

TABLE 1. SUMMARY OF CULTURAL RESOURCES ALONG ROUTE 440 CORRIDOR																							
Location No.	Feature Name	Type of Resource				Description and Analysis	Historical Summary	Preliminary Evaluation of Significance	Historic Map and Aerial Photograph Coverage												Additional References		
		Architectural	Archaeological	Landscape	Linear Transportation Feature				1841	1855	1873	1874	1887	c.1890 (Weir)	1896-98	1910-12	1919	1928	1931	1950-51		1954	
1	Morris Canal		X		X	Waterway that connects Phillipsburg and Jersey City; sections within Jersey City are filled except at the tidewater basins on the Hudson; from the east bank of the Hackensack River the course of the filled-in canal passes along the northern edge of the shopping center to the south of Communipaw Avenue, west of Route 440; crosses over to the east side of Route 440 and runs parallel to and east of Route 440 south to Danforth Avenue; then veers slightly east away from Route 440 and continues as an undeveloped linear right-of-way running east of Suburbia Drive and Sycamore Road	Completed from Phillipsburg to Newark between 1825 and 1831 and extended east to Jersey City by 1836; leased to the Lehigh Valley Railroad in 1871; due to diminishing traffic, sold to the State of New Jersey and dismantled between 1923 and 1929, except for the valuable property in Jersey City and Phillipsburg which remained under ownership of the Lehigh Valley Railroad	Listed on the State and National Registers of Historic Places; high potential for significant archaeological remains in the area of the canal's Hackensack River tidal inlet; moderate potential for remains of the canal prism and canal-side features along the Route 440 corridor; moderate to high potential for remains along the right-of-way to the south of Danforth Avenue	X	X	X	X	X	X	X	X	X	X			Veit 1963; Kalata 1973; Lee 1979; Kalata 1983; Goller 1999		
2	Jersey City Branch No. 1 Lehigh Valley Railroad		X		X	Portions of track are still visible in road and parking lot surfaces on the east side of Route 440 between Carbon Place and Clendenny Avenue	Lehigh Valley Railroad Co. Jersey City Branch laid tracks along the course of the filled-in Morris Canal in the mid-/late 1920s	Probably eligible as a contributing element of the Morris Canal; further research necessary to fully evaluate significance	-	-	-	-	-	-	-	-	X	?	X	?			
3	Standard Oil/ Water Pipeline		X			No visible surface evidence of the pipeline; it may survive below ground	Originally constructed as a Standard Oil Co. oil pipeline (1887); later a 30-inch diameter water pipe owned by N.Y. & N.J. Water Company (1919, 1928) that ran along or beneath the towpath of the Morris Canal	Potentially eligible; further research and archaeological testing necessary to fully evaluate significance	-	-	-	-	X	-	-	-	X	X	-	-	-		
4	Elco Crane	X				Steel frame crane structure with winch mechanisms	Originally sited at the Elco Boat Works approximately two miles south of its current location in Richard A. Rutkowski Park; used to lift patrol torpedo (PT) boats built during World War II from land into Newark Bay; relocated to current site in 2003 and installed in its present location in 2006	Potentially eligible															
5	New Jersey Turnpike Extension (Route I-78)	X			X	Limited access highway that crosses Route 440 on a steel and concrete bridge	Interstate highway connecting main line of New Jersey Turnpike with the Holland Tunnel, opened in 1956	Potentially eligible														New York Times 1956:14	
6	Lehigh Valley Railroad Historic District	X			X	Railroad alignment that crosses Route 440 on a steel and concrete bridge	Connecting Phillipsburg to Jersey City, this rail line was used primarily to ship anthracite coal to New York markets; the portion of the line that crosses the project corridor was built in 1893 as the Jersey City, Newark & Western Railway; the railroad bridge straddling Route 440 is less than 50 years old	SHPO Opinion of Eligibility						X	X	X	X	X	X	X	X	NJHPO Site Files; Archer 1977	
7	Sea Wall/Retaining Wall	X	X			Stone retaining wall; the northern portion has been covered by modern fill	Built before 1950 when a Sanborn Map shows the wall and land behind it "being filled"	Probably not eligible; further research necessary to fully evaluate significance			-									X	X		
8	Housing Development	X				Large development of tract housing; most are one-and-a-half or two-story single-family or two-family homes	1954-1965 tract housing development	Probably not eligible; further research necessary to fully evaluate significance														New Jersey State Highway Department 1965:sheet 8	
9	Potential Site of Barges		X			Group of sunken barges in Newark Bay, now partially beneath filled land	Barges are visible in an aerial photograph of 1931	Potentially eligible; further research and archaeological testing necessary to fully evaluate significance												X	-	-	
10	Site of Unidentified Building		X			Site likely destroyed by construction of housing development (#8)	c.1950 building	Probably not eligible														X	
11	Site of Bath Houses		X			Site likely destroyed by construction of housing development (#8)	May have been associated with the Newark Bay Shore House (#12)	Probably not eligible							X	X	X	X	?				
12	Site of Newark Bay Shore House/Newark Bay Yacht Club		X			Archaeological remains of site may remain partially intact within jug handle	Late 19th/early 20th-century building contained a dance floor, pavilion, bowling alley and saloon; southern portion removed 1928-1931; by 1950 what remained was used as riding stables; a foot bridge over the canal provided access	Potentially eligible; further research and archaeological testing necessary to fully evaluate significance					X	X	X	X	X	X	X	X	X	X	
13	Site of Bath House		X			Archaeological remains of site may remain partially intact within jug handle	c.1870 bath house	Potentially eligible; further research and archaeological testing necessary to fully evaluate significance				X											
14	Site of Boat Building Shop		X			Site likely destroyed by construction of Route 440 and Fun Buffet (#15)	early 20th-century boat building facility	Probably not eligible							X	X							

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15	Fun Buffet	X	X			One-story brick and cinder block restaurant	Built in the early 1950s on the site of a small store that was standing in 1950	Probably not eligible			-	-	-	-	-	-	-	-	-	?	X	X		
16	Site of Unidentified Building		X			Archaeological remains of site may remain partially intact within jug handle	Built 1950-54 and torn down 1979-87	Probably not eligible			-	-	-	-	-	-	-	-	-	-	-	-	X	
17	Site of Unidentified Building		X			Archaeological remains of site may remain partially intact within jug handle	Built 1950-54 and torn down 1979-87	Probably not eligible			-	-	-	-	-	-	-	-	-	-	-	-	X	
18	Vinnie's III Restaurant	X				One-story brick restaurant	Built before 1950 when it housed a gas station and laundry (1950)	Probably not eligible			-	-	-	-	-	-	-	-	-	-	-	X	X	
25	Site of Unidentified Building		X			Archaeological remains of site may remain partially intact beneath entrance ramp to Society Hill Drive	Early 20th-century building	Probably not eligible			-	-	-	-	-	X	X	?	-	-	-	-	-	
26	Site of Wagon Bridge over Morris Canal		X			Site of bridge likely destroyed by filling of canal and construction of Route 440	Four-span wooden lift bridge, 60 feet long, 14 feet 4 inches wide that was maintained by H.M. Kellogg Co.	Probably not eligible; further research necessary to fully evaluate significance			-	-	-	-	-	-	-	-	-	?	-	-	-	Lehigh Valley Railroad Morris Canal Division 1921, 1922
27	Site of Cochran Chemical Co. Plant	X	X			Concrete block and corrugated metal industrial building and parking lot; remains of Cochran Chemical Co. plant remain partially intact	Mid-20th-century chemical plant	Probably not eligible; further research necessary to fully evaluate significance			-	-	-	-	-	-	-	X	X	X	X	X	X	
28	Getgo Gas Station and Mazin Auto Repairs	X				Two bay auto repair shop and office with modern four pump island covered by a canopy	c.1950 gas station and repair shop	Probably not eligible			-	-	-	-	-	-	-	-	-	-	-	X	X	
42	Unidentified Building	X				Single-story brick building	c.1950 unidentified building	Probably not eligible			-	-	-	-	-	-	-	-	-	-	-	-	X	
43	M.W. Kellogg Co. Pipe Welding Shops	X	X			One-story industrial buildings	Early 1950s industrial buildings constructed on the site of the former M.W. Kellogg Co. plant (1919, 1928)	Probably not eligible			-	-	-	-	-	X	X	-	-	-	-	X	X	
44	Langer Transport Complex	X				Two-story brick office building with attached one-story vehicle bays	c.1950 unidentified building	Probably not eligible; further research necessary to fully evaluate significance			-	-	-	-	-	-	-	-	-	-	-	-	X	
45	Site of M.W. Kellogg Co. Plant		X			Modern shopping center and parking lots; portions of site may remain below parking lot	The M.W. Kellogg Co. was established in 1901; opened a plant elsewhere in Jersey City in 1905; this factory was built in the 1920s, torn down after 1931 and a new factory was built by early 1950s; the company specialized in energy construction and petroleum and chemical research	Probably not eligible; further research necessary to fully evaluate significance			-	-	-	-	-	-	-	X	X	X	X	X	X	Kellogg World 1969
46	Site of Detwiller & Street Fireworks Manufacturing Company Plant		X			Modern shopping center and parking lots; portions of site may remain below parking lot	Site of the oldest industry in the Greenville section of Jersey City; industrial complex initially built in 1863; site has been used by a number of different companies including Excelsior Fire Works Mfy. (1887), Detwiller & Street Fireworks Mfg Co. (1898, 1912), Unexcelled Manufacturing Company (1919, 1928) and Concrete Plank Co. (1951); historic maps indicate periods of facility expansion and contraction	Potentially eligible; further research and archaeological testing necessary to fully evaluate significance			-	-	X	-	X	X	X	X	X	X	X	X	X	Jersey Journal 1915; New York Times 1898
47	Site of Mutual Chemical Co. of America Plant		X			Modern shopping center and parking lots; portions of site may remain below parking lot	Mutual Chemical Co. of America established in 1895; manufacturer of bichromates; original plant destroyed by fire in 1901 and rebuilt on a larger scale	Probably not eligible; further research necessary to fully evaluate significance			-	-	-	-	X	X	X	X	X	X	X	X	X	Muirhead 1910:78
48	Site of Jos. T. Ryerson & Son Machinery Factory		X			Foundations of buildings still visible	Early 20th-century industrial complex with machine shops; buildings partially removed in the early 21st century	Probably not eligible; further research necessary to fully evaluate significance			-	-	-	-	-	X	X	X	X	X	X	X	X	
49	Site of Mallinckrodt Chemical Works		X			Site being redeveloped for use by New Jersey City University; archaeological remains likely destroyed by redevelopment and previous remediation activities	Historic maps indicate periods of facility expansion and contraction; the six remaining buildings of the Mallinckrodt Chemical Works were razed in 2004 in advance of the New Jersey City University - West Campus Expansion.	Previously evaluated; not eligible			-	-	-	-	X	X	X	X	X	X	X	X	X	Tetra Tech FW, Inc. 2004
50	Site of Unidentified Building		X			Site redeveloped for use by New Jersey City University; archaeological remains likely destroyed by redevelopment and previous remediation activities	c.1950 building within boundaries of Mallinckrodt Chemical Works property	Previously evaluated; not eligible			-	-	-	-	-	-	-	-	-	-	-	-	X	Tetra Tech FW, Inc. 2004
51	Motor Freight Station	X				One-story glass, steel frame and brick car dealership	c.1950 motor freight station	Probably not eligible			-	-	-	-	-	-	-	-	-	-	-	X	X	
52	Site of Unidentified Building		X			Archaeological remains of site may remain partially intact within jug handle	Unidentified late 19th-century building	Probably not eligible; further research necessary to fully evaluate significance			-	X	-	-	X	X	-	?	-	-	-	-	-	

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		Architectural	Archaeological	Landscape	Linear Transportation Feature				1841	1855	1873	1874	1887	c.1890 (Weir)	1896-98	1910-12	1919	1928	1931	1950-51	1954		
53	Site of B.S. & J.C. Benson		X			Archaeological remains of site may remain partially intact within jug handle	Late 19th-century building of B.S. and J.C. Benson	Probably not eligible; further research necessary to fully evaluate significance	-	-	-	-	X	X	-	-	?	-	-	-	-		
54	Motor Freight Station	X	X			One-story car dealership	c.1950 motor freight station	Probably not eligible	-	-	-	-	-	-	-	-	-	-	-	-	X	X	
63	John Eggers & Bros. Coal Yard		X			Now a modern car wash and parking lot (1987-1995)	Site was developed over time; first building was used by John A. Payne Green Ho. Builder (1912) [just outside the archaeological APE]; John Eggers & Brothers began to expand the property; built concrete coal pockets just south of the railroad alignment (1928); later added oil tanks and a small one-story building (1950)	Probably not eligible; further research necessary to fully evaluate significance	-	-	-	-	-	-	-	X	X	X	X	X	X	X	
74	Newark and New York Railroad Corridor		X		X	Rail corridor is still visible in part; no evidence of tracks within the project corridor; east of the project corridor, this is an active light rail line	Opened in 1869; provided direct route from Newark to Central New Jersey Railroad's Jersey City Terminal	Probably eligible; further research and archaeological testing necessary to fully evaluate significance	-	-	X	X	X	X	X	X	X	X	X	X	X	X	Historic Conservation & Interpretation, Inc. 1979; Corso 2001
75	Crucible Steel Co./Cummings Car Works	X	X			Portions of site redeveloped for modern housing and commercial structures; three large historic industrial buildings remain standing (#s 76-78)	Southern portion of this site was used by the Cummings Car Works by 1873; acquired by Spaulding & Jennings Co. by 1890; Crucible Steel Company greatly enlarged original Spaulding & Jennings Plant; site eventually occupied 12 acres stretching from the Newark & New York Railroad line to Yale Avenue	Potentially eligible; further research necessary to fully evaluate significance	-	-	X		X	X	X	X	X	X	X	X	X	X	
76	Cummings Car Works	X				Probable late 19th/early 20th-century building remains standing at the core of this modern building	Part of this building was built as early as 1873 as part of the Cummings Car Works; later absorbed into the Crucible Steel Company complex	Potentially eligible; further research necessary to fully evaluate significance	-	-	X		X	X	X	X	X	X	X	X	X	X	
77	Industrial Building	X				Large two-section, one-story brick industrial building; each section with eight bays and corrugated metal roof; currently used for storage	Early 20th-century industrial building that was part of the Crucible Steel Company complex	Potentially eligible; further research necessary to fully evaluate significance	-	-	-		-	-	-	X	X	X	X	X	X	X	
78	Industrial Building	X				Sprawling one-story frame industrial building	c.1950 building within Crucible Steel Company complex	Potentially eligible; further research necessary to fully evaluate significance	-	-	-		-	-	-	-	-	-	-	-	-	X	
79	Dye Speciality Corp. Complex	X	X			Ruinous complex of fire-damaged brick buildings relating to dyeing complex	early 20th-century dyeing complex	Probably not eligible; further research necessary to fully evaluate significance	-	-	-		-	-	-	-	?	X	X	X	X		
80	Strip Mall	X	X			One-story brick building containing strip mall on the site of several earlier buildings; archaeological remains of earlier buildings likely destroyed by mid-20th-century construction	1950-1954 strip mall; the site of several earlier unidentified buildings, Universal Casket Co. (1928), Super Sagless Spring Corp. (1950)	Probably not eligible; further research necessary to fully evaluate significance	-	-	X		-	-	X	-	?	X	X	X	X	X	
81	Garage and Site of Unidentified Building	X	X			Small one-story brick garage/shop; foundation of earlier building possibly still visible within adjoining parking lot	c.1950 garage/shop on the site of a c.1887 building	Probably not eligible; further research necessary to fully evaluate significance	-	-	-		X	-	-	-	?	-	-	X	X		
82	Site of Unidentified Canal-related Building		X			Modern car dealership and parking lot; archaeological remains of canal-related building may remain beneath parking lot	19th-century canal-related building	Potentially eligible as contributing element to Morris Canal; further research necessary to fully evaluate significance	-	-	-		-	X	-	-	-	-	-	-	-	-	
83	Federal Wine & Liquor Co. and Automobile Service Center	X				Large one-story brick building used for warehousing and automobile service	Mid-20th-century light industrial/manufacturing building	Probably not eligible; further research necessary to fully evaluate significance	-	-	-		-	-	-	-	?	-	-	X	X		
84	Site of Unidentified Dwelling		X			Modern IHOP and parking lot; archaeological remains of site may remain partially intact beneath parking lot	Mid-20th-century dwelling	Probably not eligible	-	-	-		-	-	-	-	-	X	X	X	-		
85	Automobile Repair Shop	X				One-story, two-bay brick garage/shop	Mid-20th-century garage/shop	Probably not eligible	-	-	-		-	-	-	-	-	-	-	-	X	X	
86	Site of Automobile Servicing and Gas Station		X			Modern gas station and underground storage tanks	Mid-20th-century automobile servicing and gas station	Probably not eligible	-	-	-		-	-	-	-	-	-	-	-	X	X	
87	Site of Unidentified Building		X			Gas station parking lot; archaeological remains of site may remain partially intact	Mid-20th-century building	Probably not eligible	-	-	-		-	-	-	-	-	X	-	-	-		
88	Site of Unidentified Building		X			Site located within the Route 440 right-of-way; likely destroyed by Route 440 construction	Mid-20th-century building	Probably not eligible	-	-	-		-	-	-	-	-	X	-	-	-		
89	Site of Unidentified Building		X			Site located on island between Route 440 and Communipaw Avenue; archaeological remains of site may remain partially intact	Mid-20th-century building	Probably not eligible	-	-	-		-	-	-	-	-	-	X	X	X		

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		Architectural	Archaeological	Landscape	Linear Transportation Feature				1841	1855	1873	1874	1887	c.1890 (Weir)	1896-98	1910-12	1919	1928	1931	1950-51	1954						
90	Site of Unidentified Building		X			Site located on island between Route 440 and Communipaw Avenue; archaeological remains of site may remain partially intact	Mid-20th-century building	Probably not eligible	-	-	-																
92	Jersey City Motor Vehicle Inspection Station (117 Roosevelt Avenue)		X			Now the site of five modern dwellings fronting on both Roosevelt and Lexington Avenues	Built c.1937-38, in 2000 this was one of New Jersey's 13 surviving, original, state-owned motor vehicle inspection stations; demolished 2002-2006	SHPO Opinion of Eligibility; no longer eligible	-	-	-													X	X	NJHPO Site Files; URS Greiner, Inc. 1998	
112	Lincoln Park	X		X		273-acre park with walking paths, picnic areas, recreational field, monuments, a fountain and a tidal pool and wetlands at its western end; administration complex near main entrance in northeast angle of Communipaw Avenue/Route 440 intersection includes several older buildings (#116)	The oldest and largest park in the Hudson County Park system; formerly known as West Side Park; designed in the Picturesque style by Daniel W. Langton and Charles M. Lowrie Landscape Architects; construction began in 1904; the park was renamed in 1930	SHPO Opinion of Eligibility	-	-	-							X	X	X	X	X	X	X	X	NJHPO Site Files; Mary B. Dierickx Architectural Preservation Consultants 1985	
113	Site of Unidentified Building		X			Now a modern gas station and parking lot; archaeological remains of site may remain partially intact	Mid-20th-century building	Probably not eligible	-	-	-							X	X	X	X	X	X	X	X		
114	Maintenance Sheds	X	X			One-story frame and cinderblock sheds	Early/mid-20th-century maintenance sheds built on the site of an earlier contractor's yard/wagon shop; sheds were built and are currently used for park maintenance	Probably not individually eligible, but potentially eligible as contributing elements within Lincoln Park; further research necessary to fully evaluate significance	-	-	-							X	X	-	-	-	-	X	X		
115	Site of Unidentified Complex of Buildings	X	X			c.1970 maintenance building; archaeological remains of former complex of buildings may remain partially intact	Complex of sheds, cages and open spaces; 1911-1912 Sanborn Map indicates the space was used to house animals; some buildings in the complex were removed by the 1950s.	Archaeological resources potentially eligible as contributing elements within Lincoln Park; further research necessary to fully evaluate significance	-	-	-							X	X	X	X	X	X	X	X		
116	Lincoln Park Administration Building	X				Two-story stuccoed building with hipped roof; now used for maintenance; greenhouses and starter beds behind the building	Early/mid-20th-century administration building post-dates construction of the park	Probably eligible as contributing element to Lincoln Park; further research necessary to fully evaluate significance	-	-	-							X	X	X	X	X	X	X	X		
117	Handball Courts	X	X			Four concrete handball courts	Built in the 1920s	Potentially eligible as contributing element to Lincoln Park; further research necessary to fully evaluate significance	-	-	-							-	-	X	X	?	X	X	X		
118	Site of Filling Station		X			Archaeological remains of site may remain partially intact	c.1930 gas station; removed in 1970s	Probably not eligible	-	-	-												X	X	X		
119	Furniture Flea Market (368 Duncan Avenue)	X				One-story stuccoed brick commercial building	c.1952 commercial building	Not eligible	-	-	-														X	Richard Grubb & Associates, Inc. n.d.	
120	Site of Summer Restaurant/Dwelling		X			Site has been recently redeveloped with condominiums; likely destroyed any archaeological remains	early 20th-century restaurant, later a dwelling	Probably not eligible	-	-	-							X	X	X	X	X	X	X	-		
121	A. Harry Moore Apartments	X	X			This complex of high-rise multi-family apartments originally consisted of seven twelve-story brick buildings of which three remain	The Housing Authority of Jersey City built the A. Harry Moore Apartments in 1952 as a low income housing project.	Probably not eligible; further research necessary to fully evaluate significance	-	-	-														X	Jersey City Housing Authority 2008	
122	Site of Auto Sales Lot and Office		X			Site has been recently redeveloped with condominiums; likely destroyed any archaeological remains	c.1950 auto sales lot and office	Probably not eligible	-	-	-													X	?		
123	Site of Filling Station		X			Archaeological remains of site may remain partially intact	c.1950 gas station	Probably not eligible	-	-	-													X	?		
124	Holy Name Cemetery			X		63-acre landscaped cemetery	Southeast portion of the present cemetery opened in 1866 to serve the Roman Catholic residents of Hudson County; historic maps show the cemetery was planned for both sides of the alignment of present 440; no evidence that the portion to the west of Route 440 was ever opened; the portion immediately east of Route 440 was laid out between 1954 and 1966.	Potentially eligible; further research necessary to fully evaluate significance	-	-	-				X	X	X	X	X	X	X	X	X	X	X	X	
125	Site of Unidentified Building		X			Parking area for gas station; archaeological remains of site may remain partially intact	Part of c.1950 truck stop.	Probably not eligible	-	-	-													X	X		
126	City Check Cashing	X				Two story building	Part of c.1950 truck stop; this building served as a lounge	Probably not eligible	-	-	-													X	X		

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127	Site of Filling Station		X			Modern pump island; archaeological remains of site may remain partially intact	Part of c.1950 truck stop.	Probably not eligible	-	-	-									X	X			
128	Site of Filling Station		X			Parking area for gas station; archaeological remains of site may remain partially intact	Part of c.1950 truck stop.	Probably not eligible	-	-	-									X				
129	New Jersey State Auto Auction/ Davidson Transfer & Storage	X				Building was built for freight transfer; it has loading docks on southern and eastern sides	c.1950 transfer and storage building	Probably not eligible	-	-	-										X	X		
130	Riss & Co. Inc., Trucking Transfer Terminal	X	X			c.1950 trucking terminal remains at the core of this otherwise modern building	c.1950 trucking transfer terminal that was expanded in the 1980s	Probably not eligible; further research necessary to fully evaluate significance	-		-										X	X		
131	Marion Gardens Apts. U.S.H.A Project	X				Fourteen three-story brick apartment buildings	Built in 1940 by the Housing Authority of Jersey City as low income housing; in the 1890s, the eastern side of the property was used by the Marion Rifle Club.	Potentially eligible; further research necessary to fully evaluate significance	-	-	-										X	X	Jersey City Housing Authority 2008	
132	Pulaski Skyway/U.S. Route 1 & 9 Corridor Historic District	X			X	A steel and concrete elevated highway that begins at the Holland Tunnel with two separate ground-level roadways which become elevated at Coles Street	Constructed in 1931 in response to the construction of the Holland Tunnel and the anticipated increase in volume the tunnel would generate; the first major urban elevated highway in the United States; at the time of its construction, this was the longest and highest viaduct in the world; portions within Jersey City were built by Taylor-Fitcher and American Bridge.	SHPO Opinion of Eligibility	-	-	-										X	X	X	NJPHO Site Files; Hudson 1933:146-148; Karschner 1981; Brooks 1982
133	Site of International Harvester Co./New Way Laundry Service Plant		X			Parking area for Storage Post; archaeological remains of site may remain partially intact	Early 20th-century commercial/industrial building	Probably not eligible	-	-	-									X	X	X	X	
134	Site of Unidentified Building		X			Modern truck parking lot; archaeological remains of site may remain partially intact	Late 19th-century building	Probably not eligible; further research necessary to fully evaluate significance	-	-	-				X	X	X	X	?					
135	Site of Unidentified Store		X			Modern truck parking lot; archaeological remains of site may remain partially intact	c.1950 store building	Probably not eligible	-	-	-									?	X	X		
136	Site of Unidentified Building		X			Now the site of Stone Age Marble and Granite Countertops (c. 1980s); modern construction may have destroyed archaeological remains	c.1930 building on site of late 19th/early 20th-century buildings	Probably not eligible; further research necessary to fully evaluate significance													X	X	X	
137	Site of Filling Station		X			Modern parking area; archaeological remains of site may remain intact	Possible c.1930 gas station; removed c.1970; on site of late 19th/early 20th-century buildings	Probably not eligible; further research necessary to fully evaluate significance	-	-	-									?	X	X		
138	Site of Unidentified Building		X			Now the site of Stone Age Marble and Granite Countertops (c. 1980s); modern construction may have destroyed archaeological remains	1910-19 building; on site of late 19th/early 20th-century buildings	Probably not eligible; further research necessary to fully evaluate significance								X	X	X						
139	Site of Unidentified Dwelling		X			Now the site of Stone Age Marble and Granite Countertops (c. 1980s); modern construction may have destroyed archaeological remains	c.1930 dwelling; on site of late 19th/early 20th-century buildings	Probably not eligible; further research necessary to fully evaluate significance													X	X		
140	Site of Auto Repair Shop		X			Now the site of Stone Age Marble and Granite Countertops (c. 1980s); modern construction may have destroyed archaeological remains	Possible c.1930 auto repair shop; on site of late 19th/early 20th-century buildings	Probably not eligible; further research necessary to fully evaluate significance												?	X			
141	Marion's Tire Repair/Welding Building/Mex Boy's Auto Repair	X	X			One-story brick and cinder block shop	A portion of this building dates to the 1920s; on site of late 19th/early 20th-century buildings	Probably not eligible; further research necessary to fully evaluate significance	-	-	-									X	X	X	X	
142	Marion Flats Apartments	X	X			Three-story brick apartment building	An earlier apartment complex predated the current building which is now part of the Marion Gardens Apartments (see # 131).	Potentially eligible; further research necessary to fully evaluate significance	-	-	-				X	X	X	X	X	X	X	X	X	
143	Site of Wood Worker/Globe Chem. Co./Varnish Factory		X			Modern parking area; archaeological remains of site may remain intact	c.1890 factory building	Probably not eligible; further research necessary to fully evaluate significance	-	-	-				X	X	X	X	X	X	X	X		
144	Site of Unidentified Building		X			Modern gas station and parking area; archaeological remains of site may remain intact	early 20th-century building	Probably not eligible	-	-	-					X		X	X					
145	Auto Tire Warehouse/modern laundromat	X	X			One-story commercial building	c.1950 Auto Tire Warehouse built on the site of c.1890 building	Probably not eligible; further research necessary to fully evaluate significance	-	-	-		X		X							X	X	
146	Site of Unidentified Building		X			Site may have been destroyed by 20th-century construction (see #145)	c. 1910 building	Probably not eligible; further research necessary to fully evaluate significance	-	-	-					X								
147	Unidentified Dwellings	X	X			Two-story dwelling	1887-1910 dwelling	Probably not eligible; further research necessary to fully evaluate significance	-	-	-					X	X	X	X	X	X	X	X	
148	Unidentified Dwelling	X	X			Two-story brick dwelling	1919-1928 dwelling	Probably not eligible	-	-	-									X	X	X	X	

TABLE 1. SUMMARY OF CULTURAL RESOURCES ALONG ROUTE 440 CORRIDOR

Location No.	Feature Name	Type of Resource				Description and Analysis	Historical Summary	Preliminary Evaluation of Significance	Historic Map and Aerial Photograph Coverage													Additional References		
		Architectural	Archaeological	Landscape	Linear Transportation Feature				1841	1855	1873	1874	1887	c.1890 (Weir)	1896-98	1910-12	1919	1928	1931	1950-51	1954			
149	Site of Unidentified Dwelling		X			Parking area; archaeological remains of site may remain intact	c.1890 dwelling	Probably not eligible; further research necessary to fully evaluate significance	-	-	-				X	X	X	X	X	X	X	X		
150	Site of Unidentified Dwelling		X			Modern three-story dwelling (built 2002-2006)	c.1890 dwelling	Probably not eligible	-	-	-				X	X	X	X	X	X	X	X	?	
152	Site of Unidentified Dwelling		X			Site likely destroyed by construction of Routes 440 and 1 & 9	1898-1910 dwelling	Probably not eligible	-	-	-				-	X	X	X	-	-	-	-		
153	Site of Office		X			Parking lot; archaeological remains of site may remain intact	c. 1930 office building	Probably not eligible	-	-	-				-	-	-	-	X	X	X			
154	Site of Filling Station		X			Parking lot; archaeological remains of site may remain intact	Possible c.1930 gas station	Probably not eligible	-	-	-				-	-	-	-	?	X	X			
155	Site of Coal Yard		X			Modern gas station, parking area and landscaped lawn	Possible c.1930 coal yard	Probably not eligible	-	-	-				-	-	-	-	?	X	X			
156	Blakeslee Monument	X		X		A stone obelisk capped by a stone ball that sits at the intersection of Broadway and Routes 1 & 9 Truck; it once held a bronze plaque that depicted a portrait of Blakeslee.	This is a monument to George Blakeslee, a leader in the modern highway movement in New Jersey; he successfully drafted a bill calling for a network of paved roads and thereafter was appointed as one of New Jersey's first Highway Commissioners; dedicated in 1931, it is the only piece of public sculpture within this section of Jersey City.	Potentially eligible; previously determined not eligible due to loss of integrity, in part due to the loss of the bronze identifying plaque (The RBA Group 1999:34); a new plaque was installed in 2005	-	-	-				-	-	-	-	-	-	X		Bzdak 1999:109; The RBA Group 1999:33-34	
157	Site of Unidentified Building		X			Site likely destroyed by construction of Routes 440 and 1 & 9	c.1928 unidentified building	Probably not eligible	-	-	-				-	-	-	X	-	-	-			
158	Site of Unidentified Building		X			Site likely destroyed by construction of Routes 440 and 1 & 9	c.1928 unidentified building	Probably not eligible	-	-	-				-	-	-	X	-	-	-			
159	Apartments	X				Three-story brick apartment building	1910-19 apartment building	Probably not eligible	-	-	-				-	-	X	X	X	X	X	X		
160	Unidentified Dwelling	X				Three-story brick building	1910-1919 dwelling	Probably not eligible	-	-	-				-	-	X	X	X	X	X	-		
161	Unidentified Dwellings (2)	X				A two-and-a-half story dwelling and a one-story dwelling	c.1890 dwellings	Probably not eligible; further research necessary to fully evaluate significance	-	-	-				X	X	X	X	X	X	X	X		
162	Site of Filling Station		X			Now a parking lot for Rita & Joe's Italian Restaurant and Catering; archaeological remains of site may remain intact	c.1950 filling station	Probably not eligible	-	-	-				-	-	-	-	-	X	?			
163	Rita & Joe's Italian Restaurant and Catering	X				Three-story brick building	c.1928 commercial building	Probably not eligible; further research necessary to fully evaluate significance	-	-	-				-	-	-	X	X	X	X			
164	Unidentified Dwellings (6)	X				Six two-story dwellings	c.1880 dwellings	Probably not eligible; further research necessary to fully evaluate significance	-	-	-		X		X	X	X	X	X	X	X	X		
165	Site of Unidentified Shop/Apartments		X			Now a modern one-story building; modern construction likely destroyed archaeological remains of earlier building	c.1928 shop and apartments	Probably not eligible	-	-	-				-	-	-	X	X	X	?			
166	Motor Freight Transfer Station	X				One-story industrial structure	Possible c.1930 freight transfer station; building expanded to street c.1990	Probably not eligible; further research necessary to fully evaluate significance	-	-	-				-	-	-	-	?	X	X			
167	Site of Filling Station		X			Modern parking area; archaeological remains of site may remain intact	Possible c.1930 gas station	Probably not eligible	-	-	-				-	-	-	-	?	X	X			
168	New Jersey Railroad/New Jersey Railroad Bergen Cut Historic District	X			X	Active rail line raised on embankment and crossing Routes 440 and 1 & 9 on single-span steel girder bridge with concrete abutments	Rail line between New Brunswick and Jersey City; built by the New Jersey Railroad and Transportation Company; completed to the west side of the Bergen Ridge in 1834; in 1838 the Bergen Cut was completed to allow passage through the ridge; the cut was one mile long, 28 feet wide and 40 feet deep; provided the only route through the ridge until the Erie Tunnel was built in 1861	SHPO Opinion of Eligibility	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	NJHPO Site Files; The RBA Group 1999:48
169	Site of Unidentified Shop and Apartments		X			Site is between railroad tracks and Newark Avenue	Mid-19th-century building was later replaced; later building likely torn down in advance of construction of Charlotte Circle (1938-39).	Probably not eligible; archaeological survey in 1995 recommended no further testing	-	-	X				X	X	X	X	-	-	-		New Jersey Department of Transportation, Bureau of Environmental Analysis 1995	
170	Site of Unidentified Dwelling		X			Site is between railroad tracks and Newark Avenue	Mid-19th-century dwelling; likely torn down in advance of construction of Charlotte Circle (1938-39)	Probably not eligible; archaeological survey in 1995 recommended no further testing	-	-	X				X	X	X	X	-	-	-		New Jersey Department of Transportation, Bureau of Environmental Analysis 1995	
171	Site of Unidentified Shop		X			Site is between railroad tracks and Newark Avenue	Mid-19th-century shop; likely torn down in advance of construction of Charlotte Circle (1938-39)	Probably not eligible; archaeological survey in 1995 recommended no further testing	-	-	X				X	X	X	X	-	-	-		New Jersey Department of Transportation, Bureau of Environmental Analysis 1995	

