

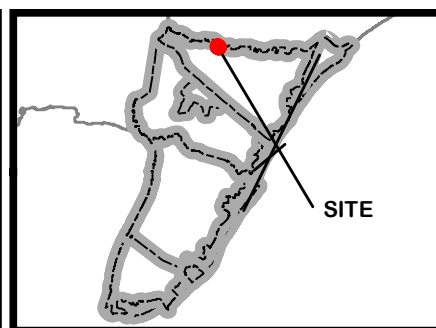
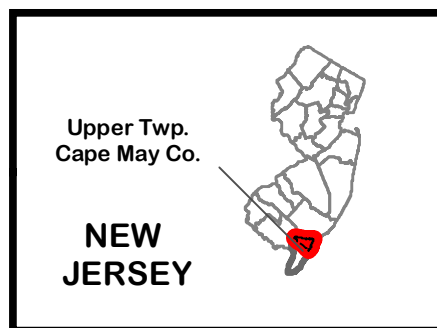
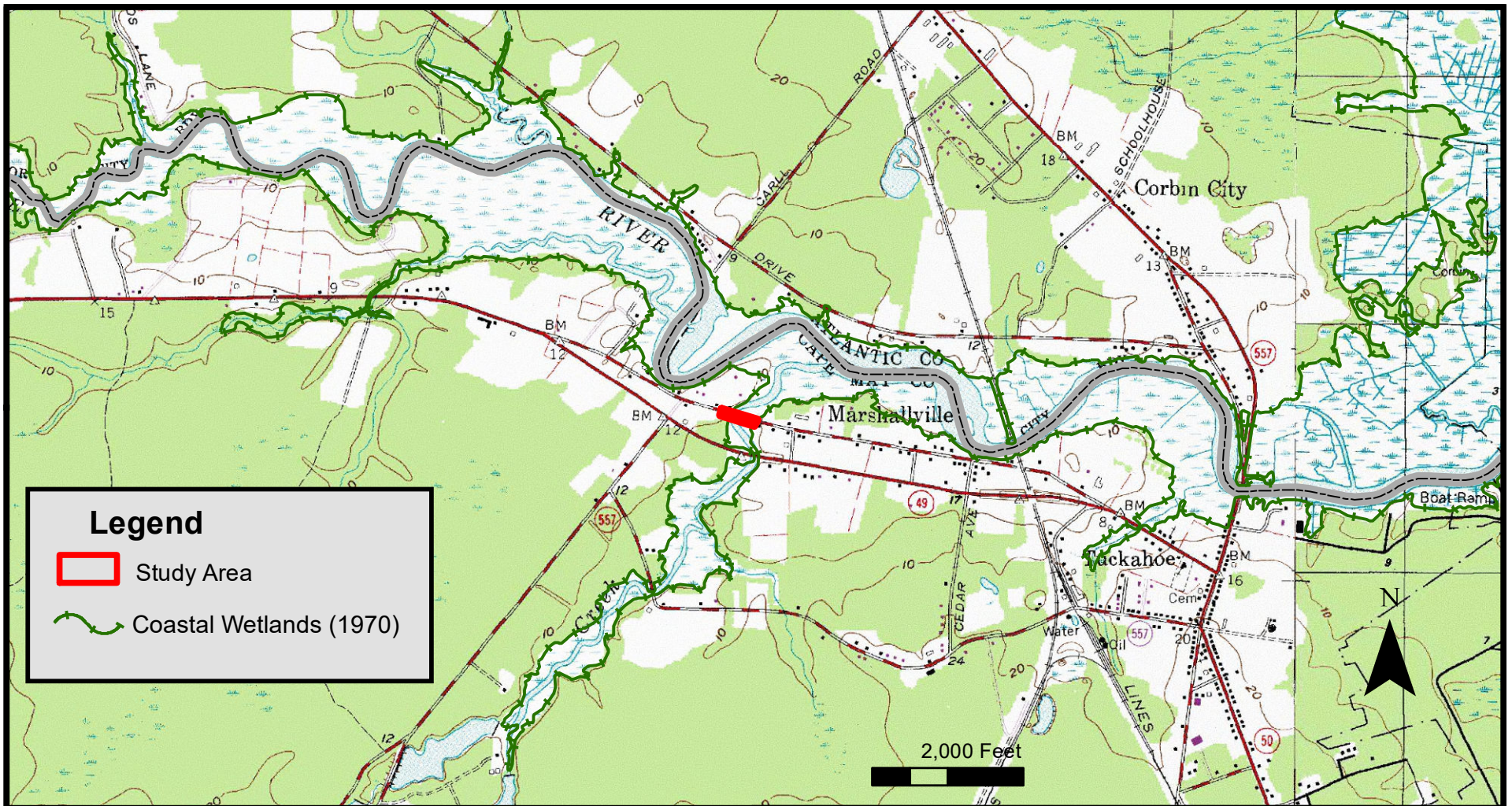
Executive Summary
Marshallville Road (CR 632) Bridge Replacement
Upper Township, Cape May County, NJ

Cape May County proposes to replace the 1901 Marshallville Road Bridge (CR 632) over Mill Creek with a Warren Truss Pedestrian Bridge serving the community's pedestrian and bicycle users. Community support is evident as shown in an Upper Township Committee meeting ([July 26, 2021 Meeting minutes](#)) and a [newspaper](#) article indicating that "The Marshallville Bridge that is slated to become a pedestrian walkway is the best idea to preserve the historical site." The project triggers an Alternatives Analysis (AA) pursuant to the Coastal Zone Management (CZM) (7:7) and the New Jersey Register of Historic Places Act (NJRHPA) (7:4-8.8).

Marshallville was a glass making center in Southern New Jersey history and Marshallville Road (CR 632) served as the village main street. Marshallville Road had a single lane covered bridge over Mill Creek in 1841 with stone masonry abutments. The covered bridge was replaced with a Warren Pony truss in 1901 and is a contributing resource to the Marshallville Historic District, which was added to the National Register of Historic Places in 1989. The 1901 Warren Pony truss is not *individually* eligible for listing in the National Register.

The causation of 1990's Bridge repairs included the superstructure steel stringers that had 100-percent section loss and were supplemented with wooden stringers. At present, steel floor-beams have severe rust, steel bearings exhibit moderate to heavy corrosion, and 100-percent section loss in the steel stringers, which are not salvageable. The superstructure is substantially deteriorated and has been closed to vehicular traffic since 2004 and, thus, *rehabilitation* and *preservation* of the Warren Pony truss Bridge (1901) is not prudent or feasible. Cape May County proposes to remove the existing superstructure and replace the Bridge which is an adverse effect due to the total loss of a Historic District contributing resource.

The *Reconstruction* replacement type is, in part, mitigation. Specifically, *Reconstruction* means new construction meeting new standards that balance the historic setting of the non-surviving historic bridge in design, materials, and color complementary to the Historic District's setting. The reconstruction is viewed as a contemporary creation with an adaptive use. The design increases the bridge elevation that accommodates the CZM regulation of a 5-foot under-clearance for boat traffic. The 10-foot-wide pathway avoids wetland, other known resources impacts, and benefits historical affects by increasing access within the Historical District. The pedestrian / bicycle access approach complies with ADA standards. The stone masonry will be repointed and repaired and production of Historic American Engineering Record (HAER) documentation for the 1901 Bridge is pending NJHPO review.

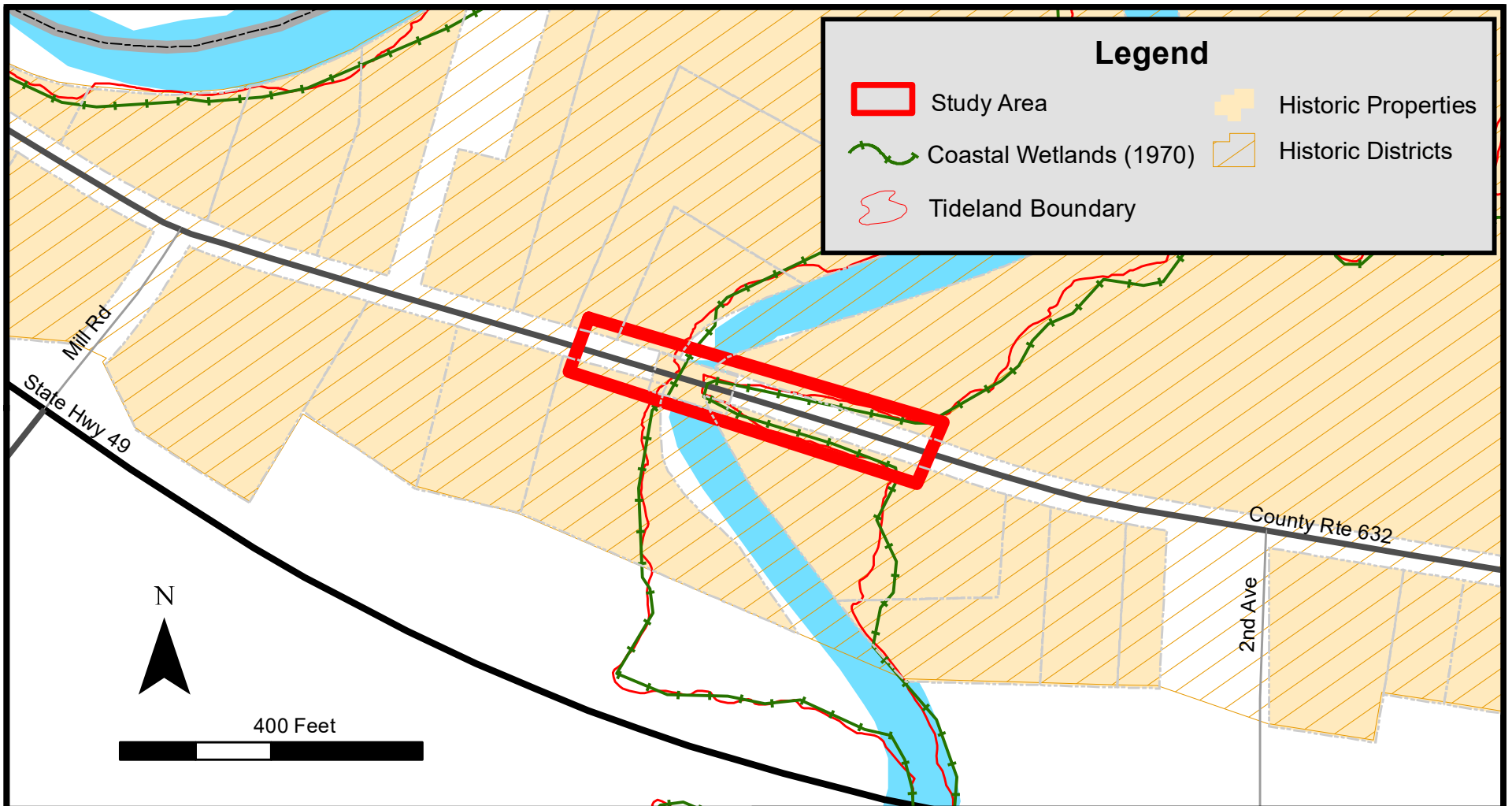


USGS MAP MARSHALLVILLE ROAD BRIDGE REPLACEMENT

Upper Township, Cape May County

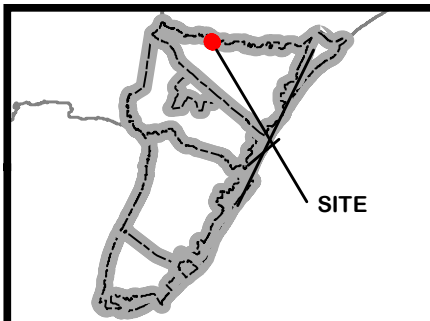


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PROJECT LOCATION AND HISTORIC PROPERTIES MAP MARSHALLVILLE ROAD BRIDGE REPLACEMENT

Upper Township, Cape May County



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