The NJ State Highway Department often chose one architectonic style for each highway route, and the overpass is a typical and unexceptional solution to traffic in a congested area. The thru girder is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 217:9-10 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0202154 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 63.73

NAME & FEATURE INTERSECTED US 1, 9 & 46 OVER EAST EDSALL BOULEVARD **FACILITY** US 1, 9 & 46

TOWNSHIP PALISADES PARK BOROUGH

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

 # SPANS 1 **LENGTH** 81 ft **WIDTH** 60 ft

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

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

SETTING / CONTEXT The 5-lane bridge with modern median barriers spans a 2-lane city street in a residential neighborhood (c.1950-70). The highway, originally designated NJ 1, 4, and 6, was built in 1930-31 in conjunction with the construction of the George Washington Bridge approaches. The route does not constitute a historic corridor because it has lost its integrity of setting due to numerous modern intrusions, and has no technologically innovative features.

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

CONSULT STATUS Not Individually Eligible. Rt 46 Historic District. Eligible. Contributing.

CONSULT DOCUMENTS SHPO Finding 11/22/91, Letter 6/30/95, Opinion 02/21/97.

SUMMARY The 1-span encased thru girder with floorbeams bridge has scored concrete abutments and cantilevered sidewalks with metal railings. The obelisk concrete light posts are a standard feature of US 1/9/46 bridges (0202150-6). The NJ State Hwy. Dept. often chose one architectonic style for each highway route, and the overpass is a typical and unexceptional solution to traffic in a congested area. The thru girder bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 217:11-12 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0202155 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 63.75

NAME & FEATURE INTERSECTED US 1, 9 & 46 OVER OAKDENE AVENUE **FACILITY** US 1, 9 & 46

TOWNSHIP PALISADES PARK BOROUGH

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

 # SPANS 1 **LENGTH** 54 ft **WIDTH** 60 ft

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

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

SETTING / CONTEXT The 5-lane bridge with modern median barriers spans a 2-lane city street adjacent a residential area and small commercial district (c.1950-90). The highway, originally designated NJ 1, 4, & 6, was built in 1930-31 in conjunction with the construction of the George Washington Bridge approach. The highway does not constitute a historic corridor because it has lost its integrity of setting, and has no technologically innovative features.

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

CONSULT STATUS Not Individually Eligible. Rt 46 Historic District. Eligible. Contributing.

CONSULT DOCUMENTS SHPO Finding 11/22/91, Letter 6/30/95, Opinion 02/21/97.

SUMMARY The 1-span bridge has concrete balustrades, paneled fascia, and scored concrete abutments. Obelisk concrete lamp posts, which remain at 3 corners, are a standard feature of US 1/9/46 bridges (0202150-6). The NJ State Highway Department often chose one architectonic style for each highway route, and the overpass is a typical and unexceptional solution to traffic in a congested area. The steel stringer bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 217:13-14 (02/92) REVISED BY (DATE): QUAD: Central Park

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0202156 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 63.97

NAME & FEATURE INTERSECTED US 1, 9 & 46 OVER NJ 63 SOUTHBOUND **FACILITY** US 1, 9 & 46

TOWNSHIP FORT LEE BOROUGH

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

 # SPANS 1 **LENGTH** 60 ft **WIDTH** 58.1 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** NJDOT

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

SETTING / CONTEXT The 4-lane barrier-divided bridge spans the 2 southbound lanes of NJ 63 in a post-1946 commercial strip area. The highway, originally designated NJ 1, 4 & 6, was built in 1930-31 in conjunction with the construction of the George Washington Bridge approaches. The highway does not constitute a historical corridor because it has lost its integrity of setting with numerous modern intrusions and has few technologically innovative features.

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

CONSULT STATUS Not Individually Eligible. Rt 46 Historic District. Eligible. Contributing.

CONSULT DOCUMENTS SHPO Finding 11/22/91, Letter 6/30/95, Opinion 02/21/97.

SUMMARY The 1-span encased steel stringer bridge has concrete balustrades, paneled fascia and paneled pilasters along the concrete abutment faces. Obelisk concrete light posts are a standard feature of US 1/9/46 bridges (0202150-6). The NJ State Hwy. Dept. often chose one architectonic style for each highway route, and the overpass is a typical and unexceptional solution to traffic in a congested area. The 1931 steel stringer is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 217:15-16 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0202158 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 64.51

NAME & FEATURE INTERSECTED US 1, 9 & 46 OVER MAIN STREET (CR 12) **FACILITY** US 1, 9 & 46

TOWNSHIP FORT LEE BOROUGH

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

 # SPANS 1 **LENGTH** 63 ft **WIDTH** 58 ft

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

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

SETTING / CONTEXT The 4-lane barrier divided bridge spans a 2-lane road in a mixed-use commercial/residential area (c.1900-1960). The highway, originally designated NJ 1, 4 & 6, was built in 1930-31 in conjunction with the construction of the George Washington Bridge approach. The highway does not constitute a historic corridor because it has lost its integrity of setting with numerous modern intrusions and has no technologically innovative features.

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

CONSULT STATUS Not Individually Eligible. Rt 46 Historic District. Eligible. Contributing.

CONSULT DOCUMENTS SHPO Finding 11/22/91, Letter 6/30/95, Opinion 02/21/97.

SUMMARY The 1-span encased steel stringer bridge has concrete balustrades and concrete abutments with scoring and paneled pilasters. The 1930 bridge is a representative example of a typical NJ State Highway Department overpass design for grade separated crossings in congested traffic areas. The steel stringer bridge is a common type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 218:20-21 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0202159 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 64.61

NAME & FEATURE INTERSECTED US 1, 9 & 46 OVER JONES ROAD **FACILITY** US 1, 9 & 46

TOWNSHIP FORT LEE BOROUGH

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

 # SPANS 1 **LENGTH** 64 ft **WIDTH** 58.1 ft

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

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

SETTING / CONTEXT The 4-lane barrier-divided bridge spans a 2-lane residential street lined with single-family homes (c.1920-1940). The highway, originally designated NJ 1, 4 & 6, was built in 1930-31 in conjunction with the construction of the George Washington Bridge approaches. The route does not constitute a historic corridor because it has lost its integrity of setting due to numerous modern intrusions and has no technologically innovative features.

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

CONSULT STATUS Not Individually Eligible. Rt 46 Historic District. Eligible. Contributing.

CONSULT DOCUMENTS SHPO Finding 11/22/91, Letter 6/30/95, Opinion 02/21/97.

SUMMARY The 1-span encased steel stringer bridge with concrete balustrades is constructed on a skew with some stringers framing into a longitudinal fascia beam. The concrete abutments have scoring and paneled pilasters. The bridge is an example of a typical NJ State Highway Department overpass design for grade-separated crossings in congested traffic areas. The steel stringer bridge is a common type, and it is not historically or technologically distinguished.

INFOR MATION

PHOTO: 218:22-23 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0202160 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 64.73

NAME & FEATURE INTERSECTED US 46 EB OVER NJ 4 & I-95 RAMPS B & L **FACILITY** US 46 EASTBOUND

TOWNSHIP FORT LEE BOROUGH

TYPE MULTI GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 9 **LENGTH** 476 ft **WIDTH** 60 ft

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

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** GEORGE M. BREWSTER & SONS

SETTING / CONTEXT The bridge carries 2 lanes of US 46 eastbound over 2 tiers of roadway including NJ 4 eastbound (0206187) and the I-95 ramps feeding into the approach to the George Washington Bridge. The original route designation of the bridge was NJ 1 and NJ 6 over NJ 4 and a county road, and was built in coordination with the Port Authority of New York's George Washington Bridge over the Hudson River project. The surrounding area is densely developed suburban residential and commercial.

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

CONSULT STATUS Bridge was Individually Eligible. Rt 46 Historic District. Eligible. Contributed.

CONSULT DOCUMENTS SHPO Finding 07/24/90 11/22/91, Letter 6/30/95, Opinion 02/21/97.

SUMMARY The 9-span bridge is an encased multi girder with concrete balustrades, abutments, and pier bents with encased steel pier caps. It is the top span of a technologically innovative three-tier traffic intersection in which all grade crossings have been eliminated in order to provide for the uninterrupted flow of traffic to the George Washington Bridge. The 1930 bridge is a technologically and historically significant example of NJ State Highway Department traffic engineering and design.

INFOR MATION

Bibliography:
NJDOT.
Transactions of the American Society of Civil Engineers, vol. 97, 1933. Paper No. 1825, "George Washington Bridge: Approaches and Highway Connections" by J.C. Evans, Esq.

Physical Description: The 9-span 476' long encased multi-girder bridge supported on a concrete substructure was built on a horizontal curve. The 60' out-to-out width bridge carries 2 eastbound lanes of a highway and variable width grass and concrete sidewalks flanked by standard design concrete balustrades. Bridge 0206187 spans underneath the bridge.

Historical and Technological Significance: The encased multi-girder bridge was constructed by the New Jersey State Highway Department Bridge Division in 1930 to carry the eastbound lanes of US 1&9 & 46 over span 0206187 which carried the eastbound lanes of NJ 4 over a local access road to the city of Fort Lee. In the 1960's, US 95 was constructed and the Lower Level Expansion of the George Washington Bridge was completed. At that time the lower level access road became an eastbound ramp of US 95. The bridge is part of a three-level grade crossing constructed to connect state highways with the New Jersey approach to the George Washington Bridge. This three-level road intersection was constructed in coordination with the Port of New York Authority George Washington Bridge project. Although the bridge is a common type, the span is significant because it is part of an innovative three-tier structure associated with the George Washington Bridge approach construction.

PHOTO: 218:24-26 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0204150 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 6.85

NAME & FEATURE INTERSECTED NJ 3 OVER BERRY'S CREEK **FACILITY** NJ 3

TOWNSHIP EAST RUTHERFORD BOROUGH

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

 # SPANS 14 **LENGTH** 1014 ft **WIDTH** 77 ft

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

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

SETTING / CONTEXT The viaduct carries a 6-lane barrier-divided highway over a large river in the NJ Meadowlands. The NJ 17 interchange is to the west of the bridge and the Meadowlands sports complex is 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 1945 14-span stringer bridge is supported on concrete abutments and open concrete pile bents. The railing is concrete with concrete posts. The 2 easternmost spans have alterations to the superstructure. The bridge is the longest of over 65 pre-World War II stringer bridges in the county, and is a late and technologically undistinguished example of a common bridge type.

INFOR MATION

PHOTO: 209:19-22 (02/92) REVISED BY (DATE): QUAD: Weehawken

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0204152 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 8.47

NAME & FEATURE INTERSECTED NJ 3 EB OVER HACKENSACK RIVER & GRACE STREET **FACILITY** NJ 3 EASTBOUND

TOWNSHIP EAST RUTHERFORD BOROUGH

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

 # SPANS 14 **LENGTH** 1552 ft **WIDTH** 53 ft

CONSTRUCTION DT 1934 **ALTERATION DT** 1963 **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries a 4-lane one-directional highway over a major river in the Meadowlands between Rutherford and Secaucus. Post-World War II commercial and light industrial buildings are set to the east of the bridge and the Meadowlands sports complex is 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 viaduct is composed of a rivet-connected Pratt thru truss main span and 13 deck plate girder approach spans all supported on concrete piers. The entire superstructure was raised by concrete extensions to the piers in 1963. The truss span was constructed at that time to replace a double leaf bascule span. The bridge is altered and is not technologically or historically distinguished.

INFOR MATION

PHOTO: 209:23,25-28 (02/92) REVISED BY (DATE): QUAD: Weehawken

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0205150 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 0.15

NAME & FEATURE INTERSECTED NJ 4 OVER PASSAIC RIVER, NJ 20, CR 507 **FACILITY** NJ 4

TOWNSHIP ELMWOOD PARK BOROUGH

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

 # SPANS 7 **LENGTH** 560 ft **WIDTH** 50 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1988 **SOURCE** PLANS/INSCRIPTION

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

SETTING / CONTEXT The bridge carries a 4-lane barrier-divided arterial road with sidewalks over a major river, a 4-lane divided arterial road and a 2-lane collector road. The setting is predominantly post-World War II commercial. Apartment buildings in the area date to the 1960s.

1995 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 reinforced concrete open spandrel arch bridge has 4 steel stringer approach spans. In 1988 the bridge deck, sidewalks and parapets were replaced but original obelisk concrete lamp posts were retained. The bridge is 1 of over 10 multi-span open spandrel arches designed by the State in the 1920s and early 1930s. Superstructure alterations have substantially reduced the bridge's integrity, and more distinguished examples of the bridge type exist within NJ (1203150, 1607163).

INFOR MATION

PHOTO: 209:41-43 (02/92) REVISED BY (DATE): QUAD: Paterson

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206151 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 2.39

NAME & FEATURE INTERSECTED NJ 4 OVER SADDLE RIVER **FACILITY** NJ 4

TOWNSHIP FAIR LAWN BOROUGH

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

 # SPANS 1 **LENGTH** 70 ft **WIDTH** 108.2 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1956 **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries NJ 4, an 8-lane barrier-divided highway with sidewalks over a small river in a commercial area developed in the 1950s to 1960s that includes a golf course. The NJ 4 junction with NJ 208 and Saddle River Road is at the west approach of the bridge.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The well-proportioned concrete deck arch bridge supported on a concrete substructure was widened in kind to the north in 1956. The concrete balustrades at both sides of the bridge are of standard design. Guide rail was added in front of the balustrades. An altered and relatively late example of a concrete deck arch bridge, the span is one of over 14 extant in the county built prior to 1946 and is not historically nor technologically noteworthy.

INFOR MATION

PHOTO: 215:42-43 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206153 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 3.14

NAME & FEATURE INTERSECTED NJ 4 & MARGINAL ROAD OVER SPROUT BROOK **FACILITY** NJ 4 & MARGINAL ROAD

TOWNSHIP PARAMUS BOROUGH

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

 # SPANS 2 **LENGTH** 53 ft **WIDTH** 128 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1956 **SOURCE** INSCRIPTION/PLANS

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

SETTING / CONTEXT The bridge carries a 6-lane divided highway over a small brook situated between 2 major post-World War II shopping malls. The setting is not 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 2-span slab bridge set on a concrete substructure was widened to each side in kind in 1956 as indicated on the concrete parapet also dating from 1956. An altered example of a common type, the bridge is neither technologically nor historically distinguished.

INFOR MATION

PHOTO: 215:7, 219:40 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206154 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED FARVIEW AVENUE OVER NJ 4 **FACILITY** FARVIEW AVENUE

TOWNSHIP PARAMUS BOROUGH

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

 # SPANS 3 **LENGTH** 102 ft **WIDTH** 30 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over a 6-lane divided highway. Farview Avenue passes through a 1920s to 1950s residential area to either side of the bridge. The area under the bridge along Route 4 is post-World War II commercial. The setting is not 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 3-span continuous encased deck girder and floorbeam bridge with concrete balustrades is supported on scored concrete abutments and pier columns. The sidewalks are cantilevered. An example of a typically well-detailed State Highway Department design of a common bridge type, the span is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 215:39-40 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206159 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED FOREST AVENUE (CR 13) OVER NJ 4 **FACILITY** FOREST AVENUE (CR 13)

TOWNSHIP PARAMUS BOROUGH

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

 # SPANS 3 **LENGTH** 139 ft **WIDTH** 50 ft

CONSTRUCTION DT 1937 **ALTERATION DT** 1957 **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries a 4-lane divided street and sidewalks over a 6-lane divided highway in a congested retail/commercial district. The bridge is between major shopping centers built in the 1960s and 1970s on NJ 4.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The encased stringer bridge is supported on concrete abutments and open concrete piers. The bridge was lengthened by one span and widened to both sides in 1957. The original abutment was unearthed and made into a pier. The sidewalks are bounded by chain-link-fence atop solid concrete parapets. The bridge is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 215:30-32 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206163 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 5.43

NAME & FEATURE INTERSECTED NJ 4 OVER KINDERKAMACK ROAD, CONRAIL, COLES BROOK **FACILITY** NJ 4

TOWNSHIP HACKENSACK CITY

TYPE MULTI GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 3 **LENGTH** 243 ft **WIDTH** 70 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries NJ 4, a 6-lane highway with sidewalks over Conrail, a county route and a small stream in a busy post-World War II commercial area.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 07/09/90, Letter 6/30/95.

SUMMARY The 3-span bridge has a multi-girder main span and encased stringer end spans set on a concrete substructure. The deck of the end spans has been replaced. The cantilevered sidewalks are bounded by concrete balustrades of standard design and guide rails. The span is an example of a common bridge type and is neither technologically nor historically distinguished.

INFOR MATION

PHOTO: 215:24, 219:34 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206165 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HACKENSACK AVENUE OVER NJ 4 **FACILITY** HACKENSACK AVENUE

TOWNSHIP HACKENSACK CITY

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

 # SPANS 2 **LENGTH** 142 ft **WIDTH** 40 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries a congested 4-lane collector road with sidewalks over a 6-lane highway at the edge of a busy NJ shopping corridor. A major mall stands to one side of the bridge. The setting is not 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 skewed 2-span encased girder and floorbeam bridge supported on concrete abutments and open concrete bents has curved scored wingwalls. A chain-link-fence was added in front of the standard design concrete balustrades. Anchor bolts for lamp posts remain at balustrade end pylons. The bridge is a common type and is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 219:32-33 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206166 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 5.82

NAME & FEATURE INTERSECTED NJ 4 OVER HACKENSACK RIVER & ROAD **FACILITY** NJ 4

TOWNSHIP HACKENSACK CITY

TYPE MULTI GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 8 **LENGTH** 546 ft **WIDTH** 72.5 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries NJ 4, a 6-lane barrier-divided highway with sidewalks over a major river and a road in the NJ 4 greenbelt area. A major mall is located to one side of the bridge and Fairleigh Dickinson University to the other. The remainder of the buildings in the area are 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 8-span encased multi-girder bridge is supported on concrete abutments and column pier bents. The sidewalks are bounded by standard design concrete balustrades and guide rails. A long example of a well-detailed state-designed common bridge type, the span is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 214:42-43 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206167 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 6.25

NAME & FEATURE INTERSECTED NJ 4 OVER RIVER ROAD **FACILITY** NJ 4

TOWNSHIP TEANECK TOWNSHIP

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

 # SPANS 1 **LENGTH** 56 ft **WIDTH** 70 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries a 6-lane barrier-divided highway with sidewalks over a 2-lane collector road adjacent to the Fairleigh Dickinson University campus. A neighborhood of 1950s homes is set to one side of the bridge while the Hackensack River is to the other. The setting is not 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 encased stringer bridge set on concrete abutments has standard design concrete balustrades and guide rails. An example of a common pre-World War II bridge type in the state, the span is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 214:40-41 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206168 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED GARRISON AVENUE OVER NJ 4 **FACILITY** GARRISON AVENUE

TOWNSHIP TEANECK TOWNSHIP

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

 # SPANS 3 **LENGTH** 104 ft **WIDTH** 36 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries a 2-lane residential road and sidewalks set in a neighborhood developed in the 1920s to 1930s. The bridge spans over NJ 4, a 6-lane divided highway. NJ 4 is bordered by wooded undeveloped land through a suburban community.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3 span continuous encased thru girder bridge is supported on concrete abutments and pier columns. The original metal railing with concrete posts is intact. The abutments are scored and the pier columns are paneled typifying the well-detailed State Highway Dept. designs of the pre-WWII era. Although well preserved, this span is one of over 23 thru girder bridges in the county and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 214:38-39 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206169 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 7.0

NAME & FEATURE INTERSECTED NJ 4 OVER PALISADE AVENUE, WINDSOR ROAD & CONRAIL **FACILITY** NJ 4

TOWNSHIP TEANECK TOWNSHIP

TYPE MULTI GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 8 **LENGTH** 495 ft **WIDTH** 67 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries NJ 4, a 5-lane highway with sidewalks, over 2 separate 2-lane collector roads and Conrail tracks, formerly the West Shore RR. NJ 4 was constructed with an undeveloped wooded edge acting as a natural buffer for the bordering mid-20th century residential neighborhoods.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 8-span encased multi-girder viaduct supported on concrete abutments and piers has concrete balustrades of standard design. The sidewalks are cantilevered. Although a long example of its type, the multi-girder span is an example of a commonly used technology and is not distinguished.

INFOR MATION

PHOTO: 214:35-37 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206171 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 7.15

NAME & FEATURE INTERSECTED NJ 4 OVER QUEEN ANNE ROAD **FACILITY** NJ 4

TOWNSHIP TEANECK TOWNSHIP

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

 # SPANS 1 **LENGTH** 56 ft **WIDTH** 65 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries a 4-lane barrier-divided highway with sidewalks over a 2-lane collector road with sidewalks. The area includes a neighborhood of homes built between the 1920s and 1950, a ball park and a high school, and is separated from the highway by a natural border of wooded land.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The well-preserved encased stringer bridge supported on concrete abutments has concrete balustrades of standard design. Wingwalls and the pilasters at each abutment corner are panelled. The span is one of the many extant examples of the well-detailed State Highway Department overpasses of the pre-WWII era. A common bridge type and one of over 65 stringer bridges in the county, the span is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 214:29-30 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206172 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MARGARET STREET OVER NJ 4 **FACILITY** MARGARET STREET

TOWNSHIP TEANECK TOWNSHIP

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

 # SPANS 1 **LENGTH** 91 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 a residential street over Route 4, a 4-lane divided highway with shoulders. A border of wooded land separates the highway from an established suburban community. Margaret Street ends at Teaneck High School just south of the bridge and leads to a 1930s to 1940s neighborhood of single-family homes to the north.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The well-preserved encased thru girder bridge is supported on scored concrete abutments. The original metal railings with concrete posts are intact, but chain-link-fence was placed in front of the railing. The span is an example of a well-detailed State Highway Department overpass of the pre-WWII era. A common bridge type, the span is one of over 23 thru girder bridges in the county and is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 214:31-32 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206173 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 7.62

NAME & FEATURE INTERSECTED NJ 4 OVER TEANECK ROAD **FACILITY** NJ 4

TOWNSHIP TEANECK TOWNSHIP

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

 # SPANS 1 **LENGTH** 56 ft **WIDTH** 104 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries a 6-lane barrier-divided highway with sidewalks over a 2-lane collector road with sidewalks. A natural border of wooded land along the highway acts as a buffer for the surrounding neighborhood. The area is mixed 1950s residential and 1940s to 1980s 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 well-preserved encased stringer bridge set on concrete abutments has curved concrete wingwalls and standard design concrete balustrades. Decorative panelled concrete pilasters are located at the abutment corners. The span is an example of a well-detailed State Highway Department overpass of the pre-World War II era. The bridge is a common type, and it is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 214:33-34 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206174 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 8.1

NAME & FEATURE INTERSECTED NJ 4 OVER WEBSTER AVENUE **FACILITY** NJ 4

TOWNSHIP TEANECK TOWNSHIP

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

 # SPANS 1 **LENGTH** 47 ft **WIDTH** 70 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** MCCLINTIC-MARSHALL CORP.

SETTING / CONTEXT The bridge carries a 6-lane barrier-divided highway with sidewalks over a 2-lane collector road with sidewalks situated in the NJ 4 greenbelt providing a buffer between the highway and the surrounding mid-20th century residential community.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The well-preserved encased stringer bridge supported on concrete abutments has balustrades of standard design. Decorative panelled concrete pilasters stand at each abutment corner. One of many similar examples of a well-detailed pre-WWII State Highway Department overpass, and one of over 65 stringer bridges in the county built prior to 1946, the span is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 214:27-28 (02/92) REVISED BY (DATE): QUAD: Yonkers

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206175 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 8.26

NAME & FEATURE INTERSECTED NJ 4 OVER LAFAYETTE AVENUE EXTENSION, PROPOSED EXTENSION **FACILITY** NJ 4

TOWNSHIP TEANECK TOWNSHIP

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

 # SPANS 1 **LENGTH** 58 ft **WIDTH** 83 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries a 4-lane barrier-divided highway and sidewalks over vacant land set aside in 1931 for a proposed extension to Lafayette Avenue which was never built. The overpass is located at the beginning of the greenbelt area along NJ 4 that provides a natural buffer between the highway and the surrounding community. A golf course is located to the south of the bridge, and to the north light industrial buildings (c.1940-70).

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 well-preserved encased stringer bridge supported on concrete abutments with panelled pilasters has a balustrade of standard design. The span is an example of the nicely detailed overpasses designed by the State Highway Department in the pre-WWII era. One of over 65 stringer bridges in the county built prior to 1946, the span is a common bridge type that is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 214:25-26 (02/92) REVISED BY (DATE): QUAD: Yonkers

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206177 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 8.85

NAME & FEATURE INTERSECTED NJ 4 OVER SOUTH DEAN STREET, NORDHOFF PLACE & CONRAIL **FACILITY** NJ 4

TOWNSHIP ENGLEWOOD CITY

TYPE MULTI GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 6 **LENGTH** 363 ft **WIDTH** 67.6 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries NJ 4, a 6-lane barrier-divided highway with sidewalks over a Conrail track and 2 separate 2-lane collector roads. The structures in the area are predominantly undistinguished post-World War II light industrial and office buildings.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 6-span encased multi-girder bridge supported on concrete abutments and piers has cantilevered sidewalks and concrete balustrades of standard design. A multi-span example of a common 1930s State Highway Department design, the bridge is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 214:22-24 (02/92) REVISED BY (DATE): QUAD: Yonkers

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206179 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 9.06

NAME & FEATURE INTERSECTED NJ 4 OVER GRAND AVENUE (CR 501) **FACILITY** NJ 4

TOWNSHIP ENGLEWOOD CITY

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

 # SPANS 2 **LENGTH** 74 ft **WIDTH** 73 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries a 6-lane barrier-divided highway and sidewalks over a 2-lane county route with sidewalks in a commercial area dating from the 1960s to the present.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span encased stringer bridge supported on concrete abutments and an open concrete pier has panelled pilasters and balustrades of standard design. A representative example of a common NJ State Highway Department overpass bridge type, the bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 214:20-21 (02/92) REVISED BY (DATE): QUAD: Yonkers

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

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November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206180 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 9.32

NAME & FEATURE INTERSECTED NJ 4 OVER BROAD AVENUE **FACILITY** NJ 4

TOWNSHIP ENGLEWOOD CITY

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

 # SPANS 2 **LENGTH** 74 ft **WIDTH** 70 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries a 6-lane barrier-divided highway and sidewalks over a 2-lane collector road with sidewalks in a 1920s residential area.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span encased stringer bridge supported on concrete abutments and an open concrete pier is one of over 6 similar well-detailed State Highway Department bridges along NJ 4. The concrete balustrades are of standard design. An example of a common 1930s NJ State Highway Department overpass type, the bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 214:18-19 (02/92) REVISED BY (DATE): QUAD: Yonkers

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

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

November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206181 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 9.55

NAME & FEATURE INTERSECTED NJ 4 OVER FLAT ROCK BROOK **FACILITY** NJ 4

TOWNSHIP ENGLEWOOD CITY

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

 # SPANS 1 **LENGTH** 23 ft **WIDTH** 70 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries a 4-lane highway with shoulders over a small stream. The surrounding area is undeveloped and wooded. The setting is not 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 slab bridge supported on concrete abutments has a stepped underside to accommodate 2 utility pipes while maintaining under clearance. The concrete balustrades are standard design. The bridge is a representative example of a common NJ State Highway Department bridge design, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 213:23, 219:31 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206182 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED JONES ROAD OVER NJ 4 **FACILITY** JONES ROAD

TOWNSHIP ENGLEWOOD CITY

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

 # SPANS 3 **LENGTH** 154 ft **WIDTH** 30 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries a 2-lane collector road with sidewalks over a 4-lane divided highway with shoulders. The bridge is surrounded by wooded land. Jones Road leads to a post-World War II residential area just beyond the bridge.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed 3-span continuous encased thru girder bridge is supported by concrete abutments and pier columns with cap beams. The original metal railing with concrete posts is intact and carried by the cantilevered sidewalks. Concrete balustrades are on the abutment approaches. The bridge is an example of a well-detailed NJ State Highway Department design of a common type, but is not historically or technologically distinguished.

INFOR MATION

PHOTO: 213:20-22 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206187 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 10.7

NAME & FEATURE INTERSECTED NJ 4 EB OVER I-95 RAMP L **FACILITY** NJ 4 EASTBOUND

TOWNSHIP FORT LEE BOROUGH

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

 # SPANS 1 **LENGTH** 81 ft **WIDTH** 36 ft

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

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** GEORGE M. BREWSTER & SONS

SETTING / CONTEXT The bridge carries 2 eastbound lanes of NJ 4 over a ramp of I-95 and under a bridge carrying 2 eastbound lanes of US 46 (0202160). The original route designation of the bridge was NJ 4 eastbound over a county road and under NJ 1 and 6. It was built in coordination with the Port Authority of New York's George Washington Bridge over the Hudson River project. The surrounding area is densely developed suburban commercial and residential.

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

CONSULT STATUS Individually Eligible. Rt 46 Historic District. Eligible. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 02/21/97.

SUMMARY The heavily-skewed, single-span bridge is an encased thru girder with scored concrete abutments and cantilevered sidewalks with metal railings. It is the middle span of a technologically innovative 3-tier traffic intersection in which all grade crossings have been eliminated in order to provide for the uninterrupted flow of traffic to the GW Bridge. The 1930 bridge is part of a structure which is a technologically and historically significant example of NJ State Highway Department engineering.

INFOR MATION

Bibliography:
NJDOT.
Transactions of the American Society of Civil Engineers, vol. 97, 1933. Paper No. 1825, "George Washington Bridge: Approaches and Highway Connections" by J.C. Evans, Esq.

Physical Description: The skewed encased thru girder bridge spans 81' and carries a 36' wide eastbound highway. Cantilevered sidewalks are flanked by metal railings with concrete posts. Railing posts are paneled with bush-hammered finish. The concrete abutments have horizontal linear scoring. Bridge 0202160 spans over the bridge. The bridge appears to have no alterations.

Historical and Technological Significance: The encased thru girder span was constructed by the New Jersey State Highway Department Bridge Division in 1930 to carry the eastbound lanes of NJ 4 over a local access road to the city of Fort Lee. In the 1960s, US 95 was constructed and the Lower Level Expansion of the George Washington Bridge was completed. At that time the road under the bridge became an eastbound ramp for US 95. The bridge is part of a three-level grade crossing constructed to connect state highways with the New Jersey approach to the George Washington Bridge. Bridge 0202160 spans above the bridge and carries the eastbound lanes of US 1 & 9 & 46. This three-level road intersection was constructed in coordination with the Port of New York Authority George Washington Bridge project. Although the bridge is a common type, the span is significant because it is part of an innovative three-tier structure associated with the George Washington Bridge approach construction.

PHOTO: 218:27,29 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0206189 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 5.45

NAME & FEATURE INTERSECTED KINDERKAMACK ROAD OVER COLES BROOK **FACILITY** KINDERMACK ROAD

TOWNSHIP HACKENSACK CITY

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

 # SPANS 1 **LENGTH** 38 ft **WIDTH** 52 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane collector road over a small stream. The bridge is parallel to a Conrail track, originally the Erie RR, to the east and adjacent to 0206163 (NJ 4) overhead to the south. Post-World War II commercial and office buildings line Kinderkamack Road contiguous to the bridge. The setting is not 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 encased stringer bridge supported on concrete abutments has concrete balustrades of standard design. An example of a common bridge type in the state, the span is one of over 65 stringer bridges in the county built prior to 1946 and is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 215:22-23 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0207150 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 0.46

NAME & FEATURE INTERSECTED NJ 5 OVER DELIA BOULEVARD **FACILITY** NJ 5

TOWNSHIP PALISADES PARK BOROUGH

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

 # SPANS 3 **LENGTH** 59 ft **WIDTH** 30 ft

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

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

SETTING / CONTEXT The bridge carries a 3-lane highway and a sidewalk over a 2-lane collector road and sidewalks. The area along Delia Boulevard is mixed 1920s through post-World War II residential and commercial. NJ 5 was designated NJ 10 until 1927, and it was one the original 15 state routes legislated in 1917.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-span encased stringer bridge supported on concrete abutments and open concrete piers is missing much of its encasement. The concrete parapets are paneled, and the substructure is scored. The span is an example of a common type in the state. One of over 65 stringer bridges in the county built prior to 1946, the bridge is neither technologically nor historically distinguished.

INFOR MATION

PHOTO: 211:28-29 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0207151 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 0.6

NAME & FEATURE INTERSECTED NJ 5 OVER PUBLIC SERVICE RAILROAD RIGHT-OF-WAY **FACILITY** NJ 5

TOWNSHIP PALISADES PARK BOROUGH

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

 # SPANS 3 **LENGTH** 123 ft **WIDTH** 30 ft

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

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

SETTING / CONTEXT The bridge carries a 3-lane highway and a sidewalk over the Public Service Railroad right-of-way, an abandoned trolly line that originated at the ferry to 125th Street in Manhattan and ran parallel to NJ 5 and then crossed under it at the bridge site. The land around the bridge is wooded. Apartments built in the 1970s and a school are among the few buildings in the immediate area. NJ 5 was formerly NJ 10 and was one of the original 15 state highways legislated in 1917.

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

CONSULT STATUS Not Individually Eligible. Potential trolley line Historic District, May contribute.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY 0207151

National Register Consultation Status: Not Individually Eligible; May be a contributing element of a potential trolley line historic district

The 3-span slab bridge supported on concrete abutments and concrete pier bents was constructed on a large skew. The sidewalks are bounded by plain parapets and a utility pipe is hung from the underside of the slab. The span is a representative example of a common bridge type. The Public Service Railroad [P.S.E. & G. trolley] right of way may have historic significance and be eligible for listing in the National Register of Historic Places as a linear historic district. Future evaluation efforts should consider the bridge in the context of the potential district.

INFOR MATION

PHOTO: 211:30-31 (02/92 JPH (5/96)) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0208150 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 5.3
NAME & FEATURE INTERSECTED NJ 7 OVER PASSAIC RIVER **FACILITY** NJ 7
TOWNSHIP NORTH ARLINGTON BOROUGH
TYPE SINGLE LEAF BASCULE **DESIGN** HEEL TRUNNION **MATERIAL** Steel
 # SPANS 4 **LENGTH** 336 ft **WIDTH** 38.7 ft

CONSTRUCTION DT 1914 **ALTERATION DT** Demolished **SOURCE** PLANS
DESIGNER/PATENT STRAUSS BASCULE BRIDGE COMPANY **BUILDER** STRAUSS BASCULE BRIDGE CO

SETTING / CONTEXT The span carries a 2-lane city street over a major river between the towns of Belleville and North Arlington. The area is a mix of post-World War II commercial buildings and 1920s residential. NJ Route 21 borders the river. A bridge has spanned the Passaic at this historically important crossing since 1790. The bridge is located at the junction of the boundaries of Bergen, Essex, and Hudson Counties.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Bridge was Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The heel trunnion single-leaf bascule bridge with a riveted Warren thru truss main span and riveted Warren pony truss approach spans is supported on concrete substructure. The original decorative metal railing is extant. The open grid metal deck on the main span was added in 1972, and the operators' house was rebuilt in 1990. The span is well-preserved and technologically significant example of an uncommon bascule bridge type constructed by a prominent bridge company. It is individually eligible for listing in the National Register of Historic Places under Criterion C.

INFOR MATION

Bibliography:
NJDOT (Plans), personal interview with bridge tender, Movable and Long-Span Steel Bridges, by Hoole and Kinne, McGraw Hill Book Co., Inc., 1923.

Physical Description: The Strauss heel trunnion single-leaf bascule bridge supported on a concrete substructure is composed of a riveted Warren through truss main span of 116' and three 60' approach spans to the east side of the main span. The 2 easternmost approach spans are riveted Warren pony trusses and the span adjacent to the bascule span was replaced with a multi-girder span in the 1980's. The most prominent feature of the bridge is the span's massive overhead steel tower structure that includes the supporting truss for the overhead concrete counterweight, and the mechanical pivots, connecting struts, and the operating struts. These exposed operating mechanisms as well as the trusses and the decorative metal railings appear to be unaltered. The floor beams appear to be original but the stringers and the metal grate deck were replaced in 1972. In 1990 the operators house, cantilevered off the south side of the bascule span at the location of the tower structure, collapsed and fell into the river. It was replaced with an aluminum building. The gate keepers house is located on the north side of the bridge on the approach span that is adjacent to the bascule span. The original house was located on the north east approach but was moved onto the span at an unknown date due to a property dispute.

Historical and Technological Significance: The Strauss heel trunnion bascule bridge, constructed in 1914, is a well-preserved example of an uncommon bridge type in New Jersey, and it is technologically significant because it is a patented design by The Strauss Bascule Bridge Company of Chicago, a prominent bridge company that held several patents for bascule bridge designs. The heel trunnion is a variation on the articulated parallel-moving counterweight design developed by Joseph B. Strauss in 1905. The distinctive feature of this design is the above deck steel structure composed of the operating mechanisms for the bascule span and their support structures, and the overhead supporting truss for the counterweight. The span pivots about the main trunnion which is located at the base of the truss end inclined member. The operation is initiated by a motorized pinion that engages the rack on the operating strut. The operating strut is pin-connected to the top of the truss inclined end member. This pin, one of 4 pivot points on the operating structure, translates with the strut, rotating the span as it translates. The 4 pivot points are connected by struts that form a parallelogram. 2 of the pivots translate together and the 2 trunnions remain stationary so that, when in operation, the parallelogram closes and the counterweight, which pivots about the counterweight trunnion through its supporting truss members, moves downward. This complex structural network maintains a condition of constant balance during operation of the bascule. An illustrated explanation of the bascule operation is attached.
Known as the Rutgers bridge named for Anthony Rutgers who owned the first bridge crossing at this location, a wooden toll bridge constructed in 1790, the history of crossings at this location is outlined by a Belleville Historical Society Marker at the southwest approach. The first timber bridge was destroyed by flood in 1841. A new span was built in 1843 that was sold to the three counties in 1851 and became a free bridge. An iron bridge replaced this span in 1879 and remained until the present bridge was constructed.

PHOTO: 209:29-32, 219: (02/92) REVISED BY (DATE): QUAD: Orange

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0209150 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 0.1

NAME & FEATURE INTERSECTED US 9W OVER I-95, US 1&9, US 46, & NJ 4 **FACILITY** US 9W

TOWNSHIP FORT LEE BOROUGH

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

 # SPANS 5 **LENGTH** 425 ft **WIDTH** 60 ft

CONSTRUCTION DT 1930 **ALTERATION DT** 1964 **SOURCE** NJDOT

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** GEORGE M. BREWSTER & SON

SETTING / CONTEXT The 5-span, 4-lane bridge with sidewalks spans the depressed multi-lane approach to the George Washington Bridge (GWB). The overpass and three other overpasses to the east (3800004,5,9) were built in 1930-1 in coordination with the GWB in order to carry existing traffic patterns over the approach. The approach itself does not constitute a historic corridor because it is not technologically innovative and has lost its integrity of setting with numerous modern intrusions including high rises.

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

CONSULT STATUS Not Individually Eligible. Historic District Status Unresolved.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The encased steel stringer bridge with metal railings and concrete abutments and piers was built in 1930 as a three span overpass. In 1964, as part of the GWB lower level expansion, the 2nd and 4th spans from the north were added, and a steel stringer span (0202161) was added to the south. The altered overpass is not technologically or historically significant because it is an example of a typical NJ State Hwy. Dept. solution to separating traffic in a congested area.

INFOR MATION

PHOTO: 218:31-33 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0211I86 **CO** BERGEN **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MARKET STREET OVER PASSAIC RIVER **FACILITY** MARKET STREET

TOWNSHIP ELMWOOD PARK BOROUGH

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

 # SPANS 6 **LENGTH** 367 ft **WIDTH** 30 ft

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

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

SETTING / CONTEXT The bridge carries a 2-lane connector road (formerly State Highway 10) and sidewalks adjacent to I-80 over a major river in an undistinguished industrial area. The Marcal paper plant is located to one side of the bridge.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The encased deck girder and floorbeam bridge supported on concrete abutments and piers has decorative reticulated pattern concrete balustrades at the cantilevered sidewalks. A large concrete storm drain passes through the west abutment. Guide rails have been added along both curb lines. The bridge is a representative example of a common type, and it is neither technologically nor historically distinguished.

INFOR MATION

PHOTO: 207:13-15 (02/92) REVISED BY (DATE): QUAD: Paterson

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0214152 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ESSEX STREET OVER NJ 17 **FACILITY** ESSEX STREET

TOWNSHIP MAYWOOD BOROUGH

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

 # SPANS 2 **LENGTH** 150 ft **WIDTH** 40 ft

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

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

SETTING / CONTEXT The bridge carries a busy 4-lane collector road over NJ 17, a 4-lane divided highway in a post-World War II industrial and commercial area. The setting is not 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 2-span encased thru girder bridge supported on a concrete substructure was built on a skew. The original metal railing with concrete posts at the sidewalks is intact. The span is typical of the well-detailed State Highway Department overpasses produced in the pre-WWII era with panelled wingwalls and pilasters. An example of a common bridge type and one of over 23 pre-WWII thru girder bridges in the county, the span is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 213:37-38 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0214157 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 9.95

NAME & FEATURE INTERSECTED NJ 17 OVER NEW YORK, SUSQUEHANNA & WESTERN RR **FACILITY** NJ 17

TOWNSHIP ROCHELLE PARK TOWNSHIP

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

 # SPANS 3 **LENGTH** 123 ft **WIDTH** 50 ft

CONSTRUCTION DT 1932 **ALTERATION DT** 1985ca **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge carries NJ 17 (formerly NJ 2), a 4-lane barrier-divided highway and sidewalks, over a spur of the New York, Susquehanna and Western Railroad. The bridge borders a covered land fill to one side and a 1980s retirement home.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-span encased stringer bridge supported on concrete abutments and open concrete piers has had a new parapet with chain-link fence and a new sidewalk placed along the west side. The span is an altered example of a common 1920s and 1930s overpass bridge type designed by the NJ State Highway Department. The bridge is similar to the nearby NJ 17 bridge (0214158) over the main branch of the same line and is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 213:43-44 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0214158 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 9.95

NAME & FEATURE INTERSECTED NJ 17 OVER NEW YORK, SUSQUEHANNA & WESTERN RR **FACILITY** NJ 17

TOWNSHIP ROCHELLE PARK TOWNSHIP

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

 # SPANS 3 **LENGTH** 156 ft **WIDTH** 50 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1985ca **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge carries NJ 17 (formerly NJ 2), a 4-lane barrier-divided highway over the main line of the New York, Susquehanna and Western Railroad. The bridge is bordered by a covered landfill to the east and 1980s apartments to the west. The railroad right-of-way was developed in the 1870s by the New York, Susquehanna, and Western Railroad, which was purchased by the Erie Railroad in 1898.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-span encased stringer bridge supported on concrete abutments and open concrete pier bents has a new concrete parapet with a chain-link fence and a new sidewalk placed along the west side. The bridge is a representative example of a common 1920s and 1930s NJ State Highway Department railroad overpass design, and is not historically or technologically distinguished. A similar bridge (0214157) carries NJ 17 over a nearby spur of the same rail line.

INFOR MATION

PHOTO: 213:39,42 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0214159 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 9.98

NAME & FEATURE INTERSECTED NJ 17 OVER CENTRAL AVENUE **FACILITY** NJ 17

TOWNSHIP ROCHELLE PARK TOWNSHIP

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

 # SPANS 1 **LENGTH** 60 ft **WIDTH** 50 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** NJDOT

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

SETTING / CONTEXT The bridge carries NJ 17, a 4-lane barrier-divided highway with sidewalks over a 2-lane collector road in a mixed post-World War II residential and light industrial area. The setting is not 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 encased stringer bridge supported on scored concrete abutments and wing walls has standard design concrete balustrades. A modern concrete median barrier separates the 2-directional highway traffic. The well-proportioned span is an example of a common bridge type produced by the State Highway Department. One of over 65 pre-WWII stringer bridges in the county, the span is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 213:40-41 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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

November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0214160 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 10.5

NAME & FEATURE INTERSECTED NJ 17 OVER PASSAIC AVENUE **FACILITY** NJ 17

TOWNSHIP ROCHELLE PARK TOWNSHIP

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

 # SPANS 1 **LENGTH** 52 ft **WIDTH** 50 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** NJDOT

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

SETTING / CONTEXT The bridge carries NJ 17 (formerly NJ 2), a 4-lane barrier-divided highway, over a busy collector road in a mixed commercial and residential area. Access to NJ 17 is provided at one corner of the bridge. An 1890s house stands adjacent to the bridge, and a 1990s office building is located across the street. The remainder of the houses and businesses in the area are post-World War II. The setting is not 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 encased stringer bridge supported on concrete abutments has standard design concrete balustrades. The wingwalls and pilasters at abutment corners are panelled. The bridge is a representative example of the well-detailed State Highway Department overpass designs of the pre-WWII era. It is a common type and one of over 65 stringer bridges in the county built prior to 1946. The bridge is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 213:1-2 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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

November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0214161 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 10.55

NAME & FEATURE INTERSECTED NJ 17 OVER PLEASANT AVENUE **FACILITY** NJ 17

TOWNSHIP ROCHELLE PARK TOWNSHIP

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

 # SPANS 2 **LENGTH** 105 ft **WIDTH** 49.8 ft

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

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

SETTING / CONTEXT The bridge carries NJ 17, a 4-lane divided highway with shoulders and sidewalks, over a 2-lane local road and the abandoned right-of-way of the Hudson River Traction Company trolley tracks. The surrounding area is mixed mid-20th century light industrial and residential. The setting is not 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 2-span encased thru girder bridge is supported on scored concrete abutments and column piers. The original metal railing with concrete posts at the cantilevered sidewalks is intact. Modern concrete barriers were placed in front of the girders. An example of a common bridge type with detailing typical of State Highway Department overpasses of the pre-WWII era, and one of over 23 thru girder bridges in the county, the bridge is not technologically or historically distinguished.

INFOR MATION

PHOTO: 213:5-6 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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

November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0214162 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED FARVIEW AVENUE OVER NJ 17 **FACILITY** FARVIEW AVENUE

TOWNSHIP PARAMUS BOROUGH

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

 # SPANS 1 **LENGTH** 104 ft **WIDTH** 30 ft

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

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

SETTING / CONTEXT The bridge carries a 2-lane collector road with a turning lane and sidewalks over NJ 17, a 4-lane divided highway, formerly State Route 2. The bridge is located in a mixed commercial/light industrial and residential area that includes a major mall. The buildings in the area are post-World War II construction. The setting is not distinguished.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 11/28/90

SUMMARY The encased thru girder bridge is supported on concrete abutments and has curved wingwalls. Bush-hammered finish concrete pilasters stand at each abutment corner. Original metal railings with concrete posts are intact. A chain-link fence was placed on the cantilevered sidewalks in front of the railing. An example of a well-detailed state overpass of a common type, and one of over 23 pre-WWII thru girder bridges in the county, the bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 213:3-4 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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

November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0215150 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 11.4

NAME & FEATURE INTERSECTED NJ 17 OVER NJ 4 **FACILITY** NJ 17

TOWNSHIP PARAMUS BOROUGH

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

 # SPANS 2 **LENGTH** 98 ft **WIDTH** 76 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1981 **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries NJ 17, a 5-lane barrier-divided highway, over NJ 4, a 6-lane barrier-divided highway. It is located at a congested intersection in the middle of a shopping corridor with a major mall adjacent to the bridge. The structures in the area are predominantly post-World War II. The setting is not 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 encased stringer bridge retains its original appearance with a standard design balustrade on the west side only. The east side was widened with 2 stringers and a plain concrete parapet in 1981. An altered example of a common bridge type, and one of over 65 pre-World War II stringer bridges in the county, the span is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 215:37-38,41 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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

November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0216150 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 13.95

NAME & FEATURE INTERSECTED NJ 17 OVER SPROUT BROOK **FACILITY** NJ 17

TOWNSHIP PARAMUS BOROUGH

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

 # SPANS 1 **LENGTH** 47 ft **WIDTH** 108 ft

CONSTRUCTION DT 1933 **ALTERATION DT** 1955 **SOURCE** PLANS

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

SETTING / CONTEXT The bridge carries NJ 17, a 6-lane barrier-divided highway, over a small brook in a commercial area developed from the early 1950s to the present. The setting is not 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 encased stringer bridge supported on concrete abutments was widened in kind to both sides in 1955. Modern steel railing with concrete end posts were placed on the bridge when the widening took place. One of over 65 stringer bridges in the county built prior to 1946, the altered bridge is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 215:35-36 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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

November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0218154 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 23.25

NAME & FEATURE INTERSECTED NJ 17 SB OVER NEW JERSEY TRANSIT (M.P. 27.91) **FACILITY** NJ 17 SOUTHBOUND

TOWNSHIP RAMSEY BOROUGH

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

 # SPANS 1 **LENGTH** 93 ft **WIDTH** 50 ft

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

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

SETTING / CONTEXT The bridge carries the 3 southbound lanes of NJ 17, a shoulder and a sidewalk over NJ Transit railroad tracks in a predominantly post-World War II light industrial area. The setting is not 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 encased thru girder bridge supported on scored concrete abutments has a concrete balustrade on one side and a metal railing with concrete posts on the other. The balustrade and railing are standard designs. The span is an example of the bridge designs produced by the State Highway Dept. in the pre-WWII era. One of over 23 thru girder bridges in the county built prior to 1946, the span is a common bridge type and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 208:34-36, 220: (02/92) REVISED BY (DATE): QUAD: Ramsey

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

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

November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0218158 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 24.09

NAME & FEATURE INTERSECTED NJ 17 SB OVER TRIBUTARY OF RAMAPO RIVER **FACILITY** NJ 17 SOUTHBOUND

TOWNSHIP MAHWAH TOWNSHIP

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

 # SPANS 1 **LENGTH** 22 ft **WIDTH** 50 ft

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

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

SETTING / CONTEXT The bridge carries the 3 south bound lanes of a 6-lane divided highway over a small stream set in an area of light industry dating between the 1960s and 1980s. The setting is not 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 slab bridge set on concrete substructure has a standard design concrete balustrade. The bridge is a representative example of a common NJ State Highway Department pre-WWII bridge type, and is neither technologically nor historically distinguished.

INFOR MATION

PHOTO: 207:37-40 (02/92) REVISED BY (DATE): QUAD: Ramsey

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

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

November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0218162 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 25.15

NAME & FEATURE INTERSECTED NJ 17 SB OVER US 202 & RAMAPO RIVER **FACILITY** NJ 17 SOUTHBOUND

TOWNSHIP MAHWAH TOWNSHIP

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

 # SPANS 4 **LENGTH** 250 ft **WIDTH** 50 ft

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

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

SETTING / CONTEXT The bridge carries NJ 17 southbound, a 3-lane highway over an arterial road and a major river. The bridge is adjacent to a more modern highway bridge carrying NJ 17 northbound. The area is post-World War II commercial with a 1980s hotel to one side of the bridge. The setting is not 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 4-span encased stringer bridge is set on a concrete substructure. The concrete balustrades carry decorative concrete lampposts with replacement luminaries at the bridge corners. The pier end columns have decorative pilasters that are continuous with the balustrade posts. The span is a representative example of the architectonic designs produced by the State Highway Department in the pre-WWII era. It is neither technologically nor historically distinguished.

INFOR MATION

PHOTO: 208:5-8 (02/92) REVISED BY (DATE): QUAD: Ramsey

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

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

November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0220150 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 64.05

NAME & FEATURE INTERSECTED US 46 OVER RIVER DRIVE **FACILITY** US 46

TOWNSHIP GARFIELD CITY

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

 # SPANS 1 **LENGTH** 67 ft **WIDTH** 60 ft

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

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

SETTING / CONTEXT The bridge carries US 46, a 4-lane barrier-divided highway, over a 2-lane collector road in a mixed commercial and residential area developed in the 1950s to 1960s. US 46 was designated NJ 6 prior to a 1953 route renumbering and was constructed as a result of a 1927 act expanding the system of state highways in NJ.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 02/21/97.

SUMMARY The encased stringer bridge supported on concrete substructure has standard design concrete balustrades and panelled pilasters at the bridge corners. Guide rail has been placed in front of the balustrades. An example of a common type and one of over 65 pre-World War II stringer bridges in the county, the span is not historically or technologically noteworthy.

INFOR MATION

PHOTO: 216:32-33 (02/92) REVISED BY (DATE): QUAD: Paterson

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

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

November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0220153 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 65.27

NAME & FEATURE INTERSECTED US 46 OVER MIDLAND AVENUE **FACILITY** US 46

TOWNSHIP GARFIELD CITY

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

 # SPANS 1 **LENGTH** 58 ft **WIDTH** 70.4 ft

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

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

SETTING / CONTEXT The bridge carries US 46, a 4-lane divided highway with modern median barriers over a 2-lane collector road in a mixed residential and commercial area. The structures in the area date from the 1920s to the 1950s. US 46 was designated NJ 6 prior to a 1953 route renumbering and was constructed as a result of a 1927 act expanding the system of state highways in NJ.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 02/21/97.

SUMMARY The encased stringer bridge supported on concrete abutments has standard design concrete balustrades and panelled concrete pilasters at each abutment corner. The span is an example of the well-detailed overpass designs produced by the State Highway Department during the period of expansion in the 1920s and 1930s. One of 15 similar spans on US 46 and one of over 65 pre-WWII stringer bridges in the county, the span is a common type and neither historically nor technologically distinguished.

INFOR MATION

PHOTO: 216:34-35 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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

November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0220154 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 65.41

NAME & FEATURE INTERSECTED US 46 OVER NEW JERSEY TRANSIT **FACILITY** US 46

TOWNSHIP SADDLE BROOK TOWNSHIP

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

 # SPANS 3 **LENGTH** 151 ft **WIDTH** 70 ft

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

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

SETTING / CONTEXT The bridge carries US 46, a 4-lane highway with sidewalks and modern median barriers, over NJ Transit, originally the Erie-Lackawanna RR. An industrial concrete plant dating to the 1950s is contiguous to the bridge and post-World War II construction commercial buildings line US 46. US 46 was designated NJ 6 prior to a 1953 route renumbering and was constructed as a result of a 1927 act expanding the system of state highways in NJ.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 02/21/97.

SUMMARY The encased stringer bridge supported on concrete spill thru abutments and open concrete piers has cantilevered sidewalks bound by concrete balustrades of standard design. The span is an example of a common NJ State Highway Department railroad overpass design and is not historically associated with the development of the rail line. It is one of over 65 stringer bridges in the county, and is not technologically or historically distinguished.

INFOR MATION

PHOTO: 216:36-38 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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

November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0220155 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED OUTWATER LANE OVER US 46 **FACILITY** OUTWATER LANE

TOWNSHIP LODI BOROUGH

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

 # SPANS 2 **LENGTH** 103 ft **WIDTH** 30 ft

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

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

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over US 46, a 4-lane divided highway. The surrounding area is mixed use with undistinguished post-WWII residential and commercial development. US 46 was designated as NJ 6 prior to a 1953 route renumbering and was constructed as a result of a 1927 act expanding the system of state highways in NJ.

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

CONSULT STATUS Not Individually Eligible. Historic District Status Unresolved.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 02/21/97.

SUMMARY The encased stringer bridge supported on a concrete substructure has standard design concrete balustrades and panelled pilasters at the abutment corners and pier face. The span is an example of the well-detailed State Highway Department overpasses produced during the period of expansion in the 1920s and 1930s. One of 15 similar bridges on US 46 and one of over 65 stringer bridges in the county, the bridge is a common type and is neither technologically innovative nor historically noteworthy.

INFOR MATION

PHOTO: 216:39-41 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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

November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0220157 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 66.5

NAME & FEATURE INTERSECTED US 46 OVER SADDLE RIVER **FACILITY** US 46

TOWNSHIP LODI BOROUGH

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

 # SPANS 2 **LENGTH** 104 ft **WIDTH** 68 ft

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

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

SETTING / CONTEXT The bridge carries US 46, a 4-lane divided highway with modern median barriers, over a small river in a mixed residential and commercial area that includes a car dealership and multi-level apartment buildings. The structures in the area date from the 1950s to the present. US 46 was designated as NJ 6 prior to a 1953 route renumbering and was constructed as a result of a 1927 act expanding the system of state highways in NJ.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 02/21/97.

SUMMARY The encased stringer bridge supported on a concrete substructure has standard design concrete balustrades. Decorative concrete pilasters stand at abutment corners and at the pier faces. The span is an example of the well-detailed State Highway Department overpasses produced in the period of expansion during the 1920s and 1930s. One of 15 similar bridges along US 46 and one of over 65 stringer bridges in the county, the span is neither technologically nor historically distinguished.

INFOR MATION

PHOTO: 216:42-43 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0220158 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 66.57

NAME & FEATURE INTERSECTED US 46 OVER MAIN STREET **FACILITY** US 46

TOWNSHIP LODI BOROUGH

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

 # SPANS 1 **LENGTH** 47 ft **WIDTH** 68 ft

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

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

SETTING / CONTEXT The bridge carries US 46, a 4-lane divided highway with modern median barriers, over a 2-lane collector road with sidewalks in a mixed residential and commercial area. The surrounding neighborhood consists of single-family homes dating from the 1920s and 1930s and local businesses dating from the 1940s to the present. US 46 was designated as NJ 6 prior to a 1953 route renumbering, and was constructed as the result of a 1927 act expanding the system of state highways in NJ.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 02/21/97.

SUMMARY The encased stringer bridge supported on concrete abutments has standard design concrete balustrades and panelled concrete pilasters at the abutment corners. The span is an example of the well-detailed State Highway Department overpass designs produced during the period expansion in the 1920s and 1930s. One of over 15 similar bridges along US 46 and one of over 65 stringer bridges in the county, the span is a common type and is neither technologically innovative nor historically noteworthy.

INFOR MATION

PHOTO: 216:1-3 (02/92) REVISED BY (DATE): QUAD: Hackensack

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

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

November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0220161 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 67.65

NAME & FEATURE INTERSECTED US 46 OVER VALLEY BOULEVARD **FACILITY** US 46

TOWNSHIP HASBROUCK HEIGHTS BOROUGH

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

 # SPANS 3 **LENGTH** 85 ft **WIDTH** 70 ft

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

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

SETTING / CONTEXT The bridge carries US 46, a 4-lane divided highway with modern median barriers, over a 2-lane collector road in a mixed area of single family homes and professional office buildings. The structures in the area date from the 1950s to the present. US 46 was designated as NJ 6 prior to a 1953 route renumbering and was constructed as the result of a 1927 act expanding the system of state highways in NJ.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 02/21/97.

SUMMARY The 3-span encased stringer bridge supported on concrete substructure has concrete slab approach spans and standard design concrete balustrades. The span is an example of the well-detailed overpass designs produced by the State Highway Department during the period of expansion in the 1920s and 1930s. One of 15 similar spans on US 46 and one of over 65 pre-WWII stringer bridges in the county, the span is a common type and neither historically distinguished nor technologically innovative.

INFOR MATION

PHOTO: 216:4-6 (02/92) REVISED BY (DATE): QUAD: Weehawken

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

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

November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0221150 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 67.95

NAME & FEATURE INTERSECTED US 46 OVER TERRACE AVENUE **FACILITY** US 46

TOWNSHIP HASBROUCK HEIGHTS BOROUGH

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

 # SPANS 1 **LENGTH** 57 ft **WIDTH** 50 ft

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

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

SETTING / CONTEXT The bridge carries US 46, a 4-lane divided highway with modern median barriers, over a 2-lane collector road in a residential neighborhood dating from the 1920s to the 1950s. The land bordering US 46 is undeveloped and wooded. US 46 was designated as NJ 6 prior to a 1953 route renumbering and was constructed as a result of a 1927 act expanding the system of state highways in NJ.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 02/21/97.

SUMMARY The encased stringer bridge supported on concrete abutments has standard design concrete balustrades. Panelled concrete pilasters stand at each abutment corner. The span is an example of the well-detailed State Highway Department overpasses produced during the period of expansion in the 1920s and 1930s. One of 15 similar bridges along US 46 and one of over 65 stringer bridges in the county, the span is a common type and is neither technologically innovative nor historically noteworthy.

INFOR MATION

PHOTO: 216:7-8 (02/92) REVISED BY (DATE): QUAD: Weehawken

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

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

November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0221151 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 68.05

NAME & FEATURE INTERSECTED US 46 OVER NJ 17 SB **FACILITY** US 46

TOWNSHIP HASBROUCK HEIGHTS BOROUGH

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

 # SPANS 3 **LENGTH** 82 ft **WIDTH** 50 ft

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

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

SETTING / CONTEXT The bridge carries US 46, a 4-lane divided highway with sidewalks and modern median barriers, over the 2 southbound lanes of NJ 17, a divided highway. The land bordering US 46 near the bridge is undeveloped. The area along NJ 17 is mixed residential, commercial and professional dating from the 1950s to the present. US 46 was constructed as a result of a 1927 act expanding the system of state highways. Prior to 1953, US 46 was designated as NJ 6 and NJ 17 was designated as NJ 2.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 02/21/97.

SUMMARY The 3-span bridge has a stringer main span with slab approach spans and is supported on a concrete substructure. The concrete balustrades are of standard design. Panelled pilasters add detail to the abutment corners and end pier column faces. The span is an example of the well-detailed overpasses designed by the State Highway Department in the pre-WWII era. One of 15 similar bridges on US 46 and of over 65 stringer bridges in the county, the span is a common type and is not distinguished.

INFOR MATION

PHOTO: 216:9-10 (02/92) REVISED BY (DATE): QUAD: Weehawken

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

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

November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0221152 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 68.15

NAME & FEATURE INTERSECTED US 46 OVER NJ 17 NB **FACILITY** US 46

TOWNSHIP HASBROUCK HEIGHTS BOROUGH

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

 # SPANS 1 **LENGTH** 82 ft **WIDTH** 54 ft

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

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

SETTING / CONTEXT The bridge carries US 46, a 4-lane divided highway with modern median barriers, over the 2 northbound lanes of NJ 17, a divided highway. The land bordering US 46 near the bridge is undeveloped. The area along NJ 17 is mixed residential, commercial, and professional dating from the 1950s to the present. US 46 was constructed as a result of a 1927 act expanding the system of state highways. Prior to a 1953 route renumbering, US 46 was designated as NJ 6 and NJ 17 was designated as NJ 2.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 02/21/97.

SUMMARY The encased deck girder and floorbeam bridge supported on a concrete substructure is built on a large skew. The concrete balustrades are of standard design. Scored abutments with bush-hammered finished pilasters at abutment corners are typical architectural treatments that characterize the State Highway Department overpasses of the pre-WWII era. One of at least 4 deck girder bridges in the county, the span is a common type and is not technologically or historically distinguished.

INFOR MATION

PHOTO: 216:11-12 (02/92) REVISED BY (DATE): QUAD: Weehawken

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0221153 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 68.25

NAME & FEATURE INTERSECTED US 46 OVER NY-NJ RAILROAD & GREEN STREET **FACILITY** US 46

TOWNSHIP HASBROUCK HEIGHTS BOROUGH

TYPE MULTI GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 4 **LENGTH** 238 ft **WIDTH** 78 ft

CONSTRUCTION DT 1934 **ALTERATION DT** 1963 **SOURCE** NJDOT/INSCRIPTION

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

SETTING / CONTEXT The bridge carries US 46, a 4-lane divided highway with sidewalks, over a railroad and a 2 lane collector road near Teterboro Airport in an area of predominantly light industry dating from the 1950s to the present. US 46 was designated as NJ 6 prior to a 1953 route renumbering and was constructed as a result of a 1927 act expanding the system of state highways in NJ.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 02/21/97.

SUMMARY The 4-span viaduct consists of an encased multi-girder main span and encased stringer approach spans supported on concrete substructure. In 1963, the bridge was widened to each side with steel stringers. New parapets and railings were added and guide rails were added at the curblines. An altered example of a common type, the bridge is neither technologically nor historically distinguished.

INFOR MATION

PHOTO: 216:13-14 (02/92) REVISED BY (DATE): QUAD: Weehawken

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0221155 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 70.3

NAME & FEATURE INTERSECTED US 46 OVER HACKENSACK ROAD, CONRAIL, & HOMESTEAD PLACE **FACILITY** US 46

TOWNSHIP LITTLE FERRY BOROUGH

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

 # SPANS 17 **LENGTH** 1549 ft **WIDTH** 50 ft

CONSTRUCTION DT 1934 **ALTERATION DT** 1968, 1969, 1973 **SOURCE** NJDOT

DESIGNER/PATENT WADDELL & HARDESTY **BUILDER** RODGERS & HAGGERTY

SETTING / CONTEXT The viaduct carries a 4-lane highway with sidewalks over a major river, NYS&W and Conrail tracks, and a local road in an area of post-World War II commercial and light industrial structures. Residential areas along the river in the vicinity of the bridge date from the 1920s to the 1980s. US 46 was designated as NJ 6 prior to a 1953 route renumbering and was constructed as a result of a 1927 act expanding the system of state highways in NJ.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Opinion 02/21/97, Letter 03/12/01.

SUMMARY The double-leaf deck-girder trunnion bascule bridge has 16 deck girder with encased floorbeams approach spans. The operators' houses appear unaltered and major repairs have been limited to deck reconstruction and the bascule locks (1968-73). Noted bridge engineers Waddell and Hardesty designed the 185' bascule span for the NJ State Highway Department. It is a technologically distinguished, historically significant, and well-preserved example of an increasingly rare bridge type, which is eligible for listing in the National Register of Historic Places under Criterion C.

INFOR MATION

Bibliography:
NJDOT (Plans)
New Jersey Office of Historic Preservation Historic Sites Inventory # 0250-1, 0230-4
Dictionary of American Biography, volume XI, Charles Scribner's Sons, New York, 1958.

Physical Description: The 1549' long double leaf bascule deck girder bridge supported on a concrete substructure has 16 approach spans composed of deck girders with encased floor beams and stringers. According to plans, the bascule span measures 185' center to center of trunnions and piers, and the variable depth bascule girders are spaced 53' on center. The road measures 50' between curbs. Two 8' concrete sidewalks are bounded by metal railing on the bascule span and concrete balustrades on the approach spans. Four octagonal concrete towers with pyramid roofs and decorative light standards are located at the corners of the bascule span. The tower at the northwest corner of the span is taller than the others and houses the operating mechanisms. The northeast and southwest towers are the gate tender's houses, and the tower at the southeast is a storage house. Alterations to the bridge are limited to an approach span deck reconstruction in 1973, redecking of the bascule span in 1969, and reconstruction of the center lock in 1968.

Historical and Technological Significance: The double leaf bascule deck girder bridge was constructed by Waddell and Hardesty Consulting Engineers for the New Jersey State Highway Department in 1934. The partnership of John Waddell and Shortridge Hardesty, formed in 1927, was noted for their innovative bridge designs. They were responsible for the Mississippi Highway Bridge, a 3,720-foot cantilever at Cairo, Ill., across the Mississippi (1929); the Anthony Wayne High Level Bridge at Toledo, Ohio, a suspension span across the Maumee River (1931); and they were one of the consulting engineers on several major bridges in New York City, including the Outerbridge Crossing and the Goethals Bridge in 1928, and the Marine Parkway Bridge across Rockaway Inlet, with a 540-foot lift span, in 1936-37. John Waddell, a native of Canada and one of the United States best-known civil engineers, opened his first consulting engineering office in Kansas City Mo. after returning from Japan where he held the position of professor of civil engineering at the Imperial University of Tokyo from 1882 to 1886. In the early 1890s Waddell independently invented and successfully introduced the large-scale high-clearance vertical-lift bridge in the United States which became widely used, especially for railroad crossings over waterways. Waddell published many papers and books on engineering including The Designing of Ordinary Iron Highway Bridges (1884), Bridge Engineering (2 vols., 1916), and Economics of Bridgework (1921).

The bridge spans the Hackensack River, an important navigable waterway in northern New Jersey. In early NJ history, the town of Little Ferry was an important termination of Indian trails and a river crossing. When the Europeans arrived in the area they established a ferry crossing here which gave the area its name. The first bridge in the town across the Hackensack was erected in 1812. The current bridge replaced a small metal truss bridge located at a site further to the south.

The bridge was constructed to carry State Highway Route 6 as part of the expansion of the state highway system in the 1920s and 1930s. The bascule bridge was preferred over the swing spans because they could be constructed with longer span lengths. The span is one of only 2 double leaf bascule spans constructed in the 1930s in Bergen County. 0222150, constructed to carry the same state highway over Overpeck Creek in Ridgefield Park Village, has been altered and no longer functions as a bascule bridge. The span is technologically significant as an example of an uncommon type, and it is the only remaining operational span of its type in the county. The well-preserved span is historically significant because it was designed by a prominent civil engineer.

Boundary Description and Justification: The bridge is individually eligible, in and of itself, including superstructure, operators' houses and machinery, substructure, and right-of-way over the river.

PHOTO: 216:15-18 (02/92 JPH (5/96)) REVISED BY (DATE): QUAD: Weehawken

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0221156 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 70.72

NAME & FEATURE INTERSECTED US 46 OVER TEANECK ROAD **FACILITY** US 46

TOWNSHIP RIDGEFIELD PARK VILLAGE

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

 # SPANS 1 **LENGTH** 46 ft **WIDTH** 50 ft

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

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

SETTING / CONTEXT The bridge carries US 46, a 4-lane highway, over a 2-lane collector road in a mixed residential and commercial area of single-family homes which date from the 1890s to the 1920s, and local businesses which date from the 1950s to present. US 46 was designated as NJ 6 prior to a 1953 route renumbering, and was constructed as the result of a 1927 act expanding the system of state highways in NJ.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 02/21/97.

SUMMARY The encased stringer bridge supported on concrete abutments has standard design concrete balustrades. The panelled bush-hammered finish concrete pilasters at the abutment corners are characteristic of the overpasses designed by the State Highway Department in the pre-WWII era. One of 15 similar spans on US 46 and one of over 65 stringer bridges in the county, the span is a common bridge type and is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 217:29-30 (02/92) REVISED BY (DATE): QUAD: Weehawken

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0222150 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 71.35

NAME & FEATURE INTERSECTED US 46 OVER OVERPECK CREEK **FACILITY** US 46

TOWNSHIP RIDGEFIELD PARK VILLAGE

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

 # SPANS 6 **LENGTH** 510 ft **WIDTH** 87 ft

CONSTRUCTION DT 1928 **ALTERATION DT** 1951 **SOURCE** PLANS

DESIGNER/PATENT KELLER & HARRINGTON **BUILDER**

SETTING / CONTEXT The bridge carries US 46, a 7-lane divided highway with sidewalks, over a wide river in a commercial area dating from the early 1900s to the 1980s. US 46 was designated NJ 6 prior to a 1953 route renumbering and was constructed as a result of a 1927 act expanding the network of state highways in NJ.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 02/21/97.

SUMMARY In 1928 the bridge was built as a double leaf deck girder bascule bridge on concrete substructure. In 1951 the bridge was widened with steel stringers on the downstream side indicating that by that time the bascule was inoperable and the operators' houses and mechanism had been removed and the span fixed in place. The span is significantly altered and has lost its design integrity and purpose. An intact and distinguished example of the double leaf bascule bridge type is 0221155.

INFOR MATION

PHOTO: 217:35-37 (02/92) REVISED BY (DATE): QUAD: Weehawken

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0222151 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 71.55

NAME & FEATURE INTERSECTED US 46 OVER CONRAIL **FACILITY** US 46

TOWNSHIP RIDGEFIELD BOROUGH

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

 # SPANS 3 **LENGTH** 137 ft **WIDTH** 94.4 ft

CONSTRUCTION DT 1930 **ALTERATION DT** 1952 **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The 6-lane barrier-divided bridge with sidewalks spans a single track of Conrail, the former Erie-Lackawanna RR. The setting is mixed industrial/commercial (c.1940-1970). The overpass was built in 1930 as part of improvements to NJ 5 & 6 (renumbered US 46 in 1953) at the time of the George Washington Bridge approach project. The bridge is 1/2 mile west of the merger of US 46 with US 1 & 9.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 11/22/91, Letter 6/30/95, Opinion 02/21/97.

SUMMARY The bridge's main span is an encased steel stringer and the 2 approach spans are T-beams. It has concrete abutments, piers and balustrades. In 1952 the bridge was widened with steel stringers for additional lanes to carry the eastbound traffic. It is a representative example of a common NJ State Highway Department overpass design. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 217:31-32 (02/92) REVISED BY (DATE): QUAD: Weehawken

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 # 0222152 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 71.65

NAME & FEATURE INTERSECTED US 46 OVER GRAND AVENUE (CR 93) **FACILITY** US 46

TOWNSHIP RIDGEFIELD BOROUGH

TYPE MULTI GIRDER **DESIGN** ENCASED **MATERIAL** Steel

 # SPANS 2 **LENGTH** 69 ft **WIDTH** 68 ft

CONSTRUCTION DT 1930 **ALTERATION DT** 1952 **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The 6-lane barrier-divided highway bridge spans a 2-lane road in a mixed-use commercial/residential area with structures dating from c.1880 to the present. The overpass was built in 1930 as a grade elimination associated with improvements to NJ 5 &6 (redesignated US 46 in 1953) at the time of the George Washington Bridge approach project. The highway does not constitute a historic corridor because it has lost its integrity of setting and has no technologically innovative features.

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

CONSULT STATUS Not Individually Eligible. Rt 46 Historic District. Eligible. Contributing.

CONSULT DOCUMENTS SHPO Finding 11/22/91, Letter 6/30/95, Opinion 02/21/97.

SUMMARY The 2-span encased multi-girder and floorbeam bridge has concrete balustrades, paneled fascia, and concrete substructure. The shorter approach span is skewed and supported with a concrete pier on the north. The bridge is typical of NJ State Highway Department overpass designs. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 217:33-34 (02/92) REVISED BY (DATE): QUAD: Weehawken

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0222153 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 62.77

NAME & FEATURE INTERSECTED BROAD AVENUE (US 1&9) OVER US 46 **FACILITY** BROAD AVENUE (US 1&9)

TOWNSHIP PALISADES PARK BOROUGH

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

 # SPANS 1 **LENGTH** 61 ft **WIDTH** 57 ft

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

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

SETTING / CONTEXT The 4-lane bridge spans a 4-lane divided highway in a congested commercial/residential area (c.1900-1929). The highway, built in 1930 in conjunction with the GW Bridge approaches, bypassed an existing neighborhood and facilitated the convergence of US 46 and US 1 & 9. Although architecturally cohesive, the structures on the route are not technologically innovative and do not constitute a historic corridor. The setting has numerous modern intrusions.

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

CONSULT STATUS Not Individually Eligible. Rt 46 Historic District. Eligible. Contributing.

CONSULT DOCUMENTS SHPO Finding 11/22/91, Letter 6/30/95, Opinion 02/21/97.

SUMMARY The encased steel stringer bridge with concrete balustrades and paneled fascia is supported on scored concrete retaining walls that border US 46. It is 1 of 2 similarly-detailed bridges spanning the depressed section of US 46 (0222154). The NJ State Hwy. Dept. often chose one architectonic style for each highway route, and the overpass is a typical and unexceptional solution to traffic in a congested area. It is a common bridge type, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 217:42-43 (02/92) REVISED BY (DATE): QUAD: Weehawken

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0222154 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ROFF AVENUE OVER US 46 **FACILITY** ROFF AVENUE

TOWNSHIP PALISADES PARK BOROUGH

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

 # SPANS 1 **LENGTH** 59 ft **WIDTH** 30 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** NJDOT

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

SETTING / CONTEXT The 2-lane bridge carries a city street over a depressed 4-lane divided highway in a commercial/residential area (c.1900-1929). The depressed highway, built in 1931 in conjunction with the GW Bridge approaches, bypassed an older neighborhood and facilitated the convergence of US 46 with US 1 & 9 immediately to the east. Although architecturally cohesive, the structures on the route are not technically innovative and do not constitute a historic corridor.

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

CONSULT STATUS Not Individually Eligible. Rt 46 Historic District. Eligible. Contributing.

CONSULT DOCUMENTS SHPO Finding 11/22/91, Letter 6/30/95, Opinion 02/21/97.

SUMMARY The 1-span encased steel stringer bridge with concrete balustrades and paneled fascia stringers is supported on scored concrete retaining walls that border US 46. It is 1 of 2 similarly-detailed bridges spanning the depressed section of US 46 (0222153). The NJ State Hwy. Dept. often chose one architectonic style for each highway route, and the stringer overpass is a typical and unexceptional solution to traffic in a congested area. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 217:44,1-2 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0223150 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 0.25

NAME & FEATURE INTERSECTED NJ 63 OVER FAIRVIEW AVENUE **FACILITY** NJ 63

TOWNSHIP FAIRVIEW BOROUGH

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

 # SPANS 3 **LENGTH** 154 ft **WIDTH** 50 ft

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

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

SETTING / CONTEXT The bridge carries a 3-lane highway and sidewalks over a 2-lane collector road in a mixed post-World War II commercial and residential area. The setting is not 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 skewed 3-span encased stringer bridge is supported on concrete stub abutments and open concrete pile bents. The concrete balustrades are standard design. Decorative concrete lamp posts are set atop the balustrades at the bridge corners, although the luminaries are no longer in place. One of over 65 stringer bridges built in the county prior to 1946, the span is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 211:21-22 (02/92) REVISED BY (DATE): QUAD: Weehawken

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

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November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0223151 **CO** BERGEN **OWNER** NJDOT **MILEPOINT** 1.8

NAME & FEATURE INTERSECTED NJ 63 OVER NJ 5 & WOLF CREEK **FACILITY** NJ 63

TOWNSHIP RIDGEFIELD BOROUGH

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

 # SPANS 7 **LENGTH** 326 ft **WIDTH** 51 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1981 **SOURCE** NJDOT/STYLE

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

SETTING / CONTEXT The bridge carries a 4-lane county route and sidewalks over a 3-lane county road and a small stream in an area of predominantly single-family homes dating from the 1920s. The setting is not 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 7-span stringer bridge is supported on concrete abutments and open concrete piers. The fascia stringers, deck, parapets and sidewalks were replaced and the encasement on the interior stringers was removed in 1981. The bridge is an altered example of a common pre-WWII bridge type in the state. One of over 65 stringer spans in the county, the bridge is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 211:26-27 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0250163 **CO** BERGEN **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED STATE STREET OVER CONRAIL & PALISADES AVENUE **FACILITY** STATE STREET

TOWNSHIP TEANECK TOWNSHIP

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

 # SPANS 4 **LENGTH** 217 ft **WIDTH** 30 ft

CONSTRUCTION DT 1926 **ALTERATION DT** 1983 **SOURCE** PLANS

DESIGNER/PATENT NY CENTRAL RR COMPANY **BUILDER** WALSH CONSTRUCTION CO.

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over Conrail tracks. The railroad right-of-way was developed in the early 1880s by the West Shore RR and leased to the New York Central in 1886. The bridge borders vacant wooded land. The surrounding neighborhood is a light industrial area dating from the 1930s to the present.

1995 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 thru girder bridge is supported on steel pier bents and concrete abutments. The floorbeams, stringers and deck were replaced in 1983. The bridge sidewalks are bounded by metal pipe railing and a chain-link-fence. It is a common overpass design, and not associated with the historic period of railroad development. It is not technologically innovative or historically distinguished.

INFOR MATION

PHOTO: 207:5-6 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0250164 **CO** BERGEN **OWNER** CITY OR MUNC. **MILEPOINT** 14.07

NAME & FEATURE INTERSECTED IVY AVENUE OVER CONRAIL **FACILITY** IVY AVENUE

TOWNSHIP HAWORTH BOROUGH

TYPE PONY TRUSS **DESIGN** HYBRID **MATERIAL** Wood

 # SPANS 3 **LENGTH** 106 ft **WIDTH** 10.9 ft

CONSTRUCTION DT 1885ca **ALTERATION DT** 1946, 1985 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a one lane 2-directional town road over Conrail tracks in a residential area developed from the 1920s to the 1940s. The bridge is located at the outskirts of the town center. The railroad right-of-way was developed in the 1880s by the New York West Shore and Buffalo Railway Company. In 1885 the railroad agreed to build the bridge across the right-of-way to connect farmland on either side of the track.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-span timber truss bridge supported on stone abutments and timber pier bents has a cantilevered sidewalk added in 1967. In 1985 the center span was replaced with a timber glulam superstructure. Property deeds indicate the span was likely built in the 1880s, and plans confirm the bridge was in place by 1903. The truss bridge was rebuilt in kind in 1946. The only known surviving timber truss in the survey, the bridge is associated with the construction of the railroad and is noteworthy.

INFOR MATION

Bibliography:
Bergen County Division of Cultural and Historic Affairs. file Haworth - Ivy Avenue Bridge. Haworth Historic Sites Survey, 1983.
files of and personal interview with Mrs. M. Cooper, Haworth Historical Society.

Physical Description: The 3 span timber bridge supported on ashlar abutments and timber bents spans over Conrail tracks in a deep ravine. The entire superstructure was rebuilt in kind in 1946 according to Conrail records. Originally a 3-span timber pony truss bridge, in 1985 the center trusses were removed and replaced with a glulam deck superstructure topped with asphalt. The remaining truss spans have timber floor beams hung from the top chord members with steel bars and anchor plates, and timber stringers and deck planks. A plan dated 1903 indicates the steel bar hangers were not in place and were added at a later unknown date. A cantilever sidewalk was added in 1967, and it is bordered by a chain-link-fence.

Historical and Technological Significance: The timber pony truss bridge was likely originally built by the New York West Shore and Buffalo Railway Company in the 1880s. The railroad through Haworth began as a single track constructed in the 1870s by the Jersey City and Albany Railroad, which failed shortly after opening the line. The New York West Shore and Buffalo Railway Company built a second track and began operations in the 1880s. The Phyfe's, who owned farmland along the track in Haworth, donated land for the construction of the additional track. In exchange, the railroad agreed to build at least one bridge spanning the railroad to connect the Phyfe's property on either side of the tracks for their personal use as a crossing for cattle and farm equipment. An 1888 map of Haworth shows 2 bridges spanning the tracks in the vicinity of the Phyfe's property, including a span at Ivy Avenue located at the southernmost border of the Phyfe's property. The earliest plan located, dated 1903, was prepared by the New York City and Hudson River Railroad, who took over operations on this line. The 1903 plan does not appear to be construction plans but rather documentation of the existing bridge. The span is technologically distinguished as one of the few remaining early timber truss bridges in the state, and the bridge is historically of note because it is associated with the construction of the railroad.

PHOTO: 212:7-11 (02/92) REVISED BY (DATE): QUAD: Yonkers

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0251160 **CO** BERGEN **OWNER** UNKNOWN **MILEPOINT** 9.29

NAME & FEATURE INTERSECTED HENDRICKS CAUSEWAY OVER NORTH SECOND LINE, RR AVENUE **FACILITY** HENDRICKS CAUSEWAY

TOWNSHIP RIDGEFIELD BOROUGH

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

 # SPANS 4 **LENGTH** 180 ft **WIDTH** 30 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** MCCLINTIC & MARSHALL

SETTING / CONTEXT The bridge carries a 2-lane collector road and sidewalks over North Second railroad tracks and a road in a light industrial area dating from the 1930s to the 1940s. The setting is not 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 4-span bridge has a thru girder main span and deck girder approach spans supported on concrete abutments and mixed concrete piers and a steel pier bent. A temporary timber support was placed under the south girder of one approach span. The original metal railing is intact along most of the bridge. An example of a common bridge type and one of over 23 pre-WW II thru girder bridges in the county, the bridge is neither technologically innovative nor historically distinguished.

INFOR MATION

PHOTO: 212:25-27 (02/92) REVISED BY (DATE): QUAD: Weehawken

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0254160 **CO** BERGEN **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PROSPECT AVENUE OVER NY SUSQUEHANNA & WESTERN RR **FACILITY** PROSPECT AVENUE

TOWNSHIP HACKENSACK CITY

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

 # SPANS 1 **LENGTH** 79 ft **WIDTH** 40 ft

CONSTRUCTION DT 1906 **ALTERATION DT** 1995 **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane residential city street with sidewalks over a railroad. The buildings in the neighborhood are predominantly post-World War II vintage multi-level apartments. The New York, Susquehanna, and Western Railroad developed the right-of-way in the early 1870s. In 1898 the Erie Railroad acquired the line.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The concrete arch bridge has a concrete substructure and balustrades with decorative balusters. The railings have been rebuilt in places, and the light standards removed. The bridge is similar in style to 020023C which also spans the railroad in the vicinity. The bridge is a relatively early example of reinforced concrete deck technology and is longer than most other structures of this type. The architectonic character is a manifestation of the City Beautiful Movement, which resulted in many highly decorated civic structures in the area. It is an unusual choice of structure type for a railroad overpass. It is individually eligible for listing in the National Register of Historic Places under Criterion C.

INFOR MATION

Bibliography:
NJDOT Bridge Plan File: Bergen. Condit, Carl. American Building Art 19th Century. 1960.

Physical Description: The 79'-long reinforced concrete elliptical-shaped deck arch bridge has incised panels in the spandrel walls. The custom balustrade has square end posts with incised concentric square decoration and balusters detailed like stacked rusticated block. Some of the original balusters are lost and have been replaced with concrete block. The span is well proportioned and has sidewalks flanking the roadway.

Historical and Technological Significance: The handsome deck arch bridge built in 1906 by the Erie Railroad over its depressed right-of-way is a relatively early example of a longer reinforced concrete arch bridge and is thus a good representative of the bridge type that became very popular in northern New Jersey during the decades before World Was I. No plans for the bridge were located, but it was built over the right of way initially developed in the 1870s by the New York Western, and Susquehanna Railroad that was acquired by the Erie Railroad in 1898. Because of its urban setting, the bridge was aesthetically detailed in conformance with the prevailing City Beautiful concepts of making public works structures interesting and beautiful as well as functional (criterion C). The area surrounding the bridge in Hackensack has been redeveloped with predominantly post-World War II apartment houses.

The reinforced concrete deck arch bridge was first used in this country in the late 1880s, but it was not until the late 1890s that the bridge type gained in popularity. By 1905 it was ubiquitous for short (less than 60') spans. This bridge is significant for its size and for its fine custom detailing evident in the railings. The bridge exploits the plastic qualities of concrete. Concrete was favored by some railroads, like the DL&W, but concrete overpasses are not nearly as common in New Jersey as built-up girder bridges on concrete abutments.

Boundary Description and Justification: The bridge is evaluated as individually significant. The boundary is thus limited to the substructure and the superstructure. The neighborhood surrounding the structure has been redeveloped since World War II, so it is not contributing.

PHOTO: 212:33-37 (02/92) REVISED BY (DATE): QUAD: Hackensack

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 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0910155 **CO** BERGEN **OWNER** STATE AGENCY **MILEPOINT** 2.4

NAME & FEATURE INTERSECTED NEW JERSEY TRANSIT HARRISON BRANCH OVER NJ 7 **FACILITY** HARRISON BRANCH

TOWNSHIP NORTH ARLINGTON BOROUGH

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

 # SPANS 1 **LENGTH** 75 ft **WIDTH** 37 ft

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

DESIGNER/PATENT ERIE-LACKAWANNA RAILROAD CO. **BUILDER** AMERICAN BRIDGE COMPANY

SETTING / CONTEXT The bridge carries an inactive railroad track over a 2-lane arterial road with a shoulder adjacent to a landfill in a light industrial area. A second track that crossed the span has been removed. In the 1920s the branch line was part of the Erie-Lackawanna Railroad system.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1-span bridge is composed of three thru girders with floorbeams supported on a concrete substructure. An example of a common overpass type, the deep thru girder span is not associated with a significant period of railroad development. It is one of over 23 pre-WWII thru girder bridges in the county, and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 209:39-40 (02/92) REVISED BY (DATE): QUAD: Orange

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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3800004 **CO** BERGEN **OWNER** PRIVATE **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LINWOOD AVENUE OVER I-95 **FACILITY** LINWOOD AVENUE

TOWNSHIP FORT LEE BOROUGH

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

 # SPANS 4 **LENGTH** 238 ft **WIDTH** 30 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1964 **SOURCE** NJDOT/PLANS

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** GEORGE M. BREWSTER & SON

SETTING / CONTEXT The 2-lane bridge with sidewalks carries a one-way city street over the depressed multi-lane approach to the George Washington Bridge (GWB). The overpass and three other overpasses (3800005,9 & 0209150) were built in 1930-31 in coordination with the GWB in order to carry preexisting traffic patterns over the approach. The approach itself does not constitute a historic corridor because it is not technologically innovative and has lost its integrity of setting with numerous modern intrusions.

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

CONSULT STATUS Not Individually Eligible. Rt 46 Historic District, Eligible. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 2/21/97.

SUMMARY In 1931 the bridge was built as a 2-span thru girder with concrete substructure. In 1964, as part of the GWB lower level expansion, steel stringer spans were added to each side of the bridge making it a 4-span structure. The railings and chain-link fences are modern replacements. The altered overpass is not technologically or historically significant because it is an example of a typical NJ State Hwy. Dept. design solution to separating traffic in a congested area.

INFOR MATION

PHOTO: 213:8-9 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3800005 **CO** BERGEN **OWNER** PRIVATE **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CENTER AVENUE OVER I-95 **FACILITY** CENTER AVENUE

TOWNSHIP FORT LEE BOROUGH

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

 # SPANS 7 **LENGTH** 426 ft **WIDTH** 40 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1964 **SOURCE** NJDOT/PLANS

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** GEORGE M. BREWSTER & SON

SETTING / CONTEXT The 4-lane bridge with sidewalks carries a city street over the depressed multi-lane approach to the George Washington Bridge (GWB). The overpass and three other overpasses (3800004,9 & 0209150) were built in 1930-31 in coordination with the GWB in order to carry preexisting traffic patterns over the approach. The approach itself does not constitute a historic corridor because it is not technologically innovative and has lost its integrity of setting with numerous modern intrusions.

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

CONSULT STATUS Not Individually Eligible. Rt 46 Historic District, Eligible. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 2/21/97.

SUMMARY In 1931 the bridge was originally built as a 2-span steel stringer with concrete substructure. In 1964, as part of the GWB lower level expansion, 3 steel stringer spans and 2 concrete T-beam spans were added to either side. The T-beam spans are closed off by walls and act as storage facilities. The altered overpass is not historically or technologically significant because it is an example of a typical NJ State Highway Department design solution to separating traffic in a congested area.

INFOR MATION

PHOTO: 213:10-13 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3800009 **CO** BERGEN **OWNER** PRIVATE **MILEPOINT** 1.4

NAME & FEATURE INTERSECTED LEMOINE AVENUE (NJ 67) OVER I-95 **FACILITY** LEMOINE AVENUE (NJ 67)

TOWNSHIP FORT LEE BOROUGH

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

 # SPANS 7 **LENGTH** 480 ft **WIDTH** 65 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1961 **SOURCE** NJDOT

DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** GEORGE M. BREWSTER & SON

SETTING / CONTEXT The 4-lane bridge with sidewalks spans the depressed multi-lane approach to the George Washington Bridge (GWB). The overpass and 3 other overpasses (3800004,5 & 0209150) were built in 1930-1931 in coordination with the GWB in order to carry preexisting traffic patterns over the approach. The approach itself does not constitute a historic corridor because it is not technologically innovative and has lost its integrity of setting with numerous modern intrusions including nearby high rises.

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

CONSULT STATUS Not Individually Eligible. Rt 46 Historic District, Eligible. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 2/21/97.

SUMMARY In 1931 the bridge was originally built as a 4-span steel stringer with concrete substructure. In 1961, as part of the GWB lower level expansion, 3 steel stringer spans were added, 2 to the south and 1 to the north. Concrete parapets and chain-link fences are modern additions. The altered overpass is not technologically or historically significant because it is an example of a typical NJ State Highway Department design solution to separating traffic in a congested area.

INFOR MATION

PHOTO: 213:14-16 (02/92) REVISED BY (DATE): QUAD: Central 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 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 3800016 **CO** BERGEN **OWNER** PRIVATE **MILEPOINT** 73.7
NAME & FEATURE INTERSECTED I 95 OVER HUDSON TERRACE **FACILITY** I-95
TOWNSHIP FORT LEE BOROUGH
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
 # SPANS 4 **LENGTH** 167 ft **WIDTH** 90 ft
CONSTRUCTION DT 1930 **ALTERATION DT** 1964 **SOURCE** NJDOT
DESIGNER/PATENT PORT AUTHORITY OF NEW YORK **BUILDER**

SETTING / CONTEXT The 8-lane bridge carries I-95, median, and 2 safety sidewalks over the 4-lane Hudson Terrace. The bridge was built in 1930 as part of the George Washington Bridge (GWB) project, and was designed to carry the upper level approach traffic over an important 1920s N-S route. The GWB approach, itself, does not constitute a historic corridor because it is not technologically innovative and has lost its integrity of setting with numerous modern intrusions including high-rise buildings.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible. Rt 46 Historic District, Eligible. Contributing.
CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 2/21/97.

SUMMARY The 4-span encased steel stringer bridge rests on stone abutments and steel rigid-frame bents. In 1964 it was widened on both sides with rolled steel stringers. Original metal railings remain and Port Authority maintenance buildings have been constructed under the two end spans. The bridge is structurally and visually associated with the adjacent nationally distinguished GWB. It is the only NJ approach span constructed by the Port Authority and is historically significant.

INFOR MATION

Bibliography:
AGLAS. "Port Authority of NY and NJ, Inspection Report," 1990.
Transactions of the American Society of Civil Engineers, vol. 97, 1933.
Paper No. 1825, "George Washington Bridge: Approaches and Highway Connections" by J.C. Evans, Esq.
"Plan of New Jersey Approach," Engineering News-Record. Vol. 107 (Oct. 22, 1931), pp.662-664.
Bauer, J.L. "New Jersey Approaches to the George Washington Bridge." Civil Engineering. Vol. 2, No. 3 (March, 1932), pp. 160-163.

Physical Description: The 4-span, 94'-wide stringer bridge with encased and exposed rolled I-section steel stringers is supported on reinforced concrete abutments and built-up steel rigid frame bents. The encased stringers are those in the original, center portion of the 174'-long span. A modern concrete median barrier separates opposing traffic, and a 2' wide safety walk is at each fascia. The bridge is finished with a modern, 3- rail high metal railing of standard state design. Originally built in 1930, the span was widened on both sides in 1964 with rolled steel stringers. Port Authority storage facilities were constructed under the end spans adjacent to the abutments.

When the lower level of the George Washington Bridge was opened in the early 1960s, traffic to and from that level is carried via ramps that pass under Hudson Terrace.

Historical and Technological Significance: While the encased stringer bridge was constructed as part of the New Jersey approach network to the National Register-eligible George Washington Bridge, neither it does not have integrity of original design and setting. It was widened on both sides in 1964, and the original railing was also replaced with the present one at that time. In addition to the structural alterations, the setting has been significantly changed to accommodate access to the lower level of the George Washington Bridge that was opened in the early 1960s. While the suspension bridge is significant, this bridge is too altered to be significant. The rigid frame bents are found on other bridges in the region that possess integrity of setting and design (0917150).

"It was deemed desirable in planning the New Jersey approach to accomplish the actual traffic distribution at as great a distance from the bridge as economical and physical considerations would permit, and at the same time avoid all semblance of a plaza where undue concentration of traffic could occur" (EN-R). Three state highways (NJ 1,4,6) and local roads are distributed into or from the approach road west of Linwood Avenue in Ft. Lee. From that point east to the toll plaza, local streets are carried over the approach road on overpasses. After the toll plaza, the approach road is carried over the easternmost local street, Hudson Terrace. The goal of the planners and designers was to eliminate all grade crossings and safely speed up traffic. It was accomplished, like it had been on other projects undertaken by the New Jersey State Highway Department, by overpasses and ramped breakouts. With the exception of the 3-level grade separation near the western limits of the approach, which presents "the most interesting structural layout of the project" (0202160, 0206187; evaluated as eligible) (EN-R), the design of the highway, interchanges, and structures is not innovative and is representative of ideas and designs that the Department had used elsewhere throughout state.

Interestingly, the decision was made in 1929 to build the approach roads and structures to their full capacity and width, although only half the anticipated demand existed when the GW bridge was completed. It was expected that the facility would never have to be widened. Since completion in 1930, there have been many changes to the distributing highways and their ramps. When the lower level of the bridge was planned in 1959, the viaduct over Hudson Terrace was to be widened, and the ramp servicing the Palisades Parkway was added. At that time the bridge lost its integrity of original design. While the historical significance of the bridge is unchanged (it is still the closest approach span to the west end of the GW bridge, and it was built as part of that large project), it does not appear as it did when it achieved its historical significance and is thus not an eligible resource.

The Port of New York Authority designed the approach as far west as Lemoine Avenue, but they built (secured the property and paid for) the portion only as far as Hoyt Street, which is about the location of the toll plaza. The Authority paid the state of New Jersey to build the rest of the approach road and to improve the state routes feeding the approach (EN-R). The Port Authority design team was headed by J.C. Evans, terminal engineer. New Jersey's efforts were lead by J.L. Bauer, New Jersey State Highway Engineer, and Morris Goodkind, state bridge engineer. The New Jersey work was built by M. Brewster & Sons of Bogota, NJ.

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 04 , 2002

PHOTO: 213:17-19 (02/92) REVISED BY (DATE): QUAD: Central Park

A. G. Lichtenstein & Associates, Inc. performed initial survery.
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