

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1461150 **CO** SOMERSET **OWNER** STATE AGENCY **MILEPOINT** 30.47
NAME & FEATURE INTERSECTED GLADSTONE BRANCH (NJT) OVER PASSAIC RIVER **FACILITY** GLADSTONE BRANCH (NJT)
TOWNSHIP BERNARDS TOWNSHIP
TYPE DECK GIRDER **DESIGN** OPEN DECK **MATERIAL** Steel
SPANS 4 **LENGTH** 326 ft **WIDTH** 13 ft
CONSTRUCTION DT 1928 **ALTERATION DT** **SOURCE** PLAQUE
DESIGNER/PATENT **BUILDER** PHOENIX BRIDGE COMPANY

SETTING / CONTEXT The bridge carries a single track of New Jersey Transit's Gladstone Branch (formerly the Delaware, Lackawanna, and Western RR) over the Passaic River, which forms the border between Somerset County and Morris County. The bridge passes approximately 70' above the riverbed. West of the bridge in Somerset County is a stone quarry. East in Morris County is a residential suburb.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS NJT HBS 03/12/91. SHPO Letter 6/30/95.

SUMMARY Built in 1928 by the Phoenix Bridge Co., the large, 4-span, open deck, steel deck girder bridge has ashlar abutments and massive concrete piers. A wood walkway is cantilevered from the north side. The bridge is not the first bridge at the site, the Gladstone Branch from Summit to Bernardsville was constructed by the West Line RR in the early 1870s. The bridge is not significant to the historical development of the railroad. It is historically and technologically undistinguished.

INFORMATION

PHOTO: 110:21a-23a (01/18/92)

REVISED BY (DATE):

QUAD: Bernardsville

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1801150 **CO** SOMERSET **OWNER** NJDOT **MILEPOINT** 30.78
NAME & FEATURE INTERSECTED US 22 EB OVER STATION ROAD (CR 637) **FACILITY** US 22 EASTBOUND
TOWNSHIP BRANCHBURG TOWNSHIP
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 1 **LENGTH** 59 ft **WIDTH** 35 ft
CONSTRUCTION DT 1942 **ALTERATION DT** **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HIGHWAY DEPT. **BUILDER**

SETTING / CONTEXT The bridge carries the eastbound lanes of US 22 over Station Road north of North Branch Station village. The bridge is paired with a similar bridge (1801151) which carries the westbound lanes of US 22 over Station Road to the north. The two bridges share the same concrete abutments and are separated by a 48' median. The US 22 and Station Road intersection is a busy modern highway interchange in an area of moderate suburban residential and 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 The skewed, single-span bridge is an encased steel stringer with concrete balustrades and substructure. The balustrade end posts and abutments have Moderne vertical scoring. Beam guide rails have been added. The bridge was constructed in 1942 as part of the NJ Highway Route 28 improvement. In 1953 the highway was redesignated US 22. The bridge is a representative example of a common NJ Highway Department bridge type. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 406:2a,4a (01/08/92)

REVISED BY (DATE):

QUAD: Raritan

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1801151	CO	SOMERSET	OWNER	NJDOT	MILEPOINT	30.67		
NAME & FEATURE INTERSECTED	US 22 WB OVER STATION ROAD (CR 637)			FACILITY	US 22 WESTBOUND				
TOWNSHIP	BRANCHBURG TOWNSHIP								
TYPE	STRINGER	DESIGN	ENCASED				MATERIAL	Steel	
# SPANS	1	LENGTH	59 ft	WIDTH	35 ft				
CONSTRUCTION DT	1942	ALTERATION DT						SOURCE	INSCRIPTION
DESIGNER/PATENT	NJ STATE HIGHWAY DEPT			BUILDER					

SETTING / CONTEXT The bridge carries the westbound lanes of US 22 over Station Road north of North Branch Station village. The bridge is paired with a similar bridge (0801150) which carries the eastbound lanes of US 22 over Station Road to the south. The two bridges share the same concrete abutments and are separated by a 48' median. The US 22 and Station Road intersection is a busy modern highway interchange in an area of moderate suburban residential and 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 The skewed, single-span bridge is an encased steel stringer with concrete balustrades and substructure. The balustrade end posts and abutments have Moderne vertical scoring. Beam guide rails have been added. The bridge was constructed in 1942 as part of the NJ Highway Route 28 improvement. In 1953 the highway was redesignated US 22. The bridge is a representative example of a common NJ Highway Department bridge type. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 406:3a,5a (01/08/92) REVISD BY (DATE): QUAD: Raritan

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1801153	CO	SOMERSET	OWNER	NJDOT	MILEPOINT	30.78
NAME & FEATURE INTERSECTED	US 22 EB OVER NORTH BRANCH RARITAN RIVER		FACILITY	US 22 EASTBOUND			
TOWNSHIP	BRIDGEWATER TOWNSHIP						
TYPE	DECK ARCH	DESIGN	ELLIPTICAL		MATERIAL	Reinforced Concrete	
# SPANS	3	LENGTH	206 ft	WIDTH	35 ft		
CONSTRUCTION DT	1942	ALTERATION DT			SOURCE	INSCRIPTION	
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER	ELL DORER CONTRACTING CO.		

SETTING / CONTEXT The bridge carries two lanes of eastbound US 22 over the North Branch of the Raritan River south of the early-19th century village of North Branch. It is paired with a similar 3-span arch bridge (1801154) that carries opposing traffic. The 2 are considered one resource. US 22 is a busy highway in a moderately developed suburban residential and commercial area with some older villages and farms. Next to the bridge is a municipal ball field and park and a 19th-century farmhouse.

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

SUMMARY The bridge is a three-span reinforced concrete arch with concrete balustrades and pylons. The bridge is distinguished by its concrete pylons with numerous decorative tile mosaics. The mosaics depict sea animals, landscapes, and abstract designs. Except for the removal of lanterns, the bridge and its adjacent twin span are well preserved. Taken together the spans are two of the more elaborately ornamented and well-proportioned 1940s highway bridges in New Jersey.

INFORMATION

SOURCES:

New Jersey Department of Transportation. Bridge Plans 1801153, 1930.
 New Jersey Department of Transportation. The Development of Transportation in New Jersey, 1972.
 New Jersey Department of Transportation. Straight Line Diagrams, 1988.
 Fox, Robert. Interview with Mary McCahon at Trenton, NJ, 4/7/92.

PHYSICAL DESCRIPTION US 22, a median-divided 4-lane arterial route, is carried over the North Branch of the Raritan River by two skewed three-span reinforced concrete arch bridges, one carrying the eastbound lanes (1801153) and the other the westbound lanes (1801154). The elliptical arch bridges parallel each other and are approximately 48' apart. They share common continuous concrete abutments. Structurally the bridges are mirror-image twins. Both have concrete balustrades with plain hexagonal balusters and vertically-scored posts that are expressed as shallow pilasters at the abutments and piers, molded spandrel walls, and pylons above the exterior balustrade end posts. The most striking feature of the bridge is the tile and mosaic work on the balustrades and pylons that mark the approaches to the spans. The Moravian Tile Works-like mosaics depict sea creatures, landscapes, sail boats, and abstract designs. Except for the removal of original luminaries from the pylons, both bridges are well preserved. Beam guide rails have been added.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE The mirror-image pair of reinforced concrete arch bridges built in 1942 is historically distinguished as a major State Highway Department-designed bridge at a major crossing that reflects the departmental emphasis of integrated aesthetics into sound engineering solutions (criterion C). The faience tile work and mosaics in tandem with the elegant proportions of the arches to make the bridge stand apart from its contemporaries. The bridges were constructed as part of the NJ Highway Route 28 improvements. The 4-lane highway bypassed old NJ 28 (the Easton Turnpike) to the north, and was graded and constructed with the help of Works Progress Administration workers during the Depression. The New Jersey State Highway Department prepared plans for the 4-lane highway as early as 1930, but the project was completed in stages, the bridges over the North Branch of the Raritan River being some of the last work finished.

No records have been located to determine the manufacturer of the tiles and mosaics. The plans called for the tiles to be of "frost proof faience tile on plastic clay base of selected grade and equivalent to that manufactured by the Mosaic Tile Co., Zanesville, Ohio, and New York, N.Y., or the Mueller Mosaic Co., Trenton, N.J." It is not known whether either of these companies received the contract to provide the tile. The tiles and the concrete molding of the bridge show superior workmanship.

The bridges were designed by the State Highway Department bridge division headed by Morris Goodkind (1888-1968), chief bridge engineer for the state from 1925 until 1955, when he went into private practice. He oversaw the department during its period of greatest expansion. Goodkind was noted for advocating the use of concrete, both as a primary material and as encasement for protecting steel primary members, and he won several important awards over his lifetime for his bridges, including the College Bridge over the Raritan River at New Brunswick. The bridge, which carries US 1, was renamed in his honor in 1969. Aesthetics was a very important aspect of bridge design to Goodkind, and he worked with Arthur Lichtenberg, who studied architectural engineering at Pratt Institute and was the first head of the architectural section of the department. Mr. Lichtenberg retired about 1970. The collaboration resulted in the high quality designs that distinguished the bridges built on state routes between the two world wars. According to Robert Fox, a longtime coworker of Mr. Lichtenberg, it was Mr. Lichtenberg who designed the faience tile decoration. Such detailing was not used after the second world war because of its expense. Mr. Fox also stated that major bridge designs were site specific to blend with their setting. The US 22 bridges over the North branch Raritan River reflects the union of aesthetics and sound engineering that is the hallmark of the department.

Boundary Description and Justification: The pair of bridges is considered as one resource. The area between the two spans is considered as part of the resource. The boundary extends to the upstream most and downstream most fascias of the bridge. It includes both spans and the river and riverbank between them.

PHOTO: 110:2a-5a (01/08/92) REVISED BY (DATE): QUAD: Raritan

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1801154	CO	SOMERSET	OWNER	NJDOT	MILEPOINT	31.08
NAME & FEATURE INTERSECTED	US 22 WB OVER NORTH BRANCH RARITAN RIVER		FACILITY	US 22 WESTBOUND			
TOWNSHIP	BRIDGEWATER TOWNSHIP						
TYPE	DECK ARCH	DESIGN	ELLIPTICAL		MATERIAL	Reinforced Concrete	
# SPANS	3	LENGTH	206 ft	WIDTH	35 ft		
CONSTRUCTION DT	1942	ALTERATION DT			SOURCE	NJDOT	
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER	ELL DORER CONSTRUCTION CO		

SETTING / CONTEXT The bridge carries two lanes of westbound US 22 over the North Branch of the Raritan River south of the early-19th century village of North Branch. The bridge is paired with a similar 3-span arch bridge (1801153) carrying the opposing lanes. The 2 are evaluated as one resource. It is in a moderately developed suburban residential and commercial area with some older villages and farms. Next to the bridge is a municipal ball field and park, and a 19th-century farm with outbuildings.

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

SUMMARY The bridge is a 3-span reinforced concrete arch with concrete balustrades and paneled posts. The bridge is distinguished by its high end pylons with faience tile mosaics depicting sea animals, landscapes, and abstract designs. Except for the removal of luminaries, the bridge and its adjacent twin span are well preserved. Together they reflect the emphasis on aesthetics that was the hallmark of the State Highway Dept. at that time. The handsome spans are historically distinguished.

INFORMATION

SOURCES:
 New Jersey Department of Transportation. Bridge Plans 1801153, 1930.
 New Jersey Department of Transportation. The Development of Transportation in New Jersey, 1972.
 New Jersey Department of Transportation. Straight Line Diagrams, 1988.
 Fox, Robert. Interview with Mary McCahon at Trenton, NJ, 4/7/92.

PHYSICAL DESCRIPTION US 22, a median-divided 4-lane arterial route, is carried over the North Branch of the Raritan River by two skewed three-span reinforced concrete arch bridges, one carrying the eastbound lanes (1801153) and the other the westbound lanes (1801154). The elliptical arch bridges parallel each other and are approximately 48' apart. They share common continuous concrete abutments. Structurally the bridges are mirror-image twins. Both have concrete balustrades with plain hexagonal balusters and vertically-scored posts that are expressed as shallow pilasters at the abutments and piers, molded spandrel walls, and pylons above the exterior balustrade end posts. The most striking feature of the bridge is the tile and mosaic work on the balustrades and pylons that mark the approaches to the spans. The Moravian Tile Works-like mosaics depict sea creatures, landscapes, sail boats, and abstract designs. Except for the removal of original luminaries from the pylons, both bridges are well preserved. Beam guide rails have been added.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE The mirror-image pair of reinforced concrete arch bridges built in 1942 is historically distinguished as a major State Highway Department-designed bridge at a major crossing that reflects the departmental emphasis of integrated aesthetics into sound engineering solutions (criterion C). The faience tile work and mosaics in tandem with the elegant proportions of the arches to make the bridge stand apart from its contemporaries. The bridges were constructed as part of the NJ Highway Route 28 improvements. The 4-lane highway bypassed old NJ 28 (the Easton Turnpike) to the north, and was graded and constructed with the help of Works Progress Administration workers during the Depression. The New Jersey State Highway Department prepared plans for the 4-lane highway as early as 1930, but the project was completed in stages, the bridges over the North Branch of the Raritan River being some of the last work finished.

No records have been located to determine the manufacturer of the tiles and mosaics. The plans called for the tiles to be of "frost proof faience tile on plastic clay base of selected grade and equivalent to that manufactured by the Mosaic Tile Co., Zanesville, Ohio, and New York, N.Y., or the Mueller Mosaic Co., Trenton, N.J." It is not known whether either of these companies received the contract to provide the tile. The tiles and the concrete molding of the bridge show superior workmanship.

The bridges were designed by the State Highway Department bridge division headed by Morris Goodkind (1888-1968), chief bridge engineer for the state from 1925 until 1955, when he went into private practice. He oversaw the department during its period of greatest expansion. Goodkind was noted for advocating the use of concrete, both as a primary material and as encasement for protecting steel primary members, and he won several important awards over his lifetime for his bridges, including the College Bridge over the Raritan River at New Brunswick. The bridge, which carries US 1, was renamed in his honor in 1969. Aesthetics was a very important aspect of bridge design to Goodkind, and he worked with Arthur Lichtenberg, who studied architectural engineering at Pratt Institute and was the first head of the architectural section of the department. Mr. Lichtenberg retired about 1970. The collaboration resulted in the high quality designs that distinguished the bridges built on state routes between the two world wars. According to Robert Fox, a longtime coworker of Mr. Lichtenberg, it was Mr. Lichtenberg who designed the faience tile decoration. Such detailing was not used after the second world war because of its expense. Mr. Fox also stated that major bridge designs were site specific to blend with their setting. The US 22 bridges over the North branch Raritan River reflects the union of aesthetics and sound engineering that is the hallmark of the department.

Boundary Description and Justification: The pair of bridges is considered as one resource. The area between the two spans is considered as part of the resource. The boundary extends to the upstream most and downstream most fascias of the bridge. It includes both spans and the river and riverbank between them.

PHOTO: 110:6a-8a (01/08/92) REVISED BY (DATE): QUAD: Raritan

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1802152 **CO** SOMERSET **OWNER** NJDOT **MILEPOINT** 35.07
NAME & FEATURE INTERSECTED US 22 EB OVER ROSS BROOK **FACILITY** US 22 EASTBOUND
TOWNSHIP BRIDGEWATER TOWNSHIP
TYPE SLAB **DESIGN** **MATERIAL** Reinforced Concrete
SPANS 1 **LENGTH** 22 ft **WIDTH** 44 ft
CONSTRUCTION DT 1929 **ALTERATION DT** **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries 3-lanes of eastbound US 22 over Ross Brook. Next to the bridge is a car dealership. US 22 is a busy commercial strip, and nearby is the intersection of US 22 and US 202/206, and the Bridgewater Commons Mall. The bridge is separated from the westbound lanes of US 22 by a grass median.

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, concrete slab bridge has concrete substructure. Beam guide rails have been added. The bridge was constructed in 1929 as part of the NJ Highway Route 28 improvements. In 1953 the highway was redesignated US 22 and expanded to a divided highway. The bridge is a representative example of a common NJ State Highway Department bridge type. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 111:2a-3a (01/25/92)

REVISED BY (DATE):

QUAD: Bound Brook

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1803150	CO	SOMERSET	OWNER	NJDOT	MILEPOINT	37.62
NAME & FEATURE INTERSECTED	US 22 OVER MIDDLE BROOK			FACILITY	US 22		
TOWNSHIP	BRIDGEWATER TOWNSHIP						
TYPE	STRINGER			DESIGN	ENCASED	MATERIAL	Steel
# SPANS	1	LENGTH	65 ft	WIDTH	88 ft		
CONSTRUCTION DT	1929	ALTERATION DT	1953	SOURCE	INSCRIPTION		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The 4-lane bridge with median and two sidewalks spans Middle Brook north of the town of Bound Brook. The surrounding area is mixed suburban residential and commercial. US 22 is a busy commercial strip. Next to the bridge is a car dealership.

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 was widened in 1953 by a stringer addition on the upstream side. The bridge has concrete balustrades and substructure. The original stringer section was constructed in 1929 and finished with a paneled fascia. It was part of the NJ Highway Route 29 improvements. In 1953 the bridge was widened to a divided highway and redesignated US 22. The bridge is a representative example of a common type and is not historically or technologically distinguished.

INFORMATION

PHOTO: 404:1-4,44 (01/05/92)

REVISED BY (DATE):

QUAD: Bound Brook

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1803156	CO	SOMERSET	OWNER	NJDOT	MILEPOINT	44.62
NAME & FEATURE INTERSECTED	US 22 OVER STONY BROOK			FACILITY	US 22		
TOWNSHIP	NORTH PLAINFIELD BOROUGH						
TYPE	STRINGER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	1	LENGTH	45 ft	WIDTH	75 ft		
CONSTRUCTION DT	1929	ALTERATION DT	1938	SOURCE	INSCRIPTION		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The bridge carries 6-lanes of highway traffic over Stony Brook in the town of North Plainfield. US 22 is a busy commercial strip, and next to the bridge is a car dealership. The surrounding area is densely developed suburban residential and 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 skewed, single-span, encased steel stringer bridge with sidewalks and median barrier has concrete balustrades, concrete substructure, and paneled fascia stringers. The bridge was constructed in 1929 as part of the NJ 29 improvements, and was widened on the upstream side in 1938 with a matching encased steel stringer addition. In 1953 the highway was redesignated US 22. The bridge is a common NJ Highway Dept. bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 112:26-27 (01/25/92)

REVISED BY (DATE):

QUAD: Chatham

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1803159 **CO** SOMERSET **OWNER** NJDOT **MILEPOINT** 46.82
NAME & FEATURE INTERSECTED US 22 OVER GREEN BROOK **FACILITY** US 22
TOWNSHIP WATCHUNG BOROUGH
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 1 **LENGTH** 44 ft **WIDTH** 78 ft
CONSTRUCTION DT 1929 **ALTERATION DT** 1938 **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries 6-lanes of highway traffic across Green Brook, which forms the border between Somerset County and Union County. US 22 is a busy commercial strip, and next to the bridge is a large shopping center. The surrounding area is densely developed suburban residential and 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 single-span, encased steel stringer bridge with 2 sidewalks and median barrier has concrete balustrades, concrete substructure, and paneled fascia stringers. The bridge was constructed in 1929 as part of the NJ Highway Route 29 improvements, and widened on the northern side in 1938 with a matching encased steel stringer addition. In 1953 the highway was redesignated US 22. The bridge is a common NJ Highway Dept. bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 112:28-29 (01/25/92)

REVISED BY (DATE):

QUAD: Chatham

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1807153	CO	SOMERSET	OWNER	NJDOT	MILEPOINT	19.5
NAME & FEATURE INTERSECTED	US 202 OVER HOLLAND BROOK			FACILITY	US 202		
TOWNSHIP	BRANCHBURG TOWNSHIP						
TYPE	DECK ARCH	DESIGN	BARREL	MATERIAL	Reinforced Concrete		
# SPANS	1	LENGTH	47 ft	WIDTH	97 ft		
CONSTRUCTION DT	1933	ALTERATION DT	1959	SOURCE	INSCRIPTION		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The bridge carries 4-lanes of US 202 over Holland Brook. The surrounding area is moderately developed suburban residential with some remaining undeveloped 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 single-span, reinforced concrete arch bridge with concrete balustrades and grass median has been widened with a matching concrete arch addition on the northern side. The original bridge was built in 1933 as part of the NJ Hwy. Rte. 29 improvements. In 1959 the highway was redesignated US 202, and the bridge widened. Beam guide rails have been added. The bridge is a representative example of a fairly common type, is altered, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 406:34a-35a (01/12/92)

REVISED BY (DATE):

QUAD: Raritan

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1807155 **CO** SOMERSET **OWNER** NJDOT **MILEPOINT** 21.72
NAME & FEATURE INTERSECTED US 202 OVER NORTH BRANCH OF RARITAN RIVER **FACILITY** US 202
TOWNSHIP BRANCHBURG TOWNSHIP
TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Reinforced Concrete
SPANS 3 **LENGTH** 199 ft **WIDTH** 87 ft
CONSTRUCTION DT 1934 **ALTERATION DT** 1959 **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries 4-lanes of US 202 over the North Branch of the Raritan River. The surrounding area is moderately developed with modern office complexes and suburban residences. The river flood plain is undeveloped and wooded.

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

SUMMARY The well-proportioned 3-span, reinforced-concrete arch bridge has been widened with a matching addition on the north side. The abutments and piers have Moderne detailing and paneling, as well as faience tile accents. The bridge was built as part of NJ 29, and was widened in 1959. Although representative of the arch spans produced by NJDOT in the 1930s and 1940s, this span has less integrity than others of its type in the region (1801154) and is thus not a significant example of the type.

INFORMATION

PHOTO: 406:40a-42a (01/12/92)

REVISED BY (DATE):

QUAD: Raritan



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1807156	CO SOMERSET	OWNER STATE AGENCY	MILEPOINT 37.8
NAME & FEATURE RARITAN VALLEY LINE (NJT) OVER US 202		FACILITY RARITAN VALLEY LINE (NJT)	
INTERSECTED			
TOWNSHIP BRIDGEWATER TOWNSHIP			
TYPE THRU GIRDER		DESIGN	MATERIAL Steel
# SPANS 4	LENGTH 128 ft	WIDTH 29 ft	
CONSTRUCTION DT 1934	ALTERATION DT	SOURCE NJDOT	
DESIGNER/PATENT		BUILDER	
SETTING /	The bridge carries one track of the Raritan Valley Line (NJT), formerly the Central New Jersey Railroad main line, over 4 highway lanes		
CONTEXT	and median of US 202. The surrounding area is heavily developed, and next to the bridge are a number of modern office complexes.		
1995 SURVEY RECOMMENDATION	Not Eligible	HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)	No
CONSULT STATUS	Not Individually Eligible.		
CONSULT DOCUMENTS	NJT HBS 03/12/91. SHPO Letter 6/30/95.		
SUMMARY	The skewed, 4-span, multi thru girder with floor beams bridge has 3 built-up girders, concrete abutments, ballasted deck and riveted and laced steel channel bents. The bridge currently carries one railroad track but is wide enough to accommodate a second track. It was built in 1934 as part of the NJ 29 improvements. The bridge is a representative example of a common railroad overpass type, and is not historically or technologically distinguished.		
INFORMATION	PHOTO: 406:43a-44a (01/12/92)	REVISED BY (DATE):	QUAD: Raritan



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1808150	CO	SOMERSET	OWNER	NJDOT	MILEPOINT	24.86	
NAME & FEATURE INTERSECTED	US 202 & US 206 OVER PETERS BROOK			FACILITY	US 202 & US 206			
TOWNSHIP	SOMERVILLE BOROUGH							
TYPE	DECK ARCH	DESIGN	BARREL				MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	56 ft	WIDTH	74 ft			
CONSTRUCTION DT	1929	ALTERATION DT	1948		SOURCE	NJDOT		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV				BUILDER			

SETTING / CONTEXT The 4-lane bridge spans Peters Brook south of the intersection of US 202/206 and US 22. The bridge is north of the Somerville Circle and the surrounding area is heavily developed with shopping centers and the Bridgewaters Common Mall. Next to the bridge is a gas station and the NJ State Police barracks.

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, reinforced-concrete arch bridge with concrete balustrades and vertically-scored abutments has been widened with a matching concrete arch addition on the western side. The bridge was originally built in 1929 as part of the NJ 29 improvements, and widened in 1948 to accommodate a divided highway. Beam guide rails and median barriers have been added. The bridge is an altered example of a fairly common type and is not technologically nor historically distinguished.

INFORMATION

PHOTO: 404:27-28 (01/08/92)

REVISED BY (DATE):

QUAD: Bound Brook



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1808167	CO	SOMERSET	OWNER	NJDOT	MILEPOINT	30.99	
NAME & FEATURE INTERSECTED	US 202 & US 206 OVER NORTH BRANCH RARITAN RIVER		FACILITY	US 202 & US 206				
TOWNSHIP	BEDMINSTER TOWNSHIP							
TYPE	STRINGER	DESIGN	ENCASED				MATERIAL	Steel
# SPANS	2	LENGTH	93 ft	WIDTH	92.4 ft			
CONSTRUCTION DT	1922	ALTERATION DT	1965	SOURCE	NJDOT			
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER				

SETTING / CONTEXT The 6-lane bridge spans the North Branch of the Raritan River near the interchange of I-287 and US 202/206. The surrounding area is suburban with some remaining open fields and older farmhouses. East of the bridge is AT&T's Long Line Headquarters.

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

SUMMARY The original two-span steel stringer bridge with concrete substructure is located between an addition of prestressed concrete beams on the east side and encased steel stringers on the west side. Modern concrete median barriers and parapets topped with chain link fence have been added. The altered bridge was originally built in 1922 as part of the NJ 16 improvements, and widened in 1965 with the I-287 interchange construction. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 104:37 (09/01/91)

REVISED BY (DATE):

QUAD: Gladstone

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1809150 **CO** SOMERSET **OWNER** NJDOT **MILEPOINT** 32.78
NAME & FEATURE INTERSECTED US 202 OVER NORTH BRANCH OF RARITAN RIVER **FACILITY** US 202
TOWNSHIP BEDMINSTER TOWNSHIP
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 3 **LENGTH** 118 ft **WIDTH** 30 ft
CONSTRUCTION DT 1922 **ALTERATION DT** **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The two-lane highway bridge spans the North Branch of the Raritan River between the villages of Bedminster and Far Hills. The surrounding area is mixed use with residences, businesses, recreational fields, and wooded lots.

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

SUMMARY The 3-span encased steel stringer bridge has concrete balustrades, abutments, and cutwater piers. A modern beam guide rail has been added. The bridge was constructed in 1922 as part of the NJ highway 16 improvements. In 1953 the highway was redesignated US 202. The bridge is a representative example of a common NJ State Highway Department bridge type. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 103:2-3 (09/01/91)

REVISED BY (DATE):

QUAD: Gladstone



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1809158	CO	SOMERSET	OWNER	NJDOT	MILEPOINT	39.07
NAME & FEATURE INTERSECTED	US 202 OVER PASSAIC RIVER			FACILITY	US 202		
TOWNSHIP	BERNARDS TOWNSHIP						
TYPE	THRU GIRDER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	1	LENGTH	78 ft	WIDTH	30 ft		
CONSTRUCTION DT	1924	ALTERATION DT			SOURCE	INSCRIPTION	
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The two-lane bridge spans the Passaic River, which forms the border between Somerset and Morris Counties. The bridge is south of the Franklin Corners Historic District and the Van Doran Mill (c. 1840), but does not lie within the district boundaries. The neighborhoods to the south and east are mixed-use with restaurants, modern office buildings, and residences.

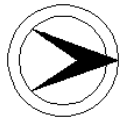
1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span, skewed, encased thru girder with floor beams bridge has reinforced concrete substructure. Beam guide rails have been added. The bridge is not within the boundaries of the nearby Franklin Corners Historic District and was not built within the district's period of significance. The bridge was constructed in 1924 as part of the NJ 16 improvements. The bridge is a historically or technologically undistinguished example of a common NJ State Highway Dept. bridge type.

INFORMATION

PHOTO: 405:29-30 (11/29/91) REVISD BY (DATE): QUAD: Bernardsville

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1810153	CO	SOMERSET	OWNER	NJDOT	MILEPOINT	60.28
NAME & FEATURE INTERSECTED	US 206 OVER BACK BROOK		FACILITY	US 206			
TOWNSHIP	MONTGOMERY TOWNSHIP						
TYPE	SLAB	DESIGN		MATERIAL	Reinforced Concrete		
# SPANS	1	LENGTH	29 ft	WIDTH	40 ft		
CONSTRUCTION DT	1927	ALTERATION DT		SOURCE	INSCRIPTION		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV		BUILDER				

SETTING / CONTEXT The bridge carries two lanes of US 206 over a small tree-lined brook. The surrounding area is sparsely developed with scattered residences.

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

SUMMARY The skewed, single-span, reinforced-concrete slab bridge has concrete balustrades and abutments with horizontal scoring. Beam guide rails have been added. The bridge was constructed in 1927 as part of the NJ 16 improvements. In 1953 the highway was redesignated US 206. The bridge is a representative example of a common NJ State Highway Dept. bridge type. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 100:31-32 (09/30/91) REVISED BY (DATE): QUAD: Rocky Hill

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1810155 **CO** SOMERSET **OWNER** NJDOT **MILEPOINT** 61.83
NAME & FEATURE INTERSECTED US 206 OVER CRUSERS BROOK **FACILITY** US 206
TOWNSHIP MONTGOMERY TOWNSHIP
TYPE SLAB **DESIGN** **MATERIAL** Reinforced Concrete
SPANS 3 **LENGTH** 69 ft **WIDTH** 30 ft
CONSTRUCTION DT 1925 **ALTERATION DT** **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The two-lane bridge spans Crusers Brook 1/4 mile north of the crossroads village of Harlingen. The bridge is next to the Montgomery Township Municipal Building (c. 1970). The surrounding area is mixed-use suburban commercial and residential.

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 concrete slab bridge has concrete balustrades, abutments, and cutwater piers. The bridge is in poor condition and spalling. The bridge was built in 1925 as part of the NJ 16 improvements. In 1953 the highway was redesignated US 206. The bridge is a representative example of a common NJ State Highway Dept. bridge type. It is not historically or technologically distinguished.

INFOR MATION

PHOTO: 100:29-30 (09/30/91)

REVISED BY (DATE):

QUAD: Rocky Hill



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1810156 **CO** SOMERSET **OWNER** NJDOT **MILEPOINT** 62.8
NAME & FEATURE US 206 OVER CONRAIL (N.Y. BRANCH) **FACILITY** US 206
INTERSECTED
TOWNSHIP MONTGOMERY TOWNSHIP
TYPE THRU GIRDER **DESIGN** JACK ARCH (CONCRETE) **MATERIAL** Steel
SPANS 1 **LENGTH** 85 ft **WIDTH** 29.8 ft
CONSTRUCTION DT 1918 **ALTERATION DT** **SOURCE** PLAQUE
DESIGNER/PATENT UNKNOWN **BUILDER** PHOENIX BRIDGE COMPANY

SETTING / CONTEXT The two-lane overpass spans a single track of Conrail (former Reading RR) at Belle Mead Station. The bridge is located at a sharp curve in US 206. To the northwest of the bridge are concrete steps leading down to track level and an abandoned station (c. 1910). Belle Mead consists of a small number of late-19th and 20th century commercial and residential structures, most of which have modern additions and alterations. The surrounding area is suburban with scattered residences.

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

SUMMARY The single-span thru girder bridge has encased floor beams, concrete jack arches, and two cantilevered sidewalks with lattice railing. The bridge has concrete abutments and wing walls with brick accenting. It is 1 of 7 thru girder highway bridges crossing Conrail within 4 miles. The station is in deteriorated condition and is not one of the county's 5 National Register listed stations. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 103:1,42-44 (09/30/91) **REVISED BY (DATE):** **QUAD:** Rocky Hill

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1810158 **CO** SOMERSET **OWNER** NJDOT **MILEPOINT** 63.37
NAME & FEATURE INTERSECTED US 206 OVER PIKE RUN **FACILITY** US 206
TOWNSHIP HILLSBOROUGH TOWNSHIP
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 1 **LENGTH** 34 ft **WIDTH** 40 ft
CONSTRUCTION DT 1927 **ALTERATION DT** **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries 2-lanes of US 206 and sidewalks over Pike Run. The area is moderately developed with suburban residential and commercial buildings. Next to the bridge are some undeveloped 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 single-span encased steel stringer bridge has concrete balustrades and substructure. Beam guide rails have been added. The bridge was built in 1927 as part of the NJ Hwy. Rte. 16 improvements. In 1953 the highway was redesignated US 206. The bridge is a common NJ State Highway Dept. bridge type. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 102:26-27 (10/31/91)

REVISED BY (DATE):

QUAD: Rocky Hill

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1810160	CO	SOMERSET	OWNER	NJDOT	MILEPOINT	65.0
NAME & FEATURE INTERSECTED	US 206 OVER BRANCH OF ROYCES BROOK			FACILITY	US 206		
TOWNSHIP	HILLSBOROUGH TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	1	LENGTH	48 ft	WIDTH	40 ft		
CONSTRUCTION DT	1927	ALTERATION DT		SOURCE	INSCRIPTION		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The bridge carries 2-lanes of US 206 and sidewalks over a Branch of Royces Brook. A residential development (c. 1950-70) is to the west of the bridge, and a wooded lot is to the east.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed, single-span, encased steel stringer bridge has concrete balustrades and substructure. Beam guide rails have been added. The bridge was built in 1927 as part of the NJ 16 improvements. In 1953 the highway was redesignated US 206. The bridge is a representative example of a common New Jersey State Highway Dept. bridge type. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 102:34-35 (10/31/91)

REVISED BY (DATE):

QUAD: Rocky Hill

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1810164 **CO** SOMERSET **OWNER** NJDOT **MILEPOINT** 66.36
NAME & FEATURE INTERSECTED US 206 OVER BRANCH OF ROYCES BROOK **FACILITY** US 206
TOWNSHIP HILLSBOROUGH TOWNSHIP
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 1 **LENGTH** 30 ft **WIDTH** 30 ft
CONSTRUCTION DT 1923 **ALTERATION DT** **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**
SETTING / CONTEXT The bridge carries 2-lanes of traffic over a Branch of Royces Brook. The neighborhood is moderately developed with single-family homes and apartments.

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 substructure. Beam guide rails have been added. The bridge was built in 1923 as part of the NJ 16 improvements. In 1953 the highway was redesignated US 206. The bridge is a representative example of a common NJ State Highway Dept. bridge type. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 406:22a-23a (01/12/92) **REVISED BY (DATE):** **QUAD:** Raritan

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1810165 **CO** SOMERSET **OWNER** NJDOT **MILEPOINT** 67.57
NAME & FEATURE INTERSECTED US 206 OVER BRANCH OF ROYCES BROOK **FACILITY** US 206
TOWNSHIP HILLSBOROUGH TOWNSHIP
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 1 **LENGTH** 37 ft **WIDTH** 30 ft
CONSTRUCTION DT 1923 **ALTERATION DT** **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries two lanes of US 206 over a small brook. The neighborhood is moderately developed suburban residential and commercial with some older farm buildings and undeveloped 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 and substructure. Beam guide rails have been added. The bridge was built in 1923 as part of the NJ Highway Route 16 improvements. In 1953 the highway was redesignated US 206. The bridge is a common NJ State Highway Dept. bridge type. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 406:20a-21a (01/12/92)

REVISED BY (DATE):

QUAD: Raritan

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 1810168 **CO** SOMERSET **OWNER** RAILROAD **MILEPOINT** 38.21
NAME & FEATURE LEHIGH VALLEY MAIN LINE RR OVER US 206 **FACILITY** LEHIGH VALLEY MAIN LINE RAILROAD
INTERSECTED
TOWNSHIP HILLSBOROUGH TOWNSHIP
TYPE SLAB **DESIGN** **MATERIAL** Reinforced Concrete
SPANS 4 **LENGTH** 148 ft **WIDTH** 59 ft
CONSTRUCTION DT 1930 **ALTERATION DT** **SOURCE** NJDOT
DESIGNER/PATENT **BUILDER**

SETTING / The bridge carries two tracks of ConRail's Lehigh Valley Mainline over two lanes and two sidewalks of US 206 south of Somerville. US
CONTEXT 206 is a busy and heavily developed commercial strip.

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

SUMMARY The bridge is a skewed, 4-span, concrete slab overpass with ballasted deck and paneled concrete parapets. The concrete substructure consists of horizontally-scored abutments and concrete columns with arched struts with scoring. The bridge was constructed in 1930 as a grade elimination project. Concrete slab bridges are not an uncommon bridge type for overpasses built during the 1930s. The bridge is not historically or technologically distinguished.

**INFOR
MATION**

PHOTO: 406:18a-19a (01/12/92)

REVISED BY (DATE):

QUAD: Bound Brook

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1810169	CO	SOMERSET	OWNER	NJDOT	MILEPOINT	69.9
NAME & FEATURE INTERSECTED	US 206 OVER DUKES BROOK			FACILITY	US 206		
TOWNSHIP	HILLSBOROUGH TOWNSHIP			DESIGN	ELLIPTICAL		
TYPE	DECK ARCH	LENGTH	44 ft	WIDTH	30.3 ft	MATERIAL	Reinforced Concrete
# SPANS	1						
CONSTRUCTION DT	1911	ALTERATION DT		SOURCE	NR NOMINATION		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries two lanes and shoulders of US 206 over Dukes Brook south of Somerville. The west fascia of the bridge is part of the Duke estate, which is surrounded by a stone wall that passes across the bridge on the upstream side. The estate was developed 1893-1925 by tobacco magnate James B. Duke as his gentleman's farm. The some 1,250-acre estate has been found eligible by the SHPO in a 9/16/83 finding. US 206 r-o-w is the east boundary, and most of the bridge is not included.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Not Individually Eligible. West elevation element of the Duke Estate. Contributing.
CONSULT DOCUMENTS SHPO Finding 09/16/83, Letter 03/12/01. DOE 02/12/85.

SUMMARY The bridge is a skewed, reinforced-concrete deck arch. The east side is finished with a plain concrete spandrel wall and a railing with concrete posts that once held pipe rails. The west side has a stone fascia finished in the same style as the rubble coursed stone wall that encloses the Duke estate. It was finished to conform to Duke's architectural scheme. While the structure is not individually eligible for listing in the National Register of Historic Places , the west elevation (only) of the bridge, because of its historical and physical association, is a contributing element of the National Register listed Duke Estate under Criteria A and C.

INFORMATION SOURCES:
 James B. Duke Estate, National Register Nomination. Office of New Jersey Heritage. 1987.
 Jenkins, John Wilbur. James B. Duke, Master Builder. New York: George H. Doran Co., 1927.
 New Jersey Department of Transportation. Bridge Plans, 1911.

PHYSICAL DESCRIPTION: The bridge is a single-span, skewed, reinforced concrete elliptical deck arch. The east side of the bridge is finished with a plain concrete spandrel walls with concrete posts that once held a pipe railing. The west side of the bridge is within the Duke's Farm historic district, and it is finished with the same rubble coursed masonry used throughout the estate. It is the same as the stone wall that defines the limits of the estate along US 206. The wall is separated from the roadway by a grass berm. The wall and west spandrel wall are constructed of undressed weathered rocks of various sizes, shapes, and coloration's. Rounded flat buttresses mark the limits of the span and add relief to the structure. The wall is approximately 2 ½' thick and stands over 6' high. The west side of the bridge is not visible from the right-of-way nor is it accessible from the right-of-way.

The eastern extrados shows numerous concrete patches and is bowing outward. A beam guide rail has been added. The estate wall is in excellent condition.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The western side of the bridge was designed and finished to conform with the overall architectural scheme of James B. Duke's estate, Duke's Farm. The estate is considered National Register eligible for its association with tobacco magnate Duke, and for its architectural significance as an outstanding example of a Gilded Age country estate built in a romanticized style. The landscaping, including the boundary walls, bridges, and series of drives are significant contributing elements to the estate's historic integrity. The "boulder-style" boundary wall along the west side of US 206 serves as the boundary of the historic district, as specified in the 1987 draft nomination, may have been built in direct response to the county's improvement of the roadway that eventually became a state highway and then US 206. Part of that improvement was the building of a bridge over Duke's Brook.

Tobacco magnate James B. Duke had purchased the Hillsborough Township land in 1893 and was developing the it according to his ideas of a grand gentleman's farm. In 1903 he hired landscape architects Buckenham and Miller of New York City to carry out a romantic landscaping plan that included numerous lakes, pathways, bridges, fountains, well-houses, and buildings. Part of the plan included surrounding the estate with a rusticated stone wall, an idea that may have been given impetus in 1911 when the county announced its plans to build the highway and bridge along the eastern boundary. Duke requested that the county allow his architects a say in the bridge design so that it conformed with his overall scheme. The wall, which was incorporated into the west side of the bridge, was an example of the boulder style, which appealed to the Victorian-period aesthetic sense of the romantic in the natural environment. The wall was constructed by two teams of Italian masons from Long Island, Curcio Brothers and Barone and Darienco. The bolder style finish is limited to just that portion of the bridge that is visible from within the estate, not the other side. Thus Duke's contribution and involvement with the span appears to have been the finish on his property, not the overall appearance of the bridge.

The 1911 bridge is a reinforced concrete deck of the type and style that was first used by the county in 1910. It is one of over fifteen built by the county in the 1910s. The span is not technologically or historically distinguished save for the west facade which is part of the proposed National Register historic district.

Boundary Description and Justification: The west elevation of the bridge is contiguous with the stone wall that marks the east boundary of the Duke's Farm Historic District, a proposed historic district. The estate was determined eligible by the SHPO in 1983, and a draft nomination with specific boundaries was prepared in 1987, but no determination by the National Park Service has been rendered. The significant portion of the bridge is limited to the stone-faced west elevation. it does not extend to the portion of the structure that is part of the r-o-w of US 206.

PHOTO: 406:16a-17a (01/11/92) REVISED BY (DATE): QUAD: Bound Brook

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1810170	CO	SOMERSET	OWNER	NJDOT	MILEPOINT	69.76
NAME & FEATURE INTERSECTED	US 206 OVER RARITAN RIVER			FACILITY	US 206		
TOWNSHIP	SOMERVILLE BOROUGH						
TYPE	ARCH	DESIGN	OPEN SPANDREL		MATERIAL	Reinforced Concrete	
# SPANS	4	LENGTH	382 ft	WIDTH	40 ft		
CONSTRUCTION DT	1929	ALTERATION DT			SOURCE	INSCRIPTION	
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries 4-lanes of US 206 over the Raritan River south of Somerville. South of the bridge is near the public entrance to the Duke Estate gardens. The entire estate has been determined eligible for the National Register by the NPS (9/16/83). The bridge is not on the estate, but it is contiguous to the estate. The area along the river is wooded.

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

SUMMARY The 4-span, open spandrel, barrel arch bridge is one of over 10 well-detailed and handsomely proportioned example of its type built by the State Highway Dept. in the late-1920s and 1930s. It is finished with a concrete balustrades with exedrae, and pylons that originally carried classically-inspired luminaries (removed). The bridge is well preserved and is representative of the handsome spans the state designed for major crossings on its rapidly expanding road network.

INFORMATION

Bibliography:
 Condit, Carl W. American Building Art. 1961.
 Proceedings of the American Society of Civil Engineers. August 1930.
 Hess, Jeffrey A. and Frame, Robert M. Wisconsin Stone arch and Concrete Arch Bridges. 1986.
 Plowden, David Bridges: The Spans of North America. 1974.

Physical Description: The well-proportioned 4-span open-spandrel reinforced concrete arch bridge is 382' long. The graceful elliptical arches spring from well-detailed bullnose concrete piers, and the spans are articulated by paneled posts that extend from the piers into the paneled posts of the concrete balustrades that frame the sidewalks. The spandrels over the elliptical main span arches are filled with full-width columns. Original standards and luminaries have been replaced with modern aluminum posts and lights. Guide rails have been added at the curblines. With the exception of the modern lights, the bridge remains as it was originally designed.

Historical and Technological Significance: The well-proportioned and well-detailed open-spandrel arch bridge built in 1929-1930 is significant because it represents the quality designs that Morris Goodkind(1869-1968) produced throughout his career as the State Bridge Engineer for the New Jersey State Highway Department. The US 206 bridge is one of the earliest of the approximately 8 open-spandrel arch bridges in New Jersey, a bridge type that defines the highest level of refinement in reinforced concrete arch technology. The well-preserved bridge represents Goodkind's emphasis in the New Jersey State Highway Department Bridge Division to create aesthetically pleasing concrete structures prior to World War II. The moldable qualities of the material were used to create an architectural masterpiece at the same time that its structural qualities were used to efficiently carry a major highway across a wide river. The reinforced concrete arch was capable of relatively long spans while providing graceful and dynamic forms (Criterion C).

Around the turn of the century, reinforced concrete arches were generally limited to relatively short and often single span bridges. The dead load carried by the arches was reduced with the introduction of open spandrel arches. The lighter structures were capable of longer spans and more aesthetically pleasing large bridges. The Walnut Lane bridge (1906-8) over Wissahickon Creek in Philadelphia was a forerunner of the type. A massive structure, the open spandrel arches span 233 feet with virtually no steel reinforcement in the two ribs. In the first two decades of the 20th century, railroads began using reinforced concrete to construct large viaducts across rivers and valleys to eliminate steep grade changes. The length and number of spans increased to create massive structures that dominated the landscape. The Tunkhannock Viaduct (completed 1915 and designed by A. Burton Cohen (1883-1956) of the Delaware Lackawanna & Western RR in Nicholson, Pennsylvania remains one of the greatest bridges in America. It is a ten-span open spandrel reinforced concrete arch, 2375 feet in total length, each span 180 feet in clear span, and rising 240 feet above the creek bed in the valley floor.

The US 206 bridge was completed 14 years later in 1929, but is comparable in beauty and technological significance.

Morris Goodkind, designer of the bridge, was a graduate of Columbia University. He worked for the New York City Public Service Commission in the development of the subway system before working on bridge designs for engineering firms and Mercer County, NJ. In 1922 he joined the New Jersey Highway Department, and became the Chief Bridge Engineer in 1925, a post he held through 1955 when he retired to private practice.

The 1920s and 1930s were a time of great expansion of the state's highway system required many bridges to be built. Goodkind emphasized the need for aesthetically pleasing as well as structurally sound bridges. He brought in Arthur Lichtenberg to develop an architectural section in the Bridge Department. Many of the grade elimination bridges of the 1930s and 1940s in congested areas were detailed with Moderne and Deco pilasters and entablature due to the influence of Goodkind and Lichtenberg. The same structures had encased stringers, the most common type built during Goodkind's term. He emphasized the encasement for protection of the steel from the elements, a valid assertion considering the number and condition of such structures remaining in New Jersey.

While working for the state, he served as a consultant on bridge construction for the War Department. Upon his retirement as Chief Bridge Engineer, Goodkind became a consultant with the firm of Goodkind and O'Dea in Manhattan. He was internationally known and respected for his bridge engineering. He had been active in local and national engineering societies, and won several awards for the



NEW JERSEY HISTORIC BRIDGE DATA

designs of bridges. Goodkind was awarded the Phoebe Hobson Fowler Architectural Award by the American Society of Civil Engineers for the design of the US 1 bridge in New Brunswick (1203150).

Boundary Description and Justification: The bridge is evaluated as individually significant. Independent of its historical and technological significance is the fact that it is situated on a road (US 206) that forms the east boundary of the D.O.E. Duke's Farm Historic District. The 1987 draft nomination uses the middle of river as the boundary. Thus the bridge, located at a northeast corner of the district, is partially within the district. The property bordering the southwest quadrant of the bridge has been determined to be historic, but the property bordering the others has not. The history and significance of the bridge is not related to the history and significance of Duke's Farm.

PHOTO: 3:24-26,406:14A (01/11/92)

REVISED BY (DATE):

QUAD: Bound Brook



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1810173	CO	SOMERSET	OWNER	STATE AGENCY	MILEPOINT	35.4
NAME & FEATURE INTERSECTED	RARITAN VALLEY LINE (NJT) OVER US 206			FACILITY	RARITAN VALLEY LINE (NJT)		
TOWNSHIP	RARITAN BOROUGH						
TYPE	THRU GIRDER	DESIGN		MATERIAL	Steel		
# SPANS	2	LENGTH	100 ft	WIDTH	55 ft		
CONSTRUCTION DT	1934	ALTERATION DT		SOURCE	NJT BRIDGE SURVEY		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries two tracks of the Raritan Valley Line (NJT), the former Central New Jersey Railroad main line, over US 206 in the town of Raritan. The surrounding area is heavily developed with commercial and residential structures.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS NJT HBS 3/12/91. SHPO Letter 6/30/95.

SUMMARY The two-span steel through plate girder bridge is supported by concrete abutments and a single row of steel bents. The bridge has already been evaluated by the 1991 NJT Historic Railroad Bridge Survey as a representative example of the bridge type.

**INFOR
MATION**

PHOTO: No Photo (01/09/92)

REVISED BY (DATE):

QUAD: Raritan

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1850160	CO	SOMERSET	OWNER	UNKNOWN	MILEPOINT	
NAME & FEATURE INTERSECTED	CAMP MEETING ROAD OVER CONRAIL (N.Y BRANCH)			FACILITY	CAMP MEETING ROAD		
TOWNSHIP	MONTGOMERY TOWNSHIP						
TYPE	PNY TRUSS			DESIGN	HOWE	MATERIAL	Ferrous
# SPANS	3	LENGTH	104 ft	WIDTH	14 ft		
CONSTRUCTION DT	1889	ALTERATION DT	1914	SOURCE	CONRAIL RECORDS		
DESIGNER/PATENT	CHIEF ENG. OFF. P&R RR			BUILDER	UNKNOWN		

SETTING / CONTEXT The narrow bridge carries one lane of traffic over 2 active tracks of ConRail's main freight line known as the New York Branch. The right-of-way was developed by the Reading Railroad in the mid-1870s. It is located in a sparsely developed rural portion of the county in an area known as Skillman, location of the state's "epileptic village." A station was located on the south side of the bridge. When it was removed is not known, but it is depicted on a 1955 county map.

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

SUMMARY The rivet-connected skewed 3-span Howe pony truss with counters overpass on ashlar abutments and 1914 steel bents is an example of an uncommon truss type. It is an unconventional design with small spacer panels added to each truss to compensate for the skew. The floor beams are perpendicular to the road. Even though all but a few of the built-up floor beams and the flooring system have been replaced, the 1889 bridge survives as a good example and unusual example of its type.

INFORMATION

Bibliography:
 Conrail Records.
 NJDOT Plan File: 6118 (45.95).
 Gibb, Hugh. "Brotherly Love - Philadelphia Style," Bulletin of the National Railway Historical Society, 39, No. 6, 1974, pp. 21-43.

Physical Description: The skewed three-span rivet-connected Howe pony truss bridge is supported on ashlar abutments and metal bents composed of toe-out angles. The lateral bracing on the bents was added in 1914. A Howe truss works on the opposite principle of the more common Pratt truss. The verticals are in tension, and the diagonals and counters are the compression members. The chords, verticals, and diagonals are composed of toe-out angles while the counters are dimensioned plate. The original floor beams, which have been replaced at least twice, were built up. The floor beams are perpendicular to the roadway, not the abutments. The most unusual design detail of the trusses is the use of a small panel at either end of each truss which allowed for equal sizing of each pair of skewed trusses. The bridge has been strengthened with welded knee braces on the inside of the trusses and plate welded to the top chord. The stringers and flooring were originally wood, but they have been replaced with steel stringers and an asphalt wearing surface. A modern beam guard rail protects the inner face of the trusses.

Historical and Technological Significance: The Howe pony truss bridge was designed by the Philadelphia & Reading Railroad Chief Engineer's Office in 1889. In addition to being one of the few documented example of a Howe pony truss bridge in the state, it ranks as the oldest railroad-related span in Somerset County. Why a Howe truss was used is not documented, but it may relate to the decision to reuse the existing substructure which divided the bridge into three spans. The use of the small panels at the end of each truss in order keep each pair of trusses the same length is also an unusual design detail. In 1914 the bracing between the bent posts was added as were the concrete piers, and in 1982 most of the floor beams and stringers were replaced. Despite its over 100 years of active service, the bridge is extremely well preserved and ranks as one of the distinctive pony truss spans in the state.

The bridge was constructed for the Philadelphia and Reading Railroad (Reading) at Skillman, site of the state's epileptic village. A non-extant station was located to the southwest of the bridge. The rail right-of-way was chartered in 1870 and built as the Delaware & Bound Brook Railroad by the Central Railroad of New Jersey in 1873-1875 as an alternative double-track route between New York and Philadelphia. The line was acquired by the Reading Railroad, and was used for both freight and passenger service until the 1970s when the line went bankrupt. The right-of-way passed to Conrail which found it useful for freight service displaced from Amtrak's Northeast Corridor which is the old Camden & Amboy (Pennsylvania Railroad after 1873) route. The Skillman Road overpass is also one of the oldest grade crossing elimination bridges in the region. This is at least the second bridge at the crossing.

Boundary Description and Justification: The bridge is evaluated as individually distinguished for its technological significance. It is adjacent to the campus of the State's Skillman Training School for Boys, but it is not near historic buildings associated with the early history of that facility. The boundary is limited to the substructure and superstructure of the bridge itself.

PHOTO: 101:29-37 (10/10/91) **REVISED BY (DATE):** **QUAD:** Rocky Hill

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1850161	CO	SOMERSET	OWNER	UNKNOWN	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	HARLINGEN ROAD (CR 604) OVER CONRAIL (N.Y. BRANCH)		FACILITY	HARLINGEN ROAD (CR 604)			
TOWNSHIP	HILLSBOROUGH TOWNSHIP						
TYPE	THRU GIRDER	DESIGN	PARTIALLY ENCASED			MATERIAL	Steel
# SPANS	1	LENGTH	103 ft	WIDTH	24 ft		
CONSTRUCTION DT	1926	ALTERATION DT			SOURCE	PLAQUE	
DESIGNER/PATENT				BUILDER	MCCLINTIC-MARSHALL CO.		

SETTING / CONTEXT The bridge carries a two-lane county road over a single active track of ConRail's main freight line known as the New York Branch. The right-of-way was developed by the Reading Railroad in the mid-1870s. The bridge is located in a sparsely developed area of Montgomery Township with scattered 19th and 20th-century residences, farms, and open fields.

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 by the McClintic-Marshall Co. of Pittsburgh, the skewed, single-span, thru girder with partially encased floor beams is an example of a common railroad overpass bridge type. It is 1 of 7 early 20th-century thru girder highway bridges over Conrail within 4 miles. The abutments consist of older roughly-coursed masonry capped by concrete. The concrete portions of the abutments are seriously deteriorated. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 406:24a-27a (01/12/92) REVISD BY (DATE): QUAD: Rocky Hill



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1850163	CO	SOMERSET	OWNER	UNKNOWN	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	HILLSBOROUGH ROAD OVER CONRAIL (N.Y. BRANCH)			FACILITY	HILLSBOROUGH ROAD		
TOWNSHIP	HILLSBOROUGH TOWNSHIP						
TYPE	THRU GIRDER	DESIGN	JACK ARCH (CONCRETE)			MATERIAL	Steel
# SPANS	1	LENGTH	72 ft	WIDTH	24 ft		
CONSTRUCTION DT	1917	ALTERATION DT					
DESIGNER/PATENT	UNKNOWN			SOURCE	NJDOT		
				BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries a 2-lane county road over two active rails of ConRail's main freight line known as the New York Branch. The right-of-way was developed by the Reading Railroad in the mid-1870s. The bridge is located west of the US 206 commercial corridor. East of the bridge are undeveloped wooded lots and fields.

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

SUMMARY The single-span, skewed, steel thru girder bridge has encased floor beams, concrete jack arches, and concrete abutments and wingwalls scored to appear like masonry. The approaches have concrete parapets. The bridge is an example of a common railroad overpass bridge type, and is 1 of 7 early 20th-century thru girders spanning ConRail's NY Branch within 4 miles. It is in poor condition with spalling and rust, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 102:30-31 (10/31/91) REVISIED BY (DATE): QUAD: Rocky Hill

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1850164	CO	SOMERSET	OWNER	UNKNOWN	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	HOMESTEAD ROAD OVER CONRAIL (N.Y. BRANCH)		FACILITY	HOMESTEAD ROAD				
TOWNSHIP	HILLSBOROUGH TOWNSHIP							
TYPE	THRU GIRDER	DESIGN	JACK ARCH (CONCRETE)			MATERIAL	Steel	
# SPANS	1	LENGTH	72 ft	WIDTH	24 ft			
CONSTRUCTION DT	1918	ALTERATION DT					SOURCE	NJDOT
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN			

SETTING / CONTEXT The bridge carries a 2-lane county road over 2 active rails of ConRail's main freight line known as the New York Branch. The right-of-way was developed by the Reading Railroad in the mid-1870s. The bridge is located west of the heavily developed US 206 commercial corridor. The area to the east is sparsely developed with open fields and wooded lots.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed, single-span, thru plate girder bridge has encased floor beams, concrete jack arches, and concrete substructure scored to appear like masonry. The approaches have concrete parapets. The bridge is an example of a common railroad overpass bridge type, and is 1 of 7 thru girders spanning ConRail's NY Branch within 4 miles. The bridge is in poor condition with spalling and rust, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 102:28-29 (10/31/91) REVISD BY (DATE): QUAD: Rocky Hill

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1850165	CO	SOMERSET	OWNER	UNKNOWN	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	AMWELL ROAD (CR 514) OVER CONRAIL (N.Y. BRANCH)			FACILITY	AMWELL ROAD (CR 514)		
TOWNSHIP	HILLSBOROUGH TOWNSHIP						
TYPE	THRU GIRDER	DESIGN	JACK ARCH (CONCRETE)			MATERIAL	Steel
# SPANS	1	LENGTH	71 ft	WIDTH	24 ft		
CONSTRUCTION DT	1917	ALTERATION DT					
DESIGNER/PATENT	UNKNOWN			SOURCE	NJDOT		
				BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries a two-lane county road over a single active track of Conrail' main freight line known as the New York Branch. The right-of-way was developed by the Reading Railroad in the mid-1870s. The bridge is located in a moderately developed area of suburban residences with scattered older homes appearing to date from ca. 1850-1930, open fields, and wooded lots.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed, single-span, thru girder bridge has encased floorbeams and concrete jack arches. The abutments and wing walls are scored to appear like masonry, and have been reinforced with steel piles at the southerly corners. The bridge is an example of a common overpass bridge type, and is 1 of 7 thru girders over ConRail's NY Branch within 4 miles. The bridge is in poor condition with spalling and rust, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 102:36-27 (10/31/91)

REVISED BY (DATE):

QUAD: Rocky Hill



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1850166	CO	SOMERSET	OWNER	UNKNOWN	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	HAMILTON ROAD OVER CONRAIL (N.Y. BRANCH)			FACILITY	HAMILTON ROAD			
TOWNSHIP	HILLSBOROUGH TOWNSHIP							
TYPE	THRU GIRDER	DESIGN	JACK ARCH (CONCRETE)			MATERIAL	Steel	
# SPANS	1	LENGTH	98 ft	WIDTH	18.3 ft			
CONSTRUCTION DT	1918	ALTERATION DT					SOURCE	PLAQUE
DESIGNER/PATENT	UNKNOWN				BUILDER	AMERICAN BRIDGE COMPANY		

SETTING / CONTEXT The bridge carries 2-lanes of traffic over a single active track of ConRail's main freight line known as the New York Branch. The right-of-way was originally developed by the Reading Railroad in the mid-1870s. The bridge is located east of the US 206 commercial corridor. The area east of the bridge is less developed with scattered 19th- and 20th-century houses, open fields, and wooded lots.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed, single-span, thru-girder bridge has encased floor beams, concrete jack arches, and concrete abutments and wing walls scored to appear like masonry. The approaches are marked by concrete parapets. Fabricated by the American Bridge Company, the bridge is an example of a common railroad overpass bridge type, and is the largest of 7 thru girders over ConRail's NY Branch within 4 miles. It is has no significant historical or technological significance.

INFORMATION

PHOTO: 102:38-40 (10/31/91)

REVISED BY (DATE):

QUAD: Bound Brook

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1850167	CO	SOMERSET	OWNER	UNKNOWN	MILEPOINT	56.66
NAME & FEATURE INTERSECTED	BRIDGE STREET OVER CONRAIL (N.Y. BRANCH)		FACILITY	BRIDGE STREET			
TOWNSHIP	MANVILLE BOROUGH			DESIGN	WARREN		
TYPE	THRU TRUSS	LENGTH	121 ft	WIDTH	24 ft	MATERIAL	Steel
# SPANS	1						
CONSTRUCTION DT	1918	ALTERATION DT		SOURCE PLANS			
DESIGNER/PATENT	CHIEF ENG.OFFICE READING RR			BUILDER	THE PHOENIX BRIDGE CO.		

SETTING / CONTEXT The bridge carries a 2-lane residential street and one sidewalk over 6 active tracks of the former Reading Railroad Delaware & Bound Brook line. Manville is a company town that grew up around the Johns-Manville Corporation beginning in 1913. Most of the homes are modest Colonial Revival dwellings. They have been too altered (window replacement, modern sidings, etc.) to possess historic district potential.

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

SUMMARY The massive 8-panel Warren thru truss is the only example of its type in the county. It is supported on scored concrete abutments and has concrete jack arches between the stringers. The bridge was built to replace a private farm road overhead crossing by the Reading Railroad in 1918, and the truss type is a frequent although not common pre-1940 selection for a long, wide bridges. The bridge is well preserved and is historically important to Manville's development.

INFORMATION

Bibliography:

Gibb, Hugh. "Brotherly Love - Philadelphia Style," in Bulletin of the National Railway Society, v. 39, No. 6, 1974, pp. 21-43.
 Mustin, M. ed., Somerset County, New Jersey 1688-1930. Somerville: Somerset County Board of Chosen Freeholders, 1930. p. 13.
 New Jersey Dept. of Transportation. Bridge Plans and Cards, #1850167. Trenton, NJ.
 Poor's Manual of the Railroads, various years. Waddell, J.A.L. Bridge Engineering. New York: John Wiley & Sons, 1925.

PHYSICAL DESCRIPTION: The single-span, 8-panel Warren with verticals thru truss bridge is 116'-5" long from end bearing to bearing and 28'-wide from truss center to center. It is of riveted construction and is in a good state of preservation with only minor alterations and deterioration. The design of the bridge reflects the 20th century advance of truss designs to address secondary stresses. The bridge carries a 2-lane residential street over 6 active tracks of Conrail's main freight line known as the New York Branch. A cantilevered sidewalk with lattice railing extends from the southern truss elevation.

The bridge members consist of the following steel elements: the upper chords and inclined end posts are channels with cover plates and lacing; the verticals, which pick up floor beams, and diagonals are laced angles; the upper laterals are laced angles with bracing, except for the portals which have lattice bracing; the stringers are I-beams with concrete jack arches and encased (some has failed) tie rods. The concrete abutments and wing walls are scored and inscribed with the Reading Railroad diamond logo and the date 1918. The high banked approaches have concrete parapets.

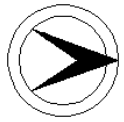
The bridge is in good condition with some spalling and deterioration of the concrete encasing, jack arches, and abutments. Some of the upper chord and lower chord riveted connections have been repaired with bolts. Concrete has been poured in the gap formed between the diagonals and the gusset plate connections at the lower chord.

Historical and Technological Significance: The well-preserved riveted Warren with verticals thru truss bridge is the only example of its type in the county. It is a type associated with the railroads, and while not uncommon in the state (there are five in Union County built between 1907 and 1926 and several in Hudson County the were also built by the CNJ), this is one of the few Warren thru truss highway bridges in the middle portion of the state making. The bridge type was favored by the railroad where a long span with reasonably high load capacity was needed. The bridge is historically important to the development of Manville, a company town started in 1913. It connected the central downtown commercial and industrial area with residential development on the east side of the railroad tracks (criteria A, C).

The railroad right-of-way spanned by the bridge was originally developed in the mid-1870s by the Reading Railroad as its Delaware and Bound Brook Line. Completed in 1875, the line was begun to provide an alternative route between New York and Philadelphia to the Pennsylvania Railroad's acquisition of the old Camden and Amboy right-of-way. The Reading Railroad route left the Central New Jersey Railroad's main line at Bound Brook and headed south across the Raritan River to Manville and on to Philadelphia. In 1976, Conrail acquired the bankrupt Reading Railroad, and has continued to use the route for freight trains.

In 1913, the Johns-Manville Corporation established its largest factory in the company town of Manville. By 1930, the 282 acre plant employed over 1,700 and produced a wide array of asbestos products including textiles, packing, brake linings, and shingles. Prior to the construction of Johns-Manville, a private farm bridge had provided an overhead crossing of the Reading Railroad at, or near, the location of Bridge Street. With the establishment of the town, it was proposed to make the private road public, and the Reading Railroad made plans to improve the crossing. Initially, a thru girder bridge was proposed, but this was set aside for an alternative thru truss design. Plans for the concrete substructure were prepared by the Philadelphia and Reading RR, and the Phoenix Bridge Co. of Phoenixville, PA fabricated the superstructure. The Phoenix Bridge Co. was the sister company of the Phoenix Steel Co., and one of the nation's largest, oldest, and most prestigious bridge builders, specializing in the manufacture of steel structural components and the erection of bridges of many types. In 1918 bridge construction was completed.

Boundary Description and Justification: Although the bridge is located in Manville, a corporate town with historical significance, the area adjacent to the span does not possess the integrity necessary to be evaluated as a potential historic district. Thus, the bridge is



NEW JERSEY HISTORIC BRIDGE DATA

individually significant, and the boundary is limited to the superstructure and substructure of the span itself.

PHOTO: 107:27a-34a (10/10/91)

REVISED BY (DATE):

QUAD: Bound Brook

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1851160	CO	SOMERSET	OWNER	RAILROAD	MILEPOINT	45.07	
NAME & FEATURE INTERSECTED	FARM ROAD (PRIVATE) OVER H-CONRAIL			FACILITY	FARM ROAD (PRIVATE)			
TOWNSHIP	HILLSBOROUGH TOWNSHIP							
TYPE	PNY TRUSS	DESIGN	WARREN				MATERIAL	Metal
# SPANS	3	LENGTH	82 ft	WIDTH	13.2 ft			
CONSTRUCTION DT	1905ca	ALTERATION DT					SOURCE	NJDOT
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN			

SETTING / CONTEXT The single-lane bridge spans H-Conrail (former Lehigh Valley Line) west of Neshanic Station. The bridge is closed to traffic, and was once used to connect farmer's fields on either side of the track. The surrounding area is rural with scattered residential development. The bridge is similar to the 1901 pony truss section of 2151161 in Warren County, also built for the Lehigh Valley RR over a farm crossing. The Warren County example is better preserved.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The timber-decked bridge has a 5-panel, riveted Warren pony truss main span and two timber-stringer approach spans. The main span rests on timber-pile bents and the approach spans on timber pile abutments. The main span has welded repairs to the lower chord, and has been lengthened by one panel by the riveted addition of uneven sized angles and channels. Repair and construction records for the bridge have not been located. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 403:32-33 (12/23/91)

REVISED BY (DATE):

QUAD: Raritan

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1851161	CO	SOMERSET	OWNER	RAILROAD	MILEPOINT	44.83
NAME & FEATURE INTERSECTED	BLACK POINT ROAD OVER H-CONRAIL	FACILITY	BLACK POINT ROAD				
TOWNSHIP	HILLSBOROUGH TOWNSHIP			DESIGN	WARREN	MATERIAL	Metal
TYPE	pony TRUSS						
# SPANS	1	LENGTH	70 ft	WIDTH	19 ft		
CONSTRUCTION DT	1905ca	ALTERATION DT		SOURCE STYLE			
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The single-lane bridge spans H-Conrail (former Lehigh Valley Line) west of Neshanic Station. The bridge has been closed to all traffic. The surrounding area is rural with fields and scattered 19th- and 20th-century residences. The span is similar to the pony truss portion of 2151161 in Warren County. That span is documented as having been built for the Lehigh Valley RR in 1901.

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 wood-decked, rivet-connected Warren pony truss bridge with original outriggers and pipe railing has built-up floor beams. Although well preserved, the deteriorating span composed primarily of laced and batten-connected angles does not exhibit any significant design details. Repair and construction records for the bridge have not been located. One of over 9 Warren pony truss bridges in the county, the closed bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 403:6-7 (12/23/91)	REVISED BY (DATE):	QUAD: Raritan
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**NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES**



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1851162	CO	SOMERSET	OWNER	RAILROAD	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	MILL LANE OVER H-CONRAIL			FACILITY	MILL LANE		
TOWNSHIP	HILLSBOROUGH TOWNSHIP						
TYPE	STRINGER	DESIGN		MATERIAL	Steel		
# SPANS	1	LENGTH	41 ft	WIDTH	18 ft		
CONSTRUCTION DT	1930	ALTERATION DT		SOURCE	NJDOT		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The single-lane bridge spans an inactive single track of Conrail (former Lehigh Valley Line) east of Neshanic Station. The road is closed to vehicular traffic. Immediately to the north, the abandoned right-of-way of the New Jersey Central RR parallels the active Conrail (LVRR) line. An eligible Pratt truss bridge with Phoenix Columns (c.1890) carries Mill Road over the abandoned right-of-way. The surrounding area is rural with scattered 19th- and early 20th-century residences.

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

SUMMARY The skewed, single-span steel stringer bridge is in poor condition. The wood deck is deteriorated and the railing missing. The coursed stone abutments, which probably date from an earlier superstructure, have been significantly altered with concrete and timber additions. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 102:3-5 (12/23/91) REVISD BY (DATE): QUAD: Raritan

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1852160	CO	SOMERSET	OWNER	RAILROAD	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	MILL LANE OVER SOUTH BRANCH CENTRAL RR OF NJ		FACILITY	MILL LANE			
TOWNSHIP	HILLSBOROUGH TOWNSHIP						
TYPE	THRU TRUSS	DESIGN	PRATT	MATERIAL	Wrought Iron		
# SPANS	1	LENGTH	71 ft	WIDTH	10.3 ft		
CONSTRUCTION DT	1879	ALTERATION DT	1894ca	SOURCE	PHOENIX CO. RECORDS		
DESIGNER/PATENT	CLARKE, REEVES, & CO.			BUILDER	CNJ RR		

SETTING / CONTEXT The one-lane bridge is located on an abandoned road over the abandoned right-of-way of the former South Branch of the Central Railroad of New Jersey. The surrounding area is wooded, and the old road and bridge serve as a pedestrian way. The active Conrail freight line on the Lehigh Valley line is immediately southeast of the bridge. A stringer bridge carries the abandoned road over that line. The thru truss bridge is only seasonally visible from Mill Lane.

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

SUMMARY The skewed Pratt thru truss bridge is fabricated with the patented Phoenix columns for the top chord, inclined end posts, verticals, and struts. Despite its deteriorated condition, the bridge, on ashlar abutments that date to 1869, has not lost its integrity. It is the only extant Phoenix column span in the county, which is known to have had many. The Mill Lane bridge is thus the sole survivor of the earliest type of metal truss bridge built in Somerset County. It is technologically notable.

INFORMATION

Bibliography:
 Conrail. Bridge File 241-2.
 Waddell, J.A.L. Bridge Engineering. New York: John Wiley & Sons, Inc., 1925.
 Hagley Museum & Library. Phoenix Bridge Co. Records: Clarke Reeves & Co. 1874-1884, Order Books (boxes 363-367).

Physical Description: The 10-degree skew, 5-panel, pin-connected, half hip Pratt thru truss bridge is composed of wrought iron Phoenix-sections for the compression members. The top chord, inclined end posts, portal struts, and verticals are the patented built-up Phoenix columns. Phoenix columns are made up of four rolled wrought segmental sections with flanges that are then riveted together. The individual built-up column sections are then joined by patented cast iron connecting pieces and feet or bearings also produced by the Phoenix Iron Company. The diagonals and full-length floor beam hangers are rectangular rods with loop forged eyes. The floor beams are rolled I section and are not original to the bridge, although they are attached by means of the traditional floor beam suspenders at the lower panel point pin. Despite its deteriorating condition, the single-lane bridge appears to be capable of supporting load, although the high ashlar abutment is failing. The large modern rolled I-section welded to the bottom flange of the floor beams was the first step in an uncompleted attempt to jack up the bridge.

Historical and Technological Significance: The 1879 bridge built by Clarke, Reeves & Co. for the Hibernia Mine Railroad is historically and technologically significant as an early and documented example of rail-carrying bridge built with the patented Phoenix section (criterion C). The Phoenix section, patented in 1862 by Samuel Reeves, President of the Phoenix Iron Company, was one of the most significant developments in the advancement of metal truss bridges in the 1870s. Originally applied to buildings, the company recognized the value of its use in bridges about 1868. The section was also used in early elevated street railway lines in New York City and vicinity. In 1872 Clarke, Reeves & Company was formed to handle the bridge building side of the business, and Clarke, Reeves & Company concentrated primarily on railroad rather than highway bridges. The railroads were by far the largest user of metal truss spans and viaducts through the 1870s and early 1880s. Because railroad bridges with Phoenix sections represent first-generation railroad bridge technology, and thus an era when rolling stock and loads were not what they would become in the 1890s and 1900s, few railroad Phoenix-column bridges survive. They were replaced by stiffer, stronger bridges. The history of this span is recorded in the Clarke, Reeves & Company order books preserved at the Hagley Museum and Library. With the exception of the removal of the original floor system, with its stringers and rail chairs related to its original railroad use, the span is complete, and it illustrates that overall there was no difference between some Phoenix-section railroad and the highway bridges.

The skewed through truss bridge was moved to this location by 1894, and it was installed as a grade crossing elimination by the Central Railroad of New Jersey on its South Branch. Railroad records indicate that "this bridge was transferred from the Hibernia (Mine) Railroad," a short line chartered in 1863 and operated by the CNJ. What is meant by "transferred" is not known, but it is assumed to mean moved. The span is the oldest metal truss bridge in the county and one of the oldest thru truss spans in the entire state. It is the second oldest of the eleven surviving bridges with Phoenix columns in the state and the only one built as a railroad bridge. It is the only one that was built by Clarke, Reeves & Company, the successor of the Phoenix Bridge Company (organized in 1884).

Boundary Description and Justification: The bridge is evaluated to be individually significant. While the setting is not devoid of history, it the technological and historical importance of the bridge that sets it apart. The boundary is limited to the superstructure. The substructure is too deteriorated to possess the integrity of original design needed to be evaluated as significant. The railroad right-of-way that the span crosses has been abandoned. It is overgrown.

PHOTO: 102:41-2 (10/10/91)

REVISED BY (DATE):

QUAD: Raritan

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1860154	CO	SOMERSET	OWNER	STATE AGENCY	MILEPOINT	31.15
NAME & FEATURE INTERSECTED	RARITAN VALLEY LINE (NJT) OVER MIDDLE BROOK			FACILITY	RARITAN VALLEY LINE (MP 31.15)		
TOWNSHIP	BOUND BROOK BOROUGH						
TYPE	DECK GIRDER	DESIGN	OPEN DECK			MATERIAL	Steel
# SPANS	4	LENGTH	165 ft	WIDTH	47 ft		
CONSTRUCTION DT	1902	ALTERATION DT					
DESIGNER/PATENT	CENTRAL NEW JERSEY RR			SOURCE	NJT BRIDGE SURVEY		
				BUILDER	AMERICAN BRIDGE COMPANY		

SETTING / CONTEXT The bridge carries 2 active tracks of New Jersey Transit's Raritan Valley Line (formerly the Central New Jersey, Central Division Main Line) over Middle Brook west of the town of Bound Brook. The surrounding area is commercial and heavily developed. To the west is an elevated section of I-287.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS NJT HBS 3/12/91. SHPO Letter 6/30/95.

SUMMARY The four-span, open-deck, deck girder bridge has reinforced concrete substructure except for the ashlar south abutment. The bridge is a representative example of a common type and is not historically or technologically distinguished. It has been rated not eligible by the NJT Historic Bridge Survey.

INFORMATION

PHOTO: 109:30-33 (11/30/91)

REVISED BY (DATE):

QUAD: Bound Brook

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1861159	CO	SOMERSET	OWNER	STATE AGENCY	MILEPOINT	39.2
NAME & FEATURE INTERSECTED	RIVER ROAD OVER RARITAN VALLEY LINE (NJT)			FACILITY	RIVER ROAD		
TOWNSHIP	BRANCHBURG TOWNSHIP						
TYPE	STRINGER	DESIGN		MATERIAL	Wood		
# SPANS	3	LENGTH	81 ft	WIDTH	14 ft		
CONSTRUCTION DT	1886	ALTERATION DT	1949	SOURCE	RAILROAD RECORDS		
DESIGNER/PATENT				BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries a single-lane over a single track of New Jersey Transit's Raritan Valley Line, formerly the Central New Jersey Railroad. The right-of-way was developed in the late 1840's by the Somerville and Easton Railroad. West of the bridge is the village of North Branch Station, which developed around the railroad in the mid-19th century. The surrounding area is residential with early homes, most of which have been altered.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS NJT HBS 3/12/91. SHPO Letter 6/30/95.

SUMMARY The bridge has been rated not eligible by the NJT Historic Bridge Survey due to the undistinguished nature of the timber stringer superstructure which was built in 1949 when the vertical clearance was raised. What is of technological merit are two pairs of well-detailed cast iron bents composed of hexagonal columns and cross bracing. They appear to be monolithic castings. Although the bridge itself is insignificant, the bents are exceptionally unusual and significant structural elements.

INFORMATION Bibliography:
 DeLeuw, Cather, and Company. New Jersey Transit Historic Bridge Survey, 1991.
 New Jersey Department of Transportation. Bridge Plans, 1949.

Physical Description: The single-lane 81'-long bridge is three span resting on stone abutments and impressive monolithic cast-iron column bents on ashlar plinths. The center span of the superstructure, placed in 1949 has rolled steel I beam fascia stringers and interior wood stringers. Two rolled section floor beams are hung from the fascia stringers. The shorter end spans are exclusively wood stringers. The superstructure has been raised from its original elevation and the stone abutments and pier bases have concrete caps. The bridge has a timber deck, timber curbing, and wood railings.

The handsome cast-iron column bents consist of two sets of paired columns with lateral and diagonal cross bracing. The columns are octagonal in cross section and are tapered and finished with pedestals and capitals. The lateral and diagonal bracing are x-shaped in cross section, except for the top and bottom laterals which are t-shaped. The bents appear to be monolithic, one-piece castings. The number "10" is cast in the eastern piers, and the number "12" is cast in the western piers.

Historical and Technological Significance: Although the bridge has been altered by the 1949 rebuilding of the superstructure, the two cast-iron columns bents are exceptionally significant examples of a very rare type of bridge structural element. According to Central Railroad of New Jersey records, the overpass bridge was initially constructed in 1886, and the superstructure was raised in 149 with the original bents remaining. The railroad right-of-way was originally developed in 1848 by the Somerville and Easton Railroad and later taken over by the Central Railroad of New Jersey. The cast-iron bents appear to be monolithic castings, and they are highly crafted. No other bents of this type have been identified to date. Much of the early success and eventual general acceptance of metal bridges and related structural elements is directly attributable to the skill of foundry men. These bents stand as a record of their knowledge and ability. Cast iron came into increasing use as a structural element in the early-19th century but was replaced with other materials such as wrought-iron, steel, and concrete by the end of the century.

The NJT Bridge Survey incorrectly identified the piers as "Phoenix Columns," which were always segmental, riveted, wrought-iron structural elements patented and manufactured by the Phoenix Bridge Company of Phoenixville, Pennsylvania. In the 1880s the Phoenix Bridge Company produced many other types of wrought-iron, cast-iron and steel structural elements. The NJT Bridge Survey recommends a status of not eligible for the bridge; because of the rarity of the cast-iron bents, A. G. Lichtenstein recommends a status of eligible.

Boundary Description and Justification: The boundary is limited to the bents. The other portions of the bridge are not significant.

PHOTO: 110:20-23 (01/18/92) REVISED BY (DATE): QUAD: Raritan

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1864150	CO	SOMERSET	OWNER	STATE AGENCY	MILEPOINT	31.69
NAME & FEATURE INTERSECTED	GLADSTONE BRANCH (NJT) OVER SOUTH FINLEY AVENUE		FACILITY	GLADSTONE BRANCH (NJT)			
TOWNSHIP	BERNARDS TOWNSHIP						
TYPE	THRU GIRDER	DESIGN		MATERIAL	Steel		
# SPANS	1	LENGTH	47 ft	WIDTH	16 ft		
CONSTRUCTION DT	1930	ALTERATION DT		SOURCE	NJDOT		
DESIGNER/PATENT	DL&W RR OFFICE OF ENGINEER		BUILDER	UNKNOWN			

SETTING / CONTEXT The bridge carries a single track of the New Jersey Transit's Gladstone Line, formerly the Delaware, Lackawanna, and Western RR, over a two-lane road. The right-of-way was developed in the early 1870s by the West Line Railroad. Just north of the bridge is the operating Lyons commuter rail train station, a National Register listed property. The surrounding area is heavily developed suburban residential and commercial. To the west of the bridge 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 ballasted deck thru girder with floor beams bridge is supported on a concrete substructure. It has concrete parapets as the approaches while the span itself is enclosed by a simple metal railing. While not technology distinguished in its own right. It was built at the same time as the Lyons Railroad station, which is listed in the National Register, but the bridge does not fit the theme of the station listing. The span is a late and representative example of its type and is not notable.

INFORMATION

PHOTO: 110:19a-20a (01/18/92) REVISED BY (DATE): QUAD: Bernardsville

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1864152	CO	SOMERSET	OWNER	STATE AGENCY	MILEPOINT	33.27
NAME & FEATURE INTERSECTED	GLADSTONE BRANCH (NJT) OVER OAK STREET		FACILITY	GLADSTONE BRANCH (NJT)			
TOWNSHIP	BERNARDSVILLE BOROUGH						
TYPE	THRU GIRDER	DESIGN	OPEN DECK	MATERIAL	Steel		
# SPANS	1	LENGTH	46 ft	WIDTH	11 ft		
CONSTRUCTION DT	1907	ALTERATION DT		SOURCE	PLAQUE		
DESIGNER/PATENT	UNKNOWN		BUILDER	FORT PITT BRIDGE WORKS			

SETTING / CONTEXT The bridge carries a single track of New Jersey Transit's Gladstone Branch, formerly the Delaware, Lackawanna, and Western RR, over a two-lane residential street in the suburban community of Basking Ridge. The railroad right-of-way was historically developed by the West Line Railroad in the early 1870s. A cemetery is to the northwest of the bridge, and a private school to the southeast.

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 open deck, steel thru girder bridge rests on concrete abutments. Constructed in 1907 by the Fort Pitt Bridge Works of Pittsburgh, PA, the bridge is a technologically representative example of a common railroad overpass bridge type. It is a replacement span that is not historically associated with the development of the Gladstone Branch. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 110:16a-18a (01/18/92) REVISD BY (DATE): QUAD: Bernardsville

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1865150	CO	SOMERSET	OWNER	STATE AGENCY	MILEPOINT	37.94		
NAME & FEATURE INTERSECTED	GLADSTONE BRANCH (NJT) OVER MINE BROOK			FACILITY	GLADSTONE BRANCH (MP 37.94)				
TOWNSHIP	FAR HILLS BOROUGH								
TYPE	THRU GIRDER	DESIGN	OPEN DECK			MATERIAL	Wrought Iron		
# SPANS	1	LENGTH	48 ft	WIDTH	4.7 ft				
CONSTRUCTION DT	1890	ALTERATION DT						SOURCE	NJT BRIDGE SURVEY
DESIGNER/PATENT	DL&W RR ENGINEERING			BUILDER	PASSAIC ROLLING MILL COMPANY				

SETTING / CONTEXT The bridge carries a single track of New Jersey Transit's Gladstone Branch, originally the Delaware, Lackawanna, and Western RR, over a small stream. The bridge is located in an isolated area south of US 202, next to a horse pasture.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS NJT HBS 03/12/91.

SUMMARY The single-span, open-deck, thru girder bridge with stringers and ashlar abutments is a rare survivor of wrought iron construction. According to the NJT Historic Bridge Survey the bridge is original to the Gladstone Line's construction from Bernardsville to Gladstone in 1890. The Passaic Rolling Mill Co. of Paterson also made the thru girders at mileposts 40.82 and 41.99, which are similar in material, type, and date. The bridge is historically and technologically significant.

INFORMATION

PHOTO: 405:22-24 (11/30/91)

REVISED BY (DATE):

QUAD: Bernardsville

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	1865161	CO	SOMERSET	OWNER	STATE AGENCY	MILEPOINT	41.87
NAME & FEATURE INTERSECTED	PARK AVENUE OVER PEAPACK BROOK			FACILITY	PARK AVENUE		
TOWNSHIP	PEAPACK AND GLADSTONE BOROUGH						
TYPE	STRINGER	DESIGN		MATERIAL	Steel		
# SPANS	2	LENGTH	60 ft	WIDTH	14.2 ft		
CONSTRUCTION DT	1930	ALTERATION DT		SOURCE	NJDOT		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The single-lane bridge spans Peapack Brook in the village of Gladstone. The bridge is downstream from a municipal park with pond and spray fountain. It is just east of a grade crossing of the NJT Gladstone Line. The surrounding 19th-century village has many modern intrusions.

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, steel stringer bridge has a timber deck and wood railing. It is built on ashlar abutments and piers, which may predate the steel stringer construction. Steel stringers are a common bridge type in New Jersey. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 104:33-34 (09/30/91)

REVISED BY (DATE):

QUAD: Gladstone



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18A0601	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	HIGGINSVILLE ROAD OVER SOUTH BRANCH RARITAN RIVER		FACILITY	HIGGINSVILLE ROAD			
TOWNSHIP	BRANCHBURG TOWNSHIP						
TYPE	THRU TRUSS	DESIGN	PRATT HALF HIP			MATERIAL	Metal
# SPANS	1	LENGTH	102 ft	WIDTH	15.2 ft		
CONSTRUCTION DT	1890	ALTERATION DT			SOURCE	PLAQUE	
DESIGNER/PATENT	MILLIKEN BROS. OF NY			BUILDER	MILLIKEN BROS. OF NY		

SETTING / CONTEXT The one-lane bridge is located in a picturesque rural section on the county line with Hunterdon. It carries a quiet country road over the river. A similar Pratt thru truss bridge over the flood plain is located immediately southwest (18A0605), the two spans share a common earth-filled pier. Few bridges in the county are as nicely sited as this important pair of early trusses. The unspoiled crossroads settlement of Higginsville (Hunterdon County) is just west of the bridges.

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

SUMMARY The 7-panel pin-connected half hip Pratt thru truss bridge is not only one of the most complete examples of the popular late-19th century bridge type in the region, but it is a rare example of the New York City fabricator Milliken Bros. that operated from 1891 until 1907 when the business failed. Few of their bridges have been documented. The design itself appears to be undistinguished from the host of other Pratt trusses of the era, but the pristine condition of the bridge is remarkable.

INFORMATION

Bibliography:
The National Cyclopaedia. pp. 110-111.

Physical Description: The 7-panel pin-connected half hip Pratt thru truss is supported on ashlar abutments. Composed of standardized rolled sections, the bridge has a built-up box member for the top chord and inclined ends posts while the verticals are toe-out angles joined by lacing. The original built-up floor beams are connected to the verticals by U-shaped hangers while the endmost floor beams are carried on full-length hangers, an arrangement mandated by the half hip panel. The latticed portal brace carries the makers plaque. The only apparent alteration to the original design is the replacement of the original railing with modern beam guard rails. It is not known if the bridge is composed of steel and/or iron members. The bridge is extremely well preserved.

Technological and Historical Significance: The Pratt truss was the most common late-19th century bridge type, but few examples in the region are as complete as the Higginsville Road span. It survives in basically unaltered condition and is thus an important example of 19th-century technology and construction techniques. The bridge works in tandem with the 1893 Pratt thru truss (18A0605) fabricated by the Wrought Iron Bridge Company of Canton, Ohio. That span is immediately north, and the two share a common large earth-filled abutment.

The bridge was designed and fabricated by the Milliken Brothers of Brooklyn, New York (1887-1907). There are few documented examples of their work which increases the historical importance of the Higginsville Road span. Milliken Brothers was established in 1887 by brothers Foster and Edward Milliken as the successor to their father's Brooklyn company, Milliken, Smith & Co., agent for the Phoenix Iron Works. In addition to representing the Phoenix Iron Works, the brothers took on structural iron and steel work for buildings, and in 1893, they dropped their association with the Phoenixville company in order to concentrate on fabricating and erecting their own design. Foster Milliken was a structural engineer trained at Columbia University. The company flourished primarily on its structural steel and building operations with branch offices located all over the world. Because of its phenomenal growth, the brothers moved their operation from Brooklyn to a 175-acre plant complete with an open-hearth steel mill on Staten Island in 1903-06. The expansion proved to costly and ambitious, and the firm failed in 1907. Edward Milliken died in 1906, and Foster went on to work for the construction firm of Charles T. Wills.

Milliken Bros. is representative of the many small designers/fabricators who dominated 19th-century bridge construction. They obviously learned the trade serving as representatives for another company, and then went off on their own. The pattern is not unusual. Their corporate history is a significant contributor to the understanding of how early metal truss bridges were designed, marketed, and built.

Boundary Description and Justification: This span and the adjacent span (18A0605) are considered as one 2-span resource that is individually distinguished. The boundary is limited to the superstructure and substructure of the 2-span bridge, although the bucolic character of the setting does enhance the context.

PHOTO: 103:28-33 (10/10/91) REVISED BY (DATE): QUAD: Flemington



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18A0605	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	HIGGINSVILLE ROAD OVER SOUTH BRANCH RARITAN RIVER	FACILITY	HIGGINSVILLE ROAD				
TOWNSHIP	BRANCHBURG TOWNSHIP			DESIGN	PRATT HALF HIP	MATERIAL	Metal
TYPE	THRU TRUSS	LENGTH	103 ft	WIDTH	15.1 ft		
# SPANS	1						
CONSTRUCTION DT	1893	ALTERATION DT		SOURCE	PLAQUE		
DESIGNER/PATENT	WROUGHT IRON BRIDGE CO.			BUILDER	WROUGHT IRON BRIDGE CO.		

SETTING / CONTEXT The southernmost of the pair of similar early bridges, this span carries a narrow country road over flood plain and auxiliary channel of the river. It enjoys an unspoiled picturesque rural setting just east of an equally pristine crossroads settlement that sprang up around a water-powered mill (Higgins Mill). The surrounding land use is predominantly agricultural. The two bridges (18A0601) share a common earthen abutment, and they are on the county line.

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

SUMMARY The 7-panel pin-connected half hip Pratt thru truss bridge is one of the most complete examples of its type in Somerset County. It is supported on ashlar abutments. The verticals are composed of laced channels while the top chord and end posts are built-up box members. The most distinctive construction detail is the 4-prong basket loop on the bottom of the floor beam hangers for making the connection at the pin. The bridge is eligible because of its age and integrity of setting and design.

INFORMATION

Bibliography:
 Darnell, Victor. Directory of American Bridge Building Companies 1840-1900. Washington, DC: Society for Industrial Archeology, 1984.
 Hunterdon County Engineer Records. Field Book No. 17. R183S.
 Simmons, David. "Bridge Preservation in Ohio." Ohio Cities and Villages, Vol. 26, No. 8, August 1978, pp. 13-18.
 Wrought Iron Bridge Company. Illustrated Pamphlet of Wrought Iron Bridges Built By Wrought Iron Bridge Company, Canton, Ohio. Canton, OH: Wrought Iron Bridge Co., 1885.

PHYSICAL DESCRIPTION: The 7-panel pin-connected half hip Pratt thru truss bridge carries a single lane roadway over the flood plain and auxiliary channel of the South Branch of the Raritan River. Composed of rolled sections, the top chords and end posts consist of a built-up box member, and the lower chords are paired eye bars. The verticals are toe-in channels with lacing, except for the hip vertical which is a bar. The diagonals are paired bars and the counters single bars. The I-beam floor beams are connected to the verticals by U-shaped hangers. One of the most distinctive features of the bridge is the 4-prong basket loop on the bottom of the hip verticals for making the connection to the pin. The upper struts are I-beams, and the upper laterals are rods with turnbuckles. The portal bracing, which is composed of angles, carries a makers plaque. The bridge shows few signs of alterations except for the replacement of some riveted connections with bolts along the lower chord, and the replacement of the original railing with a beam guide rail. Bridge cards from the Hunterdon County engineer's office indicate no major repairs between 1940 and 1960 except for the routine replacement of the deck. It is not known whether the bridge is composed of steel and/or iron members. The bridge is exceptionally well preserved.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The Pratt truss was the most common late-19th century truss bridge type, but few examples in the region are as complete as the Higginsville Road span. It survives in basically unaltered condition and is thus an important example of 19th-century technology and construction techniques. The bridge works in tandem with the 1890 Pratt thru truss fabricated by Milliken Brothers of New York City. That span (18A0601) is immediately northeast, and the two share a common large earth-filled abutment.

The bridge was designed and fabricated by the Wrought Iron Bridge Company of Canton, Ohio. Organized in 1864 by David Hammond, the company was one of the first wrought iron truss manufacturers, and continued in existence for 36 years before being absorbed by the giant American Bridge Company in 1900. The company claimed in its promotional literature to have constructed trusses in 30 states, mostly east of the Mississippi River. In Canton, the fabricator had shops for the drafting, laying out, shearing, drilling, punching, and riveting of truss members, but did not roll its own iron or steel. The Wrought Iron Bridge Company was recognized as one of the most significant regional manufacturers of iron and steel trusses because of its workmanship and prolificacy. Unlike many of its competitors, the Wrought Iron Bridge Company did not specialize in one truss type, but constructed a wide diversity of small and large, inexpensive and expensive truss types, depending upon local preferences. According to the company's 1885 trade catalogue, at least 10 other Wrought Iron Bridge Company trusses were built in New Jersey prior to 1885, six in Middlesex County, three in Mercer County, and one in Union County. One other Wrought Iron Bridge Co. bridge is known to survive in Somerset County, the well-preserved Nevius Street Bridge (1886), a two-span double-intersecting Pratt thru truss across the Raritan River in the town of Raritan.

The Wrought Iron Bridge Co. was one of the most successful of the many small designers/fabricators who dominated 19th-century bridge construction. The Higginsville Road Bridge is an important example of their craftsmanship, as well as a locally significant example of a bridge type that was once common in Somerset County.

Boundary Description and Justification: This span and the adjacent span (18A0601) are considered as one 2-span resource that is individually distinguished. The boundary is limited to the superstructure and substructure of the 2-span bridge, although the bucolic character of the setting does enhance the context.

PHOTO: 103:34-41 (10/10/91)

REVISED BY (DATE):

QUAD: Flemington



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18B0301	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	ZION ROAD OVER ROCK BROOK (ROCK BROOK BRIDGE)		FACILITY	ZION ROAD			
TOWNSHIP	MONTGOMERY TOWNSHIP						
TYPE	STONE ARCH	DESIGN	ARCH WITH STRINGER		MATERIAL	Stone	
# SPANS	3	LENGTH	43 ft	WIDTH	15.3 ft		
CONSTRUCTION DT	1800ca	ALTERATION DT	Demolished		SOURCE	NR NOMINATION	
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The single-lane bridge spans Rock Brook in a rural section of western Montgomery Township near the 18th- and 19th-century crossroads village of Zion.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Bridge was Individually Eligible. Listed. Early Stone Arch Bridges of Somerset County Multiple Property Listing. 02/17/1994.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span bridge (c.1800) has two masonry arch spans and one metal stringer span. The stringers were added after a flood in 1892 washed out a span. A beam guide rail has been added. The Rock Brook Bridge is the only surviving example of an 19th-century combination span in the county, and it is significant for its historical and technological associations. It is part of a Multiple Property Documentation Form National Register nomination for early stone arch bridges in the county.

INFORMATION

PHOTO: 108:19-20 (09/30/91) REVISID BY (DATE): QUAD: Rocky Hill

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18B0401	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0		
NAME & FEATURE INTERSECTED	WERTSVILLE ROAD OVER TRIBUTARY OF NESHANIC RIVER		FACILITY	WERTSVILLE ROAD					
TOWNSHIP	HILLSBOROUGH TOWNSHIP								
TYPE	STRINGER	DESIGN	ENCASED				MATERIAL	Steel	
# SPANS	1	LENGTH	24 ft	WIDTH	16 ft				
CONSTRUCTION DT	1922	ALTERATION DT						SOURCE	PLAQUE
DESIGNER/PATENT	H. VAN EMBURGH, CO. ENG.			BUILDER	SUTTON & ERNEST				

SETTING / CONTEXT The two-lane bridge spans a small creek in a rural section of western Hillsborough Township. Next to the bridge is a horse farm with a late-19th century wood frame farm house. The surrounding area has scattered 19th- and 20th-century residences.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span, encased steel-stringer bridge has concrete parapets and a concrete substructure. The bridge is in poor condition with spalling and cracks in the abutments and encasing. It is one of at least 17 similar surviving encased stringer bridges built in the county from 1915 to 1929. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 403:11-13 (10/31/91)

REVISED BY (DATE):

QUAD: Hopewell



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18B0404	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	WERTSVILLE ROAD OVER TRIBUTARY OR NESHANIC RIVER			FACILITY	WERTSVILLE ROAD		
TOWNSHIP	HILLSBOROUGH TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	1	LENGTH	28 ft	WIDTH	20 ft		
CONSTRUCTION DT	1923	ALTERATION DT		SOURCE	PLAQUE		
DESIGNER/PATENT	H. VAN EMBURGH, CO. ENG.			BUILDER	SUTTON & ERNEST		

SETTING / CONTEXT The two-lane bridge spans a small creek in rural western Hillsborough Township near the intersection of Werstville Road and Black Point Road. Next to the bridge is a dairy farm with barn, silo, and outbuildings.

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 parapets and substructure. The bridge is spalling and appears to be in poor condition. It is 1 of at least 17 similar surviving encased steel stringer bridges built in the county from 1915 to 1929. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 103:26-27 (09/30/91) REVISED BY (DATE): QUAD: Hopewell

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18B0405	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0		
NAME & FEATURE INTERSECTED	BLACK POINT ROAD OVER TRIBUTARY OF NESHANIC RIVER		FACILITY	BLACK POINT ROAD					
TOWNSHIP	HILLSBOROUGH TOWNSHIP								
TYPE	STRINGER	DESIGN	ENCASED				MATERIAL	Steel	
# SPANS	1	LENGTH	52 ft	WIDTH	21 ft				
CONSTRUCTION DT	1927	ALTERATION DT						SOURCE	PLAQUE
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.			BUILDER	A. H. CONYNE				
SETTING / CONTEXT	The two-lane bridge spans a small creek in a rural section of western Hillsborough Township 1/4-mile north of the 19th-century crossroads village of Montgomery. The bridge is at a sharp curve in the road. Next to the bridge are wooded lots and a farm with outbuildings (c.1870-1950). The plaque on the bridge indicates that it is known locally as Montgomery Bridge for the nearby village of the same name.								
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, encased steel-stringer bridge has concrete paneled parapets and concrete substructure. It is 1 of at least 17 similar surviving short-span encased steel stringer bridges built in the county from 1915 to 1929. The bridge is not historically or technologically distinguished.								
INFORMATION	PHOTO: 103:24-25 (09/30/91)		REVISED BY (DATE):			QUAD: Hopewell			

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18B0505	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	BLACK POINT ROAD OVER NESHANIC RIVER	FACILITY	BLACK POINT ROAD				
TOWNSHIP	HILLSBOROUGH TOWNSHIP						
TYPE	STRINGER	DESIGN		MATERIAL	Steel		
# SPANS	2	LENGTH	104 ft	WIDTH	26.1 ft		
CONSTRUCTION DT	1928	ALTERATION DT	1984	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	UNKNOWN	BUILDER	UNKNOWN				

SETTING / CONTEXT The two-lane bridge spans Neshanic Creek in a rural section of western Hillsborough Township south of the intersection of Black Point Road and Amwell Road. The surrounding area is wooded. Nearby is a log cabin summer home.

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

SUMMARY The two-span, skewed, steel-stringer bridge has been significantly altered. The original 1928 structure was an encased steel-stringer bridge with concrete balustrades and substructure. In 1984 the county rebuilt the bridge and reused the old stringers and substructure. A modern steel-grid deck and railing was added. Steel stringers are a common bridge type in Somerset County, and the bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 103:22-23 (09/30/91)

REVISED BY (DATE):

QUAD: Hopewell

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18B0507	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	AMWELL ROAD (CR 514) OVER NESHANIC RIVER			FACILITY	AMWELL ROAD (CR 514)		
TOWNSHIP	HILLSBOROUGH TOWNSHIP						
TYPE	DECK ARCH	DESIGN	ELLIPTICAL			MATERIAL	Reinforced Concrete
# SPANS	2	LENGTH	158 ft	WIDTH	23.6 ft		
CONSTRUCTION DT	1915ca	ALTERATION DT			SOURCE	STYLE	
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / The two-lane bridge spans Neshanic River in the western section of Hillsborough Township. Along Amwell Road are numerous 19th- and
CONTEXT 20th-century residences, most with modern alterations (aluminum siding, additions, new windows, etc.)

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span, reinforced-concrete arch bridge has paneled concrete parapets and concrete substructure. Spalling has revealed the twisted-pattern deformed rebar reinforcing. Although construction records could not be located, the bridge is similar in style to at least 7 other extant reinforced-concrete arch bridges built in the county from 1911 to 1917. The undocumented bridge is not historically or technologically distinguished.

**INFOR
 MATION**

PHOTO: 102:10-12 (09/30/91)

REVISED BY (DATE):

QUAD: Hopewell

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18B0508	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	BLACK POINT ROAD OVER SOUTH BRANCH OF RARITAN RIVER			FACILITY	BLACK POINT ROAD		
TOWNSHIP	BRANCHBURG TOWNSHIP						
TYPE	PNY TRUSS	DESIGN	WARREN			MATERIAL	Steel
# SPANS	2	LENGTH	114 ft	WIDTH	18.8 ft		
CONSTRUCTION DT	1915	ALTERATION DT					
DESIGNER/PATENT	JOSHUA DOUGHTY, CO. ENG.			SOURCE	FREEHOLDERS MINUTES		
				BUILDER	UNKNOWN		

SETTING / CONTEXT The two-lane bridge spans the South Branch of the Raritan River near the confluence with Neshanic Creek. The area is rural with fields on the north bank, and a mid 19th-century house on the south bank. The southern approach to the bridge curves sharply from the west.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span, 4-panel, riveted Warren pony truss bridge has masonry abutments and pier. It is 1 of 10 riveted Warren pony truss highway bridges built in the county between 1915 and 1927. Although well-preserved, the bridge does not exhibit any distinctive construction or design details. It is composed of primarily latticed angle members. The bridge is a representative example of a once-common bridge type. Other examples within the county have been evaluated as significant (18C0605).

INFORMATION

PHOTO: 102:7-9 (12/23/91)

REVISED BY (DATE):

QUAD: Raritan



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18B0510	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	WOODFERN ROAD OVER SOUTH BRANCH RARITAN RIVER		FACILITY	WOODFERN ROAD			
TOWNSHIP	HILLSBOROUGH TOWNSHIP						
TYPE	DECK ARCH	DESIGN	ELLIPTICAL			MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	76 ft	WIDTH	19.3 ft		
CONSTRUCTION DT	1916	ALTERATION DT			SOURCE	PLAQUE	
DESIGNER/PATENT	JOSHUA DOUGHTY, CO. ENG.			BUILDER	SUTTON & ERNEST		

SETTING / CONTEXT The single-lane bridge spans the flood plain of the South Branch of the Raritan River. The bridge abutments rest on a low-lying area which is currently used as a cow pasture. North of the bridge are two eligible Pratt thru trusses (18B0511 & 18B0512) spanning the main channel of the river. The surrounding area is sparsely developed with some 19th- and 20th-century residences.

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

SUMMARY The single-span, reinforced concrete arch bridge has concrete parapets and substructure. It is in poor condition with repairs and patches to the arch barrel. The bridge is 1 of at least 7 similar surviving reinforced-concrete arch bridges built in the county from 1911 to 1917. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 26:22-24 (10/31/91)

REVISED BY (DATE):

QUAD: Flemington



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18B0511	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	WOODFERN ROAD OVER SOUTH BRANCH OF RARITAN RIVER		FACILITY	WOODFERN ROAD			
TOWNSHIP	BRANCHBURG TOWNSHIP						
TYPE	THRU TRUSS	DESIGN	PRATT HALF HIP			MATERIAL	Metal
# SPANS	1	LENGTH	101 ft	WIDTH	13.1 ft		
CONSTRUCTION DT	1902	ALTERATION DT	1980	SOURCE	FREEHOLDERS MINUTES		
DESIGNER/PATENT	J. DOUGHTY, CO. ENG.			BUILDER	JOHN W. SCOTT		

SETTING / CONTEXT The bridge is one of two single-lane thru truss bridges that carry a country road over the river. The setting is sparsely developed rural with fields and pastures and some 19th- and 20th-century residential development. The two bridges share a common earth-filled masonry pier. Immediately south of the pair of trusses is a third span, a concrete arch (18B0510), constructed in 1916.

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

SUMMARY The skewed single-span Pratt thru truss has masonry abutments. Built in 1902, the bridge and its companion span (18B0512) are the youngest of 4 surviving Pratt thru truss highway bridges built in the county between 1885 and 1902. John W. Scott was a local bridge builder from Flemington, and Joshua Doughty, Jr. was Somerset's first county engineer. The upper portion of the bridge has been modified, but it is significant as part of the 2-span crossing.

INFORMATION

Bibliography:
 Comp, T. Allan, and Donald Jackson. Bridge Truss Types: A Guide to Dating and Identifying. Nashville, TN: American Association for State and Local History, 1977.
 Condit, Carl W. American Building Art: The Nineteenth Century. New York, NY: Oxford University Press, 1960.
 Map of Hillsborough Township. Collection of Somerset County Library, Somerville, NJ. 1860.
 Snell, James P. Compiler. History of Hunterdon and Somerset Counties, New Jersey. Philadelphia: Everts and Peck, 1881.
 Somerset County. 7th Book of Minutes of the Board of Chosen Freeholders of the County of Somerset. 1899-1902. _____.
 County Engineer Records and Plans. 18B0511.

Physical Description: The skewed, 101'-long, single-span, pin-connected, five-panel half-hip Pratt thru truss bridge, one of a pair of nearly identical spans that share a common large ashlar mid-channel pier, carries a single-lane road over the main channel of the South Branch of the Raritan River. Comprised of rolled sections, the bridge has built-up box member top chords and end posts. The lower chords are paired eye bars. The verticals are angles with lacing, except for the hip verticals which are paired rods. The diagonals are paired eye bars, and the counters are single rods. The portal struts and bracing are angles with decorative lattice and builders plaques. The top struts are back-to-back angles with steel rod lateral bracing. The I-beam floor beams are supported from the lower chord panel points by U-shaped hangers. The bridge abutments, wing walls, and pier are roughly-coursed red sandstone masonry, probably quarried locally.

A number of repairs have been made to the superstructure. In 1980 the county removed the original riveted cover plates of the inclined end posts and upper chords and replaced them with welded cover plates. The lattice verticals at the three middle panel points were cut and welded connecting plates added. In addition, the upper lateral struts and top lateral bracing were removed and replaced in an inverted position. The portal bracing, struts and lattice were also removed and rebuilt with new welded connections to the end posts. Other alterations and damages to the truss include a broken vertical with a welded connecting patch; a broken counter with a welded connecting patch; a snapped lower lateral brace; the removal of the original railing and the addition of modern steel guard rail; and rebuilding of the masonry abutment with a reinforced-concrete seat underneath the northeast truss shoe.

Historical and Technological Significance: The Woodfern Road Bridge across the South Branch of the Raritan River is technologically and historically significant as one of a pair of pin-connected thru truss bridges that represent bridge-building technologically from the local perspective at the turn of the century (criterion C). Erected in 1902, the Pratt thru truss with its nearly identical companion truss to the south (18B0512) are the youngest of 4 surviving Pratt thru-truss highway bridges built in Somerset County between 1885 and 1902, and the 9th youngest of 10 surviving thru trusses of all types. The Woodfern Road bridges retain integrity of design and has been in continuous use at the present site since the time of its construction. In the last decades of the 19th century, the Pratt truss type was widely used, and it played a prominent part in the advance of a reliable network of overland transportation. It was well regarded by engineers for its simplicity of design and easily determined structural action, and by the 20th century, the truss type had gained almost universal acceptance for both railroad and highway spans. The Woodfern Road bridges were erected by John W. Scott, a small bridge manufacturer from Flemington.

A bridge has spanned the South Branch of the Raritan River at the site since at least the mid-19th century. A 1860 map shows the bridge, and the minute books of the Board of Freeholders record repairs to the bridge as early as the 1880s. The proximity of the Old York Road, Somerset's main east-west road from the 17th to the 19th century, and Neshanic Station, established by the South Branch of the Central Railroad of New Jersey in the 1870s, made the crossing an important link in the rural transportation network.

The two trusses at Woodfern Road Bridge were built under two separate contracts by the same builder, John W. Scott. The southernmost truss (18B0512) was completed first in April 1902. Two weeks after the completion of the first truss span, the Freeholders decided to build a second to replace a bridge at the site of the existing northern skewed truss. They voted to build a 100' long span and quickly solicited bids. Bidders for the second truss included Scott, the Dover Boiler Works (Morris County), the Frank R. Long Company (Bergen County), the Berlin Construction Company (Connecticut), the William Kirk Company, and the American Bridge Company. The bids were closely spaced, but Scott received the contract because "his plans submitted were for a heavier bridge than the plans of the lower bidders." The price was \$2400. The second truss was finished and accepted in September 1902. Both spans are believed to have replace wood truss



NEW JERSEY HISTORIC BRIDGE DATA

covered bridges.

J.W. Scott was a bridge fabricator who resided in Flemington (Hunterdon County). In 1899 he appears as a bidder on at least one other bridge project in Somerset County, but he did not receive the contract. Two nearly identical idiosyncratic pony trusses were erected by Scott in Hunterdon County 1900-1903 (100D390, 100D388). Scott appears to be typical of many small bridge builders who remain largely anonymous to history except for the bridge's they built, making the Woodfern Road bridges all the more significant.

Because the spans share a common pier, they are evaluated as one structure. Both spans are significant.

Boundary Description and Justification: The two-span bridge is evaluated as individually significant. The boundary is limited to the structure itself, including the superstructures and substructures of both spans.

PHOTO: 26:25,27,28,31 (09/30/91)

REVISED BY (DATE):

QUAD: Flemington



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18B0512	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	WOODFERN ROAD OVER SOUTH BRANCH OF RARITAN RIVER		FACILITY	WOODFERN ROAD			
TOWNSHIP	BRANCHBURG TOWNSHIP						
TYPE	THRU TRUSS	DESIGN	PRATT HALF HIP	MATERIAL	Metal		
# SPANS	1	LENGTH	84 ft	WIDTH	15.7 ft		
CONSTRUCTION DT	1902	ALTERATION DT	1990	SOURCE	FREEHOLDERS MINUTES		
DESIGNER/PATENT	JOSHUA DOUGHTY, CO. ENG.			BUILDER	JOHN W. SCOTT		

SETTING / CONTEXT The bridge is one of two single-lane thru trusses that carry a country road across the river. The setting is sparsely developed rural with fields and scattered 19th- and 20th-century residences. The two trusses share a common masonry and earth-filled masonry pier. Immediately to the south of the pair of trusses is a third span, a concrete arch (18B0510), constructed in 1916.

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

SUMMARY The single-span Pratt thru truss has masonry abutments. Built in 1902, the truss and its companion span (18B0511) are the youngest of 4 Pratt thru-truss highway bridges built in the county between 1885 and 1902. Builder John W. Scott was a small, a local fabricator from Flemington. Joshua Doughty was Somerset's first county engineer. The bridge is a well-preserved example of a historically significant type. It is the more complete of the 2 truss bridges at the crossing.

INFORMATION
 Bibliography:
 Comp, Allan, and Donald Jackson. A Guide to Dating and Identifying. Nashville, TN: American Association for State and Local History, 1977.
 Condit, Carl W. American Building Art: The Nineteenth Century. New York, NY: Oxford University Press, 1960.
 Map of Hillsborough Township. Collection of Somerset County Library, Somerville, NJ. 1860.
 Snell, James P. Compiler. History of Hunterdon and Somerset Counties, New Jersey. Philadelphia: Everts and Peck, 1881.
 Somerset County. 7th Book of Minutes of the Board of Chosen Freeholders of the County of Somerset. 1899-1902. _____.
 County Engineer Records and Plans. 18B0511.

PHYSICAL DESCRIPTION: The 84'-long, single-span, pin-connected, five-panel half-hip Pratt thru truss carries a single-lane road over the South Branch of the Raritan River and its flood plain. It is the southernmost of two nearly identical spans at the crossing. Comprised of rolled sections, the bridge has built-up box member top chords and end posts. The lower chords are paired eye bars. The verticals are angles with lacing, except for the hip verticals which are paired rods. The diagonals are paired eye bars, and the counters are single rods. The portal struts and bracing are angles with decorative lattice and builders plaques. The top struts are T-beams with steel rod lateral bracing. The I-beam floor beams are supported from the lower chord panel points by U-shaped hangers. The bridge abutments, wing walls, and pier are roughly-coursed red sandstone masonry, probably quarried locally. The bridge shares its northern pier with a similar skewed Pratt thru truss (18B0511).

The bridge retains its integrity of design, although a number of minor repairs have been made to the superstructure. In 1980 the county cut the lattice verticals at the three lower-middle panel points and added welded connecting plates. Steel angles were welded to the floor beams at the intersection with the stringers. Other alterations included the removal of the original railing (railing hangers still extant) and the addition of modern beam guide rails; the shifting of the southeast truss shoe from the roller plate; and a welded patch on the riveted cover plate of the southeast inclined end post. This span is more complete than the northern span.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The Woodfern Road Bridge across the South Branch of the Raritan River is significant for engineering and method of construction (Criterion C). Built in 1902, the Pratt thru truss with its nearly identical companion truss to the north are the youngest of 4 surviving pin-connected Pratt thru-truss highway bridges built in Somerset County between 1885 and 1902, and the 9th youngest of 10 surviving thru trusses of all types. The Woodfern Road bridges retain integrity of design and has been in continuous use at the present site since the time of its construction. In the last decades of the 19th century, the Pratt truss type was built widely, and played a prominent part in the advance of a reliable network of overland transportation. It was well-regarded by engineers for its simplicity of design and easily determined structural action, and by the 20th century had gained almost universal acceptance for both railroad and highway spans. The Woodfern Road Bridge was constructed by John W. Scott, a small, locally-active bridge manufacturer from Flemington (Hunterdon County).

A bridge has spanned the South Branch of the Raritan River at the site since at least the mid-19th century. A 1860 map shows the bridge, and the minute books of the Board of Freeholders record repairs to the bridge as early as the 1880s. The proximity of the Old York Road, Somerset's main east-west road from the 17th to the 19th century, and Neshanic Station, established by the South Branch of the Central Railroad of New Jersey in the 1870s, made the crossing an important link in the rural transportation network.

The two trusses at Woodfern Road Bridge were built under two separate contracts by the same builder, John W. Scott. In July 1901 the Freeholders viewed the bridge and carried a motion to replace the southernmost truss (18B0512) with a new iron bridge "to be 80 ft. between abutments with 18 ft. roadway and of sufficient capacity to carry a 15 ton roller." Action was taken quickly: bids were advertised, prepared, and received within two weeks. Bidders on the project included Scott, the Easton Foundry and Machine Co., the Canton Bridge Co., W. Kirk, and the Berlin Construction Co. Scott was the low bidder on the project and received the contract at a price of \$1600. In April 1902 the southernmost truss was completed. Two weeks after its completion, the Freeholders decided to also replace the northernmost span at Woodfern Road with a 100'-span bridge (18B0511). Scott again received the contract because "his plans submitted were for a heavier bridge than the plans of the lower bidders." The second truss was completed and accepted in September 1902.



NEW JERSEY HISTORIC BRIDGE DATA

John W. Scott appears as a bidder on at least one other bridge project in Somerset County in 1899, but did not receive the contract. He is documented as having fabricated two idiosyncratic pony truss spans in Hunterdon County in 1901-1903 (100D388, 100D390). Scott appears to be typical of many small bridge builders who remain largely anonymous to history except for the bridge's they built, making the Woodfern Road bridges all the more significant.

Boundary Description and Justification: The two-span bridge is evaluated as individually significant. The boundary is limited to the structure itself, including the superstructures and substructures of both spans.

PHOTO: 26:26,29,30,33 (09/30/91)

REVISED BY (DATE):

QUAD: Flemington



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18B0603	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	PLEASANT RUN ROAD OVER PLEASANT RUN		FACILITY	PLEASANT RUN ROAD			
TOWNSHIP	BRANCHBURG TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	1	LENGTH	48 ft	WIDTH	30 ft		
CONSTRUCTION DT	1940	ALTERATION DT					
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.			SOURCE	PLAQUE		
				BUILDER	J. W. ROGERS		

SETTING / CONTEXT The bridge carries a 2-lane road over a small stream in a rural area undergoing suburban development. Near the bridge are open fields and an early-19th century farmhouse.

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 skewed, single-span, encased steel stringer bridge with concrete balustrades and substructure is a representative example of a common bridge type in New Jersey. During the 1940s, Joseph W. Rogers, a contractor from Succasunna, NJ, built many bridges in the state. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 406:29a-30a (01/12/92) REVISED BY (DATE): QUAD: Raritan

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18C0104	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	PROVINCE LINE ROAD OVER BEDENS BROOK			FACILITY	PROVINCE LINE ROAD			
TOWNSHIP	MONTGOMERY TOWNSHIP							
TYPE	THRU TRUSS	DESIGN	WARREN				MATERIAL	Metal
# SPANS	1	LENGTH	79 ft	WIDTH	15.4 ft			
CONSTRUCTION DT	1888	ALTERATION DT	Demolished		SOURCE	COUNTY RECORDS		
DESIGNER/PATENT					BUILDER	NJ STEEL & IRON CO.		

SETTING / CONTEXT The bridge is located in a wooded, rural setting and carries one-way traffic over a small stream. It is on a quiet rural road that historically marked the division between East and West New Jersey. The bridge is on the line between Mercer and Somerset counties, and it was constructed as a joint-county project.

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

CONSULT STATUS Bridge was Individually Eligible.

CONSULT DOCUMENTS SHPO Finding 12/05/90, Letter 6/30/95

SUMMARY The 6-panel rivet-connected Warren thru truss span on ashlar abutments is composed solely of angles, and is significant as an early example of both the truss type and method of fabrication. According to county records, floor beams are replacements, and the bearings were reinforced, but the trusses appear unaltered. The bridge is important in chronicling the evolution of metal truss bridge technology in the region. New Jersey Steel & Iron Co. of Trenton was a major bridge fabricating firm.

INFORMATION

PHOTO: 100:6-9 (10/10/91)

REVISED BY (DATE):

QUAD: Rocky Hill

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18C0208	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	BELLE MEAD ROAD OVER ROCK BROOK			FACILITY	BELLE MEAD ROAD			
TOWNSHIP	MONTGOMERY TOWNSHIP							
TYPE	PNY TRUSS	DESIGN	WARREN				MATERIAL	Steel
# SPANS	1	LENGTH	54 ft	WIDTH	29.8 ft			
CONSTRUCTION DT	After 1940	ALTERATION DT					SOURCE	COUNTY RECORDS
DESIGNER/PATENT	UNKNOWN				BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries a two-lane road over a small stream in a sparsely developed portion of the county. It is located within the bounds of the Blawenburg Historic District. The bridge is contiguous to the grounds of the Skillman Epileptic Village that is now the state's neuropsychiatric institute. The campus is a mix of 19th- and 20th-century buildings.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Not Individually Eligible. NJ State Village for Epileptics / NJ Neuro-Phychiatric Institute Historic District, Eligible. Listed. Blawenburg Historic District. 12/14/1990. Noncontributing.
CONSULT DOCUMENTS SHPO Letter 6/30/95, 106 Comments 10/22/97 5/15/98 7/29/98.

SUMMARY The 4-panel welded pony truss bridge is composed entirely of modern rolled sections and I-beams. It is supported on the ashlar abutments of an earlier span. In the 1990 Blawenburg Historic District nomination, this bridge was incorrectly identified as old and listed as a contributing resource. County records indicate that an 18'-wide low iron truss was at the crossing about 1940. When this span was built is not documented, but it was in place by 1964. It is too new to be contributing.

INFORMATION

PHOTO: 101:21-22 (10/01/91)

REVISED BY (DATE):

QUAD: Rocky Hill



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18C0209	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	CAMP MEETING AVENUE OVER ROCK BROOK		FACILITY	CAMP MEETING AVENUE			
TOWNSHIP	MONTGOMERY TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED		MATERIAL	Steel	
# SPANS	2	LENGTH	56 ft	WIDTH	24.1 ft		
CONSTRUCTION DT	1917	ALTERATION DT			SOURCE	NJDOT	
DESIGNER/PATENT	UNKNOWN		BUILDER	UNKNOWN			
SETTING / CONTEXT	The two-lane bridge spans tree-lined Rock Brook in western Montgomery Township. The surrounding area has modern residential developments.						

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

SUMMARY The two-span, encased steel-stringer bridge has concrete parapets and substructure. The abutments and piers have been repaired with new footing extensions. The bridge is in poor condition with spalling and rust. The bridge is 1 of at least 17 similar surviving encased steel stringer bridges built in the county between 1915 and 1929. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 101:27-28 (09/30/91)

REVISED BY (DATE):

QUAD: Rocky Hill

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18C0302	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	HOLLOW ROAD OVER BRANCH OF ROCK BROOK		FACILITY	HOLLOW ROAD			
TOWNSHIP	MONTGOMERY TOWNSHIP						
TYPE	SLAB	DESIGN					
# SPANS	2	LENGTH	43 ft	WIDTH	30 ft	MATERIAL	Reinforced Concrete
CONSTRUCTION DT	1934	ALTERATION DT					
DESIGNER/PATENT	UNKNOWN		SOURCE	NJDOT			
			BUILDER	UNKNOWN			

SETTING / CONTEXT The two-lane bridge spans a seasonal stream in western Montgomery Township. The surrounding area is sparsely developed with 19th- and 20th-century residences. Next to the bridge is an older house with aluminum siding and 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 two-span, skewed, concrete slab bridge has concrete parapets and substructure. It is in poor condition and spalled. The bridge is a common type and is not historically or technologically distinguished.

INFORMATION

PHOTO: 101:24-25 (09/30/91) REVISED BY (DATE): QUAD: Rocky Hill

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18C0601	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	CR 677 (ELM STREET) OVER SOUTH BRANCH OF RARITAN RIVER		FACILITY	CR 667 (ELM STREET)			
TOWNSHIP	BRANCHBURG TOWNSHIP						
TYPE	THRU TRUSS	DESIGN	LENTICULAR			MATERIAL	Metal
# SPANS	2	LENGTH	285 ft	WIDTH	13.7 ft		
CONSTRUCTION DT	1896	ALTERATION DT	1983	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	BERLIN IRON BRIDGE CO.		BUILDER	BERLIN IRON BRIDGE CO.			

SETTING / CONTEXT The bridge carries a single lane over the river in the late-19th century community of Neshanic Station. The original setting of the bridge is well preserved. It is a contributing element in the Neshanic Mills Historic District. The lenticular truss bridge is in full view of another historically significant span, the 1896 pin-connected Pratt thru truss that carries the South Branch of the Central Railroad of New Jersey over the river.

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

CONSULT STATUS Individually Eligible. Listed. Neshanic Mills Historic District. 01/09/1978. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span lenticular truss bridge is one of the best surviving examples of the late-19th century truss type that was successfully marketed nationally by the Berlin Iron Bridge Company of Connecticut. It is a variation on the Pratt truss and is distinguished by its polygonal top and bottom chords. The end posts have been encased in concrete, and the bridge was strengthened in 1983, but it retains its integrity of original design. It is also a contributing element in a historic district.

INFORMATION

PHOTO: 408:8-10 (10/10/91)

REVISED BY (DATE):

QUAD: Raritan

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18C0605	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	OPIE ROAD OVER SOUTH BRANCH OF RARITAN RIVER		FACILITY	OPIE ROAD			
TOWNSHIP	BRANCHBURG TOWNSHIP						
TYPE	PONY TRUSS	DESIGN	WARREN			MATERIAL	Steel
# SPANS	2	LENGTH	152 ft	WIDTH	16.6 ft		
CONSTRUCTION DT	1919	ALTERATION DT	Moved		SOURCE	COUNTY ENGINEER	
DESIGNER/PATENT	UNKNOWN			BUILDER	F. W. SCHWIERS		

SETTING / CONTEXT The single-lane bridge spans the river in a picturesque rural section of Branchburg Township. On either side of the river are fields, pastures, and 19th-century farmhouses.

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 2-span, riveted, Warren pony truss has one span deeper than the other. The eastern span is a 67'-long, 5-panel truss, and the western span is a 85'-long and six panels. The bridge rests on preexisting rubble-coursed stone abutments and pier which may account for the unequal spans. It is technologically distinguished as a well-preserved example of its type because of its state of preservation and multi span configuration. It is one of 9 Warren pony truss spans in the county built 1910-1927.

INFORMATION

Bibliography:
 Condit, Carl. American Building Art: The 19th Century. New York: Oxford University Press, 1960. p. 118.
 Somerset County. County Engineer Records. Bridge Card C0605.
 Somerville County Democrat. "Freeholders Award Bridge Contracts." June 27, 1919.

Physical Description: The two-span, rivet-connected, Warren pony truss has spans of unequal lengths and depths. The eastern span is a 67'-long, five-panel Warren truss, and the western span is a 85'-long, six panel Warren truss. Both trusses consist of rolled steel members: the lower chords are angles with battens; the upper chords are box beam members with cover plates; the inward inclined diagonals are angles with lacing, and the outward inclined diagonals are angles with battens; and, the verticals are angles with battens. The abutments and pier are roughly-coursed masonry with rebuilt concrete seats. The bridge retains its original pipe railing, however a modern beam guide rail has also been added. Except for a few minor welded patches and repairs, the bridge has not been significantly altered.

Historical and Technological Significance: The Opie Road Bridge is the longest and best-preserved of at least six rivet-connected Warren pony truss highway bridges constructed in Somerset County built between 1915 and 1927. The Warren truss bridge type was patented in 1848 by two British engineers, James Warren and Willoughby Monzani. It differed from other trusses in that it did not have a vertical (compression) member and that alternate diagonals slope in opposite directions. Because some of those diagonals are compression members, the design was not well suited for pinned connections. With the perfection of the portable pneumatic equipment in the late-19th century, field riveting was possible, and the simple but rigid Warren truss came to the fore during the 1890s. During the early 20th century, steel Warren trusses appeared in rapidly growing numbers, and were used for both highway and railroad spans. The Opie Road bridge is a good representative example of Warren truss construction and engineering that made a significant contribution to the widespread use of metal truss bridges in the state.

The Opie Road bridge was constructed in 1919 by the F. W. Schwiars, Jr., Company of New York. It replaced an earlier bridge and was built on the preexisting masonry abutments and pier, accounting for the unequal lengths of the spans. In 1988, the county replaced the plank deck with an asphalt roadway and installed the beam guide rail.

Boundary Description and Justification: The bridge is evaluated as individually distinguished. The boundary is limited to the span itself, the superstructure and substructure.

PHOTO: 403:29-31 (12/23/91) REVISED BY (DATE): QUAD: Raritan

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18C0607	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	OPIE ROAD OVER SOUTH BRANCH OF RARITAN RIVER		FACILITY	OPIE ROAD				
TOWNSHIP	BRANCHBURG TOWNSHIP							
TYPE	PONY TRUSS	DESIGN	PRATT				MATERIAL	Steel
# SPANS	2	LENGTH	180 ft	WIDTH	18.2 ft			
CONSTRUCTION DT	1921	ALTERATION DT						
DESIGNER/PATENT	UNKNOWN		SOURCE	COUNTY ENGINEER				
			BUILDER	UNKNOWN				

SETTING / CONTEXT The narrow two-lane bridge spans a wide section of the river in the western part of the county. The area is rural with fields, pastures, and a farmhouse (c. 1820) to the west. A housing development (c. 1990) is being built to the east, but out of sight of the bridge.

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

SUMMARY The two-span, six-panel, riveted Pratt pony truss bridge has concrete abutments and cutwater pier. The bridge is one of the least altered of over 15 pony trusses built between ca. 1900 and 1927, and it is the only rivet-connected Pratt pony truss in the county. It is a well-preserved example of a historically and technologically significant type that is becoming increasingly rare in the state. The riveted Pratt is not a common 20th-century pony truss type, which adds to the value of the span.

INFORMATION Bibliography:
 Condit, Carl. American Build Art: The 19th Century. New York: Oxford University Press, 1960.
 Waddell, J. A. L. Bridge Engineering. New York: John Wiley and Son, 1916.

Physical Description: The 180'-long bridge consists of two six-panel half-hip Pratt pony trusses of equal length. The trusses are rivet-connected rolled steel sections. The upper chords and inclined end posts are built-up box beams with cover plates. The lower chords, verticals, and diagonals are angles with lacing. In addition, the bridge has angle outriggers. The floor beams and stringers are I-beams. The abutments and cutwater pier are concrete.

The bridge is well-preserved, and has not been significantly altered. The lower panel points and floor beam hangers have been repaired with bolts. A modern beam guide rail has been added.

Historical and Technological Significance: The Opie Road Bridge is one of the least altered of over 15 pony trusses remaining in the county from between ca.1900 and 1940. While this is the example that is a riveted Pratt pony truss bridge, it is a late example of riveted pony truss bridge technology, and it exhibits no unusual or noteworthy construction details. The Pratt truss bridge type was patented in 1844 by Thomas and Caleb Pratt of Boston, but did not gain popularity until the last half of the 19th century when it became one of the most common American truss types. Many engineers favored the Pratt truss type because of its easily determined structural action, simplicity and economy of metal. Others, like the opinionated J. A. L. Waddell, recommended its use for thru trusses, but did not recommend its use for pony trusses because of the lack of upper lateral support of the top chord. The perfection of riveted field connections brought the ascendancy of the Warren truss for pony truss spans after the turn of the century, and they are much more common than 20th century riveted Pratt trusses. This span is technologically significant because of it is an uncommon example of a rivet-connect Pratt pony truss span. It is also well preserved (criterion C).

No local records have been located to determine the builder or engineer for the Opie Road Bridge.

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

PHOTO: 403:27-28 (12/23/91)

REVISED BY (DATE):

QUAD: Raritan

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18C0704	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	HOLLAND BROOK ROAD OVER HOLLAND BROOK			FACILITY	HOLLAND BROOK ROAD			
TOWNSHIP	BRANCHBURG TOWNSHIP							
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel	
# SPANS	1	LENGTH	24 ft	WIDTH	20.2 ft			
CONSTRUCTION DT	1919	ALTERATION DT					SOURCE	PLAQUE
DESIGNER/PATENT	J. DOUGHTY, CO. ENG.			BUILDER	SNOOK AND SONS			

SETTING / CONTEXT The bridge carries a 2-lane road over a small tree-lined brook in a moderately-developed suburban residential area. The bridge is near the intersection of US 202 and Holland Brook 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 single-span, concrete-encased steel stringer bridge has concrete parapets and substructure. It is a representative example of at least 17 other surviving short-span encased steel stringer bridges built in the county between 1915 and 1929. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 406:36a-37a (01/12/92) REVISD BY (DATE): QUAD: Raritan



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18C0705	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	OLD YORK ROAD OVER HOLLAND BROOK		FACILITY	OLD YORK ROAD			
TOWNSHIP	BRANCHBURG TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED		MATERIAL	Steel	
# SPANS	1	LENGTH	46 ft	WIDTH	28 ft		
CONSTRUCTION DT	1931	ALTERATION DT			SOURCE	PLAQUE	
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.			BUILDER	RICHARDS & GASTON		

SETTING / CONTEXT The bridge carries a 2-lane road over a small stream in a moderately developed suburban residential area. The surrounding area has some remaining older farmhouses and open fields.

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 most distinguishing feature of the skewed single-span, encased steel stringer bridge with concrete substructure is the reticulated pattern of the concrete parapets. The reticulated feature is also seen on another early 1930s bridge in Somerset County (18K0903), and is not an infrequent detail on 20th-century bridges. In all other respects, the bridge is a representative example of a common bridge type. It has no significant historical or technological details or associations.

INFORMATION

PHOTO: 406:38a-39a (01/12/92) REVISIED BY (DATE): QUAD: Raritan

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18C0806	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	READINGTON ROAD OVER TRIBUTARY OF CHAMBERS BROOK			FACILITY	READINGTON ROAD		
TOWNSHIP	BRANCHBURG TOWNSHIP						
TYPE	DECK ARCH	DESIGN	ELLIPTICAL			MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	37 ft	WIDTH	26 ft		
CONSTRUCTION DT	1930	ALTERATION DT				SOURCE	PLAQUE
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.			BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries a 2-lane road over a small stream in a moderately developed suburban residential area west of the village of North Branch Station.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY Built in 1930, the short, single-span concrete arch bridge with concrete balustrades is a representative example of a common bridge type. It is in poor condition with spalling, and has had utility pipes added to both the downstream and upstream elevations. Other examples of the bridge type exist in the county, and this one is not historically or technologically distinguished based on its date, size, and detailing.

INFORMATION

PHOTO: 310:28-29 (01/18/92)

REVISED BY (DATE):

QUAD: Raritan

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18C1001	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	RIVER ROAD OVER LAMINGTON RIVER			FACILITY	RIVER ROAD			
TOWNSHIP	BEDMINSTER TOWNSHIP							
TYPE	PNY TRUSS	DESIGN	WARREN			MATERIAL	Steel	
# SPANS	1	LENGTH	79 ft	WIDTH	14.8 ft			
CONSTRUCTION DT	1910ca	ALTERATION DT					SOURCE STYLE	
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN			

SETTING / CONTEXT The bridge carries a quiet country road over a small stream in a sparsely developed scenic wooded setting in a rural area. A golf course is to the southeast 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 5-panel rivet-connected Warren with verticals pony truss bridge is supported on concrete abutments. The top chord and end posts are built up box members while the verticals and diagonals are composed of channels. The undocumented bridge exhibits standard details, and it is representative of a truss and construction type that is fairly common in the county. Some welded repairs have been made to the end posts. It is one of 9 riveted Warren pony truss bridges in the county and is not notable.

INFORMATION

PHOTO: 104:25-28 (10/10/91)

REVISED BY (DATE):

QUAD: Gladstone

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18C1303	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	POTTERSVILLE ROAD (CR 512) OVER HERZOG BROOK			FACILITY	POTTERSVILLE ROAD (CR 512)		
TOWNSHIP	BEDMINSTER TOWNSHIP						
TYPE	STRINGER			DESIGN	ENCASED	MATERIAL	Steel
# SPANS	1	LENGTH	36 ft	WIDTH	32.1 ft		
CONSTRUCTION DT	1921	ALTERATION DT			SOURCE	COUNTY RECORDS	
DESIGNER/PATENT	UNKNOWN				BUILDER	UNKNOWN	

SETTING / CONTEXT The two-lane bridge spans Herzog Brook east of the village of Pottersville in northwestern Bedminster Township. The surrounding area is rural with rolling hills. It is not located within the National Register-listed Pottersville Historic District.

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 bridge has been significantly altered. Records for the bridge are incomplete, but the physical evidence suggests that the bridge began in 1910 as a thru girder with encased floor beams. In 1921 the bridge was widened with the addition of encased stringers, and the two girders were probably replaced with steel stringers. Beam guide rails have been added. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 104:5-6 (09/30/91)

REVISED BY (DATE):

QUAD: Gladstone

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18D0203	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	CHERRY HILL ROAD OVER BEDEN'S BROOK		FACILITY	CHERRY HILL ROAD			
TOWNSHIP	MONTGOMERY TOWNSHIP						
TYPE	STRINGER	DESIGN		MATERIAL	Steel		
# SPANS	1	LENGTH	51 ft	WIDTH	15.2 ft		
CONSTRUCTION DT	1910	ALTERATION DT	1980	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	UNKNOWN		BUILDER	UNKNOWN			

SETTING / CONTEXT The single-lane bridge spans a small brook in a sparsely developed residential area of southwestern Montgomery Township.

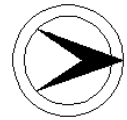
1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span bridge was substantially rebuilt c.1980. The floor beams from an earlier truss were salvaged and supported on two new rolled beams resting on H-section posts with concrete pads. The original stone rubble abutments were repointed, and beam guide rails were added. The bridge has no significant historical or technological associations.

INFORMATION

PHOTO: 100:10-12 (09/30/91) REVISD BY (DATE): QUAD: Rocky Hill

NEW JERSEY DEPARTMENT OF TRANSPORTATION
 BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18D0204	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	GEORGETOWN AND FRANKLIN TPK OVER BEDEN'S BROOK			FACILITY	GEORGETOWN AND FRANKLIN TURNPIKE (CR 518)		
TOWNSHIP	MONTGOMERY TOWNSHIP						
TYPE	T BEAM			DESIGN		MATERIAL	Reinforced Concrete
# SPANS	2	LENGTH	67 ft	WIDTH	30 ft		
CONSTRUCTION DT	1936	ALTERATION DT		SOURCE	PLAQUE		
DESIGNER/PATENT	OSCAR SMITH, CO. ENG.			BUILDER	J. W. ROGERS		

SETTING / CONTEXT The two-lane bridge spans Beden's Brook in southern Montgomery Township. The bridge is located at a curve on a busy county highway. The surrounding area has scattered residential development interspersed with wooded parcels.

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 two-span, concrete T-beam bridge has concrete balustrades and substructure. A beam guide rail has been added, and a portion of the concrete balustrade is missing. Although found less frequently in Somerset County, T-beams are a common bridge type in New Jersey. The bridge has no significant historical or technological associations.

INFORMATION

PHOTO: 100:13-14 (09/30/91)

REVISED BY (DATE):

QUAD: Rocky Hill

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18D0207	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	BURNT HILL ROAD OVER BEDEN'S BROOK			FACILITY	BURNT HILL ROAD		
TOWNSHIP	MONTGOMERY TOWNSHIP						
TYPE	PNY TRUSS	DESIGN	PARKER			MATERIAL	Steel
# SPANS	1	LENGTH	62 ft	WIDTH	15.3 ft		
CONSTRUCTION DT	1909	ALTERATION DT	Moved		SOURCE	COUNTY RECORDS	
DESIGNER/PATENT	TOLEDO-MASSILAN BRIDGE CO			BUILDER	TOLEDO-MASSILAN BRIDGE CO		

SETTING / CONTEXT The bridge is located on a bad curve and carries a quiet 2-lane road over a small stream in a unspoiled wooded setting on the south side of the mid-19th century state epileptic village now known as the New Jersey Neuropsychiatric Institute.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Bridge was Individually Eligible.
CONSULT DOCUMENTS SHPO Finding 8/3/90, Letter 6/30/95.

SUMMARY The 5-panel Parker pony truss bridge with bolted field connections is supported ashlar abutments. It is well preserved and is one of the few, and perhaps only Parker pony truss span in the state. In addition to its unusual truss type, with a polygonal top chord that accommodates strength at the center of truss and economy of material, the bridge is technologically significant for its early use of square-headed bolts for field connections. The only alteration appears to be removal of the railing.

INFORMATION

PHOTO: 101:17-20 (10/19/91) REVISD BY (DATE): QUAD: Rocky Hill

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18D0702	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	STUDDIFORD DRIVE OVER SOUTH BRANCH RARITAN RIVER		FACILITY	STUDDIFORD DRIVE			
TOWNSHIP	BRANCHBURG TOWNSHIP						
TYPE	THRU GIRDER	DESIGN					
# SPANS	3	LENGTH	198 ft	WIDTH	20 ft	MATERIAL	Steel
CONSTRUCTION DT	1929	ALTERATION DT					
DESIGNER/PATENT	OSCAR SMITH, CO. ENG.		SOURCE	PLAQUE			
			BUILDER	HENRY E. TERRILL			

SETTING / CONTEXT The two-lane bridge spans the South Branch of the Raritan River near its confluence with the Raritan River. The early-19th century village of South Branch is located on the east bank of the river opposite the bridge. South Branch is a National Register-listed district. The east bank of the river is one of the boundaries. Except for the eastern approach, the bridge itself does not lie within the district, and it was not built within the district's period 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 skewed, three-span, steel thru girder with encased floor beams bridge is simply supported and has a concrete substructure and a cantilevered sidewalk with beam railing on the downstream side. The replaced the last surviving wood truss covered bridge in the county, however it is a common bridge type and has no significant historical or technological associations. It is also later than village of South Branch located on the east side of the span.

INFORMATION

PHOTO: 403:25-26 (10/31/91)

REVISED BY (DATE):

QUAD: Raritan

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 18D0704 **CO** SOMERSET **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED SOUTH BRANCH ROAD (CR 567) OVER HOLLAND BROOK **FACILITY** SOUTH BRANCH ROAD (CR 567)
TOWNSHIP BRANCHBURG TOWNSHIP
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 2 **LENGTH** 68 ft **WIDTH** 22.5 ft
CONSTRUCTION DT 1926 **ALTERATION DT** **SOURCE** PLAQUE
DESIGNER/PATENT OSCAR SMITH, CO. ENG. **BUILDER** SHOCKS & SON

SETTING / CONTEXT The two-lane bridge spans Holland Brook near its confluence with the South Branch of the Raritan River. The surrounding area retains its rural character with farms and pastures, although visible to the west is a modern corporate office building (c.1985).

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, two-span, encased steel-stringer bridge has concrete parapets and substructure. The bridge is in poor condition with deterioration and spalling to the abutments and pier. Encased steel stringers are a common bridge type in Somerset County. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 403:23-24 (10/31/91)

REVISED BY (DATE):

QUAD: Raritan

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18D0705	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	OLD YORK ROAD (CR 567) OVER RARITAN RIVER			FACILITY	OLD YORK ROAD (CR 567)		
TOWNSHIP	BRANCHBURG TOWNSHIP						
TYPE	STRINGER	DESIGN		MATERIAL	Steel		
# SPANS	5	LENGTH	250 ft	WIDTH	26 ft		
CONSTRUCTION DT	1930	ALTERATION DT	1978	SOURCE	NJDOT		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The two-lane bridge carries the Old York Road, a principle overland route between New York City and Philadelphia during the 18th and 19th centuries but bypassed by US 202 in the 20th century, over the Raritan River near its confluence with the South Branch of the Raritan River. On the east river bank is a suburban residential area (c.1950-70). On the west bank is a broad flood plain with open fields and pasture.

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 design integrity of the five-span steel stringer bridge has been compromised by numerous alterations. The bridge rests on the stone abutments of a previous bridge, the first pier from the east is also stone, but the other piers are concrete. In 1978 the bridge was widened with stringers, a steel grid deck and railing were added, and concrete repairs were made to the abutments and piers. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 403:21-22 (10/31/91)

REVISED BY (DATE):

QUAD: Raritan



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18D0904	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	STATION ROAD OVER CHAMBERS BROOK			FACILITY	STATION ROAD		
TOWNSHIP	BRANCHBURG TOWNSHIP						
TYPE	BRICK ARCH	DESIGN	ELLIPTICAL	MATERIAL	Brick		
# SPANS	1	LENGTH	27 ft	WIDTH	30.3 ft		
CONSTRUCTION DT	1850ca	ALTERATION DT	1935	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries a 2-lane road over a small brook on the northern edge of the village of North Branch Station. To the south of the bridge is New Jersey Transit's Raritan Valley Line, formerly the Central Railroad of New Jersey, which also crosses Chambers Brook on a brick-lined arch (c.1848). Near the intersection of Station Road and Centre Street once stood the North Branch Depot. North Branch Station village has many older homes and structures, but most have modern alterations.

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

SUMMARY Constructed in ca. 1850, the single-span, brick arch with stone fascia bridge was built at the time the Somerville & Easton Railroad, predecessor of the Central Railroad of New Jersey, extended its line to White House and founded North Branch Station. The arch retains its integrity although the bridge was widened in 1935 with steel stringers on the upstream side. Due to its early date of construction and association with the early development of railroads in the county, the bridge is eligible.

INFORMATION

Bibliography:
 DeLeuw, Cather, and Co. New Jersey Transit Railroad Bridge Survey, 1991.
 Somerset County Engineer. County Bridge Cards. 1935.
 Snell, James. History of Hunterdon and Somerset Counties, 1881.

Physical Description: The bridge is a single-span elliptical brick arch with stone spandrel walls, abutments, and wingwalls. The stone masonry is random-course rubblestone with rusticated stone voussoirs. The bridge has been widened on the upstream side with two steel stringers inset into stone masonry at an angle to accommodate an extra lane leading into a Y-shaped intersection on the southern side of the bridge. Some concrete reinforcing has been made to the northeastern abutment to support one of the stringers. Beam guide rails have been added to the bridge. There is no evidence of previous railings or parapets. Some of the masonry has been repointed or covered with concrete, but not to a significant degree.

Historical and Technological Significance: The ca. 1850 brick arch bridge is the only known highway example of its type in Somerset County. Historically it appears to be associated with the founding of the village of North Branch Station, a small settlement that developed as a result of the 1848 development of the Somerville & Easton Railroad through the area. Although its construction is not documented, the bridge is the same type and style as a nearby span built by the railroad in 1848 to carry the line over Dumont Creek at Milepost 39.40. Although the brick arch bridge has been altered on one side, it still retains excellent integrity and is a technologically distinguished example of a brick arch span preserved in its original setting (criterion C).

Masonry arch bridges are not uncommon in Somerset County and were built from the 17th century into the 20th century. Most bridges made use of locally quarried stone, and although brick and other dressed stones were available, they were less frequently used due to the costs of shipping, a situation that began to change with the construction of canals and railroads. Although no construction records for the Station Road bridge have been located, it is possible that the bridge was constructed in 1848 when the Somerville and Easton Railroad, one of the precursors of the Central New Jersey Railroad, extended its line from Somerville to White House. A similar brick arch bridge with stone spandrel walls and a documented date of 1848 carries the railroad and a portion of the North Branch Station house over a branch of Chambers Creek just upstream from the highway bridge. The station building no longer exists, although a modern structure has been built on its foundations. The 1848 brick arch railroad bridge at milepost 39.40 is the earliest documented bridge in the 1991 NJT survey population, and it was evaluated as eligible.

County records indicate the bridge was widened with stringers at one quadrant in 1935.

Boundary Description and Justification: The bridge is evaluated as individually significant. The boundary is limited to the arch span itself and the ashlar wingwalls. The 1935 addition does not contribute to the significance of the arch bridge.

PHOTO: 310:24-27 (01/12/92) REVISED BY (DATE): QUAD: Raritan

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18D0907	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	EASTON TURNPIKE OVER NORTH BRANCH OF RARITAN RIVER		FACILITY	EASTON TURNPIKE (CR 614)			
TOWNSHIP	BRANCHBURG TOWNSHIP						
TYPE	THRU GIRDER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	20	LENGTH	551 ft	WIDTH	30 ft		
CONSTRUCTION DT	1924	ALTERATION DT		SOURCE	INSCRIPTION		
DESIGNER/PATENT	NJ STATE HIGHWAY DEPT		BUILDER				

SETTING / CONTEXT The bridge carries a 2-lane county highway over the North Branch of the Raritan River east of North Branch village, a small town with many well-preserved 18th and 19th-century buildings. The area along the river is sparsely developed with a municipal park and parking lot on the west bank, and a farm on the east bank. To the south is a 3-span concrete arch bridge (1801153) carrying US 22 over the North Branch of the Raritan 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 viaduct has 2 encased thru girder and floorbeam main spans over the river, 7 short concrete slab with parapet approach spans to the west, and 11 similar approach spans to the east. The bridge was constructed in 1924 as part of NJ Highway Route 9, and in 1943 was designated a county road because of the construction of a new 4-lane highway to the south. It is not within the period of significance of the village of North Branch, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 110:43a, 406:6a (01/18/92) REVISED BY (DATE): QUAD: Raritan

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18D1002	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	BURNT MILLS ROAD OVER MUDDY RUN		FACILITY	BURNT MILLS ROAD			
TOWNSHIP	BEDMINSTER TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	1	LENGTH	28 ft	WIDTH	22 ft		
CONSTRUCTION DT	1927	ALTERATION DT		SOURCE	PLAQUE		
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.		BUILDER	S. W. HILDERBRANT			

SETTING / CONTEXT The two-lane bridge spans Muddy Run near its confluence with the Lamington River in southern Bedminster Township. The surrounding area is sparsely developed with farmland, wooded lots, and scattered 19th- and 20th-century houses.

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 paneled concrete parapets and concrete substructure. The bridge is 1 of at least 17 similar surviving encased steel stringer bridges built in the county between 1915 and 1929. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 104:23-24 (09/30/91)

REVISED BY (DATE):

QUAD: Gladstone



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18D1004	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	BURNT MILLS ROAD OVER LAMINGTON RIVER		FACILITY	BURNT MILLS ROAD				
TOWNSHIP	BEDMINSTER TOWNSHIP							
TYPE	PONY TRUSS	DESIGN	WARREN				MATERIAL	Steel
# SPANS	1	LENGTH	86 ft	WIDTH	15.1 ft			
CONSTRUCTION DT	1919	ALTERATION DT	1985	SOURCE	NJDOT			
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN			

SETTING / CONTEXT The one-lane bridge carries a quiet country road over the Lamington River near its confluence with the North Branch Raritan River. The setting is wooded with a mid-19th century farmhouse on the west side of the bridge.

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 skewed 4-panel rivet-connected Warren pony truss composed of standardized angle, channel, and plate members is supported on concrete abutments. A box beam replacing the original laced angle bottom chord was installed in 1985 as were new bolted gusset plates at the panel points and replacement floor beams. The significant alterations to the original design render the bridge technologically and historically undistinguished. A better example of the type is 18C0605.

INFORMATION

PHOTO: 104:19-22 (10/10/91) REVISED BY (DATE): QUAD: Gladstone



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18D1006	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	BURNT MILLS ROAD OVER NORTH BRANCH OF RARITAN RIVER		FACILITY	BURNT MILLS ROAD			
TOWNSHIP	BEDMINSTER TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	2	LENGTH	115 ft	WIDTH	27.3 ft		
CONSTRUCTION DT	1940	ALTERATION DT					
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.		SOURCE	PLAQUE			
			BUILDER	DELTA CONSTRUCTION CO.			

SETTING / CONTEXT The two-lane bridge spans the scenic North Branch of the Raritan River near its confluence with the Lamington River in southern Bedminster Township. The area along the river is wooded. Nearby the area is agricultural with some suburban development.

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

SUMMARY The two-span, encased steel stringer bridge has scored concrete substructure; Moderne-styled balustrades with diamond-shaped balusters and bull-nose end parapets; and four tapered, octagonal-shaped concrete light standards. Although more architectonic than most encased steel stringers in the county, the bridge is in poor condition with significant spalling. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 104:17-18 (09/30/91) REVISD BY (DATE): QUAD: Gladstone

NEW JERSEY DEPARTMENT OF TRANSPORTATION
 BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18D1102	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0		
NAME & FEATURE INTERSECTED	RIVER ROAD OVER MIDDLE BROOK			FACILITY	RIVER ROAD				
TOWNSHIP	BEDMINSTER TOWNSHIP								
TYPE	THRU GIRDER	DESIGN	ENCASED				MATERIAL	Steel	
# SPANS	1	LENGTH	55 ft	WIDTH	20 ft				
CONSTRUCTION DT	1922	ALTERATION DT						SOURCE	NJDOT
DESIGNER/PATENT	UNKNOWN					BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries a gravel road over Middle Brook near its confluence with the North Branch of the Raritan River. The immediately surrounding area is densely wooded.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span, thru girder with encased floor beams bridge has concrete abutments, original pipe railing, and approaches with paneled concrete parapets. The bridge is 1 of 5 similar surviving shallow-depth thru girder bridges built in the northern part of the county between 1922 and 1930. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 104:29-30 (09/30/91)

REVISED BY (DATE):

QUAD: Gladstone



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18D1103	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	BUNN ROAD OVER NORTH BRANCH RARITAN RIVER		FACILITY		BUNN ROAD		
TOWNSHIP	BEDMINSTER TOWNSHIP						
TYPE	PNY TRUSS	DESIGN	WARREN			MATERIAL	Steel
# SPANS	1	LENGTH	60 ft	WIDTH	15.2 ft		
CONSTRUCTION DT	1910	ALTERATION DT	1988	SOURCE	NJDOT		
DESIGNER/PATENT	UNKNOWN		BUILDER		UNKNOWN		

SETTING / CONTEXT The one-lane bridge carries an unimproved road over a small stream in a wooded, rural portion of the county dominated by "gentlemen farms" which preserve the historic agricultural character of 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 7' deep 5-panel rivet-connected Warren pony truss on ashlar abutments has been extensively altered with welded additional members. It was first rebuilt in 1938 and then again in 1988. The integrity of original design has been lost. The bridge is not historically or technologically distinguished as much of its fabric is mid- to late-20th century in origin. It is one of ten 20th-century Warren pony trusses in the county. Several others are in a more complete state of preservation.

INFORMATION

PHOTO: 105:8-11 (09/27/91)

REVISED BY (DATE):

QUAD: Gladstone



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18D1110	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	LAMINGTON ROAD (CR 523) OVER MIDDLE BROOK		FACILITY	LAMINGTON ROAD (CR 523)			
TOWNSHIP	BEDMINSTER TOWNSHIP						
TYPE	STRINGER	DESIGN					
# SPANS	1	LENGTH	24 ft	WIDTH	26.1 ft		
CONSTRUCTION DT	1913	ALTERATION DT	1973	SOURCE	NJDOT		
DESIGNER/PATENT	J. DOUGHTY, CO. ENG.			BUILDER	UNKNOWN		

SETTING / CONTEXT The two-lane bridge spans a small brook in an agricultural area interspersed with modern housing developments.

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 steel stringer bridge has been extensively rebuilt. Constructed in 1913, the bridge was originally a steel stringer with concrete slab deck and pipe railing. In 1973 the stringers were replaced, the railing removed, the bridge widened, the deck rebuilt, and beam guide rails added. The bridge abutments are a combination of older masonry and newer concrete construction. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 104:11-12 (09/30/91) REVISD BY (DATE): QUAD: Gladstone



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18D1201	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0		
NAME & FEATURE INTERSECTED	LARGER CROSS ROAD OVER MIDDLE BROOK			FACILITY	LARGER CROSS ROAD				
TOWNSHIP	BEDMINSTER TOWNSHIP								
TYPE	STRINGER	DESIGN	ENCASED				MATERIAL	Steel	
# SPANS	1	LENGTH	25 ft	WIDTH	16.8 ft				
CONSTRUCTION DT	1924	ALTERATION DT						SOURCE	NJDOT
DESIGNER/PATENT	UNKNOWN					BUILDER	UNKNOWN		

SETTING / CONTEXT The single-lane bridge carries a gravel road over Middle Brook in a scenic rural area with rolling fields and woods.

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, single-span, encased steel stringer bridge has a concrete parapet on the west side and a modern beam guide rail on the east side. The abutments are masonry rubble and probably date to an earlier bridge. Encased steel stringers are a common 1920s bridge type in Somerset County. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 104:9 (09/30/91)

REVISED BY (DATE):

QUAD: Gladstone



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E0104	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	RIVER ROAD OVER VAN HORN BROOK		FACILITY		RIVER ROAD		
TOWNSHIP	ROCKY HILL BOROUGH						
TYPE	STRINGER	DESIGN	JACK ARCH (BRICK)			MATERIAL	Steel
# SPANS	1	LENGTH	29 ft	WIDTH	22.4 ft		
CONSTRUCTION DT	1899	ALTERATION DT	1937	SOURCE PLAQUE			
DESIGNER/PATENT	UNKNOWN			BUILDER WHELY MASON(?)			

SETTING / CONTEXT The bridge carries two-lanes of traffic over Van Horn Brook near its confluence with the Millstone River. Van Horn Brook forms the southeast boundary of the Rocky Hill Historic District, a turn of the century village on the Delaware and Raritan Canal. The bridge is not contiguous to the concentration of historic buildings, but lies across the historic district's boundary.

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

CONSULT STATUS Individually Eligible. Listed. Rocky Hill Historic District. 07/08/1982. Contributing.

CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY Constructed in 1899, the well-preserved brick jack arch bridge has rolled I-beams and tie rods, and ashlar abutments with a plaque. It is individually eligible for listing in the National Register of Historic Places under Criterion C. It is within the period of significance of the Rocky Hill Historic District, and contributes to the district's historic character. In 1937 the roadway was widened slightly with narrow cantilevered extensions and the concrete parapets added, but the original jack arch portion of the bridge was undisturbed. It is a complete example of brick jack arch technology.

INFORMATION

Bibliography:
ONJH. Somerset County: Rocky Hill Historic District National Register nomination, 1982.
Somerset County Engineer. Bridge File E0104.

Physical Description: The 29'-long bridge is composed of rolled I beam stringers with well-preserved brick jack arch fill. The stringers are tied together to counter the lateral thrust of the arches by tie rods anchored through the fascia members by square head bolts. The fascia on the downstream side is composed of stacked I members while that on the upstream side is stacked toe-in angle. The bridge rests on high, well-preserved ashlar abutments that include a date stone inscribed "Built A.D. 1899 Whely, Mason." In 1937 a new concrete deck was installed, and at that time the deck was cantilevered about one foot on each side to widen the roadway. The concrete parapet with scoring on the roadway face was added at that time. The 1937 work does not appear to have modified the original configuration. Beam guide rail marks the curved approaches to the span.

Historical and Technological Significance: The bridge ranks as one of the longest and most complete examples of brick jack arch technology in the region. In addition to its technological importance, the bridge crosses the boundary of the Rocky Hill Historic District, and it was built within the period of significance of the district and is thus a contributing resource.

The jack arch is a construction detail initially developed during the second quarter of the nineteenth century as a means of both strengthening and fireproofing beams in buildings. The shallow arches span between rolled stringers to add rigidity, some load-carrying capacity, and protection for the stringers. Brick jack arches, which are more common in some areas of the state than others, were used from about 1885 until about 1905. From about 1905 until the first world war jack arches were executed in concrete rather than brick. The 1937 alterations to the deck and parapet did not impact the original stringer-jack arch arrangement. The River Road bridge is the longest and one of the best preserved of the less than half a dozen stringer spans with brick jack arches identified in the southern two-thirds of New Jersey.

Boundary Description and Justification: Since the feature that the bridge crosses is a southeast boundary of the Rocky Hill Historic District, the bridge and its surroundings are evaluated as significant. The bridge is a contributing structure to the historic district, and it is also individually significant.

PHOTO: 100:15-20 (09/30/91 JPH (5/96))

REVISED BY (DATE):

QUAD: Rocky Hill

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E0201	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	OPOSSUM ROAD OVER BEDEN'S BROOK			FACILITY	OPOSSUM ROAD			
TOWNSHIP	MONTGOMERY TOWNSHIP							
TYPE	STONE ARCH	DESIGN	BARREL			MATERIAL	Stone	
# SPANS	2	LENGTH	47 ft	WIDTH	11.5 ft			
CONSTRUCTION DT	1822	ALTERATION DT					SOURCE	NR NOMINATION
DESIGNER/PATENT	UNKNOWN			BUILDER	JWR/AHK(?)			

SETTING / CONTEXT The single-lane bridge spans tree-lined Beden's Brook west of US 206 in a moderately developed residential area.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible. Listed. Early Stone Arch Bridges of Somerset County Multiple Property Listing. 02/17/1994.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The Opossum Road Bridge is a double-arched, camelbacked, random rubble bridge. It is the second oldest dated bridge in the county and has a marker that reads "BEDENS BROOK/5 M To P/1822/JWR/AHK." The bridge shows signs of continuous repair and repointing, but it retains its design integrity. A National Register nomination was prepared for the bridge in 1990 as part of a Multiple Property Documentation Form for early stone arch bridges in Somerset County. Actual NR listing is pending.

INFORMATION

PHOTO: 101:15-16 (09/30/91)

REVISED BY (DATE):

QUAD: Rocky Hill

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E0204	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	RIVER ROAD (CR 533) OVER PIKE BROOK			FACILITY	RIVER ROAD (CR 533)		
TOWNSHIP	MONTGOMERY TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	1	LENGTH	48 ft	WIDTH	20 ft		
CONSTRUCTION DT	1927	ALTERATION DT	Demolished: 1997	SOURCE	PLAQUE		
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.			BUILDER	SNOOK BROTHERS		

SETTING / CONTEXT The bridge carries a 2-lane road over tree-lined Pike Brook near its confluence with the Millstone River. The bridge lies within the River Road Historic District, an area of well-preserved 18th, 19th, and early-20th century residences and farms bordering the Millstone River. To the northeast of the bridge is an early farmhouse with associated outbuildings.

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

CONSULT STATUS Bridge was Not Individually Eligible. Listed. River Road Historic District. 03/21/1991. Contributed.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY Built in 1927, the single-span encased concrete stringer with incised concrete parapets and concrete substructure is within the dates of significance of the River Road Historic District (1740-1939). The bridge contributes to the historic district as a representative example of a bridge type constructed widely in the county in the 1910s and 1920s. The bridge is indicative of the local effort to improve farm to market roads, and is significant to the district's transportation history.

INFORMATION

Office of New Jersey Heritage. River Road Historic District Nomination, 1991.

PHYSICAL DESCRIPTION: The two-lane bridge is a single-span encased steel stringer with incised concrete parapets and concrete substructure. The incised parapets have a rectangular pattern, and are stepped over the abutments. A stone plaque inset in the parapet reads "O. Smith, Jr., Co. Engineer. Snook Bros. Contractors. 1927." The stringer encasing is spalling and the bottom flanges of the I-beams are exposed. The bridge has a concrete deck with an asphalt road surface.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The 1927 bridge is within the River Road Historic District, a rural district of 18th, 19th, and early-20th century residences and farms paralleling the Millstone River. The bridge is not rated in the historic district nomination but falls within the district's period of significance (1740-1939). The bridge is indicative of the highway improvement campaigns of the post-World War I period, and the increasingly important role of automobile transportation in the lives of rural dwellers. Encased steel stringers were built widely in Somerset County in the period between 1915 and 1929; at least 17 similar short-span bridges are known to survive. Except for some deterioration of the concrete encasing, the Pike Brook bridge appears unaltered. The bridge is not individually distinguished, either historically or technologically. It is a common type and design. Its significance is solely based on the fact that it is located in a National Register-listed historic district and that it was built within the period of significance of that district. It is not a major element within the district, and it was not mentioned in any section of the 1991 nomination.

Boundary Description and Justification: The bridge is located within a listed National Register historic district. Thus the bridge and its setting are evaluated as significant. For a complete description of the district boundaries, please refer to the National Register file at the ONJH.

PHOTO: 310:16-17 (01/18/92)

REVISED BY (DATE):

QUAD: Rocky Hill

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E0302	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0		
NAME & FEATURE INTERSECTED	MILL POND ROAD OVER PIKE RUN			FACILITY	MILL POND ROAD				
TOWNSHIP	MONTGOMERY TOWNSHIP								
TYPE	STONE ARCH	DESIGN	BARREL				MATERIAL	Stone	
# SPANS	3	LENGTH	57 ft	WIDTH	16.5 ft				
CONSTRUCTION DT	1800ca	ALTERATION DT						SOURCE	NR NOMINATION
DESIGNER/PATENT	UNKNOWN					BUILDER	UNKNOWN		

SETTING / CONTEXT The single-lane bridge spans a mill pond in the 18th- and 19th-century village of Bridgepoint. Downstream from the bridge is a dam creating the pond, and next to the bridge is a mill converted to a residence. The head race and tail race survive. Bridgepoint is a National Register Historic District.

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

CONSULT STATUS Individually Eligible. Listed. Bridgepoint Historic District. 06/10/1975. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span stone arch bridge contributes to the Bridgepoint Historic District because of its age and integrity of design. It is historically associated with the mill and pond, central features of the village. The bridge is 1 of at least 5 late-18th and early-19th century stone arch highway bridges in the county. The Bridgepoint Bridge is in good condition with some modern repointing.

INFORMATION

PHOTO: 310:18-19 (09/30/91)

REVISED BY (DATE):

QUAD: Rocky Hill



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E0405	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	TOWNSHIP LINE ROAD OVER PIKE RUN			FACILITY	TOWNSHIP LINE ROAD		
TOWNSHIP	HILLSBOROUGH TOWNSHIP						
TYPE	T BEAM	DESIGN		MATERIAL	Reinforced Concrete		
# SPANS	1	LENGTH	40 ft	WIDTH	30 ft		
CONSTRUCTION DT	1937	ALTERATION DT		SOURCE	PLAQUE/PLANS		
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.			BUILDER	RICHARDS & GASTON		

SETTING / CONTEXT The two-lane bridge spans a small creek in a rural area with cultivated fields, pastures, and wooded lots.

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

SUMMARY The skewed, single-span, reinforced-concrete T-beam bridge has concrete balustrades and substructure. A utility pipe has been added to one side of the bridge. Although not found frequently in Somerset County, T-beam bridges are a common bridge type that was built widely in New Jersey from 1910 to 1940. The bridge is a representative example of the type, and it is not historically or technologically distinguished.

INFORMATION

PHOTO: 102:24-25 (09/30/91)

REVISED BY (DATE):

QUAD: Rocky Hill

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E0503	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	HOMESTEAD ROAD OVER ROYCE BROOK			FACILITY	HOMESTEAD ROAD		
TOWNSHIP	HILLSBOROUGH TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	2	LENGTH	47 ft	WIDTH	20.6 ft		
CONSTRUCTION DT	1917	ALTERATION DT				SOURCE	NJDOT
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The two-lane bridge spans a small creek in a heavily developed residential area. To the north of the bridge is the Hillsborough High School (c.1970) and playing fields. To the south is a Greek Revival house (c.1840) on a knoll, and a suburban tract housing development.

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

SUMMARY The two-span, skewed, encased steel-stringer bridge has concrete parapets and substructure. The builders plaque is missing from its alcove at the center of the bridge. A beam guide rail has been added to the exterior of the parapets. The bridge is 1 of at least 17 similar surviving encased steel stringer bridges built in the county between 1915 and 1929. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 102:32-33 (09/30/91)

REVISED BY (DATE):

QUAD: Rocky Hill



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E0703	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	ROYCEFIELD ROAD OVER DUKES BROOK		FACILITY	ROYCEFIELD ROAD			
TOWNSHIP	HILLSBOROUGH TOWNSHIP						
TYPE	DECK ARCH	DESIGN	ELLIPTICAL			MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	28 ft	WIDTH	20 ft		
CONSTRUCTION DT	1925	ALTERATION DT			SOURCE	NJDOT	
DESIGNER/PATENT					BUILDER		

SETTING / CONTEXT The two-lane bridge carries a dirt road across a small creek at a southern entrance to the James B. Duke Estate. The bridge is at the intersection of Roycefield Road and Dukes Parkway. The area is undeveloped and wooded. Upstream from the bridge is a small dam and waterfall. The bridge matches the architecture and landscaping of the 327-acre estate, which was intended to mirror Duke's love of nature and art, and provide an escape from his work in New York City.

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

CONSULT STATUS Not Individually Eligible. Duke Estate Historic District. Contributing.

CONSULT DOCUMENTS SHPO Finding 09/16/83, Letter 03/12/01. DOE 02/12/1985.

SUMMARY The reinforced concrete deck arch bridge is finished with rubble-coursed stone spandrel walls and parapets. The ring stones are set in a pattern of alternating a long and two short stones. The rustic bridge is historically associated with J.B. Duke's development of his estate in the first decades of the 20th century. It includes a number of other rusticated bridges, although each is individually different. The 2,00-acre estate is well preserved and is a potential historic district. The bridge is a contributing element to the Duke Estate Historic District, eligible for listing in the National Register of Historic Places under Criteria A and C.

INFORMATION

Bibliography:
ONJH. Files by Subject: James B. Duke Estate, National Register Nomination, 1987.
Jenkins, John Wilbur. James B. Duke, Master Builder. New York: George H. Doran Co., 1927.

Physical Description: The 28'-long bridge is a single-span reinforced concrete elliptical arch with stone spandrel walls and parapets of rubble-coursed fieldstone of various sizes, shapes, and coloration's. The ring stones are an alternating pattern of one long stone and two short stones. At the approaches the parapets have rounded end posts. The bridge carries an unimproved road through a wooded portion of the J.B. Duke estate. The bridge is in excellent condition.

Historical and Technological Significance: The concrete arch bridge finished with stone spandrel walls and parapets is located within the boundaries of the James B. Duke Estate. The estate is considered National Register-eligible for its association with tobacco magnate Duke, and for its architectural significance as an outstanding example of a Gilded Age country estate built in a romanticized style. The landscaping, including walls and bridges which were designed as an integral part of the landscape scheme, are significant contributing elements to the estate's significance. The Roycefield Road bridge is specifically mentioned in the 1987 draft National Register nomination.

From 1893 until his death in 1925, one of James Duke's passions was the development of his 2000-acre country estate in Somerset County. In 1903 Duke hired the architectural firm of Buckenham and Miller of New York City to design the walls, pathways, bridges, fountains, well-houses, and buildings. One of the styles chosen for some walls and bridges was the "boulder style," popularized by Frederick Law Olmsted. Two teams of Italian masons from Long Island, Curcio Brothers and Barone and Darienco, constructed the rustic walls and bridges. No two bridges in the estate are exactly alike, and the Roycefield Road bridge is one of at least a half dozen bridges on the estate property. It is a contributing resource to the historic character of the well-preserved estate, which remains in the Duke family.

Boundary Description and Justification: The bridge is on the road that forms the west boundary of the Duke's Farm Historic District. It is a contributing resource to that district. The bridge and its surroundings are evaluated as significant.

PHOTO: 403:14-16 (10/31/91) REVISIED BY (DATE): QUAD: Raritan

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E0709	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	ROBERTS ROAD OVER RARITAN POWER CANAL		FACILITY	ROBERTS ROAD			
TOWNSHIP	BRIDGEWATER TOWNSHIP						
TYPE	STRINGER	DESIGN					
# SPANS	1	LENGTH	49 ft	WIDTH	12 ft	MATERIAL	Steel
CONSTRUCTION DT	1931	ALTERATION DT	1982	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	UNKNOWN		BUILDER	UNKNOWN			

SETTING / CONTEXT The bridge carries a single lane road over the Raritan Water Power Canal, which parallels the Raritan River for 3 miles. The canal was constructed in c.1840 to provide water power for mills in the town of Raritan to the west. The surrounding area is mixed-use commercial and residential. The bridge connects a neighborhood of small bungalows (c.1920-40) with the Old York Road to the north.

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

SUMMARY Constructed in 1931, the steel stringer bridge has been significantly altered by modern repairs and additions. In 1982 steel-pipe columns were added at mid span to support the stringers, a transverse wood glue-lam deck and barrier replaced an old plank deck and an older masonry and concrete substructure was raised. The bridge is not historically associated with the construction of the Raritan Water Power Canal. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 406:32a-33a (01/12/92) REVISD BY (DATE): QUAD: Raritan



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E0801	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	NEVIUS STREET OVER RARITAN RIVER			FACILITY	NEVIUS STREET			
TOWNSHIP	RARITAN BOROUGH			DESIGN	DOUBLE INTERSECTION PRATT		MATERIAL	Wrought Iron
TYPE	THRU TRUSS	LENGTH	150 ft	WIDTH	17 ft			
# SPANS	2	CONSTRUCTION DT	1886	ALTERATION DT				
DESIGNER/PATENT	F. A. DUNHAM, ENG.			SOURCE	COUNTY RECORDS			
		BUILDER	WROUGHT IRON BRIDGE CO.					

SETTING / CONTEXT The bridge carries a single-lane road over a picturesque section of the Raritan River. To the south is the estate of James B. Duke. The estate house is well off from the river, and next to the bridge are open fields, tree-lined lanes, and stone walls. Northeast of the bridge is Raritan's downtown area, and the former mills and factories that line the river. Next to the bridge is a Gothic-style water pumping station and a small brick hydroelectric power house (c.1900).

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Listed. Listed. Raritan River Bridge. 11/12/1992.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span, 10-panel, pin-connected, double-intersection Pratt thru truss bridge is one of the oldest and largest truss highway bridges in Somerset County. Constructed in 1886 by the Wrought Iron Bridge Co. of Canton, OH, a well-known and historically significant bridge fabricator, the bridge is a rare surviving example of the double-intersection Pratt truss type that was built widely for long-span highway and railroad bridges in the last half of the 19th century.

INFORMATION

SOURCES:

Borough of Raritan. Raritan, New Jersey, Centennial, 1868-1968. Raritan, NJ: Borough of Raritan, 1968.
 Condit, Carl W. American Building Art: The Nineteenth Century. New York, NY: Oxford University Press, 1960.
 Raritan Public Library. "A Photographic History of the Borough of Raritan." Compiled by Students of Freeda Helmsletter and JoAnn Liptak. 1985.
 Simmons, David. "Bridge Preservation in Ohio." Ohio Cities and Villages, Vol. 26, No. 8, August 1978, pp. 13-18.
 Somerset County. 4th Book of Minutes of the Board of Chosen Freeholders of the County of Somerset. 1886.
 _____ County Engineer Bridge Files #E0801. 1938.
 Wrought Iron Bridge Company. Illustrated Pamphlet of Wrought Iron Bridges Built By Wrought Iron Bridge Company, Canton, Ohio. Canton, OH: Wrought Iron Bridge Co., 1885.

PHYSICAL DESCRIPTION: The Nevius Street Bridge is a single-lane, two-span bridge consisting of two nearly identical 10-panel, pin-connected, double-intersection Pratt thru trusses, each 150'-long out-to-out, and 23' in depth. The bridge has an 18'-wide roadway, and a cantilevered sidewalk with lattice railing on the upstream side. The bridge members are rolled metal sections; it has not been determined whether the sections are wrought iron, steel, or both. The lower chords are loop-welded eye bars, and the upper chords and inclined end posts are two channels with riveted cover plate. The hip verticals consist of three rods and all other verticals are channels with riveted lacing. The truss diagonals are paired eye bars and the counters with turnbuckles are paired rods. Where the counters and diagonals intersect the verticals there are metal shaped rings, commonly called "donuts." All panel point connections are made by steel pins with turned ends and tightening bolts.

The trusses have A-shaped portal bracing with decorative lattice, knee bracing and builders' plaque. The struts are I-beams, and the top-lateral and bottom lateral bracing are rods. The trusses have riveted-girder floor beams with steel stringers. The floor beams are hung from the lower panel points by U-shaped hangers. The deck is corrugated steel plate with asphalt road surface. The trusses have pipe hand railing and steel beam guard railing. The masonry abutments and cutwater center pier are coursed red sandstone, probably quarried locally. Both the south and north abutments show signs of repair with modern cement-based mortars. The bridge's south earth-filled approach is approximately 132-feet long with coursed red sandstone retaining walls and parapet topped with a pipe railing.

Alterations to the trusses have been minimal. Most of the changes appear to have taken in place in 1938. In that year, county crews installed new truss expansion bearings and concrete seats; rebuilt the floor beam hangers with welded connections; sealed the lower panel points with concrete in the space between the verticals' channels; and added the existing steel beam guide rails. Sometime between 1938 and 1970 the corrugated steel and asphalt deck replaced a wood plank deck. Angles have replaced some of the lower lateral bracing rods.

HISTORICAL AND TECHNOLOGICAL SIGNIFICANCE: The Nevius Street Bridge across the Raritan River is significant for its engineering and method of construction. Built in 1886, it is the one of the two oldest surviving metal truss highway bridge in the county, and the oldest surviving metal truss bridge still in continuous use. It represents an influential period of innovation and expansion in the development of American metal truss bridge building technology and was constructed by a nationally recognized bridge fabricator, the Wrought Iron Bridge Company of Canton, Ohio. The truss retains a high degree of integrity of design, and is one of the least altered and longest of the more than 20 surviving trusses in the county. The bridge is also the only double-intersection Pratt type truss in the county, a type increasingly rare but once employed widely by railroads in the middle decades of the 19th century. Metal trusses like the Nevius Street Bridge represent a noteworthy period of economic and industrial development in the county's history, and played a prominent part in the advance of a reliable network of overland transportation.

A bridge has spanned the Raritan River at the site of the Nevius Street Bridge, also known as the Raritan Bridge, since at least the mid-1840s. The first bridge was a six-span timber structure that connected the agricultural countryside of Hillsborough Township on the south side of the river with the village of Raritan on the north bank. Raritan's location and its abundance of water power led to its industrialization in the period between 1840 and 1880.



NEW JERSEY HISTORIC BRIDGE DATA

The Nevius Street Bridge, erected in 1886, was in keeping with the town's growing industrial and urban character. In February, the Freeholders met at the old wood bridge and agreed that it had become dangerous to the traveling public. They authorized immediate makeshift repairs not to exceed \$300, and moved to build a new bridge as soon as possible in the spring. In May, the Freeholders appointed a committee to advertise for proposals for both wooden and iron bridges, and for masonry substructures. The instructions were specific that if the committee excepted a proposal for an iron bridge it was to be for "2 spans of 150' each, a high truss of 80 lbs. pressure to the sq. ft. with a factor of 4, planked with Georgia pine 3" thick, the bridge to be raised 2-1/2" higher (sic)."

Two weeks later, the Freeholders awarded the superstructure contract to the Wrought Iron Bridge Company of Canton, Ohio, the lowest bidder at \$7040. Substructure contracts were usually let separately from superstructure, and the masons prepared the abutments, piers, and wing walls, before the truss erection crews arrived at the site. In the case of the Nevius Street Bridge, the Freeholders awarded the contract for the substructure to two local masons, William W. Smith and Richardson Farrier. In a last minute change of plans, the Freeholders also accepted the petition of local citizens to widen the bridge roadway from 16 to 18 feet.

The Nevius Street Bridge was also the first time that the Board of Freeholder Minutes mention the employment of a professional civil engineer, F. A. Dunham, to supervise the construction of a bridge. Work on the substructure of the new bridge continued through the summer of 1886. In mid-October, the truss arrived from the Wrought Iron Bridge Company's shops in Canton. On November 17, 1886, the Freeholders accepted the Nevius Street Bridge as complete and made final payments for the masonry work, superstructure, grading, and engineering.

The Wrought Iron Bridge Company of Canton, Ohio, specialized in the construction of highway bridges. Organized in 1864 by David Hammond, the company was one of the first wrought iron truss manufacturers, and continued in existence for 36 years before being absorbed by the giant American Bridge Company in 1900. The company claimed in its promotional literature to have constructed trusses in 30 states, mostly east of the Mississippi River. In Canton, the fabricator had shops for the drafting, laying out, shearing, drilling, punching, and riveting of truss members, but did not roll its own iron or steel. The Wrought Iron Bridge Company was recognized as one of the most significant regional manufacturers of iron and steel trusses because of its workmanship and prolificacy. One other Wrought Iron Bridge Company truss is known to exist in Somerset County; the Higginsville Road Bridge over the South Branch of the Raritan River in Hillsborough Township is a well-preserved Pratt truss constructed in 1893. According to the company's 1885 trade catalogue, at least 10 other Wrought Iron Bridge Company trusses were built in New Jersey prior to 1885.

Boundary Justification and Description The bridge is individually listed in the National Register, and the boundary is limited to the span itself. The four quadrants of the bridge are also included in the Duke Farms Historic District that has been determined eligible through a SHPO finding.

PHOTO: 220:14-17 (11/30/91)

REVISED BY (DATE):

QUAD: Raritan

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E0907	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	TALAMINI ROAD OVER PETERS BROOK			FACILITY	TALAMINI ROAD			
TOWNSHIP	BRIDGEWATER TOWNSHIP							
TYPE	STRINGER	DESIGN	ENCASED				MATERIAL	Steel
# SPANS	1	LENGTH	26 ft	WIDTH	30.1 ft			
CONSTRUCTION DT	1918	ALTERATION DT	1970		SOURCE	COUNTY RECORDS		
DESIGNER/PATENT					BUILDER			

SETTING / CONTEXT The bridge carries a 2-lane road and sidewalks over a small stream in a mid-20th-century suburban residential neighborhood. Next to the bridge is country club with a swimming pool.

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

SUMMARY Constructed in 1918, the single-span encased steel stringer bridge with concrete parapets and substructure has been significantly altered. In 1970 the bridge was widened with a prestressed box beam on the upstream side and a new concrete parapet and sidewalk added. Encased steel stringers are a common 1910s and 1920s short-span bridge type in Somerset County. The bridge is not historically or technologically distinguished.

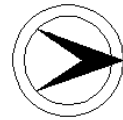
INFORMATION

PHOTO: 110:1a,44a (01/18/92)

REVISED BY (DATE):

QUAD: Raritan

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E1002	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	MEADOW ROAD OVER CHAMBERS BROOK		FACILITY	MEADOW ROAD			
TOWNSHIP	BRIDGEWATER TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED		MATERIAL	Steel	
# SPANS	1	LENGTH	31 ft	WIDTH	25 ft		
CONSTRUCTION DT	1931	ALTERATION DT		SOURCE	PLAQUE		
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.		BUILDER	RICHARDS & GASTON			
SETTING / CONTEXT	The two-lane bridge spans Chambers Brook in a rural area interspersed with suburban development. Next to the bridge are fields, woods, and a dairy farm.						

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 a concrete substructure. The bridge is in good condition, but it is not distinctive as encased steel-stringer bridges with concrete balustrades are common throughout the state and is one of over 50 pre-World War II stringer spans in the county. The bridge is not historically nor technologically distinguished.

INFORMATION

PHOTO: 104:13-14 (09/30/91)	REVISED BY (DATE):	QUAD: Gladstone
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NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E1103	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	KLINES MILL ROAD OVER NORTH BRANCH RARITAN RIVER			FACILITY	KLINES MILL ROAD		
TOWNSHIP	BEDMINSTER TOWNSHIP						
TYPE	PNY TRUSS	DESIGN	PRATT HALF HIP		MATERIAL	Steel	
# SPANS	1	LENGTH	69 ft	WIDTH	15.6 ft		
CONSTRUCTION DT	1905ca	ALTERATION DT	1981		SOURCE STYLE		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries an unimproved road over a small stream in a sparsely developed rural setting of both wooded areas and fields.

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-panel half hip pin-connected Pratt pony truss that dates stylistically to ca. 1905 is supported on ashlar abutments. It has been extensively rebuilt with only the latticed angles of the verticals and the lower pin connections surviving. Many welded members have been added, and the extruded box section top chord was installed about 1981. Because of the numerous alterations, the bridge has lost most of its integrity as well as its technological and historical significance.

INFORMATION

PHOTO: 104:38-41 (10/27/91)

REVISED BY (DATE):

QUAD: Gladstone

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E1203	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	FAR HILLS ROAD OVER MINE BROOK			FACILITY	FAR HILLS ROAD			
TOWNSHIP	FAR HILLS BOROUGH							
TYPE	DECK ARCH	DESIGN	ELLIPTICAL				MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	28 ft	WIDTH	23 ft			
CONSTRUCTION DT	1930	ALTERATION DT		SOURCE	NJDOT			
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN			

SETTING / CONTEXT The two-lane bridge spans Mine Brook south of the village of Far Hills. The surrounding area is dominated by large houses and estates. The bridge is architecturally similar to a large 1-1/2 story mansion(c.1930) just upstream from the bridge. That property, which is not included in the 1984 ONJH and Somerset County-sponsored cultural resources survey of Far Hills, is surrounded by a corresponding stone wall.

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 elliptical reinforced-concrete deck arch bridge is finished in the rustic mode with fasciae of massive stones. On the downstream side of the bridge is a low masonry parapet, and on the upstream an 8'-high wall that runs the length of the property frontage. The bridge is finished in the same style as the nearby ca. 1930 stone house, which also spans the creek on a similar bridge. The span is not technologically noteworthy nor has the property been evaluated as historic.

INFORMATION

PHOTO: 405:19-21 (11/30/91)

REVISED BY (DATE):

QUAD: Gladstone



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E1205	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0		
NAME & FEATURE INTERSECTED	OLD DUTCH ROAD OVER PEAPACK BROOK			FACILITY	OLD DUTCH ROAD				
TOWNSHIP	BEDMINSTER TOWNSHIP								
TYPE	STRINGER	DESIGN	ENCASED				MATERIAL	Steel	
# SPANS	2	LENGTH	58 ft	WIDTH	15 ft				
CONSTRUCTION DT	1925	ALTERATION DT						SOURCE	NJDOT
DESIGNER/PATENT	UNKNOWN					BUILDER	UNKNOWN		

SETTING / CONTEXT The single-lane bridge spans Peapack Brook near the confluence with the North Branch of the Raritan River. The surrounding area is residential with some well-preserved mid-19th century houses.

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

SUMMARY The two-span, encased, steel-stringer bridge has an eastern fieldstone abutment and a concrete center pier and western abutment. A beam guide rail has been added. Encased steel stringers are a common 1920s bridge type in Somerset County. On first inspection, the bridge's setting has historic district potential, but the bridge is too new to be of significance in association with the nearby residential structures. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 103:8-9 (09/30/91) REVISED BY (DATE): QUAD: Gladstone

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E1206	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	CR 512 OVER NORTH BRANCH OF RARITAN RIVER		FACILITY	CR 512			
TOWNSHIP	FAR HILLS BOROUGH						
TYPE	PNY TRUSS	DESIGN	WARREN			MATERIAL	Steel
# SPANS	1	LENGTH	48 ft	WIDTH	29.9 ft		
CONSTRUCTION DT	1910ca	ALTERATION DT	1935		SOURCE STYLE		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries a 2-lane road over a small stream in a wooded area with scattered 19th- and 20th-century houses. A modern guide rail is set inside a fieldstone retaining wall approach to the bridge.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 4-panel rivet-connected Warren with verticals pony truss bridge is supported on ashlar abutments. Like several other Warren truss bridges in the county, it has been widened and strengthened with so many welded additions that the integrity of the design has been lost. The bridge was strengthened in 1935 and repaired in 1980 and 1988. It is one of 10 riveted Warren pony truss spans in the county, but the numerous alterations render it technologically and historically undistinguished.

INFORMATION

PHOTO: 103:4-7 (10/10/91)

REVISED BY (DATE):

QUAD: Gladstone

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E1303	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0		
NAME & FEATURE INTERSECTED	HIGHLAND AVENUE OVER NORTH BRANCH OF RARITAN RIVER		FACILITY	HIGHLAND AVENUE					
TOWNSHIP	PEAPACK-GLADSTONE BOROUGH								
TYPE	STRINGER	DESIGN						MATERIAL	Stone & Steel
# SPANS	10	LENGTH	200 ft	WIDTH	15.1 ft				
CONSTRUCTION DT	1920	ALTERATION DT	1971	SOURCE	COUNTY RECORDS				
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN				

SETTING / CONTEXT The single-lane bridge spans the North Branch of the Raritan River south of the dam that creates Lake Ravine, a summer resort. The bridge is located in the hills east of Peapack and Gladstone. In the late-19th and early-20th century wealthy individuals built numerous mansions and estates in the area. At the bridge's western end is an impressive masonry and iron gate with lion's head water fountain. The gate leads to the former C. L. Blair estate, converted to a convent around 1950.

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 bridge is closed to vehicular traffic and is in poor condition. The bridge originally had 5 encased steel stringer spans with stone arch fascia and 5 stone arch spans. Two of the arch spans collapsed (c.1971) and corrugated metal pipes were added to two other spans. The bridge was constructed in 1920 to connect the estate with the pump house on the opposite side of the river. Both the bridge and the estate have been altered and have lost integrity of design.

INFORMATION

PHOTO: 405:13-18 (10/31/91)

REVISED BY (DATE):

QUAD: Gladstone



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E1313	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	HOLLAND AVENUE OVER PEAPACK BROOK		FACILITY	HOLLAND AVENUE			
TOWNSHIP	PEAPACK-GLADSTONE BOROUGH						
TYPE	MULTI GIRDER	DESIGN	JACK ARCH (CONCRETE)			MATERIAL	Steel
# SPANS	1	LENGTH	43 ft	WIDTH	30.5 ft		
CONSTRUCTION DT	1915	ALTERATION DT	1930	SOURCE	PLANS		
DESIGNER/PATENT	SOMERSET COUNTY ENGINEER			BUILDER	UNKNOWN		

SETTING / CONTEXT The two-lane bridge spans Peapack Brook in the village of Peapack. The surrounding area is mixed use with 19th and 20th-century residences, a garage, and a railroad depot. The bridge carries a 2-lane street and one sidewalk over a minor stream. The area 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 multi-girder bridge has fieldstone fascias walls and parapets to simulate a stone arch bridge. Concrete jack arches are set between the floor beams. Channels have been added to the web of the original interior rolled girder. In 1930 the bridge was widened to the north by a stringer addition. It was finished with the same stone veneer. Although finished to blend with the picturesque village in which it is located, the bridge is not technologically or stylistically distinguished.

INFORMATION

PHOTO: 103:10-11 (09/30/91)

REVISED BY (DATE):

QUAD: Gladstone

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18E1401	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	JACKSON ROAD OVER NORTH BRANCH OF RARITAN RIVER		FACILITY	JACKSON ROAD			
TOWNSHIP	BERNARDSVILLE BOROUGH						
TYPE	PNY TRUSS	DESIGN	WARREN	MATERIAL	Steel		
# SPANS	1	LENGTH	62 ft	WIDTH	23.8 ft		
CONSTRUCTION DT	1927	ALTERATION DT		SOURCE	PLAQUE		
DESIGNER/PATENT	O. SMITH, COUNTY ENGINEER			BUILDER	A. H. COYNE, CONTRACTOR		

SETTING / CONTEXT The single-lane bridge spans the river and connects Branch Road on the west bank with a private lane (Jackson Road). The surrounding area is hilly and rural with pastures, wooded lots, and scattered 19th- and 20th-century residences.

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

SUMMARY The skewed rivet-connected 4-panel Warren pony truss bridge is a complete example of its type, but its design is typical of the period. It is composed of channels and plates for the chords, and of angles joined by battens for the diagonals. The Warren is the most common 20th-century truss type for highway bridges. The newest of the 10 Warren pony truss spans in the county, it is an extremely well preserved example of the historically significant bridge type, and it is thus notable.

INFORMATION Bibliography:
 Somerset County Engineer: Bridge File: E141.
 Musti, J. Somerset County New Jersey 1688-1930. Camden, N.J., 1930.

Physical Description: The skewed 62'-long riveted Warren pony truss bridge is supported on a concrete substructure. The span is extremely well preserved. The upper chords and inclined end posts are built up box members with channels with cover plate and lacing. The diagonals are toe-down angles with battens, and the lower chords are toe-up angles with battens. Asymmetrical gusset plates are placed on both sides of the lower panel points, and they too are stiffened with a batten plate. The floor beams and stringers are rolled I sections. Lattice railings are still in place on the inside face of the trusses. As complete as the trusses is the rural setting of the bridge, which services and unimproved road.

Historical and Technological Significance: The Warren pony truss bridge on Jackson Road was built in 1927, and it is the latest of the surviving examples of metal truss bridges in the county. While exhibiting on innovative or patented details, the span is technologically and historically significant as a well preserved survivor of the last years of metal truss bridge erection in the area (criterion C). It was apparently designed by County Engineer Oscar Smith, Jr., who succeeded longtime County Engineer Joshua Doughty, and it was built at a time when most county-designed spans were encased stringers. There is no indication that this bridge was moved to Jackson Road from another location.

Prior to the widespread acceptance of rolled steel stringer and reinforced concrete arch bridges in the 1910s, the Warren pony truss was the most common early-20th century highway bridge for crossings of less than 100'. The Warren truss bridge type was patented in 1848 by two British engineers, James Warren and Willoughby Monzani. It differed from other trusses in that it did not have a vertical (compression) member and that alternate diagonals slope in opposite directions. Because some of those diagonals are compression members, the design was not well suited for pinned connections. With the perfection of the portable pneumatic equipment in the late-19th century, field riveting was possible, and the simple but rigid Warren truss came to the fore during the 1890s. During the early 20th century, steel Warren trusses appeared in rapidly growing numbers, and were used for both highway and railroad spans. However, by the end of the 1920s, few, if any, metal pony truss highway bridges were being built in New Jersey.

Boundary Description and Justification: The bridge is evaluated as individually distinguished, although its rural setting does offer fine integrity of setting. The significant boundary is limited to the span itself, both the superstructure and substructure.

PHOTO: 405:6-12 (11/10/91) REVISED BY (DATE): QUAD: Gladstone

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18F0302	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	GRIGGSTOWN CAUSEWAY OVER MILLSTONE RIVER		FACILITY	GRIGGSTOWN CAUSEWAY			
TOWNSHIP	FRANKLIN TOWNSHIP						
TYPE	PNY TRUSS	DESIGN	PRATT HALF HIP			MATERIAL	Steel
# SPANS	2	LENGTH	94 ft	WIDTH	13.5 ft		
CONSTRUCTION DT	1903	ALTERATION DT	1938, 1978		SOURCE	COUNTY RECORDS	
DESIGNER/PATENT	DOVER BOILER WORKS			BUILDER	DOVER BOILER WORKS		

SETTING / CONTEXT The one-lane bridge crosses the picturesque Millstone River in a rural area that retains its 19th century agrarian character. The span is located on the boundary of the Griggstown Historic District. The boundary is the middle of the river, thus half the bridge is outside the listed historic district.

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

CONSULT STATUS Not Individually Eligible. Listed. Griggstown Historic District 08/02/1984. Contributing.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 2-span Pratt half hip pin-connected pony truss bridge dates to 1903, but it has been strengthened and repaired at least twice (1938; 1978). It is supported on the west end by an ashlar abutment from an earlier span, but the pier and east abutment are concrete. Although built by Dover Boiler Works of Morris County, the bridge has been so altered by welded additional members and replacement flooring system that it has little design integrity. Alterations compromise its technological significance. Because of the alterations and the district boundary splitting the bridge, it is not contributing.

INFORMATION

PHOTO: 100:16-23 (09/20/91)

REVISED BY (DATE):

QUAD: Monmouth Junction

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18F0603	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	SUNNYMEAD ROAD OVER ROYCE BROOK			FACILITY	SUNNYMEAD ROAD			
TOWNSHIP	HILLSBOROUGH TOWNSHIP							
TYPE	MULTI GIRDER	DESIGN	PARTIALLY ENCASED			MATERIAL	Steel	
# SPANS	1	LENGTH	42 ft	WIDTH	19 ft			
CONSTRUCTION DT	1934	ALTERATION DT					SOURCE	NJDOT
DESIGNER/PATENT	UNKNOWN				BUILDER	UNKNOWN		

SETTING / CONTEXT The highway bridge spans a tree-lined brook in a sparsely-developed modern residential area (c.1950-70).

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span bridge consists of three steel deck girders with encased floor beams. The encasing has been partially removed from the floor beams and repairs have been made to the concrete deck. A beam guide rail has been added. The bridge has concrete abutments with masonry retaining walls on the approaches. The abutments are in poor condition and spalling. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 403:19-20 (10/31/91)

REVISED BY (DATE):

QUAD: Bound Brook

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18F0707	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	SOUTHSIDE AVENUE OVER PETERS BROOK		FACILITY	SOUTHSIDE AVENUE			
TOWNSHIP	SOMERVILLE BOROUGH						
TYPE	THRU GIRDER	DESIGN					
# SPANS	1	LENGTH	54 ft	WIDTH	22 ft	MATERIAL	Steel
CONSTRUCTION DT	Unknown	ALTERATION DT	1934, 1981		SOURCE	COUNTY RECORDS	
DESIGNER/PATENT	UNKNOWN		BUILDER	UNKNOWN			

SETTING / CONTEXT The two-lane bridge spans Peters Brook in southern Somerville Borough. To the northeast of the bridge is a municipal park with swimming pool and baseball fields. To the west is a residential neighborhood (c.1920-50).

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 steel thru-girder with floor beams bridge has been rebuilt twice. In 1934 5 rivet-connected suspended floor beams were added to augment the original 3. In 1981 more floor beams were welded to the bottom flange. A sidewalk with a steel-mesh railing is cantilevered off the upstream side. The masonry abutments have been repointed. The extensively altered bridge is both historically and technologically undistinguished.

INFORMATION

PHOTO: 404:34-35 (01/05/92)

REVISED BY (DATE):

QUAD: Bound Brook

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 18F0803 **CO** SOMERSET **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED HIGH STREET OVER PETERS BROOK **FACILITY** HIGH STREET
TOWNSHIP SOMERVILLE BOROUGH
TYPE DECK ARCH **DESIGN** ELLIPTICAL **MATERIAL** Reinforced Concrete
SPANS 2 **LENGTH** 80 ft **WIDTH** 40 ft
CONSTRUCTION DT 1911 **ALTERATION DT** **SOURCE** NJDOT
DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge spans Peters Brook within Somerville's Peters Brook Park, a recreational area and greenstrip developed in the early 20th century. To the south of the bridge is a playground and swimming pool. The surrounding neighborhood is mixed-use commercial and residential (c.1890-1930), with many modern intrusions.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span, reinforced-concrete arch bridge with sidewalks has a concrete pier and circular decorative patterns on the closed spandrel walls. The balustrades have been removed and replaced with beam guide rails, except for 3 concrete end posts topped by decorative balls. The bridge is in poor condition with cracks and spalling. It is 1 of 6 concrete arches built in Peters Brook Park between 1905 and 1928. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 404:32-33 (01/05/92)

REVISED BY (DATE):

QUAD: Bound Brook

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18F0805	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	GROVE STREET OVER PETERS BROOK			FACILITY	GROVE STREET		
TOWNSHIP	SOMERVILLE BOROUGH						
TYPE	DECK ARCH		DESIGN	ELLIPTICAL		MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	64 ft	WIDTH	30 ft		
CONSTRUCTION DT	1916	ALTERATION DT		SOURCE	PLAQUE		
DESIGNER/PATENT	JOSHUA DOUGHTY, CO. ENG.			BUILDER	SUTTON & ERNEST		

SETTING / CONTEXT The two-lane bridge spans Peters Brook in Peters Brook Park, a municipal recreational area and greenstrip developed in the first decades of the 20th century. The surrounding neighborhood is residential with single-family homes (c.1850-1930) with many modern intrusions and 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 single-span, reinforced concrete arch with sidewalks has a balustrade with vase-shaped balusters on the upstream side. The balustrade has been replaced with a steel railing on the downstream side. The approaches have paneled parapets. The span is 1 of 6 arches built in the park between 1905 and 1928, and is a technologically representative example of a common bridge type in the county. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 404:22-24 (12/20/92) REVISID BY (DATE): QUAD: Bound Brook

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18F0806	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	BRIDGE STREET OVER PETERS BROOK			FACILITY	BRIDGE STREET			
TOWNSHIP	SOMERVILLE BOROUGH							
TYPE	CLOSED SPANDREL ARCH	DESIGN	RIBBED				MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	65 ft	WIDTH	32 ft			
CONSTRUCTION DT	1925	ALTERATION DT	1932	SOURCE	PLAQUE			
DESIGNER/PATENT	H. VAN EMBURGH, CO. ENG.			BUILDER	CROOK SUTTON			

SETTING / CONTEXT The two-lane bridge spans Peters Brook in Peters Brook Park, a municipal recreation area and green strip in downtown Somerville. Next to the bridge are playing fields and a flower garden. The surrounding area is residential with single-family homes and apartment buildings (c.1850-1930) with many modern intrusions and additions.

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

SUMMARY The skewed single-span bridge is a ribbed closed spandrel arch with architectonic details including abutment pylons with Moderne styling, masonry approach walls with concrete balustrades, and cantilevered sidewalks with wrought-iron railing. The bridge was originally built in 1925, but in 1932 the profile of the bridge was raised and the pylons rebuilt in kind. Gunitite was also applied to the bridge over steel mesh work. The county-designed bridge is one of the few state examples of its type.

INFORMATION

Bibliography:
 Somerset County Engineer. Bridge File F0806.
 Condit, Carl. American Building Art 20th Century, 1960.

Physical Description: The well-detailed and well-proportioned ribbed arch bridge has a 63'-long clear span and is composed of five elliptical reinforced concrete ribs on a concrete footing. The back walls are also concrete, but the wing walls are rubble stone. The arched ribs have a rise of 15'. The sidewalks are carried on encased brackets and enclosed by a metal fence-like railing set between concrete posts. The ends of the bridge are marked with massive concrete piers with brushed finish concrete panels. The piers were originally topped by decorative metal lamp posts and lamps with plain globes. The approaches are marked by concrete balustrades. The roadway over the bridge is inclined with a 4.8% rise from north to south. The profile was changed in 1932.

Historical and Technological Significance: The 1925 reinforced concrete ribbed arch bridge designed by Somerset County Engineer H. Van Emburgh and his staff is the only documented example of a county-built ribbed arch span in the region (criterion C). Although not technologically innovative, as the ribbed arch had been in use in this country since the 1910s, it is not a common bridge type in New Jersey. The use of reinforced ribs saved material, although it necessitates a deeper deck, and it produces an aesthetically pleasing span. This well-detailed bridge is located in a small urban park in Somerville. The profile of the bridge was changed in 1932, but the details of the original design were reused or reproduced. With the exception of the loss of the originally specified lights at the four corners of the bridge, the span appears to be complete.

Boundary Description and Justification: The bridge is evaluated as individually significant. The boundary is limited to the structure itself.

PHOTO: 405:35-39 (12/21/91) REVISED BY (DATE): QUAD: Bound Brook

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18F0807	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	DAVENPORT STREET OVER PETERS BROOK			FACILITY	DAVENPORT STREET		
TOWNSHIP	SOMERVILLE BOROUGH						
TYPE	DECK ARCH	DESIGN	ELLIPTICAL			MATERIAL	Reinforced Concrete
# SPANS	2	LENGTH	71 ft	WIDTH	30 ft		
CONSTRUCTION DT	1905	ALTERATION DT	1926		SOURCE	PLAQUE	
DESIGNER/PATENT	JOSHUA DOUGHTY, CO. ENG.			BUILDER	RICHARDS & GASTON		

SETTING / CONTEXT The two-lane bridge with sidewalks spans Peters Brook in downtown Somerville at the northern end of Peters Brook Park, a municipal recreation area and greenstrip developed in the first decades of the 20th century. The neighborhood is residential with single and multi-family homes (c.1850-1930) with many modern intrusions.

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

SUMMARY The two-span, reinforced-concrete deck arch bridge was constructed in 1905 and has paneled concrete parapets and concrete abutments and pier. In 1926 the cantilevered sidewalk with wrought-iron railing was added to the bridge on the downstream side. The bridge is 1 of 6 concrete arches built in the park between 1905 and 1928. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 405:33-34 (12/21/92) REVISIED BY (DATE): QUAD: Bound Brook

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18F0810	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	WILLIAM STREET OVER ROSS BROOK		FACILITY	WILLIAM STREET			
TOWNSHIP	SOMERVILLE BOROUGH						
TYPE	DECK ARCH	DESIGN	ELLIPTICAL		MATERIAL	Reinforced Concrete	
# SPANS	1	LENGTH	29 ft	WIDTH	52.7 ft		
CONSTRUCTION DT	1928	ALTERATION DT			SOURCE	PLAQUE	
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.		BUILDER	O. SUTTON			

SETTING / CONTEXT The two-lane bridge with sidewalks spans a small brook on the edge of Somerville's Peters Brook Park, a municipal recreation area and greenstrip developed in the first decades of the 20th century. The neighborhood is residential with single- and multi-family homes (c.1850-1930) with many modern intrusions and 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 single-span concrete arch bridge has paneled concrete parapets. It is the youngest of 6 concrete arches of various styles constructed in Peters Brook Park between 1905 and 1928. Early-20th century short-span concrete arches are a common bridge in Somerset County, and the bridge is a representative example of its type. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 404:25-26 (12/21/91)

REVISED BY (DATE):

QUAD: Bound Brook



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18F1007	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	SHORE DRIVE OVER CHAMBERS BROOK			FACILITY	SHORE DRIVE			
TOWNSHIP	BRIDGEWATER TOWNSHIP							
TYPE	STRINGER	DESIGN					MATERIAL	Steel
# SPANS	1	LENGTH	34 ft	WIDTH	11.5 ft			
CONSTRUCTION DT	1930	ALTERATION DT					SOURCE	NJDOT
DESIGNER/PATENT	UNKNOWN				BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries a lightly traveled, single-lane road over the inlet to Sunset Lake, a small recreational water feature with private beach. The surrounding neighborhood is suburban residential with homes dating from the 1920s to the 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 short-span, steel stringer bridge has a concrete substructure. Riser beams have been added to support the asphalt roadway. Beam guide rails and a utility pipe have also been added. Built in 1930, the bridge is a historically and technologically undistinguished example of a common bridge type. It is one of over 50 pre-World War II stringer bridges in the county.

INFORMATION

PHOTO: 110:9a-10a (01/18/92) REVISD BY (DATE): QUAD: Bernardsville



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18F1008	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	CORIELL DRIVE OVER CHAMBERS BROOK			FACILITY	CORIELL DRIVE		
TOWNSHIP	BRIDGEWATER TOWNSHIP						
TYPE	STRINGER	DESIGN			MATERIAL	Steel	
# SPANS	2	LENGTH	42 ft	WIDTH	11.5 ft		
CONSTRUCTION DT	1930	ALTERATION DT				SOURCE	NJDOT
DESIGNER/PATENT	UNKNOWN				BUILDER	UNKNOWN	

SETTING / CONTEXT The bridge carries a single-lane road over the spillway to Sunset Lake, a private lake with beach in a mid-20th century suburban development. The masonry and concrete dam extends between the upstream wing walls of the bridge. The beach and lake are owned by the Sunset Lake Community Club.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

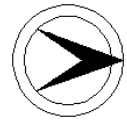
SUMMARY The single-span steel stringer bridge has a concrete substructure that has been extensively repaired and patched. Riser beams have been added to support the asphalt pan roadway. Beam guide rails have also been added. Built in 1930, the bridge is a historically and technologically undistinguished example of a common bridge type.

INFORMATION

PHOTO: 110:11a-12a (01/18/92)

REVISED BY (DATE):

QUAD: Gladstone



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18F1105	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	LIBERTY CORNER ROAD OVER DEAD RIVER			FACILITY	LIBERTY CORNER ROAD		
TOWNSHIP	BERNARDS TOWNSHIP						
TYPE	SLAB	DESIGN		MATERIAL	Reinforced Concrete		
# SPANS	2	LENGTH	41 ft	WIDTH	36 ft		
CONSTRUCTION DT	1935	ALTERATION DT		SOURCE	PLAQUE		
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.			BUILDER	JOSEPH W. ROGERS		

SETTING / CONTEXT The bridge carries a 2-lane road over the Dead River in a sparsely developed residential area with 19th- and 20th-century houses.

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

SUMMARY The two-span, concrete slab bridge has concrete balustrades and substructure. A utility pipe has been added on the downstream side of the bridge. Built in 1935 by Joseph W. Rogers, a contractor from Succasunna, NJ, the bridge is a representative example of a type commonly found throughout the state. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 111:41a-42a (01/18/92)

REVISED BY (DATE):

QUAD: Bernardsville

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18G0401	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	CANAL ROAD OVER TEN MILE RUN			FACILITY	CANAL ROAD			
TOWNSHIP	FRANKLIN TOWNSHIP							
TYPE	PNY TRUSS	DESIGN	PRATT				MATERIAL	Wrought Iron
# SPANS	1	LENGTH	25 ft	WIDTH	16.3 ft			
CONSTRUCTION DT	1886	ALTERATION DT	Demolished		SOURCE	COUNTY ENG. FILE		
DESIGNER/PATENT	UNKNOWN			BUILDER	PENN BRIDGE COMPANY			

SETTING / CONTEXT The one-lane bridge crosses a small stream in a rural, sparsely developed section of the county that is on the north end of the Griggstown Historic District.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Bridge was Not Individually Eligible. Listed. Griggstown Historic District 08/02/1984. Contributed.
CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The 3-panel pin connected half hip Pratt pony truss with counters built by the Penn Bridge Co. of Beaver Falls. PA was the most complete example of the popular late-19th century truss type in the county. In 1993 the truss was dismantled and the superstructure rebuilt as a glulam slab bridge. The truss now serves as railings for a new, wider bridge. Although the original floorbeams are still present the original flooring system is gone. The ashlar abutments remain. The bridge is no longer individually eligible for listing in the National Register of Historic Places It is, however, a contributing element of the Griggstown Historic District under Criterion C.

INFORMATION

PHOTO: 107:11a-18a (11/14/91 JPH (5/96)) REVISED BY (DATE): QUAD: Monmouth Junction

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18G0403	CO	SOMERSET	OWNER	PRIVATE	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	CANAL ROAD OVER SIX MILE RUN			FACILITY	CANAL ROAD		
TOWNSHIP	FRANKLIN TOWNSHIP						
TYPE	STONE ARCH	DESIGN		MATERIAL	Stone		
# SPANS	3	LENGTH	50 ft	WIDTH	75 ft		
CONSTRUCTION DT	1834	ALTERATION DT	1984	SOURCE	NR NOMINATION		
DESIGNER/PATENT	UNKNOWN			BUILDER	DELAWARE & RARITAN CANAL		

SETTING / CONTEXT The bridge is an aqueduct serving to carry both River Road and the neighboring Delaware and Raritan Canal over Six Mile Run. The area is rural with fields and woods. To the north is the 19th-century crossroads village of Blackwells Mills with a restored canal lock tenders house maintained by the Delaware and Raritan Canal State Park. The canal right-of-way is listed in the National Register. Since the structure carries the listed resource, it is interpreted as also being eligible.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible. Listed. D&R Canal. 05/11/1973. Contributing.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span stone arch was constructed as part of the Delaware and Raritan Canal in 1834. The canal operated until about 1940 and primarily carried Pennsylvania coal to New York. After its closing, the state acquired the canal for a park. In 1984 the aqueduct, which carries the road and the canal/towpath at different levels, was restored. It is one of the largest of at least 16 stone arch structures along the canal. It is listed on the National Register because it carries the canal r-o-w.

INFORMATION

PHOTO: 107:2a-7a (11/30/91)

REVISED BY (DATE):

QUAD: Monmouth Junction

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18G0404	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	BLACKWELLS MILL ROAD OVER MILLSTONE RIVER	FACILITY	BLACKWELLS MILL ROAD				
TOWNSHIP	FRANKLIN TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	3	LENGTH	104 ft	WIDTH	19.4 ft		
CONSTRUCTION DT	1915	ALTERATION DT		SOURCE	PLAQUE		
DESIGNER/PATENT	JOSHUA DOUGHTY, CO. ENG.			BUILDER	F. W. SCHWIERS, JR.		

SETTING / CONTEXT The two-lane highway bridge spans the Millstone River near the village of Blackwells Mills. On the west side of the bridge is the intersection with River Road, which forms the eastern boundary of the Millstone Valley Agricultural District of late-18th and early-19th century farms. East of the bridge and paralleling the Millstone River is the Delaware and Raritan Canal Park, also a National Register property.

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

SUMMARY In 1915 the 3-span, encased steel stringer bridge with concrete parapets was built on the masonry substructure of an earlier bridge. The old stone abutments and piers were widened with concrete additions to accommodate the new superstructure. The bridge borders a historic district and a state park property but is not within either boundaries or periods of significance. The bridge is a common 1910s bridge type in the county, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 107:8a-10a (11/30/91)	REVISED BY (DATE):	QUAD: Monmouth Junction
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NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18G0505	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	MILLSTONE CAUSEWAY OVER MILLSTONE RIVER		FACILITY	MILLSTONE CAUSEWAY			
TOWNSHIP	FRANKLIN TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	28	LENGTH	818 ft	WIDTH	24 ft		
CONSTRUCTION DT	1930	ALTERATION DT	Demolished		SOURCE	PLAQUE	
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.			BUILDER	JAMES E. GANO		

SETTING / CONTEXT The Millstone Causeway carries a two-lane county road and sidewalks over the Millstone River and its floodplain. The bridge spans between the villages of Millstone on the west side and East Millstone to the east. The middle of the river forms the eastern boundary of the 19th-century Millstone Historic District, thus the bridge lies partially within the district. East of the causeway is the Delaware and Raritan Canal, which forms the western boundary of the East Millstone Historic District.

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

CONSULT STATUS Bridge was Individually Eligible. Listed. Millstone Historic District. 09/13/1976. Contributed.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 881' Millstone Causeway has 3 encased steel-stringer main spans over the Millstone River, and 25 short concrete T-beam spans over the river's floodplain. The bridge has a concrete substructure, concrete balustrades, and handsome concrete light standards with original double luminaries. The bridge is at a historically significant river crossing, and it is one of the largest bridges of its period in the county. Its state of preservation and size make it a significant local example of its type.

INFORMATION

Bibliography:
Somerset County Engineer. Bridge File # G0505.
Mustin, M. Somerset County New Jersey. 1930.

Physical Description: The 881'-long viaduct has three encased steel stringer main spans over the Millstone River and 25 short reinforced concrete T beam spans over the flood plains. All are supported on a concrete substructure composed of concrete abutments with wingwalls and three-column concrete bents. The same concrete balustrade with circular-headed openings and scored posts is used the entire length of the span, and it is severely deteriorated in several sections. The most significant detail of the span is the five sets of concrete light standards. Each has a square base scored with Arts and Crafts-inspired decoration and a pylon post fitted with a two-arm luminaire. The posts and lamps rank among the most handsome of any bridge lighting detail in the state. The bridge is deteriorated but it does not appear to have been altered.

Historical and Technological Significance: The Millstone Causeway, designed for or by County Engineer Oscar Smith and built in 1930, is the largest and most ornamental of the over fifty concrete-encased stringer bridges in the county. While not technologically innovative or noteworthy, the bridge incorporates most of the architectonic features found on smaller and less ambitious bridges from the period between the world wars. The most notable feature of the span is the five sets of light posts. Finished in Arts-and-Crafts detailed cast concrete, the well-proportioned and well-detailed posts are fitted with two-arm luminaries that are as fine as any in the state (criterion C). Once a fairly common detail on both county and state bridges, such lighting fixtures are now rare. The bridge was fabricated by the American Bridge Company and built by James E. Gano, a local contractor. Oscar O. Smith, Jr., County Engineer, supervised the construction.

The bridge is at a historically significant river crossing that has had a bridge since the mid 18th century. The bridge crosses the Millstone River between two National Register-listed districts. Though the causeway lies partially within the Millstone Historic District, the bridge is not within the district's period of significance. The Millstone Causeway does not directly contribute to the historic character of either district and is thus noncontributing to the district. But, it is individually significant as a large, well-detailed, and well preserved example of a bridge type that played an important role in the road improvement campaigns of the 1920s and 1930s.

Boundary Description and Justification: The west side of the bridge is located in the National Register-listed Millstone Historic District, which identified the middle of the river as the boundary. Thus the west half of the bridge is located in a significant setting. A more accurate boundary for the district would be the west bank of the river which would then mean that the setting of the entire limit of the bridge is in a historic setting.

PHOTO: 107:19a-23a (10/31/91)

REVISED BY (DATE):

QUAD: Bound Brook

NEW JERSEY DEPARTMENT OF TRANSPORTATION
 BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18G0605	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	WESTON CANAL ROAD OVER MILLSTONE RIVER			FACILITY	WESTON CANAL ROAD		
TOWNSHIP	MANVILLE BOROUGH						
TYPE	THRU GIRDER			DESIGN		MATERIAL	Steel
# SPANS	2	LENGTH	138 ft	WIDTH	18.7 ft		
CONSTRUCTION DT	1932	ALTERATION DT			SOURCE	NJDOT	
DESIGNER/PATENT	UNKNOWN				BUILDER	UNKNOWN	

SETTING / CONTEXT The two-lane bridge spans the scenic Millstone River near an abandoned mill site south of the town of Manville. Downstream from the bridge is a concrete dam. The bridge is 1/3-mile west of the Delaware and Raritan Canal. The residential neighborhood west of the bridge is heavily developed.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The two-span, thru-girder with floor beams bridge has ashlar abutments and pier that probably date from an earlier bridge. The pier has a coating of concrete. The floor beams support stringers which support the asphalt pan. A sidewalk with modern mesh railing is cantilevered from the downstream side. Some welded repairs have been made to the girder. The bridge is a representative example of a common bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 403:34-36 (10/30/91)

REVISED BY (DATE):

QUAD: Bound Brook

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18G0609	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	WILOUSKI STREET OVER TRIBUTARY OF MILLSTONE RIVER			FACILITY	WILOUSKI STREET		
TOWNSHIP	MANVILLE BOROUGH						
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	1	LENGTH	26 ft	WIDTH	19 ft		
CONSTRUCTION DT	1921	ALTERATION DT				SOURCE	PLAQUE
DESIGNER/PATENT	H. VAN EMBURGH, CO. ENG.			BUILDER	W. I. HOUGHTON		

SETTING / CONTEXT The narrow two-lane bridge spans a small brook just west of the Millstone River. The bridge is in a small wooded area next to the river in southern Manville Borough. The residential and commercial neighborhood to the west is heavily developed. A concrete dam extends between the bridge's upstream wing walls.

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 with concrete substructure is significantly altered and in poor condition. The downstream parapet has been removed and beam guide rails added on both sides of the roadway. The abutments and concrete encasing are seriously spalled. Encased steel stringers are a common 1920s bridge type in Somerset County. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 403:37-38 (10/31/91) REVISD BY (DATE): QUAD: Bound Brook



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 18G0701 **CO** SOMERSET **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED CR 533 (MAIN STREET) OVER ROYCE BROOK **FACILITY** CR 533 (MAIN STREET)
TOWNSHIP MANVILLE BOROUGH
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 2 **LENGTH** 75 ft **WIDTH** 57.4 ft
CONSTRUCTION DT 1930 **ALTERATION DT** 1970 **SOURCE** PLAQUE
DESIGNER/PATENT O. SMITH, JR., CO. ENG. **BUILDER** RICHARDS & GASTON

SETTING / CONTEXT The 4-lane bridge with sidewalks is located on the main North-South highway route in Manville. The neighborhood is mixed-use residential and commercial with many modern structures. Next to the bridge is the Manville American Legion Post and a garage.

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 with concrete substructure and balustrade was widened in 1970 on the upstream side with a prestressed concrete beam to accommodate another lane of traffic and a new sidewalk. The abutments and pier were also widened with concrete additions, and a new steel railing was added. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 107:24a-26a (10/31/91)

REVISED BY (DATE):

QUAD: Bound Brook



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18G0702	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	CR 533 (MAIN STREET) OVER RARITAN RIVER			FACILITY	CR 533 (MAIN STREET)			
TOWNSHIP	MANVILLE BOROUGH							
TYPE	STRINGER	DESIGN	CONTINUOUS				MATERIAL	Steel
# SPANS	9	LENGTH	554 ft	WIDTH	48 ft			
CONSTRUCTION DT	1896	ALTERATION DT	1934, 1975		SOURCE	PLAQUE		
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.				BUILDER	JAMES E. GANO (1934)		

SETTING / CONTEXT The 4-lane bridge spans the Raritan River between Manville Borough and Bridgewater Township. The bridge is in a major industrial area near the Johns-Manville asbestos factory (closed), the National Starch factory, and the main line of Conrail. Open fields next to the bridge have been used for the dumping of spoils from industrial processes.

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 9-span bridge has three encased steel stringer main spans over the main channel of the river, and 6 arch approach spans to the south over the river's flood plain. The bridge has been highly altered and has at least 3 periods of construction. The approach spans are stone arches (1896) with stringer/concrete (1934) and box beam/stringer (1975) additions. The main spans (1934) were widened with box beams (1975). The bridge is not historically or technologically distinguished.

INFORMATION Bibliography:
Somerset County - 250 Years. Somerville, NJ: Somerset Press, 1938.
Somerset County Engineer. Bridge Plans and Cards.

Physical Description: The nine span bridge consists of three main spans over the Raritan River and six approach spans over the flood plain to the south. The bridge represents three major periods of construction. It was initially built in 1896 with six stone arch approach spans and a Pratt thru truss main span. In 1934, the truss was removed and encased steel stringers and a new concrete substructure erected in its place. At the same time, the arches were widened on the upstream side with encased stringers. The deck was rebuilt and concrete balustrades were added to the bridge. The balustrade posts had light standards and lanterns (since removed), and a commemorative monument with the county seal and builder's plaque was erected near center-span. In 1974, the bridge was widened to four lanes with a median barrier. The approach spans were widened on the downstream side with prestressed box beams, and the main spans with stringers. The downstream balustrade was removed, and a concrete barrier parapet with pipe railing was added. The stone arches were sprayed with gunite.

Historical and Technological Significance: Built in 1896 as a pin-connected thru truss main span with stone arch approach spans on the south side, the bridge, known locally as the Van Veghten Bridge, has been significantly altered and bears little resemblance to the original, historic structure. It does not have integrity of design. In 1934 the thru truss was removed, the substructure was rebuilt, and a new encased rolled stringer superstructure was placed. The stone arch approach spans were encased in concrete and widened on the upstream side with stringer additions. A standard-design concrete balustrade was installed on both sides of the widened bridge. Memorial plaques were set in a classically inspired frontispiece atop one of the balustrade posts near the center of the upstream side. The 1934 rebuilding was done by James E. Gano. In 1974 the bridge was widened again, and at that time the downstream balustrade placed in 1934 was lost. the 1974 work was designed by A. G. Lichtenstein & Associates. The bridge has lost its original integrity of design, and thus its historical and technological significance. The 1934 and 1974 additions are not historically nor technologically significant.

The bridge is at the location of one of the earliest bridges across the Raritan River in Somerset County. The bridge is known locally as the Van Veghten Bridge, after an 18th-century family that lived near the site. No 18th-century bridge fabric is known to survive.
 PHOTO: 111:4a-8a (10/31/91) REVISED BY (DATE): QUAD: Bound Brook



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 18G0703 **CO** SOMERSET **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED CR 533 OVER CUCKHOLDS BROOK **FACILITY** CR 533
TOWNSHIP BRIDGEWATER TOWNSHIP
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 1 **LENGTH** 42 ft **WIDTH** 48 ft
CONSTRUCTION DT 1929 **ALTERATION DT** 1970ca **SOURCE** COUNTY RECORDS
DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The 4-lane bridge spans a small brook in a mixed use commercial and residential neighborhood between the towns of Bound Brook and Somerville. Near the bridge are an electric substation and a warehouse of modern construction.

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 bridge has been significantly altered. The original structure was a 2-lane wide encased steel stringer bridge with concrete substructure. The bridge was widened ca. 1970 to 4-lanes and 2 sidewalks with the addition of unencased steel stringers and supporting concrete abutments on both sides of the original bridge. The bridge has no significant historical or technological associations.

INFORMATION

PHOTO: 404:38-39 (01/05/92)

REVISED BY (DATE):

QUAD: Bound Brook



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 18G0802 **CO** SOMERSET **OWNER** COUNTY **MILEPOINT** 0.0
NAME & FEATURE INTERSECTED KLINE PLACE OVER CUCKOLDS BROOK **FACILITY** KLINE PLACE
TOWNSHIP BRIDGEWATER TOWNSHIP
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 1 **LENGTH** 31 ft **WIDTH** 30 ft
CONSTRUCTION DT 1933 **ALTERATION DT** **SOURCE** NJDOT
DESIGNER/PATENT UNKNOWN **BUILDER** UNKNOWN

SETTING / CONTEXT The two-lane bridge spans a small brook that meanders through a residential neighborhood of bungalows (c.1920-50).

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 a concrete substructure and pipe railing. It is a representative example of a common short-span bridge type. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 404:42-43 (01/05/92) **REVISED BY (DATE):** **QUAD:** Bound Brook

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18G0810	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	MARTINSVILLE ROAD (CR 525) OVER MIDDLE BROOK			FACILITY	MARTINSVILLE ROAD (CR 525)		
TOWNSHIP	BRIDGEWATER TOWNSHIP						
TYPE	DECK ARCH	DESIGN	ELLIPTICAL		MATERIAL	Reinforced Concrete	
# SPANS	1	LENGTH	75 ft	WIDTH	23.7 ft		
CONSTRUCTION DT	1917	ALTERATION DT	Demolished		SOURCE	PLAQUE	
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.			BUILDER	UNKNOWN		

SETTING / CONTEXT The two-lane bridge spans a creek flowing through a hilly wooded area of the Watchung Mountain Range north of Bound Brook. A large open pit quarry is west of the bridge. Upstream from the bridge are the masonry abutments of a previous bridge, abandoned when the road was regraded in 1917.

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 single-span reinforced concrete arch bridge has paneled parapets. It is in poor condition with severe spalling. The bridge is 1 of at least 7 similar surviving concrete arch bridges built in the county between 1911 and 1917. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 109:43-44 (11/30/91)

REVISED BY (DATE):

QUAD: Bound Brook



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18G0812	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	MARTINSVILLE ROAD (CR 525) OVER MIDDLE BROOK			FACILITY	MARTINSVILLE ROAD (CR 525)		
TOWNSHIP	BRIDGEWATER TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	1	LENGTH	44 ft	WIDTH	30 ft		
CONSTRUCTION DT	1935	ALTERATION DT				SOURCE	NJDOT
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The two-lane bridge is located on a winding road leading over the First Watchung Mountain. It is just downstream from the Bound Brook Water Co. reservoir. Visible from the bridge is the large concrete dam and riprap spillway creating the reservoir.

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 paneled fascia, concrete balustrades, and concrete substructure. A beam guide rail has been added. The bridge is a representative example of a common bridge type found widely across the state, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 405:1-2 (11/30/91)

REVISED BY (DATE):

QUAD: Bound Brook

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18G0903	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	NEWMAN'S LANE OVER WEST BRANCH OF MIDDLE BROOK		FACILITY	NEWMAN'S LANE			
TOWNSHIP	BRIDGEWATER TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	1	LENGTH	32 ft	WIDTH	20 ft		
CONSTRUCTION DT	1929	ALTERATION DT				SOURCE	PLAQUE
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.			BUILDER	J. GANO		

SETTING / CONTEXT The two-lane bridge spans a small creek west of the Washington Valley Reservoir. The neighborhood is sparsely developed with large wooded lots and scattered 19th- and 20th-century housing. The bridge is south of the village of Martinsville.

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 parapets and substructure. The parapets are stepped, being slightly lower over the approaches than the superstructure. The bridge has a metal tie rod running laterally through the stringers at center span. The bridge is a representative example of a common short-span bridge type built in the county in the 1920s. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 405:4-5 (11/30/91) REVISED BY (DATE): QUAD: Bound Brook

NEW JERSEY DEPARTMENT OF TRANSPORTATION
 BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18G1102	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	MARTINSVILLE ROAD (CR 525) OVER DEAD RIVER		FACILITY	MARTINSVILLE ROAD (CR 525)			
TOWNSHIP	WARREN TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED		MATERIAL	Steel	
# SPANS	1	LENGTH	53 ft	WIDTH	30 ft		
CONSTRUCTION DT	1942	ALTERATION DT			SOURCE	PLAQUE	
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.			BUILDER	HOFFMAN CONSTRUCTION CO.		

SETTING / CONTEXT The bridge carries a 2-lane road over the river near an interchange of I-78. The neighborhood is heavily developed with corporate offices. Next to the bridge is a new multi-story hotel.

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 substructure. Beam guide rails have been added, and there is a utility pipe attached to the upstream side of the bridge. The bridge is a representative example of a common bridge type found widely across the state. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 111:36a-38a (01/18/92) REVISED BY (DATE): QUAD: Bernardsville

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18G1107	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	SOMERVILLE ROAD OVER DEAD RIVER			FACILITY	SOMERVILLE ROAD			
TOWNSHIP	BERNARDS TOWNSHIP							
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel	
# SPANS	1	LENGTH	35 ft	WIDTH	16.4 ft			
CONSTRUCTION DT	1935	ALTERATION DT					SOURCE	NJDOT
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN			

SETTING / CONTEXT The two-lane bridge spans the Dead River next to a horse farm and equestrian school. The river's flood plain is undeveloped and wooded.

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 rubble-coursed masonry parapets and abutments with wingwalls. The abutments may date to an earlier bridge. A representative example of a common type, the stringer span is not historically or technologically distinguished.

INFORMATION

PHOTO: 111:39a-40a (01/18/92)

REVISED BY (DATE):

QUAD: Bernardsville

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18G1109	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	MINE BROOK ROAD OVER DEAD RIVER			FACILITY	MINE BROOK ROAD			
TOWNSHIP	BERNARDS TOWNSHIP							
TYPE	STRINGER	DESIGN	ENCASED				MATERIAL	Steel
# SPANS	1	LENGTH	24 ft	WIDTH	23.8 ft			
CONSTRUCTION DT	1915	ALTERATION DT						SOURCE STYLE
DESIGNER/PATENT	UNKNOWN				BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries a two-lane road over a small brook in a 19th- and 20th-century residential area of large 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 single-span encased steel stringer bridge has scored parapets and concrete substructure. The bridge is in poor condition with severe cracking and spalling. Some concrete has been repaired and patched numerous times. The bridge is one of at least 17 similar encased steel stringer bridges with parapets built in the county between 1915 and 1929. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 111:43a-44a (01/18/92)

REVISED BY (DATE):

QUAD: Bernardsville



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18H0812	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	THOMPSON AVENUE (CR 525) OVER MIDDLE BROOK		FACILITY	THOMPSON AVENUE (CR 525)			
TOWNSHIP	BRIDGEWATER TOWNSHIP						
TYPE	STRINGER		DESIGN	ENCASED		MATERIAL	Steel
# SPANS	1	LENGTH	67 ft	WIDTH	35.8 ft		
CONSTRUCTION DT	1936	ALTERATION DT	1989		SOURCE	COUNTY RECORDS	
DESIGNER/PATENT	UNKNOWN		BUILDER		UNKNOWN		

SETTING / CONTEXT The two-lane bridge spans tree-lined Middle Brook north of the busy intersection of US 22 and CR 525. The surroundings are commercial with a restaurant to the south and an active gravel quarry to the north.

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

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed, single-span, encased steel stringer with paneled fascia bridge has been significantly altered. In 1989 the bridge was rehabilitated with repairs to the stringers, the addition of a concrete slab deck, the addition of a sidewalk on the upstream side, and the replacement of the original balustrade with modern railing. The bridge is a common type, and has no significant historical or technological associations.

INFORMATION

PHOTO: 109:41-42 (11/30/91)

REVISED BY (DATE):

QUAD: Bound Brook

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18H0909	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	DOCK WATCH HOLLOW ROAD OVER DOCK WATCH HOLLOW RUN			FACILITY	DOCK WATCH HOLLOW ROAD		
TOWNSHIP	WARREN TOWNSHIP						
TYPE	THRU GIRDER		DESIGN	PARTIALLY ENCASED		MATERIAL	Steel
# SPANS	1	LENGTH	55 ft	WIDTH	14.9 ft		
CONSTRUCTION DT	1930	ALTERATION DT	1990	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The single-lane bridge spans a small brook in a wooded, hilly, sparsely developed area of Warren Township in the Watchung Mountains. To the west of the bridge is an active quarry.

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

SUMMARY The single-span, skewed bridge is a thru girder with encased floor beams. Ca.1991 the bridge was strengthened with supporting piers under the girders at the northeast and southwest corners. The concrete substructure has been repaired and patched. The original pipe railing has been removed and a beam guide rail added. The altered bridge is similar to at least 5 other thru girders built in the county between 1922 and 1930. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 113:6a-8a (01/25/92)

REVISED BY (DATE):

QUAD: Bound Brook

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18H0911	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	FERGUSON ROAD OVER BRANCH OF DOCK WATCH HOLLOW RUN			FACILITY	FERGUSON ROAD		
TOWNSHIP	WARREN TOWNSHIP						
TYPE	STRINGER	DESIGN		MATERIAL	Steel		
# SPANS	1	LENGTH	34 ft	WIDTH	20 ft		
CONSTRUCTION DT	1932	ALTERATION DT	1981	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	UNKNOWN			BUILDER	JAMES E. GANO		

SETTING / CONTEXT The bridge carries two-lanes of traffic over a small brook in the Watchung mountain range. It is located on a sharp curve. The surrounding area is 19th- and 20th-century residential 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 single-span steel stringer bridge was significantly altered in 1981 by the removal of the concrete parapets and the concrete encasing of the exterior stringers. Beam guide rails were added. Steel stringers are a common short-span bridge type, and the bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 113:4a-5a (01/25/92)

REVISED BY (DATE):

QUAD: Bound Brook

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18H0913	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	DOCK WATCH HOLLOW ROAD OVER DOCK WATCH HOLLOW RUN			FACILITY	DOCK WATCH HOLLOW ROAD		
TOWNSHIP	WARREN TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	1	LENGTH	40 ft	WIDTH	20 ft		
CONSTRUCTION DT	1928	ALTERATION DT					
DESIGNER/PATENT	O. SMITH, COUNTY ENGINEER			SOURCE	PLAQUE		
				BUILDER	C. SUTTON		

SETTING / CONTEXT The bridge carries a two-lane county road over a small brook in the Watchung Mountain Range. The surrounding area is 19th- and 20th-century residential on large 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 incised concrete parapets. The northern abutment is masonry with concrete reinforcing, while the southern abutment is concrete with no exterior signs of masonry. The bridge is in poor condition with spalling and cracking. It is 1 of at least 17 similar short-span encased steel stringer bridges built in the county from 1915 to 1929. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 113:1a-2a (01/25/92)

REVISED BY (DATE):

QUAD: Bound Brook



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18H1006	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	MOUNTAIN VIEW ROAD OVER TRIBURARY OF DEAD RIVER		FACILITY	MOUNTAIN VIEW ROAD				
TOWNSHIP	WARREN TOWNSHIP							
TYPE	THRU GIRDER	DESIGN	PARTIALLY ENCASED			MATERIAL	Steel	
# SPANS	1	LENGTH	39 ft	WIDTH	19.8 ft			
CONSTRUCTION DT	1925ca	ALTERATION DT					SOURCE	COUNTY RECORDS
DESIGNER/PATENT	UNKNOWN		BUILDER	UNKNOWN				

SETTING / CONTEXT The bridge carries two-lanes of traffic over a small brook in a sparsely developed residential area of 19th- and 20th-century houses.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed, single-span, thru girder with encased floor beams bridge is similar in design to at least 5 other shallow thru girder bridges built in this part of the county between 1922 and 1930. The bridge has a concrete substructure and concrete parapets on the approaches. A beam guide rail has been added, and concrete repairs have been made to the substructure. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 220:8-9 (01/25/92)

REVISED BY (DATE):

QUAD: Bernardsville



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18H1105	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	ACKEN ROAD OVER DEAD RIVER			FACILITY	ACKEN ROAD		
TOWNSHIP	BERNARDS TOWNSHIP						
TYPE	THRU GIRDER	DESIGN		MATERIAL	Steel		
# SPANS	2	LENGTH	52 ft	WIDTH	14.9 ft		
CONSTRUCTION DT	1927	ALTERATION DT	1981	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	UNKNOWN	BUILDER	UNKNOWN				

SETTING / CONTEXT The single-lane bridge is located in an undeveloped wooded area of the flood plain of the Dead River. Nearby is a high-tension electric power line.

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

SUMMARY The bridge is a make-shift of old and new structural components, and is a thru girder with floor beams. County records indicate that the superstructure was rebuilt in 1927, stringers replaced in 1981, and deck replaced in 1985. Concrete piers support the bridge at center span, and floor beams are spaced at uneven intervals and are attached to the rolled I-section girders by U-shaped hangers. The abutments are masonry extended with concrete. The span is not technologically noteworthy.

INFORMATION

PHOTO: 110:26a-27a (01/18/92) REVISED BY (DATE): QUAD: Bernardsville

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18H1110	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	VALLEY ROAD (CR 512) OVER PASSAIC RIVER			FACILITY	VALLEY ROAD (CR 512)			
TOWNSHIP	BERNARDS TOWNSHIP							
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel	
# SPANS	3	LENGTH	103 ft	WIDTH	33 ft			
CONSTRUCTION DT	1931	ALTERATION DT					SOURCE	PLAQUE
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.			BUILDER	GRAY CONSTRUCTION CO.			

SETTING / CONTEXT The two-lane bridge with sidewalks spans the Passaic River, which forms the border between Morris County and Somerset County. The bridge is located in a mid-20th century suburban residential neighborhood. Most of the homes have modern additions and alterations.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span, concrete-encased steel stringer bridge with concrete balustrades and substructure was constructed in 1931 as a joint-county project of Morris County and Somerset County. The bridge is in poor condition with concrete spalling exposing the lower flanges of the stringers. The bridge is a common 20th-century bridge type, similar to bridges found throughout the state. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 110:24a-25a (01/18/92)

REVISED BY (DATE):

QUAD: Bernardsville

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18K0902	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	KING GEORGE ROAD OVER EAST BRANCH OF MIDDLE BROOK			FACILITY	KING GEORGE ROAD		
TOWNSHIP	WARREN TOWNSHIP						
TYPE	THRU GIRDER	DESIGN	PARTIALLY ENCASED			MATERIAL	Steel
# SPANS	1	LENGTH	50 ft	WIDTH	19.8 ft		
CONSTRUCTION DT	1925	ALTERATION DT	1982		SOURCE	PLANS	
DESIGNER/PATENT	UNKNOWN				BUILDER	LEVERING & GARRIGUES CO.	

SETTING / CONTEXT The two-lane bridge spans a tree-lined creek in a suburban residential development (c.1920-1990).

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

SUMMARY The single-span 1925 steel thru girder bridge with partially encased floor beams has been significantly altered by widening with steel stringers on the downstream side (1982). In order to widen the bridge the downstream girder was cut down and converted into a stringer the same depth as the ones used for the widened extension. The bridge has a concrete substructure and beam guide rail railings. It is heavily altered and is also not historically or technologically distinguished.

INFORMATION

PHOTO: 404:8-10 (01/05/92)

REVISED BY (DATE):

QUAD: Bound Brook

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18K0903	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	MORNING GLORY ROAD OVER EAST BRANCH OF MIDDLE BROOK		FACILITY	MORNING GLORY ROAD (CR 527)			
TOWNSHIP	WARREN TOWNSHIP						
TYPE	SLAB	DESIGN		MATERIAL	Reinforced Concrete		
# SPANS	2	LENGTH	40 ft	WIDTH	28 ft		
CONSTRUCTION DT	1930	ALTERATION DT		SOURCE	PLAQUE		
DESIGNER/PATENT	O. SMITH, JR., CO. ENG.			BUILDER	SNOOK BROTHERS		

SETTING / CONTEXT The two-lane bridge is located on the outskirts of the 19th-century village of Springdale in Washington Valley. The surroundings are gently rolling hills with moderate residential development. Next to the bridge is a pasture.

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 two-span concrete-slab bridge has a concrete substructure and concrete parapets with reticular pattern panels. The reticular parapet feature is not the most common parapet decorative pattern, but it is not unusual or technologically noteworthy. At least one other 1930 concrete slab bridge in the county has the same detailing (18C0705). Concrete slab bridges are a common short-span bridge type throughout the state, and the bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 404:6-7 (01/05/92)

REVISED BY (DATE):

QUAD: Bound Brook



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18K0908	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	WARRENVILLE ROAD OVER EAST BRANCH OF MIDDLE BROOK			FACILITY	WARRENVILLE ROAD		
TOWNSHIP	WARREN TOWNSHIP						
TYPE	SLAB	DESIGN		MATERIAL	Reinforced Concrete		
# SPANS	1	LENGTH	23 ft	WIDTH	31.7 ft		
CONSTRUCTION DT	1914	ALTERATION DT		SOURCE	NJDOT		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The two-lane bridge is located near a modern commercial area with office buildings and a shopping center. To the east is the Warren Branch Golf Course. Next to the bridge is a modern steel foot bridge with metal railing.

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 concrete slab bridge rests on older masonry abutments that have been widened with concrete additions. Pipe railings have been removed, and a beam guide rail added. The bridge is a historically and technologically undistinguished example of a common short-span bridge type.

INFORMATION

PHOTO: 113:9a-10a (01/25/92)

REVISED BY (DATE):

QUAD: Plainfield

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18K1102	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	MOUNTAIN AVENUE OVER CORY'S BROOK			FACILITY	MOUNTAIN AVENUE		
TOWNSHIP	WARREN TOWNSHIP						
TYPE	STRINGER	DESIGN		MATERIAL	Steel		
# SPANS	2	LENGTH	33 ft	WIDTH	26.6 ft		
CONSTRUCTION DT	1927	ALTERATION DT	1980	SOURCE	NJDOT		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries a two-lane road over a small brook in a 19th- and 20th-century residential area with large 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 short-span steel stringer bridge has been extensively altered. The 1927 bridge was originally an encased steel stringer with concrete parapets. In c.1980 the fascia encasing and parapets were removed, beam guide rails added, and supporting concrete piers added at mid-span. The bridge rests on older masonry abutments that have extensive concrete repairs and reinforcing. The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 220:10-11 (01/25/92) REVISID BY (DATE): QUAD: Bernardsville

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18L0901	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	MADISON AVENUE OVER GREEN BROOK			FACILITY	MADISON AVENUE		
TOWNSHIP	GREEN BROOK TOWNSHIP						
TYPE	SLAB	DESIGN		MATERIAL	Reinforced Concrete		
# SPANS	2	LENGTH	56 ft	WIDTH	30 ft		
CONSTRUCTION DT	1915	ALTERATION DT		SOURCE	NJDOT		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The two-lane bridge spans Green Brook on the county line with Middlesex County. The neighborhood is mixed 19th and 20th-century residential. West of the bridge is a leaf composting 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 two-span concrete slab bridge has been altered by the addition of modern steel railings and concrete buttressing to the concrete abutments and pier. The fascia have molded banding. The deck shows signs of deterioration and spalling. Concrete slabs are a common bridge type, and the bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 109:37-38 (11/30/91)

REVISED BY (DATE):

QUAD: Plainfield

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18L0902	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	MADISON AVENUE OVER TRIBUTARY OF GREEN BROOK		FACILITY	MADISON AVENUE			
TOWNSHIP	GREEN BROOK TOWNSHIP						
TYPE	DECK GIRDER	DESIGN	PARTIALLY ENCASED			MATERIAL	109:39-40
# SPANS	1	LENGTH	35 ft	WIDTH	19 ft		
CONSTRUCTION DT	1925	ALTERATION DT		SOURCE	PLAQUE		
DESIGNER/PATENT	H. VAN EMBURGH, CO. ENG.			BUILDER	ARTHUR E. SMITH		

SETTING / CONTEXT The two-lane bridge spans a small creek in a mixed 19th- and 20th-century residential neighborhood.

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

SUMMARY The single-span built-up deck girder with encased floor beams bridge has a cantilevered sidewalk on the downstream side. Modern beam guide rails have been welded to the bridge. The abutments are concrete. The bridge is 1 of at least 5 similar surviving girder bridges built in the northeastern part of the county between 1922 and 1930. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 109:39-40 (11/30/91)

REVISED BY (DATE):

QUAD: Plainfield

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18L0904	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	JEFFERSON AVENUE OVER GREEN BROOK		FACILITY	JEFFERSON AVENUE				
TOWNSHIP	GREEN BROOK TOWNSHIP							
TYPE	PONY TRUSS	DESIGN	PRATT				MATERIAL	Metal
# SPANS	1	LENGTH	51 ft	WIDTH	19.2 ft			
CONSTRUCTION DT	1900	ALTERATION DT	1938		SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN			

SETTING / CONTEXT The bridge carries a 2-lane street over a small stream that serves as the boundary between Somerset and Middlesex counties. The surrounding area is dotted with late-19th and early-20th century houses. A cantilevered sidewalk is on the upstream 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 Built in 1900 as a pin-connected Pratt pony truss on ashlar abutments, the 4-panel bridge has been so altered with welded elements that it no longer functions as a pin-connected truss. The upper pins are not connected to the top chord. The first rebuilding of the bridge occurred in 1938. The span has little integrity of original design, and as a result is not technologically or historically distinguished. A modern steel grid deck has been added as has a cantilevered sidewalk.

INFORMATION

PHOTO: 109:34-36 (10/27/91) REVISD BY (DATE): QUAD: Plainfield

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18L1013	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	STIRLING ROAD OVER STONY BROOK		FACILITY	STIRLING ROAD			
TOWNSHIP	WARREN TOWNSHIP						
TYPE	DECK ARCH	DESIGN	ELLIPTICAL			MATERIAL	Reinforced Concrete
# SPANS	1	LENGTH	71 ft	WIDTH	32 ft		
CONSTRUCTION DT	1910	ALTERATION DT	SOURCE NJDOT				
DESIGNER/PATENT	UNKNOWN			BUILDER UNKNOWN			

SETTING / The two-lane bridge spans a brook in the Second Watchung Mountain Range in the northeastern part of the county. The bridge is located
CONTEXT at a sharp curve in the road. The surrounding area is residential with mid-20th century homes on large 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, reinforced concrete arch bridge is in poor condition with severe spalling and deterioration to the spandrel walls and arch barrel. Original railings have been removed and replaced with beam guide rails. The bridge has field stone wing walls that probably date to an earlier bridge. The arch is 1 of at least 7 similar arch bridges built in the county between 1910 and 1917. It is not historically or technologically distinguished.

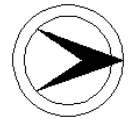
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MATION**

PHOTO: 112:33-36 (01/25/92)

REVISED BY (DATE):

QUAD: Chatham

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18L1109	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	HILLCREST ROAD (CR 531) OVER PASSAIC RIVER			FACILITY	HILLCREST ROAD (CR 531)		
TOWNSHIP	WARREN TOWNSHIP						
TYPE	STRINGER			DESIGN		MATERIAL	Steel
# SPANS	2	LENGTH	92 ft	WIDTH	18.3 ft		
CONSTRUCTION DT	1925	ALTERATION DT	1989	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The narrow two-lane bridge carries traffic and one sidewalk across the Passaic River, which forms the border between Somerset County and Morris County. The neighborhood is residential with a mixture of 19th- and early 20th-century residential structures with many modern alterations and 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 two-span steel stringer bridge is built on masonry abutments that probably date from an older bridge. The center pier composed of rivet-connected steel cylinders filled with concrete and a rolled I-beam cap beam is a modern addition. The bridge has steel beam guide rail railings and a sidewalk with wire-mesh railing on the downstream side. In 1989 the county added the steel grid deck. The bridge is a technologically and historically undistinguished example of a common bridge type.

INFORMATION

PHOTO: 112:39-40 (01/25/92)

REVISED BY (DATE):

QUAD: Chatham

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18M0901	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	CLINTON AVENUE OVER GREEN BROOK			FACILITY	CLINTON AVENUE		
TOWNSHIP	NORTH PLAINFIELD BOROUGH						
TYPE	STRINGER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	1	LENGTH	87 ft	WIDTH	30 ft		
CONSTRUCTION DT	1922	ALTERATION DT	1974	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	H. C. VAN EMBURGH, CO ENG			BUILDER	JOSEPH BARONE		

SETTING / CONTEXT The bridge carries two-lanes of traffic and sidewalks across Green Brook on the border of Somerset County and Union County. The bridge is at the western end of Green Brook Park, a green strip running along Green Brook between North Plainfield Borough and Plainfield Borough. Surrounding the park is an early-20th century residential neighborhood. Most of the housing has modern alterations and 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 skewed three-span bridge is an encased steel stringer with arched reinforced-concrete fascia. The bridge has two sidewalks, balustrades and curved parapets on the approaches. The bridge retains some of its decorative varied-texture concrete finishes. Original light standards and luminaries have been removed. In 1974 repairs were made to the piers. The custom-detailed bridge is located in a park setting, but it is not technologically or historically noteworthy.

INFORMATION

PHOTO: 111:10a-14a (01/25/92)

REVISED BY (DATE):

QUAD: Plainfield

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18M0902	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	WEST END AVENUE OVER GREEN BROOK		FACILITY	WEST END AVENUE			
TOWNSHIP	NORTH PLAINFIELD BOROUGH						
TYPE	DECK ARCH	DESIGN	BARREL		MATERIAL	Reinforced Concrete	
# SPANS	3	LENGTH	72 ft	WIDTH	48 ft		
CONSTRUCTION DT	1915	ALTERATION DT			SOURCE	COUNTY RECORDS	
DESIGNER/PATENT	UNKNOWN		BUILDER	UNKNOWN			

SETTING / CONTEXT The two-lane bridge spans Green Brook, which forms the border between Somerset County and Union County. The bridge is located in Green Brook Park, a green strip along Green Brook between Plainfield Borough and North Plainfield Borough. The surrounding neighborhood is residential with early-20th century housing to the south and mid-20th century housing to the north. Most of the houses have modern additions. West End Avenue becomes a parkway with a tree-lined median strip to the north.

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

SUMMARY The three-span barrel arch bridge has concrete parapets finished with shallow panels. The original light standards and luminaries have been removed. The spandrel walls, abutments, piers, and barrels are in poor condition with patching. The bridge is a representative example of a common type and style often found in urban parks in the state dating from the early 20th-century. It is not historically or technologically distinguished from other bridges of the same type.

INFORMATION

PHOTO: 111:15a-16a (01/25/92)

REVISED BY (DATE):

QUAD: Plainfield

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18M0903	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	GERARD AVENUE OVER GREEN BROOK			FACILITY	GERARD AVENUE		
TOWNSHIP	NORTH PLAINFIELD BOROUGH						
TYPE	MULTI GIRDER	DESIGN	JACK ARCH (BRICK)			MATERIAL	Metal
# SPANS	1	LENGTH	49 ft	WIDTH	30.1 ft		
CONSTRUCTION DT	1903	ALTERATION DT					
DESIGNER/PATENT	J. DOUGHTY, CO. ENG.			SOURCE	COUNTY RECORDS		
				BUILDER	DOVER BOILER WORKS		

SETTING / CONTEXT The two-lane bridge spans Green Brook, which forms the border between Somerset County and Union County. The surrounding neighborhood is late-19th and early-20th century vernacular residential housing with modern additions and intrusions. To the south is a commercial area along NJ 28, Plainfield's Front Street. Plainfield and North Plainfield grew rapidly in the late 19th and early 20th centuries as a response to suburbanization promoted by railroads and industrial expansion.

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

SUMMARY The single-span multi-girder bridge was constructed in 1903 by a regionally significant bridge manufacturer, the Dover Boiler Works. The bridge retains its integrity of design with riveted girders and brick jack arches that are deeper for the roadway than the sidewalks. The bridge rests on ashlar abutments. In 1924 the railings with fluted cast iron posts were added. The bridge is associated with a historical period of suburban expansion in Plainfield and North Plainfield.

INFORMATION

Bibliography:
 Somerset County Engineer. Bridge File M0903.
 Darnell, Victor. Directory of American Bridge Building Companies 1840-1900. 1984.

Physical Description: The 49'-long bridge is a well-preserved example of a built-up multi deck girder span with brick jack arches. The span, which carries the roadway and two flanking sidewalks, is supported on ashlar abutments. The girders have X-pattern lateral bracing. The jack arches between the girders are of two depths; the shallower of the two is used under the sidewalks while those under the roadway are deeper. The large number of rivets on girders is explained by the rivet-connected angles that serve as jack arch skewbacks. The handsome iron picket railing with cast iron posts was placed in 1924.

Historical and Technological Significance: The 1903 multi-girder bridge is a complete example of its type and is also a good example of brick jack arch technology. The built-up multi-girder bridge was used in New Jersey for a brief period between the 1890s and about 1910. It fell out of use after the improvement of rolled steel stringers. Brick jack arches, which add some load-carrying capacity to the span, also ceased to be used about the same time. The well-preserved bridge is thus technologically distinguished as an example of bridge building technologies that were eclipsed by others early this century. It is also the work of a regionally noteworthy fabricator -- Dover Boiler Works of Dover (Morris County), New Jersey. They company began fabricating bridges from stock shapes in 1901, and they continued to do so until at least the 1920s. Not more than a dozen examples of their work have been identified to date.

Boundary Description and Justification: The span is located in a late-19th century residential area, but numerous alterations to the dwellings diminish the architectural significance of the setting, which consequently does not appear to possess historic district potential. the span is evaluated as individually distinguished, and the boundary is limited to the structures, superstructure and ashlar portion of the substructure itself.

PHOTO: 111:17a-20a (01/25/92) REVISD BY (DATE): QUAD: Plainfield



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18M0904	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	SYCAMORE AVENUE OVER GREEN BROOK			FACILITY	SYCAMORE AVENUE		
TOWNSHIP	NORTH PLAINFIELD BOROUGH						
TYPE	MULTI GIRDER	DESIGN		MATERIAL	Metal		
# SPANS	1	LENGTH	49 ft	WIDTH	34.5 ft		
CONSTRUCTION DT	1905ca	ALTERATION DT		SOURCE STYLE			
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The two-lane bridge spans Green Brook, which forms the border between Somerset County and Union County. The bridge is located in a residential working class neighborhood dating from the late-19th and early-20th centuries. Most of the buildings have been modernized. A concrete spillway is located downstream from the bridge.

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

SUMMARY The bridge consists of 4 built-up deck girders, 2 on each side of the bridge, with interior stringers, which are probably modern replacements of original girders. It has ashlar abutments and picket railing with cast-iron posts. No plans or repair records were located at the county engineer's office, but it is similar to the 1903 Gerard Ave. over Green Brook bridge. This undocumented span is a representative example of its type and is not historically or technologically distinguished.

INFORMATION

PHOTO: 111:21a-25a (01/25/92)

REVISED BY (DATE):

QUAD: Plainfield



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18M0905	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0		
NAME & FEATURE INTERSECTED	WASHINGTON AVENUE OVER GREEN BROOK			FACILITY	WASHINGTON AVENUE				
TOWNSHIP	NORTH PLAINFIELD BOROUGH								
TYPE	DECK ARCH	DESIGN	ELLIPTICAL				MATERIAL	Reinforced Concrete	
# SPANS	1	LENGTH	74 ft	WIDTH	30.1 ft				
CONSTRUCTION DT	1911	ALTERATION DT						SOURCE	NJDOT
DESIGNER/PATENT	UNKNOWN					BUILDER	UNKNOWN		

SETTING / CONTEXT The two-lane bridge spans Green Brook, which forms the border between Somerset County and Union County. The neighborhood to the north is late-19th and early-20th century residential. The Washington Park Historic District begins a few blocks north of the bridge, but the bridge's neighboring residential structures were too altered or modern to include in the district. South of the bridge is a former factory building, also altered, and Plainfield's Front Street commercial 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 single-span reinforced concrete arch has modern beam guide rails that replaced concrete balustrades. It is in poor condition with spalling and patching. The bridge has ashlar footings that have been reinforced with concrete. One of at least 7 concrete deck arch bridges built in the county between 1910 and 1917, the span is not historically or technologically distinguished.

INFORMATION

PHOTO: 112:8-9 (01/25/92) REVISD BY (DATE): QUAD: Plainfield



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18M0906	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	GROVE STREET OVER GREEN BROOK		FACILITY	GROVE STREET			
TOWNSHIP	NORTH PLAINFIELD BOROUGH						
TYPE	DECK ARCH	DESIGN	ELLIPTICAL		MATERIAL	Reinforced Concrete	
# SPANS	1	LENGTH	70 ft	WIDTH	36.5 ft		
CONSTRUCTION DT	1916	ALTERATION DT			SOURCE	PLAQUE	
DESIGNER/PATENT	JOSHUA DOUGHTY, CO. ENG.			BUILDER	ARTHUR E. SMITH		

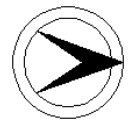
SETTING / CONTEXT The two-lane bridge with sidewalks spans Green Brook on the border between Somerset County and Union County. South of the bridge is Plainfield's downtown, and north of the bridge is a residential neighborhood with single-family homes and apartment buildings. The buildings date from the late-19th and early-20th centuries but few retain their historic integrity.

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 bridge has concrete balustrades with vase-shaped balusters. The bridge is 1 of at least 7 similar arches built in the county between 1910 and 1917. The bridge is in poor condition with spalling and numerous concrete repairs to the balustrades. Although the bridge retains some architectonic features, it is not a historically or technologically distinguished example of the bridge type. It is one of 20 examples of its type in the county.

INFORMATION

PHOTO: 112:10-13 (01/25/92) REVISD BY (DATE): QUAD: Plainfield



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18M1001	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	DUER STREET OVER GREEN BROOK			FACILITY	DUER STREET		
TOWNSHIP	NORTH PLAINFIELD BOROUGH						
TYPE	MULTI GIRDER	DESIGN		MATERIAL	Steel		
# SPANS	1	LENGTH	50 ft	WIDTH	30 ft		
CONSTRUCTION DT	1900	ALTERATION DT	1990	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	NJ STEEL & IRON CO.			BUILDER	NJ STEEL & IRON CO.		

SETTING / CONTEXT The two-lane bridge with sidewalks spans Green Brook on the border between Somerset County and Union County. South of the bridge is downtown Plainfield, and north a residential neighborhood of North Plainfield. Next to the bridge is a large parking lot. Most of the neighboring buildings date from the late-19th or early-20th century, but have been significantly altered and modernized.

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 multi-deck girder bridge was constructed in 1900 by the NJ Steel & Iron Co. of Trenton. The original plans show a lattice railing that has since been replaced by a picket rail on one side of the bridge and beam guide rails on the other. In 1990 the county repaired the deck and made welded repairs to the girders. The bridge is not historically or technologically distinguished. Gerard Avenue over Green Brook (18M0903) is a more extant example of the bridge type.

INFORMATION

PHOTO: 112:14-18 (01/25/92)

REVISED BY (DATE):

QUAD: Plainfield

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18M1003	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	ROCKVIEW TERRACE OVER STONY BROOK			FACILITY	ROCKVIEW TERRACE		
TOWNSHIP	NORTH PLAINFIELD BOROUGH						
TYPE	STRINGER	DESIGN		MATERIAL	Steel		
# SPANS	1	LENGTH	54 ft	WIDTH	30 ft		
CONSTRUCTION DT	1913	ALTERATION DT	1980	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The two-lane bridge with sidewalks spans Stony Brook on north boundary of the Washington Park Historic District, an architecturally significant "late Victorian architecture" residential area with a period of significance from 1868 until 1917. The boundary of the district is the middle of the stream that the bridge crosses. West of the bridge is the Green Acres municipal playground.

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

CONSULT STATUS Not Individually Eligible. Listed. Washington Park Historic District. 04/09/1987. Not Rated.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The steel stringer bridge has been significantly altered by widening and the replacement of steel stringer superstructure ca. 1980. Modern aluminum railings have been added. The masonry abutments dating to at least 1913 have been widened and repaired with concrete additions. The highly altered and basically modern bridge does not contribute to the Washington Park Historic District. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 112:22-23 (01/25/92)

REVISED BY (DATE):

QUAD: Plainfield

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	18M1006	CO	SOMERSET	OWNER	COUNTY	MILEPOINT	0.0		
NAME & FEATURE INTERSECTED	GROVE STREET OVER STONY BROOK		FACILITY	GROVE STREET					
TOWNSHIP	NORTH PLAINFIELD BOROUGH								
TYPE	STRINGER	DESIGN	ENCASED				MATERIAL	Steel	
# SPANS	1	LENGTH	43 ft	WIDTH	31.7 ft				
CONSTRUCTION DT	1917	ALTERATION DT						SOURCE	NJDOT
DESIGNER/PATENT	UNKNOWN		BUILDER					UNKNOWN	

SETTING / CONTEXT The two lane bridge with sidewalk spans Stony Brook near the intersection of Grove Street and US 22. Grove Street is bordered by late-19th and early-20th century homes. Nearby is a public school. US 22 is a busy commercial strip.

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 a concrete substructure. A sidewalk supported by an unencased steel stringer has been added to the downstream side of the bridge. The sidewalk has wire mesh railing. Beam guide rails have been added to the bridge. Concrete repairs and reinforcing have been made to the substructure. The bridge is technologically and historically undistinguished.

INFORMATION

PHOTO: 112:24-25 (01/25/92) REVISD BY (DATE): QUAD: Plainfield



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	3000168	CO	SOMERSET	OWNER	STATE AGENCY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	MAIN STREET OVER DELAWARE & RARITAN CANAL		FACILITY	MAIN STREET			
TOWNSHIP	SOUTH BOUND BROOK BOROUGH						
TYPE	SWING SPAN	DESIGN	CENTER BEARING	MATERIAL	Steel		
# SPANS	2	LENGTH	86 ft	WIDTH	24 ft		
CONSTRUCTION DT	1920	ALTERATION DT	1978	SOURCE	NJDOT		
DESIGNER/PATENT	UNKNOWN			BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries two-lanes of traffic across the Delaware and Raritan Canal in the industrial village of South Bound Brook. The canal, which was built in the 1830s to carry barges from New Brunswick to Trenton, parallels the Raritan River along this portion of its route. The bridge is just downstream from a restored lock. South of the bridge is a brick factory complex (c.1880-1920). The Delaware and Raritan Canal R-O-W is a National Register Listed property (5/11/73).

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes
CONSULT STATUS Individually Eligible. Listed. D&R Canal. 05/11/1973. Contributing.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The bobtail, deck girder, center-bearing swing span is one of six movable bridges across the Delaware and Raritan Canal. Constructed in 1920 for the PA RR late in the operation of the canal, the bridge retains its operating machinery, but it is sealed. The bridge employs representative swing span technology, and although no longer operable has not been significantly altered. The bridge is a contributing element to the D & R Canal whose right-of-way is NR-listed. No original plans are available.

INFORMATION
 Bibliography:
 McKelvey, William. Delaware & Raritan Canal A Pictorial History. 1975.
 NJDOT. Plan File: 3000168.

Physical Description: The single-span bobtail center-bearing swing span bridge has a long end of approximately 51' and a tail end of 35'. The span with a 24' roadway has built-up girders placed 10' apart with the rest of the structure supported on built-up brackets. The abutments and swing pier are concrete. The floor beams, stringers, three-rail high railings, and open grid steel deck were installed in 1978. The operating mechanism with its sets of reduction gears that activate the drive pinion and electric motors remain in place under the girder, but they have not been maintained. The concrete counterweight is also still in place. The bridge has welded elements locking it in the closed position at both the heel and toe ends. The tender's shanty and controls have been removed.

Historical and Technological Significance: The bobtail center-bearing swing span deck girder bridge was built in 1920 by the Pennsylvania Railroad, and while not contemporary with the heyday of the canal, is the largest and most complete of the extant moveable bridges to cross the National Register-listed Delaware and Raritan Canal right-of-way. The canal, which runs from Bordentown to New Brunswick, was completed in 1834, and it served as an important transportation route for coal from eastern Pennsylvania bound for the New York market. The Pennsylvania Railroad acquired the canal in 1871 when it leased the United New Jersey and Rail Company in order to get that company's rail routes to New York City. The PA RR did not emphasize the canal aspect of the operation. Marine-borne freight dropped dramatically so that by World War I there was little commercial traffic on the canal. In 1924 there were only two mule-drawn boat captains remaining.

Regardless of how little traffic existed, the railroad was responsible for maintaining the bridges that crossed the canal. In 1920 the Pennsylvania Railroad replaced the swing span that carried Main Street over the canal with a built-up deck girder bobtail swing span. No original plans or construction records for the bridge remain with any state agency. It is assumed, based on the history of other bridges, that the span was designed by the PA RR Office of Chief Engineer. The bridge is not operable; it was fixed in the late 1960s, and while the operating mechanism remains in place, it has not been maintained and the source of power and operator's controls and shanty have been removed.

The bridge crosses the historic right-of-way of the Delaware & Raritan Canal, and while it was built before the canal was abandoned by the PA RR in 1933, it is not associated historically with the heyday of canal operations. The bridge is a good representative example of a bobtail swing span, and it remains one of the largest formerly moveable spans over the canal and is thus both historically and technologically noteworthy (criteria A, C).

Boundary Description & Justification: The bridge crosses the National Register-listed right-of-way of the Delaware & Raritan Canal. That nomination did not address structures related to or crossing the right-of-way. This bridge is significant because of its type and history. The span itself and the limits of the canal right-of-way are evaluated as significant.

PHOTO: 107:15-21 (11/30/91) REVISED BY (DATE): QUAD: Bound Brook