

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or 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 an 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 listed in 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 Cold Water Bridge
other names/site number "Hunterdon County Bridge #D329"; Pine Hill Road stone-arch bridge over Cold Water Creek

2. Location

street & number Pine Hill Road at Cold Water Creek not for publication
city or town Delaware Township vicinity
state New Jersey code 019 County Hunterdon zip code 08559

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I certify that this 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 meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. See continuation sheet for additional comments.

Signature of certifying official/Title _____ Date _____
Deputy SHPO Assistant Commissioner for Community Investment and Economic Revitalization
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 certifying official/Title _____ Date _____
State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that this property is:

<input type="checkbox"/> entered in the National Register. <input type="checkbox"/> See continuation sheet.	Signature of the Keeper _____	Date of Action _____
<input type="checkbox"/> determined eligible for the National Register. <input type="checkbox"/> See continuation sheet.	_____	_____
<input type="checkbox"/> determined not eligible for the National Register.	_____	_____
<input type="checkbox"/> removed from the National Register.	_____	_____
<input type="checkbox"/> other, (explain:) _____	_____	_____

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
public-local
public-State
public-Federal

Category of Property

(Check only one box)

- building(s)
district
site
structure
object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Table with columns: Contributing, Noncontributing, buildings, sites, structures, objects, Total. Values: 1, 1.

Name of related multiple property listing

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

Historic Bridges of Delaware Township, Hunterdon County, New Jersey

Number of contributing resources previously listed in the National Register

1

6. Function or Use

Historic Functions

(Enter categories from instructions)

Transportation/road-related (vehicular)

Current Functions

(Enter categories from instructions)

Transportation/road-related (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions)

Other: Stone arch bridge

Materials

(Enter categories from instructions)

foundation ashlar sandstone
walls Sandstone (abutments, parapets, wingwalls, and arch barrel) and cut sandstone (arch ring)
bluestone (capstones)
roof N/A
other Asphalt (road)

Narrative Description

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

See continuation sheet

Name of Property

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

(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 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.

Narrative Statement of Significance

(Explain the significance of the property on continuation sheets.)

9. Major Bibliographical References

Bibliography

(cite the books, articles, and other sources used in preparing this form on continuation sheets.)

Previous documentation on file (NPS):

- 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 # _____

Areas of Significance

(Enter categories from instructions)

- Engineering
- Transportation
- _____
- _____
- _____

Period of Significance

1849

Significant Dates

1849 (construction date)

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

[??] C. Opdyck

Primary location of additional data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Hunterdon County Division of Engineering

Cold Water Bridge
Name of Property

Hunterdon County, New Jersey
County and State

10. Geographical Data

Acreeage of property 0.088 acres

Latitude / Longitude Coordinates

(Note to Preparers: NJ HPO will complete this portion of the Registration Form for all Preparers, based on the coordinates derived from the Site Map or District Map that HPO produces.)

1. Lat 40.444808 Long -74.964964

(NJ HPO will place additional coordinates, if needed, on a continuation sheet for Section 10.)

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet for Section 10.)

Boundary Justification Statement

(Explain, on the section sheet following the Verbal Boundary Description, how the chosen boundaries meet the requirements for boundary selection and are the most appropriate boundaries for the nominated property or district.)

11. Form Prepared By

name/title Carla Cielo, Historic Preservation Consultant
organization None date 10/31/2023; revised 4/22/24
street & number 548 County Road 579 telephone 908-310-2505
city or town Ringoes state New Jersey zip code 08551

Additional Documentation

(Submit the additional items with the completed form that are outlined in the "Standard Order of Presentation" that NJ HPO provides. Each page must contain the name of the nominated property or district, and the State and the county in which the property or district is located. Consult with NJ HPO if you have questions.)

Property Owner

(Either provide the name and address of the property owner here or provide the information separately to NJ HPO. Check with NJ HPO for other requirements. All owners' names and addresses must be provided, including public and non-profit owners, but their presence on the form, itself, is not required.)

name Hunterdon County Department of Public Works
street & number 314 NJ-12 (Mailing: P.O. Box 2900) telephone 908-788-1227
city or town Flemington state NJ zip code 08822

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. The proper completion of this form and the related requirements 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 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 Projects (1024-0018), Washington, DC 20503.

Direct questions regarding the proper completion of this form or questions about related matters to the Registration Section, New Jersey Historic Preservation Office, Mail code 501-04B, PO Box 420, Trenton, NJ 08625-0420.

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Description

Summary

The Cold Water Bridge is in a rural and wooded area of Delaware Township in Hunterdon County, New Jersey. It is located on Pine Hill Road near the intersection of Rosemont/Sergeantsville Road (Rt 604) (Photos 1-2). It is a single-lane, single-barrel, stone-arch bridge constructed in 1849 primarily of sandstone in the traditional fashion with a massive semicircular arch barrel that spans 21-feet and springs from raised stone bases (Photos 3-7). A distinctive stone arch ring set in a recessed inset panel adorns both sides of the bridge. The parapets and wingwalls are roughly 60-and 71-feet long on either side and the bridge is 16'-2" wide at the parapets. It is a "normal" bridge, meaning that the abutments are perpendicular to the roadway with no skew angle. Cold Water Bridge is in overall fair condition. Despite repairs and reconstructions, the bridge has integrity.

Location and Roadway

Cold Water Bridge crosses "Cold Water Creek" which is a tributary of the Wickecheoke Creek (Illustration 15). As described by Jonathan M. Hoppock in 1905, the creek is "less than one mile in length and was at one time known locally as Cold Run."¹ The water course is parallel to the abutments and the flow is from east to west. Cold Water Creek has carved a small ravine lined by steep embankments on each side of the water course.

Today, the bridge vicinity on Pine Hill Road is wooded, rural, and sparsely traveled. The bridge is within the boundaries of the Covered Bridge Historic District.² The Wickecheoke Creek Preserve borders the bridge to the west (Illustration 15). The historic Green Sergeant's Mill tract borders the bridge to the east and south. Pine Hill Road was paved circa 1990 but maintains a narrow 15- to 16-foot width throughout most of its length and is reduced to a 13-foot width between the bridge parapets (Photos 1-2). The pavement extends right up to the parapet walls. The northern and southern approaches are approximately 20-feet wide. The roadway is level at the bridge but descends from higher elevations at both ends. Prior to the presence of pavement, the dirt roadway was approximately 15'-1" high above the water course (Illustrations 11-12).³ The roadway is slightly higher at present.

Narrative Description

For terminology reference, please see the "Stone Arch Bridge Components" diagram located in the "Accompanying Documentation" section of the *Historic Bridges of Delaware Township, Hunterdon County, New Jersey* Multiple Property Documentation Form (MPDF).

¹ "The Old Sergeant Mill" Goodspeed Histories March 20, 2014

² ; Dennis N. Bertland. "Covered Bridge Historic District," National Register of Historic Places Nomination Form. Washington, DC: US Department of the Interior, National Park Service, 1999, NRIS# 99000269.

³ Pine Hill Road bridge plan and sections by Frank H. Lehr Associates July 1980, Hunterdon County Engineer's Office, Bridge File D329.

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Arch Barrel and base

Longitudinally-oriented sandstones form the nearly semicircular span of the 21-foot arch-barrel (Photos 3 and 6). The arch-barrel is 15'-8" deep at the north base and 15'-7" deep at its center line. It has a high rise of approximately 8'-2" above the spring-line. Along with the raised stone bases, the underside of the arch-barrel is approximately 13'-4" above the water level on the west (downstream) side. This elevated the roadway to a height that exceeds 15-feet (Illustrations 11-12).⁴

The bases are formed with coursed ashlar sandstone with quoined corners (Photos 4 and 7). At the south abutment, the base is founded on a sandstone outcropping in the creek-bed and is 2'-8 to 2'-10" high. The base is 3'-4" to 4'-9" high at the north abutment. The base is 6-inches deeper than the arch-barrel and reduces the creek-bed to an approximate 20-foot width. The base also extends 5 to 6-inches beyond the plane of the arch ring to align with the face of the wingwalls.

Arch ring

Fifty-three carefully cut and matched voussoirs with radially aligned mortared joints flank a central keystone on both sides of the bridge (Photos 4 and 7). On the east (upstream) side of the bridge, there are 26 voussoirs on both sides of the keystone. On the west (downstream) side of the bridge, 27 voussoirs are south of the keystone and 25 are north of the keystone. Many of the voussoirs are wedge-shaped but some are rectangular. The voussoirs vary in size but all are roughly 1'-6 deep and match the height of the keystone. The springers (first voussoirs) are trapezoidal and sit flush on the bases.

The arch rings are set in a distinctive inset panel that is formed by the projecting wingwalls and the cantilevered parapets which bear on a horizontal line of stonework (roughly 2 to 3" high on the east (upstream) side) directly above the keystone (Photos 4 and 7). The cantilever creates the overall 16'-2" bridge width as measured at the roadway from the outside faces of the parapets. This is 6 to 7-inches wider than the width of the arch barrel.

Wingwalls and parapets

Cold Water Bridge has long and slightly battered wingwalls that act as retaining walls to support the roadway (Photos 3 and 6). The wingwalls have quoined corners and are built 3 to 6-inches in front of the arch ring and spandrel walls. As mentioned, the offset forms tapering vertical seams in the masonry that line the arch ring and spandrels on each side of the bridge.

The current bridge length from parapet end to end is 60-feet on both sides. However, the Frank H. Lehr Associates 1980 drawings show a 47'-4" bridge length on the east (upstream) side and a bridge length of 71-feet on the west

⁴ Measured to the underside of the arch-barrel.

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(downstream) side. The corresponding report states that there was “no clear defining bridge length” (Illustration 12). The following field evidence supports the assumption of the original 71-foot west (downstream) bridge length. The southern end of the battered southwest wingwall on the downstream side is approximately 1’-8” deeper at grade than the remainder of its length producing a second vertical seam in this wingwall (Photo 7). This abutment has an additional 11-feet of non-repointed and original stonework that also serves as a retaining wall and suggests the original west (downstream) bridge length of 71-feet which corresponds to the Frank H. Lehr drawings (Photo 8).

The 11-foot section of wall appears to have remained unchanged since its construction in 1849 (Photo 8). Its top surface is level with the roadway and covered with vegetation so the capstones were not viewed. It aligns with the height of the roadway for about 6-feet and then sharply angles below the roadway with a flair on the end that suggests a wider approach. There is a vertical seam between the two areas of stonework.

The current parapets and wingwalls have been reconstructed with a slight pitch and vary from a height of 1’-6” at the southern end to a height of 2’-5” at the center of the bridge on the west (downstream) side, and a height of 2’-1” at the center of the bridge, and a height of 1’-9” at the southern end on the east (upstream) side. Both sides of the bridge are 60-feet long and are capped with 3” high machine-cut bluestone overhanging on each face (Photos 1 and 2).

Datestone

The rectangular sandstone datestone/name plate is located on the outside face of the parapet on the east (upstream) side of the bridge directly above the cantilevered line of stonework and centered above the keystone (Photo 5). It is approximately 12” high and 2-feet wide, and has four lines of varying font sizes and is as follows:

SEP 1849
COLD. WATER
BRIDGE + J. S. & W. S.
W.E., N. M & C. M. [??] C. OPDYCK⁵

The datestone has three chiseled box lines surrounding the text. The two middle lines share the same box lines and have the largest font size. The top line of text with the date is boxed separately and has a smaller font size and the bottom line of text is also boxed and has the smallest font size. The bottom line is mostly legible.

⁵ As since in Photo 5, the additional text on the far-right end of the fourth line reads C. Opyck (See P8-3), however the first initial is not legible.

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Alterations

The tops of the parapets originally sloped in both directions. Photographic documentation and as-built drawings prepared in July of 1980 by Frank H. Lehr Associates, show that the original wingwalls and parapets were 1'-6" thick and tapered from an approximate 2-foot height to below the roadway at each curved and splayed end. (Illustrations 9, 11, 12, and 13) The highest part of the parapet was slightly off centered on the west (downstream) side. At the highest point, the parapets were approximately 17'-1" above the water course. The capstones were undressed and matched the wall thickness (Illustration 10). As was most of the stonework used in this bridge, the capstones were likely gathered from the riverbanks. Historically, there were no guiderails before or after the bridge.⁶ (Illustrations 9)

Photographic documentation shows that between 1996 and 1997, the tops of the southeast and southwest wingwalls were raised to meet the height of the original tapered parapets. This involved adding new stonework on top of the original wingwalls and was intended to improve the safety of the approach from Route 604 without adding guardrails. (Illustration 14)

Based on records at the New Jersey Historic Preservation Office (NJHPO) in October 2009, the county repointed the arch intrados and reconstructed portions of the west (downstream) wingwalls, spandrel and parapets, which included the addition of new stone to add additional height to the parapet (for safety reasons) prior to authorization from NJHPO. After consultation with the office, the following work, evaluated as an emergency for repairs and safety improvements, was authorized pursuant to the New Jersey Register of Historic Places Act in December 2009:

- Disassembly and reconstruction of unsound portions of the east (upstream) spandrel and wingwalls using existing stone and historically appropriate bedding techniques which were bulging several inches from their original positions creating an unsafe condition;
- Milling and removal of existing roadbed, installation of a waterproof membrane and repaving the roadbed and asphalt surface;
- Dissembling and removal of several of the top courses of new stone previously added to the top of the west (downstream) parapet in October 2009;
- Reconstruction of the east (upstream) and west (downstream) parapets to restore the bridge to the configuration recorded in 1980. The height of both parapets at each end shall be 21" above the roadway surface with a gradual

⁶ Pine Hill Road bridge plan and sections by Frank H. Lehr Associates in July 1980. These can be found at the Hunterdon County Engineer's Office in Bridge File D329.

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rise to 27” in the center of the bridge to recreate the sloped parapet appearance evident in historic images (not including additional height of capstones);

- Additional height of the parapets shall be constructed using stone which replicates the size, pattern, color, and texture of the historic stone as much as possible and will be laid up with a historically appropriate, soft-lime based mortar. The mortar color, mortar texture, and mortar joint profile, mortar joint width and quality of workmanship shall also replicate the historic construction as closely as possible;
- The squared stone inset surrounding the bridge arch and voussoirs on both faces of the bridge shall be maintained during construction; and
- Capstones of a historically appropriate size, color, and texture shall be installed atop both the east (upstream) and west (downstream) parapets in order to replicate the historic appearance of the structure and to better protect the rebuilt parapets from damage due to weather.⁷

County Engineering records indicate that during this time, weep holes were included in the reconstruction.⁸ In June 2010, approach guiderails were installed, which was determined to not constitute an encroachment by NJHPO. The no encroachment letter noted that though NJHPO bluestone was historically appropriate, the overhang on the outside faces were excessive, and the stones appeared to have “clean saw cut vertical faces. The recommendation including trimming the excessive overhang and flaming or rock-facing the capstones for a more natural appearance.⁹

In May 2016, Hunterdon County undertook maintenance repairs to Cold Water Bridge, which resulted as a no encroachment to the historic district. The repairs, using the original, existing and native material to the greatest extent possible, included the following:

- Pointing the arch barrel;
- Pointing and replacement of missing stones;
- Rebuilding the collapsed northeast wingwall using existing stone to the greatest extent possible; if additional stone is needed, it will replicate the size, pattern, color and texture of the historic stone to the greatest extent possible;
- Stonework and repointing will be done using historically appropriate bedding techniques and a historically appropriate soft lime-based mortar. The mortar color, texture, joint profile, joint width, and quality of workmanship shall replicate the historic construction as closely as possible; and
- Filling the embankment with a fill that will support vegetation, which will be seeded and mulched for vegetation establishment.¹⁰

⁷ New Jersey Historic Preservation Office. “Hunterdon County Culvert D-329.” Project #10-0087, October 2009 – June 2010. New Jersey Historic Preservation Office, Trenton.

⁸ Hunterdon County, New Jersey. “Bridge File D329,” Hunterdon County Engineer’s Office, Raritan Township.

⁹ Ibid,

¹⁰ Ibid.

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In 2019, the east (upstream) parapet and a portion of that wingwall were reconstructed a third time.¹¹ The overall height of the parapets above the creek-bed are now a few inches higher than originally.

Condition

The overall condition of the bridge is fair. The bridge is structurally stable. The arch barrel remains in good overall condition and the stone bases are structurally sound. The arch rings, spandrels, inset panels wingwalls and parapets are in good overall condition.

Integrity

Despite the various repairs and reconstructions, which resulted in the loss of the tapered parapets, Cold Water Bridge has integrity. The reconstructions were completed as harmoniously as possible using as much of the original stonework as possible and where new stone is added, the stonework is compatible with the extant stone in size, color, and pattern. Both sides of the bridge retain their distinctive arch rings and inset panels. A fair amount of original stonework still remains on the west (downstream) side including some of the northeast wingwall, most of the southeast wingwall, the spandrels, the inset panel including the line of cantilevered stonework above the inset, and the arch ring. The original datestone remains on the east (upstream) side. The 21-foot arch barrel remains intact its entirety. The raised bases remain functional and intact without the addition of a concrete curb. The bridge retains its integrity of location and setting as it has not been moved, closed to traffic, re-routed or replaced. Its setting also remains rural and agricultural. The rural and agricultural historic landscape of Delaware Township continues to provide the appropriate setting for small-scale, stone-arch bridges. Cold Water Bridge also remains functional as a vehicular bridge.

¹¹ Hunterdon County, New Jersey. "Bridge File D329," Hunterdon County Engineer's Office, Raritan Township.

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Statement of Significance

Summary

The Cold Water Bridge is significant at the local level under National Register Criteria A and C in the areas of transportation and engineering as an essential component of the development and expansion of farming roads for access to milling markets in the mid-19th century and an example of a type, period, and method of construction. Built in 1849, this dated bridge is an engineering marvel. Its 21-foot span and 8'-2" rise is more than double the size of any other stone-arch bridge remaining today in Delaware Township. Its setting is rural, and Pine Hill Road remains minimally improved. The Cold Water Bridge meets the registration requirements set forth in the *Historic Bridges of Delaware Township, Hunterdon County, New Jersey Multiple Property Documentation Form* (MPDF) and is therefore individually eligible to be listed in the New Jersey and National Registers of Historic Places.¹ The Cold Water Bridge is listed as a contributing resource within the Covered Bridge Historic District.² The period of significance is 1849, when the bridge was constructed.

Pine Hill Road and the Vicinity of the Bridge

The Cold Water Bridge crosses "Cold Water Creek" (also referred to as "Cold Run"), a spring-fed tributary of the Wickecheoke Creek, one tenth of a mile east of its convergence just north of the state's last remaining covered bridge. Present day Pine Hill Road was charted in 1849 to link two grist mills - the Green Sergeant's Mills and "Tunis Mires' Mills" on present-day Old Mill Road (Illustration 2).³ The earliest map to show Pine Hill Road is Samuel C. Cornell's 1851 *Map of Hunterdon County New Jersey* (Illustration 3).

The 1849 survey shows Sergeant's Mill on the creek banks, the bridge crossing on "land belonging to Green Sergeant", and a second water crossing farther north (at Plum Brook) on "lands of Henry H. Fisher and Mahlon Smith". The Cold Water Bridge was evidently constructed at the time of the road construction and was likely the first and only bridge to span the creek on the public road at that location.

Although unnamed as a village, the Sergeant's Mill area of Rosemont Ringoes Road (County Route 604), Pine Hill Road and Lower Creek Road was an important crossroads throughout much of the 19th century with separate grist and saw mills, a blacksmith shop, and a weave shop. Early 20th century writer and historian, Egbert T. Bush,

¹ Caroline Charlese Scott and Carla Cielo, "Historic Bridges of Delaware Township, Hunterdon County, New Jersey," National Register of Historic Places Multiple Property Documentation Form. Washington, DC: US Department of the Interior, National Park Service, 2016, NRIS# 64501271.

² Dennis N. Bertland, "Covered Bridge Historic District," National Register of Historic Places Nomination Form. Washington, DC: US Department of the Interior, National Park Service, 1999, NRIS# 99000269.

³ The road charter describes the connection between the road "leading from Sergeantsville to Rosemont" (present day Route 604) and the "Road leading from Mires' Mill to Locktown" (present-day Old Mill Road, plus the northern portion of Pine Hill Road) Hunterdon County, New Jersey. "Survey 20-9-5," Page 265, Road Book 3; Page 265; Record Room of the County Clerk's Office, Flemington Borough.

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wrote in 1936 that Sergeant's mills were regarded as a "prosperous place" and a "busy center of old-time industries dating back into colonial days."⁴ The Cold Water Bridge was an important component. East of the Cold Water Bridge was a schoolhouse known as the "Green Sergeant School." It served the Sergeant's Mill area and the village of Sergeantsville until 1950.⁵

Incidental History

The earliest mill is believed to have been built in the Cold Water Bridge vicinity in the third quarter of the 18th century by John Opdycke for his son Samuel Opdycke (1749-1801). Samuel married Hannah Robeson in 1775, served in the Hunterdon Militia during the Revolutionary War, and in 1780 was taxed on a "grist mill" plus "193 acres, 33 unimproved acres, 5 horses, 6 cows, 5 pigs, and 2 stills." In 1805, Charles Sergeant (1759-1833) purchased the mill property from Samuel's son, John R. Opdycke. He owned the property until 1833 when it passed to his son, Green Sergeant (1795-1878).⁶ Thomas Gordon's 1828 map shows a notation for a mill near the confluence of the Cold Water and the Wickecheoke Creeks. (Illustration 1) Cornell's 1851 *Map of Hunterdon County* shows "G. Sergeant's Mills" on the north side of the Cold Water Creek, east of the stone arch bridge. (Illustration 3) This was likely the second grist mill. It was wood-framed and was demolished in the 1930s. (Illustration 8) A 1936 description of the mill by Egbert T. Bush and reprinted by Marfy Goodspeed indicates the relationship between the Cold Water Stone-arch Bridge and the mill, and the character of the immediate neighborhood:

Creek water was carried in an elevated wooden raceway from a dammed pond to an overshot water wheel. Farmers unloaded at the upper part of the mill beneath two trestles and then drove around to the lower end of the mill to take home the finished product. The water was "*conducted by tail race to the big arch bridge on Pine Hill Road and thence behind the Sergeants blacksmiths shop (a pigsty in 1936) ... carried by a wooden aqueduct, sunk as a bridge, across the Creek Road, to turn the wheel for Sergeant's sawmill, which stood between the road and the creek about 300 yards below the covered bridge. Adjoining the sawmill was a larger building used as a weave shop and for various other purposes, power for whatever machinery might be needed being available from the same wheel.*"⁷

By the early 20th century, the massive arch span and sweeping stone abutments had achieved a romantic standing as a picturesque component of the landscape. Egbert T. Bush described it as the "big arch bridge on Pine Hill

⁴ Marfy Goodspeed. "Sergeant's Mills, Part One." GOODSPEED HISTORIES, May 27, 2017. <https://goodspeedhistories.com/sergeants-mills-part-one/>.

⁵ Marfy Goodspeed. "Sergeantsville School." GOODSPEED HISTORIES, July 2, 2021. <https://goodspeedhistories.com/sergeantsville-school/>.

⁶ Goodspeed, "Sergeant's Mill, Part One."

⁷ Ibid.

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Road.” In the 1930s and 40s, the bridge was photographed by Georgia Cotton, wife of the famous American portrait painter, caricaturist and playwright William Henry “Will” Cotton. (Illustrations 6 and 7)

In 1994, Lichtenstein & Associates evaluated the bridge and recommended it individually eligible and described it as being “historically significant as the oldest documented bridge in the county.” NJHPO concurred that Cold Water Bridge was individually eligible in a SHPO Opinion from June 1995.⁸ The Covered Bridge Historic District nomination specifically points out Cold Water Bridge (addressed as “the 1849 Cold Run bridge”) as “a good example of Hunterdon County’s 19th century stone arch bridges, whose inset arch ring/spandrel walls are a distinctive regional construction feature” in its statement of significance.⁹

The Bridge Construction

The Cold Water Bridge was built in September of 1849 according to its datestone (Photo 5). This date corresponds to the road charter in April of the same year. Built of sandstone likely derived from the creek-bed, this bridge has the largest and highest span and the longest approaches of any stone-arch bridge remaining today in Delaware Township. The original unpaved road deck was over 15-feet high above the water level and the original parapets were over 17-feet high above the water level at their highest point - dramatically higher than any other stone-arch bridge in Delaware Township and possibly all of Hunterdon County. Both features are slightly higher today.

The 21-foot, nearly semicircular span is more than double the volume of the typical stone-arch bridge remaining today in Delaware Township. The Easton Trenton Turnpike bridge, DQ320, over the Third Neshanic River has a 19-foot span, but its segmental arch has a very low rise. The span of all other stone-arch bridges in Delaware Township today, is under 13-feet. Despite the massive size of its arch, its 15’-7” abutment width and 16’-2” parapet width, makes it the narrowest stone-arch bridge in the Township. The 1849 road petition called for road width of “two rods” which was a fairly standard road width. The stone-arch bridges on other similarly-sized roads are typically 17-feet wide or greater, with the exception of the Yard Road stone-arch bridge (D379) which is 16’-8” wide.¹⁰

Cold Water Creek carved an ancient valley with steep inclines on each side of the water course. The underside of the arch barrel is 13’-4” above the water level including the height of the semicircular span plus the raised bases which, on the south side, are founded on bedrock. This tremendous volume was needed to align the bridge deck with the terrain on each side of the embankment to level the roadway (Illustration 12). As mentioned, the original

⁸ A. G. Lichtenstein & Associates Inc. *The New Jersey Historic Bridge Database*. September 1994; New Jersey Historic Preservation Office. “The New Jersey Historic Bridge Survey.” HPO-F95-182, June 1995. New Jersey Historic Preservation Office, Trenton.

⁹ Dennis N. Bertland, “Covered Bridge Historic District,” National Register of Historic Places Nomination Form, P8-1; P8-3.

¹⁰ Scott and Cielo, Section E, p 3.

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roadway was over 15-feet above the stream at the bridge. This represents highly sophisticated mid-19th century engineering.

The Cold Water Bridge is the fifth oldest documented stone-arch bridge in the township and one of the earliest bridges to be built with an inset panel. The inset panel is formed by constructing the wingwalls beyond the plane of the arch ring and spandrels, and by cantilevering the parapets past the arch crown. Inset panels are characteristic of second and third quarter stone-arch bridges that were built in the southern portion of Hunterdon County. At the Cold Water Bridge, the cantilever begins with a distinctive line of thin stones that project roughly 3-inches beyond the arch ring (Photo 4). Thus, the bridge falls under the bridge stylistic category of “Inset”, as described in the *Historic Bridges of Delaware Township, Hunterdon County, New Jersey* Multiple Property Documentation Form.¹¹ Two earlier Delaware Township bridges – Croton Road stone-arch bridge (DQ 313) (built in 1829 on the Easton Trenton Turnpike over a branch of the Wickecheoke Creek) and Bowne Station Road stone-arch bridge (ED 130) (built in 1837 at Bowne Station Road) were constructed without inset panels. DQ 320 (built in 1838) and DQ 321 (built prior to 1850), both on Easton Trenton Turnpike (County Road 579), have inset panels.¹²

The name panel records “Cold Water Bridge” as the historic name of the bridge. The first set of initials “J. S.” could stand for Joseph Smith (1809-1886) who was the chosen County Freeholder in Hunterdon County between 1870 and 1875, a county collector, and an active lifelong Delaware Township resident. His full name is recorded on the date-stone of the 1872 stone-arch bridge south of Sergeantsville now abandoned on what is today CR 523 and the 1873 stone-arch bridge on Sandbrook-Headquarters Road. Smith was the supervisor and paymaster of the construction of the Green Sergeant’s covered bridge, which remains as the last surviving covered bridge in New Jersey.¹³ The other initials remain undeciphered.

“P. Dyke” is recorded as the mason who constructed this bridge according to the Covered Bridge Historic District nomination.¹⁴ However, no record of such person was found. More recent inspection of the date stone indicates that the inscription reads “[??] C. OPDYCK”. (Photo 5) The 1860 census shows a 39-year-old master mason by the name of James C. Opdycke living in Delaware Township. Though the census record post-dates the construction of the bridge, it’s probable that the mason of this bridge could have been James C. Opdycke as the Opdyke was a very prominent local family.¹⁵

¹¹ Scott and Cielo, Section F, Page 1-2.

¹² Croton Road stone-arch bridge is being nominated for listing in the New Jersey and National Registers of Historic Places. Bowne Station Road stone-arch bridge over tributary of the Alexauken Creek was listed in the National Register of Historic Places on April 11, 2024.

¹³ Snell p. 374; Marfy Goodspeed. “Story of Green Sergeant’s Bridge and Its Builders.” GOODSPEED HISTORIES, May 1, 2011. <https://goodspeedhistories.com/story-of-green-sergeant%E2%80%99s-bridge-and-it%E2%80%99s-builders/>.

¹⁴ Dennis N. Bertland, “Covered Bridge Historic District,” National Register of Historic Places Nomination Form.

¹⁵ 1860, US Census, Delaware Township, Hunterdon County, New Jersey, Schedule 1, Dwelling No. 193, James C. Opdycke.

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MPDF Requirements

Cold Water Bridge is listed in *Historic Bridges of Delaware Township, Hunterdon County, New Jersey*, National Register of Historic Places Multiple Property Documentation Form and meets all of the registration requirements established by the MPDF under Criterion A. It contributed to the expansion of the rural road network and the ability of dispersed local farmers to transport crops to mills, markets, and urban centers. This stone-arch bridge reflects the growth and permanence of the local agricultural community and a reliance on local mills.¹⁶ This bridge also meets the registration requirements established by the MPDF under Criterion C.¹⁷ It embodies the distinctive characteristics of a type, period and method of construction and is vernacular in character. The arch ring shows a distinction in workmanship. Characterized as an inset arch bridge, the inset panels around the arch rings are intact and visible. The arch barrel and raised bases are intact; they exemplify 19th century engineering at its finest. This bridge remains an engineering marvel in terms of its size, scale and site-specific engineering which incorporated a high-rise arch and a raised base to create a level roadway above a small ravine.

Conclusion

The rural historic landscape of Delaware Township maintains a high degree of integrity and provides the appropriate setting for a stone-arch bridge. This humble bridge is unassuming - built as a utilitarian structure, but with a pride of craftsmanship. Cold Water Bridge represents a local construction typology reflecting both the area's abundant supply of sandstone and the Euro-American population which settled the region in the 18th and 19th centuries.

¹⁶ Scott and Cielo, Section F, p 1-5; Ibid, Section E, p 4-10.

¹⁷ Scott and Cielo, Section F, p 1-5; Ibid, Section E, p 10-17.

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Boundary Description

The boundary of the nominated resource consists of the main body of the bridge (arch barrel, parapets, abutments and wingwalls) extending to the end of its wingwalls in all directions. It also includes the bridge right-of-way.

Boundary Justification

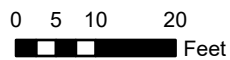
Hunterdon County owns the bridge and the bridge right-of-way. The boundaries of the nominated resource are the same as the boundaries of the bridge and the bridge right-a-way property. There is no deed which records the boundaries of that property.

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Cold Water Bridge

New Jersey and National Registers Nomination
 Delaware Township, Hunterdon County, New Jersey



Datum: NAD 1983 State Plane New Jersey

Legend

- SR & NR Boundary
- Parcels Data (Block and Lot)
- Coordinates
- Roads NJ (Centerlines)
- Stream Network 2015
- Stream/River
- Connector

0.088 Acres



NJDEP,
 Historic Preservation Office
 April 2024

Boundary and tax map

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Photo Log

Name: Cold Water Bridge
Location: Delaware Township, Hunterdon County, NJ
Photographer: Carla Cielo
Date(s): 4/6/2023; 10/24/23; 4/19/24
Repository: 548 County Road 579, Ringoes, New Jersey 08551

Photo 1: Pine Hill Road and the stone arch bridge, View facing south, showing the reconstructed parapets.
Photo 2: Pine Hill Road and the stone arch bridge, View facing north, showing the reconstructed parapets.
Photo 3: East (upstream) side of the Cold Water Bridge, View facing northwest.
Photo 4: East (upstream) side of the Cold Water Bridge. View facing west, showing the raised stone bases.
Photo 5: East (upstream) side of the Cold Water Bridge. View of the datestone/name panel
Photo 6: West (downstream) side of the Cold Water Bridge, View facing east.
Photo 7: West (downstream) side of the Cold Water Bridge, View facing southeast.
Photo 8: West (downstream) side of the Cold Water Bridge, View facing east, showing the northwest wingwall with raised parapet and a section of wall with no pointing.

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Illustration 1: Thomas Gordon's 1828 map showing the site of the bridge prior to the charter of Pine Hill Road; the symbol indicates the site of the grist mill.¹

¹ Thomas Gordon. *A Map of the State of New Jersey with part of the adjoining States Compiled under the Patronage of the Legislature of said State*. Trenton: Thomas Gordon, 1828.

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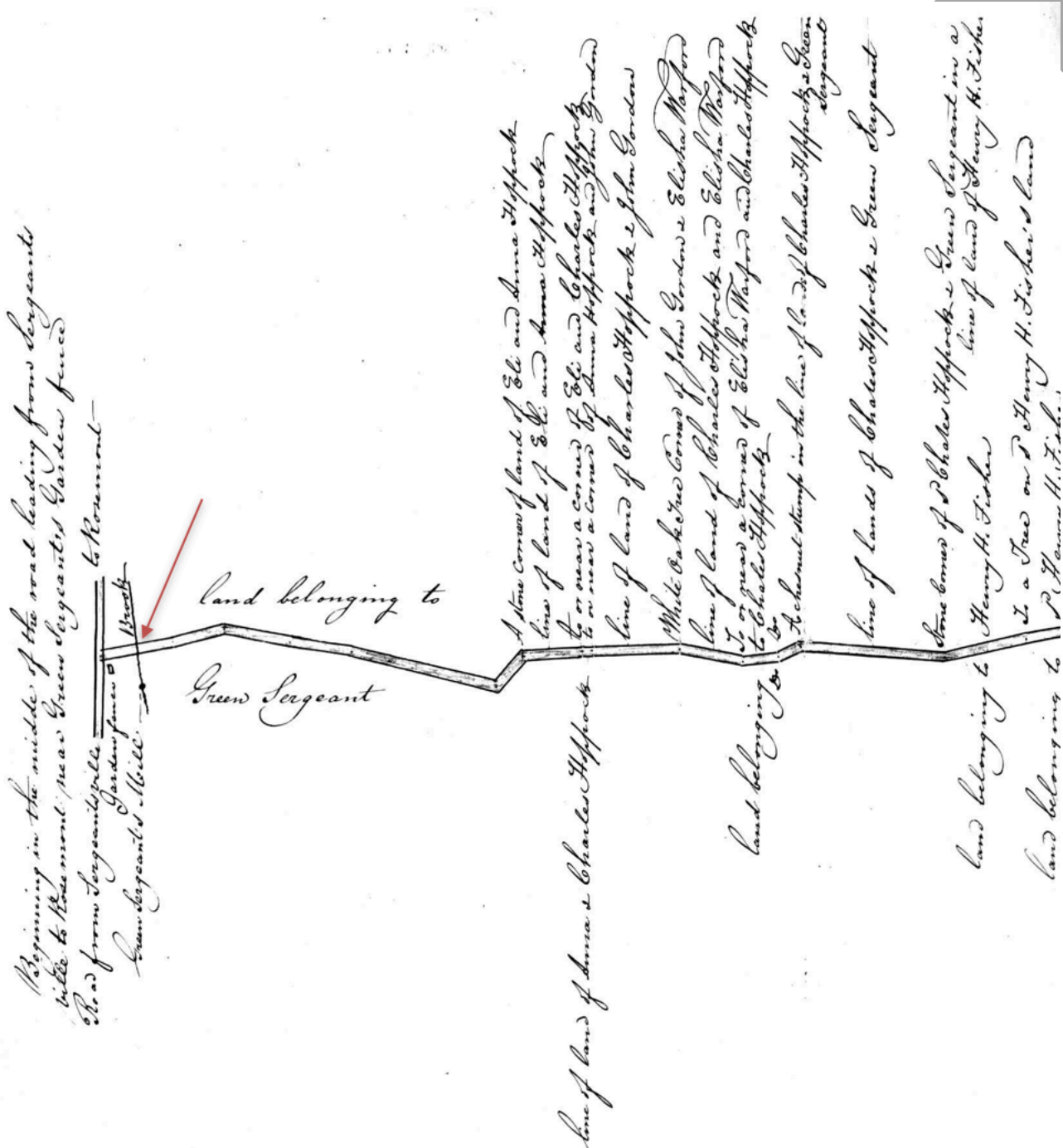


Illustration 2: 1849 survey of the road currently called Pine Hill Road. The arrow points to the location of the bridge. Green Sergeants Mill is shown at the stream.²

² Hunterdon County, New Jersey. "Survey 20-9-5," Page 265, Road Book 3; Page 265; Record Room of the County Clerk's Office, Flemington Borough.

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Illustration 3: Samuel C. Cornell's 1851 map showing the location of the bridge (smaller circle).³

³ Samuel C. Cornell. *Map of Hunterdon County New Jersey: Entirely from Original Surveys*. Philadelphia: Van Derveer & Cornell, 1851.

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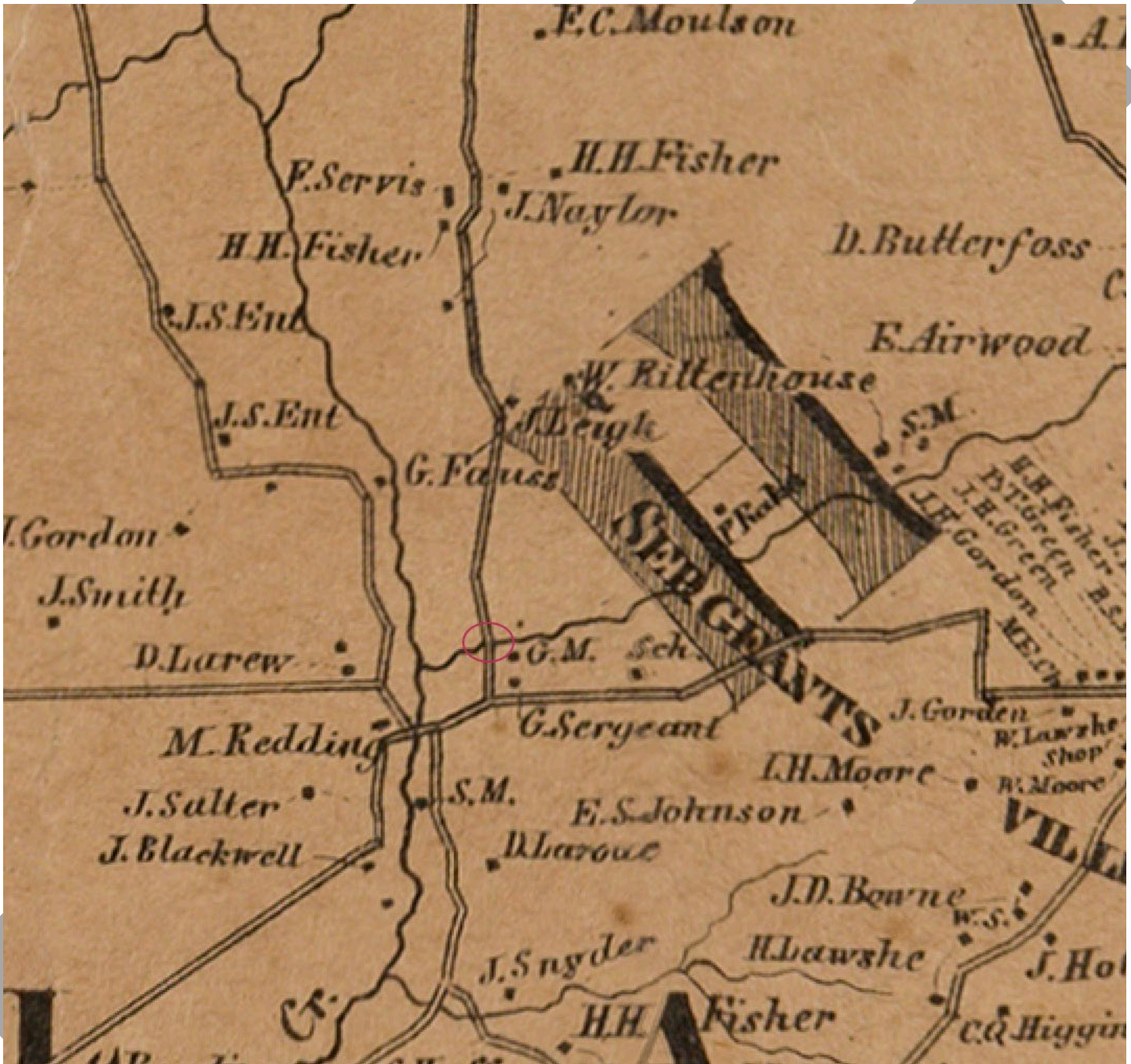


Illustration 4: Lake and Beers' 1860 map showing the location of the bridge (circled).⁴

⁴ D. J. Lake and S. N. Beers. *Map of the Vicinity of Philadelphia and Trenton from actual Surveys*. Philadelphia: C.K. Stone & A. Pomeroy, 1860.

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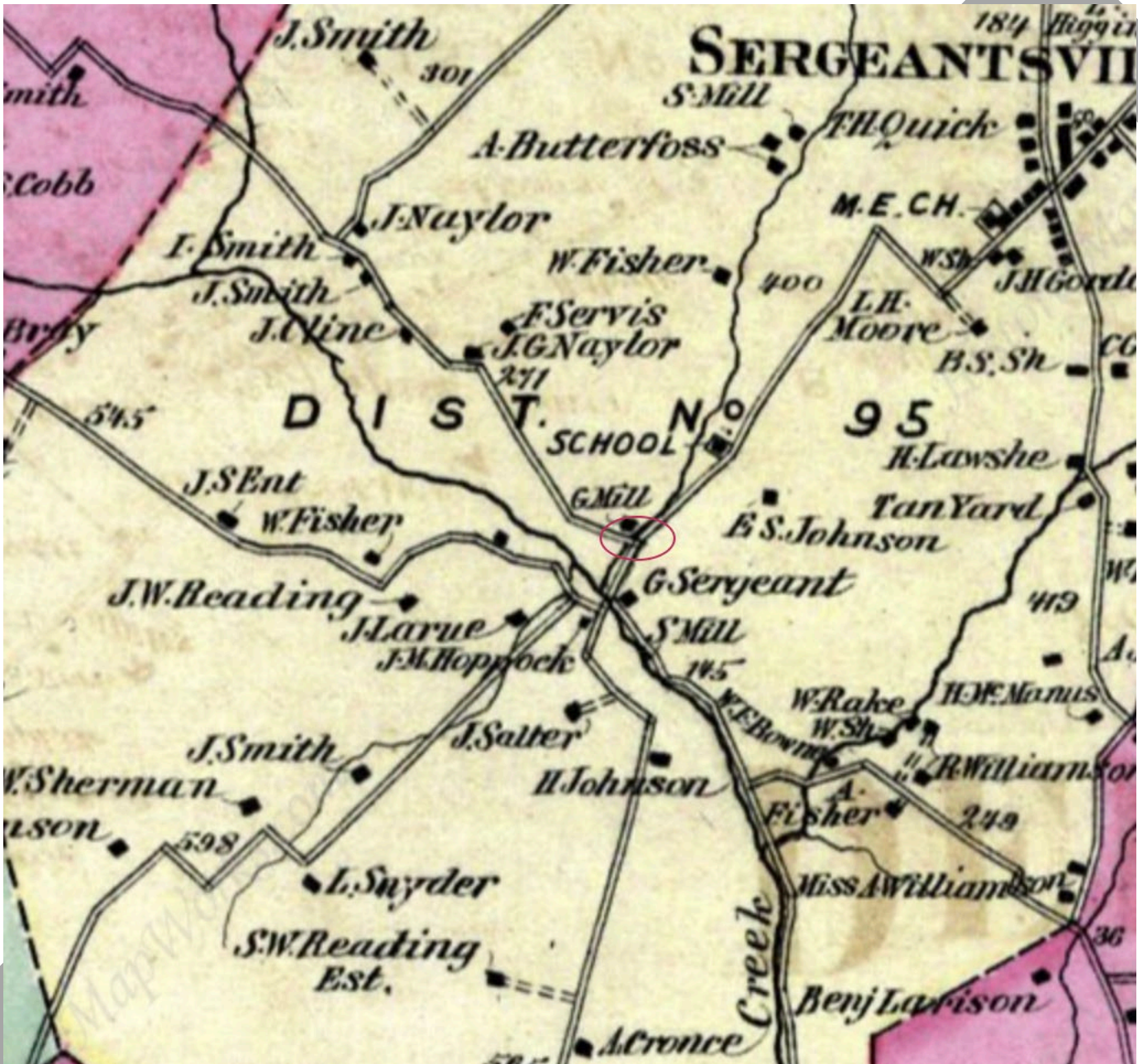


Illustration 5: Beers' 1873 map with location of the bridge circled in red.⁵

⁵ F. W. Beers. *Atlas of Hunterdon County, New Jersey: From Recent and Actual Surveys and Records*. New York: Beers, Comstock & Cline, 1873.

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Illustration 6 : 1930's photograph of the Pine Hill Road Bridge by Georgia Cotton who lived in the miller's house near Pine Hill Road. Complements of Gary Hinesley

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Illustration 7: Early 1940's photograph of the downstream side of the Pine Hill Road Bridge by Georgia Cotton who lived in the miller's house near Pine Hill Road. Complements of Gary Hinesley

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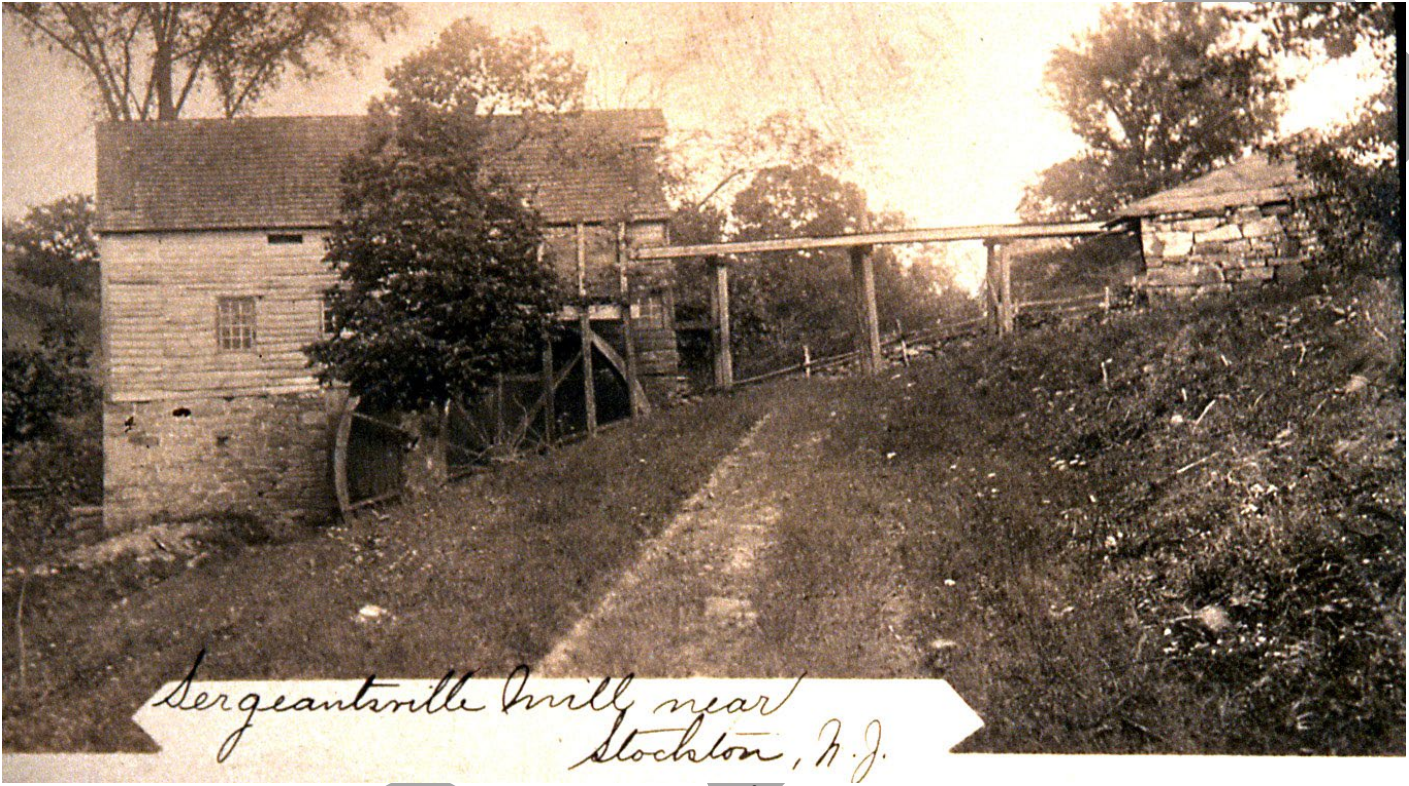


Illustration 8: Postcard view of Sergeant's Mill (date unknown)⁶

⁶ Marfy Goodspeed. "Sergeant's Mills, Part One." GOODSPEED HISTORIES, May 27, 2017. <https://goodspeedhistories.com/sergeants-mills-part-one/>.

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Illustration 9: 1980. East downstream side of the bridge (upper view) and Pine Hill Road, unpaved, view facing south towards Rosemont Ringoes Road (lower view).⁷

⁷ Frank H. Lehr Associates. "Pine Hill Road bridge plan and sections," Bridge File D329, July 1980; Hunterdon County Engineer's Office, Raritan Township.

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Illustration 10: 1980. West parapet with missing capstone.⁸

⁸ Frank H. Lehr Associates. "Pine Hill Road bridge plan and sections."

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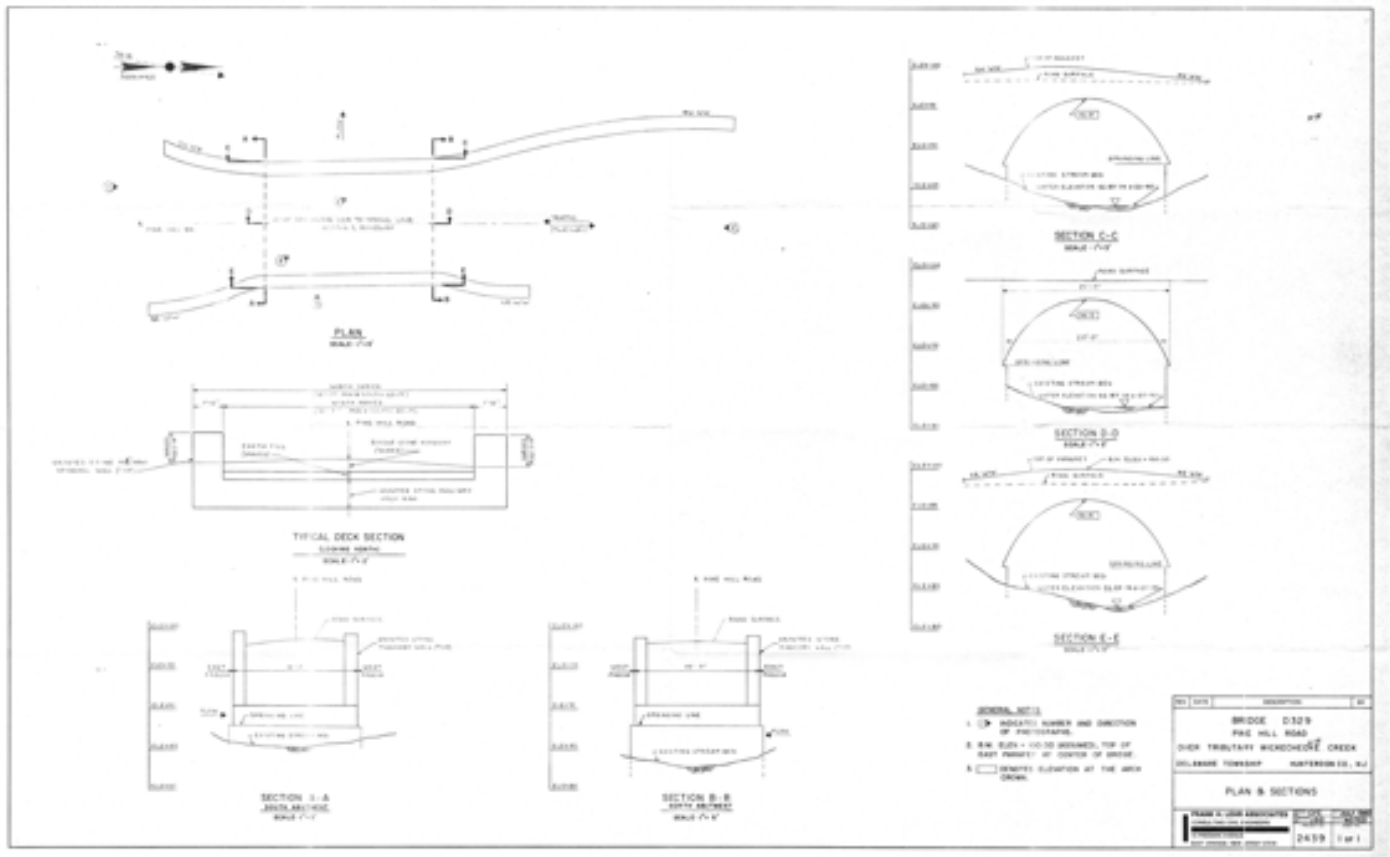


Illustration 11: Measured drawings by Frank H. Lehr Associates, July 1980.⁹

⁹ Frank H. Lehr Associates. "Pine Hill Road bridge plan and sections." Hunterdon County, New Jersey. "Bridge File D329."

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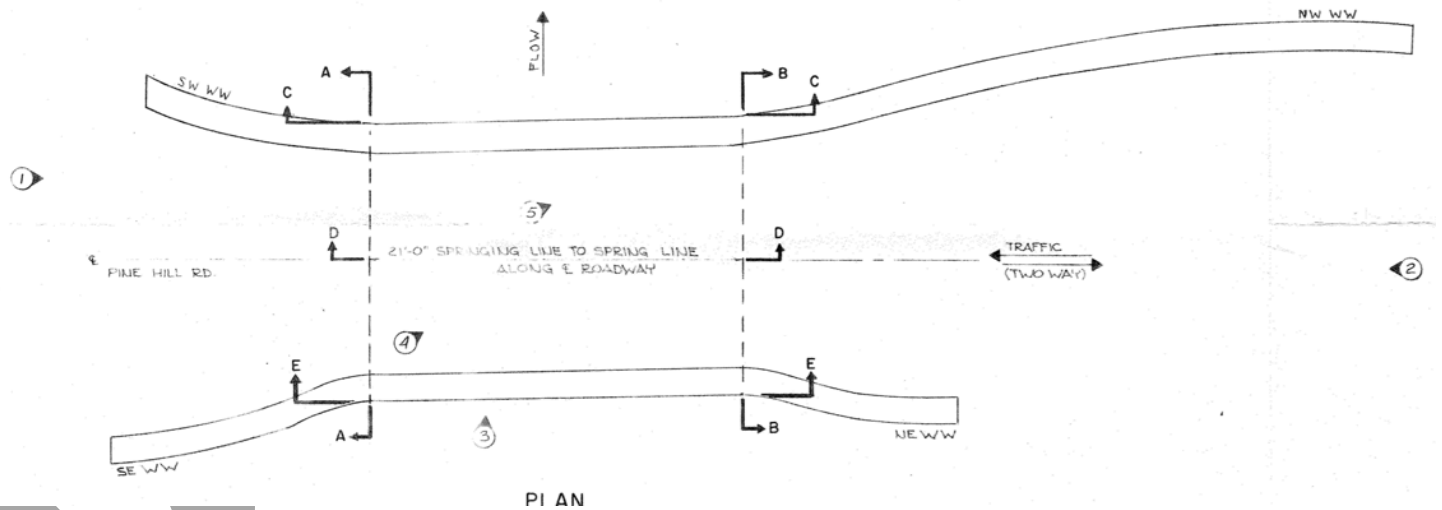
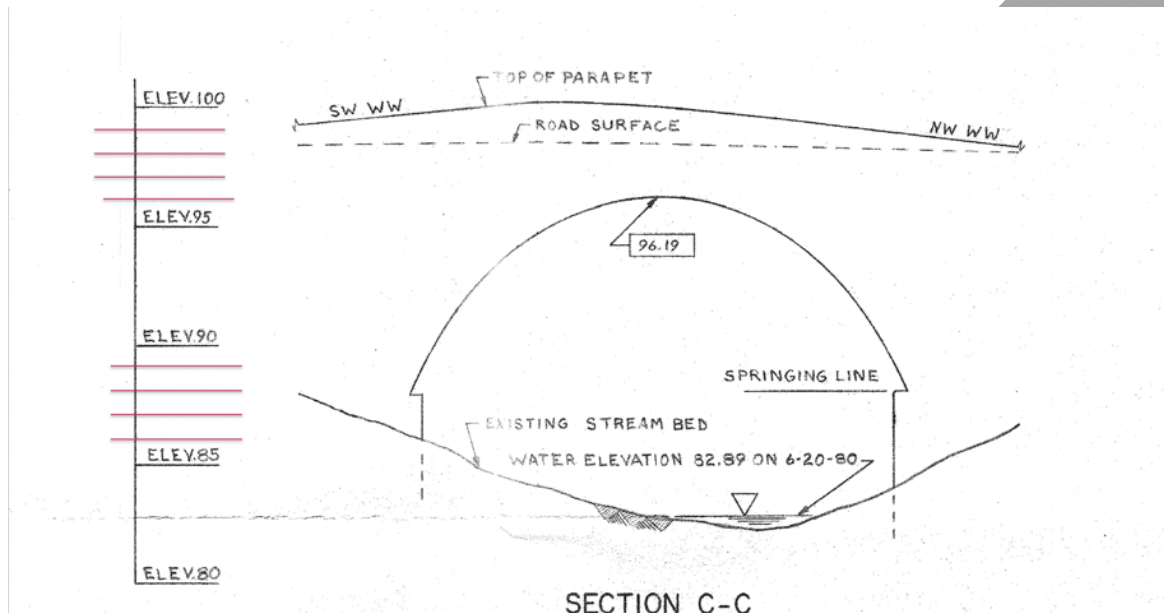


Illustration 12: Enlargement of the sectional and plan views by Frank H. Lehr Associates, July 1980.¹⁰

¹⁰ Frank H. Lehr Associates. "Pine Hill Road bridge plan and sections" Hunterdon County, New Jersey. "Bridge File D329."

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Illustration 13: November 1992. West downstream side of the bridge (upper view) and east upstream side of the bridge (lower view).¹¹

¹¹ Hunterdon County, New Jersey. "Bridge File D329," Hunterdon County Engineer's Office, Raritan Township.

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Illustration 14: Top view November 1992 taken before the parapets were raised. Lower view November 1998 taken after the parapets were raised. Pine Hill Road, view facing north from Rosemont Ringoes Road (Route 604).¹²

¹² Hunterdon County, New Jersey. "Bridge File D329."

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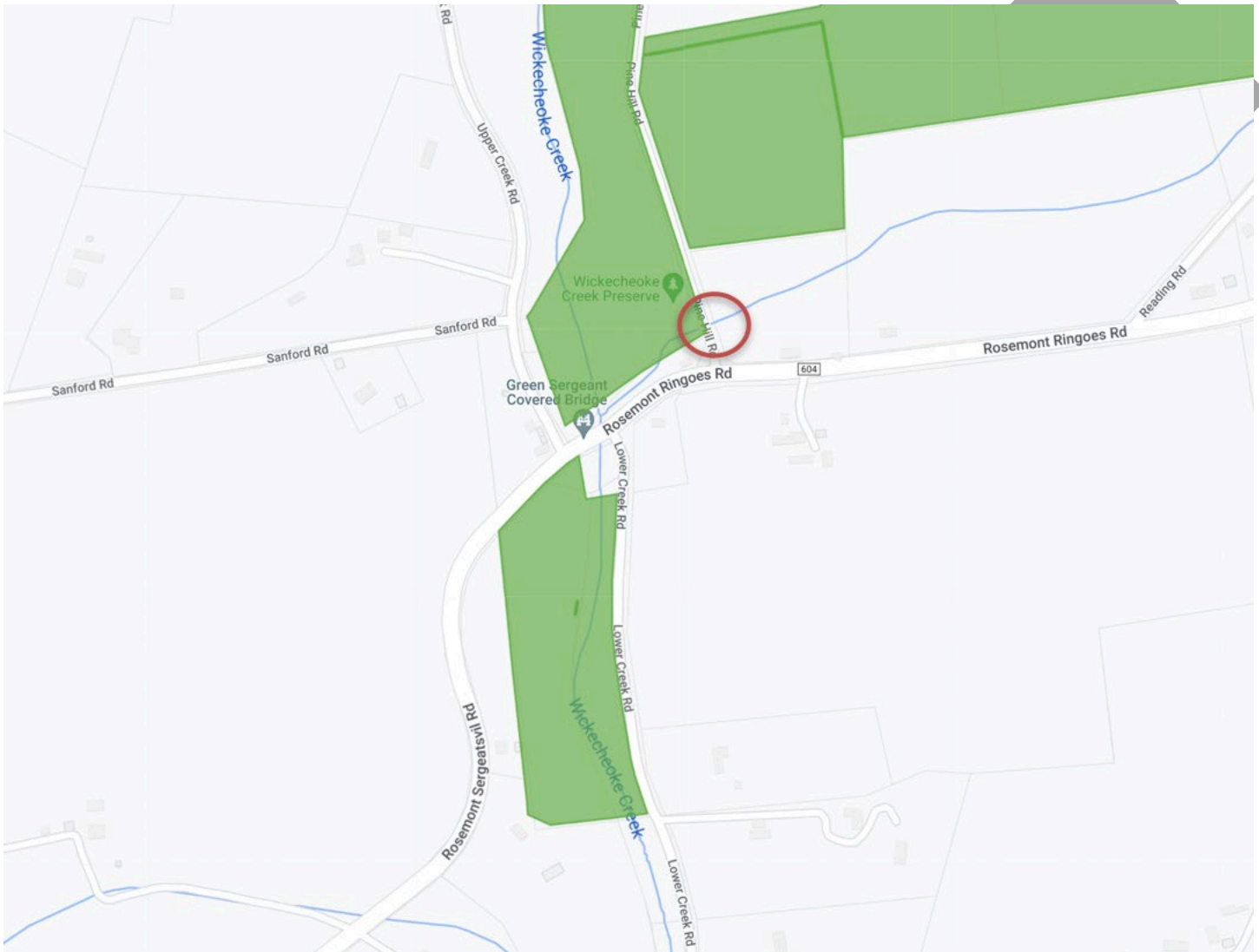


Illustration 15: Current location map (the circle indicates the location of the bridge). The green areas are part of the Wickcheoke Creek Preserve.¹³

¹³ Google Maps. "Pine Hill Road, Delaware Township, New Jersey." Accessed December 2023.
<https://www.google.com/maps/place/Pine+Hill+Rd,+Delaware+Township,+NJ+08559/@40.4534448,-74.9727197,15.5z/data=!4m6!3m5!1s0x89c4080214f5cd07:0x27f4afb836ad600!8m2!3d40.4603328!4d-74.9670137!16s%2Fg%2F1v4ptyx?entry=tu>

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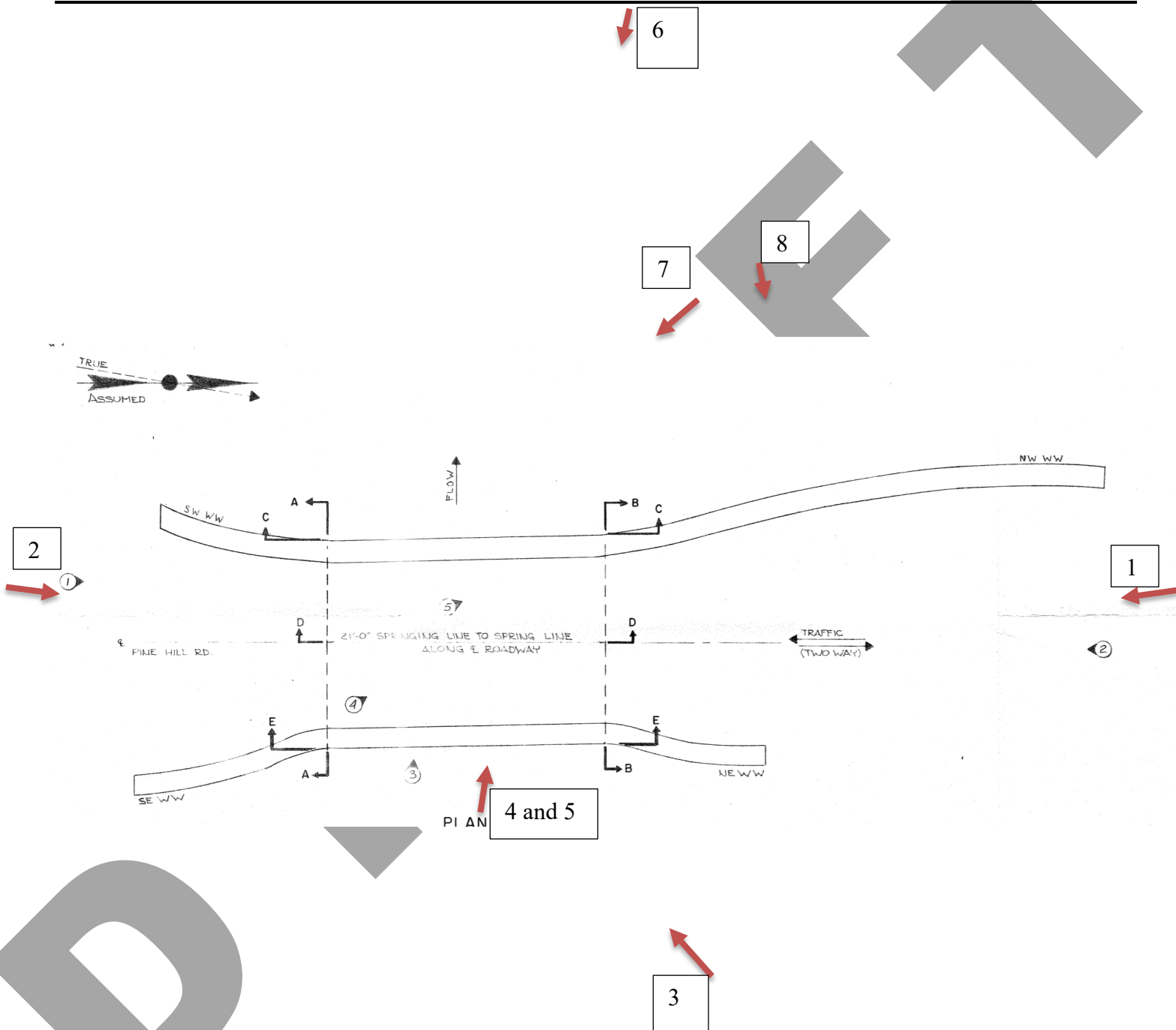


Photo Key: Plan by Frank H. Lehr Associates, July 1980.¹

¹ Frank H. Lehr Associates. "Pine Hill Road bridge plan and sections," Bridge File D329, July 1980; Hunterdon County Engineer's Office, Raritan Township.

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Photo 1: Pine Hill Road and the stone arch bridge, View facing south, showing the reconstructed parapets.

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Photo 2: Pine Hill Road and the stone arch bridge, View facing north, showing the reconstructed parapets.

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Photo 3: East (upstream) side of the Cold Water Bridge, View facing northwest.

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Photo 4: East (upstream) side of the Cold Water Bridge. View facing west, showing the raised stone bases.

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Photo 5: East (upstream) side of the Cold Water Bridge. View of the datestone/name panel

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Photo 6: West (downstream) side of the Cold Water Bridge, View facing east.

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Photo 7: West (downstream) side of the Cold Water Bridge, View facing southeast.

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Photo 8: West (downstream) side of the Cold Water Bridge, View facing east, showing the northwest wingwall with raised parapet and a section of wall with no pointing.