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Department of
Conservation & Development

STATE OF NEW JERSEY
STATE HIGHWAY COMMISSION
November 6th,
19 30

J. L. BAUER
STATE HIGHWAY ENGINEER
Mr. C. P. Wilber, State Forester,
Department of Conservation & Development,
State House Annex,
Trenton, New Jersey.

Dear Sir:-

Your plans showing the conditions at the proposed Washington Crossing Bridge came duly to hand and I have been looking over the same.

A new bridge and Highway built at this point should not cross the railroad track at grade. With this point in mind two grade lines for the Highway and bridge are shown on the profile sheet which you have furnished.

The one showing the crossing overhead at the railroad track would carry a grade of close to 6% down to the river bridge. There would be grades of about 3-1/2% to the east of the railroad track. The section from the railroad track westerly for several hundred feet would probably have to be built on a trestle as the filling would be tremendous. The bridge is set at elevation 55 and there would be about a 3% grade running from the bridge down to the Pennsylvania Highway. The grade running from the railroad track down to the bridge is very steep. It could be lessened considerably by putting the bridge itself on a grade which would be all right so far as motorists are concerned, but which operates very badly from the point of view of the appearances of the bridge and is almost never done on that account. On this grade I find that the old road along the river on the Jersey side would have to be shoved over to the east about 200' in order to pass underneath the new roadway.

The roadway elevation shown on the plan as running underneath the railroad carries lighter grades between the railroad and the river bridge, but would be feasible only in case the canal were abandoned, as the grade shown hereon is one that will cross under the railroad tracks. I would think it impracticable to pass the new Highway underneath the canal as it would be expensive and would create a deep cutting with steep grades approaching it and with possible bad drainage. I do not understand that at this time the canal is to be abandoned, although possibly in the long run this will be the case.

On the whole, therefore, the situation at this point as concerning a new bridge over the river is bad. I would think that other sites should be studied, possibly nearby, with a view of eliminating some of the bad features which apparently develop at this site.

Yours very truly,

R. Bauer

Plummer drawings + data
filed in W. Cross map
drawer
11/27/30 ew