NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0600004 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 5.73

NAME & FEATURE INTERSECTED CHESTNUT ROAD OVER CHESTNUT RUN **FACILITY** CHESTNUT ROAD (CR 623)

TOWNSHIP STOW CREEK TOWNSHIP

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

 # SPANS 3 **LENGTH** 24 ft **WIDTH** 15.5 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The single-lane wide bridge spans a small creek in a rural section of northern Cumberland County. Nearby are open fields and wooded lots. Records confirming the bridge's date of construction could not be located at the county engineer's office.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY Originally a single-span, the bridge has been significantly altered by the addition of timber-piling piers that make it a three-span bridge, by concrete reinforcing of the stone abutments and wing walls, by the addition of a second steel I-beam on top of the original stringers, and by the addition of a steel guide rail. The bridge is an older example of a common bridge type, but due to alterations it is not historically or technologically distinguished.

INFOR MATION

PHOTO: 400:36-37, 401:2 (09/91) REVISED BY (DATE): QUAD: Shilon

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 # 0600005 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 13.01

NAME & FEATURE INTERSECTED PORT NORRIS-BRIDGETON ROAD (CR 553) OVER BLEWS RUN **FACILITY** PORT NORRIS BRIDGETON ROAD (CR 553)

TOWNSHIP LAWRENCE TOWNSHIP

TYPE BOX CULVERT **DESIGN** **MATERIAL** Reinforced Concrete

 # SPANS 2 **LENGTH** 23 ft **WIDTH** 40 ft

CONSTRUCTION DT 1936 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT WALTER M. SHARP, CO. ENG. **BUILDER** UNKNOWN

SETTING / CONTEXT The box culvert carries a two-lane road over a small ditch in a residential neighborhood (c. 1900-1960) northwest of the village of Cedarville. The ditch is at the headwaters of Blews Run and channels run off from the lawns and driveways of the near by residences.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-cell, reinforced-concrete box culvert with wing walls is a common structure for short-span crossings. A steel beam guard rail has been added. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 401:19-20 (09/91) REVISED BY (DATE): QUAD: Cedarville

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 # 0600014 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 31.62

NAME & FEATURE INTERSECTED ALMOND ROAD OVER MAURICE RIVER **FACILITY** ALMOND ROAD (CR 540)

TOWNSHIP VINELAND CITY

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

 # SPANS 3 **LENGTH** 78 ft **WIDTH** 30 ft

CONSTRUCTION DT 1933 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** HILL CONSTRUCTION COMPANY

SETTING / CONTEXT The two-lane wide bridge spans the Maurice River on the Salem and Cumberland County border. On the Cumberland County side of the bridge is Vineland City's West Side Park (c. 1980), a municipal picnic area and beach. On the Salem County side is the state's Union Lake Wildlife Management Area with new-growth forest and dense undergrowth. Downstream from the bridge is a small concrete dam.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span, steel stringer bridge has concrete-encased fascia stringers, reinforced-concrete substructure, balustrade, and sidewalks. Approximately one-third of all the pre-1946 bridges in Cumberland County are steel stringers. The bridge has a design similar to many bridges designed and built by county engineers' offices in the 1920s and 1930s. Contractors from Mount Holly, NJ, built the bridge. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 402:3-5 (09/91) REVISED BY (DATE): QUAD: Millville

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 # 0600015 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 13.31

NAME & FEATURE INTERSECTED BUCKSHUTEM ROAD (CR 670) OVER LAUREL LAKE **FACILITY** BUCKSHUTEM ROAD (CR 670)

TOWNSHIP COMMERCIAL TOWNSHIP

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

 # SPANS 3 **LENGTH** 78 ft **WIDTH** 26 ft

CONSTRUCTION DT 1937 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT WALTER SHARP, CO. ENG. **BUILDER** FRANK J. HILL

SETTING / CONTEXT The two-lane wide bridge and its approaches cross the eastern tip of Laurel Lake about 50 yards above the earthwork dam that creates the lake. Laurel Lake is a private development with lakefront summer homes and cottages (c. 1920-90). South of the bridge is the development's main crossroads with a convenience store, realtor's office, and clubhouse.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span bridge is a representative example of T-beam construction with balustrades and reinforced-concrete abutments and piers. A steel guard rail has been added to the bridge. The T-beam was a popular bridge design from the mid-1910s to the 1930s and was promoted by some highway engineers as an alternative to concrete slab construction. T-beams are common in New Jersey, and the bridge is not historically or technologically significant.

INFOR MATION

PHOTO: 401:29-30 (09/91) REVISED BY (DATE): QUAD: Dividing Creek

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 # 0600016 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WASHINGTON STREET OVER COHANSEY RIVER **FACILITY** WASHINGTON STREET

TOWNSHIP BRIDGETON CITY

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

 # SPANS 3 **LENGTH** 131 ft **WIDTH** 30 ft

CONSTRUCTION DT 1941 **ALTERATION DT** 1997 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** C. FISKE CAMPBELL

SETTING / CONTEXT The bridge crosses the Cohansey River near the old brick Waterworks (1877), used as a maintenance building for Bridgeton City Park located on the west side of the river. The bridge spans the river between the park and downtown Bridgeton with its well-preserved 19th-century industrial, commercial, and residential sites. The bridge is in the Bridgeton Historic District that also includes the waterworks. The park does not have a historically significant landscape.

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

CONSULT STATUS Not Individually Eligible. Listed. Bridgeton Historic District. 10/29/1982. Contributing.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The 3-span rigid-frame bridge built in 1941 is finished with balustrades and decorative scallops on the fascia above the cutwater piers. There are over 35 concrete rigid frame bridges in the survey population; about 22 were built before 1941. The bridge profile is predicated on its structural type, and the detailing is in keeping with the park setting. The bridge is eligible for listing in the National Register of Historic Places as a contributing element to the Bridgeton Historic District under Criterion C.

INFOR MATION

PHOTO: 400:13-14 (09/91) REVISED BY (DATE): QUAD: Bridgeton

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 # 0600017 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 2.16

NAME & FEATURE INTERSECTED WEST PARK DRIVE (CR 621) OVER SUNSET LAKE RACEWAY **FACILITY** WEST PARK DRIVE (CR 621)

TOWNSHIP BRIDGETON CITY

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

 # SPANS 3 **LENGTH** 76 ft **WIDTH** 30 ft

CONSTRUCTION DT 1935 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** C. FISKE CAMPBELL

SETTING / CONTEXT The two-lane wide bridge spans an old mill raceway flowing south from Sunset Lake. The bridge lies within Bridgeton City Park, an old industrial site converted into a park in the early 1900s. To the west of the bridge is a picnic ground; and to the south, the city zoo and a recreated Swedish settlers' cabin.

1995 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 with balustrades and reinforced-concrete piers and abutments is representative of many bridges designed and built by county engineering offices in the 1920s and 1930s. The bridge is not historically associated with the original layout of Bridgeton City Park and does not lie within the Bridgeton Historic District. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 400:20-21 (09/91) REVISED BY (DATE): QUAD: Bridgeton

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 # 0600018 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 2.35

NAME & FEATURE INTERSECTED WEST PARK DRIVE (CR 621) OVER COHANSEY RIVER **FACILITY** WEST PARK DRIVE (CR 621)

TOWNSHIP BRIDGETON CITY

TYPE BOX CULVERT **DESIGN** SIPHON SPILLWAY **MATERIAL** Reinforced Concrete

 # SPANS 11 **LENGTH** 107 ft **WIDTH** 43.5 ft

CONSTRUCTION DT 1938 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT WALTER M. SHARP, CO. ENG. **BUILDER**

SETTING / CONTEXT The two-lane, 11-span culvert and dam is located at the northeast corner of Bridgeton City Park (c. 1900-20). Sunset Lake, above the dam, is used for boating and fishing, and is one of the park's central features. To the east is a residential development (c. 1920-60). The lake and dam were originally a part of the waterpower system of the Cumberland Nail and Iron Co. In 1903, Bridgeton purchased the land for a city park.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The roadway is carried on an 11-span concrete box culvert that is an earth-filled dam/spillway. The well-preserved bridge/dam has a concrete headwall with balustrade and is a siphon spillway design, drawing water off the bottom of the lake through a series of siphon-shaped inlets. The dam was built in 1938 after a previous dam collapsed in a 1934 flood. Inverted siphons are not a common structural type, and thus it is eligible because of its technological significance.

INFOR MATION

SOURCES:
Cumberland County Engineer Records. File Cards. Bridge No. 0600018, CR 621, MM 2.35.
Logue, William A. "Parks." Bridgeton History. 1936.
"Sunset Residents Unhappy, June 21, 1977." Vertical File. Bridgeton Public Library, Bridgeton, NJ.
Williams, George Bansby. Storage Reservoirs. London: Chapman and Hall, 1937.

PHYSICAL DESCRIPTION: The dam and bridge is a design known as a siphon spillway. The spillway draws water off the bottom of the lake through a series of siphon-shaped inlets and discharges the water downstream through the eleven reinforced-concrete box culverts. The dam is earth-filled with a concrete headwall with pierced balustrade. The spillway has not been significantly altered, although newspaper records indicate that at some time past a flow box was added to the bridge to provide for enough surface current to remove scum and stagnant surface water near the dam.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The bridge/dam, located in Bridgeton City Park, is a well-preserved example of an uncommon structural type. Dams with siphon spillways came into general use in the United States and Europe in about 1905, but were not a frequently used type. It appears that in this application the type was selected so that the structure could perform two functions; (1) serve as the superstructure for the roadway over the dam and (2) control the water level to a create a small lake which is a feature in the park and a source of fresh water. No other inverted siphon dam bridges have been identified in southern New Jersey.

The dam and lake in Bridgeton City Park were originally a part of the waterpower system of the Cumberland Nail and Iron Company. In the early 1900s the foundry and factory went into bankruptcy and in 1903 Bridgeton City bought the lake and the surrounding land with the intention of maintaining it as a public playground and park. In 1934, the old dam constructed by the Cumberland Nail and Iron Company went out in a flood. In 1938, the county completed construction of the present dam, bridge, and spillway.

PHOTO: 400:17-19 (09/91) REVISED BY (DATE): QUAD: Bridgeton

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 # 0600020 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 7.36

NAME & FEATURE INTERSECTED WEST AVENUE (CR 607) OVER IRELANDS MILL RUN **FACILITY** WEST AVENUE (CR 607)

TOWNSHIP BRIDGETON CITY

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

 # SPANS 1 **LENGTH** 69 ft **WIDTH** 25.6 ft

CONSTRUCTION DT 1923 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane wide bridge spans a creek at the northern edge of Bridgeton City Park (c. 1903). Upstream from the bridge is a modern dam (c. 1970) and Mary Elmer Lake. Downstream the creek flows through a wooded area before entering Sunset Lake and the Cohansey River. To the north, West Avenue enters a residential area (c. 1920-1970). The bridge does not lie within the Bridgeton 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, earth-filled, reinforced-concrete arch is in deteriorating condition. Modern corrugated-metal sheathing has been added around the abutments, and a steel guard rail has been bolted to the crumbling curb. In 1903 Bridgeton City bought the area east of West Avenue as a park, and in 1914 the lake and woods to the west were deeded as a park extension. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 400:22-23 (09/91) REVISED BY (DATE): QUAD: Bridgeton

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 # 0600021 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 0.0

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

TOWNSHIP BRIDGETON CITY

TYPE CULVERT **DESIGN** **MATERIAL** Reinforced Concrete

 # SPANS 2 **LENGTH** 25 ft **WIDTH** 36 ft

CONSTRUCTION DT 1936 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT WALTER M. SHARP, CO. ENG. **BUILDER** C. FISKE CAMPBELL

SETTING / CONTEXT The two-lane wide culvert spans a mill raceway on the east side of Bridgeton City near the intersection of NJ 49 and East Avenue. East of the bridge is a warehouse/mill complex (c. 1890-1920) and a parking lot built over the mill raceway. Downstream trees line the river banks. To the north is a working-class neighborhood (c. 1850-1950) and an urban housing development (c. 1960).

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-cell box culvert has balustrades, reinforced-concrete abutments and wing walls, and sidewalks. C. Fiske Campbell, a contractor from Bridgeton, constructed at least four existing pre-1946 bridges in Cumberland County. Box culverts are a common highway structure. The culvert is not historically or technologically distinguished.

INFOR MATION

PHOTO: 401:21-22 (09/91) REVISED BY (DATE): QUAD: Bridgeton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
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November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0600023 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAYOR AITKEN DRIVE OVER SUNSET LAKE RACEWAY **FACILITY** MAYOR AITKEN DRIVE

TOWNSHIP BRIDGETON CITY

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

 # SPANS 1 **LENGTH** 42 ft **WIDTH** 25.8 ft

CONSTRUCTION DT 1923 **ALTERATION DT** 1980ca **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The narrow two-lane bridge spans a former mill raceway within Bridgeton City Park (c. 1903). Mayor Aitken Drive forms the major north-south artery through the park and the raceway is a popular spot with canoeists and hikers. North of the bridge is a recreated Indian village and the city zoo. South are tennis courts and the old city waterworks (1877). A landfill to the east detracts from the bridge's 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 city built the arch bridge with a paneled concrete parapet shortly after it developed the park at a former industrial site in the early 1900s. Historic photographs indicate the parapets were originally paneled and decoratively detailed, but have since been altered and covered with gunite (c.1980). Although aesthetically appropriate to the park setting, the bridge is in poor condition with spalling, and is not an early or technologically significant example of the bridge type.

INFOR MATION

PHOTO: 400:24-25 (09/91) REVISED BY (DATE): QUAD: Bridgeton

A. G. Lichtenstein & Associates, Inc. performed initial survery.
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November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0600026 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED TOMS BRIDGE ROAD OVER REUBENS BRANCH **FACILITY** TOMS BRIDGE ROAD

TOWNSHIP DOWNE TOWNSHIP

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

 # SPANS 2 **LENGTH** 27 ft **WIDTH** 14.4 ft

CONSTRUCTION DT 1942 **ALTERATION DT** 1954 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The single-lane wide bridge spans a tidal estuary in an undeveloped wetlands area near the Delaware Bay.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The bridge is one of at least four existing, short-span, steel-stringer bridges with timber-pile bents built by Cumberland County between 1930 and 1942. In 1954 the county drove new timber piles and in 1990 added the steel guide rail. The masonry abutments and approaches could date from an earlier bridge. Steel stringers are a very common bridge type. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 401:3-6 (09/91) REVISED BY (DATE): QUAD: Dividing Creek

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 # 0600029 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BAYVIEW ROAD OVER DIVISION GUT **FACILITY** BAYVIEW ROAD

TOWNSHIP DOWNE TOWNSHIP

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

 # SPANS 3 **LENGTH** 30 ft **WIDTH** 12.9 ft

CONSTRUCTION DT 1930 **ALTERATION DT** 1951 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The single-lane wide bridge spans a tidal estuary of the Nantuxent River near its confluence with Delaware Bay at Money Island. Money Island is a fishing and summer-home community of small cottages and mobile homes (c. 1930-1990) reached by Newportneck Road, a two-lane causeway over undeveloped wetlands.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The plank-decked bridge is one of at least four existing, short-span, steel-stringer bridges with timber pile bents built by the county between 1930 and 1942. In 1951 and 1978 the county replaced the timber pile piers, and in 1978 also replaced at least some of the steel stringers. A beam guide rail has been added. Due to deterioration and replacement it is unlikely that much original bridge fabric survives. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 401:15-16 (09/91) REVISED BY (DATE): QUAD: Cedarville

A. G. Lichtenstein & Associates, Inc. performed initial survery.
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November 04 , 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0600031 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED NEW JERSEY AVENUE OVER OYSTER CREEK **FACILITY** NEW JERSEY AVENUE

TOWNSHIP DOWNE TOWNSHIP

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

 # SPANS 5 **LENGTH** 63 ft **WIDTH** 15.1 ft

CONSTRUCTION DT 1940 **ALTERATION DT** 1983 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The single-lane wide bridge spans a tidal estuary at the southern end of Fortescue Beach on the Delaware Bay. Fortescue Beach is a fishing and summer-home community of cottages and mobile homes (c. 1930-1990).

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The five-span, timber-stringer bridge has timber-pile piers and timber-pile abutments with wood sheathing. In 1983, the county replaced some of the built-up timber stringers and drove new timber piles and bulkheads. Such replacement is similar to other timber-stringer bridges built in the county between 1930 and 1940 (Nos. 0600032, 0600039, 0600040 & 0600045). A steel guard rail has been added. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 401:13-14 (09/91) REVISED BY (DATE): QUAD: Fotesque

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 # 0600032 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 0.59

NAME & FEATURE INTERSECTED BEALS MILL ROAD (CR 733) OVER COHANSEY RIVER **FACILITY** BEALS MILL ROAD (CR 733)

TOWNSHIP UPPER DEERFIELD TOWNSHIP

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

 # SPANS 4 **LENGTH** 61 ft **WIDTH** 23 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1948 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The narrow two-lane wide bridge spans the upper Cohansey River north of Bridgeton. The surrounding area is rural with pasture, fields, and forested lots.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The four-span, plank-decked, timber-stringer bridge has timber pile bents and abutments with cross bracing. In 1948, 1953, and 1971, the county replaced timber piles, stringers, and deck. The wood railing is also a modern replacement. Such replacement is similar to other timber-stringer bridges built in the county between 1930 and 1940 (Nos. 0600031, 0600039, 0600040, & 0600045). The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 400:32-33 (09/91) REVISED BY (DATE): QUAD: Alloway

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 # 0600033 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SILVER LAKE ROAD (CR 704) OVER COHANSEY RIVER **FACILITY** SILVER LAKE ROAD (CR 704)

TOWNSHIP UPPER DEERFIELD TOWNSHIP

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

 # SPANS 5 **LENGTH** 43 ft **WIDTH** 16.8 ft

CONSTRUCTION DT 1930 **ALTERATION DT** 1981 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The single-lane wide bridge with two safety sidewalks spans the upper Cohansey River north of Bridgeton. The surrounding area is rural with fields, pastures, and wooded lots.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The five-span, continuous steel-stringer bridge with wood railing and beam guard rail has timber-pile piers and concrete abutments. In 1981 the county widened the bridge with safety sidewalks supported by timber stringers, and replaced the timber pile bents. The bridge is one of at least four similar bridges built by the county between 1930 and 1942. Steel stringers are a common pre-1946 bridge type in New Jersey, and the bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 400:26-27 (09/91) REVISED BY (DATE): QUAD: Shilon

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 # 0600036 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MILL ROAD OVER LITTLE ROBIN BROOK **FACILITY** MILL ROAD

TOWNSHIP VINELAND CITY

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

 # SPANS 1 **LENGTH** 26 ft **WIDTH** 29.8 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** HILL AND FOX

SETTING / CONTEXT The two-lane wide, skewed bridge spans a small creek in a suburban residential area of eastern Vineland City. The homes are small cottages and ranch homes (c. 1930-1960) on large wooded lots. Trees and heavy undergrowth line the shallow creek. The bridge is near the intersection of Mill Road and NJ 56.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span, skewed concrete-slab bridge has balustrades and concrete abutments. It is one of three existing pre-1946 concrete-slab bridges in the county. It replaced an earlier brick arch and was built by local contractors from Bridgeton. Concrete-slab construction became popular in the 1920s as a simple and inexpensive technique for short-span bridges. The bridge is not historically distinguished, and better examples, such as #0809L02, exist.

INFOR MATION

PHOTO: 402:2 (09/91) REVISED BY (DATE): QUAD: Millville

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 # 0600038 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MILL ROAD OVER BLACKWATER BRANCH **FACILITY** MILL ROAD

TOWNSHIP VINELAND CITY

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

 # SPANS 3 **LENGTH** 30 ft **WIDTH** 21.1 ft

CONSTRUCTION DT 1936 **ALTERATION DT** 1978 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane wide bridge spans a small creek in a low-lying marsh with a dead-tree stand. Nearby are a sandpit, a commercial warehouse, and ranch homes (c. 1960-1980).

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 11/22/91

SUMMARY The bridge is one of at least four existing, short-span, steel-stringer bridges with timber-pile bents and abutments built by Cumberland County between 1930 and 1942. In 1978 the county replaced the timber piles, deck and railing. The bridge has timber fascia stringers that support the beam guide rail. Little original bridge fabric remains. Steel stringers are the most common pre-1946 bridge type in New Jersey. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 402:8-9 (09/91) REVISED BY (DATE): QUAD: Newfield

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 # 0600039 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MAURICE RIVER PARKWAY OVER BLACKWATER BRANCH **FACILITY** MAURICE RIVER PARKWAY

TOWNSHIP VINELAND CITY

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

 # SPANS 3 **LENGTH** 46 ft **WIDTH** 21.4 ft

CONSTRUCTION DT 1938 **ALTERATION DT** 1971 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane wide bridge spans a small creek in a wetlands area to the east of the Maurice River and the state's Union Lake Wildlife Management Area. A few residences (c. 1960-1980) line the Maurice River Parkway to the south, but the surrounding area is predominately marshy and forested.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 7/24/90

SUMMARY The three-span, planked-deck, timber-stringer bridge has timber-pile bents and timber-pile abutments with wood sheathing. In 1971 and 1978, the county replaced timber pilings and stringers. Such inkind replacement is characteristic of other timber stringers built in the county between 1930 and 1940 (Nos. 0600031, 0600032, 0600040, & 0600045). A steel-beam guard rail has been added. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 402:6-7 (09/91) REVISED BY (DATE): QUAD: Newfield

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 # 0600040 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 1.73

NAME & FEATURE INTERSECTED BOWERS CREEK ROAD OVER CEDAR CREEK **FACILITY** BOWERS CREEK ROAD (IRON BRIDGE ROAD)

TOWNSHIP LAWRENCE TOWNSHIP

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

 # SPANS 2 **LENGTH** 42 ft **WIDTH** 15.2 ft

CONSTRUCTION DT 1940 **ALTERATION DT** 1969 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** C. FISKE CAMPBELL

SETTING / CONTEXT The single-lane wide bridge spans a tidal estuary at the western end of the small village of Cedar Creek. In 1940 the timber-stringer bridge replaced an earlier iron truss, hence the former name Iron Bridge Road. Cedar Creek has some good examples of nineteenth-century domestic architecture but generally the town displays the usual collection of nineteenth and twentieth-century structures.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 11/14/91

SUMMARY The two-span, plank-decked, timber-stringer bridge has timber-pile abutments. Masonry wing walls probably date to an earlier bridge. In 1969, the county replaced the piles and stringers. Such inkind replacement is similar to other timber-stringer bridges built in the county between 1930 and 1940 (Nos. 0600031, 0600032, 0600039, & 0600045). A steel guard rail has been added. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 401:17-18 (09/91) REVISED BY (DATE): QUAD: Cedarville

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 # 0600045 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BUCKHORN ROAD OVER HORSE RUN **FACILITY** BUCKHORN ROAD

TOWNSHIP STOW CREEK TOWNSHIP

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

 # SPANS 3 **LENGTH** 46 ft **WIDTH** 23.1 ft

CONSTRUCTION DT 1936 **ALTERATION DT** 1965 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** F. SMITH

SETTING / CONTEXT The narrow two-lane wide bridge spans a small creek on the border between Cumberland and Salem Counties. The surrounding area is rural with fields and wooded lots. Buckhorn Road is infrequently traveled and changes from blacktop to dirt once it enters Salem County.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span, plank-decked, timber-stringer bridge has timber pile bents and abutments with wood sheathing. In 1965 the county replaced "700 feet of timber piles and other timber" in the bridge. The wood railing is also a modern replacement. Such replacement is similar to other timber-stringer bridge built in the county between 1930 and 1940 (Nos. 0600031, 0600032, 0600039, & 0600040). The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 400:34-35 (09/91) REVISED BY (DATE): QUAD: Shilon

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 # 0600047 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 20.66

NAME & FEATURE INTERSECTED COHANSEY-DEERFIELD ROAD OVER COHANSEY RIVER **FACILITY** COHANSEY DEERFIELD ROAD (CR 540)

TOWNSHIP UPPER DEERFIELD TOWNSHIP

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

 # SPANS 2 **LENGTH** 31 ft **WIDTH** 24.2 ft

CONSTRUCTION DT 1924 **ALTERATION DT** 1985 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** SAMUEL CAMPBELL

SETTING / CONTEXT The two-lane wide bridge spans the Cohansey River above Bridgeton City. The surrounding area is rural with fields, pastures, and wooded lots.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span continuous slab bridge on concrete abutments and piers has been extensively altered. In 1985 the county widened the bridge with a concrete-slab addition, and added a modern concrete barrier curb. The bridge is not historically or technologically distinguished and better examples, such as 0809L02, exist. The bridge is one of three pre-1946 concrete-slab bridges in the county.

INFOR MATION

PHOTO: 400:30-31 (09/91) REVISED BY (DATE): QUAD: Alloway

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 # 0600048 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HARMONY-DEERFIELD ROAD OVER COHANSEY RIVER **FACILITY** HARMONY DEERFIELD ROAD (CR 689)

TOWNSHIP UPPER DEERFIELD TOWNSHIP

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

 # SPANS 3 **LENGTH** 79 ft **WIDTH** 30 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** JOSEPH W. ROGERS

SETTING / CONTEXT The two-lane wide bridge spans the tree-lined Cohansey River north of Bridgeton City. The surrounding area is rural with fields, pastures, and wooded lots.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span T-beam bridge has balustrade, concrete-pile piers, and concrete abutments. It is the newest of two similar T-beams built in the county in 1937 and 1941 (#0600015). Joseph W. Rogers, a contractor from Succasunna, NJ, constructed the bridge. T-beam bridges are common in New Jersey, and the bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 400:28-29 (09/91) REVISED BY (DATE): QUAD: Alloway

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 # 0600049 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SHERMAN AVENUE (CR 552) OVER LEBANON BRANCH **FACILITY** SHERMAN AVENUE (CR 552)

TOWNSHIP DEERFIELD TOWNSHIP

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

 # SPANS 1 **LENGTH** 30 ft **WIDTH** 41.3 ft

CONSTRUCTION DT 1936 **ALTERATION DT** 1982 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT WALTER M. SHARP, CO. ENG. **BUILDER** BONHAM ENGINEERING

SETTING / CONTEXT The two-lane wide bridge spans a shallow creek along a rural, tree-lined stretch of country road. The surrounding area is undeveloped with scattered residences (c. 1900-1960), fallow fields, and lots covered with scrub brush and trees.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span, concrete-slab bridge with reinforced-concrete abutments has been highly altered. In 1982, the county widened the bridge with three prestressed concrete beams, and replaced the balustrades with a beam guide rail. The bridge is one of three pre-1946 concrete-slab bridges in the county. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 401:35-36 (09/91) REVISED BY (DATE): QUAD: Millville

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 # 0600054 **CO** CUMBERLAND **OWNER** COUNTY **MILEPOINT** 0.23

NAME & FEATURE INTERSECTED LOWER SHARP STREET OVER MAURICE RIVER **FACILITY** LOWER SHARP STREET

TOWNSHIP MILLVILLE CITY

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

 # SPANS 4 **LENGTH** 102 ft **WIDTH** 30 ft

CONSTRUCTION DT 1936 **ALTERATION DT** 1976 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** OLE HANSEN

SETTING / CONTEXT The two-lane wide bridge spans the Cohansey River on the outskirts of Bridgeton City. The bridge is just downstream from the NJDEP's Union Lake, a large reservoir and massive earthwork dam (c. 1936) with concrete spillway and fish ladder. Below the bridge is a modern metal boat dock. Downstream the river flows through a wooded area before entering downtown Bridgeton. Nearby is the DEP's Green Acres playground and baseball field.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The four-span steel-stringer bridge on concrete piers and abutments was built in 1936 by a contractor from Ventnor City, NJ. In 1976 the county widened the bridge and rebuilt the reinforced-concrete piers, abutments, wing walls, and deck, and added modern concrete parapets and railings. The bridge is not historically or technologically distinguished because of the extensive alterations.

INFOR MATION

PHOTO: 401:27-28 (09/91) REVISED BY (DATE): QUAD: Millville

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 # 0601151 **CO** CUMBERLAND **OWNER** NJDOT **MILEPOINT** 33.8

NAME & FEATURE INTERSECTED NJ 47 OVER MANUMUSKIN RIVER **FACILITY** NJ 47

TOWNSHIP MAURICE RIVER TOWNSHIP

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

 # SPANS 4 **LENGTH** 201 ft **WIDTH** 40 ft

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

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

SETTING / CONTEXT The two-lane wide bridge spans a tidal estuary near the Delaware Bay, north of the town of Port Elizabeth. Next to the bridge is a small boat launch and a marina with many decaying and unused wharf's. Port Elizabeth was once a thriving maritime community and has a few good examples of domestic architecture (c. 1800-1920). Upstream and downstream from the bridge the river meanders through broad, undeveloped wetlands.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The four-span encased thru girder and floor beam bridge has reinforced-concrete abutments and piers, and two cantilevered sidewalks with a decorative pipe railing. Alterations to the bridge include abutment repairs, redecking, and the addition of concrete barrier curbs along the roadway. The state highway department built numerous girder bridges in the 1920s and 1930s, and the bridge does not have any special technological or historical significance.

INFOR MATION

PHOTO: 401:31-32 (09/91) REVISED BY (DATE): QUAD: Port Elizabeth

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 # 0601152 **CO** CUMBERLAND **OWNER** NJDOT **MILEPOINT** 36.07

NAME & FEATURE INTERSECTED NJ 47 OVER MANANTICO CREEK **FACILITY** NJ 47

TOWNSHIP MAURICE RIVER TOWNSHIP

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

 # SPANS 2 **LENGTH** 148 ft **WIDTH** 30 ft

CONSTRUCTION DT 1925 **ALTERATION DT** **SOURCE** PLANS

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

SETTING / CONTEXT The two-lane bridge spans a tidal estuary of the Maurice River south of Millville. Next to the bridge is a heavily altered two-story frame house (c. 1870). The surrounding area is rural with fallow fields and scrub brush. Downstream are the remains of an old stone abutment, probably the site of an earlier bridge. Rotted timber pilings, piers, and wharfs suggest a once active maritime 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 bobtail thru girder with floor beams swing span bridge with a steel stringer approach span has concrete abutments and piers. Electrical service has been removed from the swing span, and it was sealed to navigation in c.1968. Encasing has been removed from the fascia stringer of the approach span. The bridge is the least well-preserved and historically-documented of two similar 1920s swing spans in the region (1708151). The other swing span is recommended eligible.

INFORMATION

SOURCES:
Hool, George A. and W. S. Kinne. Movable and Long-Span Steel Bridges. New York: McGraw Hill, 1923.
New Jersey State Highway Department Bridge Division. Bridge Plans File No. 0601152. 1925.
Waddell, J. A. L. Bridge Engineering. New York: John Wiley & Sons, 1916.

PHYSICAL DESCRIPTION: The bridge is a center-bearing, bobtail, riveted thru girder swing span with an encased stringer approach span to the south. The swing span superstructure consists of two riveted plate girders, floor beams and stringers, lateral bracing, and steel-grid deck. A concrete counterweight supported in a steel framework is underneath the deck on the shorter, bobtail end of the span. Above the center pier is a box-shaped cross girder designed to support and balance bridge upon the center bearing when in the open position. Four balance wheels are attached to the cross girder and floor-beam system and roll on a circular track mounted on the center pier. The bridge was operated by a single pinion turning against a rack of approximately 10'-radius. A set of six wedges, two at each end of the bridge and two at the center pier, lifted the end of the bridge in the closed position. The rack and pinion and wedges were operated by an electric motor and a system of direct-drive line shafting and beveled gears, all of which are extant. The operator's shanty and all electrical service and controls have, however, been removed. The bobtail swing span has an overall length of 89' with a 30' roadway.

The 51'-long, steel-stringer approach span is concrete-encased with balustrades. The concrete encasing has been removed from the fascia stringers. The abutments and piers are reinforced-concrete founded on timber piles. Repairs have been made to the piers with new concrete caps underneath the wedge lifts. The center pier is badly spalled. The bridge has timber-pile fenders. Since 1968, it has been closed to navigation, and traffic control equipment has been removed.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The swing span bridge is 1 of 2 nearly-identical swing spans designed in the mid-1920s by the NJ State Highway Department for state highways in South Jersey. The other bridge (1708151), NJ 49 over Alloways Creek in Quinton, Salem County, is the better preserved and documented of the two bridges, and has been recommended eligible as a rare surviving example of a technologically significant movable bridge type.

The swing span is a type of movable bridge, a special structural type combining both civil and mechanical engineering technologies. Swing spans were one of the most prevalent types of movable bridges during the 19th and early-20th centuries. The NJ 47 over Manantico Creek Bridge is a late example of movable-bridge technology employing girder superstructure, wedge end lifts, and electrification, all of which were improvements in swing span design during the period between 1890 and 1920. Constructed in 1925, the bridge was built as part of the NJ State Highway Route 15 improvements. It replaced a bobtail truss swing span that once stood slightly downstream from the existing bridge. No documentation has been located to identify the builder.

PHOTO: 401:23-26 (09/91) REVISED BY (DATE): QUAD: Dividing Creek

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 # 0604152 **CO** CUMBERLAND **OWNER** NJDOT **MILEPOINT** 25.5

NAME & FEATURE INTERSECTED NJ 49 (WAR MEMORIAL BRIDGE) OVER COHANSEY RIVER **FACILITY** NJ 49

TOWNSHIP BRIDGETON CITY

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

 # SPANS 2 **LENGTH** 156 ft **WIDTH** 40 ft

CONSTRUCTION DT 1936 **ALTERATION DT** **SOURCE** NEWSPAPER

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

SETTING / CONTEXT The four-lane bridge spans a tidal estuary of the Delaware Bay in the center of downtown Bridgeton, a once thriving maritime community and industrial center. On the river's east bank is a diner (c. 1930) and a river walk development (c. 1980). On the west bank is a closed textile mill (c. 1890) and commercial buildings (c. 1870-1990). The bridge lies within the Bridgeton Historic District.

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

CONSULT STATUS Not Individually Eligible. Listed. Bridgeton Historic District. 08/18/1982. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The War Memorial Bridge is a 2-span, single-leaf trunnion bascule that was sealed about 1969. Some controls were removed at that time, but the drive mechanism remains. It was constructed in 1936 and is outside the Bridgeton Historic District's period of significance (c. 1790-1900). One of over 12 examples of the design in southern New Jersey, the bridge is not significant due to alterations. More complete examples survive.

INFORMATION

SOURCES:

Cushing, Thomas, and Charles E. Sheppard, eds. History of the Counties of Gloucester, Salem, and Cumberland, New Jersey. Philadelphia: Everts & Peck, 1883.
Hool, George A. and W. S. Kinne. Editors. Movable and Long-Span Steel Bridges. New York: McGraw-Hill, 1923.
New Jersey Department of Transportation. Bridge Files and Plans, 0604152, 1935.
Waddell, J. A. L. Bridge Engineering. New York: John Wiley, 1916.

PHYSICAL DESCRIPTION: The western span of the two-span bridge is a non-operative single-leaf trunnion bascule of the underneath counterweight type. The eastern span, although similar to the northern span in outward appearance, is a fixed, segmental-shape deck plate girder. Overall the bridge is 156'-long with 40'-roadway.

The western bascule span is constructed of two girders that span a distance of 72' from toe bearing to trunnion. The girders are tapered from approximately 9' depth at the trunnion to 4' depth at the center of the span, to 6'6" depth at the toe. In addition, there are steel angle cross braces which act as stiffening members for the bascule span. Floor beams frame into the girders at approximately 14' intervals. The floor beams support steel stringers and a steel grid deck with asphalt roadway. Two 8' wide sidewalks with steel balustrades are supported by steel brackets on either side of the span.

The counterweight and operating machinery are concealed in a watertight pit below the roadway at the northern end of the bridge. The counterweight is concrete in a steel frame attached to the short arm of the bascule girders. The bascule leaf is opened by pinion gears engaging cast-steel racks of 7'6" radius about the trunnions of either girder. The pinion gears are operated by a single electric motor attached to trunnion shafts and gears. The bridge also has a motor brake and a speed change for hand operation.

The movable span provides navigational clearance of 40' with a minimum vertical clearance of 6' at mean high water. The bridge has timber pile fenders. A one-story concrete operator's house with concrete-slab hipped roof stands next to the bascule on the southwest corner.

The eastern span is a 72'-long plate girder. The two girders are made of web plates and angles and taper from 6'8" depth at the toes to 4' depth at the center of the span. Floor beams frame into the girders and there are steel cross braces which act as stiffening members. The floor beams support steel stringers and a concrete slab deck.

The bridge foundations are reinforced concrete and consist of two abutment and a pier.

HISTORY AND SIGNIFICANCE: The Broad Street Bridge is an example of a technologically significant bridge type that is becoming increasingly rare in New Jersey and the United States. The bridge is the best preserved, and perhaps the only, bascule highway bridge of the underneath counterweight type remaining in the state. Constructed in 1935-36, it utilizes details found on most other simple trunnion bascule bridges of the underneath counterweight type. The bridge is a local landmark on one of the primary highway routes in Bridgeton, and is dedicated as a memorial to the veterans of WWI. It is within the boundaries of the Bridgeton Historic District but was not built during the district's period of significance (ca. 1790-1900).

The bascule is a type of movable bridge, a special structural type combining both civil and mechanical engineering technologies. They are erected where navigation demands vertical clearance and the surrounding landscape does not permit elevated approaches. Thus, they are commonly found in low lying coastal areas, like South Jersey. The modern type of bascule bridge developed in the United States during the 1890s in Chicago. The most prevalent patented types of bascule bridges were the Scherzer and Rall rolling lift bridge, the Chicago City, and the Strauss Trunnion Bascule types. Construction of bascule highway bridges probably reached a peak in the period between 1900 and 1930. The Broad Street Bridge is an example of the simple trunnion type and does not make use of the Strauss patented features.

Since 1869 a bridge has spanned the Cohansey River at the present site. The previous bridge was a wrought-iron swing span, 135'-long

and 30'-wide, with arms of equal length. In 1934 a flood destroyed the old swing span. The New Jersey State Highway Department undertook to rebuild the bridge and chose the engineering firm of Ash, Howard, Needles, and Tammen of New York and Kansas City to prepare the bridge designs and specifications. The general contractors for the bridge were Merritt-Chapman and McClean Corporation of Baltimore, Maryland.

Bridgeton, the furthest navigable point on the Cohansey River, was once a thriving maritime city with regular ferry service to Philadelphia and New York City, glass factories, and a nail works. The maritime economy declined in the first part of the 20th century. In the mid-1960 it was determined to close the bridge to river navigation.

PHOTO: 400:9-12 (09/91) REVISED BY (DATE): QUAD: Bridgeton

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0606150 **CO** CUMBERLAND **OWNER** NJDOT **MILEPOINT** 39.07

NAME & FEATURE INTERSECTED NJ 49 OVER MANANTICO CREEK **FACILITY** NJ 49

TOWNSHIP MILLVILLE CITY

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

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

CONSTRUCTION DT 1929 **ALTERATION DT** **SOURCE** NJDOT

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

SETTING / CONTEXT The two-lane wide bridge spans a shallow, tree-lined creek east of Millville along a tree-lined stretch of state highway. The surrounding area is suburban with ranch-style housing (c. 1940-1960).

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span, concrete-slab bridge has reinforced-concrete abutments and wing walls. The bridge is representative of many bridges designed and built by the state highway department in the period between 1920 and 1950. Concrete-slab construction became popular in the 1920s as a simple and inexpensive technique for short-span bridges. A utility pipe has been added. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 401:33-34 (09/91) REVISED BY (DATE): QUAD: Five Points

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 # 0607150 **CO** CUMBERLAND **OWNER** RAILROAD **MILEPOINT** 130.99

NAME & FEATURE INTERSECTED SOUTHERN DIVISION RR OVER NJ 77 **FACILITY** CENTRAL RAILROAD OF NEW JERSEY

TOWNSHIP BRIDGETON CITY

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

 # SPANS 3 **LENGTH** 108 ft **WIDTH** 14 ft

CONSTRUCTION DT 1922 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT CENTRAL RAILROAD OF NEW JERSEY **BUILDER** PHOENIX BRIDGE COMPANY

SETTING / CONTEXT The railroad bridge crosses NJ 77 north of downtown Bridgeton. NJ 77 is Bridgeton's main north-south artery and is a busy commercial strip with small businesses, shopping centers, and gas stations. Next to the bridge is a heating-oil company and a ranch house (c. 1940-50). The single railroad is a spur near the crossing of the Central Railroad of New Jersey and the Pennsylvania-Reading 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 Southern Division overpass is a skewed steel thru girder and floor beam bridge with laced steel-column bents and concrete abutments. The bridge is one of the few overpasses in the region, but a representative example of a type frequently built by railroads in the first decades of the twentieth century. The Phoenix Bridge Company, Phoenixville, PA, was one of the most prolific girder manufacturers. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 400:7-8 (09/91) REVISED BY (DATE): QUAD: Bridgeton

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 # 3200001 **CO** CUMBERLAND **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HANSEY CREEK ROAD OVER HANSEY'S CREEK **FACILITY** HANSEY CREEK ROAD

TOWNSHIP DOWNE TOWNSHIP

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

 # SPANS 5 **LENGTH** 83 ft **WIDTH** 17.2 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The single-lane wide bridge spans a tidal estuary in a broad wetlands near the Delaware Bay. Closed to traffic and located at the end of a country road, the bridge now provides pedestrian access to the NJDEP's Turkey Point Fish and Wildlife Management Area. A boat launch is located next to the bridge.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The five-span, timber-stringer bridge has timber-pile bents and abutments. The bridge is hipped at the third pier from the north, and has an unequal northern most span. It is in poor condition and rapidly deteriorating. No records have been found to confirm the bridge's date of construction or its repair record. Timber stringers are common in the region. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 401:9-10 (09/91) REVISED BY (DATE): QUAD: Port Norris

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