



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0401151	CO	CAMDEN	OWNER	RAILROAD	MILEPOINT	102.74	
NAME & FEATURE INTERSECTED	SOUTHERN BRANCH RR OVER US 30		FACILITY SOUTHERN BRANCH					
TOWNSHIP	WINSLOW TOWNSHIP							
TYPE	THRU GIRDER	DESIGN	BUILT UP		MATERIAL	Steel		
# SPANS	3	LENGTH	76 ft	WIDTH	11 ft			
CONSTRUCTION DT	1917	ALTERATION DT					SOURCE	NJDOT
DESIGNER/PATENT							BUILDER	

SETTING / The area surrounding the bridge is sparsely developed with a few truck farms, some scattered housing, and large tracts of undeveloped
CONTEXT pinelands. The overpass crosses a busy 4-lane highway.

1995 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 built-up thru girder bridge with stone abutments and 2 steel bents carries a single track of the former Central RR of NJ's Southern Division (now Conrail). The bridge was constructed in 1917 as part of the improvement of Whitehorse Pike, the existing road that became NJ 30, one of the original state highways. The bridge is one of over 20 thru girder overpasses in the county. It is a representative example and not historically nor technologically noteworthy.

**INFOR
MATION**

PHOTO: 35:6-7 (05/01/91)

REVISED BY (DATE):

QUAD: Hammonton

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0401153	CO	CAMDEN	OWNER	NJDOT	MILEPOINT	24.81
NAME & FEATURE INTERSECTED	US 30 OVER ATLANTIC CITY LINE			FACILITY	US 30		
TOWNSHIP	WINSLOW TOWNSHIP						
TYPE	STRINGER	DESIGN		MATERIAL	Steel		
# SPANS	3	LENGTH	124 ft	WIDTH	40 ft		
CONSTRUCTION DT	1925	ALTERATION DT		SOURCE PLANS BUILDER			
DESIGNER/PATENT							

SETTING / CONTEXT This bridge is located in a sparsely developed section of Winslow Township characterized by a mix of small-moderately sized farms, residential neighborhoods, and tracts of the pine barrens. It carries 2-lane NJ 30 over a single active track. Another track has been removed.

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 multi-stringer overpass on concrete abutments and bents was built by the Pennsylvania Railroad in 1925. It has a metal railing and is an example of common period technology. The bridge is not historically or technologically distinguished. It replaces an overpass installed in 1902 by the Reading Railroad over its Atlantic City line.

INFORMATION

PHOTO: 32: 5-8 (05/01/91)

REVISED BY (DATE):

QUAD: Hammonton

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0404150	CO	CAMDEN	OWNER	NJDOT	MILEPOINT	53.46	
NAME & FEATURE INTERSECTED	US 30 OVER NEWTON CREEK			FACILITY	US 30			
TOWNSHIP	COLLINGSWOOD BOROUGH							
TYPE	DECK ARCH			DESIGN	BARREL		MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	25 ft	WIDTH	41 ft			
CONSTRUCTION DT	1916	ALTERATION DT		SOURCE	PLAQUE			
DESIGNER/PATENT	J.J. ALBERTSON, CO. ENGINEER			BUILDER	INTEGRITY CONST. CO.			

SETTING / CONTEXT The bridge is located in a mid-20th century commuter suburb and is surrounded by modern commercial development. US 30, known as the Whitehorse Pike was the primary highway between Camden and Atlantic City until construction of the Atlantic City Expressway. Although the road this bridge carries dates to the 18th century, the setting is not historically significant.

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

SUMMARY The well-preserved and well-proportioned 1916 reinforced concrete arch with a paneled parapet and wing walls is a good example of its structural type. It is one of 8 built by the county between 1905 and 1937. It was designed by the county engineering department under County Engineer J.J. Albertson and is better detailed than most of the other concrete arch bridges in the county. It is technologically significant based on its design and state of preservation.

INFORMATION

Bibliography:
Camden County Engineer's Office. Bridge File.

Physical Description: The well-proportioned and well-detailed single-span barrel arch bridge of reinforced concrete is a good representative example of its type. It is finished with paneled spandrels and abutments. The parapets are finished with the same shallow panels, and the massive posts have oversized chamfered caps. The bridge carries a wide two-lane road, now part of the state highway system, and two sidewalks over a tidal creek.

Historical and Technological Significance: The handsome reinforced concrete arch bridge was built in 1916, and it is a good, representative example of a concrete arch span, a significant period technology. It is the best detailed and example of the bridge type in the county (criterion C). Introduced into this country in the late-1890s, the reinforced concrete arch became immensely popular for crossings under 60' in the 1900s and 1910s before being eclipsed by the encased steel stringer bridge. The structure was designed by the Camden County Engineer's Office, J.J. Albertson, County Engineer. The original plans are preserved in the Engineer's office, and they show that the bridge has not been altered. The US 30 bridge is the best of six similar spans built by the county between 1915 and 1919, and that is why it is evaluated as significant.

Boundary Description and Justification: The bridge is evaluated as individually significant based on its type and detailing. Its setting is not well preserved. Therefore, the boundary is limited to the substructure and superstructure of the span itself.

PHOTO: 32:25-26 (05/01/91) REVISED BY (DATE): QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0405151	CO	CAMDEN	OWNER	PRIVATE	MILEPOINT	
NAME & FEATURE INTERSECTED	PATCO OVER US 30 AND US 130			FACILITY	PATCO		
TOWNSHIP	COLLINGSWOOD BOROUGH						
TYPE	THRU GIRDER	DESIGN		MATERIAL	Steel		
# SPANS	2	LENGTH	85 ft	WIDTH	No Data		
CONSTRUCTION DT	1927	ALTERATION DT		SOURCE	NJDOT		
DESIGNER/PATENT				BUILDER			

SETTING / CONTEXT The overpass carries 2 tracks over busy, 4-lane US 130 in a densely developed early-20th century suburban community. The rail line is used by PATCO in its high-speed service to Philadelphia. PATCO is an automated, electric commuter line that has been in operation since 1969. It runs between Philadelphia and Lindenwold via the Ben Franklin Bridge on a right-of-way initially developed by the Camden and Philadelphia City Railroad in 1877.

1995 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 built-up thru plate girders with floor beams bridge is supported on concrete abutments and later steel H-section columns. The original concrete pier was replaced by the steel columns when the road was widened. The bridge is one of over 20 thru girder overpasses in Camden County. This example was built as part of the late-1920s Camden Extension road improvement program. It, like the others, is representative of common period technology and is not noteworthy.

INFORMATION

PHOTO: 34:13-14 (06/01/91)

REVISED BY (DATE):

QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0405153 **CO** CAMDEN **OWNER** NJDOT **MILEPOINT** 55.02
NAME & FEATURE INTERSECTED US 30 & US 130 OVER COOPER RIVER **FACILITY** US 30 & US 130
TOWNSHIP CAMDEN CITY
TYPE DECK GIRDER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 2 **LENGTH** 116 ft **WIDTH** 64 ft
CONSTRUCTION DT 1926 **ALTERATION DT** **SOURCE** PLAQUE
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge is located in a wooded setting in the linear county park that parallels the Copper River east from Camden. It was built in former farmland as part of the mid-1920s Camden Extension. The bridge now carries a limited access divided 4-lane highway. The bridge is .5 mile south of Airport Circle, so it is not part of the circle. All approaches to the prototype circle are surface roads and are not technologically distinguished or part of a significant corridor.

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

SUMMARY The simple 2-span built-up encased multi-girder bridge on concrete abutments and pier has paneled fascias and a typical concrete balustrade. It is a representative example of period bridge technology. It is located in Cooper River Park, an important local civic project dating from the late 1920s through the 1930s, but it is a standard design, not a custom bridge detailed to defer to its setting. The bridge is technologically undistinguished but a contributing element to the park that has historic distinction.

INFORMATION

PHOTO: 32:14-15 (05/01/91)

REVISED BY (DATE):

QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0406154	CO	CAMDEN	OWNER	NJDOT	MILEPOINT	3.04
NAME & FEATURE INTERSECTED	US 30 OVER CHANDLERS RUN			FACILITY	US 30		
TOWNSHIP	PENNSAUKEN TOWNSHIP						
TYPE	T BEAM	DESIGN		MATERIAL	Reinforced Concrete		
# SPANS	1	LENGTH	32 ft	WIDTH	102 ft		
CONSTRUCTION DT	1925	ALTERATION DT		SOURCE	PLANS		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER	UNKNOWN		

SETTING / CONTEXT The 102' wide bridge carries the original right-of-way of NJ 30 into Airport Circle. The famous circle was built in 1925 as part of the Camden Extension traffic improvement program mandated by the opening of the Ben Franklin Bridge. The bridge is now crossed by a flyover ramp added in 1946. The congested circle is located in an undistinguished post- WWII commercial area. It has been enlarged and revamped several times and has little integrity of original design.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 30' long, 102' wide T-beam bridge with a concrete balustrade was built in 1925 as part Airport Circle, but it has little integrity of design or setting. In 1946 its wide sidewalks were removed, and the center portion of the bridge was crossed by the enclosed flyover ramp added to the circle. The outer balustrade s of the bridge that is on both sides of the ramp are original, but the inner ones were removed when the ramp was constructed. The alterations render it not eligible.

INFORMATION

PHOTO: 300:8-9 (06/01/91)

REVISED BY (DATE):

QUAD: Camden



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0406158	CO	CAMDEN	OWNER	NJDOT	MILEPOINT	57.05
NAME & FEATURE INTERSECTED	US 30 OVER COOPER RIVER			FACILITY	US 30		
TOWNSHIP	CAMDEN CITY			DESIGN	TRUNNION		
TYPE	DOUBLE LEAF BASCULE		DESIGN	TRUNNION		MATERIAL	Steel
# SPANS	1	LENGTH	117 ft	WIDTH	88 ft		
CONSTRUCTION DT	1927	ALTERATION DT	1968	SOURCE	PLAQUE		
DESIGNER/PATENT	HARRINGTON, HOWARD & ASH			BUILDER	KOLYN CONSTRUCTION		

SETTING / CONTEXT The bridge is in an extensively developed commercial corridor that is an approach to the 1926 Ben Franklin Bridge. It carries a non-distinguished 8 and 10 lane limited-access road initially improved as part of the Camden Extension project. Historically there was some industrial activity along the river in the vicinity of the bridge, river traffic ceased about 1960. Much of the surrounding area has been cleared.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Finding 6/30/93

SUMMARY Each leaf of the double-leaf trunnion bascule bridge is composed of four haunched girders. The racks and pinions power the inside girders. The gear sets are in place but inoperable. Two-story operator/mechanical houses are located at each corner. While the span retains its original appearance, it has been inoperable since about 1968. It has lost integrity of original design. It is one of at least a dozen Ash, Howard, Needles & Tammen movable bridges in the state. Others are more complete.

INFORMATION

Bibliography:
 Hanover & Hardesty. Inspection Reports, 1970, 1980. Brown, Kathi Ann. Diversity By Design. 1989. U.S. Patent 1,633,565.

Physical Description: The main span of the 3-span bridge is a 171'-long double leaf trunnion movable span of built-up haunched deck girders. Because the bridge is wide, 118' out-to-out, each leaf is composed of four girders. The cantilevered sidewalks are carried on brackets attached to the outside girders. The sidewalk is enclosed by a standard state design metal railing. The roadway, now 88'-wide, was widened from 76' wide in 1952 by taking 5' from each sidewalk. The steel grid deck, replacing the original wood block pavers, was placed at that time. The substructure is concrete with the counterweight pit walls also serving as the abutment and trunnion columns supports. The concrete counterweight is affixed to the tail end of each leaf.

The bridge was operated by two electric 125-horsepower motors and open reducer gear sets. Racks are attached to the inside girders and moved by drive pinions. This tandem arrangement is common. The back up power was supplied by 35 horsepower gasoline engines. Neo-classically inspired reinforced concrete and brick houses, each with a shallow hip roof, are located at each corner of the movable span with the one in the southwest corner being the operators house. Windows, originally small-light metal casements, are primarily boarded, and access to the interior of the house was not possible. Electrical service was disconnected by at least 1975. The electrical system was reported to be in "badly deteriorated" condition in 1970. The original crash/safety gates have been completely removed as have navigational lights.

The bridge is not operable and is sealed.

Historical and Technological Significance: The double-leaf trunnion bascule bridge was designed in 1926 and built in 1927 on one of the roads built as part of the Camden Extension, a network of existing roads and connectors to improve traffic flow generated by the completion of the Delaware River (Ben Franklin) Bridge in 1926. The Camden Extension, as the project was known, was developed under State Highway Engineer William S. Sloan, and it was one of several late-1920s programs by the State Highway Department to address traffic related to major river crossings on both the Delaware and Hudson rivers. The plan for access to the Delaware River Bridge was to use a new connecting road to link the old Burlington Pike (NJ 2), the Moorestown Pike, the Whitehorse Pike, and NJ 6, the road to Millville, as well as many other roads that lead to Camden. The connecting road joined the entrance road through Camden to the bridge toll plaza. Traffic circles were used along the route as a means of addressing unimpeded traffic flow. The Camden Extension is not distinguished by innovative solutions to crossings; they are typical solutions to common problems.

The Cooper River bridge was built on the entrance road portion of the Camden Extension. The bascule portion was designed by the consulting engineering firm of Harrington, Howard & Ash, which was established in 1914 after the dissolution of the Kansas City, Missouri firm of Waddell & Harrington. Harrington, Howard & Ash opened their New York City office in 1922 with Enoch Needles (1888-1972) as its head. The office saw the East Coast, with its numerous private toll bridge commissions and state highway departments, as a great potential market for its movable span bridges. The firm, initially founded by J.A.L. Waddell, the engineer who developed the modern vertical lift bridge, went on in the 1920s to become the most prolific designer of trunnion bascule bridges in New Jersey, thanks in large part to the reputation of its New York office. Harrington left the firm in 1928, after which it was styled Ash, Howard, Needles & Tammen (AHNT) and is Howard, Needles, Tammen & Bergendoff (HNTB) today.

The patented detail involved with the design of all AHNT's bascule bridges in New Jersey relates to the trunnion column which provides "improved span support, braced to resist the various stresses to which it is subject at different positions of the span, and to provide supplemental support of the free end of the fixed span at all times." The movable span itself was a traditional trunnion bascule with a fixed counterweight at the tail end. This design requires satisfactory clearance above mean high water or else a counterweight pit, like that at the Cooper River Bridge, to keep the counterweight out of the water when the bridge is open. At least a dozen trunnion bridges designed by AHNT between 1927 and 1942 survive in the state and are located in Bergen, Monmouth, and Cape May counties with the most complete being two built in Monmouth County in 1932 and 1939 (1300S31 and 1315150) and four built by the Cape May County Toll Bridge Commission in 1938-1940 (3100003, 0500028, 3100005, 3100006). Those examples still operate, are complete with their original



NEW JERSEY HISTORIC BRIDGE DATA

operating mechanism, and enjoy integrity of setting.

The Cooper River bridge has lost integrity of original design in that it no longer functions as a movable span bridge. It last opened prior to 1968, and since that time the electrical service has been removed as have the safety and navigation equipment. The bridge was sealed about 1968. While the gearing remains in place, it has been unmaintained for about 25 years, and the electrical equipment, including the drive motors, is inoperable. The operators house and mechanical houses are unaltered, but they too have not been maintained. In addition to the loss of integrity and thus technological significance due to disuse and deterioration, the setting of the bridge has also been altered through decline of the businesses that once relied on water-borne transportation. Much of the surrounding area has been cleared.

The Cooper River bridge is one of the earlier examples of the popular AHNT bascule design, but it is the same design as other more complete examples. It represents a bridge type and design, the trunnion bascule, that was common technology by the mid-1920s. The Cooper River bridge is also the newest of movable span bridge on the Cooper River at Camden. The other two, the 1906 Strauss overhead counterweight bridge at Federal Street (0406159) and the 1898 center bearing swing span thru truss bridge at State Street (042A001), are both historically and technologically significant. The State Street span is in operable condition, and both bridges were built in response to Camden's importance as an industrial center.

PHOTO: 500:21A-22A (05/01/91)

REVISED BY (DATE):

QUAD: Camden

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0406159	CO	CAMDEN	OWNER	PLANS	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	FEDERAL STREET OVER US 30			FACILITY	FEDERAL STREET (CR 537)		
TOWNSHIP	CAMDEN CITY						
TYPE	THRU GIRDER			DESIGN	ENCASED	MATERIAL	Steel
# SPANS	14	LENGTH	408 ft	WIDTH	40.1 ft		
CONSTRUCTION DT	1925	ALTERATION DT	1971	SOURCE	NJDOT		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER	UNKNOWN		

SETTING / CONTEXT This structure connects the industrial Cooper River area with downtown Camden. It crosses US 30 (Admiral Wilson Blvd.), the approach road to the Ben Franklin Bridge and main link between Camden and center city Philadelphia. North of the structure is the 20th-century industrial area that lines the Cooper River, and to the south is the downtown business district of Camden. Numerous modern intrusions have made the area not historic.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The thru girder main span is the only original feature of the bridge, built in 1925 as 14-span viaduct to carry Federal Street, a main city thoroughfare, over the newly built Ben Franklin Bridge approach road. It has been altered twice, so it has little integrity. In the 1950s US 30 (feature crossed) was widened considerably, and the approach spans and supports were changed. The bridge was rehabilitated in 1971, date of the present railing.

INFORMATION

PHOTO: 30:25-26 (05/01/91)

REVISED BY (DATE):

QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0406160	CO	CAMDEN	OWNER	CONRAIL	MILEPOINT	1.2	
NAME & FEATURE INTERSECTED	BORDENTOWN SECONDARY OVER US 30			FACILITY	BORDENTOWN SECONDARY			
TOWNSHIP	CAMDEN CITY							
TYPE	THRU GIRDER	DESIGN BUILT UP					MATERIAL	Steel
# SPANS	3	LENGTH	208 ft	WIDTH	40 ft			
CONSTRUCTION DT	1927	ALTERATION DT	1971	SOURCE BUILDER	NJDOT			
DESIGNER/PATENT								

SETTING / CONTEXT The bridge, built for 3 tracks but carrying only one active line, is located in downtown Camden over busy NJ 30, a half a mile southeast of its junction with the toll booths for the Ben Franklin Bridge. NJ 30 is a divided 6-lane road with a 2-lane access ramp on the north side. The overpass carries all 8 lanes of traffic. The rail line was the PA RR's line from its Camden terminal at the end of Federal St. to Trenton. The bridge was part of the Camden Extension improvement.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 208' long 3-span simple thru girder bridge is supported on concrete abutments and columns. The main span was built in 1927 as part of the Camden Extension. The present approach spans, columns, and abutments were built in 1971. The bridge is one of over 10 thru girder overpasses built in the county between 1927-1933. The main span is a representative example of a locally common structural type and is not individually noteworthy, especially in light of the 1971 alterations.

INFORMATION

PHOTO: 34:19-20 (06/01/91)

REVISED BY (DATE):

QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0408153	CO	CAMDEN	OWNER	STATE AGENCY	MILEPOINT	5.84	
NAME & FEATURE INTERSECTED	DRRR & BRIDGE COMPANY BRANCH OVER NJ 38			FACILITY	DRRR & BRIDGE COMPANY BRANCH			
TOWNSHIP	CHERRY HILL TOWNSHIP							
TYPE	THRU GIRDER	DESIGN BUILT UP					MATERIAL	Steel
# SPANS	2	LENGTH	93 ft	WIDTH	12.5 ft			
CONSTRUCTION DT	1933	ALTERATION DT			SOURCE	PLAQUE		
DESIGNER/PATENT					BUILDER	MCCLINTIC-MARSHALL		

SETTING / CONTEXT The 2-track overpass crosses a busy 2- and 3-lane divided highway in an undistinguished industrial and warehouse corridor. The rail line was initially developed by the Delaware River Railroad and Bridge Company (part of the Pennsylvania RR system) to connect the newly-opened Delran railroad bridge across the river with existing lines. The Delran bridge and circumferential route were built in 1896-1897. The rail line joined the Pennsylvania RR's main line in West Haddonfield.

1995 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 overpass consists of 3 deep built-up girders with floor beams and a concrete deck. It is supported on concrete abutments and a well-proportioned concrete pier with open arched spandrels. Part of the Camden Extension road improvement program, the bridge is one of 3 similar structures built by the DRRR&B Co. line around 1930 over arterial roads in the north part of the county. The bridge is technologically undistinguished.

INFORMATION

PHOTO: 34:34-35 (06/01/91) REVISED BY (DATE): QUAD: Camden



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0408160	CO	CAMDEN	OWNER	NJDOT	MILEPOINT	4.41
NAME & FEATURE INTERSECTED	MILL ROAD OVER SOUTH BRANCH PENNSAUKEN CREEK			FACILITY	MILL ROAD		
TOWNSHIP	CHERRY HILL TOWNSHIP						
TYPE	DECK ARCH	DESIGN	ELLIPTICAL			MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	37 ft	WIDTH	35 ft		
CONSTRUCTION DT	1915	ALTERATION DT	1954		SOURCE	STYLE/PLAQUE	
DESIGNER/PATENT					BUILDER		

SETTING / CONTEXT The bridge over a small stream is located in a residential section dominated by mid-20th century houses on large lots. The stream bed is 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 Originally constructed ca. 1915, the reinforced concrete barrel arch bridge was enlarged in 1954. In addition to its widening, which was finished to imitate the original styling, a concrete railing was added. The railing style was first used in the county in the 1930s. The bridge, while representative of the small concrete arches built by the county in the 1910s and 1920s, is not historically nor technologically distinctive. Plans for the 1954 enlarging were done by the county.

INFORMATION

PHOTO: 33:4,8 (09/12/91)

REVISED BY (DATE):

QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0408161	CO	CAMDEN	OWNER	NJDOT	MILEPOINT	4.35
NAME & FEATURE INTERSECTED	NJ 38 OVER SOUTH BRANCH PENNSAUKEN CREEK		FACILITY	NJ 38			
TOWNSHIP	CHERRY HILL TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	1	LENGTH	29 ft	WIDTH	82.1 ft		
CONSTRUCTION DT	1932	ALTERATION DT	1959		SOURCE	PLAQUE	
DESIGNER/PATENT					BUILDER		

SETTING / CONTEXT The bridge carries a busy 4 lane highway over a small tributary of the Pennsauken Creek in a mid-20th century mixed-use area. NJ 38 follows an historic thoroughfare from agricultural Burlington County to Camden and Philadelphia.

1995 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 concrete abutments was built in 1932 as a 2-lane span. It was widened with stringers on both sides in 1959. The concrete parapet and steel railing also date from 1959. Since the original design has been extensively altered by the removal of the original railing and the widening, the span has lost its integrity of design. It now has no historical or technological significance.

INFORMATION

PHOTO: 33:5-7 (06/01/91)

REVISED BY (DATE):

QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0413155 **CO** CAMDEN **OWNER** STATE AGENCY **MILEPOINT** 6.81
NAME & FEATURE INTERSECTED DRRR & BRIDGE COMPANY BRANCH OVER NJ 70 **FACILITY** DRRR & BRIDGE COMPANY BRANCH
TOWNSHIP CHERRY HILL TOWNSHIP
TYPE THRU GIRDER **DESIGN BUILT UP** **MATERIAL** Steel
SPANS 2 **LENGTH** 139 ft **WIDTH** 12.5 ft
CONSTRUCTION DT 1933 **ALTERATION DT** **SOURCE** NJDOT
DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The 2-track railroad overpass crosses a major 6-lane divided highway in a highly developed commercial area developed within the last 25 years. At one side of the bridge is the sprawling Garden State Park complex. The setting is undistinguished.

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

SUMMARY This technologically undistinguished railroad overpass consists of 3 built-up girders with floor beams and a concrete floor system supported on concrete abutments and a central pier with open arched spandrels. While well preserved and built as part of the ca. 1930 Camden Extension road improvement program, the bridge is not innovative. It is a representative example of common technology. The Camden Extension is known for its innovative intersections rather than its bridges.

INFORMATION

PHOTO: 34:32-33 (06/01/91) REVISED BY (DATE): QUAD: Camden

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0415150 **CO** CAMDEN **OWNER** NJDOT **MILEPOINT** 15.46
NAME & FEATURE INTERSECTED NJ 73 OVER US 30 **FACILITY** NJ 73
TOWNSHIP WATERFORD TOWNSHIP
TYPE STRINGER **DESIGN** **MATERIAL** Steel
SPANS 3 **LENGTH** 76 ft **WIDTH** 44.4 ft
CONSTRUCTION DT 1931 **ALTERATION DT** 1952 **SOURCE** NJDOT
DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The bridge is located at the intersection of two busy 4-lane roads in the southern portion of the county. It eliminates the grade crossing between NJ 73 (overhead) and US 30 (grade). Both roads are lined primarily by mid-size commercial development. Both roads were once primary routes between Philadelphia and the Shore.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Finding 02/08/90

SUMMARY The 3-span stringer bridge with concrete abutments and columns is a representative example of the most common mid-20th century bridge type in the state. It has a concrete balustrade typical of the period. The bridge is not historically or technologically significant, and it is not an early or innovative grade crossing elimination span. It was widened in 1952 which diminishes its integrity of design.

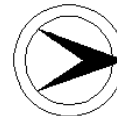
INFORMATION

PHOTO: 9:35-36 (06/01/91)

REVISED BY (DATE):

QUAD: Runnemed

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0415151	CO	CAMDEN	OWNER	STATE AGENCY	MILEPOINT	17.58	
NAME & FEATURE INTERSECTED	ATLANTIC CITY LINE RR OVER NJ 73			FACILITY	ATLANTIC CITY LINE			
TOWNSHIP	BERLIN TOWNSHIP							
TYPE	THRU GIRDER	DESIGN BUILT UP					MATERIAL	Steel
# SPANS	1	LENGTH	104 ft	WIDTH	24.5 ft			
CONSTRUCTION DT	1932	ALTERATION DT			SOURCE	NJDOT		
DESIGNER/PATENT				BUILDER				

SETTING / CONTEXT This single track railroad overpass is located in a sparsely developed portion of Camden County consisting of small-moderate sized farms, some recent commercial developments along US 30 and large tracts of pinelands. The railroad crosses a busy 4-I

1995 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 and a ballasted deck is supported on concrete abutments. Thru girders are a common overpass bridge type dating to the late-19th century, and this example is not innovative or distinctive. It is representative of a frequent structural type. The bridge was erected for the Reading Railroad on a right-of-way initially developed by the Philadelphia & Atlantic City Railroad in 1877.

INFORMATION

PHOTO: 34:32-33 (06/01/91)

REVISED BY (DATE):

QUAD: Runnemed

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0416151	CO	CAMDEN	OWNER	NJDOT	MILEPOINT	32.38
NAME & FEATURE INTERSECTED	NJ 73 & RAMP G OVER US 130			FACILITY	NJ 73 & RAMP G		
TOWNSHIP	PENNSAUKEN TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	2	LENGTH	146 ft	WIDTH	99 ft		
CONSTRUCTION DT	1930	ALTERATION DT	1959	SOURCE	NJDOT		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The overpass is located in the center of Camden at the intersection of 6-lane US 130 (grade road) and NJ 73, a busy divided east-west route. Both are limited access roadways at this point. The bridge is surrounded by undistinguished 20th-century commercial 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 Originally a 40'-wide overpass, the bridge was enlarged in a 1959 road-widening project. Little if any of the 1930 bridge remains visible. Because of the extent of the 1959 alterations, the bridge has no integrity and is thus not historically nor technologically significant.

INFORMATION

PHOTO: 33:9,12 (05/01/91)

REVISED BY (DATE):

QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0416152	CO	CAMDEN	OWNER	NJDOT	MILEPOINT	33.3
NAME & FEATURE INTERSECTED	NJ 73 OVER PENNSAUKEN CREEK			FACILITY	NJ 73		
TOWNSHIP	PENNSAUKEN TOWNSHIP						
TYPE	THRU GIRDER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	1	LENGTH	98 ft	WIDTH	56 ft		
CONSTRUCTION DT	1930	ALTERATION DT		SOURCE	PLAQUE		
DESIGNER/PATENT				BUILDER			

SETTING / CONTEXT The bridge over a wide tidal stream is located on NJ 73, an approach to the 1929 Tacony-Palmyra Bridge. Its undistinguished setting consists of a mixture of commercial development along NJ 73, residential neighborhoods built in the 1960s and 70s, and undeveloped flood plains. Around the turn-of-the-century there was some commercial traffic on the creek, but by the time this bridge was built, the waterway was used only by recreational boaters.

1995 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 on concrete abutments with floor beams was built as part of the main approach road to the 1929 Tacony Palmyra Bridge. The girders rest on steel bearings atop concrete abutments while the back floor beams are supported on concrete columns set into the concrete back wall. A geometric-pattern metal railing with concrete posts encloses the cantilevered sidewalk. The span is common period technology, but the railing and supports give it a modicum of interest.

INFORMATION

PHOTO: 33:10-11 (05/01/91)

REVISED BY (DATE):

QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0419150	CO	CAMDEN	OWNER	RAILROAD	MILEPOINT	5.38
NAME & FEATURE INTERSECTED	MILLVILLE SECONDARY OVER US 130			FACILITY	MILLVILLE SECONDARY		
TOWNSHIP	BROOKLAWN BOROUGH			DESIGN BUILT UP			
TYPE	THRU GIRDER	LENGTH	83 ft	WIDTH	39 ft	MATERIAL	Steel
# SPANS	1	ALTERATION DT		SOURCE	NJDOT		
CONSTRUCTION DT	1929	BUILDER					
DESIGNER/PATENT							

SETTING / CONTEXT The bridge is located in a mid-20th century mixed-use area along busy US 130, a regional corridor. Originally built for 3 tracks, it carries one track of ConRail's Millville Secondary, a railroad line between Camden and southern New Jersey. The line was developed in 1839 as the Camden & Woodbury Railroad to service southern New Jersey. The one active track is electrified.

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

SUMMARY The deep built-up thru-girder overpass on concrete abutments consists of 4 girders with floor beams. It is a representative example of common period technology and is not a noteworthy bridge. The overpass was built in 1929 as part of the state's development of the Camden Extension to ease traffic flow to the 1926 Ben Franklin bridge. It is the road patterns, which featured a variety of traffic circles, that is innovative about the Camden Extension, not its bridges.

INFORMATION

PHOTO: 34:17-18 (06/01/91)

REVISED BY (DATE):

QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0419151 **CO** CAMDEN **OWNER** NJDOT **MILEPOINT** 26.42
NAME & FEATURE INTERSECTED US 130 OVER LITTLE TIMBER CREEK **FACILITY** US 130
TOWNSHIP GLOUCESTER CITY
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 1 **LENGTH** 46 ft **WIDTH** 64 ft
CONSTRUCTION DT 1927 **ALTERATION DT** **SOURCE** PLAQUE
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge over a small tidal stream is located in an area along busy US 130 which is dominated by mid-20th century commercial development. The road is a main approach to the Ben Franklin Bridge, and more recently, the Walt Whitman 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 Built as part of the post-1926 expansion of state highways, the 4-lane encased stringer bridge with a plain concrete balustrade is representative of the style and type favored by the state highway department. It was built as an element of the late-1920s Camden Extension for Ben Franklin bridge traffic. NJ 45, the original route designation, was built as a 4-lane north/south road feeding the entrance road in downtown Camden. The highway and its bridges are not innovative.

INFORMATION

PHOTO: 32:23-24 (05/01/91)

REVISED BY (DATE):

QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0420150 **CO** CAMDEN **OWNER** NJDOT **MILEPOINT** 27.43
NAME & FEATURE INTERSECTED US 130 OVER SOUTH BRANCH OF NEWTON CREEK **FACILITY** US 130
TOWNSHIP GLOUCESTER CITY
TYPE DECK GIRDER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 1 **LENGTH** 102 ft **WIDTH** 66 ft
CONSTRUCTION DT 1927 **ALTERATION DT** **SOURCE** PLAQUE
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries 6-lane wide US 130 over a branch of a tidal creek with extreme changes in the water level. The surrounding area is mid-20th century commercial.

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

SUMMARY The encased deck plate girder with floor beams span is supported on 2-cell concrete abutments. It is reasoned that the abutment type was used to save material. The bridge is finished with a concrete balustrade at the clear span and paneled parapets at the abutments. The span is similar to the original plan for the bridge over the main branch of Newton Creek (0420151). It is not an innovative or unusual design and is not technologically or historically significant.

INFORMATION

PHOTO: 32:21-22,105:27-28 (05/01/91) **REVISED BY (DATE):** **QUAD:** Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0420151 **CO** CAMDEN **OWNER** NJDOT **MILEPOINT** 27.94
NAME & FEATURE INTERSECTED US 130 OVER MAIN BRANCH NEWTON CREEK **FACILITY** US 130
TOWNSHIP HADDON TOWNSHIP
TYPE DECK GIRDER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 1 **LENGTH** 65 ft **WIDTH** 66 ft
CONSTRUCTION DT 1927 **ALTERATION DT** 1956 **SOURCE** PLANS
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge is located on busy US 130, a main arterial road. It is a limited access divided 6-lane roadway lined with modern commercial structures. The setting is not historic. US 130 was developed as part of the connector road to funnel traffic to the 1926 Ben Franklin bridge entrance in downtown Camden.

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

SUMMARY The encased deck plate girder with floor beams span is supported on 2 open bin-type concrete abutments. The north abutment was severely damaged prior to 1941, and when it was repaired, the cell abutment was lengthened. The sheet piles that serve as supports for the north end of the girders were placed in 1941. Although a variation from the more common stringer bridges designed by the State Hwy Department Bridge Division, the span is not innovative or technologically distinguished.

INFORMATION

PHOTO: 32:16-19 (05/01/91) **REVISED BY (DATE):** **QUAD:** Camden

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0421150	CO	CAMDEN	OWNER	CONRAIL	MILEPOINT	4.16		
NAME & FEATURE INTERSECTED	CLEMANTON BRANCH RR OVER US 130			FACILITY	CLEMANTON BRANCH RR				
TOWNSHIP	COLLINGSWOOD BOROUGH								
TYPE	SLAB	DESIGN	CONTINUOUS				MATERIAL	Reinforced Concrete	
# SPANS	4	LENGTH	107 ft	WIDTH	41 ft				
CONSTRUCTION DT	1929	ALTERATION DT						SOURCE	PLAQUE
DESIGNER/PATENT						BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries 2 tracks of ConRail's Clementon Branch over US 130, a 6-lane limited-access divided highway. It is located in an early 20th-century commuter suburb in mixed use area with both industrial and residential areas within sight. The north side of the bridge is obscured by a 1955 overpass. Initially developed by the Philadelphia and Atlantic City RR in 1877, the rail line became part of the Reading system in 1883. It was their main line to Atlantic City and Cape May.

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

SUMMARY The continuous slab 2-track overpass has concrete abutments and piers with open arched spandrels and a concrete parapet with paneled posts. It is unaltered and appears to be an infrequent application of slab bridge technology to a rail-carrying span in the area. It is however, not an innovative or early use of reinforced concrete in railroad bridge construction. It is not technologically distinguished. Another multi-span slab overpass is located in Gloucester County (0805154).

INFORMATION

Bibliography:
 Condit, Carl. American Building Art 20th Century. New York: Oxford University Press, 1960. NJDOT. File 6104.

Physical Description: The well-proportioned skewed 4-span reinforced concrete continuous slab bridge is supported on scored concrete abutments with wing walls and concrete piers with arched struts and paneled square column end posts. The parapet is detailed with blind panels and posts as well as larger paneled posts defining the span lengths. The ballasted deck bridge appears to be unaltered.

Historical and Technological Significance: The handsome, well-proportioned span is a rare state application of a slab bridge technology to a rail-carrying overpass. Approximately half a dozen have been identified on rail lines not managed by New Jersey Transit, and this example, built by the Reading Railroad in 1927 on its main line from Camden to Atlantic City, ranks as the most ambitious in size and detailing. It is also well preserved.

Flat-slab construction (e.g. mushroom column) was adapted to bridge construction in 1909 by the Soo Line in St. Paul. It reached its greatest length at Brick Church, New Jersey on the DL&W line, a national leader is the application or reinforced concrete technology to railroad use. It is not however, a common bridge type for railroad overpasses in the southern two-thirds of the state. No plans for the US 130 bridge were located, so the reinforcing system is not known.

PHOTO: 34:15-16, 105:29-31 (06/01/91) REVISED BY (DATE): QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0422150	CO	CAMDEN	OWNER	NJDOT	MILEPOINT	30.0	
NAME & FEATURE INTERSECTED	US 130 OVER CHANDLER'S RUN			FACILITY	US 130			
TOWNSHIP	CAMDEN CITY							
TYPE	T BEAM	DESIGN					MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	29 ft	WIDTH	62 ft			
CONSTRUCTION DT	1925	ALTERATION DT					SOURCE	INSCRIPTION
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV				BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries US 130 over a small stream at entrance/exit to the Airport Circle (1925). The area is an extensively developed modern commercial corridor. Airport Circle has been extensively altered to accommodate increased usage, and it has no integrity of design or setting.

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

SUMMARY The short T-beam span with a concrete balustrade was built as part of the Camden Extension road improvement program, but it is not technologically distinguished. It is one of two similar bridges erected over the small stream on the west side of Airport Circle. The circle has been altered numerous times to accommodate larger traffic volume. While it is one of the early circles in the state, it has no integrity of original design or setting and thus is an ineligible resource.

INFORMATION

PHOTO: 300:4-5 (06/01/91) REVISD BY (DATE): QUAD: Camden

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0422154	CO	CAMDEN	OWNER	STATE AGENCY	MILEPOINT	3.82
NAME & FEATURE INTERSECTED	PEMBERTON BRANCH RR OVER US 130			FACILITY	PEMBERTON BRANCH		
TOWNSHIP	PENNSAUKEN TOWNSHIP						
TYPE	THRU GIRDER	DESIGN	BUILT UP			MATERIAL	Steel
# SPANS	2	LENGTH	111 ft	WIDTH	12 ft		
CONSTRUCTION DT	1927	ALTERATION DT				SOURCE	NJDOT
DESIGNER/PATENT				BUILDER			

SETTING / CONTEXT The overpass carries 1 active track over busy 6-lane US 130, a major north-south arterial road. The land adjacent to the bridge and tracks is dedicated to mid-20th century industrial and warehouse development. The setting is not historic. The rail line was part of the Pennsylvania Railroad system. US 130 was developed as part of the late 1920s Camden Extension to improve traffic flow through the area to the 1926 Ben Franklin Bridge.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed single-track riveted thru girder with floor beams overpass is supported on concrete abutments and replacement H-section beam columns. The original concrete pier, similar to that at 0413155 was removed when the road was widened from 4 to 6 lanes, and the Jersey barrier was installed. The present arrangement is narrower than the original design. The bridge is a representative example of a structural type that is very common in Camden County.

INFORMATION

PHOTO: 34:11-12 (06/01/91)

REVISED BY (DATE):

QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0422155	CO	CAMDEN	OWNER	RAILROAD	MILEPOINT	3.58
NAME & FEATURE INTERSECTED	DRRR & BRIDGE COMPANY BRANCH OVER US 130			FACILITY	DRRR & BRIDGE COMPANY RAILROAD		
TOWNSHIP	PENNSAUKEN TOWNSHIP						
TYPE	THRU GIRDER	DESIGN	BUILT UP			MATERIAL	Steel
# SPANS	2	LENGTH	92 ft	WIDTH	26 ft		
CONSTRUCTION DT	1927	ALTERATION DT				SOURCE	NJDOT
DESIGNER/PATENT				BUILDER	MCCLINTIC-MARSHALL		

SETTING / CONTEXT Crossing busy US 130, a divided 6-lane highway, the bridge carries 2 tracks through an industrial and warehouse corridor. A power station is located at the northeast corner of the bridge. The surroundings are mid- to late-20th century. The rail li

1995 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 simple 2-span bridge is composed of 3 built-up girders with floor beams and a concrete deck. It is supported on the original concrete abutments, but the original concrete pier has been replaced by H-sections columns. When built, the bridge, fabricated by McClintic-Marshall Corp., was similar to 0408153. It is the least original of 3 ca. 1930 overpasses built by the railroad as part of the Camden Extension road improvement program. None of the 3 are eligible.

INFORMATION

PHOTO: 34:9-10 (06/01/91)

REVISED BY (DATE):

QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0422156 **CO** CAMDEN **OWNER** NJDOT **MILEPOINT** 35.7
NAME & FEATURE INTERSECTED US 130 OVER NORTH BRANCH OF PENNSAUKEN CREEK **FACILITY** US 130
TOWNSHIP PENNSAUKEN TOWNSHIP
TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Reinforced Concrete
SPANS 1 **LENGTH** 72 ft **WIDTH** 104 ft
CONSTRUCTION DT 1926 **ALTERATION DT** 1959 **SOURCE** NJDOT
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** UNKNOWN

SETTING / CONTEXT The bridge carries busy, 6-lane wide US 130 over a branch of the Pennsauken Creek through an industrial/warehouse corridor. The setting is not historic.

1995 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 composed of structures from three periods. A pre-1926 concrete arch was widened in kind to 30' when the road was developed in 1926 as part of the Camden Extension. A cantilevered sidewalk was also added in 1926, and that bridge composes the north half of this span. Its width was doubled in 1959 by a prestressed box beam addition to the south of the arch. It is finished with a modern concrete barrier parapet. The bridge has lost its integrity of setting and original design.

INFORMATION

PHOTO: 34:7-8 (06/01/91) REVISED BY (DATE): QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0424151 **CO** CAMDEN **OWNER** NJDOT **MILEPOINT** 0.8
NAME & FEATURE INTERSECTED NJ 154 OVER NORTH BRANCH COOPER RIVER **FACILITY** NJ 154
TOWNSHIP CHERRY HILL TOWNSHIP
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 1 **LENGTH** 34 ft **WIDTH** 40.2 ft
CONSTRUCTION DT 1935 **ALTERATION DT** **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER** UNKNOWN

SETTING / CONTEXT Located in a residential neighborhood developed in the 1960s, the bridge carries a 2-lane road over a small branch of the Cooper River. When this structure was built, the surrounding area was mostly undeveloped or farmland.

1995 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 stringer bridge on concrete abutments was built by the state in 1935 to carry NJ 41, a route proposed to run from the Tacony Palmyra Bridge to Fairview near Haddonfield. It is a representative example of the most common type of highway bridge in the state. Its concrete balustrade is also typical of the period. The bridge is technologically and historically undistinguished.

INFORMATION

PHOTO: 34:30-31 (06/01/91)

REVISED BY (DATE):

QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
 BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0426153	CO	CAMDEN	OWNER	NJDOT	MILEPOINT	9.52
NAME & FEATURE INTERSECTED	NJ 168 OVER NEWTON CREEK			FACILITY	NJ 168		
TOWNSHIP	HADDON TOWNSHIP						
TYPE	SLAB			DESIGN		MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	26 ft	WIDTH	63 ft		
CONSTRUCTION DT	1929	ALTERATION DT		SOURCE	INSCRIPTION		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The bridge carries a 4-lane road over a small stream in a mid-20th century residential suburb just outside of Camden. The road is lined with mid- to late-20th century commercial development. NJ 168 follows the old stage coach route from Camden to the county line at Grenloch.

1995 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 slab bridge was with a combination concrete parapet and balustrade used in Camden County in the late 1920s is a representative example of a bridge type used for short spans. The slab span is supported on concrete abutments with wing walls. The bridge is not technologically nor historically noteworthy.

INFORMATION

PHOTO: 34:3-4 (06/01/91) REVISED BY (DATE): QUAD: Camden



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	042A001	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	STATE STREET OVER COOPER RIVER			FACILITY	STATE ST		
TOWNSHIP	CAMDEN CITY						
TYPE	SWING SPAN	DESIGN	CENTER BEARING			MATERIAL	Steel
# SPANS		LENGTH	158 ft	WIDTH	25 ft		
CONSTRUCTION DT	1898	ALTERATION DT	1977	SOURCE	PLAQUE		
DESIGNER/PATENT				BUILDER	B.F. SWEETON & SONS.		

SETTING / CONTEXT The structure spans the Cooper River between a redeveloped residential section and the early-20th century industrial area along the Cooper River. The east side has been redeveloped with a large post-WW II housing project while the west side is 19th-century urban residential and commercial. The bridge is just south of the confluence of the Cooper and Delaware rivers. It is an important transportation link in the development of the community.

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

SUMMARY A pin-connected hybrid type thru truss center bearing swing span on ashlar abutments and central pier has some repairs and modifications, but it remains the oldest and most complete example of its type in the area. The 1977 rehab work is not intrusive, and new elements are compatible with the original design of the bridge. It is the earliest extant crossing of the Cooper River in Camden, a city noted for its 20th century industrial heritage. The bridge is of historic and technological value.

INFORMATION Bibliography:
AGLAS Inspection Reports. Camden County Engineer. File A1-21.

Physical Description: The pin-connected 8-panel Warren thru truss center bearing swing span bridge is supported on a circular ashlar center pier and ashlar abutments with concrete bearings added in 1976. The end posts, diagonals, and verticals are composed of laced angles, and eye bars are used as the diagonals in panels where no compressive load was anticipated. The original operating machinery appears to have been replaced in 1928, and it is still in place, although the 1928 electric motor was replaced in 1976. Other modifications to the span include new floor beams, sidewalks and corresponding railing, and new wedges, all installed in 1976. The portal braces are not original, but they were on the bridge by 1955. Repairs have been made to the trusses themselves as needed. The operators shanty is at the southwest corner of the bridge. Despite the many modifications and repairs, the span survives as one of the more complete thru truss swing spans in the region.

Historical and Technological Significance: The State Street Warren thru truss center-bearing swing span bridge was built in 1898 by contractor B.F. Sweeton & Son. The designer is not known. No original/early plans of the bridge were located. Despite the lack of documentation related to the designer and builder, the span stands as one of the most complete 19th-century highway thru truss center-bearing swing spans in the state. The bridge type represents one of the oldest types or mechanically operated moveable bridges, and although once a common late-19th and early 20th-century bridge, swing spans were frequently replaced by trunnion or vertical lift spans that provided a wider clear channel and faster openings. The State Street Bridge represents an important early technology that was eclipsed in urban settings, for the most part, by 1910. Despite the modifications to its original design, the bridge retains its integrity of original design and function.

Boundary Description and Justification: The bridge is evaluated as individually significant. Its original setting has been cleared and, in areas, redeveloped. Therefore, the boundary is limited to the superstructure and substructure of the span itself.

PHOTO: 30:26-32 (05/01/91) REVISED BY (DATE): QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	042D009	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	MAPLE AVENUE OVER SOUTH BRANCH PENNSAUKEN CREEK		FACILITY	MAPLE AVENUE			
TOWNSHIP	CHERRY HILL TOWNSHIP						
TYPE	DECK ARCH	DESIGN	ELLIPTICAL		MATERIAL	Reinforced Concrete	
# SPANS	1	LENGTH	50 ft	WIDTH	44.5 ft		
CONSTRUCTION DT	1919	ALTERATION DT				SOURCE	PLAQUE
DESIGNER/PATENT	J.J. ALBERTSON, CO. ENGINEER			BUILDER	REES TAYLOR & CO		

SETTING / CONTEXT The bridge is located in a ca. 1960 residential neighborhood and spans a small branch of the Pennsauken Creek. Immediately northeast of the bridge is a small park. Its surroundings have little historical significance. Maple Avenue is the historic stagecoach route between Camden and Mt. Holly (Burlington County).

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

SUMMARY The reinforced concrete arch with a paneled parapet is representative of the bridges designed by and built for the county following World War I. It is one of eight bridges of its type in the county, and while well preserved, it is not technologically innovative or distinctive. A similar arch bridge carrying Kings Highway over the Cooper River in Cooper River Park has been evaluated as eligible owing to its location in the locally significant park developed by the CCCs in the late 1930s.

INFORMATION

PHOTO: 34:5-6 (06/01/91)

REVISED BY (DATE):

QUAD: Camden

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0431150	CO	CAMDEN	OWNER	RAILROAD	MILEPOINT	21.48	
NAME & FEATURE INTERSECTED	CLEMANTON BRANCH OVER NJ 73			FACILITY	CLEMANTON BRANCH RR			
TOWNSHIP	WINSLOW TOWNSHIP							
TYPE	THRU GIRDER	DESIGN BUILT UP					MATERIAL	Steel
# SPANS	1	LENGTH	74 ft	WIDTH	11.4 ft			
CONSTRUCTION DT	1937	ALTERATION DT			SOURCE	NJDOT		
DESIGNER/PATENT					BUILDER			

SETTING / CONTEXT The bridge carries a single track of ConRail's Clementon Branch over NJ 73, a 4-lane highway, in a sparsely developed area of Winslow Township. The area is a mix of small to moderately sized farms, some residences, some commercial development along undeveloped tracts of the pine barrens. The right-of-way was initially part of the Philadelphia & Atlantic City Railroad's 1877 line to the shore through Winslow Junction.

1995 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, composed of 3 deep riveted steel thru girders on concrete abutments, originally carried two tracks. It was built in 1937 by the joint Pennsylvania-Reading Seashore line. It is a late but representative example of one of the most common 20th century overpass bridge types. The span is not historically nor technologically distinguished.

INFORMATION

PHOTO: 35:10-11 (06/01/91)

REVISED BY (DATE):

QUAD: Clementon

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	043B006	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0		
NAME & FEATURE INTERSECTED	KAIGHN AVENUE OVER COOPER RIVER			FACILITY	KAIGHN AVENUE				
TOWNSHIP	PENNSAUKEN TOWNSHIP								
TYPE	THRU GIRDER	DESIGN	ENCASED				MATERIAL	Steel	
# SPANS	2	LENGTH	112 ft	WIDTH	40 ft				
CONSTRUCTION DT	1925	ALTERATION DT						SOURCE	PLANS
DESIGNER/PATENT	COUNTY			BUILDER	AARON WARD				

SETTING / CONTEXT Located 1000' west of Airport Circle (1925), the bridge crosses the tidal Cooper River at the northwest edge of Cooper River Park, a county-owned linear park that parallels the river from Kaighn Ave. in Camden to Haddonfield. The park was established in 1927. The bridge carries Kaighn Avenue, a busy local collector road that was a historic route into Camden. The road ended at the Kaighn's Point Ferry Co. ferry house in Camden (non-extant).

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

SUMMARY The 2-span encased thru girder with floor beams bridge on concrete abutments and pier has contrasting concrete panels and posts in the parapet and light standards. It is a representative example of its type, but it is not technologically significant. It was built as part of regional traffic improvements for easy access to the Ben Franklin Bridge that opened in 1926. The county park in which it is located was created in 1927, two years after the bridge was completed.

INFORMATION

PHOTO: 30:42-44 (05/01/91) REVISED BY (DATE): QUAD: Camden

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	043B008	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	FEDERAL STREET OVER COOPER RIVER			FACILITY	FEDERAL STREET			
TOWNSHIP	CAMDEN CITY			DESIGN	STRAUSS OVERHEAD		MATERIAL	Steel
TYPE	SINGLE LEAF BASCULE		LENGTH	134 ft	WIDTH	34 ft		
# SPANS	1	ALTERATION DT	?	SOURCE	PLANS			
CONSTRUCTION DT	1906	DESIGNER/PATENT	STRAUSS BASCULE BRIDGE COMPANY		BUILDER	STRAUSS BASCULE BRIDGE CO		

SETTING / CONTEXT The moveable span carries Federal Street, a main thoroughfare into Camden over the Cooper River in an industrial area dating to the late 19th century. Until ca. 1960 the river was used by some of the waterfront industries to ship and receive goods.

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

SUMMARY One of about 6 overhead counterweight bascule bridges remaining in the state, the patented Strauss bridge was erected in 1906. The rarity of the once-common structural type coupled with its distinctive Beaux Arts concrete detailing combine to make the Federal St. bridge one of the most significant movable bridges in the state. Its decorative concrete detailing reflects the tenets of the City Beautiful movement that dominated pre-World War II civic projects. The span is well preserved.

INFORMATION

Bibliography:
 J.B. Strauss Dies at Los Angeles." Engineering News-Record. 120 (May 19, 1938), p. 702. Camden County Engineer. Bridge File.

Physical Description: The single-leaf overhead counterweight bridge is composed of a 78' rivet-connected Warren pony truss moveable span supported on concrete abutments. Cantilevered sidewalks on both sides are enclosed by handsome cast-iron filigree railings while the approaches are protected by concrete parapets with reticulated panels. The overhead counterweight, supported on built-up steel columns, linkage, and operators house are "hidden" beneath the two-level concrete Beaux Arts veneer that transforms the utilitarian and decidedly non-aesthetic elements of the bridge into an elaborate arch or portal finished with oversized consoles, segmental parapets on the corner pavilions, and reticulated panels. The windows in the corner pavilions have been removed, but otherwise the rich classically inspired ornamentation, including some original light standards, is well preserved. Alterations to the original design appear to be few. The original wearing surface has been replaced by a steel grid deck, and modern beam guard rails protect the road side of the trusses. The operating mechanism was not inspected, and it is assumed to remain in place.

Historical and Technological Significance: The 1906 Federal Street Bridge is one of the most significant moveable span bridges in the state because of its date of construction, type, embellishments, and state of preservation (Criterion C). It is a nearly complete example of a patented bridge design that represents a milestone in the development of moveable spans. Its single-leaf trunion with an articulated overhead counterweight main span was designed by Joseph B. Strauss (1870-1938), the most widely recognized early-20th century moveable bridge engineer in the country. The pivoting counterweight linkage, like that on the Federal Street span, was invented by Strauss in 1905 (patent granted in 1911), and the first span of this type was built in Cleveland, also in 1905, the same year Strauss established the Strauss Bascule Bridge Company in Chicago. His parallelogram-linked counterweight bascule bridges were his best-known design. Once common, the Strauss overhead articulated counterweight bridge is becoming increasingly rare. Only four other highway examples are known to remain in New Jersey, and of that total, only one other dates to the 1900s.

The Federal Street Bridge is not only a very early example of the patented design, it is also one of the most architectonic bridge in the state. It is the only documented example of its type in the region with the an architectonic finish, which gives the bridge national significance. An expression of the City Beautiful philosophy of civic projects, the utilitarian, mechanical aspects of the bridge are hidden behind a classically inspired concrete veneer as richly detailed as a public building. Strauss later adapted his articulated counterweight to the underneath position, and while more expensive, it was frequently the choice for moveable spans in congested, urban settings. The choice was not available to the Camden authorities because it had not been developed yet, so their solution was to disguise the workings of the bridge. A similar Strauss overhead counterweight moveable span bridge was built on Broadway in Camden in 1913, and it too was given architectural embellishments. The tower and mechanical equipment have been removed from the Broadway bridge and the moveable span has been fixed in place.

The Camden County Engineer's nearly complete set of drawings for the Federal Street bridge show that the architectural encasing was delineated on the original plans. The bridge as built, however, does not match exactly with those plans, which specify more detailing than was actually executed.

The bridge has had some modifications and replacement of original fabric, but none of the changes, not the fact that it does not match the plans exactly, compromise the original design and functioning of the span. The deck of the moveable was replaced in 1934, and the counterweight and concrete were repaired in 1974. The bridge ranks as the most significant of all the Strauss overhead articulated counterweight bridges as well as one of the most significant movable spans of any design in the entire state.

Boundary Description and Justification: The bridge is evaluated as individually significant. The boundary is limited to the span itself, and includes the approach and the tower.

PHOTO: 30:33-41 (05/01/91)

REVISED BY (DATE):

QUAD: Camden

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	043C024	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	CUTHBERT BLVD OVER COOPER RIVER			FACILITY	CUTHBERT BLVD		
TOWNSHIP	HADDON TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	1	LENGTH	76 ft	WIDTH	57 ft		
CONSTRUCTION DT	1939	ALTERATION DT				SOURCE	PLAQUE
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER	OLE HANSEN		

SETTING / CONTEXT The bridge carries a local 4-lane road over the Cooper River in Cooper River Park, a linear park and parkway developed by the county beginning in 1927. The park is casually landscaped green belt that follows the river from Camden to Haddonfield. Developed by the CCCs in the 1930s, the well-preserved park has historical significance and appears to meet the criteria for a National Register historic district. The bridge, one of six contiguous to the park, was not built as a park feature.

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

SUMMARY The 4-lane wide bridge with a center island was built by the county with plans of a standardized design and aid funds supplied by the state. It is composed of stringers supported on concrete abutments. The railing is a composite of concrete posts a

INFORMATION

PHOTO: 34:21-22 (06/01/91) REVISED BY (DATE): QUAD: Camden

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	043E007	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0		
NAME & FEATURE INTERSECTED	CHURCH ROAD OVER SOUTH BR PENNSAUKEN CREEK		FACILITY	CHURCH ROAD					
TOWNSHIP	CHERRY HILL TOWNSHIP								
TYPE	RIGID FRAME	DESIGN						MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	29 ft	WIDTH	34.2 ft				
CONSTRUCTION DT	1933	ALTERATION DT						SOURCE	PLAQUE
DESIGNER/PATENT	B.M SCHMUKER, CO. ENGINEER				BUILDER	J. H. TERRY CO.			

SETTING / CONTEXT Located in an area dominated by late-20th century garden apartment buildings built on former farm acreage, the bridge carries a 2-lane collector street over a small stream. Stream serves as green belt through the area.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The short rigid frame bridge is a plain example of a structural type developed in Europe and popularized in this country in the 1910s and 1920s. The concrete railing is original, and it appears to be one of the earliest uses of this particular type. This bridge is not historically nor technologically distinguished. It is one of over ten examples of its type in the county.

INFORMATION

PHOTO: 300:10 (06/01/91)

REVISED BY (DATE):

QUAD: Moorestown

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	044A002	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	NICHOLSON ROAD OVER SOUTH BRANCH NEWTON CREEK		FACILITY	NICHOLSON ROAD			
TOWNSHIP	GLOUCESTER CITY						
TYPE	DECK ARCH	DESIGN	ELLIPTICAL			MATERIAL	Concrete
# SPANS	1	LENGTH	75 ft	WIDTH	35.8 ft		
CONSTRUCTION DT	1918	ALTERATION DT			SOURCE	NJDOT	
DESIGNER/PATENT					BUILDER		

SETTING / CONTEXT The bridge carries a 2-lane street through a city park that is surrounded by a post-World War II residential neighborhood. Park is developed with playgrounds and sports fields. The bridge spans a small branch of the Newton Creek.

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

SUMMARY The reinforced concrete arch with a paneled concrete parapet is a representative example of the 7 similar pre-1930 arch spans built in the county. Although well preserved and representative of its structural type, the bridge is not individually distinguished or historical. Reinforced concrete arches came into common use for short spans in the 1905-1910 era, and they were a bridge type that some county engineers greatly favored through the 1910s.

INFORMATION

PHOTO: 35:16-17 (06/01/91)

REVISED BY (DATE):

QUAD: Camden

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	044A007	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	BROADWAY (CR 551) OVER NEWTON CREEK			FACILITY	BROADWAY (CR 551)		
TOWNSHIP	CAMDEN CITY						
TYPE	THRU GIRDER	DESIGN		MATERIAL	Steel		
# SPANS	2	LENGTH	141 ft	WIDTH	38 ft		
CONSTRUCTION DT	1913	ALTERATION DT	1964	SOURCE	PLANS		
DESIGNER/PATENT	STRAUSS BASCULE BRIDGE COMPANY			BUILDER	KELLY MCFELLEY		

SETTING / CONTEXT Located in an industrial area of South Camden adjacent to the New York Shipbuilding Company yard and a modern sewage treatment facility, the bridge crosses a tidal creek. None of the adjacent properties are National Register eligible. New York Shipbuilding's facility is now closed, and much of its historic machinery and buildings have been removed. The bridge was constructed as a Strauss overhead counterweight movable span.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 4/30/91

SUMMARY Although built in 1913 as an architectonic single-leaf overhead counterweight Strauss-patent bascule bridge, it is now a simple 2-span thru girder bridge. The counterweight, operators houses, and tower were removed in 1964, and the movable girders are fixed in place. The handsome reticulated metal sidewalk railing remains, but all other ornamentation was lost in 1964. The bridge is no longer significant because it has been so drastically altered. Original plans survive with the county.

INFORMATION

PHOTO: 30:6-8 (05/01/91)

REVISED BY (DATE):

QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
 BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	044B009	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	BETTLEWOOD AVENUE OVER NEWTON LAKE			FACILITY	BETTLEWOOD AVENUE			
TOWNSHIP	OAKLYN BOROUGH							
TYPE	STRINGER	DESIGN					MATERIAL	Steel
# SPANS	3	LENGTH	26 ft	WIDTH	31 ft			
CONSTRUCTION DT	1939	ALTERATION DT					SOURCE	PLAQUE
DESIGNER/PATENT	HERBERT TAYLOR, CO. ENGINEER				BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries a two-lane road over the end of a small lake in a late-19th and early-20th century residential area with no architectural cohesiveness. Oaklyn is a residential community that was established in the late 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 1939 steel stringer bridge with a reinforced concrete railing at the cantilevered sidewalks incorporates the stone abutments of an earlier, shorter span. The wingwalls were lengthened and new back walls were added for this longer replacement span. The bridge is not technologically significant. The concrete railing is a standard county design from the early 1930s. It is found on at least half a dozen other bridges from the period.

INFORMATION

PHOTO: 32:27-28 (05/01/91) REVISED BY (DATE): QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	044B014	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	EAST ATLANTIC AVENUE OVER NICHOLSON ROAD			FACILITY	EAST ATLANTIC AVENUE (CR 729)		
TOWNSHIP	AUDUBON BOROUGH						
TYPE	THRU GIRDER	DESIGN	BUILT UP		MATERIAL	Steel	
# SPANS	1	LENGTH	46 ft	WIDTH	20.9 ft		
CONSTRUCTION DT	1920	ALTERATION DT		SOURCE	NJDOT		
DESIGNER/PATENT				BUILDER			

SETTING / CONTEXT Located in Audubon, a residential community developed beginning in the 1890s, the bridge carries the main street (E. Atlantic Ave.) over 2-lane Nicholson Rd. It parallels the Atlantic City Div. railroad, 20' to the west, which also crosses Nicholson Rd. on a deck girder bridge. Both bridges, as well as the similar pair 500' to the north are located in an area of Audubon that is not architecturally cohesive enough to comprise a National Register-eligible 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 shallow thru girder with floor beams on concrete abutments is contiguous to a similar but deeper railroad overpass, but the railroad bridge is on earlier ashlar abutments. The 2-lane highway bridge with cantilevered sidewalks and pipe railings is dated 1920 by NJDOT. The only surviving drawing is undated and refers to strengthening the span. It is an early highway grade crossing elimination needed more to keep E. Atlantic Ave. at the same grade as the railroad than to separate traffic.

INFORMATION

PHOTO: 32:29-30 (05/01/91)

REVISED BY (DATE):

QUAD: Camden

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	044B015	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	EAST ATLANTIC AVE OVER PETERS CREEK		FACILITY	EAST ATLANTIC AVE			
TOWNSHIP	AUDUBON BOROUGH						
TYPE	THRU GIRDER	DESIGN	BUILT UP		MATERIAL	Steel	
# SPANS	2	LENGTH	95 ft	WIDTH	20.8 ft		
CONSTRUCTION DT	1920ca	ALTERATION DT	Demolished		SOURCE	NJDOT	
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge is located in Audubon, a residential community initially developed in the 1890s along the rail line. There are many intrusions and alterations to the ca. 1910 workers housing, so the area does not have NR-district potential. The bridge spans the right-of-way of the abandoned Westville cutoff, once part of the PA RR system, and a small stream with a large flood plain. A parallel railroad bridge to the west shares the abutment, and a similar pair of bridges is 150 yards to the south.

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

SUMMARY The 2-span continuous thru girder rests on concrete abutments and steel columns. An undated drawing for replacement steel survives in the county records. Technologically the bridge is not significant, nor is the similar parallel railroad-carrying span. Both bridges appear to date to the first quarter of this century. Of greater importance is the fact that it carries E. Atlantic Ave. at the same grade as the parallel Atlantic City Division rail line which was developed in 1877.

INFORMATION

PHOTO: 32:31-32 (05/01/91)

REVISED BY (DATE):

QUAD: Camden

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	044D001	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	GROVE ST (CR 644) OVER COOPER RIVER			FACILITY	GROVE STREET (CR 644)		
TOWNSHIP	HADDONFIELD BOROUGH						
TYPE	STRINGER	DESIGN		MATERIAL	Steel		
# SPANS	1	LENGTH	61 ft	WIDTH	44.3 ft		
CONSTRUCTION DT	1931	ALTERATION DT		SOURCE	PLAQUE		
DESIGNER/PATENT	B.M. SCHUMUCKER, CO.ENGINEER			BUILDER	WM EISENBERG & SONS		
SETTING / CONTEXT	The bridge carries a local street across the river in Cooper River Park, a linear park and parkway that parallels the Cooper River in Camden County. It is casually landscaped with the river being the main feature. The park is surrounded by mixed-use properties from the mid-20th century on the north side of Haddonfield. Grove Street is a local collector road.						
1995 SURVEY RECOMMENDATION	Not Eligible			HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)	No		
CONSULT STATUS	Not Individually Eligible.						
CONSULT DOCUMENTS	SHPO Letter 6/30/95						

SUMMARY The stringer bridge with a concrete balustrade is supported on concrete abutments. While well preserved, it is technologically undistinguished. It is representative of the most common pre-World War II bridge type in the state. While located in Cooper River Park, the bridge is a standard design promoted by the NJ State Hwy Department Bridge Division and thus not detailed to reflect its setting within the park. Its only association with the historically significant park is its location.

INFORMATION

PHOTO: 9:39A-40A (05/01/91) REVISED BY (DATE): QUAD: Camden

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	044D009	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	KINGS HIGHWAY (CR 573) OVER COOPER RIVER		FACILITY	KINGS HIGHWAY (CR 573)				
TOWNSHIP	HADDONFIELD BOROUGH							
TYPE	DECK ARCH	DESIGN	ELLIPTICAL				MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	48 ft	WIDTH	46.3 ft			
CONSTRUCTION DT	1915	ALTERATION DT	Unknown		SOURCE	NJDOT		
DESIGNER/PATENT					BUILDER			

SETTING / CONTEXT The bridge over the Cooper River is located in the casually landscaped Cooper River Park, the linear park that runs along the river from Camden to Haddonfield. The park is a notable civic project and was developed in part by the CCC in the late 1930s. The bridge carries Kings Highway, the historic road developed in the late 1600s as part of a series of "Great Roads" between major cities. The bridge predates the creation of the park and is thus outside its areas of significance.

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

SUMMARY The plain reinforced concrete arch with paneled parapets was built in 1915 by the county as a part of the improvement of the Kings Highway through Haddonfield. Paving of the historic road began in 1913. Founded on a pile foundation, the arch appears not to have been widened, but the sidewalks have been added (date unknown). It is one of six concrete deck arch spans built in the county between 1915-1919, and it is not technologically noteworthy. Its history is independent of Cooper River Park.

INFORMATION

PHOTO: 9:36-37 (05/01/91) REVISED BY (DATE): QUAD: Camden

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	044D025	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	COOPER RIVER DRIVE OVER NORTH BRANCH COOPER RIVER		FACILITY	COOPER RIVER DRIVE				
TOWNSHIP	CHERRY HILL TOWNSHIP							
TYPE	RIGID FRAME	DESIGN					MATERIAL	Concrete
# SPANS	1	LENGTH	48 ft	WIDTH	41 ft			
CONSTRUCTION DT	1930	ALTERATION DT					SOURCE	NJDOT
DESIGNER/PATENT					BUILDER			

SETTING / CONTEXT The bridge spans a small branch of the Cooper River in Cooper River Park, a linear park along the river from Kaighn Ave. in Camden to Haddon Ave. in Haddonfield. The primarily open park parallels the river, and it has broad lawns, wooded areas, and s

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

SUMMARY The well-proportioned rigid frame bridge with concrete posts and rustic wood railing was built in 1930 as part of the parkway in Cooper River Park. It was built for the Parks Commission. The bridge type was used frequently in the county in the 1930s.

INFORMATION

Bibliography:
 Brown, C. Oscar, editor. Camden County Park System As Constructed by Camden County Park Commission. np, nd. (Xerox copy in collection of Janet Fittipaldi - NJDOT).

Physical Description: The 48'-long rigid frame bridge with an arched soffit is finished with stepped rectangular end posts and rustic-style wood post-and-rail railings. The same railings are used on the reinforced concrete approaches to the span. The bridge appears to survive in original condition, and its setting, in a casually landscaped park, is also well preserved.

Historical and Technological Significance: Although not individually technologically distinguished, the 1930 rigid frame bridge is a contributing element to the potentially historic Cooper River Park Historic District (criterion C). The bridge was the first built by the Camden County Park Commission as a landscape feature in the park. Other bridges that are in or contiguous to the linear park that parallels the Cooper River were not built as park features and are thus evaluated as not contributing to the historic theme of the development of the civic amenity.

County park commissions in New Jersey are as early as 1895, but the Camden County Park Commission was not established until November of 1926. In September, 1927, the new commission defined its goal as "development of the Cooper River valley parks and boulevards from Camden to Haddonfield and beyond (Brown, p. 29). The only section of the boulevard completed before the depression was this section, which was located between Grove Street and Kings Highway. Originally known as section 12, it was renamed Pennypacker Park in 1934 to honor James Lane Pennypacker, the Haddonfield historian and botanist who died in the summer of 1934 (Jones, p. 99). This section of the park was landscaped by the CCCs in the mid 1930s. The bridge was the first and largest built by the park commission, and it was originally fitted with Neoclassical lights atop the end posts. The rustic style of the wood post-and-rail railings were used on other bridges built throughout the greater park system by the CCCs in the mid 1930s.

The Camden County Park Commission was able to complete its ambitious plan for a boulevard from Crescent Boulevard in Pennsauken to Caldwell Street in Cherry Hill only with assistance from the depression-era work relief programs of the federal government. Loans and grants made it possible to complete the road and recreational facilities, and the Civilian Conservation Corps (CCC) did the dredging, filling, masonry, damming, and landscaping that transformed the swampland along the river into a greenway dotted with small lakes and meandering trails. The depression-era, work-assistance programs were responsible for local civic projects like this one all across the country, and they made a significant contribution to the mid-century redevelopment of the nation's urban and open areas. The CCC programs of the mid- to late-1930s did more to develop park land in this country than any other activity short of the initial acquisition of property. Cooper River Park, which is composed of several contiguous sections, is historically significant as an example of the lasting influence and importance of depression-era work-relief programs to recreational spaces in America.

Boundary Description and Justification: The bridge is evaluated as a contributing resource to a potential historic district because it was built as part of the development of the district. It is thus related to the potential historic district by historic association. The bridge, the roadway that it carries, and the land to the south and west of it are in the potential historic district. Bridges in or contiguous to the park that were not built as part of its development do not contribute to the area(s) of significance of the park and were thus evaluated as not significant.

PHOTO: 34:36-37 (06/01/91) REVISED BY (DATE): QUAD: Camden

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0452160	CO	CAMDEN	OWNER	UNKNOWN	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	RIVER ROAD OVER PETTY ISLAND BRANCH		FACILITY RIVER ROAD (CR 543)				
TOWNSHIP	CAMDEN CITY		DESIGN ENCASED		MATERIAL Steel		
TYPE	STRINGER	LENGTH	36 ft	WIDTH	30.5 ft		
# SPANS	1						
CONSTRUCTION DT	1917	ALTERATION DT			SOURCE PLANS		
DESIGNER/PATENT	PENNA RR DEPT OF BRIDGES				BUILDER UNKNOWN		

SETTING / CONTEXT Located on the line between the city of Camden and Pennsauken Township, the bridge spans ConRail's single track Petty's Is. Branch, a short line built during World War I to serve the industries on Petty's Is. There is a late-19th, early-20th century industrial district to the north of this bridge, and an early 20th-century residential neighborhood to the south. The bridge carries River Road, a highway that runs parallel to the Delaware River between Camden and Burlington City.

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

SUMMARY The concrete encased stringer bridge, bearing on concrete abutments has a paneled balustrade. It was built in 1917 as part of the spur line to connect industrial Petty's Is. with Pennsauken and PA RR main lines. The well-preserved span is a representative example of the most common pre-WW II bridge type in the state. It is historically significant because of its association with the development of Petty's Island by the Crew Levick Co. The rail line is abandoned.

INFORMATION Bibliography:
 Cranston, Paul. Camden County 1681-1931. Camden, New Jersey: Camden County Chamber of Commerce, 1931. Halber, Edmund. A History of Pennsauken Township. Pennsauken, New Jersey: Pennsauken Historical Society, 1966.

Physical Description: The 36'-long concrete-encased steel stringer span is supported on concrete abutments with sloped wing walls. It carries a two-lane road and sidewalks over a two-track railroad right-of-way. The flat-panel parapets at both the road and sidewalks have deeply incised scoring, and the end post are finished with chamfered tops. While simply detailed, the bridge is well proportioned and well preserved. one set of track has been removed.

Historical and Technological Significance: The short encased stringer span is historically significant for its association with Petty Island, a major industrial site in Camden County. The island had various uses from Colonial times through the early 20th century. In 1916 it was acquired by Crew Levick Company, a subsidiary of Cities Services Company. Crew Levick initially the island refining and manufacturing mineral and lubricating oils. In 1920 the bulk fuel oil storage capability was added to the island, and in 1925-27 the refinery was built. The island was linked to the main line of the Pennsylvania Railroad by a spur built in 1918, the same year a rolling lift railroad was bridge built by the Bethlehem Steel Company was completed. This bridge was designed by the Pennsylvania Railroad, but the builder is not known. Materials and products were shipped to the plant by both sea and rail, and Petty Island became a major production and distribution center of petroleum products as well as one of the largest employers in the area. The spur line was, until the early 1980s, the island's only transportation link with the mainland. The moveable span railroad bridge was demolished in 1991, leaving the River Road overpass as the only original railroad bridge historically associated with the Cities Service's development of the island. The island flourished as an industrial site due to its strategic location in the Delaware River opposite Philadelphia.

PHOTO: 30:18-19 (05/01/91) REVISIED BY (DATE): QUAD:Camden

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0453160	CO	CAMDEN	OWNER	UNKNOWN	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	KINGS HIGHWAY OVER CLEMENTON BRANCH & EAST ATLANTIC AVENUE		FACILITY	KINGS HIGHWAY SPUR (CR 551)			
TOWNSHIP	HADDON HEIGHTS BOROUGH						
TYPE	THRU GIRDER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	2	LENGTH	120 ft	WIDTH	40 ft		
CONSTRUCTION DT	1927	ALTERATION DT		SOURCE	NJDOT		
DESIGNER/PATENT				BUILDER			
SETTING / CONTEXT	The bridge spans ConRail's single track Clementon Branch and East Atlantic Avenue through a mid-20th century residential neighborhood. The road is the late-1700s Kings Highway or Great Road from Burlington to Salem County. The rail line crossed by the bridge was developed by the Camden & Atlantic City Railroad in the 1850s. It was absorbed later by the Pennsylvania RR system.						
1995 SURVEY RECOMMENDATION	Not Eligible		HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)	No			
CONSULT STATUS	Not Individually Eligible.						
CONSULT DOCUMENTS	SHPO Letter 6/30/95						
SUMMARY	The 2-span thru girder with cantilevered sidewalks and plain concrete parapets was built in 1927 to eliminate grade crossings. The central support consists of concrete piers and steel bearings. The abutments are also concrete. The cambered bridge is a representative example of a common structural type and is not technologically innovative.						
INFORMATION							
	PHOTO: 500:19-20A (05/01/91)		REVISED BY (DATE):		QUAD: Runnemed		

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0455160	CO	CAMDEN	OWNER	UNKNOWN	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	BROADWAY OVER VINELAND SECONDARY		FACILITY	BROADWAY (CR 551)				
TOWNSHIP	CAMDEN CITY							
TYPE	RIGID FRAME	DESIGN					MATERIAL	Reinforced Concrete
# SPANS	5	LENGTH	121 ft	WIDTH	52 ft			
CONSTRUCTION DT	1945	ALTERATION DT					SOURCE	NJDOT
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN			

SETTING / CONTEXT Located in an industrial section of Camden, this rigid frame structure spans the throat of the Bulson Street yard, adjacent to the Kaigh terminal for the Philadelphia and Atlantic City Railroad, a narrow-gauge line built in 1877. It became part of the Reading line. A former railroad hotel (non-extant and vacant by 1926) built prior to 1924 stood adjacent to the northern abutment and shared a common wing wall. The former span was the historic structure associated with the railroad's heyday.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 11/22/95

SUMMARY The 5-span rigid frame overpass was built in 1945 to replace a 1904 Parker truss located at the south end of the Bulson Street yard of the Atlantic City Div. of the Reading Railroad. By the time the bridge was built, the Reading had merged operations with the PA RR and both were in decline. It is one of two reinforced concrete rail-carrying overpasses in the county and is one of the largest rigid frame bridges in the region. Because of its well-preserved condition, historical association with the railroad, and its size, the bridge is historically and technologically significant. The bridge is individually eligible.

INFORMATION

PHOTO: 30:3-5 (05/01/91) REVISED BY (DATE): QUAD: Camden



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	045A004	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	KINGS HIGHWAY OVER LITTLE TIMBER CREEK		FACILITY	KINGS HIGHWAY				
TOWNSHIP	MOUNT EPHRAIM BOROUGH							
TYPE	RIGID FRAME	DESIGN					MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	35 ft	WIDTH	46.5 ft			
CONSTRUCTION DT	1935	ALTERATION DT					SOURCE	PLAQUE
DESIGNER/PATENT	M. SCHMUCKER, CO. ENGINEER				BUILDER	C. D. PROSSER		
SETTING / CONTEXT	The bridge carries a 2-lane road over a small stream in a mixed use neighborhood dating to the 1960s and 1970s. Large tracts of undeveloped wetlands are adjacent to the tidal creek. The road itself was established in the late 1600 as the King's Highway between Burlington and Salem counties. While the right-of-way has historical interest, the surroundings are undistinguished.							
1995 SURVEY RECOMMENDATION	Not Eligible			HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)	No			
CONSULT STATUS	Not Individually Eligible.							
CONSULT DOCUMENTS	SHPO Letter 6/30/95							

SUMMARY The plain rigid frame bridge with a concrete railing is one of over 11 examples of its type built by the county between 1930 and 1942. The bridge type came into common usage in the 1920s and was favored for right-angle crossings because of its economy of materials. This example, as well as the others that are all under 50' in length, are technologically and historically undistinguished. None were evaluated as eligible.

INFORMATION

PHOTO: 30:11-12 (05/01/91) REVISED BY (DATE): QUAD: Camden



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	045E012	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	SPRINGDALE ROAD OVER NORTH BRANCH COOPER RIVER		FACILITY	SPRINGDALE ROAD			
TOWNSHIP	CHERRY HILL TOWNSHIP						
TYPE	RIGID FRAME			DESIGN		MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	35 ft	WIDTH	35 ft		
CONSTRUCTION DT	1941	ALTERATION DT		SOURCE	PLAQUE		
DESIGNER/PATENT	S. HERBERT TAYLOR, CO ENGINEER			BUILDER			

SETTING / CONTEXT The bridge carries a 2-lane road over a stream in a wooded setting. The area is dominated by mid- to late-20th century residential development of detached homes.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY One of 11 rigid frame bridges with concrete railings built in the county between 1930 and 1945, it is a complete but undistinguished example of its type. It was constructed in 1941. Rigid frame bridges came into common use in the 1920s and were favored for right-angle crossings of less than 75' because of their economy of construction. The bridge type utilizes the continuity between pier and slab afforded by the material--reinforced concrete.

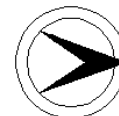
INFORMATION

PHOTO: 35:12-13 (06/01/91)

REVISED BY (DATE):

QUAD: Moorestown

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0460150	CO	CAMDEN	OWNER	STATE AGENCY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	CR 561 OVER CAPE MAY BRANCH			FACILITY	CR 561		
TOWNSHIP	WINSLOW TOWNSHIP			DESIGN	WARREN		
TYPE	PNY TRUSS	LENGTH	98 ft	WIDTH	29 ft		
# SPANS	1	MATERIAL	Steel				
CONSTRUCTION DT	1906	ALTERATION DT	Demolished: 1997		SOURCE	PLAQUE	
DESIGNER/PATENT	AMERICAN BRIDGE CO.			BUILDER	AMERICAN BRIDGE COMPANY		

SETTING / CONTEXT The bridge carries a 2-lane road over a single track rail line less than a mile southwest of Winslow Junction, the meeting point of 3 rail lines. It is the middle of the 3 nearly parallel rail lines. The surroundings are undistinguished and sparsely developed. The rail line is the right-of-way used jointly by the Pennsylvania and Reading systems as a turnout from the main line to Atlantic City to their Cape May routes.

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 riveted steel Warren pony truss with built-up braced verticals was built in 1906 by the American Bridge Company. It is supported on deteriorating concrete abutments. The pipe railing is original as are the handsome cast iron posts on the south end (north end removed). Alterations include new floor beams and stringers and some welded repairs to the diagonals on the north end. The bridge is significant as the only pony truss in the county and one of the best preserved in the region.

INFORMATION

Bibliography:

Cook, W. George and Coxey, William J. Atlantic City Railroad. Ambler, Pennsylvania: Crusader Press, 1980.

Physical Description: The single span rivet-connected Warren pony truss span is supported on concrete abutments. Its design differs from the traditionally composed pony truss in that it has moment-resisting top chord members composed of a web set between angles. The design redistributes secondary stresses in bending. The verticals are knee braces while the diagonals are back-to-back toe-out angles. The pipe railings with handsome cast-iron end posts are original. There are many small welded and bolted repairs, but the overall design of the bridge is preserved.

Historical and Technological Significance: The well-preserved rivet-connected Warren pony truss bridge is the only example of its type in Camden County. It was fabricated in 1906 by the American Bridge Company, the largest bridge-manufacturing firm in the country. It is a complex truss in that the top chord was designed to be a moment-resisting member that redistributes secondary stresses in bending. It was a somewhat advanced design for its day, and it represents the railroad's transition from pin to rivet connections and moment-resisting design. The design was developed by the railroads during the first decade of this century, and it was used for both rail- and road-carrying spans. It is not a common bridge type, especially in southern New Jersey (criterion C).

The bridge was built by the Atlantic City Railroad (ACRR) as part of its ambitious joint-line improvement program undertaken by the ACRR, controlled by the Philadelphia & Reading Railroad, and the West Jersey & Seashore line (WJ&S), controlled by the Pennsylvania Railroad, for better service to southern New Jersey coastal points. The two lines shared a 25-year trackage right agreement that resulted in a new route over the Cape May Branch of the Atlantic City Railroad right-of-way to Winslow Junction, where WJ&S trains connected with the C&A main line for direct service to Camden and Philadelphia. Because of the high-speed connections needed between the ACRR and WJ&S as well as the Central Railroad of New Jersey (CNJ) at busy Winslow Junction, the junction was greatly improved, and several grade crossings between road and rail and two different rail lines were eliminated with overpasses. The Warren pony truss was built as part of the 1906 line improvement program that was completed in record time so as not to disrupt the lucrative summer business the ACRR enjoyed between Philadelphia and shore points. It carries a county road over the original right-of-way of the ACRR's Cape May Branch that was developed in the mid-1890s.

Boundary Description and Justification: The bridge is evaluated as individually distinguished. Therefore, the boundary is the superstructure and substructure of the span itself. The rail line was not evaluated as a historic corridor.

PHOTO: 32:1,3,4 (06/01/91)

REVISED BY (DATE):

QUAD: Hammonton



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0460151	CO	CAMDEN	OWNER	STATE AGENCY	MILEPOINT	26.22
NAME & FEATURE INTERSECTED	CAPE MAY BRANCH RR OVER CR 561			FACILITY	CAPE MAY BRANCH RR		
TOWNSHIP	WINSLOW TOWNSHIP						
TYPE	THRU GIRDER	DESIGN	BUILT UP	MATERIAL	Steel		
# SPANS	1	LENGTH	45 ft	WIDTH	12.6 ft		
CONSTRUCTION DT	1906	ALTERATION DT		SOURCE	NJDOT		
DESIGNER/PATENT				BUILDER			

SETTING / CONTEXT The bridge over a 2-lane road is located in a sparsely developed wooded and agricultural section and is surrounded by large tracts of pine barrens. The line was built in 1896 by the Atlantic City Railroad as a branch to Cape May from Winslow Junction. The line is one of several built during the second half of the 19th century to service the rapidly developing south Jersey shore.

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

SUMMARY The single track riveted thru girder with floor beams and concrete abutments was built as part of a project undertaken by the Atlantic City Railroad to replace its original timber overpasses. This bridge is a representative example of the thru girder spans frequently used for rail overpasses in the area. Although built as part of a line improvement program and surviving in unaltered condition, the bridge is not technologically or historically distinguished.

INFORMATION

PHOTO: 35-8-9 (06/01/91) REVISED BY (DATE): QUAD: Hammonton

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0462150	CO	CAMDEN	OWNER	STATE AGENCY	MILEPOINT	13.85
NAME & FEATURE INTERSECTED	UNITED STATES AVENUE OVER ATLANTIC CITY LINE		FACILITY	UNITED STATES AVE			
TOWNSHIP	LINDENWOLD BOROUGH						
TYPE	THRU GIRDER	DESIGN	BUILT UP			MATERIAL	Steel
# SPANS	3	LENGTH	103 ft	WIDTH	16.5 ft		
CONSTRUCTION DT	1904	ALTERATION DT	1981		SOURCE	NJDOT	
DESIGNER/PATENT					BUILDER		

SETTING / CONTEXT Crossing double track of the recently reactivated NJT and Amtrak line between Atlantic City and Philadelphia, the overpass is located in a wooded setting in a sparsely developed area of the Pine Barrens. Limited surrounding development is mid-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 3-span shallow thru girder with its original floor system of stringers riveted to the floor beams and plank deck is well preserved. It is supported on handsome ashlar abutments and built-up steel bents on ashlar plinths. It is one of 4 nearly identical overpasses built by the Pennsylvania Railroad in lower Camden County from 1902-1905, but it was modified during 1981 work. There are bolted repairs to the stringers and girders. The plank wearing surface has been retained.

INFORMATION

PHOTO: 33:13-14,105:36-37 (05/01/91)

REVISED BY (DATE):

QUAD: Clementon

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0462151 **CO** CAMDEN **OWNER** STATE AGENCY **MILEPOINT** 14.95
NAME & FEATURE INTERSECTED FRANKLIN AVENUE OVER ATLANTIC CITY LINE **FACILITY** FRANKLIN AVENUE (CR 692)
TOWNSHIP BERLIN TOWNSHIP
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 3 **LENGTH** 118 ft **WIDTH** 30 ft
CONSTRUCTION DT 1941 **ALTERATION DT** **SOURCE** NJDOT
DESIGNER/PATENT **BUILDER**

SETTING / CONTEXT The 2-lane bridge with sidewalks is located in a mid-20th century suburban residential area. It crosses a single track of the line originally built by the Camden and Atlantic City Railroad in 1854. The line is now used by Amtrak and NJT for Atlantic City.

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

SUMMARY The skewed 3-span encased stringer overpass with concrete abutments and bents was built in 1941 and has a concrete parapet nicely detailed in the prevailing Art Moderne style. The parapet style is the most distinguishing feature of the otherwise typical overpass. The bridge is a representative example of its structural type and is not technologically nor historically distinguished.

INFORMATION

PHOTO: 33:15-16 (05/01/91)

REVISED BY (DATE):

QUAD: Hammonton

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0462153	CO	CAMDEN	OWNER	STATE AGENCY	MILEPOINT	15.9		
NAME & FEATURE INTERSECTED	HADDON AVE (CR 561) OVER ATLANTIC CITY LINE			FACILITY	HADDON AVENUE (CR 561)				
TOWNSHIP	HADDONFIELD/BERLIN								
TYPE	THRU GIRDER	DESIGN	PARTIALLY ENCASED			MATERIAL	Steel		
# SPANS	6	LENGTH	436 ft	WIDTH	54 ft				
CONSTRUCTION DT	1941	ALTERATION DT						SOURCE	PLANS
DESIGNER/PATENT	PA & READING SEASHORE RR			BUILDER	UNKNOWN				

SETTING / CONTEXT The bridge is located in a congested section of suburban sprawl dominated by mid- and late-20th century commercial and residential development. It carries the wide 2-lane county route over the recently reactivated Amtrak/NJT Atlantic City rail line. The railroad was originally built in 1854 by the Camden & Atlantic 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 6-span thru girder with floor beams with encasement is supported on concrete columns. While the concrete parapet is nicely detailed in the severe Moderne style, the span itself is a late, representative example of a common type and is not noteworthy. The bridge was designed by and built for the Pennsylvania-Reading Seashore Railroad, a joint company formed by the Pennsylvania and Reading systems in 1933. Plans exist.

INFORMATION

PHOTO: 105:12-14 (06/01/91)

REVISED BY (DATE):

QUAD: Runnemed

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0462157	CO	CAMDEN	OWNER	STATE AGENCY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	OLD WHITE HORSE PIKE OVER ATLANTIC CTY LINE		FACILITY	OLD WHITE HORSE PIKE			
TOWNSHIP	WATERFORD TOWNSHIP						
TYPE	THRU GIRDER	DESIGN	BUILT UP	MATERIAL	Steel		
# SPANS	3	LENGTH	91 ft	WIDTH	15.4 ft		
CONSTRUCTION DT	1904	ALTERATION DT	1997	SOURCE	NJDOT		
DESIGNER/PATENT				BUILDER			

SETTING / CONTEXT Carrying a 2-lane road over Amtrak and NJT's recently reactivated double-track line between Atlantic City and Philadelphia, the bridge is located in a wooded setting with sparse modern development. Old White Horse Pike is a bypassed section of the

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

SUMMARY The shallow built-up 3-span continuous thru girder with its original flooring system of stringers riveted to floor beams and wood decking (in-kind replacement) is a well-preserved example of an early overpass. It is supported on random ashlar abutments and steel bents on ashlar plinths. It is one of 4 similar overpasses built by the PA RR in lower Camden County between 1902-1905, and it is the best preserved of the four. The bridge is historically and technologically significant.

INFORMATION

Bibliography:
 Condit, Carl. American Building Art 19th Century. New York: Oxford University Press, 1960.

Physical Description: The narrow 3-span built-up thru girder bridge is supported on well-preserved rusticated ashlar abutments and steel columns on corresponding ashlar plinths. The flooring system is composed of stingers connected to the floor beams by riveted brackets and a plank wearing surface. The outside girders are shallow owing to the light capacity of the span. A modern beam guard rail has been added. The bridge crosses one active track.

Historical and Technological Significance: The 3-span overpass is one of a series of four built by the Pennsylvania Railroad in Camden County on its Atlantic City route between 1902 and 1905. The right-of-way was initially developed in 1854 by the Camden & Atlantic City Railroad which was absorbed by the Pennsylvania system in the early 1880s. This was the first line to service Atlantic City which became an extremely lucrative rail market. The Pennsylvania and Reading Railroads ran competing lines to Cape May and Atlantic City until 1933 when the two lines combined operations and created the Pennsylvania & Reading Seashore Line.

This span ranks as not only one of the oldest overpass bridges in the area but also one of the most complete. It is a well-preserved example of an early-20th century light-capacity built-up girder bridge. While thru girder bridges are common for both rail-over-road and road-over-rail spans, few survive with their original floor system preserved. Technologically the bridge is important as a record of the development of the built-up thru girder bridge type, easily one of the most popular bridges during the first half of the 20th century. The built-up girder bridge was developed for railroad use in 1846-47 for the Baltimore & Susquehanna Railroad, and, in time, it became the only serious competitor of the truss for railroad use.

PHOTO: 9:32-34, 33:17-18 (05/01/91) REVISED BY (DATE): QUAD: Hammonton

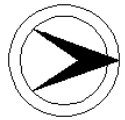
**NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES**



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0462158	CO	CAMDEN	OWNER	STATE AGENCY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	DAYTON AVE OVER ATLANTIC CITY LINE			FACILITY	DAYTON AVENUE		
TOWNSHIP	WATERFORD TOWNSHIP						
TYPE	THRU GIRDER	DESIGN	BUILT UP	MATERIAL	Steel		
# SPANS	3	LENGTH	130 ft	WIDTH	13 ft		
CONSTRUCTION DT	1905	ALTERATION DT	1991	SOURCE	NJDOT		
DESIGNER/PATENT				BUILDER			
SETTING / CONTEXT	Located in the Pine Barrens region of the state, the bridge is isolated in a sparsely developed, forested area. It carried a 2-lane local road over Amtrak's and NJT's recently reactivated railroad line between Philadelphia and Atlantic City. The right-of-way was initially developed by the Pennsylvania RR system about 1883.						
1995 SURVEY RECOMMENDATION	Not Eligible			HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)	No		
CONSULT STATUS	Not Individually Eligible.						
CONSULT DOCUMENTS	SHPO Letter 6/30/95						
SUMMARY	The 3-span thru girder on ashlar abutments and built-up steel bents has been rehabilitated. The original floor system was replaced with modern beams and stringers supporting a corrugated asphalt pan and wearing surface. The replacement elements are bolted and welded to the original girders. The lower portion of each steel bent has been encased. The 1991 remedial work is so extensive that the bridge no longer has historical or technological significance.						
INFORMATION							
	PHOTO:	33:19-20,105:38-40	(05/01/91)	REVISED BY (DATE):	QUAD: Clementon		

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0462159	CO	CAMDEN	OWNER	STATE AGENCY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	OLD WHITE HORSE PIKE OVER ATLANTIC CTY LINE			FACILITY	OLD WHITE HORSE PIKE		
TOWNSHIP	WATERFORD TOWNSHIP						
TYPE	THRU GIRDER	DESIGN	BUILT UP	MATERIAL	Steel		
# SPANS	5	LENGTH	275 ft	WIDTH	27.5 ft		
CONSTRUCTION DT	1902	ALTERATION DT			SOURCE	NJDOT	
DESIGNER/PATENT				BUILDER			

SETTING / CONTEXT The 2-lane bridge over one track is located in an agricultural area in the lower portion of the county. A modern agribusiness building is on the west side of the bridge, but all other sides are surrounded by farmland. The railroad line was developed by the Camden & Atlantic City Railroad in 1854. It later became part of the Pennsylvania RR system, and this span was built for the Pennsylvania RR.

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

SUMMARY The heavily skewed 5-span continuous thru girder with built-up floor beams survives in relatively complete condition, but its floor system has been altered by the modern installation of a corrugated asphalt pan replacing the original plank deck. It is the longest of the 4 similar 1902-1905 PA RR overpasses in lower Camden County, but alterations to the floor system make it not as complete or historically and technologically significant as 0462157, which is a better example of the type.

INFORMATION

PHOTO: 32:9-13 (05/01/91) **REVISED BY (DATE):** **QUAD:** Hammonton

NEW JERSEY DEPARTMENT OF TRANSPORTATION
 BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0466151	CO	CAMDEN	OWNER	STATE AGENCY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	CHURCH STREET OVER DRRR&B COPANY BRANCH			FACILITY	CHURCH STREET (CR 616)		
TOWNSHIP	MERCHANTVILLE BOROUGH						
TYPE	BOX BEAM	DESIGN		MATERIAL	Steel		
# SPANS	3	LENGTH	98 ft	WIDTH	41 ft		
CONSTRUCTION DT	1921	ALTERATION DT	1982	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT				BUILDER			

SETTING / CONTEXT The bridge is located in a mid-20th century residential area, and it carries a two-lane secondary road over ConRail's DRRR&B Co. Branch. The rail line was built in 1896 by the PA RR to link the new Delair bridge over the Delaware with the its subsidiary Camden & Atlantic's main line in West Haddonfield. The line ran to Atlantic City and Cape May.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The superstructure was replaced with box beams in 1982. Modifications were also made to the steel bents, and a concrete barrier-like parapet with a fence was installed. Surviving unaltered are the ashlar abutments. The bridge is of modern construction and has no historical or technological distinction.

INFORMATION

PHOTO: 33:34,105:15 (05/01/91)

REVISED BY (DATE):

QUAD: Camden



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0466152	CO	CAMDEN	OWNER	STATE AGENCY	MILEPOINT	4.79	
NAME & FEATURE INTERSECTED	MAPLE AVENUE (CR 537) OVER DRRR & BRIDGE COMPANY BRANCH		FACILITY	MAPLE AVENUE (CR 537)				
TOWNSHIP	PENNSAUKEN TOWNSHIP							
TYPE	THRU GIRDER	DESIGN	BUILT UP				MATERIAL	Steel
# SPANS	3	LENGTH	91 ft	WIDTH	40.2 ft			
CONSTRUCTION DT	1896	ALTERATION DT					SOURCE PLANS	
DESIGNER/PATENT	PA RR BRIDGE DIV		BUILDER					

SETTING / CONTEXT The bridge carries a local 2-lane street over one active track of the former Delaware River Railroad & Bridge Co. line built in 1896 from the Delair Bridge to the PA RR's main line in West Haddonfield. The residential area to the north is early 20th century while that to the south is post-WW II. Most of the overpass bridges on the short line are original structures.

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 shallow thru girder overpass is supported on ashlar abutments and built-up steel bents on ashlar plinths. A welded column has been added to the center of each bent bay. The bridge retains its original floor system with I-section floor beams riveted to shallow built-up girders which support a plank deck. The wearing surface is asphalt. The iron railing is original. This is one of the two the best preserved of the 4 DRRR&B Co. overpasses in the county.

INFORMATION

Bibliography:

Cook, W. George and William J. Coxey. Atlantic City Railroad. 1980.
 Condit, Carl. American Building Art 19th Century. New York: Oxford University Press, 1960.
 Gladulich, Richard. By Rail to the Boardwalk. Glendale, CA: Trans-Anglo Books, 1986.

Physical Description: The 3-span bridge is a shallow built-up multi girders supported on steel bents and ashlar abutments with wing walls. The bents, set on ashlar plinths, were originally toe-out angles joined by lacing. The bents have been strengthened by additional columns with batten plates rather than lacing. The flooring system composed of built-up floor beams carrying wood stringers carrying the plank wearing surface is an inkind replacement of the original wood elements. This is the only one of the four original DRRR & B Co. highway overpass bridges to retain its original flooring system. The sidewalk on both sides of the 2-lane roadway is enclosed by a wrought-iron fence-like railing that if not original to this bridge is original to those on the line. The sidewalks also have plank paving.

Historical and Technological Significance: The 3-span road-over-rail bridge is one of the best preserved of four surviving original overpasses built in 1896 as part of the original development of the Delaware River Railroad and Bridge Company (DRRR & B Co.) line that linked the 1896 Delran Bridge, the first railroad bridge over the Delaware River, with the existing rail lines in and around Camden. The DRRR & B Company was a wholly owned subsidiary of the Pennsylvania Railroad, and it built the bridge to expedite service on its lucrative route between Philadelphia and Atlantic City. The Pennsylvania Railroad developed the Delaware River Railroad and Bridge Company line as circumferential route to link the bridge with its existing lines in the area. The bridge was the first span to cross the river south of Trenton.

The DRRR & B Company line passed through congested residential areas which meant that rail and vehicular traffic would have to be separated. The railroad built the line between Pennsauken and Haddonfield in a manmade cut and carried vehicular roads over the cut on deck and thru plate girder bridges designed by and built at the expense of the Pennsylvania Railroad. Although the built-up plate girder developed in 1847, the Maple Avenue bridge in Pennsauken is a relatively early example of the bridge type in New Jersey. The deck and thru plate girders went on to become the only bridge type to compete with the steel truss for use on rail lines in the 20th century. This example, complete with its original type of flooring system that incorporates wood members, is an extremely well preserved example of this important bridge type. It is also significant for its historical association with the rail line and bridge that contributed directly to the development of both the Camden area and the southern counties of the state (criterion A, C).

Boundary Justification and Description: The bridge is evaluated as individually significant because it is a (1) well preserved example of a once-common bridge type and (2) a well-preserved artifact from the halcyon days of railroading in the area. While the surroundings have not maintained their integrity of setting, the bridge is complete. The boundary is thus limited to the span itself, the substructure and superstructure. 0466160 has also been evaluated as significant because there is no marked difference in the two spans.0466152

Bibliography:

Cook, W. George and William J. Coxey. Atlantic City Railroad. 1980.
 Condit, Carl. American Building Art 19th Century. New York: Oxford University Press, 1960.
 Gladulich, Richard. By Rail to the Boardwalk. Glendale, CA: Trans-Anglo Books, 1986.

Physical Description: The 3-span bridge is a shallow built-up multi girders supported on steel bents and ashlar abutments with wing walls. The bents, set on ashlar plinths, were originally toe-out angles joined by lacing. The bents have been strengthened by additional columns with batten plates rather than lacing. The flooring system composed of built-up floor beams carrying wood stringers carrying the plank wearing surface is an inkind replacement of the original wood elements. This is the only one of the four original DRRR & B Co. highway overpass bridges to retain its original flooring system. The sidewalk on both sides of the 2-lane roadway is enclosed by a wrought-iron fence-like railing that if not original to this bridge is original to those on the line. The sidewalks also have plank paving.

Historical and Technological Significance: The 3-span road-over-rail bridge is one of the best preserved of four surviving original overpasses built in 1896 as part of the original development of the Delaware River Railroad and Bridge Company (DRRR & B Co.) line



NEW JERSEY HISTORIC BRIDGE DATA

that linked the 1896 Delran Bridge, the first railroad bridge over the Delaware River, with the existing rail lines in and around Camden. The DRRR & B Company was a wholly owned subsidiary of the Pennsylvania Railroad, and it built the bridge to expedite service on its lucrative route between Philadelphia and Atlantic City. The Pennsylvania Railroad developed the Delaware River Railroad and Bridge Company line as circumferential route to link the bridge with its existing lines in the area. The bridge was the first span to cross the river south of Trenton.

The DRRR & B Company line passed through congested residential areas which meant that rail and vehicular traffic would have to be separated. The railroad built the line between Pennsauken and Haddonfield in a manmade cut and carried vehicular roads over the cut on deck and thru plate girder bridges designed by and built at the expense of the Pennsylvania Railroad. Although the built-up plate girder developed in 1847, the Maple Avenue bridge in Pennsauken is a relatively early example of the bridge type in New Jersey. The deck and thru plate girders went on to become the only bridge type to compete with the steel truss for use on rail lines in the 20th century. This example, complete with its original type of flooring system that incorporates wood members, is an extremely well preserved example of this important bridge type. It is also significant for its historical association with the rail line and bridge that contributed directly to the development of both the Camden area and the southern counties of the state (criterion A, C).

Boundary Justification and Description: The bridge is evaluated as individually significant because it is a (1) well preserved example of a once-common bridge type and (2) a well-preserved artifact from the halcyon days of railroading in the area. While the surroundings have not maintained their integrity of setting, the bridge is complete. The boundary is thus limited to the span itself, the substructure and superstructure. 0466160 has also been evaluated as significant because there is no marked difference in the two spans.

PHOTO: 33:3,105:16-17 (05/01/91)

REVISED BY (DATE):

QUAD: Camden

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0466153	CO	CAMDEN	OWNER	STATE AGENCY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	CHAPEL AVE (CR 626) OVER DRRR&B COMPANY BRANCH		FACILITY	CHAPEL AVENUE (CR 626)				
TOWNSHIP	CHERRY HILL TOWNSHIP							
TYPE	THRU GIRDER	DESIGN	BUILT UP				MATERIAL	Steel
# SPANS	3	LENGTH	110 ft	WIDTH	29.7 ft			
CONSTRUCTION DT	1896	ALTERATION DT		SOURCE	PLANS			
DESIGNER/PATENT				BUILDER				
SETTING / CONTEXT	The bridge carries a 2-lane local street over the single active track of the former Delaware River Railroad and Bridge Company line that was built in 1896 to link the Delair Bridge with the PA RR's main line in West Haddonfield. The neighborhood through which the rail line passes is an eclectic mix of early- to mid-20th century middle class and workers housing. It does not have historic district potential.							
1995 SURVEY RECOMMENDATION	Not Eligible			HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)	No			
CONSULT STATUS	Not Individually Eligible.							
CONSULT DOCUMENTS	SHPO Letter 6/30/95							

SUMMARY The skewed 3-span built-up thru girder bridge rests on ashlar abutments and built-up steel bents has its original floor beams and stringer floor supports, but the original wood deck has been replaced by a corrugated asphalt pan, and the stringers are now bolted to the floor beams. The railings are composed of 3 different types, probably salvaged material. One of 4 similar bridges built for the DRRR&B Co. line, it is not as complete as others, like 0466152 that has been evaluated as eligible.

INFORMATION

PHOTO: 32:33-37 (05/01/91)

REVISED BY (DATE):

QUAD: Camden

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0466160	CO	CAMDEN	OWNER	STATE AGENCY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	MAPLE AVE OVER DRRR & BRIDGE COMPANY BRANCH			FACILITY	MAPLE AVENUE		
TOWNSHIP	HADDONFIELD BOROUGH						
TYPE	DECK GIRDER	DESIGN		MATERIAL	Steel		
# SPANS	3	LENGTH	90 ft	WIDTH	20.5 ft		
CONSTRUCTION DT	1896	ALTERATION DT		SOURCE PLANS			
DESIGNER/PATENT	PA RR BRIDGE DIV			BUILDER			

SETTING / CONTEXT The bridge crosses 1 track in a predominantly mid-20th century residential area with too many alterations to the houses to have historic district potential. There are also some commercial establishments. The Delaware River Railroad & Bridge Co. line was developed by the PA RR in 1896 to link the Delran bridge with the main line in West Haddonfield. It is now used by Amtrak.

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

SUMMARY Set on a substructure of ashlar abutments and built-up steel bents on ashlar plinths, the span is nearly identical to the other 4 DRRR&B Co. overpasses, but it appears that the deck has been raised so that the span is now a multi deck girder rather than a shallow thru girder bridge. The lattice railing is original. The span is a well-preserved example of its type and is thus historically and technologically significant reflecting the development of an important rail line and bridge type.

INFORMATION

Bibliography:
 Cook, W. George and William J. Coxey. Atlantic City Railroad. 1980.
 Condit, Carl. American Building Art 19th Century. New York: Oxford University Press, 1960.
 Gladulich, Richard. By Rail to the Boardwalk. Glendale, CA: Trans-Anglo Books, 1986.

Physical Description: The 3-span bridge is a shallow built-up multi girders supported on steel bents and ashlar abutments with wing walls. The bents, set on ashlar plinths, have laced channel legs and sway bracing. The bases of the columns are encased in concrete. The flooring system composed of built-up floor beams carrying a corrugated asphalt pan. The cantilevered plank sidewalk on both sides of the 2-lane roadway is enclosed by original handsome iron railing with a lattice web and cast square end posts and a molded hand rail. The original plans for the bridge survive.

Historical and Technological Significance: The 3-span road-over-rail bridge is one of the best preserved of four surviving original overpasses built in 1896 as part of the original development of the Delaware River Railroad and Bridge Company (DRRR & B Co.) line that linked the 1896 Delran Bridge, the first railroad bridge over the Delaware River, with the existing rail lines in and around Camden. The DRRR & B Company was a wholly owned subsidiary of the Pennsylvania Railroad, and it built the bridge to expedite service on its lucrative route between Philadelphia and Atlantic City. The Pennsylvania Railroad developed the Delaware River Railroad and Bridge Company line as circumferential route to link the bridge with its existing lines in the area. The bridge was the first span to cross the river south of Trenton.

The DRRR & B Company line passed through congested residential areas which meant that rail and vehicular traffic would have to be separated. The railroad built the line between Pennsauken and Haddonfield in a manmade cut and carried vehicular roads over the cut on deck and thru plate girder bridges designed by and built at the expense of the Pennsylvania Railroad. Although the built-up plate girder developed in 1847, the Maple Avenue bridge in Pennsauken is a relatively early example of the bridge type in New Jersey. The deck and thru plate girders went on to become the only bridge type to compete with the steel truss for use on rail lines in the 20th century. This example, complete with its original iron railings, is a well preserved example of this important bridge type. It is also significant for its historical association with the rail line and bridge that contributed directly to the development of both the Camden area and the southern counties of the state (criterion A, C).

Boundary Justification and Description: The bridge is evaluated as individually significant because it is a well-preserved example of a once-common bridge type is an artifact from the halcyon days of railroading in the area. The boundary is thus limited to the span itself, the substructure and superstructure. 0466152 has also been evaluated as significant because there is no marked difference in the two spans.

PHOTO: 300:12-13,105:33-35 (06/01/91) REVISED BY (DATE): QUAD: Camden



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	046C021	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	SOMERDALE ROAD OVER NORTH BRANCH BIG TIMBER CREEK		FACILITY	SOMERDALE ROAD				
TOWNSHIP	GLOUCESTER TOWNSHIP							
TYPE	RIGID FRAME	DESIGN					MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	24 ft	WIDTH	No Data			
CONSTRUCTION DT	1936	ALTERATION DT					SOURCE	PLAQUE
DESIGNER/PATENT	B. SCHMUCKER, CO. ENGINEER				BUILDER	EUGENE T. VERGA		

SETTING / CONTEXT Located in an undistinguished mid-20th century residential section of Gloucester Township, the structure carries a two lane secondary road over a small branch of the Big Timber Creek. When this structure was built in 1936, most of the surrounding land was used for agriculture.

1995 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 rigid frame bridge with a concrete balustrade was constructed in 1936 and is one of about 11 rigid frame spans built by the county ca. 1940. The bridge is not technologically or historically distinguished and is a representative example of a locally common type.

INFORMATION

PHOTO: 34:1-2 (06/01/91)

REVISED BY (DATE):

QUAD: Runnemed

NEW JERSEY DEPARTMENT OF TRANSPORTATION
 BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	046D023	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	SOMERDALE ROAD OVER COOPER RIVER			FACILITY	SOMERDALE ROAD			
TOWNSHIP	SOMERDALE BOROUGH							
TYPE	STRINGER	DESIGN	ENCASED				MATERIAL	Steel
# SPANS	1	LENGTH	31 ft	WIDTH	36 ft			
CONSTRUCTION DT	1925	ALTERATION DT	1956, 1967		SOURCE	PLAQUE		
DESIGNER/PATENT	CO. ENGINEER OFFICE				BUILDER	UNKNOWN		

SETTING / CONTEXT Located in a small residential community developed primarily in the 1970s, this structure carries a two-lane secondary road over the Cooper River. When it was built in 1925, most of the surrounding land was undeveloped or used for agricultural purposes.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Finding 02/08/90

SUMMARY Built in 1925 as a 20'-wide encased stringer bridge, it was widened twice with prestressed box beams in 1956 and again in 1967. The original bridge is the center section. The bridge has little integrity of original design. The modern concrete parapet dates from the 1967 widening.

INFORMATION

PHOTO: 34:43-44 (06/01/91)

REVISED BY (DATE):

QUAD: Runnemed

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	047D009	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	LAUREL MILL ROAD OVER LAUREL LAKE			FACILITY	LAUREL MILL ROAD		
TOWNSHIP	LAUREL SPRINGS BOROUGH						
TYPE	RIGID FRAME	DESIGN		MATERIAL Reinforced Concrete			
# SPANS	1	LENGTH	35 ft	WIDTH	34 ft		
CONSTRUCTION DT	1941	ALTERATION DT		SOURCE PLAQUE			
DESIGNER/PATENT	S. HERBERT TAYLOR, CO ENGINEER			BUILDER EISENBERG CONSTR. CO			

SETTING / CONTEXT The bridge carries a 2-lane street over a stream that is dammed to create a small lake. The lake is circled by undistinguished mid-20th century houses. The bridge is outside the area of older historic structures in the borough of Laurel Springs, one of many small residential communities southeast of Camden.

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

SUMMARY One of over 11 short rigid frame bridges built by the county ca. 1940, this example is 35' long and has a concrete railing. It is a representative example of a style and type that is well represented in the county. The rigid frame structural type came into common usage in the 1920s. It is noted for its economy of material in construction. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 34:37-38 (06/01/91) REVISIED BY (DATE): QUAD: Runnemed

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	047D013	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	LAUREL MILL ROAD OVER NORTH BRANCH TIMBER CREEK		FACILITY	LAUREL MILL ROAD				
TOWNSHIP	LINDENWOLD BOROUGH							
TYPE	RIGID FRAME	DESIGN					MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	25 ft	WIDTH	46.3 ft			
CONSTRUCTION DT	1941	ALTERATION DT					SOURCE	PLAQUE
DESIGNER/PATENT	S. HERBERT TAYLOR, CO ENGINEER				BUILDER			

SETTING / CONTEXT The bridge carries a 2-lane road over a small stream in an undistinguished mid-20th century residential area. The setting is not historic.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 25' long rigid frame bridge with a concrete railing is one of over 11 rigid frame spans built by the county ca. 1940. It, like the others, is a plain representative example of a structural type that is well represented in the county. None are eligible. Rigid frame bridges came into common usage in the 1920s. This example is unaltered, but it is not technologically or historically distinguished.

INFORMATION

PHOTO: 34:39-40 (06/01/91)

REVISED BY (DATE):

QUAD: Runnemed



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	047D021	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	PARK AVE OVER NO BRANCH TIMBER CREEK			FACILITY	PARK AVENUE			
TOWNSHIP	LINDENWOLD BOROUGH							
TYPE	ARCH			DESIGN	BARREL		MATERIAL	Reinforced Concrete
# SPANS	2	LENGTH	32 ft	WIDTH	30.3 ft			
CONSTRUCTION DT	1937	ALTERATION DT	1940		SOURCE	PLANS		
DESIGNER/PATENT	CO. ENGINEER OFFICE				BUILDER	MOREHOUSE COMPANY		

SETTING / CONTEXT The bridge is located in a wooded setting in an undistinguished mid-20th century residential section of Lindenwold Borough. It crosses a wide, shallow 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 plain, double-arched reinforced concrete bridge was built in 1937 as a single span and enlarged to two spans by the addition of an identical arch in 1940. The concrete railing dates from the 1940 enlargement. The bridge is a late example of a reinforced concrete arch bridge which was more common in the 1910s and 1920s than the late 1930s. The bridge is not technologically innovative, but it is interesting that the type and style of the original span with duplicated in the lengthening.

INFORMATION

PHOTO: 33:37-38 (06/01/91)

REVISED BY (DATE):

QUAD: Runnemed

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	048B002	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	CHURCH STREET (CR 534) OVER SOUTH BRANCH TIMBER CREEK		FACILITY	CHURCH STREET (CR 534)			
TOWNSHIP	GLOUCESTER TOWNSHIP						
TYPE	SLAB	DESIGN		MATERIAL	Reinforced Concrete		
# SPANS	3	LENGTH	24 ft	WIDTH	30 ft		
CONSTRUCTION DT	1922	ALTERATION DT	1940ca	SOURCE	PLAQUE		
DESIGNER/PATENT	WILLIAM CATTELL, GLO CO ENG			BUILDER	KOLYN CONSTRUCTION		

SETTING / CONTEXT Located in a wooded setting over the creek that serves as the boundary between Camden and Gloucester counties, the bridge is adjacent to several undistinguished mid-20th century residences built around Blackwood Lake which was created by damming the stream. The dam is on the west side of the bridge.

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

SUMMARY The simple slab bridge built below a small concrete dam was constructed in 1922 and at a later time (undetermined from county records) widened on the south side. Two piers on the dam side make it a 3-span continuous bridge. The original paneled parapet remains on the north side while the south has a ca. 1940 concrete railing found on other bridges in the county. The modest bridge, which has been substantially altered, is not historically or technologically distinguished.

INFORMATION

PHOTO: 300:44,1 (06/01/91)

REVISED BY (DATE):

QUAD: Runnemed

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	048C011	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	LAKELAND ROAD OVER SOUTH BRANCH TIMBER CREEK	FACILITY	LAKELAND ROAD					
TOWNSHIP	GLOUCESTER TOWNSHIP							
TYPE	RIGID FRAME	DESIGN					MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	35 ft	WIDTH	34.3 ft			
CONSTRUCTION DT	1941	ALTERATION DT					SOURCE	PLAQUE
DESIGNER/PATENT	COUNTY ENGINEER DEPT				BUILDER	F. CANUSO & SON		

SETTING / CONTEXT Crossing the small creek that serves as the boundary between Gloucester and Camden counties, the bridge is located in a flat, sparsely developed area with scattered mid-20th century housing. The setting is not historic.

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

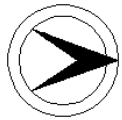
SUMMARY A representative example of a rigid frame bridge, the structure is not historically or technologically distinguished. It is 35' long and has a concrete railing found on similar county-designed bridges from the ca. 1940 period. Neither the bridge or its setting are historic. Rigid frame bridges were developed in the 1910s and came into common usage in the 1920s. They were noted for being economical to build.

INFORMATION

PHOTO: 300:2-3 (06/01/91)

REVISED BY (DATE):

QUAD: Runnemedede



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	048D003	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	BLACKWOOD CLEMENTON ROAD OVER NORTH BRANCH TIMBER CREEK		FACILITY	BLACKWOOD CLEMENTON ROAD			
TOWNSHIP	LINDENWOLD BOROUGH						
TYPE	RIGID FRAME	DESIGN					
# SPANS	1	LENGTH	25 ft	WIDTH	40 ft	MATERIAL	Reinforced Concrete
CONSTRUCTION DT	1941	ALTERATION DT					
DESIGNER/PATENT	S. HERBERT TAYLOR, CO ENGINEER			SOURCE	PLAQUE		
				BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries a 2-lane road over a stream through a post-WW II residential neighborhood on the line between the communities of Blackwood and Clementon. The setting is not historic.

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

SUMMARY The 25' long rigid frame bridge with a concrete railing is one of over 11 examples of its type built by the county ca. 1940. It, like the other examples, is not technologically or historically distinguished. None are eligible. The rigid frame bridge came into common usage in the 1920s. This is one of over ten built by the county prior to WW II.

INFORMATION

PHOTO: 34:41-42 (06/01/91) REVISED BY (DATE): QUAD: Runnemed

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	048E005	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	CLEMANTON-GIBBS ROAD OVER NORTH BRANCH TIMBER CREEK		FACILITY	CLEMANTON-GIBBS ROAD			
TOWNSHIP	CLEMANTON BOROUGH						
TYPE	SLAB	DESIGN					
# SPANS	1	LENGTH	33 ft	WIDTH	46.2 ft	MATERIAL	Reinforced Concrete
CONSTRUCTION DT	1922	ALTERATION DT					
DESIGNER/PATENT						SOURCE	NJDOT
						BUILDER	

SETTING / CONTEXT This structure is located in the center of Clementon Borough which is dominated by undistinguished mid-20th century structures. The setting is not historic.

1995 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 bridge with nicely detailed paneled parapets and wingwalls is one of several of its structural type built in the county in the 1920s. Representative of a type commonly used for short spans, the bridge is neither technologically nor historically distinguished.

INFORMATION

PHOTO: 33:27-28 (05/01/91)

REVISED BY (DATE):

QUAD: Clementon

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	048E006	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	CLEMENTON BERLIN ROAD OVER NORTH BRANCH TIMBER CREEK		FACILITY	CLEMENTON-BERLIN ROAD			
TOWNSHIP	CLEMENTON BOROUGH						
TYPE	SLAB	DESIGN					
# SPANS	1	LENGTH	24 ft	WIDTH	46.2 ft	MATERIAL	Reinforced Concrete
CONSTRUCTION DT	1929	ALTERATION DT			SOURCE	PLAQUE	
DESIGNER/PATENT	B.M. SCHUMUCKER, CO ENGINEER			BUILDER	HILL CONSTRUCTION COMPANY		
SETTING / CONTEXT	Located in the center of Clementon Borough over a branch of the Timber Creek, the bridge is surrounded by undistinguished mid-20th century structures with mixed uses. It crosses 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 bridge with a pipe railing is one of several slab structures built by local construction companies for the county in the 1920s. A sidewalk carried on T beams was added to the north side, and it has no railing. The modest span is neither historically or technologically distinguished.						
 INFORMATION	 						
	PHOTO: 33:29-30 (06/01/91)		REVISED BY (DATE):		QUAD: Clementon		

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	048E036	CO	CAMDEN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	GARFIELD AVE OVER NORTH BR TIMBER CREEK			FACILITY	GARFIELD AVENUE		
TOWNSHIP	CLEMENTON BOROUGH						
TYPE	STRINGER	DESIGN		MATERIAL	Steel		
# SPANS	2	LENGTH	58 ft	WIDTH	34 ft		
CONSTRUCTION DT	1939	ALTERATION DT	1957	SOURCE	PLANS		
DESIGNER/PATENT	S. HERBERT TAYLOR, CO ENGINEER			BUILDER			

SETTING / CONTEXT The bridge carries a 2-lane road over a small stream in an undistinguished mid-20th century mixed use area in Clementon Borough.

1995 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 stringer bridge on concrete abutments and pier is finished with a concrete railing that is common on county-designed bridges from the late 1930s. The west side sidewalk is original while that on the east side, carried on T beams, was added in 1957. The bridge is neither historically nor technologically distinguished.

INFORMATION

PHOTO: 33:33-34 (06/01/91)

REVISED BY (DATE):

QUAD: Clementon

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 048F012 **CO** CAMDEN **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED WATSONT NORTH FREEDOM ROAD OVER GREAT EGG HARBOR **FACILITY** WATSONT-FREEDOM ROAD
TOWNSHIP BERLIN BOROUGH
TYPE RIGID FRAME **DESIGN** **MATERIAL** Reinforced Concrete
SPANS 1 **LENGTH** 24 ft **WIDTH** 30.5 ft
CONSTRUCTION DT 1941 **ALTERATION DT** **SOURCE** PLAQUE
DESIGNER/PATENT S. HERBERT TAYLOR, CO ENGINEER **BUILDER**

SETTING / CONTEXT Located adjacent to the Camden County Park, the bridge carries a 2-lane road over a small stream. The park is surrounded by an undistinguished mix of post-WWII residential and commercial properties.

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

SUMMARY The tapered rigid frame concrete bridge has a concrete railing similar to that found on several other rigid frame spans built by the county in the decade before WW II. The rigid frame bridge was developed in the 1910s and came into common usage in the 1920s. There are over 10 examples of the bridge type in Camden County. All are short and undistinguished, and none were evaluated as eligible.

**INFOR
 MATION**

PHOTO: 33:25-26 (05/01/91) REVISED BY (DATE): QUAD: Clementon

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	3485153	CO	CAMDEN	OWNER	STATE AGENCY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	FLEMING PIKE OVER ALBERTSON BRANCH			FACILITY	FLEMING PIKE		
TOWNSHIP	WATERFORD TOWNSHIP						
TYPE	STRINGER			DESIGN		MATERIAL	Timber
# SPANS	1	LENGTH	21 ft	WIDTH	14.4 ft		
CONSTRUCTION DT	1930	ALTERATION DT		SOURCE	NJDOT	BUILDER	

SETTING / CONTEXT The bridge is isolated on an inaccessible sand road in an undeveloped portion of the Pine Barrens. It spans a small tributary of the Mullica River.

1995 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 span carried on timber pile bents is a composite steel and wood stringer. Rolled I beams are used for the fascia stringers while all others are wood. The back and wing walls are also timber, and there is no railing. The simple bridge is not historically or technologically significant.

INFORMATION

PHOTO: 33:21-22 (05/01/91)

REVISED BY (DATE):

QUAD: Hammonton

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	3485155	CO	CAMDEN	OWNER	STATE AGENCY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	BURNT HOUSE ROAD OVER MULLICA RIVER			FACILITY	BURNT HOUSE ROAD		
TOWNSHIP	WATERFORD TOWNSHIP						
TYPE	STRINGER	DESIGN		MATERIAL	Wood		
# SPANS	4	LENGTH	40 ft	WIDTH	10 ft		
CONSTRUCTION DT	1930	ALTERATION DT		SOURCE	NJDOT		
DESIGNER/PATENT				BUILDER			

SETTING / CONTEXT This structure spans the Mullica River in an undeveloped, isolated section of the New Jersey pine barrens. The river is the county line between Burlington and Camden.

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

SUMMARY This 1930 timber stringer structure rests on plank abutments and three wooden bents. It was built as part of a state forest improvement program. It has been extensively repaired in a piecemeal fashion. This structure is a heavily modified example of this structural type that is found throughout the New Jersey Pine Barrens. It is not historically nor technologically noteworthy.

INFORMATION

PHOTO: 304:39A-40A (08/01/91) REVISED BY (DATE): QUAD: Medford Lk

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	4500010	CO	CAMDEN	OWNER	PRIVATE	MILEPOINT	4.57
NAME & FEATURE INTERSECTED	BEN FRANKLIN BRIDGE OVER DELAWARE RIVER		FACILITY	I-676, US 30, PATCO			
TOWNSHIP	CAMDEN CITY						
TYPE	SUSPENSION	DESIGN		MATERIAL	Steel		
# SPANS	3	LENGTH	7883 ft	WIDTH	77.8 ft		
CONSTRUCTION DT	1926	ALTERATION DT		SOURCE	PLAQUE		
DESIGNER/PATENT	RALPH MODJESKI		BUILDER				

SETTING / CONTEXT Built in 1926 as the first bridge across the Delaware River at Philadelphia, the handsome suspension bridge connects downtown Camden with Center City Philadelphia. Neither approach is via modern, limited access highways. The bridge links the centers of both cities.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS DOE 03/29/83

SUMMARY When completed in 1926 the Camden-Philadelphia Bridge, as it was originally known, ranked as the longest suspension bridge in the world. The handsome structure, designed by Ralph Modjeski and architect Paul Certe, was the single most influential structure in the subsequent development of Camden and the surrounding area. The span remains as one of the finest and best preserved important suspension bridges in the country and is one of Modjeski's most significant works.

INFORMATION

PHOTO: (07/01/91)

REVISED BY (DATE):

QUAD: Philadelphia