

= New Jersey Route 162 =

Route 162 is an unsigned 0 @. @ 70 @- @ mile ( 1 @. @ 13 km ) long state highway in Lower Township , New Jersey , United States . The highway 's designation consists entirely of a bridge on Seashore Road ( County Route 626 ) , which is known as Relocated Seashore Road . The southern terminus of the highway is an intersection with County Routes 641 and 626 in Lower Township . After crossing the Cape May Canal , Route 162 terminates at an intersection with County Routes 603 and 626 in Lower Township . Route 162 and County Route 626 date back to the 1850s , when local businessmen and county financial Richard Holmes put together the Cape May Turnpike . The turnpike was chartered in 1854 , but construction did not begin until 1857 , with completion in April of the next year . The turnpike however , caused a lot of controversy , and struggled to live . For many years , railroads were proposed , becoming possible competition for Holmes , who did not appreciate the idea . The railroad was constructed in 1863 , just nine years after the charter of the turnpike syndicate .

Route S4C was designated by the New Jersey Legislature in 1929 as a spur of Route 4 ( now U.S. Route 9 ) , beginning at Bennett and running south on Seashore Road and Broadway , past Sunset Boulevard to the Delaware Bay . Route S4C was never taken over by the state . However , when the United States Army Corps of Engineers built the Cape May Canal during World War II , Seashore Road was chosen as one of two roads to cross the canal . ( The other was Route 4 , now Route 109 ) . The Army Corps built a low level bridge close to the pre @- @ canal alignment . The New Jersey Department of Transportation built a higher bridge in 1971 on a new alignment .

= = History = =

= = = The Cape May Turnpike : the precedent to Seashore Road = = =

Before 1854 , the area based around Bridgeton was a strong business and legal section in Cape May County . The local residents there , however , wanted to have a strong banking industry , but a local named Richard Holmes along with several other locals turned to the strong type of enterprise , a turnpike company . Holmes and the locals began a local turnpike syndicate with other businessmen and began the Cape May Turnpike Company upon incorporation in 1854 . The turnpike company , upon incorporation , was to build a toll road along roughly the U.S. Route 9 corridor . Progress in constructing the toll road was slow at first , with subscribers from Cape May County being hesitant to buy stock from the turnpike company . A friend of Richard Holmes , Wilmon Whilldin , owned a steamboat company in Cape May and apologized for not buying stock in the company . Citing the Panic of 1857 made it hard to convert securities to cash , Whilldin suggested that a steamboat would be more profitable than the turnpike . The money from the steamboat would go ahead and helped the financially depressed businesses in local communities .

Although local business owners and land owners held out hope that the turnpike company would pay off , the turnpike experienced problems . Richard Holmes and Henry Swain , the director of the turnpike company , were running into problems including failure to buy land from Elijah Hand 's pasture and Samuel Hoffman 's local residence for the turnpike route , because they kept land prices high . The farmers refused to the sell their rightful land , and locals started showing opposition due to the fact it would cost money to deliver important foods . One of those locals , John Tomlin from Goshen , soon after brought up the idea of the " Shunpike " ? a free turnpike road to the west of the Cape May Turnpike . However , the turnpike company kept pushing forward , persuading Hand and Hoffman to sell land in 1857 and erecting two tollhouses in the route , one at the Court House ( now Cape May Court House ) and one near Cold Spring . Eventually , locals finally began to move towards support of the turnpike . In April 1858 , John Wiley , who helped persuade Hand and Hoffman to sell , announced that in three weeks , the route would be complete as one continuous road from Cape Island to Cape May Court House .

After completion of the turnpike in April ? May 1858 , the Cape May Turnpike did not receive much

profits . Even with tolls being collected and stock being bought , these could not offset the costs of repairs and maintenance . The roadbed was commonly washed away in storms and it was becoming a less used route as the " Shunpike " ( now NJ 162 / County Route 626 ) nearby was free to use , taking away traffic from the turnpike . Walters Miller , a big investor of the turnpike company , decided to leave the syndicate in favor of working towards railroads . Miller himself looked into the construction of railroads in the area , hiring William Cook , who engineered the Camden and Amboy Railroad into producing routes along the peninsula . Cook proposed three routes in 1852 , one from the Camden waterfront to Cape May economic region , one through Millville and Bridgeton and a third through Salem . Although the rights for a railroad in the area by the New Jersey General Assembly had been allowed since 1832 , there has been no progress on any railroad in Cape May County until 1863 . That year , progress started on constructing the Camden and Atlantic Railroad using the first proposal by Cook in 1852 . Jonathan Pitney of Absecon spent two years trying to obtain the charter from the General Assembly . In a letter to Richard Holmes , Pitney said the chances of getting the railroad charter and building it were " good " . Holmes , however , was cautious towards the railroad company investment , showing little thought of having a railroad created that would compete with his struggling turnpike syndicate .

Businessmen in Cape May County believed the economy in the area was still unstable for quite an engineering project . An adviser to Richard Holmes suggested to be careful on future investments that he would take , including investing into the railroad company . The adviser believed that it would be " bad policy " to make such decisions . Debate continued about the railroad line for at least a decade , and the heads of the Camden and Atlantic Railroad put forth a proposal to build a portion of railroad from Absecon to Cape May along the Tuckahoe River . After attempts to revive the railroad were attempted by several other companies ( including the Glassboro and Millville Railroad ) , the attempts failed . An eventual formation of the Cape May and Millville Railroad in 1860 pushed forward more proposals , and a railroad was constructed in 1863 ( and leased in 1869 ) , and the alignment of Seashore Road became part of a stagecoach route from Cold Spring to Cape Island .

== Route S4C and construction of Route 162 ==

In 1929 , a route from the Delaware Bay just short of Sunset Boulevard ( the former Cape Island Turnpike ) northward to U.S. Route 9 at Bennett Station via Broadway and Seashore Road was designated in the state legislature as State Highway Route S4C . The route was designated along County Route 626 's length along with County Route 604 as a county @-@ maintained highway , remaining the same until January 1 , 1953 . On that day , State Highway Route S4C was decommissioned during the 1953 New Jersey state highway renumbering . No number was designated to replace the highway 's former number .

During the 1930s and 1940s , the proposal for a canal to supply ships with an evacuation route from Germany 's U @-@ boats in World War II along with dangerous shoals of the Delaware Bay came forward . The canal , now the Cape May Canal , was approved in 1941 and was constructed in 1942 to supply this need along with a strong usage by yachts . By 1944 , a bridge was constructed across the canal , which was replaced in 1971 . That year , the state built a brand new bridge and denoted it as Relocated Seashore Road , a 485 @.@ 89 feet ( 148 @.@ 10 m ) long steel girder bridge over the Canal . The bridge was built south of U.S. Route 9 and has stood since and received the designation of Route 162 upon completion .

= Route description =

== County Route 626 ( south ) ==

County Route 626 begins at an intersection with Beach Avenue ( County Route 604 ) in the city of Cape May . The route heads northward on Broadway through the residential portions of Cape May , reaching an intersection with Sunset Boulevard ( County Route 606 ) and West Perry Street (

County Route 633 ) . County Route 626 continues for several blocks before curving to the northwest into West Cape May . The route heads northward , passing into a commercial district along Broadway , turning to the northeast . Route 626 leaves West Cape May and switches names to Seashore Road through rural Cape May . The route passes several large farms before intersecting with Bridge Road and Seashore Road ( County Route 641 ) . At this intersection , the state takes over maintenance as State Route 162 .

= = = State Route 162 = = =

At the intersection with Bridge Road and County Route 641 , the New Jersey Department of Transportation maintains the alignment of County Route 626 from this intersection over the Relocated Seashore Road Bridge . The route heads northward from County Route 641 , paralleling both roads as it heads up the bridge approach and following the shoreline . From there , Route 162 reaches the Cape May Canal , crossing on the four @-@ lane Relocated Seashore Road Bridge for a short distance . The route returns to land on the other side of the canal , where more farms and residences can be seen from the bridge . Route 162 curves to the northwest , intersecting with Seashore Road ( County Route 603 ) . At that intersection , Cape May County resumes maintenance of Seashore Road , continuing as County Route 626 .

= = = County Route 626 ( north ) = = =

At the intersection with Seashore Road ( County Route 603 ) , the designation of Route 626 picks up again , following Seashore Road northward through rural Cape May County . The route leaves the rural area , intersecting with U.S. Route 9 ( Sandman Boulevard ) , where the commercial district picks up . County Route 626 heads northward through the short district , entering an area of residences and intersecting with Academy Road ( County Route 639 ) . The route passes a large field with one large red barn before turning northeastward past more residences . County Route 626 parallels U.S. Route 9 for a distance , intersecting with the Bennetts Crossing , which connects the two roads . The highway continues northeastward through Cape May County , intersecting with Tabernacle Road ( County Route 647 ) . County Route 626 continues through the residential districts in Lower Township , paralleling U.S. Route 9 and a local railroad for some distance . The highway intersects with the Old Stage Road , a dead @-@ end stagecoach road , heading through a short rural area before returning to the residential districts . The highway continues northward , switch names to South Railroad Avenue and into the community of Rio Grande . County Route 626 becomes a divided highway before reaching an intersection with New Jersey Route 47 , where county maintenance ends completely . North Railroad Avenue continues locally along the right @-@ of @-@ way .

= = Major intersections = =

The entire route is in Cape May County .