

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1501159	CO	OCEAN	OWNER	NJDOT	MILEPOINT	70.45
NAME & FEATURE INTERSECTED	US 9 OVER MILL CREEK			FACILITY	US 9		
TOWNSHIP	STAFFORD TOWNSHIP						
TYPE	SLAB	DESIGN		MATERIAL	Reinforced Concrete		
# SPANS	1	LENGTH	49 ft	WIDTH	53 ft		
CONSTRUCTION DT	1924	ALTERATION DT	1968	SOURCE	INSCRIPTION		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The 4-lane bridge with median and 2 sidewalks spans a small creek at the busy interchange of US 9 and NJ 72. To the north of the bridge is a commercial district with modern shopping centers and some 19th-century buildings with modern additions.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1924 single-span concrete slab bridge has been significantly altered. In 1968 the NJ 72/US 9 intersection was rebuilt as a modern cloverleaf interchange. The bridge was widened from 2 to 4 lanes with the addition of prestressed concrete beams on the upstream side, and the concrete balustrades were removed and replaced with modern concrete parapets. A chain link fence has been added to the upstream side. The bridge has no significant historical or technological associations.

INFORMATION

PHOTO: 413:18-20 (06/28/92)

REVISED BY (DATE):

QUAD: West Creek

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1502152 **CO** OCEAN **OWNER** NJDOT **MILEPOINT** 78.16
NAME & FEATURE INTERSECTED US 9 OVER WARETOWN CREEK **FACILITY** US 9
TOWNSHIP OCEAN TOWNSHIP
TYPE SLAB **DESIGN** **MATERIAL** Reinforced Concrete
SPANS 2 **LENGTH** 26 ft **WIDTH** 40 ft
CONSTRUCTION DT 1925 **ALTERATION DT** **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The two-lane bridge spans a small creek near the intersection of US 9 and CR 532. The surrounding area is mixed-use residential and commercial with undistinguished 20th-century structures. Adjacent to the bridge are wooded lots.

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

SUMMARY The two-span concrete-slab bridge has concrete balustrades and substructure with cutwater pier. Beam guide rails and utilities have been added. In 1925 the bridge was constructed as part of NJ State Highway Route 4, redesignated US 9 in the 1950s. The bridge is a representative example of a common NJ State Highway Department bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 413:22-23 (06/28/92)

REVISED BY (DATE):

QUAD: Forked River

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1502155 **CO** OCEAN **OWNER** NJDOT **MILEPOINT** 80.63
NAME & FEATURE INTERSECTED US 9 OVER MIDDLE BRANCH OF FORKED RIVER **FACILITY** US 9
TOWNSHIP LACEY TOWNSHIP
TYPE T BEAM **DESIGN** **MATERIAL** Reinforced Concrete
SPANS 1 **LENGTH** 28 ft **WIDTH** 40 ft
CONSTRUCTION DT 1925 **ALTERATION DT** 1991 **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries 2-lanes of US 9 over a tidal creek north of the Oyster Creek Nuclear Generating Station. US 9 is a busy commercial strip with many restaurants and retail stores.

1995 SURVEY RECOMMENDATION Not Eligible
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Finding 11/14/91

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

SUMMARY The single-span reinforced-concrete T-beam bridge has concrete balustrades and substructure. A steel bent was added in 1991 to support the superstructure at the northern abutment, which is cracked and undermined. Beam guide rails have also been added. The bridge was constructed as part of NJ State Highway Route 4, redesignated US 9 in the 1950s. The bridge is a representative example of a common bridge type, and it is not historically or technologically distinguished.

INFORMATION

PHOTO: 413:24-26 (06/28/92)

REVISED BY (DATE):

QUAD: Forked River

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1502156	CO	OCEAN	OWNER	NJDOT	MILEPOINT	81.13
NAME & FEATURE INTERSECTED	US 9 OVER NORTH BRANCH OF FORKED RIVER			FACILITY	US 9		
TOWNSHIP	LACEY TOWNSHIP						
TYPE	T BEAM	DESIGN		MATERIAL	Reinforced Concrete		
# SPANS	1	LENGTH	28 ft	WIDTH	30 ft		
CONSTRUCTION DT	1925	ALTERATION DT		SOURCE	INSCRIPTION		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			
SETTING / CONTEXT	The bridge carries two lanes of traffic and two sidewalks across a small tidal creek. It is adjacent the NJ Division of Parks and Forestry's Forked River State Marina, a facility with modern wharfs, office building, and visitors center. US 9 is a busy commercial strip with shopping centers, offices, and restaurants.						
1995 SURVEY RECOMMENDATION	Not Eligible			HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)	No		
CONSULT STATUS	Not Individually Eligible.						
CONSULT DOCUMENTS	SHPO Letter 6/30/95						
SUMMARY	The single-span reinforced-concrete T-beam bridge has concrete balustrades and substructure. In 1925 the bridge was built as part of NJ State Highway Route 4, redesignated US 9 in the 1950s. The bridge is a representative example of a common bridge type, and is not historically or technologically distinguished.						
INFORMATION							
	PHOTO: 414:36-37 (06/28/92)		REVISED BY (DATE):		QUAD: Forked River		

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1502157	CO	OCEAN	OWNER	NJDOT	MILEPOINT	83.87
NAME & FEATURE INTERSECTED	US 9 OVER CEDAR CREEK			FACILITY	US 9		
TOWNSHIP	LACEY TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	2	LENGTH	85 ft	WIDTH	30 ft		
CONSTRUCTION DT	1923	ALTERATION DT		SOURCE	INSCRIPTION		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The 2-lane bridge spans Cedar Creek, which forms the border between Lacey and Berkeley Townships. North of the bridge is a wooded portion of Berkeley Township Park. South of the bridge in Lacey Township is a mixed-use commercial and residential area with mostly modern structures. A few 19th- and early 20th-century buildings with modern additions are interspersed, including the Lanoka Harbor United Methodist Church.

1995 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 steel stringer bridge has concrete balustrades and horizontally-scored abutments and cutwater pier. The fascia stringers are spalling, and beam guide rails have been added. In 1923 the bridge was built as part of NJ State Highway Route 4, redesignated US 9 in the 1950s. The bridge is a representative example of a common NJ State Highway Department bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 414:41-42 (06/28/92)

REVISED BY (DATE):

QUAD: Forked River

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1504150 **CO** OCEAN **OWNER** NJDOT **MILEPOINT** 98.41
NAME & FEATURE INTERSECTED US 9 OVER NJ 70 **FACILITY** US 9
TOWNSHIP DOVER TOWNSHIP
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 2 **LENGTH** 102 ft **WIDTH** 30 ft
CONSTRUCTION DT 1936 **ALTERATION DT** **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries 2 lanes of traffic and 2 sidewalks over 4 lanes of traffic on NJ 70. The overpass is at a busy intersection with gas stations, convenience stores, and hotels.

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

SUMMARY The skewed 2-span encased steel stringer bridge has concrete balustrades, and concrete abutments and pier with Moderne detailing on the pilasters. Beam guide rails have been added, and chain link fences have been attached to the balustrades. In 1936 the bridge was built as a grade elimination project during the widening of NJ 70. The bridge is a representative example of a NJ State Highway Dept. bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 162:6a-8a (06/21/92)

REVISED BY (DATE):

QUAD: Lakewood

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1504151	CO	OCEAN	OWNER	NJDOT	MILEPOINT	101.1
NAME & FEATURE INTERSECTED	US 9 OVER WATERING PLACE BROOK			FACILITY	US 9		
TOWNSHIP	LAKEWOOD TOWNSHIP						
TYPE	ARCH	DESIGN	BARREL		MATERIAL	Reinforced Concrete	
# SPANS	2	LENGTH	69 ft	WIDTH	36.3 ft		
CONSTRUCTION DT	1908	ALTERATION DT				SOURCE	NJDOT
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries two lanes of traffic and a sidewalk over the spillway from Lake Manetta in downtown Lakewood. US 9 is a busy commercial strip with restaurants and gas stations. Lakewood developed in the late-19th and early-20th century as a health resort. The bridge is not contiguous to any of the surviving mansion houses and estates that are concentrated on the northern side of the lake.

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

SUMMARY The 2-span reinforced-concrete arch bridge has paneled concrete parapets. On the upstream side extending between the abutments is a concrete spillway with reconstructed headgates. The bridge a representative example of an early 20th century reinforced concrete arch, and is not a historically or technologically distinguished.

INFORMATION

PHOTO: 414:24-26 (06/28/92) REVISED BY (DATE): QUAD: Lakewood



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1506002	CO	OCEAN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	BEAVER DAM ROAD (CR 630) OVER BEAVER DAM CREEK		FACILITY	BEAVER DAM ROAD (CR 630)			
TOWNSHIP	BRICK TOWNSHIP						
TYPE	SWING SPAN	DESIGN	CENTER BEARING	MATERIAL	Steel		
# SPANS	7	LENGTH	277 ft	WIDTH	20 ft		
CONSTRUCTION DT	1933	ALTERATION DT	1955, 1975	SOURCE	PLAQUE		
DESIGNER/PATENT	UNKNOWN			BUILDER	AMERICAN BRIDGE COMPANY		

SETTING / CONTEXT The bridge carries two lanes of traffic and a sidewalk over Beaver Dam Creek near its confluence with the Metedeconk River. The surrounding area is heavily developed with marinas and modern residential structures. The swing span is operable, and is opened to navigation every half-hour during the busy summer boating season. The original operators' shanty is located at the southeast bridge approach.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Finding 10/28/82

SUMMARY The bridge is a center-bearing thru girder and floorbeams swing span with 5 steel stringer approach spans. The operative moveable bridge is representative of swing span technology that was waning in the early 20th century. Earlier and better preserved examples survive (0200011,1701399). In c.1955 the control panel was replaced, and in 1975 the original motor and open gear sets were replaced with modern equipment. The bridge is not historically or technologically distinguished.

INFORMATION

SOURCES:
Ocean County Engineer, Bridge File.

PHYSICAL DESCRIPTION: The main span of the 7-span bridge is a built-up thru girder with floor beams center-bearing swing span of 62' in length. It is 20' wide and has a steel grid deck. The center pier is concrete. The moveable span is operated by an electric motor and enclosed reduction gears and sealed bevel gear that engages the rack and pinion drive. The present motor and sealed unites are 1975 replacements of the original motor and open gear sets.

The wood frame operators' shanty is located at the southeastern corner of the bridge. The span is open to navigation on a regular schedule during the summer months.

The five approach spans, 3 to the south and 2 to the north, are steel stringer spans. The substructure consists of timber pile bents. The bridge fenders are also timber piles. A timber sidewalk with chainlink fence is cantilevered off the bridge's eastern side.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE. The 1933 Beaver Dam Road Bridge is one of less than one dozen center-bearing swing span bridges identified as surviving in the southern half of the state. Center-bearing swing span bridges were a common moveable bridge type in the second half of the 19th century, but they were increasingly replaced by bascule bridges in the 20th century. Bascules held several advantages over swing spans including opening and closing more quickly, requiring less waterfront area, and providing wider and clearer channels. The 1933 Beaver Dam Road Bridge was probably one of the last highway swing span bridges constructed in the state. It was not technologically innovative and was representative of earlier center bearing swing span construction. Older and more historically significant examples of center-bearing swing span technology exist including the 1896 Union Avenue over Passaic River (0200011, Bergen County, Rutherford Borough), the 1904 Port Republic Road over Nacote Creek (01PR007, Atlantic County, Port Republic City), the 1905 New Bridge over Alloways Creek (1701399, Salem County, Lower Alloways Township), the 1908 Court Street over Hackensack River (020004A, Bergen County, Hackensack City), and the 1920 Main Street over Delaware and Raritan Canal (3000168, Somerset County, South Bound Brook Borough).

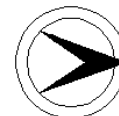
The Beaver Dam Road Bridge was built for the county by the American Bridge Company, which was formed in 1900 as a conglomerate of smaller fabricators. After its formation, American Bridge Company was responsible for over 50% of the bridge building capacity in the nation. The bridge retains its original superstructure, drive pinion and rack, and operators' shanty. The present control panel and lock mechanism dates to ca. 1955, and the sealed units and electric motor date to 1975. The original timber stringers in the approach spans were replaced with rolled steel I-section stringers ca. 1989, but the substructure remains timber.

PHOTO: 414:15-18 (06/28/92)

REVISED BY (DATE):

QUAD: Point Pleasant

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1506006	CO	OCEAN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	MANTOLOKING ROAD (CR 528) OVER BARNEGAT BAY			FACILITY	MANTOLOKING ROAD (CR 528)		
TOWNSHIP	BRICK TOWNSHIP						
TYPE	SINGLE LEAF BASCULE	DESIGN	TRUNNION	MATERIAL	Steel		
# SPANS	41	LENGTH	1120 ft	WIDTH	28 ft		
CONSTRUCTION DT	1938	ALTERATION DT	1975	SOURCE	PLAQUE		
DESIGNER/PATENT	ASH, HOWARD, NEEDLES & TAMMEN			BUILDER	EASTERN ENGINEERING CO		

SETTING / CONTEXT The two-lane bridge with sidewalk spans the northern tip of picturesque Barnegat Bay between Mantoloking Neck on the mainland, and Mantoloking Borough on Island Beach. Mantoloking Borough has many well-preserved early-20th century cedar-shingled bungalows next to and south of the bridge. On the mainland side of the bridge are numerous marinas. The bridge's two main spans cross the Intercoastal Waterway.

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

SUMMARY The main span of the 41-span bridge is a single leaf trunnion bascule haunched deck girder with floor beams. It is matched by a fixed haunched deck girder on the west approach, and the other approach spans are T-beams on timber pile bents. The operating mechanism with open gear sets and enclosed differential are original but worn. The bridge, one of the best examples of its type in the region, is historically and technologically significant.

INFORMATION

SOURCES:
 Brick Township Historical Society. Brick Township Changing Scenes. Brick Township, NJ: 1980.
 Ocean County Engineer. Plans and Files. 1938.
 Perkons, George. AGLAS. Personal File: Mantoloking Bridge.

PHYSICAL DESCRIPTION: The 1120'-long bridge over Barnegat Bay is composed of a single leaf trunnion bascule haunched deck girder main span, a matching haunched deck girder to the west, and 39 concrete T-beam approach spans, 15 to the west and 24 to the east. The T-beam spans are supported on timber pile bents and have concrete post-and-rail railings. The moveable span is 58' toe-to-trunnion, and is 28' wide with an open steel grate deck. The cantilevered sidewalk with a modern metal railing is on the south side. Modern crash gates have been installed and the fender system is timber.

The operating controls and drive mechanism are housed in a three-story hexagonal-shaped concrete tenders' house with a standing seam metal roof and double hung windows. The operating mechanism appears to be relatively unaltered. The original trolley-like controls were replaced with a modern panel in 1975, but the gearing, with an enclosed primary reducer and open gear sets for the secondary reducer and drive gear, is original as are the trunnions and built-up trunnion tower. The gears are worn, and the rack and pinion are thin. The concrete counterweight is fixed to the tail end of the moveable leaf.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The Mantoloking Bascule Bridge is a historically and technologically distinguished as one of the most complete examples of the Ash, Howard, Needles & Tammen moveable bridge design that is common in the region. It is eligible under National Register Criterion C. With the expiration of the Strauss patents in the 1920s, other designs gained currency, especially the Ash, Howard, Needles & Tammen trunnion bridge with a counterweight fixed to the tail end and a span support that incorporated patented details (U.S. Patent No. 1633565, 1927). The technology used in the design, which is well represented in southern New Jersey where over 10 similar spans were built in the 1930s and early 1940s, is not innovative as the trunnion bridge was perfected in the 1910s. The Mantoloking Span is notable because, with the exception of the control panel and c.1955 steel grid deck on the moveable span, it is well-preserved and unaltered. It is more complete than other examples (i.e. 1511150, NJ 70 over Manasquan River, Point Pleasant Borough).

In 1938 the bridge was constructed to replace a 7-panel Warren truss swing span, probably built c.1915. The 1938 bascule was designed by the engineering firm of Ash, Howard, Needles, and Tammen, consulting engineers based in Kansas City. State Highway Engineer, Morris Goodkind, also acted as a consultant on the project. Eastern Engineering Corporation contracted to build the bridge and was paid in part by federal Depression-era work relief program funds, a common arrangement for 1930s bridges in the state.

BOUNDARY DESCRIPTION AND JUSTIFICATION: The bridge is individually eligible, in and of itself, including superstructure, substructure, operators' buildings, and right-of-way over the river.

PHOTO: 414:1-5,43-44 (06/28/92) **REVISED BY (DATE):** **QUAD:** Point Pleasant

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1507001	CO	OCEAN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	LAKEHURST ROAD (CR 527) OVER TOMS RIVER			FACILITY	LAKEHURST ROAD (CR 527)		
TOWNSHIP	DOVER TOWNSHIP						
TYPE	DECK ARCH	DESIGN	ELLIPTICAL			MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	72 ft	WIDTH	40.6 ft		
CONSTRUCTION DT	1913	ALTERATION DT	1970		SOURCE	PLAQUE	
DESIGNER/PATENT	I. H. CRAMER, CO. ENG.			BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries three lanes of traffic over a tree-lined river near the intersection of Lakehurst Road and the Garden State Parkway. Parallel to the river is a high-tension electric power line. East of the bridge is a mid-20th century residential community with single and multi-family dwellings.

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

SUMMARY The single-span reinforced concrete arch with concrete parapet was originally constructed in 1913. In 1970 it was widened on the upstream side with the addition of prestressed concrete beams on a timber pile substructure with modern concrete parapet. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 162:3a-5a (06/21/92) REVISED BY (DATE): QUAD: Toms River



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1508002	CO	OCEAN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	BAY AVENUE OVER SOUTH CREEK			FACILITY	BAY AVENUE		
TOWNSHIP	EAGLESWOOD TOWNSHIP						
TYPE	STRINGER	DESIGN		MATERIAL	Wood		
# SPANS	3	LENGTH	33 ft	WIDTH	28 ft		
CONSTRUCTION DT	1925	ALTERATION DT	1990ca	SOURCE	COUNTY ENGINEER		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The 2-lane wide bridge spans a tidal tributary of Westecunk Creek near its confluence with Little Egg Harbor. Bay Avenue is a dead end road leading out to the tip of Long Point. The point is a broad tidal meadowlands crisscrossed with many small streams. Along the creeks are summer homes (c.1960-80) built on timber piles. There are numerous docks with small pleasure craft.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Finding 7/9/90

SUMMARY The 3-span timber stringer bridge has timber pile bents, timber deck, and wood railing. County records give the bridge's original construction date as 1925, but the bridge has been rebuilt in kind (c.1990). Inspection shows that all of the timber structural elements are new material. The bridge is a representative example of a common bridge type, and is not historically or technologically distinguished

INFORMATION

PHOTO: 413:12-13 (06/28/92)

REVISED BY (DATE):

QUAD: Tuckerton

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1509150	CO	OCEAN	OWNER	NJDOT	MILEPOINT	41.82
NAME & FEATURE INTERSECTED	NJ 70 OVER HURRICANE BROOK			FACILITY	NJ 70		
TOWNSHIP	MANCHESTER TOWNSHIP						
TYPE	SLAB	DESIGN		MATERIAL	Reinforced Concrete		
# SPANS	1	LENGTH	23 ft	WIDTH	50 ft		
CONSTRUCTION DT	1930	ALTERATION DT		SOURCE	INSCRIPTION		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The 2-lane bridge spans a small brook in an undeveloped area of the Pine Barrens west of Lakehurst.

1995 SURVEY RECOMMENDATION Not Eligible
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

SUMMARY The single-span reinforced concrete slab bridge has low concrete parapets and concrete abutments with wingwalls. The bridge has beam guide rails, and a utility pipe is attached to the downstream side of the bridge. In 1930 the bridge was built as part of the NJ Highway Route 40 improvements. The route was later redesignated NJ 70. The bridge is a common type with no distinguishing features. It has no significant historical or technological associations.

INFORMATION

PHOTO: 413:7-9 (06/21/92)

REVISED BY (DATE):

QUAD: Keswick Grove

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1509151 **CO** OCEAN **OWNER** NJDOT **MILEPOINT** 43.23
NAME & FEATURE INTERSECTED NJ 70 OVER BLACKS BRANCH **FACILITY** NJ 70
TOWNSHIP LAKEHURST BOROUGH
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 1 **LENGTH** 36 ft **WIDTH** 40 ft
CONSTRUCTION DT 1939 **ALTERATION DT** **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The 2-lane bridge with a sidewalk spans a small brook on the western outskirts of Lakehurst Borough in the Pine Barrens. East of the bridge is a traffic circle with nearby shopping center and motel (c.1960). West of the bridge is a roadside picnic 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 skewed, single-span encased steel stringer bridge has concrete balustrades and concrete abutments with stepped wingwalls on the upstream side. In 1939 the bridge was constructed as part of the NJ Route 40 improvements. The highway was later redesignated NJ 70. The bridge is a representative example of a common NJ State Highway Department bridge type. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 430:44,1,2 (06/21/92)

REVISED BY (DATE):

QUAD: Lakehurst

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1509152	CO	OCEAN	OWNER	NJDOT	MILEPOINT	44.6
NAME & FEATURE INTERSECTED	NJ 70 OVER CENTRAL RR OF NEW JERSEY (CONRAIL)		FACILITY	NJ 70			
TOWNSHIP	LAKEHURST BOROUGH						
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	3	LENGTH	154 ft	WIDTH	54 ft		
CONSTRUCTION DT	1938	ALTERATION DT			SOURCE	INSCRIPTION	
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The 4-lane bridge with median and two sidewalks spans three tracks of Conrail, the former Central Railroad of New Jersey, just north of the former location of Lakehurst Station. The railroad right-of-way was originally developed in 1862 by the Delaware and Raritan Bay Railroad. The bridge is immediately west of a traffic circle and the intersection of NJ 37 and NJ 70. To the west is a modern commercial strip with restaurants and retail stores.

1995 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 steel stringer bridge has a main span over the railroad tracks and two short approach spans. It has concrete balustrades, abutments, and piers. In 1938 the bridge was built as a New Deal era grade elimination project by the NJ State Highway Department. The bridge is a common overpass bridge type found throughout the state. It has no significant historical or technological associations.

INFORMATION

PHOTO: 430:3-7 (06/21/92)

REVISED BY (DATE):

QUAD: Lakehurst

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1510151 **CO** OCEAN **OWNER** NJDOT **MILEPOINT** 45.62
NAME & FEATURE INTERSECTED NJ 70 OVER RIDGEWAY BRANCH **FACILITY** NJ 70
TOWNSHIP MANCHESTER TOWNSHIP
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 1 **LENGTH** 34 ft **WIDTH** 40 ft
CONSTRUCTION DT 1936 **ALTERATION DT** **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries 2-lanes of traffic and shoulders over a small creek. Next to the bridge are undeveloped wooded lots, but the surrounding area is a moderately developed late 20th-century residential neighborhood. To the east is a shopping center.

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

SUMMARY The single-span encased steel stringer bridge has concrete balustrades and abutments with stepped wingwalls on the upstream side. Beam guide rails have been added, and a utility pipe is attached to the downstream side. In 1936 the bridge was built as part of the NJ Highway Route 40 improvements. The road was later redesignated NJ 70. The bridge is a representative example of a common NJ State Highway Department bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 413:1-2 (06/21/92)

REVISED BY (DATE):

QUAD: Lakehurst

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1510152 **CO** OCEAN **OWNER** NJDOT **MILEPOINT** 47.92
NAME & FEATURE INTERSECTED NJ 70 OVER TOMS RIVER **FACILITY** NJ 70
TOWNSHIP MANCHESTER TOWNSHIP
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 1 **LENGTH** 44 ft **WIDTH** 40 ft
CONSTRUCTION DT 1936 **ALTERATION DT** **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The 2-lane bridge spans a small tree-lined creek. Adjacent to the bridge are undeveloped wood lots, but the surrounding area is a moderately-developed late-20th century residential community. To the east is a mobile home park.

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

SUMMARY The single-span encased steel stringer bridge has concrete balustrades and abutments with stepped wingwalls on the upstream side. Beam guide rails have been added. In 1936 the bridge was constructed as part of the NJ Highway Route 40 improvements. Later the highway was redesignated NJ Route 70. The bridge is a common NJ State Highway Department bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 162:9a-11a (06/21/92)

REVISED BY (DATE):

QUAD: Lakehurst

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1510155 **CO** OCEAN **OWNER** NJDOT **MILEPOINT** 54.65
NAME & FEATURE INTERSECTED NJ 70 OVER SOUTH BRANCH OF METEDECONK RIVER **FACILITY** NJ 70
TOWNSHIP BRICK TOWNSHIP
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 2 **LENGTH** 63 ft **WIDTH** 74.4 ft
CONSTRUCTION DT 1937 **ALTERATION DT** 1965 **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The 4-lane bridge with median and 2 sidewalks spans the South Branch of the Metedeconk River. The surrounding area is heavily developed with a marina to the east, and a car dealership and shopping center to the south.

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

SUMMARY The 1937 skewed 2-span encased steel stringer bridge with concrete balustrade was widened in 1965 with a prestressed concrete beam with parapet addition. Both sections are supported on a concrete substructure. The addition was built to accommodate the expansion of NJ 70 into a divided 4-lane highway. The 1937 bridge is a representative example of a common NJ Highway Department designed bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 414:21-22 (06/28/92)

REVISED BY (DATE):

QUAD: Lakewood

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1510156	CO	OCEAN	OWNER	NJDOT	MILEPOINT	54.75
NAME & FEATURE INTERSECTED	NJ 70 OVER NORTH BRANCH OF METEDECONK RIVER		FACILITY	NJ 70			
TOWNSHIP	BRICK TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	1	LENGTH	48 ft	WIDTH	87 ft		
CONSTRUCTION DT	1937	ALTERATION DT	1965	SOURCE	INSCRIPTION		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The 4-lane bridge with grass median and 2 sidewalks spans the North Branch of the Metedeconk River south of the NJ 70/NJ 88 traffic circle. NJ 70 is a heavily developed commercial strip with shopping centers, car dealerships, and office buildings. Upstream from the bridge is a small wooded area popular with fishermen. A historic marker placed by the Brick Twp. Historic Society notes that the bridge is at or near the site of an early 19th-century iron works known as Butcher's Forge.

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

SUMMARY The 1937 skewed, single-span encased steel stringer bridge with concrete balustrade was widened in 1965 by a prestressed concrete beam addition on the downstream side. Both sections are supported on a concrete substructure. The addition was built to accommodate the expansion of NJ 70 into a divided 4-lane highway. The 1937 bridge is a common NJ State Highway Department designed bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 414:19-20,23 (06/28/92) REVISD BY (DATE): QUAD: Lakewood

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1511150	CO	OCEAN	OWNER	NJDOT	MILEPOINT	58.25
NAME & FEATURE INTERSECTED	NJ 70 OVER MANASQUAN RIVER			FACILITY	NJ 70		
TOWNSHIP	POINT PLEASANT BOROUGH						
TYPE	SINGLE LEAF BASCULE	DESIGN	TRUNNION	MATERIAL	Steel		
# SPANS	18	LENGTH	625 ft	WIDTH	48 ft		
CONSTRUCTION DT	1936	ALTERATION DT	1991	SOURCE PLANS			
DESIGNER/PATENT	ASH, HOWARD, NEEDLES & TAMMEN			BUILDER			

SETTING / CONTEXT The bridge carries 4 lanes of traffic, a median, and 1 sidewalk over the Manasquan River, which forms the border between Monmouth and Ocean County. The river is navigable and the waterfront is developed with modern marinas and businesses. The surrounding area is mixed use with commercial establishments along NJ 70, and residential developments set back from the main thoroughfare. Most buildings are less than 50 years old.

1995 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's main span is a 56'-long single-leaf trunnion with fixed counterweight and the approach spans are T-beams on concrete pile bents. The moveable span was designed by Ash, Howard, Needles & Tammen, consulting engineers, and incorporates a 1927 patented trunnion column detail. In 1991 the operators' houses and mechanism were irreversibly altered and replaced with modern components. The bridge is not historically distinguished. More complete examples survive in the region (1506006).

INFORMATION

SOURCES:
New Jersey Department of Transportation. Bridge Plans. 1936, 1991.

PHYSICAL DESCRIPTION: The 625'-long bridge over the Manasquan River is composed of a single leaf trunnion bascule haunched deck girder main span, a matching haunched girder to the north, and 16 other T-beam approach spans supported on concrete pile bents and finished with concrete post-and-rail railings. The movable span is 56' toe-to-trunnion with a concrete counterweight attached to the tail end, steel grid deck and pipe railings. Modern beam guide rails and crash gates have been installed. The fender system is timber.

In 1991 the bascule operators' houses and operating mechanism were rehabilitated. Improvements included computerized operators' controls, installation of sealed unit speed reducer gears, modern motors and brakes, and automated gate systems. The two-story operators' houses received new metal roofs, windows, doors, and exterior stucco.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The NJ 70 over Manasquan River bridge (1936) is one of over ten similar 1930s Ash-Howard-Needles and Tammen bascule spans in southern New Jersey. The NJ 70 span is one of the least well-preserved examples of the bridge type because of significant alterations to the operators' houses and operating mechanism. Other bridges, such as 1506006 (Mantoloking Road over Barnegat Bay, Brick Township, 1938) and 1300S31 (CR 8A over Navesink River, Monmouth County, Middletown Township, 1939), are more complete and thus better representative examples of the historically important movable bridge technology. The Ash-Howard-Needles and Tammen trunnion bascule design became popular in the late-1920s after the expiration of the Strauss bascule patents.

The NJ 70 bridge was constructed under the administration of the NJ State Highway Department and was funded in part by federal work-relief money, a common arrangement for 1930s bridges in the state. The original route designation of the bridge was NJ 34.

PHOTO: 160:17-29a (06/28/92) REVISED BY (DATE): QUAD: Point Pleasant

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1512003	CO	OCEAN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	BARNEGAT LAKE DRIVE OVER NORTH BRANCH OF FORKED RIVER		FACILITY	BARNEGAT LAKE DRIVE			
TOWNSHIP	LACEY TOWNSHIP						
TYPE	SLAB	DESIGN					
# SPANS	2	LENGTH	36 ft	WIDTH	30 ft	MATERIAL	Reinforced Concrete
CONSTRUCTION DT	1936	ALTERATION DT					
DESIGNER/PATENT	UNKNOWN		SOURCE	INSCRIPTION			
			BUILDER	UNKNOWN			

SETTING / CONTEXT The 2-lane bridge with sidewalk spans the circular concrete spillway from Barnegat Lake. North of the bridge is a beach owned by Lacey Township. The lake is surrounded by a residential community developed between c.1930-1970. Most of the residences have modern additions.

1995 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 reinforced-concrete slab bridge has a concrete substructure with cutwater pier and pipe railings. A chain link fence has been attached to the railing on the upstream side. The bridge is a common 20th-century bridge type, and it is not historically or technologically distinguished.

INFORMATION

PHOTO: 414:38-40 (06/28/92)

REVISED BY (DATE):

QUAD: Forked River

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1512152	CO	OCEAN	OWNER	NJDOT	MILEPOINT	21.4
NAME & FEATURE INTERSECTED	NJ 72 OVER MILL CREEK			FACILITY	NJ 72		
TOWNSHIP	STAFFORD TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	1	LENGTH	44 ft	WIDTH	105 ft		
CONSTRUCTION DT	1930	ALTERATION DT	1968	SOURCE	INSCRIPTION		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The 4-lane bridge with median, shoulders and sidewalk spans a small creek about 1/4-mile west of the intersection of NJ 72 and the Garden State Parkway. The area is moderately developed, and a business park (c.1980) is located just south 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 1930 skewed, single-span, encased steel stringer bridge with a concrete balustrade was widened in 1968 with prestressed concrete beams with parapet on the upstream side. The addition was built to accommodate the expansion of NJ 72 into a divided 4-lane highway. The 1930 bridge was originally built as part of NJ Route S40, later redesignated NJ 72. It is a common NJ State Highway Department bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 413:10-11 (06/28/92)

REVISED BY (DATE):

QUAD: West Creek

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1512153 **CO** OCEAN **OWNER** NJDOT **MILEPOINT** 23.19
NAME & FEATURE INTERSECTED CR 680 OVER MILL CREEK **FACILITY** CR 680
TOWNSHIP STAFFORD TOWNSHIP
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 1 **LENGTH** 34 ft **WIDTH** 50 ft
CONSTRUCTION DT 1930 **ALTERATION DT** **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The 3-lane bridge with 2 sidewalks spans Mill Creek at the intersection of US 9 and CR 680 in Manahawkin. The intersection is heavily developed with an office building and shopping center (c.1960-80). To the south and paralleling CR 680 is a section of NJ 72, a 4-lane divided highway bypass. To the west and between NJ 72 and CR 680 is the Stafford Township Historical Society's Old Stone Store (c.1838) and the relocated Manahawkin Station (c.1870).

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

SUMMARY The single-span encased steel stringer bridge has concrete balustrades and substructure. In 1930 the bridge was built as part of the NJ Route S.40 improvements. It is a representative example of a common NJ State Highway Department bridge type. In 1968 the bridge was placed on the county highway system with the construction of the NJ 72 bypass. The 1930 bridge has no significant association with the nearby 19th-century historic properties, and is not technologically distinguished.

INFORMATION

PHOTO: 413:16-17 (06/28/92)

REVISED BY (DATE):

QUAD: West Creek

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1514003	CO	OCEAN	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	SQUANKUM ROAD OVER NORTH BRANCH METEDECONK RIVER		FACILITY	SQUANKUM ROAD (CR 547)			
TOWNSHIP	LAKEWOOD TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	1	LENGTH	56 ft	WIDTH	30 ft		
CONSTRUCTION DT	1930	ALTERATION DT		SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	UNKNOWN		BUILDER	UNKNOWN			

SETTING / CONTEXT The 2-lane bridge with sidewalk spans a small creek that forms the border between Monmouth and Ocean County. Southeast of the bridge is a junk yard, although the surrounding area is mostly modern residences on wooded lots.

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

SUMMARY The skewed, single-span, encased steel stringer bridge has concrete balustrades, paneled fascia, and concrete substructure. Plaques on the joint-county bridge have been removed. The bridge is a representative example of a common bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 176:8a-9a (06/28/92) REVISED BY (DATE): QUAD: Lakewood



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1515150	CO	OCEAN	OWNER	NJDOT	MILEPOINT	7.45	
NAME & FEATURE INTERSECTED	NJ 88 OVER BEAVER DAM CREEK			FACILITY	NJ 88			
TOWNSHIP	BRICK TOWNSHIP							
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel	
# SPANS	1	LENGTH	29 ft	WIDTH	30 ft			
CONSTRUCTION DT	1923	ALTERATION DT					SOURCE	INSCRIPTION
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV				BUILDER			

SETTING / CONTEXT The two-lane bridge spans a small creek in a heavily developed area of Brick Township. Adjacent to the bridge is a shopping center and motel (c.1960-70).

1995 SURVEY RECOMMENDATION Not Eligible
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

SUMMARY The single-span encased steel stringer bridge has concrete balustrades and substructure. Beam guide rails have been added. In 1923 the bridge was constructed as part of NJ State Highway Route 4, later redesignated NJ Route 88. The bridge is a common NJ State Highway Department bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 414:13-14 (06/28/92)

REVISED BY (DATE):

QUAD: Point Pleasant

NEW JERSEY DEPARTMENT OF TRANSPORTATION
 BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1516150	CO	OCEAN	OWNER	NJDOT	MILEPOINT	0.83
NAME & FEATURE INTERSECTED	NJ 166 OVER JAKES BRANCH			FACILITY	NJ 166		
TOWNSHIP	SOUTH TOMS RIVER BOROUGH						
TYPE	SLAB	DESIGN			MATERIAL		
# SPANS	2	LENGTH	40 ft	WIDTH	40 ft	Reinforced Concrete	
CONSTRUCTION DT	1927	ALTERATION DT			SOURCE INSCRIPTION		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The two-lane bridge spans Jakes Branch near its confluence with Toms River. East of the bridge is a wide section of Toms River and a boat marina. NJ 166 is a heavily traveled modern commercial strip. Next to the bridge are a used-car dealership and an auto parts store. Paralleling NJ 166 west of the bridge is the abandoned right-of-way of the Central Railroad of New Jersey, and a deteriorated deck girder railroad bridge with timber pile substructure.

1995 SURVEY RECOMMENDATION	Not Eligible	HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)	No
CONSULT STATUS	Not Individually Eligible.		
CONSULT DOCUMENTS	SHPO Finding 7/9/90		

SUMMARY The 2-span reinforced-concrete slab bridge has concrete balustrades, abutments, and cutwater pier. Beam guide rails have been added. Underneath the asphalt road surface on the eastern shoulder are stone pavers. In 1927 the bridge was built as part of NJ State Highway Route 4, later redesignated NJ 166. It is a representative example of a common NJ Highway Dept. bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 162:1a-2a (06/21/92)

REVISED BY (DATE):

QUAD: Toms River

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1516151	CO	OCEAN	OWNER	NJDOT	MILEPOINT	1.05
NAME & FEATURE INTERSECTED	NJ 166 OVER SOUTH CHANNEL OF TOMS RIVER		FACILITY	NJ 166			
TOWNSHIP	DOVER TOWNSHIP						
TYPE	THRU GIRDER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	2	LENGTH	151 ft	WIDTH	40 ft		
CONSTRUCTION DT	1928	ALTERATION DT			SOURCE	INSCRIPTION	
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The two-lane bridge with cantilevered sidewalks spans the South Channel of Toms River between the south river bank and Huddy Park island municipal park. The park, a green space with modern gazebo, was established in 1931 on landfill adjacent the bridge and commemorates Toms River Revolutionary War hero Joshua Huddy. The bridge is located on a sharp curve on NJ 166 and is in a downtown area with numerous commercial establishments including a marina, hotel, convenience store, and warehouse.

1995 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 steel thru girder with floor beams bridge has a concrete substructure and cantilevered sidewalks with pipe railing with concrete posts. The two spans are skewed at different angles to accommodate the curve in the roadway. Beam guide rails and highway lighting have been added. The bridge has no significant historical association with Huddy Park. It is a representative example of a common NJ State Highway Department bridge type, and is not technologically noteworthy.

INFORMATION

PHOTO: 162:42a-44a (06/21/92)

REVISED BY (DATE):

QUAD: Toms River

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1516152	CO	OCEAN	OWNER	NJDOT	MILEPOINT	1.15
NAME & FEATURE INTERSECTED	NJ 166 OVER NORTH CHANNEL OF TOMS RIVER			FACILITY	NJ 166 (SOUTH MAIN STREET)		
TOWNSHIP	DOVER TOWNSHIP						
TYPE	STRINGER	DESIGN		MATERIAL	Steel		
# SPANS	1	LENGTH	50 ft	WIDTH	40.1 ft		
CONSTRUCTION DT	1928	ALTERATION DT		SOURCE	INSCRIPTION		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The 2-lane bridge with 2 sidewalks spans the North Channel of Toms River between Huddy Island municipal park and downtown Toms River. The park, a green space with modern gazebo established in 1931 on landfill adjacent the bridge, commemorates Toms River Revolutionary War hero Joshua Huddy. A stairway leads from the bridge's southeast approach to the park. The downtown area has many modern intrusions including a motel and convenience store north 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 single span bridge is a steel stringer with end floorbeams, pipe railings, and concrete substructure. The northeast concrete wingwall has been rebuilt. The bridge was constructed in 1928 as part of the NJ Route 4 improvements, later redesignated NJ 166. The span has no significant historical association with Huddy Park or the events the park commemorates. It is a common NJ State Highway Department bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 162:39a-41a (06/21/92) REVISIED BY (DATE): QUAD: Toms River

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1529003	CO	OCEAN	OWNER	COUNTY	MILEPOINT	0.0		
NAME & FEATURE INTERSECTED	SOUTH MAIN STREET OVER TOMS RIVER			FACILITY	SOUTH MAIN STREET				
TOWNSHIP	SOUTH TOMS RIVER BOROUGH								
TYPE	STRINGER	DESIGN	ENCASED				MATERIAL	Steel	
# SPANS	2	LENGTH	65 ft	WIDTH	30 ft				
CONSTRUCTION DT	1930	ALTERATION DT						SOURCE	COUNTY ENGINEER
DESIGNER/PATENT	UNKNOWN					BUILDER	UNKNOWN		

SETTING / CONTEXT The 2-lane bridge with 2 sidewalks spans Toms River between downtown Toms River and South Toms River. The northern approach intersects NJ 166 at Huddy Park island municipal park, a greenspace established on landfill in 1931 to commemorate Toms River Revolutionary War hero Joshua Huddy. Stairs lead from the bridge's eastern sidewalk into the park. Immediately east are the two NJ 166 bridges across the Toms River. The downtown setting is undistinguished with a warehouse and motel (c.1970).

1995 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 steel stringer bridge has concrete balustrades, abutments, and cutwater pier. The bridge balustrades continue over the approaches. Modern highway lighting has been added. The bridge has no significant historical association with Huddy Park and the events it commemorates. The span is a representative example of a common type and is not historically or technologically distinguished.

INFORMATION

PHOTO: 162:35a-38a (06/21/92)

REVISED BY (DATE):

QUAD: Toms River

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1560150	CO	OCEAN	OWNER	STATE AGENCY	MILEPOINT	36.38	
NAME & FEATURE INTERSECTED	NORTH JERSEY COAST LINE OVER LITTLE MANASQUAN RIVER			FACILITY	NORTH JERSEY COAST LINE (NJT)			
TOWNSHIP	POINT PLEASANT BOROUGH							
TYPE	STRINGER	DESIGN					MATERIAL	Wood
# SPANS	10	LENGTH	124 ft	WIDTH	No Data			
CONSTRUCTION DT	1921	ALTERATION DT	Unknown		SOURCE	NJDOT		
DESIGNER/PATENT	NEW YORK & LONG BRANCH RR				BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries two tracks of New Jersey Transit's North Jersey Coast Line over the Little Manasquan River. The bridge is parallel to the NJ 35 bridges. Southeast of the bridge is Gill Island municipal park, a small fishing area with parking lot. Immediately south of the bridge is Broad Street, a 4-lane avenue. Nearby are several marinas.

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

SUMMARY The 10-span open deck timber stringer is supported on timber pile bents. According to state records, in 1921 the bridge was built after a joint operating agreement by the Central RR of New Jersey and the Pennsylvania Railroad for the New York and Long Branch Railroad. The bridge has been rebuilt in kind several times. It is not historically or technologically distinguished.

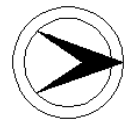
INFORMATION

PHOTO: 414:6-8 (06/28/92)

REVISED BY (DATE):

QUAD: Point Pleasant

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	3367150	CO	OCEAN	OWNER	STATE AGENCY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	NEW GUINEA ROAD OVER CEDAR CREEK			FACILITY	NEW GUINEA ROAD		
TOWNSHIP	BERKELEY TOWNSHIP						
TYPE	STRINGER	DESIGN		MATERIAL	Steel, Wood		
# SPANS	2	LENGTH	28 ft	WIDTH	12 ft		
CONSTRUCTION DT	1909ca	ALTERATION DT		SOURCE	NR NOMINATION		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / The single-lane bridge spans the concrete spillway from an earthen dam used to hold back water from Cedar Creek to feed the nearby
CONTEXT cranberry bogs. It is located within the boundaries of Double Trouble State Park, but is not within the Double Trouble Historic District, a late-19th and early-20th century cranberry bog village located to the northwest. The gates used to control the water levels in the bogs have been removed from the bridge's gate frame.

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

SUMMARY The 2-span timber and steel stringer bridge has a concrete substructure. The abutments and pier have been guniting, and timber stringers added to support the roadway. According to local records, the cranberry bogs were expanded and improved in c.1909, an approximate date for the construction of the bridge. The bridge is heavily altered, and it is not within the boundaries of the nearby Double Trouble Historic District. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 162:27a-30a (06/21/92) REVISED BY (DATE): QUAD: Toms River

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	3367151	CO	OCEAN	OWNER	STATE AGENCY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	COWS HEAD ROAD OVER CEDAR CREEK			FACILITY	COWS HEAD ROAD		
TOWNSHIP	BERKELEY TOWNSHIP						
TYPE	ARCH	DESIGN	BARREL		MATERIAL	Reinforced Concrete	
# SPANS	2	LENGTH	23 ft	WIDTH	10.9 ft		
CONSTRUCTION DT	1909ca	ALTERATION DT			SOURCE	NR NOMINATION	
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The single-lane bridge spans the spillway from Mill Pond within the Double Trouble Historic District, an early-20th century cranberry bog village. The district is located within Double Trouble State Park. The bridge is structurally associated with a dam and raceway once used to store water for the bogs and to supply water power for a saw mill. The dam, but not the bridge, is listed as a contributing structure in the National Register nomination.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes
CONSULT STATUS Not Individually Eligible. Listed. Double Trouble Historic District. 02/23/1978. Contributing.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span concrete arch bridge with stepped wingwalls is an integral feature of the Double Trouble Historic District's Mill Pond Dam. The bridge has been gunited, wood railings added, and the six-bay timber gate frame rebuilt. The bridge was probably built c.1909 when the Double Trouble Company purchased the land and expanded the cranberry bogs. The bridge is a representative example of period technology, and makes a significant contribution to the National Register district.

INFORMATION

SOURCES:
 Double Trouble Historic District Nomination. New Jersey State Historic Preservation Office. 1977.

PHYSICAL DESCRIPTION: The two-span reinforced-concrete barrel arch bridge crosses the spillway from Mill Pond dam. The bridge has stepped concrete wing walls and pier. Extending between the upstream abutments is a 6-bay timber frame for the spillway gates. The frame has been rebuilt but the metal gate racks and gears appear older. The earth-filled arch bridge has a gravel road surface and wood railing. The bridge has been sprayed with gunite.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The Cows Head Road over Cedar Creek bridge is within the boundaries of the Double Trouble Historic District, an early-20th century cranberry bog and village. The bridge is a contributing structure to the historic district and is eligible under National Register Criterion A. The bridge is upstream from the village and is part of the dam and water system used to maintain the cranberry bogs. Stylistically the bridge dates from the first decades of the 20th century, and probably was constructed c.1909 when the Double Trouble Company improved the cranberry bogs.

The Double Trouble National Register Nomination rates the Mill Pond dam, of which the bridge is structurally a part, as a contributing structure. However, the bridge is not specifically rated in the National Register Nomination. Considering the bridge is a representative example of period technology and an integral part of the district's water and irrigation systems, it thus makes a significant contribution to the National Register District.

The bridge has been altered by the reconstruction of the spillway gate frame, the addition of modern wood railings, and the application of gunite. The alterations do not compromise the bridge's contribution to the historic district.

BOUNDARY DESCRIPTION AND JUSTIFICATION: The bridge is within the described boundaries of the Double Trouble Historic District as delineated on the Toms River USGS quad map accompanying the nomination.

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