NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0302150 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 56.95
NAME & FEATURE INTERSECTED US 9 OVER BASS RIVER **FACILITY** US 9
TOWNSHIP BASS RIVER TOWNSHIP
TYPE SINGLE LEAF BASCULE **DESIGN** STRAUSS UNDERNEATH **MATERIAL** Steel
 # SPANS 1 **LENGTH** 351 ft **WIDTH** 30 ft

CONSTRUCTION DT 1924 **ALTERATION DT** Demolished **SOURCE** PLANS
DESIGNER/PATENT J.B. STRAUSS/NJDOT BRIDGE DIV **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane highway over the tidal Bass River near its confluence with Great Bay. A fixed-span bridge with 22' vertical clearance carries the Garden state Parkway over the same feature is 50 yards northwest or upstream of this bridge. Marinas are located downstream from 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 single-leaf bascule bridge is a well-preserved example of a patented Strauss articulated underneath counterweight. It is also important because it is a chain-driven operating mechanism powered by a gasoline engine, and it may well be the only example of such an operating arrangement in the state. The approach spans are wood stringers supported on pile bents. The bridge is remarkably complete and technologically significant.

INFORMATION

Bibliography:
NJDOT. Bridge File #0302150. Engineering News-Record. Vol. 120 (May 129, 1938). p. 702. "J.B. Strauss Dies at Los Angles."

Physical Description: The 19-span bridge is composed of 18 short timber stringer supported on pile bents approach spans and a single-leaf deck girder moveable span with an articulated underneath counterweight. The moveable span, with a modern steel grid deck, was designed by the Strauss Bascule Bridge Company of Chicago, and it is a patented design. The moveable span pivots on two trunnions which bear on built-up trunnion towers or columns on a concrete pier. The articulated concrete counterweight moves on linkage and is located under the tail of the moveable span. The manual lattice crash gates and manual locks operated by a hand lever are both original to the span. There are no electrical toe locks. A frame, gable-roofed operators shanty is located on the north end of the downstream side of the moveable span while the operators house is at the south end of the same side. Both buildings are well preserved.

As significant as the moveable span is the operating machinery. The lifting machinery is chain rather than gear driven, and the power source is a Hercules-manufactured gasoline engine. The chain drive may have been selected because of the distance between the engine (power source) and line shafts. Such an arrangement would protect the engine from water damage. Three sets of chains and sprockets are used in the operation of the span. The first speed reduction chain services the reversing gear control to raise and lower the bridge. The second speed reduction chain connects the reversing unit output shaft to a drive sprocket on the first line shaft located under the bridge. A third reduction chain and sprocket powers the secondary transverse shaft with the pinion that engages the segmental rack which raises and lowers the bridge. The operating mechanism appears to be original and has not been modified. Work to the other elements of the span is best characterized as maintenance rather than modification or alteration. With the exception to the new concrete piers for the first line shaft, the bridge appears to survive as built.

Although the wood stringer approach spans have been repaired and rebuilt, the work has been in kind, and it survives as a good example of timber stringer bridge technology.

Historical and Technological Significance: The 1925 bridge that carries US 9 over the Bass River is not only a well-preserved example of a patented Strauss articulated underneath counterweight moveable span bridge, it is also possibly the only chain-driven, gasoline-engine powered moveable bridge in the state. The technological significance of this uncommon mechanical arrangement is matched by the nearly complete state of preservation that the bridge enjoys. It survives, complete with operators shanty and machinery house, as built in 1925, and ranks as one of the most important moveable span bridges in the state.

J.B. Strauss (1870-1938) patented his articulated counterweight bridge in 1905 (patent granted in 1911). The design went on to become one of the most popular in the nation prior to World War II, and it was his best-known design. The underneath counterweight, however, is not as common as the overhead position like that used at Green Bank over the Mullica River and at Federal Street in Camden. The parallelogram-linked counterweight that moves parallel to itself when the bridge is in operation facilitated a lighter counterweight and eliminated the need for a deep counterweight pit.

Chain-driven moveable bridges are not common, although the arrangement is appropriate when the power source and drive shafts are not closely spaced or the bridge is located in an area that is prone to high water that might inundate the engine or motor. The use of chains and sprockets eliminates the need for several sets of reduction gears. No other chain-driven bridge has been identified in New Jersey, but two others are known to survive; the Quinnipiac River at New Haven Connecticut and the ca. 1900 NYNH&H RR bridge over the Sakonnet River at Tiverton, Rhode Island. Both of those bridges, however, are powered by electric motors. This is also the only bridge documented to date that is powered by a gasoline engine. It appears that the engine is original to the bridge.

PHOTO: 301:33A-39A (01/92) REVISED BY (DATE): QUAD: New Gretna

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 # 0306150 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 0.4

NAME & FEATURE INTERSECTED NJ 68 OVER PEMBERTON-TO-SHREWSBURY LINE **FACILITY** NJ 68

TOWNSHIP NEW HANOVER TOWNSHIP

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

 # SPANS 3 **LENGTH** 128 ft **WIDTH** 56 ft

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

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

SETTING / CONTEXT The bridge carries a four-lane state highway over Conrail in Fort Dix, an army post established in World War I and encompassing over 3000 acres. Conrail operates on a right-of-way that dates back to at least the 1870s with the Pemberton and Hightstown Railroad. The area immediately surrounding the bridge is lightly wooded. Within a half mile of the bridge are several 20th-century army buildings and the base golf course.

1995 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 reinforced concrete T beam bridge rests on reinforced concrete abutments and piers. The reinforced concrete parapet, decoratively designed, is somewhat unusual for the county. The bridge is a common type of construction in the state, and it is not technologically or historically distinguished.

INFOR MATION

PHOTO: 306:22-23 (03/92) REVISED BY (DATE): QUAD: Columbus

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 # 0310154 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 20.35

NAME & FEATURE INTERSECTED NJ 70 OVER FRIENDSHIP CREEK **FACILITY** NJ 70

TOWNSHIP SOUTHAMPTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 34 ft **WIDTH** 50 ft

CONSTRUCTION DT 1931 **ALTERATION DT** 1970ca **SOURCE** NJDOT

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

SETTING / CONTEXT The bridge carries the two-lane state highway with shoulders over Friendship Creek on the outskirts of Hampton Lakes and Leisuretowne. The creek is a tributary to the extensive Rancocas Creek river system. Hampton Lakes is a planned community dating to the mid-20th century which included the creation of small lakes by periodically damming Friendship Creek. One dam is within 1/4 mile of the bridge. The immediate area is lightly wooded.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one-span concrete encased steel stringer superstructure rests on reinforced concrete abutments. The bridge, originally built as part of a larger road improvement campaign in the early 1930s, no longer has its original balustrade, but instead has a ca. 1970 reinforced concrete parapet. A modern metal guide rail runs the length of the bridge. The bridge is a common type in the county, and lacks technological or historical significance.

INFOR MATION

PHOTO: 302:3A-4A (03/92) REVISED BY (DATE): QUAD: Pemberton

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 # 0310156 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 14.56

NAME & FEATURE INTERSECTED NJ 70 OVER HAYNES CREEK **FACILITY** NJ 70

TOWNSHIP MEDFORD TOWNSHIP

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

 # SPANS 1 **LENGTH** 64 ft **WIDTH** 56 ft

CONSTRUCTION DT 1933 **ALTERATION DT** **SOURCE** PLAQUE

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

SETTING / CONTEXT The bridge carries the two-lane state highway over Haynes Creek in a mixed area of agricultural and mid- to late-20th century residences on the outskirts of Medford, a village once known as "Belly Bridge," but later named after the town in Massachusetts. 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 one-span concrete encased steel stringer bridge rests on reinforced concrete abutments, which extend out about 15 feet from under the deck into stepped retaining walls on the north side of the bridge. It is finished with a common-design concrete balustrade. The bridge is a representative example of the most common pre-World War II bridge type in the state, and it is not historically or technologically distinguished.

INFOR MATION

PHOTO: 301:14A-15A (12/91) REVISED BY (DATE): QUAD: Mount Holly

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 # 0311150 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 27.9

NAME & FEATURE INTERSECTED NJ 70 OVER BISPHAMS MILL CREEK **FACILITY** NJ 70

TOWNSHIP PEMBERTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 22 ft **WIDTH** 50 ft

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

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

SETTING / CONTEXT The bridge carries a 2-lane state highway, shoulders, and a utility pipe over a minor stream in a wooded setting at the meeting of two manmade lakes. The northerly shore of both lakes are lined with modern subdivisions. The setting is not significant.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The short reinforced concrete slab span has a concrete substructure with corresponding wing walls and a common-design concrete parapet. Although unaltered, the bridge is a representative example of the most common pre-World War II bridge type in the state and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 38:42-43 (07/91) REVISED BY (DATE): QUAD: Browns Mills

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 # 0311151 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 30.5

NAME & FEATURE INTERSECTED NJ 70 OVER MOUNT MISERY BROOK **FACILITY** NJ 70

TOWNSHIP PEMBERTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 34 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 2-lane highway with shoulders over a minor stream in a sparsely developed wooded setting. The road was originally designated as "Route 40," connecting Camden with Lakewood.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The short encased stringer span is supported on a concrete substructure and is finished with a concrete balustrade. It is a representative example of the most common pre-World War II bridge type in the state, and it is not historically or technologically distinguished.

INFOR MATION

PHOTO: 38:36-37 (07/92) REVISED BY (DATE): QUAD: Browns Mills

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 # 0312150 **CO** BURLINGTON **OWNER** RAILROAD **MILEPOINT** 81.16

NAME & FEATURE INTERSECTED SOUTHERN DIVISION RR OVER NJ 72 **FACILITY** SOUTHERN DIVISION (CONRAIL)

TOWNSHIP WOODLAND TOWNSHIP

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

 # SPANS 2 **LENGTH** 113 ft **WIDTH** 10.7 ft

CONSTRUCTION DT 1936 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in an undeveloped portion of the Pine Barrens. The railroad was built in the 1860s between Lakehurst and Atsion. For most of its operating existence, it was operated by the Central Railroad of NJ and known as the Southern Division. A small settlement known as Butler Place was just west of this bridge. In 1936, the CCC developed the village site into a picnic grove. The picnic grove is not historically or physically related to the overpass.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The riveted, built up steel thru girder with floor beams bridge carried a single railroad track. The sub-structure consisted of concrete full-wing abutments and a center pier. The bridge was built in 1936 during the construction of NJ 72, a WPA-funded project. The bridge was built so the 2-lane roadway could be expanded to 4 without modifications. The span is an example of a common 20th-century railroad overpass design, and it does not exhibit any outstanding technological features.

INFOR MATION

PHOTO: 37:2-3 38:33-35 (07/01) REVISED BY (DATE): QUAD: Woodmansie

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 # 0314151 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 537 (EAST MAIN STREET) OVER NJ 73 **FACILITY** CR 537 (EAST MAIN STREET)

TOWNSHIP MAPLE SHADE TOWNSHIP

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

 # SPANS 3 **LENGTH** 84 ft **WIDTH** 40 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a two-lane county road and sidewalks over a limited access, four-lane highway in a primarily twentieth-century commercial area. There is also a 20-century water treatment plant about one-half block east of the bridge. The Moorestown Industrial Park is one mile north of the bridge. The center of the Moorestown is two miles east 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 three-span encased thru girder with floor beams bridge rests on reinforced concrete abutments and columns. The main span, which reaches over the four lanes of traffic, consists of encased plate girders with floorbeams and stringers. The approach spans are encased stringers. Decorative elements include scoring on the abutments and stepped caps on the columns. The bridge is a common type and not technologically distinguished.

INFOR MATION

PHOTO: 303:13-14 (01/92) REVISED BY (DATE): QUAD: Moorestown

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 # 0314152 **CO** BURLINGTON **OWNER** STATE AGENCY **MILEPOINT** 7.9

NAME & FEATURE INTERSECTED PEMBERTON BRANCH RR OVER NJ 73 **FACILITY** PEMBERTON BRANCH

TOWNSHIP MAPLE SHADE TOWNSHIP

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

 # SPANS 3 **LENGTH** 102 ft **WIDTH** 12 ft

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

DESIGNER/PATENT PA RR OFFICE OF CHEIF ENGINEER **BUILDER** SNYDER ENGINEERING CO.

SETTING / CONTEXT The one-track railroad bridge over the limited-access, four-lane NJ 73 is set in an area of twentieth-century small industries. The bridge is about 4 miles southeast of Palmyra. A plaque on the abutment indicates that the bridge was "Built for the Pennsylvania Railroad, A.D.1930, By Snyder Engineering Company, Middlesex, N.J." Conrail operates on the right-of-way that dates back to at least 1866 and the consolidated Camden and Burlington County 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 skewed thru plate girder bridge with floorbeams has a concrete deck. Latticed and battened channels form the columns that support the main span, which clears the four lanes of traffic. The reinforced concrete abutments were originally built with provisions to support a two-track bridge. The abutments have some decorative scoring on them. The bridge is a common type of railroad span and historically undistinguished.

INFOR MATION

PHOTO: 303:17-18 (01/92) REVISED BY (DATE): QUAD: Moorestown

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 # 0315150 **CO** BURLINGTON **OWNER** RAILROAD **MILEPOINT** 6.82

NAME & FEATURE INTERSECTED BORDENTOWN SECONDARY OVER NJ 73 **FACILITY** BORDENTOWN SECONDARY

TOWNSHIP PALMYRA BOROUGH

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

 # SPANS 3 **LENGTH** 86 ft **WIDTH** 27 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries one railroad track over the four-lane, limited-access NJ 73 in a twentieth century commercial area in the town of Palmyra. An inscription indicates that the bridge was built in 1931. Conrail operates on the right-of-way originally built in the early 1830s by the nation's first railroad, the Camden and Amboy 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 skewed three-span bridge has three main plate girders with steel floorbeams and a concrete deck. The bridge is capable of carrying two tracks, but there are no tracks on the northwest half of the span. Riveted channels and steel plates form the steel columns that support the main span, which clears the four lanes of traffic. The abutments are reinforced concrete. The bridge is a common type for railroads and lacks historical and technological distinction.

INFOR MATION

PHOTO: 303:9-10,310:1 (01/92) REVISED BY (DATE): QUAD: Camden

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 # 0316150 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 37.8

NAME & FEATURE INTERSECTED US 130 OVER POMPESTON CREEK **FACILITY** US 130

TOWNSHIP CINNAMINSON TOWNSHIP

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

 # SPANS 1 **LENGTH** 27 ft **WIDTH** 88 ft

CONSTRUCTION DT 1925 **ALTERATION DT** 1963 **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge carries the six-lane, limited access US 130 over Pompeston Creek in an area of late twentieth century commercial and residential buildings. The most prominent local feature is a large cemetery that adjoins US 130 along the southeast. A small dam lies about 30 yards east 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 concrete encased steel stringer rests on reinforced concrete abutments and wingwalls. The original bridge doubled in size with an addition made on the western side in 1963. A typical concrete balustrade is on the older section of bridge, while a concrete parapet adorns the newer part. A concrete guiderail runs down the center of the road separating the north-south traffic. The bridge is a common type, and it has been altered too much to have historical significance.

INFOR MATION

PHOTO: 306:24-25;310:2 (01/92) REVISED BY (DATE): QUAD: Beverly

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 # 0317152 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 46.6

NAME & FEATURE INTERSECTED US 130 SB OVER ASSISCUNK CREEK **FACILITY** US 130 SOUTHBOUND

TOWNSHIP BURLINGTON CITY

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

 # SPANS 2 **LENGTH** 104 ft **WIDTH** 60 ft

CONSTRUCTION DT 1924 **ALTERATION DT** 1935 **SOURCE** PLAQUE

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

SETTING / CONTEXT The bridge carries two active lanes of southbound traffic and an abandoned 2-lane portion of US 130 over a tidal creek in a twentieth-century commercial area of Burlington. US 130 is a divided highway at this point, with about 50 yards between north and southbound traffic. Northbound traffic is carried on a separate span (0317150) built in 1963. The realignment of northbound traffic eliminated the need for the upstream portion of the older 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 2-span bridge on a concrete substructure was built in two sections. The original span is an encased thru girder with floor beams and a cantilevered sidewalk on upstream side. It was widened in 1935 with a 2-lane encased stringer span finished with a concrete parapet at the sidewalk. The thru girder portion has been abandoned, and is now covered with dirt and grass. Both sections of the bridge are representative examples of their bridge types, and the span is not distinguished.

INFOR MATION

PHOTO: 39:43;310:1-3 (01/92) REVISED BY (DATE): QUAD: Bristol

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 # 0317155 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 51.62

NAME & FEATURE INTERSECTED US 130 OVER CRAFTS CREEK **FACILITY** US 130

TOWNSHIP FLORENCE TOWNSHIP

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

 # SPANS 2 **LENGTH** 49 ft **WIDTH** 80 ft

CONSTRUCTION DT 1920 **ALTERATION DT** 1936 **SOURCE** PLAQUE

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

SETTING / CONTEXT The bridge carries a divided 4-lane highway over a tidal stream in a relatively undeveloped 20th-century commercial area on the outskirts of Roebling, a village owned by the nearby plant of John A. Roebling Sons and Company. The bridge is the intersection of the Roebling access road, and it well outside the Roebling Historic District. The state widened the bridge in 1936 during a general road reconstruction and widening of Route 25.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span bridge was built in two sections. The upstream portion is an encased stringer span on a concrete substructure built in 1920, and the 1936 downstream addition is a T-beam bridge. Both are finished with concrete balustrades. The downstream side is curved to accommodate the intersection of a local road. The bridge is neither technologically or historically distinguished.

INFOR MATION

PHOTO: 303:32-33 (01/92) REVISED BY (DATE): QUAD: Bristol

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 # 0317156 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 52.2

NAME & FEATURE INTERSECTED US 130 NB OVER KINKORA BRANCH (ABANDONED) **FACILITY** US 130 NORTHBOUND

TOWNSHIP MANSFIELD TOWNSHIP

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

 # SPANS 3 **LENGTH** 124 ft **WIDTH** 29.5 ft

CONSTRUCTION DT 1926 **ALTERATION DT** 1936 **SOURCE** NJDOT/INSCRIPTION

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries two lanes on one-directional traffic over the abandoned and overgrown right-of-way of the Kinkora Branch RR of the PA RR. The right-of-way is now used for high voltage lines carried on towers. The bridge is next to but does not share a substructure with 0317157 which carries southbound traffic. The setting is wooded with sparse 20th century development. The railroad, named after the original name of the area, serviced Roebling.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-span bridge is composed of deck girder approaches and a built-up thru girder main span. The concrete substructure has stub abutments and pier bents. All floor beams are encased. The original pipe railing survives only at the easterly girder. The approach concrete balustrades match those used on the parallel span added in 1936. The top of the thru girder now serves as a mid-roadway barrier. The bridge has lost integrity of design and setting, and it is not historically noteworthy.

INFOR MATION

PHOTO: 191:4-7 (01/92) REVISED BY (DATE): QUAD: Bristol

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 # 0317157 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 52.17

NAME & FEATURE INTERSECTED US 130 SB OVER KINKORA BRANCH (ABONDONED) **FACILITY** US 130 SOUTHBOUND

TOWNSHIP MANSFIELD TOWNSHIP

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

 # SPANS 3 **LENGTH** 123 ft **WIDTH** 32 ft

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

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

SETTING / CONTEXT The bridge carries two lanes of one-directional traffic over the abandoned right-of-way of the Kinkora Branch RR of the PA RR. The right-of-way is now used for high-voltage power lines carried on towers. The line, named after the original name of the area, serviced Roebling. The bridge is parallel to but does not share abutments with 0317156 which carries traffic in the opposite direction. The setting is wooded and sparsely developed.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 3-span bridge is composed of encased steel stringers on a concrete substructure. There is a cantilevered sidewalk enclosed with a standard-design concrete balustrade on the westerly side. On the east the span abuts the thru girder bridge placed in 1926. The girder serves as the mid-highway barrier. This common type bridge, built when the "Route 25" was dualized, is technologically and historically undistinguished. The setting has lost its integrity since the rail line has been removed.

INFOR MATION

PHOTO: 191:1-3 (01/92) REVISED BY (DATE): QUAD: Bristol

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 # 0319152 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 58.25

NAME & FEATURE INTERSECTED US 130 OVER CROSSWICKS CREEK **FACILITY** US 130

TOWNSHIP BORDENTOWN TOWNSHIP

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

 # SPANS 1 **LENGTH** 67 ft **WIDTH** 78 ft

CONSTRUCTION DT 1928 **ALTERATION DT** 1951 **SOURCE** NJDOT/INSCRIPTION

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

SETTING / CONTEXT The bridge carries a 4-lane highway with a grass median over a tidal stream. The setting of the bridge is wooded, but late-20th commercial development is within sight of the span.

1995 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 on a concrete substructure was built in two sections. The original portion is located in the middle, and it was finished with a paneled fascia stringer that is visible from the stream level. The original railings were removed, and the bridge was widened with stringers on concrete abutments with wing walls on both sides. The interior stringers are encased, but the fascia stringers are not. The parapet is modern. The span is an altered example of a common type.

INFOR MATION

PHOTO: 129:3-5 (11/91) REVISED BY (DATE): QUAD: Trenton East

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 # 0324150 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 7.25

NAME & FEATURE INTERSECTED US 206 OVER ATSION LAKE **FACILITY** US 206

TOWNSHIP SHAMONG TOWNSHIP

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

 # SPANS 1 **LENGTH** 23 ft **WIDTH** 39.8 ft

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

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

SETTING / CONTEXT The bridge carries a 2-lane highway over the south end of a manmade lake known as Atison Lake. The lake was created by damming the Mullica River. Located in the Piney Woods, the natural setting of the bridge is preserved because it is located in Wharton State Forest.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The short slab bridge is composed entirely of reinforced concrete, which is used for the deck, abutments with wing walls, and plain balustrade with end posts. Its style and type are well represented in the state, and the span is not historically or technologically significant. US 206 was developed by the state as NJ 39, a bypass from the bridge across the Delaware at Trenton from Yardley, PA to Da Costa. NJ 36 was a route established in the 1926 expansion of the original 15 state highways.

INFOR MATION

PHOTO: 301:9A-10A (07/91) REVISED BY (DATE): QUAD: Atsion

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 # 0324152 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 10.12

NAME & FEATURE INTERSECTED US 206 OVER SPRINGERS BROOK **FACILITY** US 206

TOWNSHIP SHAMONG TOWNSHIP

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

 # SPANS 3 **LENGTH** 55 ft **WIDTH** 40 ft

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

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

SETTING / CONTEXT The bridge carries the two-lane highway with shoulders over Springers Brook in a rural undeveloped area in the pinelands of southern New Jersey.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span concrete slab bridge rests on reinforced concrete abutments and piers. Typical concrete balustrades, as well as modern guide rail, run the length of the bridge. The bridge is a common type in the county, and it lacks technological and historical distinction.

INFOR MATION

PHOTO: 301:11A-12A (03/92) REVISED BY (DATE): QUAD: Indian Mills

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 # 0324153 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 13.16

NAME & FEATURE INTERSECTED US 206 OVER MUSKINGUM BROOK **FACILITY** US 206

TOWNSHIP TABERNACLE TOWNSHIP

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

 # SPANS 1 **LENGTH** 31 ft **WIDTH** 40 ft

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

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

SETTING / CONTEXT The bridge carries the two-lane highway over Muskingum Brook in the rural undeveloped pinelands of southern New Jersey, about 3/4 miles northwest of the village of Oriental. The brook flows into Indian Mills Lake two miles further south.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one-span concrete encased steel stringer rests on reinforced concrete abutments and wingwalls. Typical concrete balustrades, as well as modern metal guide rails, run the length of the bridge, and the fascia stringers are paneled. The bridge is a representative example of the most common pre-world War II bridge type in the state. It lacks technological and historical distinction.

INFOR MATION

PHOTO: 301:13A-15A (03/92) REVISED BY (DATE): QUAD: Indian Mills

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 # 0324155 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 20.61

NAME & FEATURE INTERSECTED US 206 OVER SOUTH BRANCH OF RANCOCAS CREEK **FACILITY** US 206

TOWNSHIP SHAMONG TOWNSHIP

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

 # SPANS 1 **LENGTH** 56 ft **WIDTH** 40 ft

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

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

SETTING / CONTEXT The bridge carries the two-lane highway over the South Branch of Rancocas Creek 1/2 mile southeast of Vincentown, a village that celebrates its history as a milling center and 18th & 19th century residences. The village center is a National Register-listed district. The bridge is located well outside the district. The immediate area around the bridge consists of late 20th-century commercial establishments.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one-span concrete encased steel stringer bridge rests on reinforced concrete abutments and wingwalls. Typical concrete balustrades, as well as modern metal guide rails, run the length of the bridge. It also has paneled fascia stringers. The bridge is a representative example of the most common pre-World War II bridge type in the state, and it is not technologically significant or historically noteworthy.

INFOR MATION

PHOTO: 302:1A-2A (12/91) REVISED BY (DATE): QUAD: Indian Mills

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 # 0324156 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 21.08

NAME & FEATURE INTERSECTED US 206 OVER STOP THE JADE RUN **FACILITY** US 206

TOWNSHIP SOUTHAMPTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 22 ft **WIDTH** 40 ft

CONSTRUCTION DT 1930 **ALTERATION DT** 1980ca **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge carries the two-lane highway over Stop the Jade Run 1/2 mile east of Vincentown, a village that celebrates its history as a milling center and historic residences with an historic district. The bridge is well outside the district. The area immediately surrounding the bridge is lightly wooded with late-20th commercial establishments.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one-span reinforced concrete slab bridge rests on reinforced concrete abutments and wingwalls. The ca. 1980 railing, which is not original, is a modern metal guide rail. The bridge is a common type and lacks historical and technological significance.

INFOR MATION

PHOTO: 302:43A-44A (12/91) REVISED BY (DATE): QUAD: Pemberton

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 # 0324158 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 24.33

NAME & FEATURE INTERSECTED US 206 OVER NORTH BRANCH RANCOCAS CREEK **FACILITY** US 206

TOWNSHIP EASTAMPTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 70 ft **WIDTH** 38 ft

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

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

SETTING / CONTEXT The bridge carries the wide two-lane highway with shoulders over the North Branch of Rancocas Creek 3/4 mile east of Smithville, a company town of the H. B. Smith Machine Company in the late-19th and early-20th century. The immediate area surrounding the busy highway is primarily mid- to late-20th century residences.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one-span concrete encased steel stringer bridge rests on reinforced concrete abutments and wingwalls. The bridge has typical concrete balustrades, although the eastern side is missing a section as a result of vehicular impact. The section has been filled with a Jersey barrier. The bridge is a common type frequently used on state-developed roads prior to World War II, but it is technologically and historically undistinguished.

INFOR MATION

PHOTO: 38:44,1 (12/91) REVISED BY (DATE): QUAD: Pemberton

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 # 0324160 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 27.33

NAME & FEATURE INTERSECTED US 206 OVER BARKERS CREEK **FACILITY** US 206

TOWNSHIP SPRINGFIELD TOWNSHIP

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

 # SPANS 2 **LENGTH** 47 ft **WIDTH** 68 ft

CONSTRUCTION DT 1929 **ALTERATION DT** 1957 **SOURCE** NJDOT/INSCRIPTION

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

SETTING / CONTEXT The bridge carries a four-lane state highway and shoulders over a minor water feature in an area dominated by farms. There is scattered late-20th century commercial development. The area does not have historic district potential. The highway was built as two-lane NJ 39 in 1929 and widened to four lanes in 1957.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The original section of the bridge is the concrete-encased steel stringers on a concrete substructure that is the center portion of the present span. It was widened with slab extensions on both sides in 1957. The concrete parapet with an aluminum railing on top also dates from 1957. The bridge is an altered example of a very common type, and it is thus not historically or technologically noteworthy.

INFOR MATION

PHOTO: 129:30-31191:43 (07/91) REVISED BY (DATE): QUAD: Columbus

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 # 0324162 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 29.54

NAME & FEATURE INTERSECTED US 206 OVER ASSISCUNK CREEK **FACILITY** US 206

TOWNSHIP SPRINGFIELD TOWNSHIP

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

 # SPANS 2 **LENGTH** 49 ft **WIDTH** 68 ft

CONSTRUCTION DT 1927 **ALTERATION DT** 1957 **SOURCE** NJDOT/INSCRIPTION

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

SETTING / CONTEXT The bridge carries a four-lane state highway over a minor water feature in an area dominated by large 19th-century farms and some late-20th century commercial structures. The area is evaluated as not having historic district potential. The road was developed in 1929 as NJ 39, and it was widened to four lanes in this section in 1957.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The original portion of the 68'-wide bridge is the center that is composed of encased steel stringers supported on a concrete substructure. It was widened on both sides by slab extensions in 1957. The concrete parapets with aluminum railings on top also dates from 1957. The span is an altered example of a very common bridge type, and it is not historically or technologically noteworthy.

INFOR MATION

PHOTO: 129:32-33,191:4 (07/91) REVISED BY (DATE): QUAD: Columbus

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 # 0325150 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 34.82

NAME & FEATURE INTERSECTED US 206 OVER BLACKS CREEK **FACILITY** US 206

TOWNSHIP BORDENTOWN TOWNSHIP

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

 # SPANS 1 **LENGTH** 52 ft **WIDTH** 71.5 ft

CONSTRUCTION DT 1929 **ALTERATION DT** 1957 **SOURCE** INSCRIPTION/PLANS

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

SETTING / CONTEXT The bridge carries a 4-lane state highway with a grassy median over a minor stream in a wooded setting. Modern commercial development is within sight of the bridge in both directions. The route was originally developed in 1929 as a bypass of Bordentown. The bridge and roadway were dualized in 1957.

1995 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 was built in two sections. The original portion is the upstream side, and it is composed of 5 built-up deck girders bearing on a concrete substructure. Only the fascia girders are encased. The bridge was finished with concrete balustrades, but only the downstream one survives. The other was removed when the bridge was widened with a reinforced concrete rigid frame extension in 1957. The bridge, a common type, has lost its integrity of design and is evaluated as not significant.

INFOR MATION

PHOTO: 129:24-26 (07/91) REVISED BY (DATE): QUAD: Trenton East

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 # 0326151 **CO** BURLINGTON **OWNER** RAILROAD **MILEPOINT** 28.18

NAME & FEATURE INTERSECTED ROBBINSVILLE SECONDARY OVER US 206 **FACILITY** ROBBINSVILLE SECONDARY

TOWNSHIP BORDENTOWN TOWNSHIP

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

 # SPANS 5 **LENGTH** 175 ft **WIDTH** 12.5 ft

CONSTRUCTION DT 1929 **ALTERATION DT** 1944 **SOURCE** PLANS

DESIGNER/PATENT PA RR OFFICE OF ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The overpass carries one active Conrail track over a four-lane highway with a grassy center median in a wooded setting with modern development. A 20th-century agricultural processing plant serviced by a spur line is located southeast of the bridge. The right-of-way was initially developed by the Camden & Amboy Railroad in the early 1830s. It is the historic line from Bordentown to the Raritan River on the east side of the state. The highway was built in 1929 as a bypass.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 5-span thru girder with floor beams overpass was built in 2 sections. The earlier, 3-span east portion has a concrete abutment, a concrete pier, which marks the limits of the original bridge, and built-up columns with lattice. The bridge was extended to the west by two spans supported on a concrete abutment and steel columns with battens. The main spans are deeper girders than the approaches. The bridge is a representative example of a common type and is not technologically distinguished.

INFOR MATION

PHOTO: 129:10-11 (08/91) REVISED BY (DATE): QUAD: Trenton East

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 # 0326152 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 38.45

NAME & FEATURE INTERSECTED US 206 NB OVER CROSSWICKS CREEK **FACILITY** US 206 NORTHBOUND

TOWNSHIP BORDENTOWN TOWNSHIP

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

 # SPANS 2 **LENGTH** 148 ft **WIDTH** 35 ft

CONSTRUCTION DT 1941 **ALTERATION DT** **SOURCE** NJDOT

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

SETTING / CONTEXT The bridge carries 2-lanes of one-way traffic, a shoulder, and a sidewalk over a wide tidal stream. It is 5 yds. east of and parallel to 0326153 that carries 2 lanes of traffic in the opposite direction over the same water feature. The area around the bridge is a mix of mid- to late-20th commercial and residential development. The highway is a major arterial route.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span encased stringer bridge on a concrete substructure has a standard design concrete balustrade. The cantilevered sidewalk on the upstream side is enclosed with a metal railing. While unaltered, the span is a late and representative example of the most common pre-World War II bridge type in the state, and it is not historically or technologically distinguished. It was built when one of the original 15 state highways was improved to be a divided 4-lane bypass of Bordentown.

INFOR MATION

PHOTO: 129:6-7 (11/91) REVISED BY (DATE): QUAD: Trenton East

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 # 0326153 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 38.45

NAME & FEATURE INTERSECTED US 206 SB OVER CROSSWICKS CREEK **FACILITY** US 206 SOUTHBOUND

TOWNSHIP BORDENTOWN TOWNSHIP

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

 # SPANS 2 **LENGTH** 150 ft **WIDTH** 30 ft

CONSTRUCTION DT 1924 **ALTERATION DT** **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge carries two lanes of one-directional traffic and a sidewalk on the upstream side over a wide tidal stream. It is 5 yds west of and parallel to 0326152 that carries two lanes of traffic in the opposite direction over the same water feature. The downstream side of the bridge is contiguous to a ca. 1985 ramp that brings US 295 southbound traffic onto US 206.

1995 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 with floor beams bridge is supported on a concrete substructure. The cantilevered sidewalk is enclosed by a metal railing with concrete posts. The thru girder was a frequent bridge type utilized by the State Highway Department during its ambitious early-1920s program to develop the 15 original state highways in the state. The route, designated as Rt. 2 in 1917, ran from Trenton to Camden. The bridge is a common type and is not technologically or historically noteworthy.

INFOR MATION

PHOTO: 129:8-9 (11/92) REVISED BY (DATE): QUAD: Trenton East

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 # 0350161 **CO** BURLINGTON **OWNER** NJDOT **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PRINCE STREET OVER ROBBINSVILLE SECONDARY **FACILITY** PRINCE STREET

TOWNSHIP BORDENTOWN CITY

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

 # SPANS 1 **LENGTH** 38 ft **WIDTH** 36 ft

CONSTRUCTION DT 1925 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT PA RR OFFICE OF CHEIF ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane city street and sidewalks over 1 active rail line in a residential section of the Bordentown Historic District. The rail line passes through the town on a depressed right-of-way that is lined with a retaining wall of either concrete or ashlar masonry. The wall has been repaired many times, most recently in 1991. Three city streets cross the railroad in a three block area. The line is the original route of the Camden & Amboy line and dates to 1831.

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

CONSULT STATUS Not Individually Eligible. Camden & Amboy Railroad Main Line Historic District, Eligible. Listed. Bordentown Historic District. 06/14/1982. Contributing / Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 1998.

SUMMARY The encased stringer span is supported on concrete bearings that are rebuilt sections of the early ashlar retaining wall that protects the depressed roadbed. The iron fence railing used at the sidewalks is the same used to enclose the roadbed between Farnsworth and Prince streets. Although the bridge is located within the boundaries of the Bordentown HD, and it crosses the earliest rail line in the state, it is not an early span, and it is outside the district's period of significance.

INFOR MATION

PHOTO: 191:34-38 (10/91 JPH (5/96)) REVISED BY (DATE): QUAD: Trenton East

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 # 0350162 **CO** BURLINGTON **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED FARNSWORTH AVE (CR 545) OVER ROBBINSVILLE SECONDARY **FACILITY** FARNSWORTH AVENUE

TOWNSHIP BORDENTOWN CITY

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

 # SPANS 1 **LENGTH** 22 ft **WIDTH** 97 ft

CONSTRUCTION DT 1831ca **ALTERATION DT** **SOURCE** LOCAL HISTORY

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The arch carries the main street of Bordentown, two sidewalks, and a small green space over the single track of the former Camden & Amboy line, the earliest rail line in New Jersey. The C & A developed the line from the canal terminus in Bordentown to New Brunswick in the early 1830s. The town grew in response to the railroad and canal, and it retains its 19th century character. Most of the small town is listed as a district in the National Register.

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

CONSULT STATUS Individually Eligible. Camden & Amboy Railroad Main Line Historic District, Eligible. Listed. Bordentown Historic District. 06/14/1982. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 1998.

SUMMARY The nearly 100'-long rubble-coursed stone arch bridge with gauged ring stones appears to be an original feature of the ca. 1831 rail line. The west spandrel wall and intrados have been parged, but most of the coating has spalled. No original railings survive, but the arch is remarkably complete making it a large and well-preserved example of its type. It is the oldest bridge in the county, and it contributes to the historic character of the Bordentown Historic District.

INFOR MATION

Bibliography:
ONJH. National Register File; Burlington County; Bordentown Historic District, 1982. Bordentown Historical Society. Bordentown 1682-1976. 1976.

Physical Description: The 22'-long, 97'-wide rubble-coursed stone arch bridge with gauged ring stones is finished with rubble-coursed spandrel walls. The one on the west side has been parged. At some point the intrados of the arch was gunited, but most of the cementous coating has spalled. The arch span carries the main street of Bordentown and site of a former passenger station over the depressed single-track right-of-way of the railroad, and the roadbed is lined with retaining walls of both ashlar and concrete. The retaining wall on the east side of the arch was buttressed with concrete in 1991.

Historical and Technological Significance: The well-preserved stone arch bridge is individually distinguished as being an early regional example of its type, ranking as the oldest documented bridge in Burlington County. But it is its historical associations that make it an important landmark and a contributing resource in the Bordentown Historic District (Criterion A). The span was built ca. 1831 by the Camden & Amboy Railroad as part of its development of the first railroad in the state. Bordentown, located on the terminus of both the C & A Railroad and the Delaware & Raritan Canal, grew and prospered servicing the transportation industry. The town survives as a well-preserved 18th and 19th-century community whose development was virtually complete by the first world war. Almost the entire mile-square city is listed in the National Register as a district because of its significance it architecture and transportation. The bridge is an early and a historically important structure that contributes to the historic character of the district, and it is one of the few extant tangible records of the early days of railroading in the city that owes so much of its development and appearance to the "iron horse."

Boundary Description and Justification: The bridge is wholly within a National Register-listed historic district that encompasses most of the corporate limits of Bordentown City. It and the surrounding structures are contributing resources. For a detailed district boundary delineation, refer to the National Register files at ONJH.

PHOTO: 129:36-37,191:3 (10/91 JPH (5/96)) REVISED BY (DATE): QUAD: Trenton East

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0350163 **CO** BURLINGTON **OWNER** UNKNOWN **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SECOND STREET OVER ROBBINSVILLE SECONDARY RR **FACILITY** SECOND STREET

TOWNSHIP BORDENTOWN CITY

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

 # SPANS 1 **LENGTH** 31 ft **WIDTH** 24.5 ft

CONSTRUCTION DT 1933 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT PA RR OFFICE OF CHEIF ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a wide 2-lane city street and sidewalks over one active rail line in a depressed road bed. The road bed is lined with remnants of the original/early ashlar retaining walls that has have numerous concrete repairs and replacements. The street is parallel to the main street in Bordentown, a well-preserved town dominated by 2- and 3-story row houses. Most of the town is listed in the National Register as a historic district.

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

CONSULT STATUS Not Individually Eligible. Camden & Amboy Railroad Main Line Historic District, Eligible. Listed. Bordentown Historic District. 06/14/1982. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95, Opinion 1998.

SUMMARY The thru girder with floor beams bridge is supported on ashlar abutments with concrete seats. The railing, which appears to be original, is composed of angles and plate styles and rails carrying a chain-link fence across the girders and approach parapets. The 1933 bridge was built after the period of significance of the historic district. Even though it crosses the historic C&A Railroad, the span is not an original or early feature of the line, and it is not technologically distinguished.

INFOR MATION

PHOTO: 129:32-33 (11/91 JPH (5/96)) REVISED BY (DATE): QUAD: Trenton East

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 # 0360152 **CO** BURLINGTON **OWNER** STATE AGENCY **MILEPOINT** 12.38

NAME & FEATURE INTERSECTED PEMBERTON BRANCH RR OVER CENTERTON ROAD (CR 537) **FACILITY** PEMBERTON BRANCH (CR 537)

TOWNSHIP MOORESTOWN TOWNSHIP

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

 # SPANS 1 **LENGTH** 65 ft **WIDTH** 10.2 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries Conrail over the county road in an agricultural area that is shared with an imposing naval training center. Conrail operates on a right-of-way that dates to the Burlington and Mount Holly Railroad, a branch of the Camden and Amboy, built in 1849.

1995 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 open-deck one-span thru plate girder has a floorbeam system with stringers spaced about one foot apart. Under the floorbeams, there are pin-connected lateral braces, one of which is broken. The well-preserved ashlar abutments were originally built to accommodate two tracks, although the girder bridge carries just one. A utility pipe runs along the north side. The bridge is a common type and not technologically or historically distinguished.

INFOR MATION

PHOTO: 303:21-22 (01/92) REVISED BY (DATE): QUAD: Moorestown

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 # 03A4500 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED MILL ROAD OVER SOUTH BRANCH PENNSAUKEN CREEK **FACILITY** MILL ROAD

TOWNSHIP MAPLE SHADE TOWNSHIP

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

 # SPANS 1 **LENGTH** 34 ft **WIDTH** 34.7 ft

CONSTRUCTION DT 1927 **ALTERATION DT** 1954 **SOURCE** PLAQUE

DESIGNER/PATENT WILLIAM R. CATTELL, CO. ENG **BUILDER** HILL CONSTRUCTION COMPANY

SETTING / CONTEXT The bridge is in an undistinguished region of residences and an industrial park dating to the twentieth century. About 100 feet south of the bridge, Mill Road intersects with NJ 38. There is also a gas station in the vicinity. The bridge is also Camden County Bridge 3D-16 (according to the plaque).

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one-span, reinforced concrete deck arch bridge with reinforced concrete wingwalls has concrete railings that date to the 1954 widening of the span. Modern beam guiderails have been added inside the sidewalks. According to county records, the core of the bridge was built by A. Stutzes sometime before 1927. However, the massive widening and reconstruction in 1954 by the Mt. Holly contractors makes the bridge too altered to be of historical significance.

INFOR MATION

PHOTO: 310:39-41 (01/92) REVISED BY (DATE): QUAD: Camden

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 # 03B4070 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 611 OVER NORTH BRANCH OF PENNSAUKEN CREEK **FACILITY** CR 611

TOWNSHIP MOORESTOWN TOWNSHIP

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

 # SPANS 2 **LENGTH** 47 ft **WIDTH** 36.2 ft

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

DESIGNER/PATENT BURLINGTON CO. ENGINEERS OFF. **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries the two-lane CR 611 over a shallow creek in a wooded 20th-century subdivision in Moorestown. A small dam sits about 50 yards upstream from the bridge and holds back Strawbridge Lake. The Moorestown Water Treatment Center (1900 ca.) is south of the bridge. The bridge is not in the Moorestown 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 bridge is a 2-span deck arch bridge. Corrugated plate steel sections form the arches and provided the false work for the reinforced concrete. There are reinforced concrete wing walls and a center pier, which is pointed on the upstream side and rounded on the downstream. There is a typical reinforced concrete railing. The substructure rests on timber piles. A 2-span arch bridge is not common in Burlington County, but it has little technological or historic significance.

INFOR MATION

PHOTO: 303:19-20 (01/92) REVISED BY (DATE): QUAD: Moorestown

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 # 03B4610 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 537 OVER NORTH BRANCH PENNSAUK CREEK **FACILITY** CR 537

TOWNSHIP MAPLE SHADE TOWNSHIP

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

 # SPANS 1 **LENGTH** 42 ft **WIDTH** 40.2 ft

CONSTRUCTION DT 1912ca **ALTERATION DT** 1930 **SOURCE** STYLE/PLAQUE

DESIGNER/PATENT **BUILDER** WM C. COOK, INC. (1930)

SETTING / CONTEXT The bridge carries a busy two-lane road and sidewalks over a shallow creek in an undistinguished region of 20th-century mixed commercial development. The bridge borders a vacant lot and is about 1/2 block from NJ 73. The original construction date is unknown, but the plaque and county engineer records indicate the bridge was extensively reconstructed and widened in 1930 a Mount Holly contractor.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The ca. 1912 earth-filled reinforced concrete arch bridge has sidewalks cantilevered out from each side. It is finished with typical concrete balustrades and decorative brackets at the sidewalks. The spandrel and wing walls have decorative scoring. More detailed than the other deck arch spans in the county, the bridge is a representative example of a common type and is not historically or technologically distinguished. It was widened and reconstructed in 1930, date of the present balustrade.

INFOR MATION

PHOTO: 303:15-16 (01/92) REVISED BY (DATE): QUAD: Moorestown

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 # 03C0420 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 537 OVER MASON CREEK **FACILITY** CR 537

TOWNSHIP MOUNT LAUREL TOWNSHIP

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

 # SPANS 3 **LENGTH** 84 ft **WIDTH** 40 ft

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

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

SETTING / CONTEXT The bridge carries the busy two-lane county road over Mason Creek in a wooded, twentieth-century residential area about 3/4 mile upstream from the junction of Mason and Rancocas Creek. The road parallels Conrail, which runs on the same right-of-way as the Camden and Burlington County RR in the 1870s, and uses an early twentieth-century deck plate girder bridge about 30 yards south of the road. The 1941 highway bridge replaced a 1911 concrete arch built by Ferro Concrete Co.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The main span of the skewed, three-span bridge consists of steel stringers, with concrete encasing on the fascia stringers. The slab approach spans, deck, and railing are all reinforced concrete. The reinforced concrete abutments and piers rest on timber piles. Utility pipes hang from exposed reinforcing bars on one side. Hill Construction Company of Mount Holly, NJ built the bridge, one of many the firm did in southern NJ. The bridge is not technologically or historically distinguished.

INFOR MATION

PHOTO: 305:14-15 (01/92) REVISED BY (DATE): QUAD: Mount Holly

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 # 03C2002 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 656 OVER US PIPE RR SIDING **FACILITY** CR 656

TOWNSHIP BURLINGTON TOWNSHIP

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

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

CONSTRUCTION DT 1925 **ALTERATION DT** **SOURCE** INSCRIPTION

DESIGNER/PATENT UNKNOWN **BUILDER** US PIPE AND FOUNDRY CO.

SETTING / CONTEXT The bridge carries the two-lane county road over a single RR track and one-lane gravel road that connects two parts of U.S. Pipe's industrial yard. U.S. Pipe is about 1/4 mile northeast of the city of Burlington, and 1/4 mile southeast of the Delaware River. The road curves on an 800 foot radius where the bridge sits. Since the 1950s, there have been periodic disputes between the county and the company over which entity is responsible for maintaining the bridge.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one-span concrete encased steel girder bridge has a reinforced concrete slab deck and a pipe railing. The reinforced concrete abutments were originally built to carry a much wider bridge, which was never built. The shoulders used to be sidewalks, but there have been no major alterations. There is some spalling. The bridge is a representative example of a common type and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 302:23A-24A (01/92) REVISED BY (DATE): QUAD: Bristol

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 # 03C3116 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED PEARL STREET OVER ASSISCUNK CREEK **FACILITY** PEARL STREET

TOWNSHIP BURLINGTON CITY

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

 # SPANS 1 **LENGTH** 84 ft **WIDTH** 22 ft

CONSTRUCTION DT 1914 **ALTERATION DT** Rebuilt: 1949 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane street and sidewalks over a tidal stream at its confluence with the Delaware River. It is located on the northerly edge of the 18th- and 19th-century town of Burlington adjacent to an active marina and parking areas. Some railings from the earlier truss span survive on the southerly approaches to the arch bridge.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 12/10/92

SUMMARY The elliptical earth-filled deck arch bridge of reinforced concrete was built in 1914 by the local traction company to replace a collapsed truss bridge. The arch span was modified in 1949 when the downstream spandrel wall collapsed and was replaced. The concrete railing is not original. The approaches are marked by concrete parapets and some iron railings from the earlier bridge. The span is an altered example of a common bridge type, and is not technologically distinguished.

INFOR MATION

PHOTO: 39:40-42 (07/91) REVISED BY (DATE): QUAD: Bristol

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 # 03C3640 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED J F KENNEDY BLVD OVER MILL CREEK **FACILITY** JFK PARKWAY

TOWNSHIP WILLINGBORO TOWNSHIP

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

 # SPANS 1 **LENGTH** 31 ft **WIDTH** 36.5 ft

CONSTRUCTION DT 1925 **ALTERATION DT** 1960 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries the two-lane road through the heart of Willingboro, a post-World War II Levittown suburban residential community. The immediate area surrounding the bridge is wooded and a firehouse stands about 100 yards from 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 Originally built ca. 1925 as an encased stringer span supported on a concrete substructure, it was widened in 1960 by the addition of prestressed box beams on the east side to nearly double the width. The concrete parapets with top railings were also added in 1960. One wing wall is stone. The alterations are too recent and excessive to make it a historically or technologically distinguished bridge.

INFOR MATION

PHOTO: 305:25-26,310:8 (01/92) REVISED BY (DATE): QUAD: Beverly

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 # 03C4004 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED CR 635 OVER RANCOCAS CREEK **FACILITY** CR 635
TOWNSHIP MOUNT LAUREL TOWNSHIP
TYPE SWING SPAN **DESIGN** CENTER BEARING **MATERIAL** Steel
 # SPANS 4 **LENGTH** 312 ft **WIDTH** 18.7 ft

CONSTRUCTION DT 1903 **ALTERATION DT** **SOURCE** COUNTY ENGINEER
DESIGNER/PATENT UNKNOWN **BUILDER** NEW JERSEY BRIDGE COMPANY

SETTING / CONTEXT The narrow two-lane bridge carries traffic over the Rancocas Creek in a wooded, twentieth-century residential area on the edge of Willingboro, a post-World War II Levittown suburb. The bridge is in the village of Centerton, a town created in 1832 when an iron bridge spanned the creek at this site for the first time. The historic village of Rancocas lies about 1-1/2 miles north of the bridge. Historically, Centerton was a center for phosphorus for fertilizer and industry.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The riveted Warren pony truss bridge has three fixed approach spans and one main center bearing swing span, originally built by the NJ Bridge Co. of Manasquan, NJ. Rehabilitation's in 1954 and 1985 resulted in replacing elements of the floor system and some in-kind replacement of the manual drive mechanism. But, overall, the span is an early and well-preserved example of a center-bearing swing span. It is also the work of a New Jersey bridge fabricator, which adds to its historical value. The bridge is individually eligible for listing in the National Register of Historic Places under Criteria A and C.

INFOR MATION

Bibliography:
Burlington County Engineer's Office. Bridge File C4.4. "Manasquan, New Jersey." Compiled by the Townfolk for the Diamond Jubilee under the Sponsorship of the Manasquan Chamber of Commerce. 1962. Woodward, E.M. History of Burlington County New Jersey. 1883.

Physical Description: The well-preserved 4-span bridge is composed of light, rivet-connected Warren with vertical pony trusses, 3 of which are fixed spans, and one is a manually operated center-bearing swing span supported on a concrete and stone substructure. All piers except the swing span pier have been augmented by modern steel pier bents. The trusses are designed for secondary stresses, and the top chord and inclined end posts are composed of channels with cover plate. The diagonals and verticals are laced angles while the bottom chords are channels connected by battens. The steel is Phoenix produced. The swing span is supported in the center by a transverse girders with balance wheels that guide the span in opening. A capstan is used to engage the rack and pinion gearing that moves the span. The bridge was never anything but manually operated.

There are no significant alterations to the bridge. In 1985 the approach span decks and stringers were replaced, and there were some repairs to the floor beams. The center bearing was also replaced in kind.

Historical and Technological Significance: The manually operated center bearing Warren with verticals pony truss swing span bridge built in 1903 was fabricated by the new Jersey Bridge Company of Manasquan, New Jersey (Criterion C). In addition to being a well-preserved example of a swing span bridge, it is one of less than six documented bridges by the state fabricator, and that increases the historic significance of the span. Unfortunately, no original plans of the bridge are preserved in the county engineer's office.

The New Jersey Bridge Company was founded at Manasquan in 1890, and it was active until 1907 when financial reversals forced the company to close. It was established by Mr. Wyckoop and Mr. Braly from Canton, Ohio. In its heyday, the operation, located adjacent to the railroad tracks to facilitate shipping of assembled trusses and girders, was the largest employer in Manasquan. The firm marketed bridges nationally, and it is known that they produced spans for Portland, Maine and Grand Rapids, Michigan. The company produced many types of bridges from multi-span pin-connected Pratt through trusses (1903 North Park Street Bridge in Grand Rapids) to large rivet-connected swing spans (1906-07 Vaughn Bridge, Portland, Maine). It is also historically significant that a relatively small designer/fabricator like the New Jersey Bridge Company continued operations after the creation of the American Bridge Company conglomerate in 1901. The 1903 swing span is the oldest moveable span over Rancocas Creek, an important county waterway and transportation route prior to World War I.

The bridge is located at Centerton, a village in Mount Laurel township. About 1880, the village was composed of nine or ten dwellings. Centerton has been the site of a crossing of the tidal creek since 1832. Centerton was the site of a phosphorous manufacturing plant established in 1877-78. The products, which included matches, were shipped to Philadelphia. The factory is not extant.

Boundary Description and Justification: The bridge is evaluated individually eligible because of its technological and historical merits, and is thus not dependent on its surroundings for its significance. Hence the boundaries should be limited to the right-of-way of the roadway the bridge carries and the substructure, including any wingwalls.

PHOTO: 305:18-24 (01/92) REVISED BY (DATE): QUAD: Mount Holly

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 # 03C4130 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED CENTERTON ROAD OVER PARKERS CREEK **FACILITY** CENTERTON ROAD
TOWNSHIP MOORESTOWN TOWNSHIP
TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Reinforced Concrete
 # SPANS 1 **LENGTH** 38 ft **WIDTH** 31 ft
CONSTRUCTION DT 1906 **ALTERATION DT** 1957 **SOURCE** FERRO-CONCRETE
DESIGNER/PATENT DANIEL LUTEN **BUILDER** FERRO-CONCRETE CATALOGUE

SETTING / CONTEXT The bridge is carries a 2-lane road over a minor water feature in a wooded setting.

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

SUMMARY Although altered in 1957 with slab extensions added to each side of the originally 18' wide reinforced concrete arch, the span is one of the few statewide examples of a patented Luten design, and it is illustrated in his National Bridge Co.'s 1907 catalogue. Ferro-Concrete Co., Luten's regional agent, built several spans in Burlington County before WW I. This span is the most complete of the lot, and it is historically and technologically distinguished because of association with Daniel Luten.

INFORMATION

Bibliography:
Ferro Concrete Company Harrisburg, Pennsylvania 1908 Catalogue (in possession of Victor Darnell, Kensington, CT). Burlington County Engineer. Bridge File: C-4.13.

Physical Description: Built in 1906 as an approximately 18'-wide earth-filled, reinforced concrete deck arch bridge with a clear span of 32', the span was widened on both sides with prestressed concrete slabs on concrete abutments in 1957. Any original railings or parapets were demolished to accommodate the widening, and the limits of the 31'-wide roadway are now marked by modern beam guide rails. The arch spandrel walls are plain.

Historical and Technological Significance: The 1906 reinforced concrete barrel arch bridge is significant as one of the best examples of a patented Daniel Luten arch bridge in the state (Criterion C). Luten (1869-1946) was a highly successful promoter and patent holder of details for reinforced concrete arch bridges. He appears to have possessed keen business acumen in addition to his skills as a Purdue University-educated civil engineer, as he recognized early on the value and broad application of reinforced concrete bridge technology. Luten received his first patent for a reinforced concrete arch detail in 1899 (649,643), and he received at least 14 more before the first world war. More than his engineering genius was his ability to market efficient, reasonably priced, low-maintenance spans to county engineers all over the country. Luten established the National Bridge Company, based in Indianapolis, to promote his patented designs. The designs were marketed nationally through a network of companies that served as regional representatives for Luten in places like Chicago, Berlin (Connecticut), Topeka, and Los Angeles. Locally he was represented by the Ferro-Concrete Co., initially located in Philadelphia, according to National Bridge Company's 1907 catalogue, and then in Harrisburg, Pennsylvania. Through this network of representatives, Luten marketed literally hundreds of bridges throughout the country with the highest concentration being in the Mid-West. Thus, Daniel Luten represents as much the marketing side of engineering as he does the application or development of technology. His reputation is based in large part on his being very successful at recognizing a market and promoting his own designs.

The Ferro-Concrete Company operated in Harrisburg from 1908 through 1925, according to Harrisburg city directories. It appears that the firm peaked during the 1910s, as it had only 5 employees in 1922 (Industrial Directory of the Commonwealth of Pennsylvania). Ferro-Concrete Company was primarily a small bridge contracting firm noted more for its association with Luten's National Bridge Company than anything it did on its own. Several multi-span concrete arch bridges from the 1910s have been identified in Pennsylvania including the Third Street Bridge over the Lehigh River in Easton, Pennsylvania. It is known that the company built bridges in Burlington and Middlesex counties in New Jersey, but their work has not been located anywhere else in the state. Burlington County, in particular, employed Luten's designs and Ferro-Concrete's erection as early as 1906. This arch and the 1909 bridge at Kirby's Mill in Medford Township (03D4570) are documented as having been built by the Ferro-Concrete Co. as was the 1911 reinforced concrete slab span that carries Chesterfield-Sykesville Road over Blacks Creek in Chesterfield (03F2320). Original plans for the Centerton bridge were not located, so it is not known what patented details the bridge contains.

All three of the documented Ferro-Concrete Co. bridges in the county have been altered, but the Centerton Road arch span is evaluated as significant because it retains more integrity of original design than the others. While the 1957 slab additions are not compatible, the original structure is readily discernable. The historical significance of being associated with one of the early nationally recognized proponents of reinforced concrete arch bridges outweighs the distraction of the alteration. The 1906 bridge stands as a record of the development and promulgation of reinforced concrete arch spans in the first decade of this century. Its historical significance is enhanced by the fact that the bridge was also used as an illustration in Luten's 1907 catalogue, which identifies the 32' arch as being in Hartford in Burlington County. It is the only New Jersey bridge in the nationally distributed catalogue.

Boundary Description & Justification: The bridge, located in a wooded setting, is evaluated as individually eligible for its technological and historical significance. Therefore, the boundaries of the significant resource are limited to the 1907 superstructure and substructure, including wingwalls, of the bridge itself. The 1957 slab additions are not significant.

PHOTO: 305:16-17;31013 (01/92) REVISED BY (DATE): QUAD: Moorestown

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 # 03C4150 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 537 OVER PARKERS CREEK **FACILITY** CR 537

TOWNSHIP MOUNT LAUREL TOWNSHIP

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

 # SPANS 1 **LENGTH** 26 ft **WIDTH** 33 ft

CONSTRUCTION DT 1910 **ALTERATION DT** 1930 **SOURCE** PLAQUE

DESIGNER/PATENT H. B. SMITH, COUNTY ENGINEER **BUILDER** WILLIAM C. COOK, INC.

SETTING / CONTEXT The bridge carries the two-lane county road over Parkers Creek in an area of heavy vegetation, making access to the bridge difficult. The surrounding area is a mix of commercial development and scattered farming about 1/2 mile east of the village of Hartford. The road parallels Conrail, which follows a RR right-of-way dating to the Camden and Burlington County RR in the 1870s.

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 encased stringer bridge dates to ca. 1910. In 1930, William C. Cook, Inc., a Mount Holly contractor, widened the bridge by adding encased stringers and a reinforced concrete deck to the north side. The bridge has typical mid-twentieth-century balustrades and modern guide rail approaches. It also carries a utility pipe along one side. The abutments are reinforced concrete. The bridge is neither technologically nor historically distinguished.

INFOR MATION

PHOTO: 305:12-13 (01/92) REVISED BY (DATE): QUAD: Moorestown

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 # 03D3600 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 670 OVER BRANCH OF ASSISCUNK CREEK **FACILITY** CR 670

TOWNSHIP SPRINGFIELD TOWNSHIP

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

 # SPANS 1 **LENGTH** 54 ft **WIDTH** 30.3 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a two-lane county road over a branch of the Assicunk Creek in a wooded, rural area 3/4 mile east of Jacksonville.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one-span steel stringer bridge has the fascia stringers encased in concrete and rests on reinforced concrete abutments and wing walls. There is a reinforced concrete railing as well as modern guide rail approaches. This 1-span bridge reportedly replaced a 1906 five-span through truss manufactured by the Canton Bridge Company. The 1906 bridge had stone abutments, which no longer exist. The present bridge is a common type and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 304:28A-29A (12/91) REVISED BY (DATE): QUAD: Bristol

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 # 03D3760 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED CEDAR LANE OVER ASSISCUNK CREEK **FACILITY** CEDAR LANE
TOWNSHIP SPRINGFIELD TOWNSHIP
TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Steel
 # SPANS 1 **LENGTH** 76 ft **WIDTH** 13.5 ft

CONSTRUCTION DT 1904 **ALTERATION DT** **SOURCE** COUNTY ENGINEER
DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The one-lane bridge over a minor stream is fenced off and closed to all traffic. In a isolated wooded setting at the end of a lightly traveled road, it lies about 1/4 mile north of the NJ Turnpike and is adjacent to the Florence Industrial park.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 6-panel rivet-construction Warren with verticals pony truss bridge has unusual floor beam connections. The floor beams, which extend beyond the deck and support knee braces, have paired filled-top or saddle-like hangers that suspend the beams from the gusset plates at the panel points. The span is very well preserved, but the ca. 1889 rubble-coursed stone abutments were parged in 1991. The seldom-seen floor beam connection makes the span technologically distinctive and significant.

INFOR MATION

Bibliography:
Burlington County Engineer's Office. Bridge File D3.76.

Physical Description: The light 1904 6-panel Warren pony truss bridge is supported on ashlar abutments built in 1889. They were coated with concrete in 1991, covering the original date stone. The trusses themselves are in a more complete state of preservation, and with the exception of replacement of deteriorated lower chords and bearing plates in 1954, appear unaltered. Of riveted construction, the lower and upper chords as well as the diagonals are all composed of angles. The knee braces that extend from the floor beams to the upper chord are original as is the pipe railing on the inner face of the trusses. What gives the span its technological significance are the unusual and possibly unique floor beam hangers. Each floor beam is suspended at the panel point from the oversized gusset plate by a pair of hairpin hangers with filled tops or saddles that are fitted over the gusset plate. The detail appears to be original. The deck is a plank inkind replacement of the original.

Historical and Technological Significance: The 6-panel Warren pony truss bridge built in 1904 is a well preserved example of a once-common bridge type in Burlington County, and it is technologically significant because of its unusual and possibly unique floor beam hanger detail (Criterion C). Fabricated during the period of transition from pinned to riveted field connections, the 76'-long span is all riveted with the exception of the floor beam connections at the lower panel points. The floor beams are suspended from large hairpin hangers with filled tops that straddle the oversized gusset plates. The detail has been identified on no other truss bridge in the state. The county engineer has no original plans for the bridge, so it is not known who designed or fabricated the span. The detail, however, is idiosyncratic and reflective of the experimental nature of truss bridge designs.

Boundary Description and Justification: The bridge is located in an isolated, undeveloped setting. Since it is the bridge that is individually significant, the eligible limits include on the substructure and superstructure.

PHOTO: 304:23A-26A (01/92) REVISED BY (DATE): QUAD: Bristol

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

STRUCTURE # 03D4100 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WASHINGTON STREET OVER NORTH BRANCH RANCOCAS CREEK **FACILITY** WASHINGTON STREET

TOWNSHIP MOUNT HOLLY TOWNSHIP

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

 # SPANS 1 **LENGTH** 57 ft **WIDTH** 36.2 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER**

SETTING / CONTEXT The bridge carries two lanes of traffic in downtown Mount Holly, a commercial crossroads at the navigable head of Rancocas Creek. It was known as Bridgetown in the eighteenth century. The bridge spans a branch of the creek which is part of a Corps of Engineers flood control project. Twentieth-century small businesses are in the immediate vicinity of the bridge. The span is located within the Mt. Holly Historic District, a 19th-century town.

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

CONSULT STATUS Not Individually Eligible. Listed. Mount Holly Historic District. 02/20/1973. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one-span reinforced concrete rigid frame bridge has reinforced concrete abutments and wing walls, which rest on timber pile footings. The bridge has reinforced concrete balustrades and carries utility pipes across the creek. The bridge type is uncommon for Burlington County, but it is common in the state context. The bridge is too recent to correspond to the significant dates of the Mount Holly Historic District and is a noncontributing resource.

INFOR MATION

PHOTO: 38:18-20 (12/91) REVISED BY (DATE): QUAD: Mount Holly

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 # 03D4108 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WHITE STREET OVER NORTH BRANCH RANCOCAS CREEK **FACILITY** WHITE STREET

TOWNSHIP MOUNT HOLLY TOWNSHIP

TYPE BRICK ARCH **DESIGN** BARREL **MATERIAL** Brick

 # SPANS 1 **LENGTH** 35 ft **WIDTH** 19.6 ft

CONSTRUCTION DT 1853 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of traffic on a side street in Mount Holly, a town that was historically a commercial crossroads because of the Rancocas Creek. Mount Holly, known as "Bridgetown" in the eighteenth century, has an extensive 18th-19th century historic district. Immediately surrounding the bridge are early twentieth-century residences, although the stone foundations, some of which are contiguous to the bridge, probably date to the 19th century.

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

CONSULT STATUS Individually Eligible. Listed. Mount Holly Historic District. 02/20/1973. Contributing.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY A plaque and scant county records support an 1853 construction date for the small brick arch bridge, the only one of its type in the area. The spandrel walls are rubble-coursed stone. The spandrels have been raised with brick extensions that appear to be an addition. The intrados and the inside of the parapets have concrete parging. The east end of the north parapet wall looks reconstructed. The bridge, second oldest in the county, is individually eligible for listing in the National Register of Historic Places under Criterion C, and it contributes to the character of the Mount Holly Historic District.

INFOR MATION

Bibliography: Burlington County Engineer's Office. Bridge File #D4.18. ONJH "Mount Holly Historic District" National Register nomination. 1973.

Physical Description: The elliptical brick arch bridge with a span of 35' is founded on ashlar footings and had a rubble-coursed stone spandrel wall. The footings have been reinforced with concrete skirting. The parapets are brick, and their inner face has been covered with a cementous coating as has the intrados of the arch. A date stone is located on the inner face of the parapet. The bridge crosses a small non-navigable branch of the Rancocas Creek. It is located in a 19th century residential area dominated by 2- and 3-story town houses. The arch appears to be sound.

Historical and Technological Significance: The small brick arch bridge is one of the few example of its type in southern New Jersey, and it is therefore a technologically significant span. Brick arches do not appear to have ever been a common bridge type, and there are less than half a dozen documented as surviving in the state. The documented incidence of brick arch spans places them in the second half of the 19th century with this example in Mount Holly ranking as one of the earliest. No original plans for the bridge survive with the county engineer, and the date of construction is established by a plaque and scant county records.

In addition to its technological significance, the bridge is located within the Mount Holly Historic District. The well-preserved assemblage of 18, 19th, and early 20th century buildings is significant in several areas including architecture, commerce, and transportation, and the bridge, built during Mount Holly's period of significance, contributes to the historic character of the community.

Boundary Description and Justification: The bridge is located within the Mt. Holly Historic District, so the entire area surrounding the bridge for some distance has been evaluated as eligible and contributing to the historic character of the district.

PHOTO: 38:12-15 303:23 (12/91 JPH (5/96)) REVISED BY (DATE): QUAD: Mount Holly

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 03D4110 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BISPHAM STREET OVER NORTH BRANCH OF RANCOCAS CREEK **FACILITY** BISPHAM STREET

TOWNSHIP MOUNT HOLLY TOWNSHIP

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

 # SPANS 1 **LENGTH** 68 ft **WIDTH** 30.1 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a two-lane side street over a minor stream in Mount Holly, an 18th- and 19th-century town historically a commercial crossroads because of the creek. The immediate setting around the bridge includes residences from the turn of the century, and commercial buildings from the mid-late twentieth century. The bridge is located within the Mount Holly Historic District, but it is much newer than the surrounding 19th century buildings.

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

CONSULT STATUS Not Individually Eligible. Listed. Mount Holly Historic District. 02/20/1973. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed steel stringer with encased fascia stringers is supported on a concrete substructure. The concrete balustrade is a typical design. Although well preserved, the bridge is a representative example of a common type, and it is not historically or technologically distinguished. It is also too recent to correspond to the significant periods of the Mount Holly Historic District, and it is thus evaluated as noncontributing and not eligible.

INFOR MATION

PHOTO: 38:16-17 (12/92) REVISED BY (DATE): QUAD: Mount Holly

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 03D4130 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED FOUNDRY ROAD OVER NORTH BRANCH OF RANCOCAS CREEK **FACILITY** FOUNDRY ROAD

TOWNSHIP EASTAMPTON TOWNSHIP

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

 # SPANS 3 **LENGTH** 56 ft **WIDTH** 18.5 ft

CONSTRUCTION DT 1885ca **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** H. B. SMITH CO.

SETTING / CONTEXT The wide one-lane bridge carries light local traffic over the north branch of the Rancocas Creek in Smithville, a company town named after the flamboyant manufacturer Hezekiah B. Smith. The H.B. Smith Company, founded in 1865 to make woodworking machinery, was also famous for making the Star bicycle and the bicycle railroad between Mount Holly and Smithville in the 1890s.The Smithville Historic District includes the river and lake area, which is now a park.

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

CONSULT STATUS Individually Eligible. Listed. Smithville Historic District. 05/12/1977. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY When the stringer bridge with unusual cast-iron X-shape pile caps and cast deck brackets or clips on the fascia stringers was built is not documented, but the details make it a historic and technologically distinctive span. It is likely that the pile caps, supported on timber piles, were designed and produced by the H.B. Smith company, a noted manufacturer of woodworking machinery prior to 1926. It is known that the bridge was in place in its present configuration by 1890.

INFOR MATION

Bibliography:
Bolger, William. Smithville, The Result of Enterprise. Burlington County Cultural and Heritage Commission. 1980. Burlington County Engineer's Office. Bridge File # D4.13.

Physical Description: The 56'-long 3-span stringer bridge with a vertical profile and one simple and two continuous spans is supported on ashlar abutments and unusual, possibly unique cast iron X pile caps that fit over timber piles. The X-shaped pile caps are arranged four per bent and support a cast iron pier cap with cast clips to attach to the stingers. The pipe railing is affixed to the fascia stringer with bracketed ends on the cast posts that hold the pipe rails. Remedial work to the span includes rebuilding (specific work elements undefined) in 1940 and strengthening the original stone abutments with concrete buttresses and skirting. The concrete deck dates to 1978. The bridge is an idiosyncratic design and is well preserved considering its late-19th century date of construction.

Historical and Technological Significance: The exact date of construction of the unusually detailed stringer bridge is not precisely documented, but historic photographs of Smithville, the 19th century industrial village on the banks of the Rancocas Creek east of Mount Holly, show that it was in place by at least 1890. It is located within the National Register-listed Smithville Historic District (criteria A, C), and it is a contributing element. County Records indicate that it was built by the H.B. Smith Company, and it is likely that it was in fact designed by Hezekiah B. Smith (1816-1887) or his engineers as part of the his improvement of the former Shreve cotton textile mill complex Smith purchased in 1865. Smith vastly expanded both the water-powered manufacturing facility for his highly successful and technologically innovative manufacture of woodworking machinery, a concern that continued into the 1950s. Smith also expanded the nuclear village that surrounded the works. The iron and steel bridge ranks as one of the earliest and most unusual stringer bridges in the state. Its significance is derived from both its historic association with Smithville, a significant industrial site, and its unusual design. It is reflective of the technological ingenuity of inventor and manufacturer H.B. Smith.

Boundary Description and Justification: The bridge is located within the Smithville Historic District. The area all around the bridge is part of the district. See ONJH's Burlington County National Register file of a map delineating the exact boundaries of the district.

PHOTO: 38:4-8 (12/92) REVISED BY (DATE): QUAD: Mount Holly

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 # 03D4260 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 681 OVER STOP THE JADE RUN **FACILITY** CR 681

TOWNSHIP SOUTHAMPTON TOWNSHIP

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

 # SPANS 2 **LENGTH** 33 ft **WIDTH** 29 ft

CONSTRUCTION DT 1915 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT JAMES LOGAN, COUNTY ENGINEER **BUILDER** MEDFORD CONCRETE COMPANY

SETTING / CONTEXT The bridge carries two lanes of the county road over Stop the Jade Run on the edge of Vincentown. The river marks the north boundary of the Vincentown Historic District, which celebrates the town's history as a milling center and its surviving residences from several eras. The immediate vicinity of the bridge is lightly wooded with 19th and 20th century residences within 100 yards.

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

CONSULT STATUS Not Individually Eligible. Listed. Vincentown Historic District 09/21/1988. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span concrete-encased steel stringer, built in 1915, rests on masonry abutments built in 1907. The south abutment has a 1936 concrete addition at its base to control erosion. The center pier is reinforced concrete. The bridge has a nice decorative metal railing in poor condition made by the Canton Bridge Company. Except for the railing, the bridge lacks technological distinction but it does correspond to the historic district's period of significance and is thus contributing.

INFOR MATION

Bibliography:
ONJH. "Vincentown Historic District." 1988.

Physical Description: The 2-span simply supported encased stringer bridge is supported on ashlar abutments built in 1907. The central pier is reinforced concrete. What happened to the previous superstructure is not known. A sidewalk is carried on the east side only. In 1936 a concrete facing was added to the south abutment. The bridge is enclosed by a handsome lattice iron railing with cast iron posts.

Historical and Technological Significance: The encased stringer bridge, built in 1915 on 1097 stone abutments, is a representative example of a common bridge type in the state, but it is located on the boundary of the Vincentown Historic District that is recognized for being an architecturally and historically distinguished residential, commercial, and milling center. The period of significance of the village extends through the 1920s, so the bridge was built within its era of significance and is a contributing resource. The handsome, well-preserved iron railing of the bridge, manufactured by the Canton (Ohio) Bridge Company, according to the plaque, contributes to the historic character of the district. The concrete-encased superstructure was erected by the Medford Concrete Company.

Boundary Description and Justification: The bridge is located across the water course that forms part of the north boundary of the Vincentown Historic District. It is appropriate to consider the north bank of the water course the boundary, which would then include the bridge within the boundary of the historic district. The limit of the boundary of the district clearly does not extend beyond the north bank of the water course.

PHOTO: 39:44, 1-4 (12/91) REVISED BY (DATE): QUAD: Mount Holly

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 # 03D4270 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 616 OVER SOUTH BRANCH OF RANCOCAS CREEK **FACILITY** CR 616

TOWNSHIP SOUTHAMPTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 38 ft **WIDTH** 30 ft

CONSTRUCTION DT 1918 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT JAMES LOGAN, COUNTY ENGINEER **BUILDER** JUNIATA COMPANY

SETTING / CONTEXT The bridge carries a 2-lane street and sidewalks over a minor stream in Vincentown's historic district, which celebrates the town's history as a 19th- and early-20th century milling center and its surviving residences from several eras. Mill St. was named after the grist and sawmills that first grew up in the town between 1800 and 1820. A church, 19th and 20th century residences, and a commercial buildings are in the immediate vicinity of the bridge.

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

CONSULT STATUS Not Individually Eligible. Listed. Vincentown Historic District 09/21/1988. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one-span concrete encased steel stringer bridge rests on reinforced concrete abutments. In 1981, the county made minor concrete repairs to the headwalls, curbs, and facing. The bridge has metal railings and also carries a utility pipe. Although a common bridge type and not individually distinguished, the span was built within the district's period of significance that extends to 1930. It thus contributes to the historic character of the district.

INFOR MATION

Bibliography:
ONJH. "Vincentown Historic District" National Register nomination, 1988. Burlington county Engineer. Bridge File D4.27.

Physical Description: The single-span, 38'-long encased steel stringer bridge is supported on concrete abutments. The sidewalks are enclosed with metal, fence-like railings while the approaches are marked with concrete parapets.

Historical and Technological Significance: The steel stringer bridge is not technologically distinguished, but it is located within the National Register-listed Vincentown Historic District, and it was constructed within the period of significance of the district that extends through the 1920s. Vincentown, which retains its pre-1930 appearance, was an important country commercial and milling center through World War I. The bridge, a well-preserved example of an extremely common bridge type, contributes to the historic character of the district.

Boundary Description and Justification: The bridge crosses a water course that is located within the Vincentown Historic District. Because the bridge is in the "heart" of the district, all the area surrounding it is considered eligible. For a map of the exact district boundaries, refer to the ONJH's Burlington County National Register file.

PHOTO: 39:5-6 (12/91) REVISED BY (DATE): QUAD: Mount Holly

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

STRUCTURE # 03D4300 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED RACE STREET OVER SOUTH BRANCH OF RANCOCAS CREEK **FACILITY** RACE STREET

TOWNSHIP SOUTHAMPTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 35 ft **WIDTH** 20.9 ft

CONSTRUCTION DT 1909 **ALTERATION DT** Demolished **SOURCE** PLAQUE

DESIGNER/PATENT EARL THOMSON, COUNTY ENGINEER **BUILDER** P. J. BYRNE

SETTING / CONTEXT The bridge carries a 2-lane street over the south branch of Rancocas Creek in Vincentown's historic district, which celebrates the town's history as a milling center and its surviving pre-1930 residences from many eras. The dam that forms the mill pond south of the town is adjacent to the bridge. There are six timber sluice gates directly below the south fascia of the bridge. The bridge is in a municipal park.

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

CONSULT STATUS Bridge was Not Individually Eligible. Listed. Vincentown Historic District 09/21/1988. Contributed.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The encased steel stringer bridge rests on reinforced concrete abutments with wing walls. The bridge has pipe railings, and the sluice gates and frames for the mill pond dam are timber. The span is a representative example of a common type, but it was built within the period of significance of the Vincentown Historic District, which extends to 1930. While not individually significant, it does contribute to the history and character of the district.

INFOR MATION

Bibliography:
ONJH. "Vincentown Historic District" National Register Nomination. 1988.

Physical Description: The 35'-long encased steel stringer span is supported on concrete abutments with wing walls and is enclosed by a pipe railings. The upstream side of the simple, well preserved bridge is fitted with wood frames holding manually operated wood sluice gates for the adjacent mill pond.

Historical and Technological Significance: Although a representative example of a common New Jersey bridge type, the stringer bridge is historically significant because is it was built within the period of significance (18th century through the 1920s) of the Vincentown Historic District. The bridge crosses a stream that was dammed to create a mill pond that powered the community's mills that were active until the early years of the 20th century. Although this is not the original bridge at this crossing, it is nevertheless a contributing structure in the historic district based on its date of construction and appearance. Vincentown is a community that retains its pre-1930 appearance, according to the National Register nomination.

Boundary Description and Justification: While not individually significant, the bridge is located in the "heart" of the Vincentown Historic District. It is surrounded on all sides by eligible property. For a map of the exact boundaries of the Vincentown Historic District, refer to ONJH's Burlington County National Register files.

PHOTO: 39:7-9 (12/91) REVISED BY (DATE): QUAD: Mount Holly

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 # 03D4570 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 616 OVER SOUTHWEST BRANCH RANCOCAS CREEK **FACILITY** CR 616

TOWNSHIP MEDFORD TOWNSHIP

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

 # SPANS 1 **LENGTH** 36 ft **WIDTH** 18.1 ft

CONSTRUCTION DT 1909 **ALTERATION DT** 1989 **SOURCE** PLAQUE

DESIGNER/PATENT UNKNOWN (D. LUTEN ?) **BUILDER** FERRO CONCRETE CO.

SETTING / CONTEXT The bridge carries a 2-lane road over the head race for Kirby's Mill approximately 40' from the turbines. The complex, first built in the 1770s included a 3 1/2 story grist mill, sawmill, shingle mill, carding mill, blacksmith shop, and other structures. The grist mill operated under water power until 1961, the last to do so in New Jersey. It closed in 1969. The well preserved complex is located on a small island, and it is listed in the National Register.

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

CONSULT STATUS Not Individually Eligible. Listed. Kirby's Mill. 08/12/1971. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 20'-wide deck arch bridge built in 1909 was partially rebuilt in 1989. Four feet were added on each side and concrete parapets were reproduced. While the span retains some degree of original detailing of the 1909 span, the proportions of the superstructure and the roadway that pass through the center of the historically significant mill complex disrupt the original historical character of the surroundings. The altered span is evaluated as noncontributing based on alterations and proportions.

INFOR MATION

PHOTO: 304:12A-13A (07/91) REVISED BY (DATE): QUAD: Mount Holly

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 # 03D4850 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CREEK ROAD OVER TRIBUTARY OF SOUTH BRANCH RANCOCAS CREEK **FACILITY** CREEK ROAD (CR 640)

TOWNSHIP LUMBERTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 21 ft **WIDTH** 30.5 ft

CONSTRUCTION DT 1941 **ALTERATION DT** 1950 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** BURLINGTON COUNTY

SETTING / CONTEXT The bridge carries a two-lane county road over a tributary to the south branch of the Rancocas Creek in a rural, wooded area about one mile west of the village of Lumberton, a small village associated with industries such as the lumber, shipbuilding, and iron industries, and significant as an important commercial crossroads in the 19th century.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one-span timber stringer bridge has abutments and wing walls of timber sheeting and piles. The deck is wood with an asphalt overlay. The wood railing has diagonal bracing to the extended pile caps. The county engineers office dates the bridge to 1941, with unspecified reconstruction in 1950. The bridge is a common type in southern New Jersey and is not technologically or historically distinguished.

INFOR MATION

PHOTO: 305:29-30 (12/91) REVISED BY (DATE): QUAD: Mount Holly

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 # 03D5220 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HAWKIN ROAD OVER SOUTHWEST BRANCH OF RANCOCAS CREEK **FACILITY** HAWKIN ROAD

TOWNSHIP MEDFORD TOWNSHIP

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

 # SPANS 3 **LENGTH** 63 ft **WIDTH** 24.3 ft

CONSTRUCTION DT 1919 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a two-lane county road over the southwest branch of the Rancocas Creek on the outskirts of Medford, a village once known as Belly Bridge but later named after the town in Massachusetts. Immediately surrounding the bridge, the vicinity is wooded and near a township park, but most of the surrounding area is thoroughly residential (20th century).

1995 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 concrete encased steel stringer, built in 1919, rests on reinforced concrete abutments, piers, and pier caps. The bridge has a concrete deck and a metal pipe railing. In 1942, the railings, wingwall, and approaches all received repair work. The bridge has spalling on the fascia stringers. The bridge is a common type is not technologically or historically distinguished.

INFOR MATION

PHOTO: 301:27A-28A (12/91) REVISED BY (DATE): QUAD: Mount Holly

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 # 03D5800 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 541 OVER SOUTHWEST BRANCH OF RANCOCAS CREEK **FACILITY** CR 541

TOWNSHIP MEDFORD TOWNSHIP

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

 # SPANS 1 **LENGTH** 69 ft **WIDTH** 40 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a two-lane county road, sidewalks, and a utility pipe over a tidal stream on the southern outskirts of the village of Medford, a town once known as Belly Bridge, but later named after the town in Massachusetts. The bridge is at one end of Main Street in a mid-20th century commercial and residential neighborhood with a park.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one-span reinforced concrete deck arch bridge has plain closed spandrels. The rear of the western abutment may be more recent. The bridge has a common-style concrete balustrade, except over the western approach, which has a concrete parapet. There are no wing walls. The county records regarding the bridge are incomplete, and no verification of a date was possible. The span is a representative example of common bridge type and is not technologically or historically distinguished.

INFOR MATION

PHOTO: 301:16A-17A (12/91) REVISED BY (DATE): QUAD: Mount Holly

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 # 03E2460 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 545 OVER BLACKS CREEK **FACILITY** CR 545

TOWNSHIP CHESTERFIELD TOWNSHIP

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

 # SPANS 1 **LENGTH** 38 ft **WIDTH** 24 ft

CONSTRUCTION DT 1925 **ALTERATION DT** 1980 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT BURLINGTON CO. ENGINEER **BUILDER** HILL CONSTRUCTION COMPANY

SETTING / CONTEXT The bridge, not visible from the roadway, carries a 2-lane road over a small stream on the southerly edge of the 19th century settlement of Chesterfield. The stream is the southerly boundary of the Recklesstown Historic District, but the bridge was not evaluated or included as part of the district.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 8/2/90

SUMMARY The two-lane concrete encased stringer bridge, built in 1925 by the county, crosses Blacks Creek at a severe skew. The masonry abutments date to 1892, but they were covered with concrete in 1980 and are no longer visible. The span is finished with paneled concrete parapets. The bridge is a common type in southern New Jersey and is not technologically or historically distinguished.

INFOR MATION

PHOTO: 626:12-15 (07/91) REVISED BY (DATE): QUAD: Columbus

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 # 03E2540 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED DUNNS MILL ROAD OVER BLACKS CREEK **FACILITY** DUNNS MILL ROAD

TOWNSHIP BORDENTOWN TOWNSHIP

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

 # SPANS 1 **LENGTH** 39 ft **WIDTH** 19.1 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries a 2-lane road over a minor stream in a wooded area between US 206 and the New Jersey Turnpike. The road dead ends at the Turnpike toll plaza and serves as the local access road to the facility.

1995 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 is supported on ashlar abutments with concrete caps and a large corner buttress on the downstream side. The wingwalls are also ashlar. The deck is timber plank. Wood stringers carried on beams or diaphrams welded between the stringers have been added. The wood railings appear to be an inkind replacement of the original. The bridge is a representative example of a common type and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 129:27-29 (07/91) REVISED BY (DATE): QUAD: Trenton East

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 # 03E2580 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 662 (BURLINGTON STREET) OVER BLACKS BROOK **FACILITY** CR 662 (BURLINGTON STREET)

TOWNSHIP BORDENTOWN CITY

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

 # SPANS 1 **LENGTH** 55 ft **WIDTH** 30 ft

CONSTRUCTION DT 1921 **ALTERATION DT** **SOURCE** INSCRIPTION

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

SETTING / CONTEXT The bridge carries a 2-lane city street, one sidewalk, and a utility pipe over a small tidal stream on the south end of Bordentown City. The road is lined with mid-20th century houses. The elevated overpass for US 295 is parallel to the bridge. The street was one of the original 15 New Jersey state highways. Route 2 went from Trenton to Camden via Bordentown, Fieldsboro, and Roebling.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The built-up thru girder with floor beams bridge is supported on a concrete substructure. The cantilevered sidewalk supported on brackets on the downstream side is enclosed with a metal railing set between concrete posts that match those placed at the end of the girders. Knee braces are located on the inside of the girders. Although unaltered, the bridge is a representative example of a common bridge type and is not innovative or distinctive.

INFOR MATION

PHOTO: 191:39-41 (07/91) REVISED BY (DATE): QUAD: Trenton East

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 # 03E3330 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 537 OVER BARKERS BROOK **FACILITY** CR 537

TOWNSHIP SPRINGFIELD TOWNSHIP

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

 # SPANS 1 **LENGTH** 53 ft **WIDTH** 37.5 ft

CONSTRUCTION DT 1912 **ALTERATION DT** 1936 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** W.S. GALE

SETTING / CONTEXT The bridge carries a two-lane county road over a small stream in a rural area with woods and some agriculture about one mile west of a small airport and one mile southwest of Jobstown, a village named after an 18th century innkeeper but better known for horse racing in the 19th century.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY In 1912, W.S. Gale built the one-span concrete arch bridge with concrete footings on timber piles. The skewed bridge had an earth deck with a bituminous paving. In 1936, the bridge was widened to a 30' roadway by adding about 8' on either side. There is scoring on the spandrel walls, and the roadway is enclosed by concrete railings dating to 1937. The early bridge has been significantly altered with the result being a span that is not historically or technologically distinguished.

INFOR MATION

PHOTO: 304:32A-33A (12/91) REVISED BY (DATE): QUAD: Columbus

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 # 03E4220 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BRACE ROAD OVER STOP THE JADE RUN **FACILITY** BRACE ROAD

TOWNSHIP SOUTHAMPTON TOWNSHIP

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

 # SPANS 2 **LENGTH** 24 ft **WIDTH** 12.6 ft

CONSTRUCTION DT 1942 **ALTERATION DT** 1990 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries one lane of the gravel county road over Stop the Jade Run in a rural, wooded area with some agriculture about 3/4 mile west of Buddtown, a village with a sawmill in the 18th and 19th centuries, and named after the ubiquitous (in the county) Budd family.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The timber stringer bridge is supported on concrete-reinforced stone abutments and a braced wood pile bent. The plain wood railings are bolted to the fascia stringers, the wearing surface is plank. In 1990 the county replaced the fascia stringers, deck, and railings. In addition to being a representative example of a common county bridge type, the span contains much replacement material. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 302:8A-9A (12/91) REVISED BY (DATE): QUAD: Pemberton

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 # 03E4400 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HILLIARDS BRIDGE ROAD OVER SOUTH BRANCH RANCOCAS CREEK **FACILITY** HILLIARDS BRIDGE ROAD

TOWNSHIP SOUTHAMPTON TOWNSHIP

TYPE PONY TRUSS **DESIGN** WARREN **MATERIAL** Metal

 # SPANS 1 **LENGTH** 40 ft **WIDTH** 16.1 ft

CONSTRUCTION DT 1907 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT CANTON BRIDGE COMPANY **BUILDER** CANTON BRIDGE COMPANY

SETTING / CONTEXT The bridge carries one lane over a small stream in a well-preserved rural setting surrounded by both fields and woods.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 8/2/90

SUMMARY The well preserved 3-panel rivet-connected Warren pony truss bridge on ashlar abutments that have been reinforced with concrete is a well-preserved example of its type and fabricator, the Canton Bridge Company (Ohio). It survives with its plaques and finials. Canton Bridge Company, founded in 1876, was one of the most prolific bridge companies during the late-19th and early-20th centuries. The early and complete Warren pony truss span is a significant example of its type.

INFOR MATION

PHOTO: 39:14-17 (07/91) REVISED BY (DATE): QUAD: Pemberton

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 # 03E4440 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED SMITHVILLE ROAD (CR 684) OVER NORTH BRANCH RANCOCAS CREEK **FACILITY** SMITHVILLE ROAD (CR 684)

TOWNSHIP EASTAMPTON TOWNSHIP

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

 # SPANS 7 **LENGTH** 125 ft **WIDTH** 24.5 ft

CONSTRUCTION DT 1914 **ALTERATION DT** 1951 **SOURCE** PLANS

DESIGNER/PATENT J. LOGAN, BUR. CO. ENGINEER **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries the two-lane county road over the North Branch Rancocas Creek in Smithville, a 19th and early 20th century company town named after flamboyant manufacturer Hezekiah B. Smith. The H.B. Smith Company, founded in 1865, produced woodworking machinery, the Star bicycle, and the bicycle railroad between Mount Holly and Smithville.

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

CONSULT STATUS Individually Eligible. Listed. Smithville Historic District. 05/12/1977. Contributing.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The 7-span continuous concrete slab, built in 1914, rests on reinforced concrete piles, pile caps, abutments, and wingwalls. It is finished with the original pipe railing. The piles are spalled. In 1951, most of the members were gunited. In addition to being built within the period of significance of the Smithville Historic District, the span is technologically distinguished as being an early example of a reinforced concrete pile bent-supporting a slab deck bridge. The bridge is individually eligible for listing in the National Register of Historic Places and is a contributing element of the Smithville Historic District, eligible under Criteria A and C.

INFOR MATION

Bibliography:
Burlington County Engineer's File # E4.44. Condit, Carl. American Building Art 20th Century, 1960.

Physical Description: The 7-span bridge is a continuous slab bridge supported on reinforced concrete abutments and reinforced concrete bents composed of five 16" square piles set 6' on center apart and a 34'-deep pier cap. The slab deck is covered by an asphalt wearing surface, and the bridge is finished with the original pipe railing. With the exception of gunite that was sprayed on most of the members in 1951, the superstructure and substructure survive in a good state of preservation.

Historical and Technological Significance: The 1914 bridge is technologically significant because it is an early example of a reinforced concrete driven-pile substructure (criterion C). The original plan of the bridge is preserved in the Burlington County Engineer's Office, and it confirms that the 7-span structure designed by James Logan, Burlington County Engineer in 1914, survives in "as built" condition. Reinforced concrete quickly became a popular and commonly used material in bridge construction in the years between 1895 and 1905, but the applications were primarily for reinforced concrete arch and slab spans. This bridge is one of the earliest documented applications in New Jersey of reinforced concrete technology for supporting piles that make up a reinforced concrete pier bent.

The bridge is located within the Smithville Historic District, but it was built outside the 1800-1899 period of significance of the district specified in the nomination. The nomination does not address the period after H. B. Smith's death in 1897, but the H.B. Smith Machine Company continued in operation until the 1960s.

Boundary Description and Justification: The bridge is located on a road that forms part of the east boundary of the Smithville Historic District. The area on the west side of the bridge as well as the approaches to the north and south are thus within the district. The area east of the abutments is not within the district, and is evaluated as not eligible. The east side of Smithville Road (CR 684) is the appropriate boundary for the district and the bridge.

PHOTO: 38:9-11 (12/91) REVISED BY (DATE): QUAD: Pemberton

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 # 03E4500 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BIRMINGHAM ROAD OVER NORTH BRANCH RANCOCAS CREEK **FACILITY** BIRMINGHAM ROAD

TOWNSHIP PEMBERTON TOWNSHIP

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

 # SPANS 2 **LENGTH** 35 ft **WIDTH** 30.8 ft

CONSTRUCTION DT 1941 **ALTERATION DT** 1981 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries an unimproved 2-lane road over the North Branch Rancocas Creek in a wooded setting with scattered 20th-century residential development.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span timber stringer bridge rests on two wooden abutments and a center braced pile bent. It has a wooden deck and wood railings braced at the bent caps. County records indicate that the bridge was constructed in 1941 and that the stringers, deck and railings were replaced in 1981. There is no record of the piles being replaced. The span is one of over 20 wood stringer bridges in the county, and it is not technologically or historically distinguished.

INFOR MATION

PHOTO: 37:33-34 (07/91) REVISED BY (DATE): QUAD: Pemberton

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 # 03E4510 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED BIRMINGHAM-ARNEY'S MOUNT ROAD OVER NORTH BR RANCOCAS CK **FACILITY** BIRMINGHAM ARNEY'S MOUNT ROAD

TOWNSHIP PEMBERTON TOWNSHIP

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

 # SPANS 2 **LENGTH** 30 ft **WIDTH** 16.8 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge spans a branch of the Rancocas Creek in the vicinity of the village of Birmingham, which was established in the 1700's. Today a few of the older houses remain at the convergence of three roads, however, most of the remaining housing beyond this junction was built after WWII. This now consolidated community relied on farming and the mining of marl and sand for most of the 19th and 20th centuries, however, in the mid-1900s a chemical plant was built in the vicinity.

1995 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 timber stringer bridge rests on a stone abutment on the north end, a wood plank abutment to the south, and a timber pile bent. County records indicate that the north abutment predates 1924. The bridge has a wood deck and railings. The plain, utilitarian structure has no significant engineering innovations. Records give 1935 as the last date of reconstruction, although the wood members appear to be less than 20 years old, suggesting inkind replacement of early fabric.

INFOR MATION

PHOTO: 37:36-37 (07/01/) REVISED BY (DATE): QUAD: Pemberton

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 # 03E4550 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HANOVER STREET (CR 616) OVER NORTH BRANCH RANCOCAS CREEK **FACILITY** HANOVER STREET (CR 616)

TOWNSHIP PEMBERTON BOROUGH

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

 # SPANS 1 **LENGTH** 104 ft **WIDTH** 29.8 ft

CONSTRUCTION DT 1932 **ALTERATION DT** 1950 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a two-lane road, sidewalks, and a utility pipe over the north branch of the Rancocas Creek in Pemberton, a village that was traditionally an agricultural center for the surrounding region. Located on the edge of the congested portion of the center of Pemberton, it is surrounded by an eclectic mix of structures. The creek is the boundary of the State Register-listed Pemberton Historic District, but the bridge is not evaluated.

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

CONSULT STATUS Not Individually Eligible. Listed. Pemberton Historic District. 03/22/1989. Noncontributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 6-panel rivet-connected Warren with verticals pony truss bridge is composed primarily of latticed and laced channels. The bridge was moved, reconditioned, and set on a new concrete substructure in 1950 when the road was realigned. A steel grid deck was also installed then. The county rehabilitated the span again in 1977. A late example of a truss designed for secondary stresses, the span is not technologically or historically distinguished. It is not fully within the district and is outside the 19th and early 20th century period of significance. It is later than its setting.

INFOR MATION

PHOTO: 37:40-43 (12/91) REVISED BY (DATE): QUAD: Pemberton

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 # 03E4600 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED VINCENTOWN-RETREAT ROAD OVER SOUTH BRANCH RANCOCAS CREEK **FACILITY** VINCENTOWN RETREAT ROAD

TOWNSHIP SOUTHAMPTON TOWNSHIP

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

 # SPANS 3 **LENGTH** 50 ft **WIDTH** 25.4 ft

CONSTRUCTION DT 1942 **ALTERATION DT** 1952 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** BURLINGTON COUNTY

SETTING / CONTEXT The bridge carries the two-lane county road over the south branch of the Rancocas Creek in a rural, lightly wooded area about 1/4 mile from US 206 and one mile southeast of Vincentown, a village that established a national historic district celebrating its heritage as a regional milling center. The bridge is well outside the 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 three-span timber stringer bridge rests on timber piles, pile caps, abutments, and wingwalls. The timber abutments replace stone abutments that predated 1924. Since 1988, the extended pile caps have carried a gas line across the creek. The deck is timber, and there is a timber railing and a modern steel guide rail. Although the county engineers records mention no alterations to the superstructure since 1942, the wood has clearly been periodically replaced. The bridge is undistinguished.

INFOR MATION

PHOTO: 39:18-19 (12/91) REVISED BY (DATE): QUAD: Pemberton

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 # 03F2280 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CHESTERFIELD-GEORGETOWN ROAD OVER BLACKS CREEK **FACILITY** CHESTERFIELD GEORGETOWN ROAD

TOWNSHIP CHESTERFIELD TOWNSHIP

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

 # SPANS 2 **LENGTH** 22 ft **WIDTH** 33 ft

CONSTRUCTION DT 1928 **ALTERATION DT** 1939 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a 2-lane road over a minor stream in a wooded setting on the sparsely developed southern limit of the village of Chesterfield. Blacks Creek forms the southern boundary of the National Register-listed Recklesstown Historic District. The bridge, which is not visible from the road, is not mentioned in the nomination that emphasizes the 18th- and 19th-century character of the settlement.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 12/07/89

SUMMARY The short reinforced concrete slab span with fascia and wing wall panels in a contrasting finish was built with a central concrete pier and invert slab. Any original/early railing has been replaced by modern beam guide rails. The bridge is technologically undistinguished and is outside the period of significance of the Recklesstown Historic District. It is neither historically or technologically distinguished.

INFOR MATION

PHOTO: 129:12-14 (07/91) REVISED BY (DATE): QUAD: Columbus

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 # 03F2300 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ORR ROAD OVER CROSSWICKS CREEK **FACILITY** ORR ROAD

TOWNSHIP CHESTERFIELD TOWNSHIP

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

 # SPANS 6 **LENGTH** 87 ft **WIDTH** 15 ft

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries one lane of a rural lightly traveled road over a minor stream in a wooded setting. Late-20th century residential development is adjacent to the bridge. The setting is not significant.

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 6-span wood stringer bridge is supported on wood braced pile bents and a stone abutment on the east end and a concrete abutment on the west end. The stone abutment predates this span. Modern beam guide rail railings replace any original/early railings. The bridge appears to incorporate modern inkind replacement material. It is a representative example of a common bridge type, and it not historically or technologically distinguished.

INFOR MATION

PHOTO: 129:21-23 (07/91) REVISED BY (DATE): QUAD: Allentown

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

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

November 04 , 2002

NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 03F2320 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CHESTERFIELD-SYKESVILLE ROAD OVER BLACKS CREEK **FACILITY** CHESTERFIELD SYKESVILLE ROAD

TOWNSHIP CHESTERFIELD TOWNSHIP

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

 # SPANS 2 **LENGTH** 46 ft **WIDTH** 19.5 ft

CONSTRUCTION DT 1911 **ALTERATION DT** 1940 **SOURCE** PLAQUE/CO. RECORDS

DESIGNER/PATENT **BUILDER** FERRO-CONCRETE COMPANY

SETTING / CONTEXT The bridge carries a 2-lane county road over a minor stream just downstream from a mill pond dam. The pond was established as early as the early-19th century. None of the mill-related buildings appear to survive, but the house, shown as the Norden House on the 1876 Scott Atlas Map, remains, but it has been reworked in the Colonial Revival taste. It was later Wallace Mill. The surroundings are wooded. There is modern residential development on the south side of the bridge.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 01/10/92, Letter 11/22/95. DOE 01/19/95.

SUMMARY Built in 1911 as a 2-span reinforced concrete slab span on a concrete substructure, the bridge is arranged like a 2-cell culvert with an invert slab, and wood flood gates (removed). Built by the Ferro Concrete Co. of Harrisburg, the technology represented by the bridge is one of the state's earliest surviving examples of concrete slab construction. The builder was the local agent for D. Luten's National Bridge Co. and his designs, but no plans survive to show if this is a patented design.

INFOR MATION

PHOTO: 129:15-20 (07/92 JPH (5/96)) REVISED BY (DATE): QUAD: Columbus

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 # 03F4400 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 646 OVER GREENWOOD BRANCH OF RANCOCAS CREEK **FACILITY** CR 646

TOWNSHIP PEMBERTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 50 ft **WIDTH** 36.4 ft

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

DESIGNER/PATENT F. L. BRANIN, COUNTY ENGINEER **BUILDER** HILL CONSTRUCTION COMPANY

SETTING / CONTEXT The bridge carries the two-lane county road over the Greenwood Branch of the Rancocas Creek on the outskirts of New Lisbon, a village that had a sawmill and forge early in the 19th century. The wood used to build the Camden and Amboy Railroad supposedly came from the New Lisbon area. The bridge is about 1/4 mile from Conrail, which operates on a right-of-way dating back at least to the 1870s. The bridge is also next to a 1935 pumping station.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one-span steel stringer bridge, built in 1941, has the fascia stringers encased in concrete. The bridge rests on reinforced concrete abutments and wing walls, and has a reinforced concrete deck and railing. The span replaced an earlier timber stringer bridge. It lacks historical or technological distinction.

INFOR MATION

PHOTO: 37:44-1 (03/92) REVISED BY (DATE): QUAD: Pemberton

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 # 03F6001 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CARRANZA ROAD OVER TRIBUTARY OF SHANE BRANCH **FACILITY** CARRANZA ROAD

TOWNSHIP WASHINGTON TOWNSHIP

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

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

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

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in an isolated, undeveloped setting near the site of a non-extant settlement north of Friendship. All that remains are concrete pier and stone foundations. There are no above-ground remnants of the settlement. The area is in the Pine Barrens.

1995 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 bridge is composed of timber stringers on wood abutments and a center pile bent. The plain wood railing is braced. The short bridge is an undistinguished example of a locally common bridge type, and it is not historically or technologically noteworthy. It is one of over 20 wood stringer spans in Burlington County.

INFOR MATION

PHOTO: 302:41a,42a (07/91) REVISED BY (DATE): QUAD: Chatsworth

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 # 03F8270 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 542 OVER MULLICA RIVER **FACILITY** CR 542

TOWNSHIP WASHINGTON TOWNSHIP

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

 # SPANS 4 **LENGTH** 48 ft **WIDTH** 22.3 ft

CONSTRUCTION DT 1930 **ALTERATION DT** Rebuilt: 1975 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries a two-lane road over the Mullica River in Wharton State Forest, a large preserve in the Piney Woods section of the state.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The simple 4-span timber stringer bridge is supported on timber abutments and pile bents. It was rebuilt completely with inkind replacement material in 1975. Any early railing has been replaced by modern beam guide rails attached to the fascia stringers. The bridge type is common in the county, and this representative example is neither historically or technologically distinguished. It is also of recent construction.

INFOR MATION

PHOTO: 301:7A-8A (07/91) REVISED BY (DATE): QUAD: Atsion

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 # 03G4370 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED UPTON-MOUNT MISERY ROAD OVER MOUNT MISERY BROOK **FACILITY** UPTON-MOUNT MISERY ROAD

TOWNSHIP PEMBERTON TOWNSHIP

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

 # SPANS 2 **LENGTH** 25 ft **WIDTH** 11.7 ft

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

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a county road over Mount Misery Brook in a rural and flat area predominated by cranberry bogs. One unsubstantiated folk story claims the area received its name partly because of the problems associated with poor roads. The bridge is currently inaccessible. It was not field inspected.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY In 1985, Burlington County closed the timber stringer bridge, which had timber abutments. Although county records indicate 1930 was the last time the bridge had major structural changes, since it is a timber bridge, it would have been periodically rehabilitated. The bridge is a common type in Burlington County, and is not technologically or historically distinguished. The bridge is inaccessible, and this evaluation is based on data from county files. There are not photographs.

INFOR MATION

PHOTO: NONE (03/92) REVISED BY (DATE): QUAD: Browns Mills

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 # 03G8045 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED LOWER BANK ROAD (CR 542) OVER MULLICA RIVER **FACILITY** LOWER BANK ROAD (CR 652)

TOWNSHIP WASHINGTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 450 ft **WIDTH** 18 ft

CONSTRUCTION DT 1925 **ALTERATION DT** Demolished: 1992 **SOURCE** PLANS

DESIGNER/PATENT J.B. STRAUSS **BUILDER** HILL CONSTRUCTION COMPANY

SETTING / CONTEXT The bridge carries two narrow lanes over the scenic Mullica River, the boundary between Burlington and Atlantic Counties. The Burlington side is lined with small frame houses primarily dating from this century while the Atlantic County side is a salt marsh. The surrounding country side is in the Pine Barrens.

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

CONSULT STATUS Bridge was Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 1992, Letter 6/30/95.

SUMMARY The well-preserved overhead counterweight single-leaf moveable bridge designed by noted bridge engineer J.B. Strauss was completed in 1926. It was demolished in 1992 so that a replacement span of similar design could be erected. The bridge was documented according to HAER standards, and the documentation, which includes prints of the original plans, is deposited at the Library of Congress. HAER No. NJ-73.

INFOR MATION

PHOTO: 301:44a-6a (07/91) REVISED BY (DATE): QUAD: Green Bank

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 # 03H7003 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED ANDREWS ROAD OVER OSWEGO RIVER **FACILITY** ANDREWS ROAD

TOWNSHIP BASS RIVER TOWNSHIP

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

 # SPANS 2 **LENGTH** 20 ft **WIDTH** 30 ft

CONSTRUCTION DT 1932 **ALTERATION DT** **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The culvert allows the Oswego River to flow under an abandoned township road in a region of cranberry bogs and a state forest. The county is in the process of legally abandoning the bridge because local landowners have blocked the road and denied access to county engineers attempting to inspect the bridge. The bridge is attached to the spillway that controls the level of Oswego Lake.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span reinforced concrete box culvert has reinforced concrete wing walls. The lake's reinforced concrete spillway is adjacent to the east side of the bridge. The south approach suffers from erosion. The bridge is not historically or technologically distinguished.

INFOR MATION

PHOTO: 304:5A-7A (03/92) REVISED BY (DATE): QUAD: Oswego Lake

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 # 03H8001 **CO** BURLINGTON **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 542 OVER WADING RIVER **FACILITY** CR 542

TOWNSHIP WASHINGTON TOWNSHIP

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

 # SPANS 31 **LENGTH** 401 ft **WIDTH** 24 ft

CONSTRUCTION DT 1928 **ALTERATION DT** Rebuilt: 1984 **SOURCE** COUNTY ENGINEER

DESIGNER/PATENT A. G. LICHTENSTEIN & ASSOC. **BUILDER**

SETTING / CONTEXT The bridge carries a 2-lane road across the Wading River about four miles from the mouth of the river. On both sides of the river, there are small villages called Wading River. There was a bridge on this site at least as early as the first half of the 19th century. Throughout the 1800s, the site retained the name Bridgeport. The area is rural and low lying.

1995 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 consists of 30 steel stringer approach spans resting on timber abutments and pile bents and a single leaf Strauss-type overhead bascule bridge with a timber pile rest pier but reinforced concrete trunnion pier. In 1984, the moveable span was replaced with an overhead counterweight span designed by A.G. Lichtenstein & Assoc. The substructure, however, was not replaced. Because of the date of the moveable span, the bridge is evaluated as not old enough to be historic.

INFOR MATION

PHOTO: 301:40A-41A (03/92) REVISED BY (DATE): QUAD: New Gretna

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 # 03H8014 **CO** BURLINGTON **OWNER** COUNTY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 653 OVER IVES BRANCH **FACILITY** CR 653

TOWNSHIP BASS RIVER TOWNSHIP

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

 # SPANS 1 **LENGTH** 24 ft **WIDTH** 32.5 ft

CONSTRUCTION DT 1940 **ALTERATION DT** Rebuilt: 1983 **SOURCE** NJDOT

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located in an undeveloped area of the Piney Woods. It carries a two-lane road and shoulders over a small stream.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The short timber stringer bridge with timber abutments has a plank wearing surface and a plain wood railing. The entire structure was rebuilt in kind in 1983. A representative example of a technology that is well represented throughout the state, especially in the southern half, the bridge is not historically or technologically significant. It is composed of modern material and is thus too new to be evaluated as significant.

INFOR MATION

PHOTO: 301:42A-43A (07/92) REVISED BY (DATE): QUAD: Oswego Lake

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 # 3000001 **CO** BURLINGTON **OWNER** PRIVATE **MILEPOINT** 34.3

NAME & FEATURE INTERSECTED NJ 73 OVER DELAWARE RIVER **FACILITY** NJ 73

TOWNSHIP PALMYRA BOROUGH

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

 # SPANS 8 **LENGTH** 3659 ft **WIDTH** 38 ft

CONSTRUCTION DT 1929 **ALTERATION DT** **SOURCE** H.BISBEE "SIGNPOSTS"

DESIGNER/PATENT SCHERZER BRIDGE COMPANY **BUILDER**

SETTING / CONTEXT The Tacony-Palmyra bridge carries the four-lane state highway over the mile-wide Delaware River between New Jersey and Pennsylvania. Palmyra seems to have been founded in the early years after the Camden and Amboy Railroad's construction. Streets are laid on a grid corresponding to the railroad. The Burlington County Bridge Commission operates the toll bridge as an agent for the county, which acquired the bridge from a private operator in 1948.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The eight-span bridge, built in 1928-1929, has a double intersection steel arch main span and a rolling lift double leaf bascule adjacent to the arch to provide a 240-foot clear channel for navigation. It is supported on stone piers and abutments. The bridge is significant as a main transportation artery between Pennsylvania and New Jersey, and for its uncommon combination of a steel arch with bascule spans. It is also one of the two important examples of a steel arch bridge in the state.

INFOR MATION

PHOTO: 303:7-8 (03/92) REVISED BY (DATE): QUAD: Frankford

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 # 3000002 **CO** BURLINGTON **OWNER** PRIVATE **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 413 OVER DELAWARE RIVER **FACILITY** CR 413

TOWNSHIP BURLINGTON CITY

TYPE VERTICAL LIFT **DESIGN** **MATERIAL** Steel

 # SPANS 7 **LENGTH** 2301 ft **WIDTH** 20 ft

CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** H.BISBEE "SIGNPOSTS"

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The Burlington-Bristol bridge carries the two-lane county road over the Delaware River from New Jersey to Pennsylvania. Burlington has a long history and was the capital of West Jersey in early colonial years. In the 1930s, the town was an important center for regional agricultural. The area immediately around the bridge has a mixture of 20th-century residences, industry, and St Mary's Hall, built in 1837 as a private Episcopal school for girls.

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

CONSULT STATUS Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The seven-span vertical lift bridge has reinforced concrete abutments and piers. The lift span vertical clearance of 540 feet and has the drive machinery located on the span, rather than the towers. The approach spans are primarily steel stringers, although the 3 spans immediately west of the lift span are Warren deck trusses, and rest on reinforced concrete and latticed channel beam columns. The bridge is unusually large for a vertical lift, and is a significant transportation link.

INFOR MATION

PHOTO: 302:25A-26A (12/91) REVISED BY (DATE): QUAD: Bristol

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 # 3000003 **CO** BURLINGTON **OWNER** PRIVATE **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 543 OVER RANCOCAS CREEK **FACILITY** CR 543

TOWNSHIP RIVERSIDE TOWNSHIP

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

 # SPANS 3 **LENGTH** 394 ft **WIDTH** 36 ft

CONSTRUCTION DT 1934 **ALTERATION DT** **SOURCE** PLAQUE

DESIGNER/PATENT ASH, HOWARD, NEEDLES & TAMMEN **BUILDER** AMERICAN BRIDGE COMPANY

SETTING / CONTEXT The bridge carries a two-lane road over tidal Rancocas Creek in the small township of Riverside, an area with a long German ethnic tradition and on the 1830s Camden & Amboy Railroad line. The bridge is near the mouth of creek that forms one of the primary waterway systems in Burlington County. The immediate area has mixed industry on the south side and 19th and 20th residences on the north side. The bridge is dedicated to two war veterans.

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 Warren pony truss swing bridge rests on reinforced concrete abutments and later steel beams built over and superseding the masonry piers. The trusses are fabricated with welded connections making the span an early state example of a welded truss bridge. The brick operators house is at the south side of the bridge. In operable condition with its original drive mechanism, the bridge is technologically and historically noteworthy. There are apparently few original plans of the bridge.

INFOR MATION

PHOTO: 310:3-7 (01/92) REVISED BY (DATE): QUAD: Beverly

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 # 3000006 **CO** BURLINGTON **OWNER** PRIVATE **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 543 OVER POMPESTON CREEK **FACILITY** CR 543

TOWNSHIP RIVERTON BOROOUGH

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

 # SPANS 1 **LENGTH** 33 ft **WIDTH** 46 ft

CONSTRUCTION DT 1934 **ALTERATION DT** 1967 **SOURCE** PLAQUE

DESIGNER/PATENT H. B. SMITH, COUNTY ENGINEER **BUILDER** BURLINGTON COUNTY

SETTING / CONTEXT The bridge carries the four-lane county road over Pompeston Creek in Riverton, a town adjacent to Palmyra and the Delaware River. The immediate area is a mix of 19th and 20th century commercial and residential buildings. The bridge is adjacent to the railroad tracks that run parallel to the road. The Camden and Amboy Railroad was developed in the early 1830s, but it crosses the creek on a relatively new prestressed box beam span on masonry abutments.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The steel stringer bridge rests on reinforced concrete abutments which are adjacent to the abutments of the railroad bridge. There is about three feet between the two bridges' superstructures. The bridge was widened from 36' to 46' in 1967, the year the east parapet was also added. The reinforced concrete railing on the west side of the bridge is original to 1934. The bridge is a common type and is not technologically or historically distinguished.

INFOR MATION

PHOTO: 305:5-6 (01/92) REVISED BY (DATE): QUAD: Frankford

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 # 3000007 **CO** BURLINGTON **OWNER** PRIVATE **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED CR 543 OVER SWEDES RUN **FACILITY** CR 543

TOWNSHIP DELRAN TOWNSHIP

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

 # SPANS 1 **LENGTH** 37 ft **WIDTH** 46 ft

CONSTRUCTION DT 1934 **ALTERATION DT** 1967 **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries the four-lane county road over Swedes Run, near the creeks junction with the Delaware River. A marina with boat storage surrounds the bridge on the west. The region is generally marked by 20th century commercial buildings. The bridge is adjacent to a bridge on the railroad, which runs parallel to the road on a right-of-way developed by the Camden & Amboy Railroad in the 1830s.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one-span steel stringer rests on reinforced concrete abutments and wingwalls, which are adjacent to the parallel railroad bridge. There are about 8 feet between the two superstructures. The bridge was widened from 36' to 46' in 1967, and the new stringers are supported on concrete abutment extensions. The reinforced concrete and pipe parapets also date to 1967. The bridge is not technologically or historically distinguished.

INFOR MATION

PHOTO: 303:3-4 (01/92) REVISED BY (DATE): QUAD: Beverly

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 # 3481151 **CO** BURLINGTON **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WHITESBOG ROAD OVER POLE BRIDGE BRANCH **FACILITY** WHITESBOG ROAD

TOWNSHIP PEMBERTON TOWNSHIP

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

 # SPANS 2 **LENGTH** 28 ft **WIDTH** 18.1 ft

CONSTRUCTION DT 1926 **ALTERATION DT** **SOURCE** COUNTY RECORDS

DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge carries an unimproved two-lane road over a minor water feature in an isolated section of the Piney Woods. There is no development adjacent to the bridge. It is located west of and outside the boundaries of the Whitesbog Historic District, a nomination that recognizes the historical significance of the local cranberry industry and the related village of Whitesbog. The bridge crosses a stream that is used to irrigate the bogs.

1995 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 wood stringer bridge is supported on wood abutments and a pile bent. The stringers, plank deck, and plain railing are inkind replacements of original/early fabric. One of over 20 wood stringer bridges in Burlington County, the span is not technologically or historically noteworthy. It is also located outside the boundaries of the National Register-listed historic district of Whitesbog.

INFOR MATION

PHOTO: 38:38-39 (07/91) REVISED BY (DATE): QUAD: Browns Mills

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 # 3481153 **CO** BURLINGTON **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED TURKEY BUZZARD BRIDGE ROAD OVER BISPHAMS MILL CREEK **FACILITY** TURKEY BUZZARD BRIDGE ROAD

TOWNSHIP PEMBERTON TOWNSHIP

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

 # SPANS 1 **LENGTH** 21 ft **WIDTH** 17.9 ft

CONSTRUCTION DT 1939 **ALTERATION DT** **SOURCE** BUR CO RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The dilapidated, one-lane bridge crosses Bisphams Mill Creek in Lebanon State Forest, about two mile northeast of the village of Ong's Hat, the site of a colonial hamlet. The Lebanon State Forest dates to 1908. The road is unimproved gravel and the immediate vicinity has heavy vegetation.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The one-span timber stringer has a wooden railing, timber abutments, and the wooden deck is half gone. The decaying bridge originally built in 1939 is a representative example of a common bridge type in the county. It is not historically or technologically distinguished. Jurisdiction of the bridge was transferred from the county to the state in 1955.

INFOR MATION

PHOTO: 305:36-37 (03/92) REVISED BY (DATE): QUAD: Browns Mills

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 # 3481156 **CO** BURLINGTON **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WHITESBOG ROAD OVER POLE BRIDGE BRANCH CANAL **FACILITY** WHITESBOG ROAD

TOWNSHIP PEMBERTON TOWNSHIP

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

 # SPANS 4 **LENGTH** 23 ft **WIDTH** 10.1 ft

CONSTRUCTION DT 1935 **ALTERATION DT** **SOURCE** NJDOT

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The structure carries one-lane of an unimproved road over an irrigation canal in an isolated section of the Whitesbog cranberry plantation in the Piney Woods. The 1500-acre cranberry plantation was developed between 1850 and 1940, and it contains a "highly engineered agricultural water supply system." The plantation is now an addition to Lebanon State Forest and was purchased by the State in 1967. The bogs, irrigation system, and related buildings are well preserved.

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

CONSULT STATUS Not Individually Eligible. Listed. Whitesbog Historic District. 10/27/1988. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 4-cell reinforced concrete box culvert with a concrete spillway apron is finished with low concrete parapets. Although not technologically significant, it was built as part of the water supply system of the Whitesbog cranberry farm, a National Register-listed historic district. The culvert was built within the period of significance of the district, and the series of dams, canals, and culverts on the farm are cited as contributing, but they are not inventoried in the nomination.

INFOR MATION

PHOTO: 38:40-41 (07/91) REVISED BY (DATE): QUAD: Browns Mills

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 # 3485158 **CO** BURLINGTON **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED HAMPTON ROAD OVER SPRINGERS BROOK **FACILITY** HAMPTON ROAD

TOWNSHIP WASHINGTON TOWNSHIP

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

 # SPANS 2 **LENGTH** 36 ft **WIDTH** 22.7 ft

CONSTRUCTION DT 1927 **ALTERATION DT** Rebuilt: 1952 **SOURCE** COUNTY RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries a rural two-lane road over a minor water feature in a wooded setting in the Wharton State Forest preserve. There is no development near 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 simple, 2-span stringer bridge is composed entirely of wood members, including the abutments, pile bent, plank deck, and plain braced railing. Constructed in 1927, it was rebuilt with inkind materials in 1952. The bridge is a representative example of a common bridge type in Burlington County and is not historically or technologically distinguished.

INFOR MATION

PHOTO: 304:41a,43a (07/91) REVISED BY (DATE): QUAD: Indian Mills

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 # 3485161 **CO** BURLINGTON **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED EAGLE ROAD OVER TULPEHOCKEN CREEK **FACILITY** EAGLE ROAD

TOWNSHIP WASHINGTON TOWNSHIP

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

 # SPANS 3 **LENGTH** 51 ft **WIDTH** 18.6 ft

CONSTRUCTION DT 1940 **ALTERATION DT** **SOURCE** BUR CO RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The one-lane bridge carries an unimproved road over the Tulpehocken Creek in the Wharton State Forest, which the state purchased in the 1950s and 1960s from the estate of Joseph Wharton, a Philadelphia financier who had originally planned to secure a water supply for Philadelphia. Currently, the forest is primarily recreational, and the stream that flows under the bridge is a canoe route.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span timber stringer bridge rests on timber piles and abutments. The piles are square, and the pile bents have horizontal and diagonal traverse bracing. The timber railing is braced from extensions of the timber pile caps. The bridge has timber curbs. The bridge is in good repair, suggesting that much of the fabric has been replaced inkind since erection in 1940. The bridge is technologically and historically undistinguished. It was transferred to state jurisdiction in 1955.

INFOR MATION

PHOTO: 304:3A-4A (03/92) REVISED BY (DATE): QUAD: Jenkins

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 # 3485166 **CO** BURLINGTON **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WASHINGTON ROAD OVER WEST BRANCH OF WADING RIVER **FACILITY** WASHINGTON ROAD (GODFREY BRIDGE #1)

TOWNSHIP WASHINGTON TOWNSHIP

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

 # SPANS 7 **LENGTH** 101 ft **WIDTH** 11.5 ft

CONSTRUCTION DT 1944 **ALTERATION DT** 1985 **SOURCE** BUR CO RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The one-lane bridge carries the narrow road over the West Branch of Wading River in Wharton State Forest, which the state purchased in the 1950s and 1960s from the estate of Joseph Wharton, a Philadelphia financier who originally hoped to secure a water supply for Philadelphia. Currently the forest is primarily recreational, and one of the forest's canoe routes flows under the bridge. The bridge is adjacent to a second, shorter, but similarly constructed bridge (3485167).

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The seven-span timber stringer bridge rests on timber piles and abutments. The pile bents have diagonal bracing, and piles and timber sheeting make up the abutments. The timber pile caps support the timber stringers and deck. The railings consist of two stacked modern metal guide railings on vertical metal posts that date to ca. 1985. The condition of the wood members suggests that the bridge is composed primarily modern inkind replacement material. The span is not distinguished.

INFOR MATION

PHOTO: 304:2A (03/92) REVISED BY (DATE): QUAD: Jenkins

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 # 3485167 **CO** BURLINGTON **OWNER** STATE AGENCY **MILEPOINT** 0.0

NAME & FEATURE INTERSECTED WASHINGTON ROAD OVER WEST BRANCH OF WADING RIVER **FACILITY** WASHINGTON ROAD (GODFREY BRIDGE #2)

TOWNSHIP WASHINGTON TOWNSHIP

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

 # SPANS 3 **LENGTH** 45 ft **WIDTH** 11.5 ft

CONSTRUCTION DT 1944 **ALTERATION DT** 1985 **SOURCE** BUR CO RECORDS

DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The one-lane bridge carries the narrow road over the west branch of Wading River in Wharton State Forest, which the state purchased in the 1950s and 1960s from the estate of Joseph Wharton, a Philadelphia financier who had hoped to secure a water supply for Philadelphia. Currently, the forest is primarily recreational, and one of the forest's canoe routes flows under the bridge. The bridge is adjacent to a second, longer, but similarly constructed timber bridge (3485166).

1995 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 rests on timber piles, pile caps, and abutments. The stringers and deck are timber. The railings are two stacked modern guide rails on vertical metal posts added ca. 1985, replacing wood railings. The bridge is in good condition, and it is unlikely that any material in the superstructure dates to 1944. The bridge is historically and technologically undistinguished. It was transferred by the county to the state in 1955.

INFOR MATION

PHOTO: 304:44A, 1A (03/92) REVISED BY (DATE): QUAD: Jenkins

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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