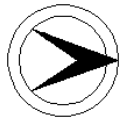


NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0101151 **CO** ATLANTIC **OWNER** STATE AGENCY **MILEPOINT** 51.77
NAME & FEATURE ATLANTIC CITY LINE (NJT) OVER US 9 **FACILITY** ATLANTIC CITY LINE (NJT)
INTERSECTED
TOWNSHIP ABSECON CITY
TYPE THRU GIRDER **DESIGN** **MATERIAL** Steel
SPANS 1 **LENGTH** 76 ft **WIDTH** 24 ft
CONSTRUCTION DT 1939 **ALTERATION DT** **SOURCE** PLAQUE
DESIGNER/PATENT UNKNOWN **BUILDER** PUBLIC WORKS ADM.

SETTING / The bridge carries a single track of NJT's Atlantic City Line, former Pennsylvania Reading Seashore Line, over two-lanes of US 9. The
CONTEXT right-of-way was originally developed by the Camden and Atlantic Railway in the 1850s, but above grade crossings were not systematically added until the first decades of the 20th century. The bridge is near the intersection of US 9 and US 30; the surroundings are heavily developed with commercial properties.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The skewed, single-span ballasted-deck steel thru girder bridge with floor beams has scored concrete abutments and concrete end posts at the ends of the girders. The bridge was built in 1939 as a New Deal era grade elimination project by the Federal Works Agency, Public Works Administration. The bridge is a representative example of a common railroad overpass bridge type, and is not historically or technologically distinguished.

**INFOR
MATION**

PHOTO: 411:10-11 (05/92)

REVISED BY (DATE):

QUAD: Pleasantville

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0102151	CO	ATLANTIC	OWNER	NJDOT	MILEPOINT	51.25
NAME & FEATURE INTERSECTED	US 9 OVER NACOTE CREEK			FACILITY	US 9		
TOWNSHIP	PORT REPUBLIC CITY						
TYPE	SINGLE LEAF BASCULE	DESIGN	STRAUSS UNDERNEATH			MATERIAL	Steel
# SPANS	17	LENGTH	254 ft	WIDTH	30 ft		
CONSTRUCTION DT	1922	ALTERATION DT	1955	SOURCE	PLANS		
DESIGNER/PATENT	STRAUSS BASCULE BRIDGE COMPANY			BUILDER			

SETTING / CONTEXT The bridge carries two-lanes of traffic over Nacote Creek south of its confluence with the Mullica River. The bridge is located in a broad wetlands and coastal meadow. A number of 20th-century residences are nearby, some of them built against the creek with timber pile pier foundations. The bridge has a wood frame tenders house, and next to the southern approach a wood frame outhouse.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Finding 02/01/80

SUMMARY The bridge consists of a single-leaf Strauss bascule main span and 16 timber stringer approach spans. The superstructure of the main span is a deck girder with articulated counterweight. The bridge has had repairs to its substructure, the counterweight has been gunited, and the operating mechanism rebuilt (1955). The bridge is 1 of 4 1920s Strauss bascule bridges in the county, it is probably the least technologically distinguished because of its standard design and short 40' span.

INFORMATION

Bibliography:
 Atlantic County. County Engineer's Office. Bridge Cards. 1922.
 New Jersey Department of Transportation. Bridge Plans and Files.

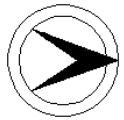
Physical Description: The main span of the US 9 over Nacote Creek bridge is an operable single-leaf Strauss bascule with underneath counterweight. The superstructure consists of two deck girders with floor beams and stringers. The girders measure 40' from trunnion to toe, and taper from approximately 5' depth at the main trunnion to 2'8-1/2" depth at the toe. The counterweight is concrete in a metal frame connected to the end of the bridge girders by counterweight trunnions. The counterweight has been sprayed with gunite. The main trunnion is supported by steel posts of channels with lacing. The main trunnion posts are supported on a concrete pier while the toe rests on timber pile bents. The main span has pipe railings and steel grid deck. The main span was originally operated manually with a capstan, but in 1955 an electric motor was added. The electric motor was installed below the superstructure on a steel platform, and the gearing and shafting rehabilitated to accommodate the new power source. The operating mechanism is engaged from a single-bay, wood frame operator's house on the bridge's southeast elevation, also added in 1955. In 1961 the steel grid deck was installed replacing a wood deck.

The bridge has timber stringer approach spans, 7 to the north of the main span and 8 to the south. The timber stringer spans rest on timber pile piers with cross bracing. The approaches have a wood railing with outriggers for support. Although reconstruction records have not been located, it is most likely the approach span members have been replaced more than once since the bridge's original construction. On the upstream side of the southern approach is a wood-frame tenders house used by the bridge tenders for a place to rest and store their belongings. The tenders house is not shown in the plans and may have been added at a later date. An unusual feature of the bridge is a wood-frame outhouse next to the southwestern abutment. The bridge has an older set of manually-operated lattice rail gates, probably original to the bridge, but new automatic gates have been added.

Historical and Technological Significance: In 1922 the Nacote Creek bridge was built by the county with state funding as part of the improvement of the newly-created NJ Route 4, later redesignated US 9. The single-leaf Strauss bascule bridge was designed by the Strauss Bascule Bridge Company of Chicago, Illinois, the nation's foremost engineer of movable bascule bridges. It is one of four documented surviving movable 1920s Strauss bascule highway bridges in Atlantic County. Due to alterations to the operating mechanism, and the application of a standard Strauss design for a relatively short-span movable crossing, the US 9 over Nacote Creek bridge is not the most historically or technologically distinguished of the county's movable spans. It does not have National Register significance.

PHOTO: 411:14-19 (05/92) REVISED BY (DATE): QUAD: New Gretna

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0103152 **CO** ATLANTIC **OWNER** NJDOT **MILEPOINT** 56.75
NAME & FEATURE US 30 OVER BEACH THOROFARE **FACILITY** US 30
INTERSECTED
TOWNSHIP ATLANTIC CITY
TYPE SINGLE LEAF BASCULE **DESIGN** TRUNNION **MATERIAL** Steel
SPANS 7 **LENGTH** 473 ft **WIDTH** 74 ft
CONSTRUCTION DT 1942-46 **ALTERATION DT** 1989 **SOURCE** NJDOT
DESIGNER/PATENT HOWARD,NEEDLES,TAMMEN,BERGENOF **BUILDER** OLE HANSEN CONSTRUCTION

SETTING / The bridge carries 6-lanes of US 30 over Beach Thorofare in the tidal meadows west of downtown Atlantic City. The surrounding area is
CONTEXT undistinguished with billboards, parking lots, and a scattering of commercial establishments along the highway. The bridge was designed just before the outbreak of WWII, but its completion was interrupted by the war.

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-leaf bascule bridge has 6 encased stringer approach spans. The 80'-long bascule has a deck girder superstructure, underneath counterweight, and operators house. The bridge is the newest of at least 5 surviving pre-1946 bascule spans in the county, it has no distinctive details or features. Much of the machinery was replaced and the superstructure rehabilitated in 1989. The operators house was also enlarged. The altered bridge is not technologically noteworthy.

**INFOR
MATION**

PHOTO: 171:7-19 (05/92)

REVISED BY (DATE):

QUAD: Oceanville

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0107151	CO	ATLANTIC	OWNER	NJDOT	MILEPOINT	46.8
NAME & FEATURE INTERSECTED	US 40 & NJ 50 OVER GREAT EGG HARBOR RIVER			FACILITY	US 40 & NJ 50		
TOWNSHIP	HAMILTON TOWNSHIP						
TYPE	MULTI GIRDER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	1	LENGTH	77 ft	WIDTH	41 ft		
CONSTRUCTION DT	1928	ALTERATION DT		SOURCE	NJDOT		
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			BUILDER			

SETTING / CONTEXT The 2-lane bridge spans the Great Egg Harbor River on the western side of downtown Mays Landing. The bridge lies within the boundaries of the Mays Landing Historic District, which includes 19th- and 20th-century houses on both sides of the river from the bridge. The river is navigable and east of the bridge is a marina.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes
CONSULT STATUS Not Individually Eligible. Listed. Mays Landing Historic District. 08/20/1990. Contributing.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1928 deck multi girder bridge consists of three encased plate girders with concrete slab deck, cantilevered sidewalks, concrete balustrades, and scored concrete abutments. The bridge was built as part of the reconstruction of NJ 48, redesignated US 40 in the early 1950s. It lies within the period of significance (1837-1935) of the Mays Landing Historic District, and should be considered a contributing structure that reflects the impact of highway improvements on the community.

INFORMATION Bibliography:
Office of New Jersey Heritage. National Register File. Mays Landing Historic District. 1990.

Physical Description: The 77'-long one-span bridge is composed of three encased built-up deck girders supported on a concrete substructure with flared wing walls that are scored. The cantilevered sidewalks have concrete balustrades with paneled posts. Wood sheet piling has been added as scour protection to the abutments, and beam guide rails separate the roadway from the sidewalks.

Historical and Technological Significance: The concrete-encased multi deck girder bridge is not individually technologically distinguished, but it is historically significant as a contributing resource to the Mays Landing Historic District, listed in 1990. The bridge was not rated in the nomination, but it was built within the 1837 to 1935 period of significance of the district. The district is eligible under Criterion A of the National Register for its significance in architecture, industry, politics/government, and community development. US 40 and NJ 50 is the main road through the community that was designated as the county seat in 1837, and the road has had a dramatic impact on the historic development of the district.

The bridge is a standard type and design used by the New Jersey State Highway Department throughout the state. It was built as part of the 1928 redevelopment of NJ 14, one of the original 15 state highway routes. NJ 14 went from Egg Harbor City to Cape May City by way of Mays Landing, Tuckahoe, and Cape May Court House. The designation was changed to NJ 48 in 1928. It became US 40 in the 1953 redesignation.

Boundary Description and Justification: The bridge is within the boundaries of the Mays Landing Historic District as delineated in the Mays Landing USGS Quad Map accompanying the nomination. The bridge including its superstructure, substructure, and right-of-way over the river is a contributing resource.

PHOTO: 407:16-17 (05/92) REVISED BY (DATE): QUAD: Mays Landing

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0107152	CO	ATLANTIC	OWNER	NJDOT	MILEPOINT	46.92
NAME & FEATURE INTERSECTED	US 40 & NJ 50 OVER PLEASANTVILLE SECTION RR			FACILITY	US 40 & NJ 50		
TOWNSHIP	HAMILTON TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	3	LENGTH	112 ft	WIDTH	40.3 ft		
CONSTRUCTION DT	1929	ALTERATION DT		SOURCE	INSCRIPTION		
DESIGNER/PATENT	PENNSYLVANIA RR ENGINEERING			BUILDER	UNKNOWN		

SETTING / CONTEXT The 2-lane bridge spans the abandoned right-of-way of the Pennsylvania Railroad's Pleasantville Section, originally developed in 1880 by the West Jersey Railroad. The bridge is located in the Mays Landing Historic District, and near the bridge are numerous contributing 19th- and 20th-century residences. Under the bridge is the former loading platform for the railroad, and just north an abandoned single-story, hipped roof, brick station house.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes
CONSULT STATUS Not Individually Eligible. Listed. Mays Landing Historic District. 08/20/1990. Noncontributing.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The three-span encased steel stringer bridge has paneled parapets and a concrete substructure with arched piers. It was constructed in 1929 as a grade elimination project associated with improvements to NJ 48, and is a representative example of a bridge type used by the PARR for other overpasses. It falls within the period of significance of the Mays Landing Historic District (1837-1935) and is a contributing element reflecting both rail and road transport.

INFORMATION Bibliography:
Office of New Jersey Heritage. National Register File. Mays Landing Historic District. 1990.

Physical Description: The three-span bridge with concrete parapets is composed of encased rolled steel stringer spans supported on concrete abutments and concrete bents with arched struts and crash walls. The 1929 Pennsylvania Railroad station, a hip-roofed one-story brick building, is adjacent the bridge at the track level. It is not in use and the track is abandoned.

Historical and Technological Significance: The 1929 encased stringer overpass is not individually distinguished, but is a contributing resource in the Mays Landing Historic District, listed in the National Register in 1990 for its significance in architecture, industry, politics/government, and community development. The district is eligible under Criterion A. The period of significance is from 1837, when the town was designated the Atlantic County seat, until 1935. The overpass and adjacent station were constructed by the Pennsylvania Railroad as part of a grade elimination agreement in 1929. The Pennsylvania Railroad was successor to the West Jersey and Atlantic Railroad that initially developed the right-of-way to Mays Landing in 1880. Because the bridge is located within the district, is unaltered, reflects the historic rail and highway development of the community, and was built within the National Register nomination's period of significance, it is evaluated as a contributing resource.

Boundary Description and Justification: The bridge is within the boundaries of the Mays Landing Historic District as delineated on the Mays Landing USGS Quad Map accompanying the district nomination. The bridge including the superstructure, substructure, and right-of-way over the railroad line, is a contributing resource.

PHOTO: 407:13-15 (04/92) REVISED BY (DATE): QUAD: Mays Landing

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0114157	CO	ATLANTIC	OWNER	NJDOT	MILEPOINT	6.93
NAME & FEATURE INTERSECTED	NJ 54 OVER GREAT EGG HARBOR RIVER		FACILITY	NJ 54			
TOWNSHIP	FOLSOM BOROUGH						
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	1	LENGTH	43 ft	WIDTH	40.2 ft		
CONSTRUCTION DT	1941	ALTERATION DT					
DESIGNER/PATENT	NJ STATE HWY DEPT BRIDGE DIV			SOURCE	INSCRIPTION		
				BUILDER			

SETTING / CONTEXT The two-lane bridge spans the Great Egg Harbor River in the Pine Barrens of western Atlantic County. The bridge is north of the intersection of US 322 and NJ 54, and is opposite the NJDOT Folsom Maintenance Area. The neighborhood is moderately developed with 20th-century housing and some wooded lots. Upstream is a concrete dam/spillway, and downstream the ashlar and concrete abutments of an abandoned bridge.

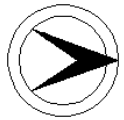
1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span encased stringer bridge has a concrete substructure and balustrades. The bridge carries a sidewalk on the upstream side, and beam guide rails have been added. The bridge was built in 1941 when the State Highway Department took over the right-of-way from the county. It is a representative example of a common State Highway Department bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 409:4a-5a (04/92) REVISD BY (DATE): QUAD: Newtonville

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 0119150 **CO** ATLANTIC **OWNER** NJDOT **MILEPOINT** 34.51
NAME & FEATURE INTERSECTED US 322 OVER CAPE MAY LINE **FACILITY** US 322
TOWNSHIP FOLSOM BOROUGH
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 5 **LENGTH** 145 ft **WIDTH** 56.3 ft
CONSTRUCTION DT 1931 **ALTERATION DT** 1980ca **SOURCE** INSCRIPTION
DESIGNER/PATENT NJ STATE HWY DEPT BRIDGE DIV **BUILDER**

SETTING / CONTEXT The bridge carries 4-lanes of traffic and two sidewalks over a single track of NJT's Cape May Line, the former Pennsylvania Reading Seashore Line Railroad. The bridge is located in the Pine Barrens, and the surrounding area is moderately developed with 20th-century lakefront homes and commercial structures. The bridge is just west of the NJ 54 and US 322 interchange.

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 5-span encased steel stringer bridge has a central span of 39' length over the rails, and approach spans each of 26' length. It has concrete abutments and piers with columns, and concrete balustrades. It was built in 1931 as part of a grade elimination project and widening of NJ Route 42, later redesignated US Route 322. The bridge has beam guide rails and median barriers added, and repairs to the abutment-end bearings (c.1980). It is not historically or technologically significant.

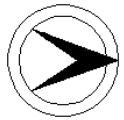
INFORMATION

PHOTO: 409:19a-21a (04/92)

REVISED BY (DATE):

QUAD: Newtonville

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0161150	CO	ATLANTIC	OWNER	STATE AGENCY	MILEPOINT	31.18		
NAME & FEATURE INTERSECTED	CAPE MAY LINE (NJT) OVER HOSPITALITY CREEK		FACILITY	CAPE MAY LINE (NJT)					
TOWNSHIP	FOLSOM BOROUGH								
TYPE	STRINGER	DESIGN	ENCASED				MATERIAL	Steel	
# SPANS	3	LENGTH	60 ft	WIDTH	27 ft				
CONSTRUCTION DT	1924	ALTERATION DT						SOURCE	INSCRIPTION
DESIGNER/PATENT	PHILADELPHIA & READING RR					BUILDER	UNKNOWN		

SETTING / CONTEXT The bridge carries a single-track of New Jersey Transit's Cape May Line over Hospitality Creek in the Pine Barrens of western Atlantic County. The Cape May Line was built in 1880 by the Atlantic City Railroad. The bridge is located downstream from an 8-span highway overpass of the railroad and creek. The surrounding area is moderately developed with 20th-century homes, and a concrete pipe factory to 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 encased steel stringer bridge has a concrete substructure, braced post pipe railing, and ballasted deck. It was built in 1924 by the Philadelphia & Reading Railroad, which purchased the Atlantic City Railroad in 1890, and is not original to the line. The bridge is a common type, and is not historically or technologically distinguished.

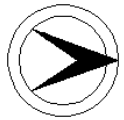
INFORMATION

PHOTO: 409:11a-12a (04/92)

REVISED BY (DATE):

QUAD: Newtonville

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0161151	CO	ATLANTIC	OWNER	STATE AGENCY	MILEPOINT	48.7
NAME & FEATURE INTERSECTED	TUCKAHOE ROAD (CR 557) OVER CAPE MAY LINE (NJT)		FACILITY	TUCKAHOE ROAD (CR 557)			
TOWNSHIP	ESTELL MANOR CITY						
TYPE	THRU GIRDER	DESIGN	PARTIALLY ENCASED			MATERIAL	Steel
# SPANS	6	LENGTH	402 ft	WIDTH	30 ft		
CONSTRUCTION DT	1937	ALTERATION DT			SOURCE	NJDOT	
DESIGNER/PATENT	PA-READING SEASHORE LINES			BUILDER	UNKNOWN		

SETTING / CONTEXT The two-lane bridge spans a single track of New Jersey Transit's Cape May Line in an isolated area of the Pine Barrens. The surrounding area is densely wooded. The Cape May Line was originally built in 1880 by the Atlantic City RR, and later absorbed into the Pennsylvania-Reading Seashore Lines. At one time the bridge was next to Anderson Station, a small stop on the Cape May Line with a side track and a section house.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 6-span overpass has 4 thru girder with encased floorbeams spans and 2 steel stringer approach spans with parapets and encased fascia. The substructure consists of concrete piers and abutments. Some of the piers have been shored with bracing. The bridge is similar to other late 1930s PRSL overpasses in the county. No records have been found to explain the construction of so large a bridge at this location. The bridge is not historically or technologically distinguished.

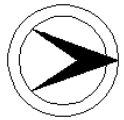
INFORMATION

PHOTO: 408:27-32 (04/92)

REVISED BY (DATE):

QUAD: Tuckahoe

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	0162153	CO	ATLANTIC	OWNER	STATE AGENCY	MILEPOINT	43.25
NAME & FEATURE INTERSECTED	FRANKFURT AVENUE OVER ATLANTIC CITY LINE (NJT)		FACILITY	FRANKFURT AVENUE			
TOWNSHIP	EGG HARBOR TOWNSHIP						
TYPE	THRU GIRDER	DESIGN	CONTINUOUS			MATERIAL	Steel
# SPANS	3	LENGTH	88 ft	WIDTH	16.4 ft		
CONSTRUCTION DT	1905	ALTERATION DT			SOURCE	NJDOT	
DESIGNER/PATENT	WEST JERSEY & SEASHORE RR			BUILDER	SCHUYLKILL BRIDGE WORKS		

SETTING / CONTEXT The bridge carries a single lane of traffic over a single-track of New Jersey Transit's Atlantic City Line. The bridge is located in the Pine Barrens, and the area is moderately developed with 19th- and 20th-century homes and businesses. US 30 intersects Frankfurt Avenue a short distance to the north. The rail line was originally developed in the mid-19th century by the Camden and Atlantic City Railroad.

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

SUMMARY The three-span continuous steel thru girder with floorbeams bridge has a timber deck, ashlar abutments, steel column piers, and steel railings. It is an unusually complete example of an early thru girder overpass, and is one of the two oldest remaining in Atlantic County. The railroads played a significant role in the development of the county, and the bridge is representative of the efforts made to protect rural traffic from the high speed passenger trains.

INFORMATION

PHOTO: 412:5-8 (04/92)

REVISED BY (DATE):

QUAD: Green Bank

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	01BV007	CO	ATLANTIC	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	EIGHTH STREET OVER HOSPITALITY BRANCH			FACILITY	EIGHTH STREET		
TOWNSHIP	FOLSOM BOROUGH						
TYPE	PNY TRUSS	DESIGN	WARREN			MATERIAL	Steel
# SPANS	1	LENGTH	59 ft	WIDTH	15 ft		
CONSTRUCTION DT	1915	ALTERATION DT	1937		SOURCE	COUNTY RECORDS	
DESIGNER/PATENT	A. H. NELSON, COUNTY ENGINEER				BUILDER	UNKNOWN	

SETTING / CONTEXT The bridge carries a single lane of traffic over Penny Pot Lake, a privately owned lake with 20th-century lakefront homes. The bridge is near the intersection of Eighth Street and US 322 in the Pine Barrens.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 11/22/95

SUMMARY The single-span bridge is a 6-panel rivet-connected Warren pony truss. County records indicate that in 1937 the bridge was moved to this site from an unspecified location and reassembled. Stylistically it dates from c.1915. The bridge has had repairs including new substructure and welded repairs, but it is one of fewer than five surviving metal truss bridges in southern New Jersey. Because the bridge is a rare survivor in the region and a representative example of a once common truss bridge type, it is technologically significant.

INFORMATION

Bibliography:
Atlantic County. County Engineer's Office. Bridge Cards and Files. 1937.

Physical Description: The one-span rivet and square-head bolt connected Warren with verticals Pony truss bridge is supported on timber substructure. The span is traditionally composed of built-up box members for the top chord and inclined end posts. The verticals are closely spaced angles with lacing, and the diagonals are toe-up angles joined by battens. The built-up floor beams connect to the top chord and verticals by bolts. Replacement stringers carry a plank deck. The bottom lateral bracing is pin-connected eye bars. Alterations appear to be limited to minor reinforcing at the center panels of the bottom chord and a few lower panel points.

Historical and Technological Significance: The Eighth Street bridge (c.1910) is one of fewer than five surviving metal truss bridges in southern New Jersey. It is eligible under National Register Criterion C. It is a fairly complete example of a rivet and bolt-connected Warren with verticals truss that was very common around the turn of the century. Although metal truss bridges were never as numerous in the southern parts of the state as in the north, they played an important role in the region's highway development. Other surviving trusses in Atlantic County include Weymouth Road over Great Egg Harbor (01HML22, Hamilton Township, 1920) and Mays Landing-Somers Point Road over English Creek (01EH021, Egg Harbor Township, 1914). The latter bridge is significantly altered. In Cape May County the only known surviving highway metal truss bridge is Marshallville Road over Mill Creek (0500019, Upper Township, 1901). No metal truss bridges, exclusive of movable spans, are known to survive in Cumberland, Gloucester, Ocean, and Salem Counties.

The Eighth Street bridge was moved to this location in 1937. Its original location and name of fabricator are not documented in the County Engineer's records, but stylistically it dates from ca. 1910. Although the span does not display any distinctive details, it is technologically significant as a rare survivor of an important bridge type.

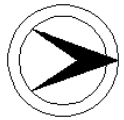
Boundary Description and Justification: The bridge is individually eligible, in and of itself, including the superstructure, substructure, and right-of-way over the river.

PHOTO: 408:41-44 (04/92)

REVISED BY (DATE):

QUAD: Newtonville

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 01EH007 **CO** ATLANTIC **OWNER** COUNTY **MILEPOINT** 3.35
NAME & FEATURE INTERSECTED MILL ROAD (CR 662) OVER PATCONG CREEK **FACILITY** MILL ROAD (CR 662)
TOWNSHIP EGG HARBOR TOWNSHIP
TYPE STRINGER **DESIGN** ENCASED **MATERIAL** Steel
SPANS 1 **LENGTH** 28 ft **WIDTH** 30 ft
CONSTRUCTION DT 1931 **ALTERATION DT** **SOURCE** PLAQUE
DESIGNER/PATENT A. H. NELSON, COUNTY ENGINEER **BUILDER** GEORGE HANSELMAN

SETTING / CONTEXT The bridge carries two lanes of traffic over a small creek downstream from a small dam and reservoir. Nearby is an overpass of the Garden State Parkway over Mill Road. The surrounding area is moderately developed with 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 encased steel stringer bridge has a concrete substructure and original pipe railings. Beam guide rails have been added. It is a representative example of at least 8 other short-span encased steel stringer bridges built in Atlantic County. George Hanselman was a local contractor who built at least 6 other encased steel stringer bridges in the county. The bridge is not historically or technologically distinguished.

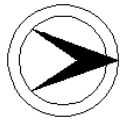
INFORMATION

PHOTO: 131:29-30 (04/92)

REVISED BY (DATE):

QUAD: Pleasantville

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	01EH029	CO	ATLANTIC	OWNER	COUNTY	MILEPOINT	3.5
NAME & FEATURE INTERSECTED	MAYS LANDING-SOMERS POINT ROAD OVER LAKES CREEK		FACILITY	MAYS LANDING-SOMERS POINT ROAD (CR 559)			
TOWNSHIP	EGG HARBOR TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED		MATERIAL	Steel	
# SPANS	1	LENGTH	32 ft	WIDTH	30 ft		
CONSTRUCTION DT	1914	ALTERATION DT			SOURCE	PLAQUE	
DESIGNER/PATENT	A. H. NELSON, COUNTY ENGINEER			BUILDER	JOHN E. KAHLE		
SETTING / CONTEXT	The bridge carries two-lanes of traffic across a small creek in a wetlands north of the 19th-century village of Scullville on the Great Egg Harbor River. South of the bridge are a number of 19th-century residential structures. The village does not appear to have enough architectural integrity to qualify as a historic district.						
1995 SURVEY RECOMMENDATION	Not Eligible		HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)	No			
CONSULT STATUS	Not Individually Eligible.						
CONSULT DOCUMENTS	SHPO Letter 6/30/95						
SUMMARY	The encased steel stringer bridge has a concrete substructure and pipe railings. Beam guide rails have been added. Builder John E. Kahle was a local contractor who constructed several short-span bridges in Atlantic County in the 1910s. The bridge is not historically or technologically distinguished.						
INFORMATION	PHOTO: 131:19-20 (04/92)		REVISED BY (DATE):		QUAD: Marmora		

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	01EHC06	CO	ATLANTIC	OWNER	COUNTY	MILEPOINT	0.62		
NAME & FEATURE INTERSECTED	CLARKS LANDING ROAD (CR 624) OVER UNION CREEK			FACILITY	CLARKS LANDING ROAD (CR 624)				
TOWNSHIP	EGG HARBOR CITY								
TYPE	STRINGER	DESIGN	ENCASED				MATERIAL	Steel	
# SPANS	1	LENGTH	28 ft	WIDTH	30 ft				
CONSTRUCTION DT	1938	ALTERATION DT						SOURCE	COUNTY RECORDS
DESIGNER/PATENT	UNKNOWN					BUILDER	KOLYN CONSTRUCTION CO		

SETTING / CONTEXT The bridge carries two lanes of traffic over a tidal creek in the Pine Barrens near the Mullica River. The surrounding area is wooded and undeveloped.

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, concrete balustrades, and paneled fascia stringers. The bridge was built in 1938 as a New Deal works project; Kolyn Construction Company provided the equipment, materials, and supervision, and the county WPA forces provided the labor. The bridge is a common bridge type in New Jersey. It is not historically or technologically distinguished.

INFORMATION

PHOTO: 410:19-20 (04/92)

REVISED BY (DATE):

QUAD: Green Bank

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	01EHC10	CO	ATLANTIC	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	INDIAN CABIN ROAD OVER UNION CREEK			FACILITY	INDIAN CABIN ROAD		
TOWNSHIP	EGG HARBOR CITY						
TYPE	STRINGER	DESIGN		MATERIAL	Steel		
# SPANS	1	LENGTH	25 ft	WIDTH	20 ft		
CONSTRUCTION DT	1936	ALTERATION DT	1981	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	A. H. NELSON, COUNTY ENGINEER			BUILDER	COUNTY WPA FORCES		
SETTING / CONTEXT	The bridge carries an unimproved road over a small creek in the Pine Barrens east of Egg Harbor City Park, a lakefront recreation area. The surrounding area is wooded and undeveloped.						

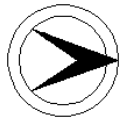
1995 SURVEY RECOMMENDATION	Not Eligible	HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)	No
CONSULT STATUS	Not Individually Eligible.		
CONSULT DOCUMENTS	SHPO Letter 6/30/95		

SUMMARY The single-span steel stringer bridge has timber pile abutments and timber deck. In 1981 the bridge was reconstructed with new substructure and deck. Beam guide rails were added. Steel stringers are a common bridge type, and the bridge is not historically or technologically distinguished. Several bridges in the county were built as Depression-era relief programs.

INFORMATION

PHOTO: 410:17-18 (04/92)	REVISED BY (DATE):	QUAD: Green Bank
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**NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES**



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	01EHC17	CO	ATLANTIC	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	LONDON AVENUE OVER LANDING CREEK			FACILITY	LONDON AVENUE		
TOWNSHIP	EGG HARBOR CITY						
TYPE	STRINGER	DESIGN		MATERIAL	Steel		
# SPANS	1	LENGTH	23 ft	WIDTH	26 ft		
CONSTRUCTION DT	1906	ALTERATION DT	1941	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	UNKNOWN			BUILDER	JOSEPH C. BROWN		

SETTING / CONTEXT The two-lane bridge is located in Egg Harbor City Park. On either side of the bridge are separately supported sidewalks: one a concrete slab and the other a timber stringer. Downstream the small creek feeds into the ruins of what appears to have been a serpentine water garden. West of the bridge is the municipal building (c.1970), playing fields, and an octagon-shaped frame building with cupola (c.1930) that is currently used for storage.

1995 SURVEY RECOMMENDATION Not Eligible

HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED) No

CONSULT STATUS Not Individually Eligible.

CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-span bridge is a steel stringer with concrete deck, pipe railings, and stone abutments. The pipe railing is terminated at each corner of the bridge by masonry parapet walls and posts. The bridge's ornamental stone work is in setting with the city park, but the park itself has too many modern intrusions and alterations to merit historic district status. Of itself, the bridge is not historically or technologically noteworthy.

INFORMATION

PHOTO: 412:11-12 (05/92)

REVISED BY (DATE):

QUAD: Egg Harbor City

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	01HML22	CO	ATLANTIC	OWNER	COUNTY	MILEPOINT	20.53
NAME & FEATURE INTERSECTED	WEYMOUTH ROAD (CR 559) OVER GREAT EGG HARBOR RIVER		FACILITY	WEYMOUTH ROAD (CR 559)			
TOWNSHIP	HAMILTON TOWNSHIP						
TYPE	PNY TRUSS	DESIGN	WARREN	MATERIAL	Steel		
# SPANS	1	LENGTH	46 ft	WIDTH	18.6 ft		
CONSTRUCTION DT	1920	ALTERATION DT		SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	A. H. NELSON, COUNTY ENGINEER			BUILDER	HENRY S. KRAUS		

SETTING / CONTEXT The bridge carries two lanes of traffic over the Great Egg Harbor River next to Weymouth County Park. The park is located at the ruins of an early 19th-century iron furnace that ceased operations in 1862. The bridge is located north of the intersection of Weymouth Road and US 322. The area around the bridge and park is moderately developed with 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 4-panel, rivet-connected Warren pony truss bridge a well-preserved example of an increasingly rare metal truss bridge technology in South Jersey. The bridge was built on standard specifications by a local contractor based upon designs approved by the county engineer. It is not within the historical period of significance of the adjacent iron furnace, but stands on its own as a rare representative example of a regionally important engineering achievement.

INFORMATION

Bibliography:
 Atlantic County. County Engineers Office. Bridge Cards and Plans, 1920.
 New Jersey Department of Transportation. Bureau of Environmental Analysis. "Cultural Resources Survey for Weymouth Road and Bridge (Route 559)." 1983.

Physical Description: The 4-panel riveted Warren pony truss is 44'-long (c/c from end bearings) and is 7'3" high. The bridge is composed of rolled steel sections. The end posts and top chords are built-up box beams, and the diagonals, verticals, and lower chords are angles with battens. The floor beams are I-beams attached at the lower chord panel points by gusset plates and riveted connections. The stringers are also I-beams inset into the floor beams with riveted stiffeners. The deck is wood plank with at least one layer of asphalt. The bridge has lower lateral tie rods. The abutments and wing walls are concrete. The bridge has a maker's plaque reading, "Atlantic County, 1920. Henry S. Kraus, Contractor."

Historical and Technological Significance: The Warren pony truss bridge (1920) is one of the best preserved metal truss bridges in southern New Jersey. It is eligible under National Register Criterion C. In Atlantic County only two other metal truss bridges, exclusive of movable spans, are known to survive: Eighth Street over Hospitality Brook (01BV007, Folsom Borough, c.1910), and Mays Landing-Somers Point Road over English Creek (01EH021, Egg Harbor Township, 1914). The latter is significantly altered. No metal truss highway bridges, are known to survive in neighboring Cumberland, Gloucester, Ocean and Salem Counties. In Cape May only one metal truss bridge survives (0500019, Marshallville Road over Mill Creek, Upper Township, 1901) Metal truss bridges were never as numerous in South Jersey as in the northern part of the state, yet they played a significant role in the improvement of local highways in the late-19th and early-20th century.

In Atlantic County at least 6 other Warren pony truss bridges similar to the Weymouth Road bridge are known to have been built in the first two decades of the 20th century. Like the Weymouth Road bridge, they followed a standardized Warren pony truss design prepared by the county engineer, and were usually constructed by local contractors. The Weymouth Road bridge is built upon plans prepared by county engineer Alexander H. Nelson and was constructed by Henry S. Kraus.

The county park adjacent to the bridge is on the site of the Weymouth Iron Furnace that operated from the early 19th century to 1862. From 1862 to 1887 the site was operated as a paper mill, but this too closed due to lack of financial success. The current bridge, while on the site of earlier bridges, is not historically associated with the development of the industrial site, and belongs to a period of road improvements that post-date the iron industry in South Jersey.

A 1983 NJDOT Bureau of Environmental Analysis report recommends that the Weymouth Road bridge be considered ineligible for inclusion in the National Register because it is a standardized design. If the bridge were located in a region with more numerous surviving trusses the ineligible status might be warranted, but given that the bridge is one of the only extant example of its type in southern New Jersey, eligible status is recommended.

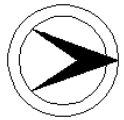
Boundary Description and Justification: The bridge is individually eligible, in and of itself, including the superstructure, substructure, and right-of-way over the river.

PHOTO: 408:17-20 (04/92)

REVISED BY (DATE):

QUAD: Newtonville

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	01HML37	CO	ATLANTIC	OWNER	COUNTY	MILEPOINT	13.98
NAME & FEATURE INTERSECTED	MAYS LANDING-SOMERS POINT ROAD OVER BABCOCK CREEK		FACILITY	MAYS LANDING-SOMERS POINT ROAD (CR 559)			
TOWNSHIP	HAMILTON TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	1	LENGTH	56 ft	WIDTH	30 ft		
CONSTRUCTION DT	1941	ALTERATION DT		SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	A. H. NELSON, COUNTY ENGINEER			BUILDER	COUNTY WPA CREW		

SETTING / CONTEXT The two-lane bridge is located at the eastern end of A. C. Gaskill city park in Mays Landing. The park is an open green space with gazebo, marina, and playground on the Egg Harbor River near its confluence with Babcock Creek. The bridge is located within the boundaries of the Mays Landing Historic District, and the surrounding area has numerous 19th- and early-20th century residential and commercial structures. Just upstream from the bridge is the US 40 crossing of Babcock Creek.

1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Not Individually Eligible. Listed. Mays Landing Historic District. 08/20/1990. Noncontributing.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 1941 encased steel stringer bridge has pipe railings, paneled fascias and a concrete substructure. Although located within the Mays Landing Historic District, the bridge falls outside the district's period of significance (1837-1935). Encased steel stringer bridges are a common 20th-century bridge type, and the bridge is not historically or technologically distinguished.

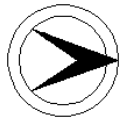
INFORMATION

PHOTO: 407:18-20 (04/92)

REVISED BY (DATE):

QUAD: Mays Landing

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	01HML54	CO	ATLANTIC	OWNER	COUNTY	MILEPOINT	14.78
NAME & FEATURE INTERSECTED	MILL STREET (CR 559) OVER GREAT EGG HARBOR RIVER		FACILITY	MILL STREET (CR 559)			
TOWNSHIP	HAMILTON TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	3	LENGTH	101 ft	WIDTH	30 ft		
CONSTRUCTION DT	1940	ALTERATION DT			SOURCE	COUNTY RECORDS	
DESIGNER/PATENT	A. H. NELSON, COUNTY ENGINEER			BUILDER	COUNTY WPA CREW		
SETTING / CONTEXT	The bridge carries two-lanes of traffic and two sidewalks over the Great Egg Harbor River. Upstream is the concrete dam (c.1920) that creates Lenape Lake north of Mays Landing. The bridge is within the boundaries of the Mays Landing Historic District, and is opposite the 19th and early-20th century brick factory complex that was once the cotton mill, but is now owned by Wheaton Plastic Containers.						
1995 SURVEY RECOMMENDATION	Not Eligible		HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)	No			
CONSULT STATUS	Not Individually Eligible. Listed. Mays Landing Historic District. 08/20/1990. Noncontributing.						
CONSULT DOCUMENTS	SHPO Letter 6/30/95						

SUMMARY The 3-span encased steel stringer bridge has pipe railings, a concrete substructure, and paneled arch concrete fascias with decorative keystones. In 1940 it was built as a WPA project. It is not within the period of significance of the Mays Landing Historic District (1837-1935). Steel stringers are a common bridge type, and the bridge is not historically or technologically distinguished.

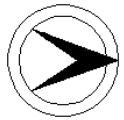
INFORMATION

PHOTO: 413:43-44 (06/92)

REVISED BY (DATE):

QUAD: Mays Landing

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	01M0001	CO	ATLANTIC	OWNER	COUNTY	MILEPOINT	24.12
NAME & FEATURE INTERSECTED	EGG HARBOR-GREEN BANK ROAD OVER MULLICA RIVER		FACILITY	EGG HARBOR-GREEN BANK ROAD (CR 563)			
TOWNSHIP	MULLICA TOWNSHIP						
TYPE	SINGLE LEAF BASCULE	DESIGN	STRAUSS OVERHEAD			MATERIAL	Steel
# SPANS	17	LENGTH	234 ft	WIDTH	20 ft		
CONSTRUCTION DT	1926	ALTERATION DT	1950s		SOURCE	COUNTY RECORDS	
DESIGNER/PATENT	A. H. NELSON/STRAUSS BASCULE			BUILDER	RANCOCAS CONSTRUCTION CO		

SETTING / CONTEXT The bridge carries two lanes of traffic over the Mullica River between Atlantic and Burlington Counties. The southern bank of the river is undeveloped wetlands. The northern bank is the village of Green Bank (c.1780-1930). The village is not well preserved, and it does not have the integrity to be a National Register district.

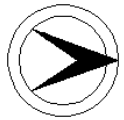
1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible. Mullica River Chestnut Neck NJ Register Listed 10/01/1976. Contributing.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The single-leaf Strauss overhead bascule bridge has 16 timber stringer approach spans and bulkheaded causeway. Original plans for the bridge reveal that it retains its overall integrity of design, although some minor alterations have been made to the railings, operating mechanism, locking mechanism, and substructure (c.1950). The bridge opens to navigation and is tended by an operator. It is significant both for its engineering and for its contribution to the historic character of Green Bank. The village is too altered to be a potential historic district.

INFORMATION

PHOTO: 410:21-24 (04/92 JPH (5/96)) REVISED BY (DATE): QUAD: Green Bank

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	01M0002	CO	ATLANTIC	OWNER	COUNTY	MILEPOINT	24.11
NAME & FEATURE INTERSECTED	EGG HARBOR ROAD OVER BACK CHANNEL OF MULLICA RIVER		FACILITY	EGG HARBOR-GREEN BANK ROAD (CR 563)			
TOWNSHIP	MULLICA TOWNSHIP						
TYPE	STRINGER	DESIGN		MATERIAL	Wood		
# SPANS	2	LENGTH	23 ft	WIDTH	29 ft		
CONSTRUCTION DT	1926	ALTERATION DT		SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	A. H. NELSON		BUILDER	RANCOCAS CONSTRUCTION CO			
SETTING / CONTEXT	The bridge carries two lanes of traffic over a back channel of the Mullica River on the southern causeway leading to the Green Bank Strauss overhead bascule bridge. The southern bank of the river is undeveloped wetlands. The northern bank is the village of Green Bank (c.1780-1930). The village is not well preserved, and it does not have the integrity to be a National Register district.						
1995 SURVEY RECOMMENDATION	Not Eligible		HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)	No			
CONSULT STATUS	Individually Eligible. Mullica River Chestnut Neck NJ Register Listed 10/01/1976. Contributing.						
CONSULT DOCUMENTS	SHPO Letter 6/30/95						

SUMMARY The 2-span timber stringer bridge has a timber pile substructure and wood railings. Although repair records have not been located, the bridge has been rebuilt. It is a common bridge type, and is not historically or technologically distinguished. It does not make a significant contribution to the historic integrity of the Green Bank Strauss bascule bridge (01M0001).

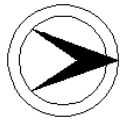
INFORMATION

PHOTO: 412:13-14 (04/92 JPH (5/96))

REVISED BY (DATE):

QUAD: Green Bank

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	01M0017	CO	ATLANTIC	OWNER	COUNTY	MILEPOINT	10.51
NAME & FEATURE INTERSECTED	ELWOOD-PLEASANT MILLS ROAD OVER HAMMONTON CREEK			FACILITY	ELWOOD PLEASANT MILLS ROAD (CR 623)		
TOWNSHIP	MULLICA TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED	MATERIAL	Steel		
# SPANS	1	LENGTH	28 ft	WIDTH	30 ft		
CONSTRUCTION DT	1936	ALTERATION DT		SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	A. H. NELSON, COUNTY ENGINEER			BUILDER	COUNTY WPA CREW		

SETTING / CONTEXT The two-lane bridge spans the concrete spillway from Nescochague Lake at the village of Pleasant Mills. Next to the bridge is a 19th-century mill building converted to a residential structure, and the Elijah Clark Mansion (c.1762) as indicated by a historic marker. Pleasant Mills is a 19th-century industrial site across the Mullica River from the state's Batsto Historic Village, another early industrial site. Pleasant Mills appears to have historic district potential.

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

SUMMARY The 1936 encased steel stringer bridge has a concrete substructure and balustrades. The bridge is a representative example of a common 1930s bridge type and does not fall within the period of significance of the potential Pleasant Mills historic district (c.1760-1900). The bridge is not historically or technologically distinguished.

INFORMATION

PHOTO: 410:10-12 (04/92)

REVISED BY (DATE):

QUAD: Atsion



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	01M0030	CO	ATLANTIC	OWNER	COUNTY	MILEPOINT	0.0
NAME & FEATURE INTERSECTED	ATSION-PLEASANT MILLS ROAD OVER NESCOCHAGUE CREEK			FACILITY	ATSION-PLEASANT MILLS ROAD		
TOWNSHIP	MULLICA TOWNSHIP						
TYPE	STRINGER			DESIGN		MATERIAL	Wood
# SPANS	4	LENGTH	43 ft	WIDTH	23 ft		
CONSTRUCTION DT	1943	ALTERATION DT	1970ca	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	A. H. NELSON, COUNTY ENGINEER			BUILDER	COUNTY BRIDGE MAINTENANCE		

SETTING / CONTEXT The 2-lane bridge carries an unimproved road over a creek at the border of Wharton State Forest. The bridge is located at the village of Pleasant Mills on the Mullica River opposite the state's Batsto Historic Village, a 18th and 19th-century industrial site. Next to the bridge is a cemetery and an 1808 wood-frame United Methodist Church. Pleasant Mills appears to have historic district potential.

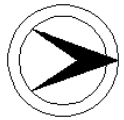
1995 SURVEY RECOMMENDATION Not Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Not Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The 4-span timber stringer bridge has timber pile substructure, timber deck and wood railings. Although no repair records could be located, the bridge has probably been substantially rebuilt (c.1970) at least once. Although located in a potential historic district, the 1943 bridge does not match the village's late 18th and 19th century period of significance. It is a common bridge type, and is not historically or technologically significant.

INFORMATION

PHOTO: 410:8-9 (04/92) REVISD BY (DATE): QUAD: Atsion

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	01M0039	CO	ATLANTIC	OWNER	COUNTY	MILEPOINT	4.55
NAME & FEATURE INTERSECTED	COLUMBIA ROAD OVER HAMMONTON CREEK			FACILITY	COLUMBIA ROAD (CR 658)		
TOWNSHIP	MULLICA TOWNSHIP						
TYPE	STRINGER	DESIGN	ENCASED			MATERIAL	Steel
# SPANS	1	LENGTH	22 ft	WIDTH	29 ft		
CONSTRUCTION DT	1931	ALTERATION DT				SOURCE	PLAQUE
DESIGNER/PATENT	A. H. NELSON, COUNTY ENGINEER			BUILDER	GEORGE HANSELMAN		

SETTING / The bridge carries two-lanes of traffic over a small creek in the Pine Barrens. The bridge is located just before a sharp turn in the road.
CONTEXT The surrounding area is sparsely developed with a scattering of 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 pipe railings and a concrete substructure. Beam guide rails have been added. It is a common bridge type, and is not historically or technologically distinguished.

INFORMATION

PHOTO: 410:2-3 (04/92)

REVISED BY (DATE):

QUAD: Atsion

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	01PR007	CO	ATLANTIC	OWNER	COUNTY	MILEPOINT	0.0	
NAME & FEATURE INTERSECTED	SMITHVILLE-PORT REPUBLIC ROAD OVER NACOTE CREEK			FACILITY	SMITHVILLE-PORT REPUBLIC ROAD (CR 610)			
TOWNSHIP	PORT REPUBLIC CITY			DESIGN	CENTER BEARING			
TYPE	SWING SPAN		LENGTH	399 ft		WIDTH	19 ft	
# SPANS	24		DESIGN	CENTER BEARING			MATERIAL	Steel
CONSTRUCTION DT	1904	ALTERATION DT	1952, 1985		SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	J. J. ALBERTSON			BUILDER	NEW JERSEY BRIDGE COMPANY			

SETTING / CONTEXT The bridge carries two lanes of traffic over a broad reach of Nacote Creek in a coastal area of Atlantic County. The town of Port Republic City lies on the northern bank of Nacote Creek. The bridge and road form one of the boundaries of the Port Republic Historic District (c.1760-1946), which includes residential and commercial structures on both sides of the creek. The town's areas of historic significance include earlier water power sites and maritime commerce.

1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** No
CONSULT STATUS Individually Eligible. Listed. Port Republic Historic District. 05/16/1991. Contributing.
CONSULT DOCUMENTS SHPO Letter 6/30/95

SUMMARY The bridge consists of a 7-panel Warren pony truss center-bearing swing span and 23 timber stringer approach spans. The truss is a rare example of a bridge fabricated by the New Jersey Bridge Co. of Manasquan, New Jersey, and although the approaches and substructure have been rebuilt, the truss itself retains its integrity. It is the only surviving example of a highway swing span in Atlantic County, and contributes to the historic character of the Port Republic Historic District (1760-1946).

INFORMATION
 Bibliography:
 Atlantic County. Division of Engineering. Bridge Plans and Records. 1904-1990.
 Manasquan, New Jersey. Compiled by the Townfolk for the Diamond Jubilee under the Sponsorship of the Manasquan Chamber of Commerce. 1962.
 McMahon, William. Historic South Jersey Towns. Atlantic City Press, 1964.
 New Jersey Department of Transportation. Bridge Plans and Files. 1952-1991
 Office of New Jersey Heritage. Port Republic Historic District Nomination. 1991.

Physical Description: The Smithville-Port Republic Road bridge is a 24 span bridge. The main span is a center-bearing Warren truss swing bridge. The approach spans, 11 to the north and 12 to the south, are timber stringers on timber piles. The manually-operated bridge may be opened to navigation with 8 hours notice to the county.

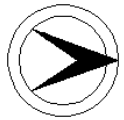
The movable span is a 7-panel riveted Warren with verticals pony truss composed of rolled steel members. The upper chords are built-up box beams with riveted cover plates, and the lower chords, diagonals, and verticals are angles with battens. The floor beams are built-up beams and the stringers I-beams. The bridge has a wood deck with asphalt surface. The bridge is opened to navigation manually by a capstan which engages the rack and pinion that moves the span. The swing span is center-bearing with a box-shaped system of girders with four balance wheels over the center pier. The swing span's end bearings rest on stone piers capped by concrete risers. The center pivot pier is an approximately 20' diameter concrete filled metal shell. A beam guide rail has been added to the truss.

The approach spans are timber stringers resting on cross braced timber pile bents. The approach spans have beam guide rails. No significant repairs have been made to the superstructure of the swing span, however, it is in an increasingly deteriorated condition with rusting evident and with visible twisting of the vertical and diagonal members in the second panel in from the southwest and northeast corners of the truss. In 1952 the substructure of the main span was raised by concrete additions to provide greater navigational clearance. In 1985 the deck and some of the stringers were replaced due to damage from a heavy truck. The timber stringer approach spans have been rebuilt numerous times in the bridge's history. County records indicate that they were reconstructed in 1924, 1948, 1952, and 1976.

Historical and Technological Significance: The manually operable center-bearing Warren with verticals pony truss swing span bridge was built in 1904 and fabricated by the New Jersey Bridge Company of Manasquan, New Jersey. It is located within the Port Republic Historic District (1760-1946) but was not rated in the National Register nomination. It should be evaluated as a contributing structure representative of the town's historic orientation toward the water and the important role maritime commerce played in the economic development of the town. The district is eligible under Criterion A of the National Register. In addition to being within the historic district, the bridge is the only known surviving swing span highway bridge in Atlantic County, and is one of less than six documented bridges by the New Jersey Bridge Company, an in-state fabricator. The swing span truss has not been significantly altered although the approach spans and substructure have been repaired and reconstructed over the years. No original plans for the bridge have been located at the county engineer's office.

The New Jersey Bridge Company was founded at Manasquan in 1890, and it was active until 1907 when financial difficulties caused the company to close. Messrs. Wyckoop and Baly, formerly of the Canton Bridge Works of Ohio, established the bridge fabrication shops adjacent to the railroad tracks in Manasquan. They marketed their bridges nationally, and it is known that they produced spans for Grand Rapids, Michigan (1903 North Park Bridge, a Pratt thru truss) and Portland, Maine (1906-07 Vaughn Bridge, a large rivet-connected swing span). In New Jersey at least two other movable New Jersey Bridge Company bridges are known to survive: the 1905 New Bridge thru truss swing span over Alloways Creek in Salem County (1701399), and the 1903 riveted Warren pony truss swing span over Rancocas Creek in Burlington County (03C4004). Swing spans were a popular late 19th century movable bridge technology but lost favor in the early 20th century to bascule bridges that offered faster opening and closing times and improved channel clearances.

In 1989 the bridge was dedicated to Alton M. Bowen, a locally prominent citizen of Port Republic who served as Mayor and City Council President for over sixty years. A commemorative plaque mounted on a large boulder is situated at the bridge's southern approach.



NEW JERSEY HISTORIC BRIDGE DATA

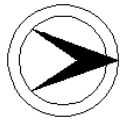
Boundary Description and Justification: The bridge is within the defined boundaries of the Port Republic Historic District as delineated in the USGS Quad Map accompanying the district nomination. The bridge superstructure, substructure, and right-of-way over the river are contributing resources to the historic district and within the district's period of significance (1760-1946).

PHOTO: 411:20-25 (04/92)

REVISED BY (DATE):

QUAD: New Gretna

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



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE #	01V0001	CO	ATLANTIC	OWNER	COUNTY	MILEPOINT	3.2
NAME & FEATURE INTERSECTED	DORSET AVENUE (CR 629) OVER INSIDE THOROFARE			FACILITY	DORSET AVENUE (CR 629)		
TOWNSHIP	VENTNOR CITY						
TYPE	DOUBLE LEAF BASCULE	DESIGN	STRAUSS UNDERNEATH	MATERIAL	Steel		
# SPANS	3	LENGTH	220 ft	WIDTH	36 ft		
CONSTRUCTION DT	1929	ALTERATION DT	1976, 1995	SOURCE	COUNTY RECORDS		
DESIGNER/PATENT	A. H. NELSON/STRAUSS BASCULE			BUILDER	EASTERN ENGINEERING CO.		

SETTING / CONTEXT The bridge carries two lanes of traffic and two sidewalks over the Inside Thorofare boat channel between Chelsea Heights and Ventnor Heights in Ventnor City. The surrounding neighborhood contains many well-preserved examples of late-19th and early-20th century domestic architecture, originally developed as summer beach homes for the upper class.

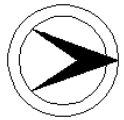
1995 SURVEY RECOMMENDATION Eligible **HISTORIC BRIDGE MANAGEMENT PLAN (EVALUATED)** Yes
CONSULT STATUS Individually Eligible.
CONSULT DOCUMENTS SHPO Letter 03/12/01

SUMMARY The 1929 bridge has a double-leaf Strauss trunnion bascule main span and two haunched deck plate girder approach spans. The substructure is stone, and at each corner of the movable span are concrete houses originally designed as the operators' house, a storage room, and 2 comfort stations. The Dorset Avenue bridge is an example of an increasingly rare movable bridge technology patented by the Strauss Bascule Bridge Company, and is eligible for listing in the National Register of Historic Places under Criterion C. Additionally, the bridge contributes to the historic character of the surrounding neighborhood.

INFORMATION

PHOTO: 132:11,13-16 (04/92) REVISD BY (DATE): QUAD: Atlantic City

NEW JERSEY DEPARTMENT OF TRANSPORTATION
BUREAU OF ENVIRONMENTAL SERVICES



NEW JERSEY HISTORIC BRIDGE DATA

STRUCTURE # 4700001 **CO** ATLANTIC **OWNER** PRIVATE **MILEPOINT** 0.88
NAME & FEATURE MILL ROAD (CR 563) OVER BEACH THOROFARE **FACILITY** MILL ROAD (CR 563)
INTERSECTED
TOWNSHIP MARGATE CITY
TYPE DOUBLE LEAF BASCULE **DESIGN** STRAUSS UNDERNEATH **MATERIAL** Steel
SPANS 15 **LENGTH** 554 ft **WIDTH** 28 ft
CONSTRUCTION DT 1929-30 **ALTERATION DT** 1964 **SOURCE** PLAQUE
DESIGNER/PATENT STRAUSS BRIDGE COMPANY **BUILDER** SCHWEIRS CO. (NEW YORK)

SETTING / The bridge carries two lanes of traffic and a sidewalk over a navigable channel on the west side of Absecon Island. It is one of four bridges
CONTEXT (4700001-4) connecting pumped-up islands on a causeway between Absecon Island and the mainland. The causeway was privately built, and it remains privately operated. The current owners acquired it in 1964. This is the only movable span on the causeway.

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

SUMMARY The 88'-long double-leaf Strauss articulated underneath counterweight bridge is a well-preserved example of a popular early- and mid-20th century bridge type. It represents a patented design, and it is one of two double-leaf Strauss underneath counterweight bascules (01V0001) in Atlantic County. While the operating machinery has been updated and the east approach widened in 1964, the span retains integrity of design and ranks as a significant example of moveable bridge technology.

INFORMATION

PHOTO: 132:2-10 (04/92)

REVISED BY (DATE):

QUAD: Ocean City

