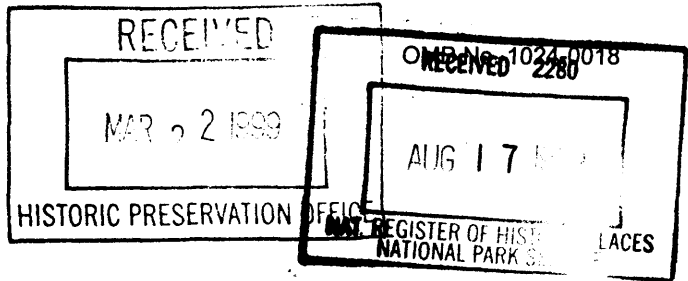


United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**

1169



This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Randolphville Bridge
other names/site number South Randolphville Road Bridge over Ambrose Brook; Structure #122B129

2. Location

street & number adjacent to 618 So. Randolphville Rd. N/A not for publication
city or town Piscataway Township vicinity N/A
state New Jersey code 034 county Middlesex code 023 zip code 08854

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this x nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property x meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide x locally. (See continuation sheet for additional comments.)

Signature of Certifying official [Signature] Date 5/27/99

Assistant Commissioner for Natural & Historic Resources/DSHPO
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official _____ Date _____

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

- entered in the National Register
 See continuation sheet.
- determined eligible for the National Register
 See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

Signature of Keeper [Signature] Date of Action 9.17.99

5. Classification

Ownership of Property (Check as many boxes as apply)	Category of Property (Check only one box)	Number of Resources within Property (Do not include previously listed resources in the count.)		
		Contributing	Noncontributing	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)			buildings
<input checked="" type="checkbox"/> public-local	<input type="checkbox"/> district	<u>0</u>	<u>0</u>	sites
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>0</u>	<u>0</u>	structures
<input type="checkbox"/> public-Federal	<input checked="" type="checkbox"/> structure	<u>1</u>	<u>0</u>	objects
	<input type="checkbox"/> object	<u>0</u>	<u>0</u>	Total
		<u>1</u>	<u>0</u>	

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed
in the National Register

N/A

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Current Functions

(Enter categories from instructions)

TRANSPORTATION: road-related (vehicular)

TRANSPORTATION: road-related (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions)

Materials

(Enter categories from instructions)

No Style

foundation concrete / metal / steel

walls stone / concrete

roof N / A

other asphalt / concrete

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

See continuation sheet.

South Randolphville Road Bridge over Ambrose Brook
Middlesex County 023, New Jersey 034

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the

criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations N/A

(Mark "X" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation

Engineering

Period of Significance

1937-1939

Significant Dates

1937-1939

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N / A

Architect/Builder

George R. Merrill, County Engineer

ARMCO (now Contech Construction Products Inc.)

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

See continuation sheet.

South Randolphville Road Bridge over Ambrose Brook
Middlesex County 023, New Jersey 034

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS) N/A

preliminary determination of individual listing
(36 CFR 67) has been requested.

previously listed in the National Register

previously determined eligible by the National Register

designated a National Historic Landmark

recorded by Historic American Buildings Survey

recorded by Historic American Engineering Record

Primary Location of Additional Data:

State Historic Preservation Office

Other State agency

Federal agency

Local government

University

Other

Name of repository:

Special Collections Rutgers Univ. Library

10. Geographical Data

Acreeage of Property Less than one acre. Plainfield Quad

UTM References

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	<u>18</u>	<u>546-310</u>	<u>4487-570</u>	3	_____	_____	_____
2	_____	_____	_____	4	_____	_____	_____

____ See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

The nominated structure occupies the road right-of-way of South Randolphville Road over the Ambrose Brook and extends from the faces of the two parapets proximal to vehicles approaching in one direction to the faces of the two parapets proximal to vehicles approaching from the other direction.

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

The boundary encompasses the site of the nominated structure.

11. Form Prepared By

name/title Marion Munk, Mary Anne Talle, and Jan Tkacz

organization _____ date February 24, 1999

street & number 618 and 620 So. Randolphville Rd. telephone (732) 981-0246

city or town Piscataway state NJ zip code 08854

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

- Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
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Section number 7 Page 1

Randolphville Road Bridge over Ambrose Brook
Middlesex County 023, New Jersey 034

DESCRIPTION

The nominated structure is a two-span steel arch, earth-filled bridge constructed between 1938 and 1939 (Photograph 1; Lichtenstein, 1992; Merrill, 1939). Approximately 56 feet in length, it is composed of two corrugated steel arch liners, each measuring 192 inches in diameter (Multi-Plate, Armco, Middletown, OH) and rusticated stone-in-concrete spandrel walls (Photograph 6). The balustrades are masonry, matching the spandrels, with terra cotta-colored, cast concrete caps (Photographs 3 and 4). The simplicity of the blueprint design relative to the elaborate nature of the final structure is evidence that the construction style of the bridge allowed for application of a variety of finishes which could be affordable, yet extravagant in appearance. The anachronistic aspect of this steel arch bridge is achieved by the use of several design features which are totally unrelated to its structural functioning: stone voussoirs with exaggerated keystone, projecting pilasters, a projecting belt course, and ornamental stone parapet walls and decorative caps (Photographs 2, 3, 6 and 7; Anonymous, 1992). With the exception of a few chips in the concrete caps on the balustrades, the nominated structure appears to be in excellent condition.

Built by labor funded through the Works Progress Administration, the structure is more elaborately detailed than most other county bridges of the era, and is one of a few, if not the only remaining one of its type in Middlesex County (Galvin, 1937; Lichtenstein, 1992). Anachronistic design features give the bridge a rustic appearance suited to its surroundings (Photograph 1). It is situated in a heavily-wooded area comprised of acreage serving as the basin for the Ambrose-Dotys Brook (designated as Green Acres) and widely-spaced, single-family homes of mixed twentieth century construction. The setting of the bridge today remains remarkably rural, with approaches from both sides of the two-lane road providing scenic views. Bird and other animal life is abundant. The nominated structure, with its rusticated rock face, blends with its natural surroundings, and its design echoes the earlier rural character of the township. Any further development of property in the vicinity of the bridge is unlikely due to the presence of the flood plain.

The nominated structure is an example of the use of Multi-Plate technology, developed in the early 1930's to address the need for larger diameter, stronger, more durable culvert materials (Anonymous, 1996a). The new technology was rapidly incorporated into small bridge projects throughout the country. Multi-Plate arches in the nominated structure consist of heavy gage corrugated steel plates bolted together at the installation site and mounted on poured concrete pedestals.

(8-86)

United States Department of the Interior
National Park Service**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**Section number 8 Page 1Randolphville Road Bridge over Ambrose Brook
Middlesex County 023, New Jersey 034**SIGNIFICANCE**

Randolphville Bridge, is a Depression-era structure which carries traffic over Ambrose Brook on South Randolphville Road in Piscataway, New Jersey. Although unremarkable in size or structural design, the bridge is nevertheless significant. The bridge was designed by George Merrill who served as Middlesex County engineer from 1932 to 1944. His plan called for a double-arched stone bridge that was at once easy to erect, relatively inexpensive and durable, owing to the application of an emerging technology involving corrugated steel arches. The inherent simplicity of the technology made it possible to draw upon the large pool of unskilled WPA laborers. The finished project, however, as can be seen today, is far more ornate than function required. The use of rusticated stone for the spandrels, balustrades and pilasters produced a structure in harmony with the surrounding terrain.

Historical Context: From its initial settlement in the 1660's, Piscataway, NJ, was primarily a farming community, expanding from an early compact village (Piscatawaytown, now part of Edison along Woodbridge Avenue) to a patchwork of individual farmsteads, home to approximately 400 settlers by 1700 (Meuly, 1976). The economic viability of the settlement was insured by its location at a point on the Raritan River that could be readily accessed by river sloops (Raritan Landing, now Landing Lane). As the farms prospered, families grew in size, and more settlers arrived. Hamlets arose within the bounds of the township, connected by trails through the forest that, in time, became improved roads. From soon after Piscataway's inception, road overseers (and in the earliest period, road surveyors) were chosen annually, and each was charged with organizing road maintenance and development within his district. Modern-day River Road, initially an Indian footpath, was surveyed by 1684. In 1716, an Act passed by the New Jersey Assembly specified the right-of-way of Kings Highways at 6 rods (99 feet) and Queens Highways at 4 rods (66 feet).

Inland and to the north of Raritan Landing was an area of Piscataway known, by as early as 1676, as Randolphville (Meuly, 1976). It had been settled by descendants of Edward and Elizabeth Fitz-Randolph of Massachusetts, a family whose land holdings in Piscataway grew steadily from the 300-acre tract initially granted to Elizabeth. Members of the Fitz-Randolph family became prominent members of the community. John Fitz-Randolph (b. 1653) founded a Baptist Church and acquired 1000 acres of land, one of the largest tracts of farmland in the township. Thomas Fitz-Randolph (b. 1659) served as township clerk, selectman, and Deputy to the General Assembly. The Town Book records in early 1686 show that "John Fits Randolph" was among several of the town's citizens selected by the Town Committee to oversee the building of a meeting house. Nathaniel Fitz-Randolph, son of Benjamin and Sarah, played a role in the

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 2

Randolphville Road Bridge over Ambrose Brook
Middlesex County 023, New Jersey 034

founding of the College of New Jersey in 1753 (now Princeton University). Much of the road through Randolphville remains along its original winding trace following Ambrose Brook, and as what is now known as South Randolphville Road, it constitutes a visible and tangible link to those colonial inhabitants of Piscataway. The importance attached to this road in earlier eras is perhaps still evident by its 66-foot right-of-way as shown in modern surveys such as that of Piscataway Block 745 Lot 1-A (Enander, 1963) (now property at 618 and 620 South Randolphville Road).

From the post-Revolutionary War period well into the 20th Century, agriculture persisted as the predominant way-of-life in Piscataway. The 1784 census listed 1,805 inhabitants, and by 1917 the number had grown to only about 4,000 (although present-day Edison, Dunellen and Middlesex were no longer counted as part of the township). The industrial revolution which had such important impacts upon other parts of the state bypassed Piscataway. Paradoxically during the economically trying times of the Great Depression, the population of Piscataway grew substantially from 5,865 in 1930 to 7,243 in 1940, as people found themselves in circumstances that forced them back to the land to provide for the basic needs of their families (Brush, 1966). Together with this influx of people came increasing numbers of automobiles which placed new burdens on the existing roadways of the town. Along South Randolphville Road, the bridge that existed over Ambrose Brook (near the site of the nominated structure) was a wooden structure located in a flood plain and in need of improvement to support vehicular traffic (Berls, 1999; Williams, 1998).

Following the end of World War II, change came to Piscataway at an ever increasing pace. Land that had been under continuous cultivation for 250 years, was sold to real-estate developers who began erecting single family houses by the hundreds to meet the demands of veterans and their growing families (Brush, 1966). Farms were lost in rapid succession, and today all but a handful are gone. A rural community was rapidly converted into suburbia. The population of 10,694 in 1950 grew to 19,890 in 1960 and is approximately 60,000 today (Meuly, 1976).

Evidence of Piscataway's rural past is now hard to find. A remarkable exception, however, is the stretch of South Randolphville Road in the vicinity of and including the nominated structure. Here the road meanders along the Ambrose Brook. Developed housing lots are large and wooded. There are no sidewalks. Much of the adjacent land lies within the Ambrose-Dotys flood plain, is wooded, and bears a Green Acres designation. Wildlife (animals and birds) is often encountered there. Nearby the nominated structure, children come to fish during late spring and summer. The nominated structure with its rusticated rock face blends with its natural surroundings, and its design details harken back to a bygone time.

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**NATIONAL REGISTER OF HISTORIC PLACES
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Section number 8 Page 3

Randolphville Road Bridge over Ambrose Brook
Middlesex County 023, New Jersey 034

Engineering and Transportation: During the 1930s, the Township Committee of Piscataway made use of federal subsidies made available through the Works Progress Administration (WPA). The Committee's records for 1931 show a "resolution to take advantage of the full quota for Unemployment Relief" for cleaning gutters and ditches and repairing roads (Meuly, 1976). Sitting on the Township Committee in 1930-31 was Fred Fitz-Randolph. In 1933 the Township Committee received a petition from the taxpayers, voters, and citizens of Piscataway "to give us work in order that we may be able to clear up our taxes" (Meuly, 1976). At a meeting of the Board of Chosen Freeholders of Middlesex County held on March 18, 1937, an expenditure of \$10,000 was approved to be combined with a federal contribution of \$18,876.94 to upgrade fourteen bridges in Middlesex County, one of which was the Randolphville in Piscataway (Galvin, 1937). Construction of the nominated structure began in 1938-1939 (Merrill, 1939).

George R. Merrill was a civil engineer who served as the County Engineer in Middlesex County, NJ, during the Depression years. He was largely responsible for the road and bridge construction from 1932 to the time of his death in 1944 (Anonymous 1943, Anonymous, 1944b; Wolk, 1957). Mr. Merrill enjoyed a national reputation among members of his profession (Anonymous, 1944a), and perhaps his most widely appreciated legacy is Roosevelt Park in Edison, NJ. Mr. Merrill's name appears on the blueprint for the nominated structure (Merrill, 1939). His design called for a double-arched stone bridge that was at once easy to erect, relatively inexpensive and durable, owing to the application of an emerging technology involving corrugated metal arches manufactured by the Armco Culvert Manufacturers Association of Middletown, Ohio (Anonymous Advertisement, 1937).

Corrugated metal arch technology was developed in response to the need by highway departments for corrugated metal pipes of increasingly larger diameters to function as culvert materials. However, the methods of fabrication, available gages, and transportation facilities placed definite limits on the maximum sizes practical for the use of corrugated metal pipe. A solution to the problem was developed by Armco engineers, G. E. Shafer and J. R. Freeze. Their product, which was called Multi-Plate, consisted of pipe made of heavy gage corrugated steel plates which could be bolted together at the installation site. The corrugation produced had a crest-to-crest distance of 6 inches and a depth of 1.5 inches. Following submission of a patent application on December 3, 1930, the product was marketed on the basis of its durability, strength, economy, and ease of installation (Anonymous, 1996a and 1996b; Anonymous Advertisement, 1937). While the larger diameters and strength of Multi-Plate pipe met a real need, it was soon realized that there were applications where a large cylindrical structure could not be utilized because of insufficient headroom. The solution was to form the same heavy corrugated plates into an arch which could be installed on metal bases or foundations of concrete or masonry. Strength tests conducted early in 1932 made it possible for the company to recommend arches up to 220 inches in span. That Multi-Plate, either as

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 8 Page 4

Randolphville Road Bridge over Ambrose Brook
Middlesex County 023, New Jersey 034

a pipe or as an arch, met a definite requirement in the small bridge field, is evidenced by 211 sales made in 34 states within 19 months of its introduction. A nationwide inspection in 1944 of completed structures indicated an average life expectancy of at least 50 years; a spot re-inspection made in 1953 of structures included in the original inspection, indicated an average life expectancy of 70 years, an increase of 20 years over the original estimate (Anonymous, 1996a). Should the nominated structure, now in excellent condition, show signs of deterioration in the future, economical repair would be possible with present-day Multi-Plate materials (Kinsey, 1999).

Records detailing the construction of the nominated structure have not been found, but the Multi-Plate technology allowed placement of the new bridge to be outside the flood plain and realignment of the road (Berls, 1999). Typically the construction process would have proceeded in the following manner. Steel, concrete or masonry footings would have been erected; in the case of the nominated structure concrete was used. Next the Multi-Plate corrugated arches would have been placed upon the footings and covered with fill. Stone voussoirs might have then been placed along the ends of each arch to support the construction of spandrels rising to above road grade. Further back-filling and compression of the fill material allowed the application of the asphalt road surface. In the 1930's, the inherent simplicity of the new technology was well suited for unskilled WPA laborers.

Technologically, the nominated structure is undistinguished. Indeed the blueprints (Merrill, 1939) show that the original intent was to fulfill the functional requirement for an updated structure at a reasonable cost. The finished project was far more ornate than function required, however. As described in section 7, and in the preceding portion of this section, the use of rusticated stone for the spandrels, balustrades and pilasters produced a structure in harmony with the surrounding terrain. Exaggerated keystones in all of the arches, the use of parapets with balusters and projecting pilasters rather than simple retaining walls, and the decorative terra cotta-colored concrete caps on the pilasters and along the parapet walls give the structure a fanciful and anachronistic feeling (Anonymous 1992). Since most of the structure has remained unaltered over the years since its completion, these aspects of the bridge have been appreciated for a generation.

Who designed these embellishments? What was the motivation? The answers are not readily apparent today. Even in their absence, we are left with a structure upon which local authorities lavished unusual attention, probably the result of the overabundance of craftsmen. This in combination with Works Progress Administration money made it possible to put some of the unemployed to work taking advantage of skills that in normal times would have been too expensive to enjoy. Randolphville Bridge serves not only as a reminder of the engineering challenges that have been overcome during the growth of our republic, but more importantly, as a small-scale public works project undertaken during the Depression, it is a fine example of the elaborate, yet affordable decoration possible on bridges of this type.

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National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 9 Page 1

Randolphville Road Bridge over Ambrose Brook
Middlesex County 023, New Jersey

MAJOR BIBLIOGRAPHIC REFERENCES

Anonymous

1943 Roster of Licenses for Engineers and Surveyors. Department of Law and Public Safety. On file at the Newark Public Library.

Anonymous

1944a Obituary of George R. Merrill, Engineering News Record, Vol. 133, No. 18. On file at Princeton University, Engineering Library, Princeton, NJ.

Anonymous

1944b George R. Merrill, Middlesex Official (Obituary) Newark Evening News, October 30th edition, p.24.

Anonymous

1992 Comments on NJDOT Bridge Survey, HPO-F95-182, p. 9-10. On file at the Office of Historic Preservation, Trenton, NJ.

Anonymous

1996a History of Armco Multi Plate Company. p. 18-49. Prepared by Contech Products Inc. on the occasion of the centennial of the founding of its predecessor. On file at Contech Construction Products, Inc., Middletown, Ohio.

Anonymous

1996b Contech Construction Products Catalog. Middleton, Ohio.

Anonymous Advertisement - Armco Culvert Manufacturers Association

1937 Say Goodbye to Maintenance Costs, Civil Engineering, Vol. 7, p. 17. On file at Rutgers University, Engineering Library Annex, Piscataway, NJ.

Berls, Bruce

1999 Personal communication with Mr. Berls who is a Piscataway Township engineer.

Brush, John

1966 Piscataway Township 300th Anniversary 1666-1966. Published by the Piscataway 300 Committee. On file at Rutgers University, Alexander Library, Department of Special Collections and Archives, New Brunswick, NJ.

Enander, C. Alfred

1963 A survey of Block 745, Lot 1-A in Piscataway Township, Middlesex County, New Jersey.

Galvin, Richard J.

1937 Minutes of the Board of Chosen Freeholders of Middlesex County. On file at the Middlesex Division of Records Management, North Brunswick, NJ.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 9 Page 2

Randolphville Road Bridge over Ambrose Brook
Middlesex County 023, New Jersey

Kinsey, William

- 1999 Personal communication with Mr. Kinsey who is a Marketing Consultant, Civil Engineer and Historian for Contech Construction Products Catalog. Middleton, Ohio.

Lichtenstein, A. G.

- 1992 New Jersey Historic Bridge Survey. (Map in this report shows the location of the bridge incorrectly.) On file at the Office of Historic Preservation, Trenton, NJ.

Merrill, George R.

- 1939 Blueprint: Plan of Twin Arch Bridge 2-B-129 Randolphville Road. On file at the County Engineer's Office, New Brunswick, NJ.

Meuly, Walter C.

- 1976 History of Piscataway Township 1666-1976. Published by the Piscataway Bicentennial Commission. Somerset Press Inc., Somerville, NJ.

Williams, Dorothy

- 1998 Personal communication with Mrs. Williams who arrived in Piscataway in 1919 and has lived there ever since.

Wolk, Ruth

- 1957 The History of Woodbridge. Published by Woodbridge Publishing Co., Woodbridge, New Jersey. On file at the Woodbridge Free Public Library, Woodbridge, NJ.

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**NATIONAL REGISTER OF HISTORIC PLACES
CONTINUATION SHEET**

Section number 10 Page 1

Randolphville Bridge
Middlesex County 023, New Jersey 034

VERBAL BOUNDARY DESCRIPTION

The nominated property is a rectangle approximately 56 feet in length along the centerline of South Randolphville Road, and extending in width to the limits of the road's right-of-way, which is believed to be 66 feet.

BOUNDARY JUSTIFICATION STATEMENT

These boundaries were selected to encompass the entire length and width of the bridge, plus upstream and downstream areas to the limits of the right-of-way.

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**NATIONAL REGISTER OF HISTORIC PLACES
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Section number Photo Page 1

Randolphville Road Bridge over Ambrose Brook
Middlesex County 023, New Jersey

PHOTOGRAPH INDEX

Items 1 through 5 are identical for all photographs.

Photograph 1

1. Randolphville Road Bridge over Ambrose Brook
2. Piscataway, New Jersey
3. Marion Munk
4. December, 1998
5. Negative: Marion Munk, 618 South Randolphville Road, Piscataway, New Jersey
6. Elevation looking north on upstream side of bridge.
7. 1 of 7

Photograph 2

6. Looking north from roadway at balustrade.
7. 2 of 7

Photograph 3

6. Closer view looking north from roadway at rusticated stone.
7. 3 of 7

Photograph 4

6. Detail of parapet wall with concrete capped pilasters.
7. 4 of 7

Photograph 5

6. Elevation looking south on downstream side of bridge.
7. 5 of 7

Photograph 6

6. Detail looking south at Multi-Plate corrugated steel arches and rusticated stone elevation, including voussoirs, pilasters and balustrade.
7. 6 of 7

Photograph 7

6. Detail of concrete capped rusticated stone pilasters on southerly downstream side of bridge.
7. 7 of 7



628

50.00 ACRES

AMBROSE BROOK

49.629 MPE 66 LN

20.622 ACRES N

N 3° 30' E 40

157°

4A
10.81 ACRES

20.60 ACRES

705

Mr. Bolocco's Easement line
② 87' 25" E
400
1657.79

① N 40° 56' W 1651.19'

C 101.18 57 10.15
25.5-52
25.5-52
R=616.50
C128-7

③ 5760.07 60.27
5760.07 60.27
5760.07 60.27
5760.07 60.27

A-B 1.22 AC
A-C 1.19 AC
A-D 1.19 AC
A-E 1.19 AC
A-F 1.19 AC

3B 210.0
3C 210.0
3A 203.1
3D 381.15
3E 371.12

2-A 3 1/2 AC

20.41 ACRES

1455
1610.72

499.87
236.88
326.88

A-C
800 Acres

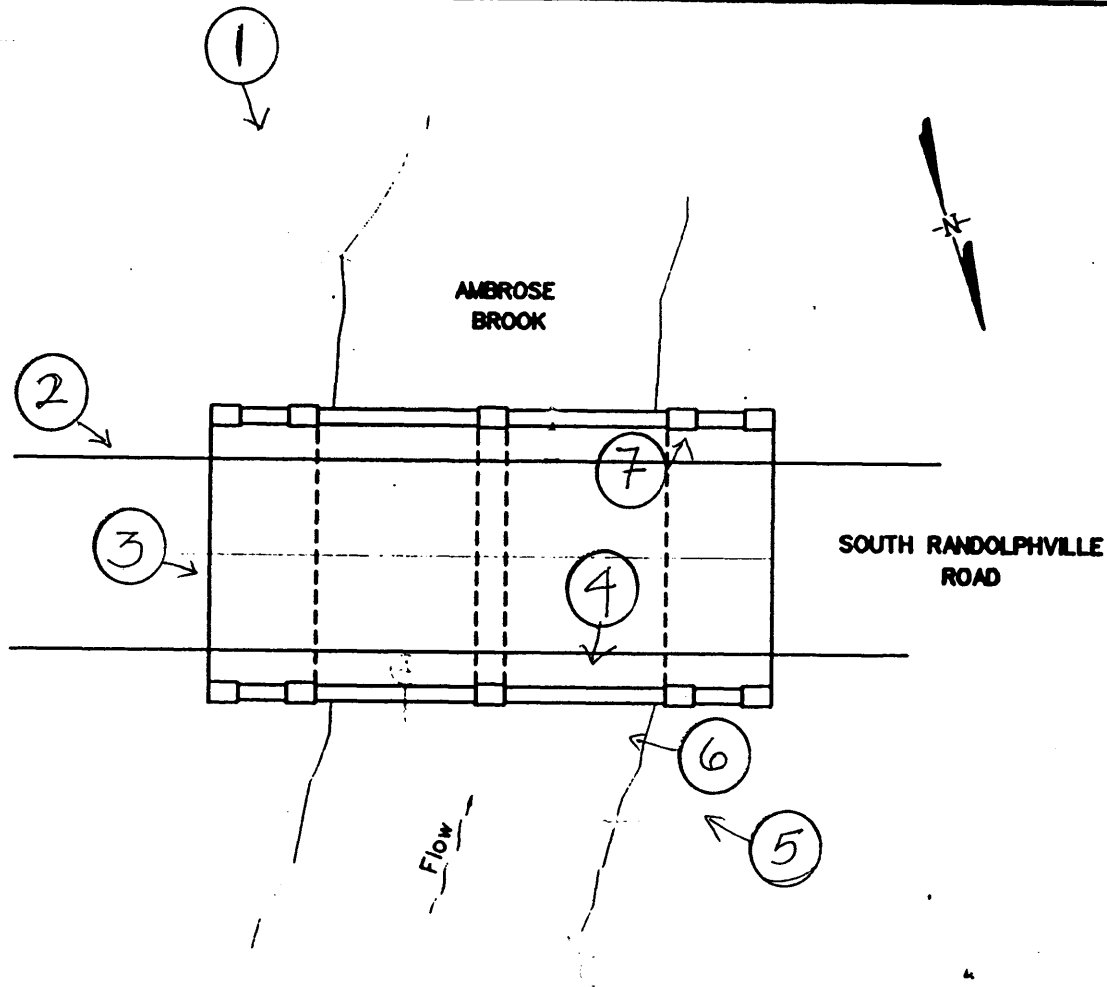
4-B
520
97000
ACRES

Randolphville Bridge
Piscataway Township
Middlesex County, New Jersey

14.70 ACRES

476
3421

20.41 ACRE



PLAN
SCALE: 1" = 20'-0"

PHOTO LOCATION PLAN

Structure No.: 122B129
SOUTH RANDOLPHVILLE ROAD OVER
AMBROSE BROOK

Piscataway Township
Middlesex County, New Jersey