

**CONNECTICUT
HISTORIC BRIDGE SURVEY**

INVENTORY-PHASE FINAL REPORT:

PROJECT NARRATIVE, INVENTORY AND RECOMMENDATIONS

Federal Aid Project # HPR-PR-1(27)

Submitted to

Connecticut Department of Transportation
Office of Environmental Planning

December

1990

CONNECTICUT HISTORIC BRIDGE INVENTORY

FINAL REPORT: INVENTORY-PHASE

Federal Aid Project # HPR-PR-1(27)

Submitted to

Connecticut Department of Transportation
Office of Environmental Planning

December 1990

Cover illustration: Scovill Bridge, Baldwin Street, Waterbury (no longer standing). Of more than a dozen bridges built for that city by Berlin Iron Bridge Company, two, both similar to this bridge, remain.

Connecticut Historic Bridge Inventory

TABLE OF CONTENTS

	page
I. Introduction	1
II. Methodology	6
III. National Register of Historic Places Criteria	19
IV. Historic Contexts for Connecticut Bridges	27
V. Recommendations for National Register Eligibility	49
VI. List of Works Consulted	83

Appendices:

- A: Inventory List of 183 bridges
- B: List of 55 Deleted Sites.
- C: List of 124 Bridges Recommended as Individually Eligible, by Category of Bridge
- D: Sample Fieldwork Form.
- E: Sample Inventory Form.

Connecticut Historic Bridge Inventory

METHODOLOGY

Evolution of the Study List

The Connecticut Department of Transportation (ConnDOT) began to inventory and assess Connecticut's historic bridges before the initiation of the current project. In the spring of 1986, ConnDOT environmental-planning staff compiled the first study list from the Department's Bridge Log, a computerized database of 5,865 bridges in the state. The list contained all those bridges dated prior to 1930, as well as all examples of the types likely to include historically interesting structures: trusses, arches and movable bridges of every type and material, as well as selected beam and girder types. (For a complete list of these types, see Figure 1 of ConnDOT's 1988 report entitled "Connecticut Historic Bridge Inventory and Preservation Plan: A Report to the General Assembly"). ConnDOT environmental-planning staff checked the resulting list for inclusiveness by comparing it to site records in the department, which resulted in additions that brought the total to 877 bridges. These additions included several off-system and out-of-service bridges.

From the summer of 1986 through the spring of 1987, ConnDOT assigned temporary personnel to field-check and photograph all 877 bridges on the list. In May 1987, Mark

Connecticut Historic Bridge Inventory

Foran of ConnDOT and David Poirier of the State Historic Preservation Office reviewed these field records and photographs in order to assess the historical significance of each site. They determined that 101 of the bridges were listed on the National Register of Historic Places or likely to be eligible for listing, and that 224 bridges required further study to assess their eligibility; these 325 bridges constituted the initial study list for the current project. They further agreed that the other 552 bridges had insufficient historical significance to support listing.

The first step of the current project was to evaluate the list of 325 bridges. We did this in several ways. First we tracked selected sites from the list forward and backward through the above-described process to corroborate their treatment at the critical decision points. Then we selected known significant bridges from our own files to determine if they were on the list and what the reasons were for their inclusion or exclusion. Finally, we drew from the Bridge Log complete rosters of all bridges dated before 1920, of all masonry structures, all arches, all trusses, all movable bridges and all "underpasses," a category that usually indicated a major railroad-related structure. We found no systematic errors that would bring into question the validity of the study list. We did, however, extend the cutoff date to 1940, to correspond with the National Register's baseline

Connecticut Historic Bridge Inventory

criterion that an eligible site be at least 50 years old. We also added to the study list several bridges that we knew of from personal experience but had been excluded due to coding inconsistencies in the Bridge Log, or were out of service. We added several dozen bridges drawn from the Penn Central Railroad's last structures inventory (1974). These additions may be described as "orphan bridges," spans that once belonged to Penn Central and its corporate predecessors but that had not been specifically transferred to the state or to any town pursuant to the Penn Central bankruptcy. All additions and deletions were explained in detail in memoranda to ConnDOT staff. At this stage, the revised study list included 374 bridges.

We then examined all the available documentation on all these bridges, and assigned each to one of the following categories:

- A listed on or determined eligible for listing on the National Register (80 bridges)
- B definitely eligible for the National Register (27)
- C probably eligible for the National Register (203)
- D not eligible at this time (18)
- E not eligible (46)

Bridges in Category A were identified through the records of the Connecticut Historical Commission. Bridges in Category B are those with outstanding integrity and historical

Connecticut Historic Bridge Inventory

significance and are closely comparable to the bridges already listed on the Register. Category C are bridges which, from available documentation, appeared to have some attributes which might make them eligible for National Register listing. Category C also includes bridges with ambiguous or insufficient documentation (most of these were "orphans"), which required field examination to make a determination. The 230 bridges in Categories B and C constituted the fieldwork list: the structures we would examine and photograph. Categories D and E include those bridges which, from available documentation, clearly appeared ineligible due to date of construction, extensive alterations, or other compromising factors. These determinations were explained in detail in memoranda to ConnDot staff.

In the course of conducting the fieldwork, the revised study list/fieldwork list was reduced from 230 to 185 bridges; 52 bridges were deleted and seven were added. The reasons for deletion were: bridge no longer extant (39 cases), minor and insignificant structure (6), duplicate listing (5), already listed on the National Register (1), two spans of the same bridge listed separately in the Bridge Log but combined for historical purposes (1). The seven additions were all accidental encounters in the field. The

Connecticut Historic Bridge Inventory

resulting 185 bridges constituted the Inventory List when the Draft Inventory Report was submitted in July of 1990.

Subsequently, during the detailed site-by-site research, we learned that three of the 185 bridges fell outside the parameters of the Inventory, and they have accordingly been deleted from the list. These last deletions are:

Connecticut Historic Bridge Inventory

Bridge # 1626, Hartford, 1833, masonry arch; Main Street over Route I-484 (Capitol area exit). In the course of post-fieldwork research it was determined that this bridge is already individually listed on the National Register of Historic Places by virtue of its being included as an individual structure in the 1984 Downtown Hartford Multiple Resource Nomination (on file at the Connecticut Historical Commission, Hartford). The bridge will be included in the Preservation Plan, but was deleted from the Inventory because it fell in category A, Already Listed.

[no DOT #], Hamden, c. 1890 Hilton truss; footbridge over Mill River in East Rock Park. This bridge was considered for inclusion on the chance that it may have originally been built for highway use as a carriage road in the park. However, documentary research revealed that the bridge was originally built for pedestrian traffic only; see Donald G. Mitchell, A Report to the Commissioners on Lay-Out of East Rock Park (New Haven, 1882). Thus, unlike other park bridges or bridges used only for pedestrians today, this bridge does not supplement the historic context for evaluating the highway bridges of the state. It is therefore deleted from the study.

[no DOT #], New Haven, 1959 plate-girder; Conrail (Cedar Hill branch) over Middletown Avenue (Route 17). This bridge was retained through the fieldwork phase on the chance that it dated from before 1940, or within the study period for the project. Subsequent research in railroad records revealed a construction date of 1959. The bridge is therefore deleted from the study.

Also, through ongoing internal-consistency checks, we discovered that one bridge that should have been included had been omitted from the start; this bridge was added to the

Connecticut Historic Bridge Inventory

list, fieldwork conducted, and a form prepared. This addition to the Inventory List is:

#1117, Waterbury, 1922, concrete arch; West Main Street over Naugatuck River. Besides clearly fitting within the study parameters, this bridge is close in date and context to Waterbury's Freight Street Bridge (#4166), which had already been included.

These final modifications result in a net change of the Inventory List from 185 to 183 bridges. These are the structures for which this project has produced survey forms and National Register-eligibility assessments. Appendix A of this report includes the Inventory List of 183 bridges. Appendix B lists the 55 deletions, with explanations for their removal.

Within the limits of the selection process described above, the project can be considered inclusive in its consideration of Connecticut's historic highway bridges. For the region covered by the Penn Central Bridge Log of 1974, concentrated in Fairfield and New Haven counties, the project can be considered inclusive for railroad bridges that cross over or under public roads; for the rest of the state, this project is not systematically inclusive for railroad-highway bridges, although examples are included (several of the additions made in the course of fieldwork are railroad-highway crossings).

Connecticut Historic Bridge Inventory

There has been no systematic attempt to locate and assess bridges spanning less than 20'. The restriction of the project to bridges of 20' or longer directly reflects the definition of "bridge" in the Federal legislation establishing the National Bridge Inspection Program (Federal-Aid Highway Act of 1968, Federal-Aid Highway Act of 1970, Surface Transportation Act of 1978) and the Highway Bridge Replacement and Rehabilitation Program (Surface Transportation Act of 1978), the major source of funding for bridge repair and replacement projects. Because the Connecticut Bridge Log includes some under-20' structures as state-numbered bridges, we have examined some of them in this project. The historical contexts developed by this project are appropriate to under-20' structures and will contribute to their evaluation on a project-by-project basis as part of ConnDOT's continuing historic-preservation planning process.

The bridges on the final inventory list represent a cross-section of historical bridge types. Of the 183 structures, masonry arches, trusses, and concrete arches each made up about 30% of the list, with the remainder split among other girder, steel arch, and movable bridges.

Connecticut Historic Bridge Inventory

Fieldwork

Each of the bridges on the Inventory List was examined in the field. Black-and-white photographs were taken of each bridge, along with extensive field notes using a form devised for the project. A sample fieldwork form is included in Appendix D. The fieldwork forms contain a key to the black-and-white photographs and, together with the negatives, they form part of the project's documentation. Except where lack of access limited the possible angles, the black-and-white views show at least one side elevation, an end-view from the roadway, a three-quarter view, the underside, the abutments, portal joints of trusses, and distinctive details such as railings and builders' plates. Fieldwork was undertaken from March through June 1990.

Research

The project includes both comprehensive research on the history of bridge-building in Connecticut and site-specific research on the inventoried bridges. The comprehensive research utilized the annual and biennial reports of the State Highway Commissioner, Proceedings of the Connecticut Society of Civil Engineers, and several other broad-based studies of transportation in the state (see List of Works Consulted).

Connecticut Historic Bridge Inventory

Site-specific research sought to identify the circumstances of each bridge's construction: the transportation need it was built to fulfill, the interests that lobbied for its construction, the government agency or private entity that paid for the bridge, as well as the designers, fabricators and contractors. This research was very straightforward in a few cases, particularly those bridges that attracted the attention of the professional engineering press, such as the East Haddam Swing Bridge or the Arrigoni Bridge. In fewer than a dozen cases nothing could be discovered at all about the origins of the bridge, and its dating and evaluation have been derived by comparison with other similar sites, by reference to historical maps and atlases, and by local historical material.

In the great majority of cases, the state Highway Commission reports or the annual reports of a town provided the necessary historical background. These sources usually provide tabular or statistical data, which often includes payments to fabricators or contractors. Though skeletal, this data can be eloquent when read within the proper context. For instance, the Waterbury Municipal Register for 1878 noted on one-line the purchase of a bridge from Corrugated Metal Co., the predecessor firm of Berlin Iron Bridge. Structural comparison had already determined that the Washington Avenue Bridge was from the earliest years of

Connecticut Historic Bridge Inventory

this firm, which purchased the lenticular patent in 1878. That one line in the city report placed this bridge in the very first year of the firm's bridge-building activity, and elevated its significance substantially.

Another source for multiple sites was the engineering records of the New York, New Haven and Hartford Railroad, now the property of Metro North Commuter Railroad in New York. These files contained original drawings for the highways crossings over the railroad in Fairfield County. The reports of the state Railroad Commissioners were informative regarding many of the other rail-related sites.

Many of the larger bridges were covered in newspaper articles, or have been chronicled in local histories. Newspaper accounts were the best source for the history of Bridgeport's movable bridges, and helped to modify many of the dates.

Inventory Form

The fieldwork and research provide the basic information for identifying, describing, and evaluating the historical significance of the project's bridges. The three processes -- identification, description, and assessment of significance -- are reported for each bridge on an Inventory Form specially devised for the project. A copy of the Inventory Form is included in Appendix E. The form provides an identification

Connecticut Historic Bridge Inventory

section, several descriptive items, a prose description, fill-in spaces for the bridge's period and areas of historical significance, a prose statement of the bridge's significance, and references indicating major historical sources for the information on the form. In addition, at least two 3 x 5" black-and-white photographs are included as part of the form, as is a section of the appropriate United States Geological Survey topographical map, with the bridge indicated thereon. The geographical coordinates of the bridge, using the Universal Transverse Mercator System, also appear on the form.

The Inventory Form presents in a concise manner the essential information on each bridge. In addition, it includes the data required by the National Park Service in evaluating bridges for the National Register of Historic Places.

Many items on the form are self-explanatory. Below are further explications of the various parts of the form:

Number and Name. The bridge numbers are those assigned by ConnDOT and which identify the bridge in the computerized Bridge Log. Leading zeroes have been eliminated. If a name is given, it usually indicates explicit data from a plaque on the bridge, from ConnDOT records, or from local records. Occasionally, a name in local or common usage is given.

Location and Ownership were primarily taken from the Bridge Log. Where location information, such as a street name, appeared erroneous, the consultants used the correct information. Route numbers of highways outside of urban areas were provided as a further aid in identification; these all come from the Bridge Log. Codes for the state and

Connecticut Historic Bridge Inventory

counties are Federal Information Processing System (FIPS) codes as used by the National Register of Historic Places.

Description. In this section, the dimensions were taken from the Bridge Log when possible; where information was missing, the consultants provided a field estimate, indicated by circa (c.). Depth of construction (for trusses) and height over feature spanned were in all cases estimated by consultants as of the day of the fieldwork; water height will vary. Some dimensions were also taken from railroad bridge logs provided by ConnDOT.

Form. The consultants generally follow the description used in the Bridge Log. However, our intention is to indicate the primary historical form of the bridge, so this field sometimes differs from the Bridge Log. For example, the Inventory forms distinguish among through, pony, and deck trusses, while the Bridge Log groups together through and pony trusses.

Design. Consultants described the type of truss (e.g., Pratt, Warren) or the type of concrete arch if other than a simple arch. Terminology follows that given in Comp and Jackson, Bridge Truss Types: A Guide to Dating and Identifying (1977).

Date of Construction. Approximate dates are the consultants' estimates based upon field inspection and documentary research. In cases of bridges entirely rebuilt, the date represents the construction of the bridge as it appears today. Whenever the date differs from that given in the Bridge Log, the prose section contains an explanation.

Present and Historical Appearance. This prose description section starts with a concise overview of the present configuration and appearance of the bridge. It then supplements the other descriptive items with more information on structural details, decorative elements, piers and abutments, and other distinctive features. The prose section also notes minor alterations such as surface patching of concrete. Mention of corrosion, spalling, scouring, and other observations on the condition of the bridge are intended as descriptive only; they should not be interpreted as an evaluation of the bridge's safety or structural condition, which can only be assessed by engineering professionals. Finally, the section describes the evolution of the bridge if its present appearance resulted from more than one building episode.

Connecticut Historic Bridge Inventory

Statement of Significance. The check-off for level of significance reflects the recommendation as to National Register-eligibility. The check-offs for National Register criteria and the blanks for Areas, Period, Dates of Significance are filled in regardless of whether the bridge appears to meet the criteria for listing on the National Register. These fields are used to indicate the areas and dates in which the bridge has historical interest, however slight. Nearly all bridges on the list have some historical interest, if not significance, because the list was weighted toward older bridges. Only a few bridges seemed so totally lacking in interest that it seemed inappropriate to provide this information. The check-offs for exceptions refer to conditions that normally would exclude it from National Register consideration.

The prose statement of significance sets out the engineering significance of the bridge, the role it played in state or local transportation development, how much of its original appearance remains intact, and other information necessary to evaluate the eligibility of the bridge for the National Register of Historic Places. The historical contexts of Connecticut bridges, as well as the criteria for listing in the National Register of Historic Places, are discussed in detail in later parts of this report.

Location in historic district. The records of the Connecticut Historical Commission are used to determine if bridges were located within National Register-listed historic districts.

HAER inventory refers to Roth et al., Connecticut: An Inventory of Historic Engineering and Industrial Sites (Washington, D.C., 1981).

Local survey refers to the Connecticut Historical Commission's town-based architectural and historic resource surveys. Not every community has been surveyed, and not every survey has included bridges.

NATIONAL REGISTER OF HISTORIC PLACES ELIGIBILITY CRITERIA

The National Register of Historic Places is "the official list of the Nation's cultural resources worthy of preservation" (U.S. Department of the Interior, National Park Service, National Register Bulletin Number 16: Guidelines for Completing National Register of Historic Places Forms. Washington, D.C.: Interagency Resources Division, 1986, p. 3). Created by Congress in the Historic Preservation Act of 1966, the National Register is administered by the National Park Service in cooperation with State Historic Preservation Offices (SHPO); the Connecticut Historical Commission serves as Connecticut's SHPO. The National Register includes buildings, districts, objects, sites and structures. Bridges fall within the category of structures. Bridges may also be components of National Register historic districts. Districts are geographically defined, cohesive groupings of historic resources, such as mill villages.

In public projects benefiting from Federal funding or subject to the Federal permits or licenses, it is important to determine whether cultural resources potentially affected by such projects are eligible for the National Register in order to fulfill the directives of Executive Order 11593. This Order requires Federal agencies, such as the Federal

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

Highway Administration, "to assure that Federal plans and programs contribute to the enhancement of non-federally owned sites, structures, and objects of historical, architectural or archaeological significance." (President Richard M. Nixon, Executive Order 11593, "Protection and Enhancement of the Cultural Environment, 13 May 1971.) A principal goal of this project is to establish the National Register eligibility of Connecticut's bridges.

National Register Eligibility: The Issue of Integrity

The overriding requirements for listing on the National Register are that the property be at least 50 years old and to some degree well-preserved. The "50-year rule" is discussed later in this report and is largely self-evident, but the notion of "well-preserved" requires some explanation. For this purpose "well-preserved" applies to the survival of a bridge's historic appearance and the components thereof, not its state of repair or its structural or functional adequacy. The National Park Service calls this quality "integrity" and calls for its assessment in terms of a resource's "location, design, setting, materials, workmanship, feeling and association" (Bulletin 16, p.1).

Following are explanations and examples of how the most common issues of integrity encountered in this project have been approached.

Structural alteration of trusses. The configuration of steel or wrought-iron members and their relationship to one another constitute the basis of any intrinsic, or technological/engineering, significance that a truss bridge may have. In general, if the original truss pattern and characteristic connections are preserved, integrity is not compromised. Thus in-kind replacement of members (i.e., same configuration and same relationship to the entire structure) does not necessarily diminish the integrity. Minor or minimally visible alterations to individual members, such as welding patch plates in the webs of lattice girders, may not compromise the integrity, depending on the visibility and extent of the change(s), as well as the overall importance and appearance of the bridge. If such changes have affected every member and connection, or if new members have been added, they are likely to compromise the integrity. An example is the c.1895 rivet-connected Warren pony truss carrying Powder Mill Road over the Nepaug River in Canton (no ConnDOT #). Every member has patch plates welded to it, the joints have also received welded plates, and verticals have been added. These changes substantially alter the original design and the reinforcing plates and added diagonals obscure the bridge's original appearance. Compared with the examples of other 1890s riveted steel pony trusses, such as #3674 in Greenwich and #3852 in Westport, the Powder Mill Road bridge lacks integrity. The changes to its original design, and the existence of better-preserved, comparable structures result in the assessment that the Powder Mill Road bridge is not eligible for the National Register.

Railings. Many old bridges have had their railings replaced. Depending on the importance of the railing in the design and appearance of the bridge, the railings can be critical to its integrity. Bridge #4537 (Jackson Street, Middletown) is a small, 1880s, lenticular, pin-connected pony truss built by Berlin Iron Bridge Co. It does not have its original railing, but the railing forms a comparatively minor part of the bridge, and the loss of the original railing is insignificant compared to the survival of this span exhibiting the distinctive characteristics of 1880s bridge-building by the state's most important structural fabricator. Thus the replaced railing does not raise an issue of integrity.

Many stone-arch bridges never had anything more than a wooden fence or curb to serve as a guardrail, and the presence of later railings on these bridges is only a minor detriment. Where stone arches have had their original stone parapets or ornamental iron railings replaced with modern materials, however, the issue of integrity arises. Stone-arch bridges

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

were evaluated on a case-by-case basis, assessing the overall impact of modern elements on the historic appearance and integrity of the bridge.

The addition of sidewalks, particularly common with stone arches, does not present so severe a problem to integrity. Typically the alteration involved inserting small beams into the spandrels of an arch. The visual impact of sidewalk additions is less than that of railing replacement, and the alteration is potentially reversible in most cases.

Widening. This treatment raises the issue of integrity for stone and concrete arches. Arch bridges widened on both sides generally have their original appearance totally obscured and therefore lack integrity. Where only one side has been widened, in stone or concrete, the issue is less clear-cut, especially where there is one side of the bridge that fully retains its historic appearance. The period in which the widening took place is also relevant; bridges widened within their period of significance usually retain their distinctive characteristics. The Arch Street bridge in Greenwich (no ConnDOT#), for instance, is a masonry arch originally built in the early 1870s to carry the New Haven Railroad mainline over this local road. When the rail corridor was double-tracked in the 1890s, the bridge was widened to the north; the north face of ashlar masonry contrasts with the earlier, rubble-masonry south face, but both episodes display the distinctive characteristic of their respective periods, and both periods fall within the historic context of railroad development in Connecticut. Thus the eligibility of Arch Street bridge is not compromised by its widening.

A contrasting example is #867 (Route 17 over Roaring Brook in Glastonbury), a 19th-century masonry arch that has been widened on both sides with concrete. Although the arch form has been preserved, the character of the original bridge as a masonry structure has been vitally obscured. In this case, widening has compromised the bridge's integrity and its National Register eligibility.

National Register Criteria of Significance

Once the integrity of a structure is found to be sufficient for National Register consideration, the structure must be assessed in terms of four criteria of significance. The National Register of Historic Places (Bulletin 16, p. 1) defines significance as the quality present in structures that:

A. are associated with events that have made a significant contribution to the broad patterns of our history; or

B. are associated with the lives of persons significant in our past; or

C. embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. that have yielded, or may be likely to yield, information important in prehistory or history.

Following are the explanations of how we have applied these criteria in evaluating the bridges in this project.

Criterion A. The National Register construes "events" broadly to include long-term processes. The history of bridge-building in Connecticut has had several phases, each documented by the bridges of the period. The bridges relate to the broad patterns of local, state, regional and national history, including the history of bridge-building technology. The project includes bridges built by small fabricators such as R.F. Hawkins of Springfield, Massachusetts; regionally prominent firms, such as Boston Bridge Works; and nationally competitive companies such as Berlin Iron Bridge Company.

Χρονολογική Ιστορική Βριδγε Ινπεντορψ

The historical contexts for understanding the highway bridges of Connecticut are discussed at greater length in the following section.

Criterion B. Sometimes referred to as the "Great Figure in History" criterion, this aspect of significance is only rarely relevant to the bridges under study. Although significant people are part of the story, their contribution is generally subsumed in Criteria A and C. Bridge #1607, in New London, derives some significance under Criterion B, since it was originally part of the 1889 railroad bridge designed by Alfred Boller, one of the nation's leading bridge engineers of his generation. The association with Boller, however, would not by itself constitute sufficient basis for eligibility. More important is the structure's intrinsic significance (Criterion C) as one of only some three dozen extant 19th-century trusses in the state, and its contextual significance (Criterion A) as the final link to be completed in the New Haven Railroad's shoreline route. Criterion B also applies to #4214, a 1912 concrete arch in Naugatuck, which was designed by Henry Bacon, the architect who designed the Lincoln Memorial and many of the concrete structures in Central Park. Again, Criterion C applies because of the early use of concrete in this impressively large structure, as does Criterion A, because of the community beautification impulse that lay behind its construction.

Criterion C. Connecticut's bridges tell the story of the development of engineering and bridge-building technology. Like most utilitarian structures, they reflect the materials, designs, and methods of their period. The degree to which a bridge informs us about the history of bridge-building determines its significance under Criterion C. Implicit in this standard is the notion that once-common types have now become relatively rare; therefore, as the number of examples of a once-common type dwindle, those still extant gain significance for what may be termed their scarcity value. Also important is the consideration of age: the dates of construction of the concrete arches in the study range from 1901 to 1942 and in terms of their design, construction, and materials most are quite similar to each other. The 1901 bridge, however, is of greater historic interest because it represents the period when concrete was a relatively new material.

Χοννεχιχουτ Ηιστοριχ Βριδυε Ινπεντορψ

Criterion D. As currently interpreted, this criterion primarily refers to archaeological resources. The inventory forms make reference to nearby archeological resources that have been identified by the SHPO.

Criteria Considerations (Exceptions)

The criteria for listing in the National Register of Historic Places are qualified by several considerations or exceptions, which normally prevent consideration of a property for listing on the National Register. Two criteria considerations are especially relevant to this study:

Χοννεχτιχυτ Ηιστοριχ Βριδγε Ινπεντορυ

1. Moved bridges are generally not eligible unless they are significant primarily for their engineering value. To use an already-listed example, #3845 (Riverside Avenue, Greenwich) was relocated from the Housatonic River to its present location in the 1890s. The move did not prevent its listing, however, because of the bridge's outstanding inherent significance. Riverside Avenue is an early (1871) pinned truss and one of only a handful of bridges with cast-iron compression members remaining in the United States.

2. A bridge whose significance is primarily commemorative would not be eligible for the National Register "unless design, age, tradition or symbolic value has invested it with its own historical significance." An undistinguished bridge with no other claim to significance would not be listed just because it had a plaque commemorating some person(s) or event. However, a commemorative function can add to the significance of a bridge with other historic attributes. For example, Putnam's Memorial Bridge (#992) was an important engineering project on one of the state's trunk-line highways and is a large, stylish bridge centrally located in Putnam. Thus, while the bronze bas-relief sculptures memorializing World War I combatants are among the bridge's most distinctive features, the commemorative function of the bridge is not its only claim for consideration in this project. Its place in transportation development and community planning support its eligibility, and the commemorative function only adds to that eligibility. Similarly, Bridge #3645 in Milford is not eligible because it has a monument to Thomas Jefferson, but because of its ornamental stonework and its place in the landscape design of the green behind town hall.

National Register Historic Districts: Contributing Structures

_____The final component in assessing the National Register eligibility of the surveyed bridges is determining their status in National Register historic districts. Bridges which are within listed or eligible National Register districts are entitled to the same

Χοννεχιχυτ Ηιστοριχ Βριδυε Ινπεντορψ

planning consideration as individually eligible bridges if they contribute to the significance of the district. According to National Register procedures (Bulletin 16, p. 42), there are three ways a resource such as a bridge can be considered contributing to a historic district:

Χοννεχιχουτ Ηιστοριχ Βριδγε Ινπεντορυ

1. "it was present during the period of significance, and possesses historic integrity reflecting its character at that time." The period of significance for a district is often quite broad because districts usually include resources from a long time span. Mill villages, for instance, often include mill buildings and houses from both the first years of industrialization and from early 20th century years of prosperity. Any bridge built within that time frame would meet the requirement of being present during the period of significance. A bridge built in the 1930s would probably not contribute to the significance of a mill village unless the nomination documentation explicitly identified the 1930s as lying within the district's period of significance.

The integrity necessary for a resource to contribute to the significance of a district is commonly interpreted differently from the integrity needed for individual listings. This is because a district as a whole can meet National Register criteria for significance and integrity, even though its components are "individually undistinguished." (Bulletin 16, p. 1). For example, a somewhat altered 19th-century stone-arch bridge might not be individually eligible, but if recognizable as a stone bridge from the period ("reflecting its character at that time"), it might contribute to the significance of a district whose theme embraced the historical development of the area in the 19th century.

2. "it was present during the period of significance and . . . is capable of yielding important information about the period." An example might be a truss in a district whose period includes the date of construction of the bridge; even though altered to the point in which it is not individually eligible, it might have some feature, such as a truss form not well-represented among other surviving spans, which adds important information about bridge-building in the period.

3. "it independently meets the National Register criteria." See above for a discussion of the criteria for individual eligibility.

HISTORIC CONTEXTS FOR CONNECTICUT BRIDGES

In order to apply the National Register Criteria of Significance, it is necessary to recognize the relevant historic contexts which old bridges can illustrate. According to National Register Guidelines (Bulletin 16, p.7), a historic context is composed of three elements: place, time, and theme. There are two main geographical components to the historic contexts relevant to the project, the community in which a bridge is located, and the state as a whole. The time period covered by the Inventory is the 19th century and the first four decades of the 20th century. The historical themes correspond to the Areas of Significance identified on the Inventory Forms. The major historical themes are discussed below.

Engineering Significance

Historic bridges illustrate the development of bridge-building, from its origins in vernacular construction techniques using wood and stone to the professionally engineered and built structures of the 20th century. Old bridges represent forms, method of construction, and materials which are no longer in common use; thus a stone-arch bridge is an artifact of a period when bridges were built using locally available materials and the traditional

Χοννεχιχυτ Ηιστοριχ Βριδγε Ινπεντορψ

skills of the stonemason and carpenter (to erect the temporary wooden falsework, or centering, upon which the stone was laid).

Both technological evolution and economic developments influenced the history of bridge-building. Metal-truss technology developed from the unusual and diverse trusses of the period 1860-1890 to the standardized truss designs of the early twentieth-century. Initially, proprietary designs such as the lenticular truss (#5038, Sheffield Street, Waterbury) competed for the attention of local highway officials. Eventually, however, two basic truss patterns, with variants, became standard: the Warren and Pratt trusses. Similarly, the earlier method of construction, using large pins and specially fabricated connections for the joints, gave way to riveted connections using gusset plates and simpler metal forms such as angles and I-beams. Although more demanding to erect (unless bolts were substituted for rivets in some of the joints), riveted trusses were far less complicated to fabricate. Riveted trusses were also preferred by some engineers because they were more rigid. Even the material of the bridges changed: wrought-iron gave way to steel, reflecting both the superior strength of steel and the greatly increased capacity of the American steel industry.

Four of the bridges in this inventory represent the emergence of the riveted-steel truss in the 1890s (#3674 and

Χοννεχιχυτ Ηιστοριχ Βριδγε Ινπεντορψ

#3846 in Greenwich and #3852 and #3854 in Westport). These bridges, which are among the earliest known examples of their type in the nation, were erected by the New York, New Haven and Hartford Railroad ("New Haven Railroad") to carry local highways over the mainline; the bridges appear to have been part of the New Haven Railroad's widening of its mainline to four tracks in the 1890s.

The state's trusses also reflect the economic history of the bridge industry. Initially, trusses were fabricated by fairly small companies using wrought-iron I-beams, channels, plates, and angles purchased from rolling mills. Some of these fabricators, such as Berlin Iron Bridge Company or R.F. Hawkins (Springfield, Massachusetts), were able to dominate their regional markets, as did scores of other similarly sized companies in other states. After 1900, however, more than half the fabricating capacity of the nation was bought up by the American Bridge Company, an arm of the Carnegie steel empire, which was attempting to monopolize the industry. Some companies from the earlier period, such as Boston Bridge Works, survived, in part by specializing in certain kinds of bridges. Boston Bridge Works, for instance, concentrated on the railroad market; the firm's 1912 bridge in New Haven (Ferry Street over the railroad, #3998) is an example of its work included in this project. Connecticut's own Berlin Construction Company, started in 1901 by

Χοννεχιχουτ Ηιστοριχ Βριδγε Ινπεντορψ

executives of Berlin Iron Bridge (which had been absorbed into American Bridge), competed successfully for bridge work in New England and built many bridges in Connecticut.

Concrete was little used for bridges before 1900. The use of reinforcing steel to make concrete into a structural material, resistant to both compressive and tensile forces, is a 20th-century development. The oldest concrete-arch bridge in this study is a 1901 structure in West Hartford (#3651). The office of the state Highway Commissioner (treated separately below as an historic context in its own right) preferred concrete arches over metal trusses, for several reasons, notably overhead clearance for highway traffic and lesser maintenance cost. In his 1905-1906 report, the Connecticut Highway Commissioner wrote, "Reinforced concrete is, in many cases, destined to be the coming choice for bridge work." The next biennial report included plates depicting standard concrete structures recommended by the agency (although without accompanying specifications).

The Commissioner, and a growing number of towns, also preferred concrete bridges because they were cost-competitive or cheaper than steel trusses, much cheaper than stone masonry, and could be built using Connecticut materials and labor. Although there were improvements in construction techniques and patterns of reinforcing rods, concrete arches

Χοννεχιχυτ Ηιστοριχ Βριδγε Ινπεντορψ

underwent little technological change after their initial development. The open-spandrel concrete-arch was used for especially steep or long crossings; the five examples in this inventory (#4536, Middletown; #455, Suffield; #603, Thomaston; #560, Cornwall; #1132, Killingworth) are among the largest concrete bridges built in Connecticut before 1940.

The bridges in the Inventory mostly relate to the context of the history of engineering by embodying the distinctive characteristics of certain designs, periods, or types of construction, that is, as typical products of their period. Many of these bridges are rare survivors of bridge types which were once quite common. Although rarity is not a prerequisite for listing in the National Register, it adds to the significance of bridges which illustrate once-common aspects of bridge-building technology. For example, the significance of the 1882 Pratt pony truss in New Haven (#3806), which was common and typical in its day, is augmented by the fact that so few trusses of this period survive on the state or national level.

In addition to bridges which are unusual because of their survival, the Inventory includes other bridges which have engineering significance because they were exceptionally large, complicated, or innovative when built. Such bridges tell us about the material, design, and construction limitations of their day, whether on the local, state, or

Χοννεχτιχυτ Ηιστοριχ Βριδγε Ινπεντορψ

national level. These bridges are significant as major works of engineering. For example, the 1921 Washington Bridge carrying Route 1 over the Housatonic River (#327), a series of open-spandrel concrete-arch approach spans with a steel-girder bascule span, was in its day the most complex and expensive (\$1.5 million) bridge designed and built by the office of the Highway Commissioner.

Transportation

Bridges obviously fulfill a transportation function, and in many cases they have historical significance for the history of transportation as well. Prior to the establishment of the State bridge system, bridge-building was almost entirely a town responsibility. Many, if not most, of the bridges constructed in Connecticut before 1900 were wooden spans constructed by local builders; a few were the covered wooden trusses that have become a symbol of the New England landscape, but more commonly the bridges were open or had only the trusses enclosed. Wooden bridges were expensive to build, extremely expensive to maintain, and not very durable. (The three wooden-truss bridges that survive in Connecticut are already listed on the National Register.)

Consequently, town officials turned to two alternatives. One was stone-arch construction, another vernacular technique that could use local talent. Although extremely strong and

Χρονολογική Ιστορία Βριδών Ινφραντορ

endurable, stone arches were costly, and when relatively inexpensive fabricated metal trusses became widely available in the Victorian period, many towns replaced their wooden bridges with iron. Bridge companies such as Berlin Iron Bridge and Boston Bridge Works aggressively sought the business of local highway officials, and often were rewarded with repeated contracts: Waterbury bought a truss from Berlin Iron Bridge Company in 1881 and then ordered a dozen more (two still extant) from the same company in subsequent years.

Although Connecticut's 19th-century bridges include many types of structures, from the standpoint of transportation history they all share the context of local construction or local purchase. In this context, therefore, the 19th-century bridges constitute a single large, if diverse, group.

For 20th-century bridges, the major trend in Connecticut transportation history is the establishment and growth of the state highway system. This system had its origin in the "Good Roads Movement" of the late 19th century, which found an important adherent in Gov. Vincent Coffin (1895-1897). In 1895 Gov. Coffin delivered a stirring message to the General Assembly calling for the state to help the towns upgrade the state's antiquated and inadequate roads. The legislature responded with the state's first Good Roads Act, which established the Office of the Highway Commissioners and

Χοννεχιχυτ Ηιστοριχ Βριδυε Ινπεντορψ

appropriated \$75,000 to be distributed to towns on a matching basis to improve highways. The system of three Commissioners proved awkward and was replaced in 1897 with a single Commissioner. Over the next ten years the appropriation increased tenfold, and the Commissioner's office grew to include professional engineers responsible for surveying all highways benefiting from state aid. The major technical focus of the Commissioner's office was to improve highways by widening rights-of-way, providing adequate drainage, and assuring that the packed-gravel pavements then in use utilized proper techniques for crushing, grading and rolling. Attention to bridges and culverts was only incidental, and the small appropriations precluded substantial bridge work on most state-participation projects. The Commissioner's office did promulgate technical standards for bridge work, such as the minimum width of 12 feet. Also, through competitive evaluation of applications for state aid, the Commissioner was able to encourage the towns to build stronger bridges.

In the early 20th century, several factors caused the Office of the Highway Commissioner to gain added responsibility for bridges. In 1905 the General Assembly sanctioned the formalization of the state's "trunk line" system, and gave the Commissioner direct authority over the fourteen major through highways in the state. The most heavily traveled and most significant in the state's economy,

Χρονολογική Ιστορία Βριδγες Ινπεντορψ

then as now, was the Boston Post Road or Kings Highway, the route along the coast of Long Island Sound that became known as Route 1 in the 1920s. Other trunk lines included the roads that (approximately) followed the course of highways now known as Routes 2, 4, 6, 7, 8, 9, 10, 11, 12, 14, 15 (New Haven to Longmeadow, Massachusetts), 34 and 44. The Commissioner received another appropriation, apart from the money for distribution to the towns, to improve and maintain the trunk lines through direct contracting out of the state office. From the start, the Commissioner recognized that bridges would be a principal concern on the trunk lines. At several major river crossings, Boston Post Road featured town-operated or private ferries that charged tolls. The Commissioner recommended for the short term that the state take over the ferries and abolish the tolls, and ultimately that the ferries be eliminated by building bridges. Acknowledging that bridges could not be built when the entire trunk line budget was only \$25,000, the Commissioner contented himself with identifying the need, and ended his discussion with the wistful statement: "Time will tell."

The second factor contributing to greater centralized responsibility for bridges (and highways) was the rise of the automobile and the motor truck. The Commissioner stated in his 1907-1908 report: "Universal opinion is that they [automobiles] destroy the roads." The packed-gravel

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

pavements depended on generous quantities of stone dust in the interstices of the gravel. Under the initial pressure of rolling and subsequent pressure of traffic, the dust acted as a cement to bind the gravel together into a solid mass. Rubber automobile tires, however, created suction on the road surface that removed the dust. The main reason the legislature enacted automobile registration fees, in 1903, was to provide money for repairing the damage these vehicles caused to roads. The Highway Commissioner also noted, in the 1907-1908 report, that the greater weight and speed of automobile travel was rendering many bridges obsolete, and that the problem should be addressed at the state level, where the fees were collected.

Between 1908 and 1915, the experience of the Highway Commissioner's office and the entire Connecticut state government diverged sharply from that of most other states. Nationally, those years marked the high point of Progressivism, characterized in part by the broadening of governmental responsibilities and oversight. Connecticut, however, reacted against this trend. Because of town-based rather than proportional representation, the legislature was dominated by the smallest, most thinly populated towns; 10 percent of the state's population elected a majority of the House members. The very conservative small-town legislators resisted Progressive reforms out of a general desire to keep

Χρονολογική Ιστορία Βριδγέ Ινπεντορψ

down the cost of government, and because of apprehension over the loss of local autonomy that they feared would otherwise result. James MacDonald, the Highway Commissioner from the creation of the office until 1913, had from the start recognized the conflict between town home-rule and expanding state responsibility over roads, but believed that by assuming a substantial financial burden for transportation the state could assuage the small towns. In every report he noted the number of communities participating in the program, which by 1903 included all but one of the towns. He did not anticipate, however, the degree to which the recession of 1907 would elevate the general fear of government and taxes running out of control. From 1909 through 1913 the General Assembly did not even authorize the printing of the Commissioner's report.

Charles J. Bennett assumed charge of the Commission in 1913. He spent two years patching up relations with the legislature and reorganizing the office. After receiving the first increase in administrative expenses since 1907, he hired additional professional staff to head the new operational divisions he established within the office: construction, maintenance, and accounting. Bennett also divided the state into seven highway districts, and assigned to each an engineer who was responsible for all survey and approval of construction specifications for local roads. He

Χοννεχιχυτ Ηιστοριχ Βριδγε Ινπεντορψ

adopted as a primary goal the complete upgrade of the trunk-line system to make it suitable for automobiles and trucks. In 1915, Bennett convinced the General Assembly to grant his office authority over all the state's bridges, the first step in establishing centralized control in the state highway department. Construction money was still very limited, however, and restricted to a handful of critical crossings rather than a general appropriation for a statewide bridge program.

The first structure designed and constructed by the Highway Commission was the concrete-beam and bascule bridge span carrying Boston Post Road over the Saugatuck River in downtown Westport (#319, finished in 1917; the bascule was removed in 1954). Following that, the state engineers designed the concrete-arch span over the Housatonic between Derby and Shelton, which was built with funding from the local governments and the street-railway company whose trolleys also used the bridge. (Street railways form the basis for another of the historic contexts for the state's bridges; see below.) The next major state-designed and built bridge was Washington Bridge between Stratford and Milford, completed in 1921. Planning for Washington Bridge had begun at the same time as for the Derby-Shelton bridge, but the allocation of steel for military purposes during World War I prevented fabrication of the bascule span until after the

Χοννεχιχουτ Ηιστοριχ Βριδυε Ινπεντορψ

war. The same material shortage delayed completion of the state-designed Niantic River swing bridge (#1397) until 1921. For the last link on the Boston Post Road trunk line, the bridge over the Mystic River completed in 1922 (#362), the state engineers rejected the older swing-bridge technology in favor of the innovative lever bascule patented in 1918.

On the eve of World War I, the United States Congress had initiated the federal-state partnership in the nation's highway system with the Rural Post Roads Act, which allocated federal funds for road construction of towns with fewer than 2,500 inhabitants. A majority of Connecticut towns qualified. Rather than having thousands of towns across the nation deal directly with the federal government, Congress had specified that the state governments would administer this money, and required the states to establish technical specifications to govern the expenditures. Partly in belated response to this requirement, and partly to minimize the engineering work on the 15,000 miles of roads in the state, the Connecticut legislature in 1924 directed the Highway Commissioner to establish and distribute "Standard Specifications" for construction. In 1927 the Commissioner's office issued these specifications (which have been updated every two to five years since then). The standards did not include any specific bridge designs, although they did include a strong recommendation in favor of concrete.

Χρονολογική Ιστορία Βριδγες Ινπεντορψ

Instead, the Commissioner specified certain load-bearing requirements and an approval process based on mathematical calculations that effectively limited truss bridges to the Pratt and Warren designs that had earlier become the de facto standards due to technological and economic change in the bridge industry. By also stipulating such details as the analysis of metals and rivet spacing for trusses, and surface finishes for concrete spans, the Commissioner's office effectively set the character of the bridges that would be built on the roads of Connecticut. Even those bridges built under the specifications prepared by private engineering firms or design-build firms, or paid for by individual towns, utilized the Commission's standards.

The engineers in the Commissioner's office designed many of the exceptionally large spans that demanded the direct attention of the agency. For these monumental structures, the state utilized either open-spandrel concrete arches, such as the 1930 Reynolds Bridge in Thomaston (#603), the 1930 Cornwall Bridge (#560), and the 1934 Hammonasset River Bridge (#1132); or the Parker variant of the Pratt truss, such as the 1934 Lake Zoar bridge (#507) and the 1936 Butts Bridge (#1649).

Despite the continual expansion of its responsibility and budgets in the 1920s and early 1930s, the Office of the Highway Commissioner struggled to build and maintain roads

Χοννεχιχουτ Ηιστοριχ Βριδγε Ινπεντορψ

that would be adequate for the constantly increasing traffic they had to bear. The most fundamental problem was the imbalance between traffic and the statewide tax base because of Connecticut's critical location as the gateway to New England. From the very beginning of the automobile age, the number of vehicles passing through the state exceeded the number owned by Connecticut residents. In 1908, for instance, the Commissioner reported that Connecticut people owned some 6,500 vehicles, while an additional 40,000 out-of-state vehicles traveled on Connecticut roads. Even though in-state vehicles accounted for most of the road use, he observed that, nonetheless, the wear-and-tear on Connecticut's highways exceeded the direct benefit the state's residents received from those highways.

In the early 1930s, the Office of the Highway Commissioner began to call itself the State Highway Department in most communications, reflecting the growth of the bureaucracy working under the Commission. The Department assumed the additional responsibility of long-term planning, and at the same time, the legislature consented to dedicate general-obligation bonding to highway construction. One thing had not changed: the highway between New York and New Haven, despite an improvement program in the mid-1920s, was still the most heavily traveled, the most frequently jammed, and the location of a preponderance of the state's motor-

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

vehicle accidents. The Highway Department's Warren M. Creamer described the situation in an address to the Connecticut Society of Civil Engineers (quotation from the Society's Proceedings, 1936, p. 99):

It is certain that many of you have occasion to use the Post Road; have doubtless in your journey from Bridgeport to New York City been confronted by an amazing succession of traffic lights . . . have passed through the city and town streets . . . ultimately arriving in the city, nerves on edge and facing exhaustion.

Drawing on the vastly expanded federal funds of President Roosevelt's New Deal, the Highway Department built the Merritt Parkway, completed in 1938, to alleviate the jangled nerves of shoreline travelers. Designed by department staff under Creamer, consulting engineers and landscape architects, and architect George Dunkelburger to specify the finishes for some 60 bridges, the Merritt was widely hailed as the epitome of American parkway construction, a uniquely well-fulfilled combination of effective traffic-carrying capacity and aesthetically pleasing design. Also in 1938, the department reported the completion of the largest single structure it had ever undertaken -- the Arrigoni Bridge over the Connecticut River at Middletown.

With those two projects completed, the Highway Department began preliminary work on an extension of the parkway from New Haven to Hartford. Interrupted by World War

II, construction was not completed until the late 1940s. The completion of the extension, known as the Wilbur Cross Parkway, overlapped with the first years of the federal interstate highway system, which replaced state and local initiatives as the driving force in transportation development.

Although the creation of the state transportation system is the major episode in transportation history reflected in the bridges inventoried, local transportation significance (as opposed to transportation function) can also be ascribed to several bridges in the survey. The early 20th-century bascule spans in Bridgeport, for example, were part of a concentrated effort to renew the city's facilities, and were vital in maintaining both waterborne traffic and vehicular traffic between the two parts of the city (#3637, #4250, #4251, and #4252).

Industrial Development

Many of the bridges inventoried relate to the development of industry in the state's communities. A number of 19th-century stone arches were built by textile mills or with financial assistance from the mill owners, who needed reliable bridges for the transport of heavy materials. Two c.1850 masonry spans in the inventory, in Killingly (#4704) and Plainfield (#4754), clearly owe their origins to the textile industrialism that transformed those towns in the first half of the 19th century. Another bridge with significance in the development of industry is Bridgeport's Boston Avenue (Route 1) Bridge (#325), which was partly paid

Χρονολογική Ιστορία Βριδών Ινβεντοριών

for by Union Metallic Cartridge Company, East Bridgeport's largest employer in the early 20th century.

Community Planning Significance

In the first third of the 20th century, several Connecticut communities built large elaborate bridges, in part to serve a civic-improvement purpose. These usually were monumental arches, and many featured benches, ornate lamps and railings, memorial tablets, and even statuary. These bridges were often seen at the time as a way of making the physical environment of the community more attractive (the "City Beautiful" movement) and as a way of symbolizing the progressive spirit and prosperity of the community. A good example is Naugatuck's Whittemore Bridge of 1912, a 3-span concrete arch with Classical modillions ornamenting its parapet, benches built into its portals, and a bronze plaque memorializing John Whittemore, a local industrialist who had donated money for many public buildings. Another is the 1925 bridge carrying Route 44 in Putnam (#992), with its brass lamps, fancy rail, and bas-relief bronze sculptures depicting American servicemen in action during World War I. Waterbury's West Main Street Bridge of 1922 (#1117), Freight Street Bridge of 1925 (#4166) and Huntingdon Avenue Bridge of 1935 (#5041) are all multiple concrete arches faced with fine

stonework that typify the aesthetic concerns of urban communities in that period.

Railroads

Railroad development in Connecticut is by itself a significant theme in the history of the state. Moreover, aspects of Connecticut railroad history are nationally significant, such as the early consolidation of the southern New England rail monopoly, and the electrification of the mainline along the coast. For the purposes of this project, however, the important component of railroad history is the intersection of the rail system with the highway system -- rail bridges that cross roads and highway bridges that cross tracks.

Early railroad development in Connecticut was undertaken by a profusion of small companies, generally motivated by a desire to increase local prosperity. The shoreline route between New Haven and New York quickly emerged as the most critical rail corridor because it controlled New England's access to the nation's commercial center in New York City. Other important lines generally ran north-south, to connect with this shoreline route; early examples include the Norwich and Worcester, the Hartford-New Haven, the New London Northern (Central Vermont), the New Haven and Northampton (or Canal Line), the Naugatuck, and the Housatonic. In the early 1850s, an inland east-west line, the Hartford, Providence and

Χοννεχιχυτ Ηιστοριχ Βριδυε Ινπεντορψ

Fishkill, was completed through Connecticut, but it struggled in competition with the earlier-established and more direct shoreline route. In the early 1870s another inland route, the New York and Boston Airline, was completed between New Haven and Boston; west of New Haven it utilized (and paid for the use of) the existing New Haven Railroad right-of-way. The extant bridges from this first era of Connecticut railroading are masonry arches, such as the one carrying the former Hartford, Providence and Fishkill Railroad (now the Providence and Worcester) across Kinsman Road Extension in Lisbon (no ConnDOT #). The most notable example is #3682 in Stamford, a monumental masonry arch from 1847 that was given to the town for highway use in the 1890s, when the crossing was bypassed by the reconstruction of the New York Division.

The 1872 merger between the New York and New Haven and the Hartford-New Haven resulted in a firm that became dominant in Connecticut and throughout southern New England. (In Connecticut, the Central Vermont was the major exception to this monopolistic control.) In the last two decades of the 19th century the New Haven upgraded the facilities of its flagship shoreline route and the acquired lines. In the 1890s the shoreline route was doubled in width (resulting in a right-of-way four tracks wide), and dozens of new bridges were erected to carry local roads over the expanded line;

Χοννεχιχουτ Ηιστοριχ Βριδγε Ινπεντορψ

examples of trusses built as part of this project include #3674 and #3846 in Greenwich and #3852 and #3854 in Westport.

In the early 20th century the New Haven continued to improve its far-flung system with such major projects as electrifying the shoreline route as far east as New Haven, and building in New Haven the vast Cedar Hill freightyards to coordinate the massive freight business into and out of New England. The right-of-way between New Haven Terminal and Cedar Hill to its north, known as the New Haven Cut, was the busiest section of track in the state. In 1907 the New Haven widened it to eight tracks, in the process building a series of bridges to carry city streets over the cut, including the Olive Street truss (#3752) and a series of five concrete arches (#3870, #3871, #3872, #3873, #3874). Also in the early 20th century, the New Haven built new bridges adjacent to their depots in cities across the state, in many cases to eliminate the pre-existing grade crossings; Putnam's Arch Street bridge, a 1901 masonry arch (no ConnDOT #) is one such example.

Street Railways

Most of the street railways in Connecticut cities originated as horse-drawn trolleys in the last third of the 19th century. By the turn of the century, systems in the larger cities featured electrically powered cars, and by

Χρονολογική Ιστορία Βριδών Ινφραντρά

World War I it was possible to travel throughout the state (and the entire northeast region) on interconnected electric trolley lines. The Connecticut Company, a subsidiary of the New Haven Railroad, established a monopoly of trolley systems in the southwestern part of the state. Many of the major highway bridges built before 1930 in Fairfield and New Haven counties were designed to accommodate street railways as well as motor traffic, and were paid for in part by the Connecticut Company; examples include the Post Road bridge in Westport, Washington Bridge across the Housatonic, and the Shelton-Derby bridge.

Maritime Connecticut

Long Island Sound and the major rivers of Connecticut were the state's first commercial arteries. During the early industrial period, before substantial railroad development, raw materials came in and manufactured goods went out via water. Indeed, steamship connections were important assets for the first railroads. Not until the early 20th century was waterborne commerce completely eclipsed by other forms of transportation. Fisheries too continued in economic importance well into the 20th century. Along the shoreline and the Connecticut River, highway development had to accommodate the passage of vessels: bridges had to be movable to permit this passage. The nine bascule bridges and

three swing bridges in this inventory all reflect the maritime heritage of their communities.

Berlin Iron Bridge Company and Berlin Construction Company

These two firms provide a highly Connecticut-specific historic context for the state's bridges. Berlin Iron Bridge Company (1878-1900) was one of the independent fabricating firms that popularized metal trusses in the late 19th century. Like many of its competitors, the company used the distinctiveness of its patented truss form (the lenticular truss) as a selling point to town officials. Very competitive in Connecticut and New England, Berlin Iron Bridge also sold lenticular trusses as far away as Texas. Its surviving spans document the history of Connecticut's most significant 19th-century bridge builder. The firm was one of those acquired by American Bridge Company in 1900 as part of an attempt to monopolize the nation's structural fabricating capacity.

The three men who had run Berlin Iron Bridge then started their own firm, Berlin Construction Company. Berlin Construction built port facilities throughout the western hemisphere and factories throughout the United States, as well as bridges in Connecticut and New England. Its surviving 20th century trusses are the typical steel, rivet-connected bridges built by other bridge fabricators in the

Χοννεχιχυτ Ηιστοριχ Βριδγε Ινπεντορψ

period. These bridges, such as the 1925 pony truss in East Windsor (#1524), gain added significance as the work of the state's most important early 20th-century fabricator.

NATIONAL REGISTER ELIGIBILITY RECOMMENDATIONS

Using the information obtained through fieldwork and research and using the criteria discussed in the previous section, the Consultants evaluated the significance of all the bridges in the project not already individually listed on or previously determined eligible for the National Register of Historic Places. This section contains lists of bridges which the Consultants recommend as eligible for the National Register and lists of bridges which the Consultants judge not individually eligible. The recommendations are grouped according to the bridges' form and material.

Many of the bridges in the Inventory are situated within historic districts listed on the National Register. In every case but one, the bridges that contribute to the significance of an historic district were also judged to be individually eligible, and those that do not contribute to their districts were judged to be individually not eligible. The sole exception is #3242 in Vernon, a factory pedestrian bridge that is part of a Register-listed resource but is not considered individually eligible.

Some of the bridges that were judged to be not individually eligible are integral parts of other apparently eligible properties, such as historic parks, factory complexes, or potential historic districts. These bridges appear in separate lists following the lists of individually

eligible bridges. They are also indicated by asterisks in the lists of Not Eligible bridges.

Masonry Arches

Well-preserved 19th-century masonry arches (stone and brick) have engineering significance because they embody the distinctive characteristics of a type of construction which has practically disappeared from modern bridge-building. As structures whose period of origin is usually easy to perceive, masonry arches are important components in landscapes, serving as evidence of a community's longstanding existence. Masonry arches are often closely connected with the historical development of their town, particularly those in which manufacturers desired substantial bridges.

The use of masonry arches declined after the introduction of less expensive reinforced-concrete construction in the early 20th century. Masonry arches built after 1900 -- particularly small, common ones -- have far less intrinsic, or technological, significance than earlier examples: they represent vestigial application of obsolete practice rather than a method of construction distinctive to its time. The exceptions are the large, often multi-span, arches built in urban centers, which can be significant for their large size; their elaborate architecture, usually incorporating lamps, railings, and fine

Χρονολογική Ιστορία Βριδών Ινφραντορψ

stone masonry on their exteriors; and their relation to the civic-improvement impulse of the early 20th century, of which beautifying the built environment was an integral component. Such masonry-arch bridges can be eligible for their contextual significance and their architectural attributes.

Thus, 1900 is the important dividing line for assessing the eligibility of the Inventory's masonry arches. The 19th-century examples (1899 and earlier) are generally eligible if they retain sufficient historic integrity. The 20th-century examples (1900 and later) are generally not eligible unless their substantial size, important location, or elaborate appearance make them significant in the development of their communities. The lists on the next four pages present:

- 1) the 19th-century masonry arches (1899 and earlier) that are deemed eligible;
- 2) the 19th-century masonry arches (1899 and earlier) that are deemed not eligible (with reasons);
- 3) the 20th-century masonry arches (1900 and later) that are deemed eligible (with reasons); and
- 4) the 20th-century masonry arches (1900 and later) that are deemed not eligible.

Χρονολογημένες Ιστορικές Βιδογές Ινπεντορψ

ELIGIBLE 19TH-CENTURY MASONRY ARCHES (STONE AND BRICK):

Total: 27

DOT #	Town	Road Carried or Crossed	Date
-	Putnam	Bates Avenue	1840c
3682	Stamford	South State Street	1847
1617	Vernon	Tunnel Road	1849
4700	Killingly	Peep Toad Road	1850c*
-	Lisbon	Kinsman Road Extension	1850c
4754	Plainfield	Packerville Road	1850c
4704	Killingly	Attawaugan Road	1860c
1852	Windham	Route 32	1868
1850	Windham	Route 601	1869
3793	Manchester	North Main Street	1869c
1079	Wallingford	Routes 71 and 150	1870c
4619	Columbia- Lebanon	Village Hill Road	1870c
-	Greenwich	Arch Street	1870c
1401	Glastonbury	Route 160	1870c
3671	Glastonbury	Naubuc Avenue	1871
979	Hartford	Route 44	1871
2305	Salisbury	Route 44	1873
3879	New Haven	Clifton Street	1885c
1328	Milford	New Haven Avenue (Route 162)	1889
4138	New Haven	Wintergreen Avenue	1890
-	Portland	Middle Haddam Road	1890c
4408	Watertown	Skilton Road	1892
4839	Meriden	Cooper Street	1892
-	Greenwich	Field Point Road	1894
2656	Bethlehem	Route 132	1897c
4125	Danbury	Crosby Street	1899
4130	Norwalk	Perry Avenue	1899

*Bridge 4700 is an integral part of the mill complex known as Peep Toad Mill or Elliottville Lower Mill, already listed on the National Register.

Χρονολογική Ιστορία Βριδγών Ινπεντορψ

NON-ELIGIBLE 19TH-CENTURY MASONRY ARCHES (STONE AND BRICK) :

Total: 12

DOT #	Town	Road Carried or Crossed	Date
2819	Mansfield	Route 195 Reason: lack of integrity	1850c
3259	Windham	Route 601 Reason: minor structure	1864*
867	Glastonbury	Route 17 Reason: lack of integrity	1870c
4780	Stafford	Center Street Reason: lack of integrity	1870c
3278	Coventry	Route 31 Reason: lack of integrity	1870c
2241	Groton- Stonington	Route 27 Reason: lack of integrity	1870c*
1926	Wethersfd.	Route 3 Reason: lack of integrity	1870c
1888	Clinton	Route 1 Reason: lack of integrity	1876
4555	Somers	Maple Street Reason: lack of integrity	1880c*
4185	Meriden	Center Street Reason: Lack of integrity	1891
436	Meriden	Route 5 Reason: lack of integrity	1892
3258	Windham	Route 601 Reason: minor structure	1895c**

*Although not individually eligible, this bridge appears to contribute to a potential historic district. See page 78.

Χρονολογική Ιστορία Βριδών Ινφραντοφ

**Although not individually eligible, this bridge appears to contribute to a factory complex that is a potential historic resource. See page 77.

ELIGIBLE 20TH-CENTURY MASONRY ARCHES (STONE AND BRICK):

Total: 8

DOT #	Town	Road Carried or Crossed	Date
-	Manchester	Hartford Road Reason: Substantial structure, association with Cheney Mills and Cheney family	1900c
-	Putnam	Arch Street Reason: Association with railroad development	1901
5011	Greenwich	Shore Road Reason: Central location, elaborate north portal	1905
980A	Hartford	Route 84 Reason: Major structure (Bulkeley Bridge)	1908
4746	Norwich	Sunnyside Street Reason: Substantial structure, association with mill village	1908
4779	Stafford	Spring Street Reason: Elaborate design, central structure in park	1912
4155	Norwalk	Glover Avenue Reason: multiple-span structure, polychrome masonry	1912
900	Brookfield	Route 25 Reason: Substantial structure in center of village (Brookfield Center)	1920

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

NON-ELIGIBLE 20TH-CENTURY MASONRY ARCHES (STONE AND BRICK):

Total: 8

DOT #	Town	Road Carried or Crossed	Date
5092	Bethel	Rockwell Road	1903
4149	Manchester	Spring Street	1905*
3222	Shelton	Route 110	1913
346	Madison	Route 1	1914
1860	Montville	Route 433	1936**
1603	East Haddam	Route 434	1937**
1604	East Haddam	Route 434	1937**
1605	East Haddam	Route 434	1937**

*Although not individually eligible, this bridge appears to contribute to a potential historic district. See page 78.

**Although not individually eligible, this bridge appears to contribute to a park landscape that is a potential historic resource. See page 75.

Trusses

The pre-1920 trusses that survive in Connecticut are a small sample of the number that once stood in the state. Early in the 20th century, the state Highway Commissioner started to discourage truss construction in favor of the less expensive, easier to maintain concrete, which also offered the advantage of unlimited vertical clearance for traffic. The highway improvement programs of the early 20th century caused the removal of many pre-1920 trusses. Those that remain are important as rare survivors that illustrate the characteristics of truss construction as it evolved from the unusual or proprietary pin-connected wrought-iron trusses of the late 19th century to the standard-design, riveted steel trusses of the 20th century. The state's post-1920 trusses, besides this standardized construction, reflect the changes brought by the automobile in their heavier members and increasing use of rolled rather than built-up members.

The year 1920 is thus the critical dividing line for the eligibility of metal trusses in Connecticut. Before then, trusses were contracted for by local governments, were relatively light, and the 19th-century examples illustrate the contention among proprietary designs before emergence of the standard forms. A pre-1920 truss is likely to be eligible if it retains sufficient integrity.

Χρονολογική Ιστορία Βριδγών Ινφεντορψ

Increasing automotive traffic had begun to influence truss design in the first decade of the 20th century, but the inevitable lag in widespread adoption of emerging practice pushed back the application of the "automobile" truss until the eve of World War I; a critical event in this adoption was the responsibility for trunk-line bridges conferred on the Highway Commission by a 1915 statute. During the war, however, the allocation of steel supply to military purposes imposed another delay in the emergence of the later truss practice. After 1920, a truss must have a particular reason to be considered eligible: a major engineering project in terms of size or complexity, a crossing on one of the principal trunk lines, or a representative example of the work of Berlin Construction Co.

The lists on the next four pages present:

- 1) the trusses from 1920 and earlier that are deemed eligible;
- 2) the trusses from 1920 and earlier that are deemed not eligible (with reasons);
- 3) the trusses from 1921 and later that are deemed eligible (with reasons); and
- 4) the trusses from 1921 and later that are deemed not eligible.

Χρονολογητά Ιστορικά Βριδγες Ινπεντορψ

ELIGIBLE TRUSSES FROM 1920 AND EARLIER

Total: 31

DOT #	Town	Road Carried or Crossed	Date
4534	Waterbury	Washington Avenue	1878
3806	New Haven	Chapel Street	1882
5191	Sharon	Sharon Station Road	1885
4537	Middletown	Jackson Street	1885c
4402	Plainfield	Brunswick Avenue	1886
4403	Plainfield	River Street #1	1886
5159	Washington	Romford Road	1888
4500	East Windsor	Melrose Road No. 2	1888
1607	New London	State Pier Road (SR 437)	1889
-	Newtown	Riverside Road (vicinity)	1890
5038	Waterbury	Sheffield Street	1890
5065	Woodbury	Minor Town Road	1890
-	Meriden	Oregon Road vicinity	1891
3850	Norwalk	Bridge Street	1891
4575	Vernon	Main Street	1891
3852	Westport	Hales Road	1891
3854	Westport	Sasco Creek Road	1891c
3674	Greenwich	Byram Road	1893
1587	Simsbury	Route 315	1894
3846	Greenwich	Drinkwater Place	1895
5222	Canton	Town Bridge Road	1895
5091	Brookfield	Aldrich Road	1895
-	Norwalk	Washington and S. Main Sts.	1896
4727	Mansfield	Mount Hope Road	1901
4182	Stonington - Westerly, RI	White Rock Road	1906
3752	New Haven	Olive Street	1907
3781	Hartford	Walnut Street	1907
639	Middletown	Conrail over Route 9	1910
3998	New Haven	Ferry Street	1912
4622	Coventry - Mansfield	Flanders Road	1914
5144	Colebrook	Wolford Hill Road	1915

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

NON-ELIGIBLE TRUSSES FROM 1920 AND EARLIER

Total: 4

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
-	Canton	Powder Mill Road Reason: lack of integrity	1898
3299	Waterbury	Factory walk Reason: minor structure	1908c*
3298	Watertown	Factory walk Reason: minor structure	1910c*
1851	Windham	Pedestrian bridge Reason: minor structure	1920c*

*Although not individually eligible, this bridge appears to contribute to a factory complex that is a potential historic resource. See page 77.

Χρονολογική Ιστορία Βριδών Ινφραντρά

ELIGIBLE TRUSSES FROM 1921 AND LATER

Total: 13

DOT #	Town	Road Carried or Crossed	Date
1360	Windsor Locks	Route 140	1921
	Reason: Major structure, Berlin Construction Co.		
1594	Kent	Route 341	1923
	Reason: Major structure		
1524	East Windsor	Route 191	1925
	Reason: Berlin Construction Co.		
349	Westbrook	Route 1	1925
	Reason: Berlin Construction Co., early trunk line bridge		
1561	New Hartford	Route 219	1929
	Reason: Major structure, Berlin Construction Co.		
562	Canaan	Route 7	1931
	Reason: Major structure		
507	Newtown-Southbury	Route 816	1934
	Reason: Major structure		
3788	Beacon Falls	Depot Street	1935
	Reason: Major structure		
4434	New Hartford	Black Bridge Rd.	1936
	Reason: Major structure, Berlin Construction Co.		
1649	Canterbury	Route 668	1937
	Reason: Major structure		
1415	Norwich	Route 169	1938
	Reason: Major structure		
1496	Barkhamsted	Route 181	1939
	Reason: Major structure		
1487	Farmington	Route 177	1939
	Reason: Major structure		

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

NON-ELIGIBLE TRUSSES FROM 1921 AND LATER

Total: 11

DOT #	Town	Road Carried or Crossed	Date
343	Guilford	Route 1	1924
4633	Coventry- Mansfield	Jones Crossing	1925
3242	Vernon	Pedestrian bridge	1925c*
3972	Enfield	South Maple Street	1925
475	Farmington	Route 6	1927
4541	Middletown	Beverly Heights	1927
1000	Woodbury	Route 47	1928
1007	Washington	Route 47	1929
488	Windham	Route 66	1937
3849	Norwalk	Low Street	1938
982	Tolland- Wilmington	Route 74	1939

*Although not individually eligible, this bridge contributes to both a listed historic mill complex, Minterburn Mills (Roosevelt Mills), and to a listed historic district, Downtown Rockville Historic District.

Χοννεχτιχουτ Ηιστοριχ Βριδγε Ινπεντορψ

Reinforced Concrete Arches

In 1907, the Chief of Structures for the New Haven Railroad wrote: "We are just entering the reinforced concrete age." Low construction and maintenance cost, and use of local materials and labor, made reinforced concrete the preferred structural material of the 20th century. Until 1920, its application on Connecticut highways may be described as experimental. West Hartford adopted it very early, in 1901, but most towns embraced the new material more slowly. And while the Highway Commissioner strongly encouraged it, that office only gained authority over the state's bridges in 1915. Not until after 1920 did the nation's steel supply adjust from wartime demands and find its way in large quantities to the civilian market, where it made up the reinforcing bars that enabled concrete structures to resist tensile stresses. Thus 1920 is the important dividing line for the eligibility of Connecticut's concrete arches. Before then, the extant bridges represent relatively rare examples from the material's early period of use; pre-1920 examples are generally eligible if they retain sufficient integrity. After 1920, concrete arches became very common. To be individually eligible, examples from this period must be unusually large or complex; must be an unusual structural form such as the open-spandrel arch; must have decorative features such as stone sides, lamps or benches; or

Χοννεχιχουτ Ηιστοριχ Βριδγε Ινπεντορψ

must have community planning significance. On the following pages are four lists of concrete arches:

- 1) the concrete arches from 1920 and earlier that are deemed eligible;
- 2) the concrete arches from 1920 and earlier that are deemed not eligible (with reasons);
- 3) the concrete arches from 1921 and later that are deemed eligible (with reasons); and
- 4) the concrete arches from 1921 and later that are deemed not eligible.

Χρονολογητά Ιστορικά Βριδγε Ινπεντορψ

ELIGIBLE CONCRETE ARCHES FROM 1920 AND EARLIER

Total: 17

DOT #	Town	Road Carried or Crossed	Date
3651	West Hartford	North Main St.	1901
4496	East Hartford	Forbes Street	1903
977	Hartford	Route 44	1906
3871	New Haven	Crown Street	1907
3872	New Haven	Chapel Street	1907
3873	New Haven	Court Street	1907
3874	New Haven	Grand Avenue	1907
3870	New Haven	Fair Street	1907
-	Middletown	Wadsworth State Park Path	1908
325	Bridgeport	Route 1	1910
3808	New Haven	Edgewood Ave.	1910
4139	Plymouth	Tunnel Rd., Allen & S. Main Streets	1910
4214	Naugatuck	Maple Avenue	1912
1508	Bloomfield	Route 189	1913
4536	Middletown	Berlin Street	1918
966	Salisbury	Route 44	1918
1659	Shelton- Derby	Bridge Street	1918

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

NON-ELIGIBLE CONCRETE ARCHES FROM 1920 AND EARLIER

Total: 3

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
2477	Tolland	Route 74	1917
		Reason: minor structure, lacks integrity	
1843	Monroe- Oxford	Route 34	1919*
		Reason: structurally integral with the Stevenson dam; not a separate structure (see below)	
4724	Lyme	Joshuatown Rd.	1920
		Reason: plain, minor structure near cut-off date	

*Although not individually eligible as a highway bridge, this structure appears to contribute to a reservoir system that is a potential historic resource. See page 76.

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

ELIGIBLE CONCRETE ARCHES FROM 1921 AND LATER

Total: 15

DOT #	Town	Road Carried or Crossed	Date
1117	Waterbury	West Main Street Reason: major structure, central location, community planning significance	1922
5217	New Britain	Stanley Quarter Park Road Reason: decorative features	1925
992	Putnam	Route 44 Reason: major structure, decorative features	1925
4166	Waterbury	Freight Street Reason: major structure, stone sides	1925
1537	Chaplin	Route 198 Reason: major structure	1926
963	Salisbury	Route 41 Reason: Art Deco spandrel detail	1929
455	Suffield	Route 159 Reason: major structure, open-spandrel	1929
560	Cornwall	Route 7 Reason: major structure, open-spandrel	1930
4992	Darien	Rings End Road Reason: major structure, stone sides, tide gate	1930
603	Thomaston	Route 848 Reason: major structure, open-spandrel	1930
1132	Killingworth	Route 80 Reason: major structure, open-spandrel	1934
3645	Milford	River Street Reason: stone sides, location on green	1934
5041	Waterbury	Huntingdon Ave. Reason: major structure, stone sides	1935

(continued)

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

ELIGIBLE CONCRETE ARCHES FROM 1921 AND LATER (continued):

5218	New Britain	Stanley Park Road "C"	1936
	Reason: decorative features, landscape-planning significance		
948	Orange	Route 34	1942
	Reason: stone sides, association with statewide highway planning (feeder road for Wilbur Cross Pkwy.)		

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

NON-ELIGIBLE CONCRETE ARCHES FROM 1921 AND LATER

Total: 12

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
5004	New Canaan	Route 96/Reservoir Rd.	1922
4145	Darien	West Avenue	1922c
2051	Cornwall	Route 7	1924
2199	Stafford	Route 19	1924
5015	Greenwich	Porchuck Road	1925
1961	Enfield	Route 5	1925
317	Norwalk	Route 1	1927
3270	Bethel	Route 302	1929
5009	Stamford	June Road	1935
4962	Weston	Valley Forge Road	1938
1591	Barkhamsted	Route 318	1940*
2270	Orange	Route 34	1942

*Although not individually eligible, this structure appears to contribute to a reservoir system that is a potential historic resource. See page 76.

Girder and Beam Bridges

Generally, the engineering significance of girder bridges is so slight that the bridges do not appear to meet National Register eligibility criteria. However, two girder bridges in the inventory appear to have sufficient historical significance to support their eligibility. The 1893 plate-girder bridge in Woodbury (#4422) is among the earliest known surviving examples of a town-built girder span; it was constructed by the regionally prominent firm of R.F. Hawkins, Springfield, Mass. The Route 1/Boston Post Road Bridge in Westport (#319), a 1917 11-span concrete-beam bridge with false-arch spandrels, was the first major bridge designed by the state Highway Commission, and was a critical link in the Commission's early trunk-line improvements. Originally, the easternmost span was a bascule lift, which was replaced with a fixed beam span in 1954. Despite this alteration, the bridge's size and its place in the history of transportation development in the state appear to make it eligible for the National Register. The rest of the girder spans represent the common techniques that characterized the great majority of American bridges since the early 20th century. They are not deemed to be eligible at this time. The section below on Future Considerations provides further discussion of selected girder spans.

On the next page are two lists of the girder and beam bridges, one for the eligible sites and one for those not

eligible.

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

ELIGIBLE GIRDER BRIDGES

Total: 2

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
4422	Woodbury	Papermill Road	1893
319	Westport	Route 1	1917

NON-ELIGIBLE GIRDER SPANS

Total: 7

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
4134	Norwalk	Marshall Street	1895
3691	Norwalk	East Avenue	1905
5184	Litchfield	Milton Road	1915
	New Haven	Middletown Avenue	1918
4952	Fairfield	Sturges Road	1934
4168	Hamden	Waite Street	1935
656	Hamden	Whitney Avenue	1938

Χρονολογική Ιστορική Βιβλιογραφία

Bascule Bridges

The expense and effort of building movable bridges generally identifies these crossings as important places in their communities, where water-borne traffic and surface transportation were both utilized extensively. The locations of the bascule bridges of Connecticut make this point clear: in the two major shoreline industrial cities of New Haven and Bridgeport, and on the major through highway of the early 20th century, the Boston Post Road (now US 1). The engineering complexity and transportation significance of bascule bridges generally places them in the eligible category.

The only bascule span in the Inventory not deemed eligible (#3809, 1940, Ferry Street, New Haven) was built at the very end of the study's chronological limit and is on a relatively minor, inland crossing. The Art Deco styling of the operator's house and the comfort station are notable streetscape and riverscape features, and their preservation should be a consideration in the future maintenance of the bridge, but they do not by themselves make the bridge eligible.

The eligible and non-eligible bascule bridges are listed separately on the following page.

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

ELIGIBLE BASCULE BRIDGES

Total: 7

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
4251	Bridgeport	Congress Street	1909
4250	Bridgeport	Grand Street	1916
327	Milford- Stratford	Route 1	1921
362	Groton-Stonington	Route 1	1922
337	New Haven	Route 1	1924
4252	Bridgeport	E. Washington Ave.	1925
3637	Bridgeport	Stratford Avenue	1929

NON-ELIGIBLE BASCULE BRIDGE

Total: 1

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
3809	New Haven	Ferry Street	1940

Χρονολογική Ιστορική Βιβλιογραφία

Swing Bridges

Like bascule bridges, swing bridges entailed extraordinary expense and effort to build, and generally have sufficient significance for those reasons to support their National Register eligibility. All the swing bridges in the inventory have additional historical significance as well: East Haddam Swing Bridge was the project that established the precedent for the Highway Commission's control over trunk-line bridge construction; Niantic Swing Bridge was mandated by the federal government as a link in the coastal defense system; and Bridgeport's "Pleasure Beach Bridge" was part of the rise in city services during the first quarter of the 20th century.

ELIGIBLE SWING BRIDGES

Total: 3

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
1138	East Haddam	Route 82	1913
1397	East Lyme- Waterford	Route 156	1921
4455	Bridgeport	Central Avenue	1924

Χρονολογική Ιστορία Βριδών Ινβεντοριού

Steel Arches

There are two steel arch bridges in the Inventory, the Arrigoni Bridge (#524, Route 66) over the Connecticut River between Middletown and Portland, and a small span in New Haven's East Rock Park (#4418) that is a c.1980 reproduction of the 1890 bridge that was part of the original park plan.

The Arrigoni Bridge has ample intrinsic and contextual significance for individual eligibility. At more than 3,400 feet, it is not only the second-longest structure in the Inventory (only Terryville Tunnel is longer), but was the largest single structure undertaken by the engineers at the state Highway Commission at the time it was completed. Furthermore, the Arrigoni Bridge received a national design award from the American Steel Construction Institute in 1938.

The East Rock Park bridge is clearly not eligible because of its date, although as a faithful reproduction of the original span it continues to help define the character of this park entry. It may be deemed to contribute to the significance of the park as a whole, as an exception to the 50-year rule.

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

ELIGIBLE STEEL ARCH

Total: 1

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
524	Middletown	Routes 66 and 17	1938

NON-ELIGIBLE STEEL ARCH

Total: 1

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
4418	New Haven	East Rock Road	1980c*

*Although of recent construction and not individually eligible, the bridge appears to contribute to East Rock Park, a potential historic resource. See following page.

Χοννεχιχυτ Ηιστοριχ Βριδγε Ινπεντορψ

Bridges Eligible as Parts of Larger Entities

The above lists and discussions of non-eligible resources include several examples of bridges that do not appear to meet the National Register criteria for individual sites, but that are part of larger entities that may be eligible as districts or complexes in which the bridges would be contributing structures. There are four types of larger entities that apply: parks, reservoir systems, factory complexes, and potential National Register districts.

PARKS

While some park bridges, such as #4779 in Stafford Springs, have individual distinction, most have historical significance as components in designed landscapes that include trails and roads, picnic areas, bathing or performance pavilions, and an overall aesthetic approach that influenced all these features. The inventoried bridges that appear to be eligible as park components, but not individually, are:

Total: 5

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
1860	Montville	Massapeag Side Road	1936
1603	East Haddam	Route 434	1937
1604	East Haddam	Route 434	1937
1605	East Haddam	Route 434	1937
4418	New Haven	East Rock Road	1980c

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

RESERVOIRS

Both water-supply and hydroelectric impoundments are civil-engineering works of massive proportions, which often include provision for surface transportation in their project areas. The two such systems with bearing on this study are the Saville Dam in Barkhamsted, a 1940 water-supply reservoir for the Hartford region, and the Stevenson Dam in Monroe and Oxford, a 1919 hydroelectric generating station. Both dams have bridges built integrally with their spillways. The bridges, while not individually eligible, contribute to the significance of these historic engineering works:

Total: 2

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
1843	Monroe-Oxford	Route 34	1919
1591	Barkhamsted	Route 318	1940

Χοννεχιχουτ Ηιστοριχ Βριδγε Ινπεντορψ

FACTORY COMPLEXES

Industrial facilities often feature trusses crossing over public highways, or tunnels below, to connect separate buildings. The bridges on the following list are all part of factory complexes that appear eligible for the National Register. The bridges themselves do not appear to merit individual eligibility, but all of them would contribute to the significance of the complexes to which they belong.

Total: 6

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
3259	Windham	Route 601	1864
	Part of:	American Thread complex	
3258	Windham	Route 601	1895c
	Part of:	American Thread complex	
3299	Waterbury	Route 73	1908c
	Part of:	Oakville pin-factory	
3298	Watertown	Route 73	1910c
	Part of:	Oakville pin-factory	
1851	Windham	Factory walk	1920c
	Part of:	American Thread complex	
3242	Vernon	Route 74	1925c*
	Part of:	Roosevelt Mills (Rockville)	

* Roosevelt Mills is already listed on the National Register; Bridge 3242 also lies within, and contributes to, the Downtown Rockville Historic District, a National Register-

Χοννεχιχουτ Ηιστοριχ Βριδγε Ινπεντορψ

listed

historic

district.

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

POTENTIAL NATIONAL REGISTER DISTRICTS

The following bridges do not appear to be individually eligible, and the districts they stand in are not presently listed on the National Register nor, to our knowledge, are the districts under consideration for listing at present. In our opinion, these districts appear to have the cohesiveness and integrity necessary for listing, and the bridges would contribute to the district's significance:

Total: 3

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
4555	Somers	Maple Street	1880c
		Potential Somersville historic district	
2241	Groton- Stonington	Route 27	1870c
		Potential Old Mystic Village historic district	
4149	Manchester	Spring Street	1905c
		Potential Case Family/Highland Park historic district	

Χρονολογική Ιστορική Βιβλιοθήκη

Summary of Eligibility

In all, 124 of the 183 bridges in the Inventory are recommended as individually eligible for the National Register of Historic Places. Another group of 15 bridges are recommended as eligible as part of larger historic resources. Following is a tabular summary of individual eligibility according to the analytical categories employed above.

<u>Category</u>	<u># Eligible</u>	<u># Non-Eligible</u>
Masonry arches		
1899 and earlier	27	12
1900 and later	8	8
Trusses		
1920 and earlier	31	4
1921 and later	13	11
Concrete arches		
1920 and earlier	17	3
1921 and later	15	12
Girders	2	7
Bascules	7	1
Swing bridges	3	0
Steel arches	1	1
Total individually eligible:	124	
Total individually non-eligible:		59
Total inventoried:	183	

Future Considerations

The cutoff date for this inventory, 1940, allowed the project to encompass the great majority of potentially eligible bridges in Connecticut. After the interruption of infrastructure improvements in the northeast during World War II, highway construction became increasingly centralized and more highly standardized. Because girder and beam bridges using reinforced concrete or large-section rolled-steel members became virtually universal practice, significance on the basis of unusual or distinctive engineering only rarely applies to post-1940 bridges. The interstate highway system was an undertaking of such magnitude that it does have unquestioned historical significance, but the great majority of the structures on this system will not be 50 years old until ten to fifteen years from now.

Two groups of Connecticut bridges may become eligible in the shorter term. The Wilbur Cross Parkway, the early 1940s extension of the Merritt Parkway, will soon be eligible for National Register consideration as a complete entity, just as the slightly earlier Merritt Parkway has been seen as eligible. There are two bridges related to the Wilbur Cross in the Inventory, #948 and #2270, both in Orange, which were built as part of the highway (now Route 34) connecting the parkway with New Haven. One of them, #948, is recommended above as individually eligible. It is likely that many more

Χρονολογική Ιστορική Βριδγέ Ινπεντορψ

bridges of this era and this project would be considered eligible in the future, either individually or as part of the parkway. (These 1942 bridges were included originally because of their incorrect coding as stone arches; once their actual structure was determined, they were retained nonetheless as a signpost for these future considerations.)

The other group of highway bridges for future consideration are the girder spans erected by the New Haven Railroad to carry its trains over local roads. This inventory included three such spans, two in Norwalk (#4134, 1895, and #3691, 1905) and one in New Haven (Middletown Avenue, 1918). Research was conducted and inventory forms prepared for these three bridges, in the course of which we learned that dozens of similar girders survive from the periods these spans represent: the 1890-1899, 1900-1910, and 1911-1920. These inventoried spans are not recommended as eligible at the present time. As structures are lost through demolition or replacement, however, the survivors in these groups of girder bridges will increase in scarcity value. These survivors will gain historical significance as rare examples of once-typical practice, much as the few extant 19th-century trusses are significant today.

Χρονολογημένη Ιστορία Βριδγών Ινπεντορψ

LIST OF WORKS CONSULTED

PERIOD ENGINEERING AND TECHNICAL LITERATURE

Dufour, Frank O. and C. Paul Schantz. Bridge Engineering. Chicago: American Technical Society, 1933.

Greene, Charles E. Trusses and Arches, Analyzed and Discussed by Graphical Methods. New York: John Wiley and Sons, 1897.

Hool, George A. Reinforced Concrete Construction. Vol. 3, Bridges and Culverts. New York: McGraw-Hill Book Co., 1916.

Hool, George A. and W. S. Kinne. Movable and Long-Span Bridges. New York: McGraw-Hill Book Co., 1923.

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway
3788	Beacon Falls	1935	Depot St.	Naugatuck River
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook
3270	Bethel	1901c	Route 302	brook
2656	Bethlehem	1897c	Route 132	East Springs Brook
1508	Bloomfield	1913	Route 189	Wash Brook
325	Bridgeport	1910	Route 1	Stillman Pond Brook
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond
4250	Bridgeport	1916	Grand St.	Pequonock River
4251	Bridgeport	1911	Congress St.	Pequonock River
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River
4455	Bridgeport	1924	Central Ave.	Lewis Gut
900	Brookfield	1920	Route 25	Still River
5091	Brookfield	1895	Aldrich Rd.	Still River
562	Canaan	1931	Route 7	Housatonic River
1649	Canterbury	1937	Route 668	Quinebaug River
	Canton	1898	Powder Mill Rd.	Farmington River
5222	Canton	1895	Town Bridge Road	Farmington River
1537	Chaplin	1926	Route 198	Natchaug River
1888	Clinton	1876	Route 1	Indian River
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River
560	Cornwall	1930	Route 7	Housatonic River
2051	Cornwall	1924	Route 7	Deep Brook

Χρονολογική Ιστορία Βριδγες Ινπεντορψ

Hovey, Otis E. Movable Bridges. New York: John Wiley and Sons, 1926.

Johnson, J. B., C. W. Bryan and F. E. Turneure. The Theory and Practice of Modern Framed Structures. New York: John Wiley and Sons, 1900.

Ketchum, Milo S. The Design of Highway Bridges and the Calculation of Stresses in Bridge Trusses. New York: Engineering News Publishing Co., 1908.

_____. Structural Engineers' Handbook: Data for the Design and Construction of Steel Bridges and Buildings. New York: McGraw-Hill Book Company, Inc., 1924.

Kirkham, John E. Highway Bridges: Design and Cost. New York: McGraw-Hill Book Company, Inc., 1932.

McCullough, Conde B. Economics of Highway Bridge Types. Chicago: Gillette Publishing Co., 1929.

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway
3788	Beacon Falls	1935	Depot St.	Naugatuck River
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook
3270	Bethel	1901c	Route 302	brook
2656	Bethlehem	1897c	Route 132	East Springs Brook
1508	Bloomfield	1913	Route 189	Wash Brook
325	Bridgeport	1910	Route 1	Stillman Pond Brook
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond
4250	Bridgeport	1916	Grand St.	Pequonock River
4251	Bridgeport	1911	Congress St.	Pequonock River
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River
4455	Bridgeport	1924	Central Ave.	Lewis Gut
900	Brookfield	1920	Route 25	Still River
5091	Brookfield	1895	Aldrich Rd.	Still River
562	Canaan	1931	Route 7	Housatonic River
1649	Canterbury	1937	Route 668	Quinebaug River
	Canton	1898	Powder Mill Rd.	Farmington River
5222	Canton	1895	Town Bridge Road	Farmington River
1537	Chaplin	1926	Route 198	Natchaug River
1888	Clinton	1876	Route 1	Indian River
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River
560	Cornwall	1930	Route 7	Housatonic River
2051	Cornwall	1924	Route 7	Deep Brook

Χρονολογική Ιστορία Βριδγες Ινπεντορψ

Tyrrell, Henry Gratton. Concrete Bridges and Culverts.
Chicago: Myron C. Clark Publishing Co., 1909.

J.A.L. Waddell. Bridge Engineering. New York: John
Wiley and Sons, 1916.

_____. The Designing of Ordinary Iron Highway
Bridges. New York: John Wiley and Sons, 1884.

_____. Economics of Bridgework: A Sequel to Bridge
Engineering. New York: John Wiley and Sons, 1921.

HISTORICAL WORKS ON BRIDGE ENGINEERING AND BRIDGE BUILDERS

Comp, T. Allan and Donald C. Jackson. Bridge Truss
Types: A Guide to Dating and Identifying,
Technical Leaflet 95. Nashville: American
Association for State and Local History, 1977.

Condit, Carl W. American Building Art: The Nineteenth
Century. New York: Oxford University Press, 1960.

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway
3788	Beacon Falls	1935	Depot St.	Naugatuck River
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook
3270	Bethel	1901c	Route 302	brook
2656	Bethlehem	1897c	Route 132	East Springs Brook
1508	Bloomfield	1913	Route 189	Wash Brook
325	Bridgeport	1910	Route 1	Stillman Pond Brook
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond
4250	Bridgeport	1916	Grand St.	Pequonock River
4251	Bridgeport	1911	Congress St.	Pequonock River
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River
4455	Bridgeport	1924	Central Ave.	Lewis Gut
900	Brookfield	1920	Route 25	Still River
5091	Brookfield	1895	Aldrich Rd.	Still River
562	Canaan	1931	Route 7	Housatonic River
1649	Canterbury	1937	Route 668	Quinebaug River
	Canton	1898	Powder Mill Rd.	Farmington River
5222	Canton	1895	Town Bridge Road	Farmington River
1537	Chaplin	1926	Route 198	Natchaug River
1888	Clinton	1876	Route 1	Indian River
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River
560	Cornwall	1930	Route 7	Housatonic River
2051	Cornwall	1924	Route 7	Deep Brook

Χρονολογική Ιστορία Βριδγών Ινπεντορψ

- _____. American Building Art: The Twentieth Century. New York: Oxford University Press, 1961.
- _____. "American Building: Materials and Techniques From the First Colonial Settlements to the Present." Chicago: University of Chicago Press, 1968.
- Darnell, Victor C. Directory of American Bridge-Building Companies, 1840-1900. Washington, D.C.: Society for Industrial Archeology, 1984.
- _____. "Lenticular Bridges From East Berlin, Connecticut." IA: The Journal of the Society for Industrial Archeology 5 (1979): 19-32.
- Jackson, Donald C. "Railroads, Truss Bridges and the Rise of the Civil Engineer." Civil Engineering 47 (October 1977): 97-101.
- _____. Great American Bridges and Dams. Washington, D.C.: The Preservation Press, 1988.

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway
3788	Beacon Falls	1935	Depot St.	Naugatuck River
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook
3270	Bethel	1901c	Route 302	brook
2656	Bethlehem	1897c	Route 132	East Springs Brook
1508	Bloomfield	1913	Route 189	Wash Brook
325	Bridgeport	1910	Route 1	Stillman Pond Brook
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond
4250	Bridgeport	1916	Grand St.	Pequonock River
4251	Bridgeport	1911	Congress St.	Pequonock River
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River
4455	Bridgeport	1924	Central Ave.	Lewis Gut
900	Brookfield	1920	Route 25	Still River
5091	Brookfield	1895	Aldrich Rd.	Still River
562	Canaan	1931	Route 7	Housatonic River
1649	Canterbury	1937	Route 668	Quinebaug River
	Canton	1898	Powder Mill Rd.	Farmington River
5222	Canton	1895	Town Bridge Road	Farmington River
1537	Chaplin	1926	Route 198	Natchaug River
1888	Clinton	1876	Route 1	Indian River
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River
560	Cornwall	1930	Route 7	Housatonic River
2051	Cornwall	1924	Route 7	Deep Brook

Χρονολογική Ιστορική Βιβλιογραφία

Simmons, David A., "Ohio Bridges from 1850 to 1950: Reflections of Society," Paper presented at the annual meeting of the Society for Industrial Archeology, Newark, New Jersey, 9-12 May 1985. Typescript copy, courtesy of the author.

Tyrrell, Henry Gratton. History of Bridge Engineering. Chicago: G. B. Williams Co., 1911.

WORKS ON TRANSPORTATION AND BRIDGES IN CONNECTICUT

America's Highways 1776-1976: A History of the Federal-Aid Program. Washington: Federal Highway Administration, 1976.

Augur, E. P. "Improved Highways in Connecticut." Proceedings of the Connecticut Society of Civil Engineers (1896): 50-59.

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway
3788	Beacon Falls	1935	Depot St.	Naugatuck River
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook
3270	Bethel	1901c	Route 302	brook
2656	Bethlehem	1897c	Route 132	East Springs Brook
1508	Bloomfield	1913	Route 189	Wash Brook
325	Bridgeport	1910	Route 1	Stillman Pond Brook
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond
4250	Bridgeport	1916	Grand St.	Pequonock River
4251	Bridgeport	1911	Congress St.	Pequonock River
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River
4455	Bridgeport	1924	Central Ave.	Lewis Gut
900	Brookfield	1920	Route 25	Still River
5091	Brookfield	1895	Aldrich Rd.	Still River
562	Canaan	1931	Route 7	Housatonic River
1649	Canterbury	1937	Route 668	Quinebaug River
	Canton	1898	Powder Mill Rd.	Farmington River
5222	Canton	1895	Town Bridge Road	Farmington River
1537	Chaplin	1926	Route 198	Natchaug River
1888	Clinton	1876	Route 1	Indian River
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River
560	Cornwall	1930	Route 7	Housatonic River
2051	Cornwall	1924	Route 7	Deep Brook

Χρονολογική Ιστορική Βιβλιογραφία

Bennett, Charles J. "The Highway Department of Connecticut." Proceedings of the Connecticut Society of Civil Engineers (1914): 4-11.

_____. "Problems of Highway Development." Proceedings of the Connecticut Society of Civil Engineers (1921): 26-32.

_____. "The Road Situation in Connecticut." Proceedings of the Connecticut Society of Civil Engineers (1923): 30-41.

Bushell, A.W. "Widening of the Boston Post Road." Proceedings of the Connecticut Society of Civil Engineers (1926): 41-49.

Connecticut Highway Department. "Forty Years of Highway Development in Connecticut, 1895-1935. Tercentenary Commission of the State of Connecticut, Publication No. 46. New Haven, 1935.

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE	CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River	
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway	
3788	Beacon Falls	1935	Depot St.	Naugatuck River	
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook	
3270	Bethel	1901c	Route 302	brook	
2656	Bethlehem	1897c	Route 132	East Springs Brook	
1508	Bloomfield	1913	Route 189	Wash Brook	
325	Bridgeport	1910	Route 1	Stillman Pond Brook	
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond	
4250	Bridgeport	1916	Grand St.	Pequonock River	
4251	Bridgeport	1911	Congress St.	Pequonock River	
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River	
4455	Bridgeport	1924	Central Ave.	Lewis Gut	
900	Brookfield	1920	Route 25	Still River	
5091	Brookfield	1895	Aldrich Rd.	Still River	
562	Canaan	1931	Route 7	Housatonic River	
1649	Canterbury	1937	Route 668	Quinebaug River	
	Canton	1898	Powder Mill Rd.	Farmington River	
5222	Canton	1895	Town Bridge Road	Farmington River	
1537	Chaplin	1926	Route 198	Natchaug River	
1888	Clinton	1876	Route 1	Indian River	
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook	
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River	
560	Cornwall	1930	Route 7	Housatonic River	
2051	Cornwall	1924	Route 7	Deep Brook	

Χρονολογική Ιστορία Βριδγών Ινφρανφκτ

Connecticut State Highway Commissioners. Annual Report. Hartford, 1895. From 1896 to 1898 the analogous volumes were issued as Annual Report of the Highway Commissioner's Office; and from 1899-1900 to 1907-1908 as Biennial Report of the Highway Commissioner's Office. From 1909 through 1912 no report was issued. Biennial reports resumed from 1913-1914 through 1931-1932. From 1933 to 1969 the reports were issued annually by the State Highway Department, and from 1970 to the present by the Department of Transportation.

Creamer, W. M. "The Merritt Parkway." Proceedings of the Connecticut Society of Civil Engineers (1936): 99-107.

_____. "The State-wide Highway Planning Survey." Proceedings of the Connecticut Society of Civil Engineers (1939): 113-119.

Farnham, Elmer F. The Quickest Route: The History of the Norwich and Worcester Railroad. Chester, CT: Pequot Press, 1973.

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway
3788	Beacon Falls	1935	Depot St.	Naugatuck River
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook
3270	Bethel	1901c	Route 302	brook
2656	Bethlehem	1897c	Route 132	East Springs Brook
1508	Bloomfield	1913	Route 189	Wash Brook
325	Bridgeport	1910	Route 1	Stillman Pond Brook
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond
4250	Bridgeport	1916	Grand St.	Pequonock River
4251	Bridgeport	1911	Congress St.	Pequonock River
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River
4455	Bridgeport	1924	Central Ave.	Lewis Gut
900	Brookfield	1920	Route 25	Still River
5091	Brookfield	1895	Aldrich Rd.	Still River
562	Canaan	1931	Route 7	Housatonic River
1649	Canterbury	1937	Route 668	Quinebaug River
	Canton	1898	Powder Mill Rd.	Farmington River
5222	Canton	1895	Town Bridge Road	Farmington River
1537	Chaplin	1926	Route 198	Natchaug River
1888	Clinton	1876	Route 1	Indian River
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River
560	Cornwall	1930	Route 7	Housatonic River
2051	Cornwall	1924	Route 7	Deep Brook

Χρονολογική Ιστορική Βιβλιογραφία

- Healy, Kent T. "The Development of Transportation in Southern New England." Proceedings of the Connecticut Society of Civil Engineers (1934): 95-120.
- Kistler, Thelma M. The Rise of the Railroads of the Connecticut River Valley. Smith College Studies in History, No. 23. Northampton, Mass., 1937.
- Lewis, Thomas R. "The Era of Railroad Development in Connecticut: A Systematic Study in Historical Geography." M.A. Thesis, Central Connecticut State College, 1964.
- MacDonald, J. A. "The Merritt Parkway." Proceedings of the Connecticut Society of Civil Engineers (1938): 21-33.
- The New York, New Haven and Hartford Railroad Records. Storrs: University of Connecticut, Historical Manuscripts and Archives, 1990.

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE	CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River	
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway	
3788	Beacon Falls	1935	Depot St.	Naugatuck River	
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook	
3270	Bethel	1901c	Route 302	brook	
2656	Bethlehem	1897c	Route 132	East Springs Brook	
1508	Bloomfield	1913	Route 189	Wash Brook	
325	Bridgeport	1910	Route 1	Stillman Pond Brook	
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond	
4250	Bridgeport	1916	Grand St.	Pequonock River	
4251	Bridgeport	1911	Congress St.	Pequonock River	
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River	
4455	Bridgeport	1924	Central Ave.	Lewis Gut	
900	Brookfield	1920	Route 25	Still River	
5091	Brookfield	1895	Aldrich Rd.	Still River	
562	Canaan	1931	Route 7	Housatonic River	
1649	Canterbury	1937	Route 668	Quinebaug River	
	Canton	1898	Powder Mill Rd.	Farmington River	
5222	Canton	1895	Town Bridge Road	Farmington River	
1537	Chaplin	1926	Route 198	Natchaug River	
1888	Clinton	1876	Route 1	Indian River	
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook	
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River	
560	Cornwall	1930	Route 7	Housatonic River	
2051	Cornwall	1924	Route 7	Deep Brook	

Χρονολογική Ιστορική Βιβλιογραφία

- Roth, Matthew, et al. Connecticut: An Inventory of Historic Engineering and Industrial Sites. Washington, D.C.: Society for Industrial Archeology, 1981.
- Slocum, C. L. "The Highway Bridges of the New Haven Improvements." Proceedings of the Connecticut Society of Civil Engineers (1907): 46-51.
- Weller, John L. The New Haven Railroad: Its Rise and Fall. New York: Hastings House, 1969.
- Withington, Sidney. The First Twenty Years of Railroads in Connecticut. Tercentenary Commission of the State of Connecticut, Publication No. 45. New Haven, 1935.

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE	CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River	
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway	
3788	Beacon Falls	1935	Depot St.	Naugatuck River	
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook	
3270	Bethel	1901c	Route 302	brook	
2656	Bethlehem	1897c	Route 132	East Springs Brook	
1508	Bloomfield	1913	Route 189	Wash Brook	
325	Bridgeport	1910	Route 1	Stillman Pond Brook	
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond	
4250	Bridgeport	1916	Grand St.	Pequonock River	
4251	Bridgeport	1911	Congress St.	Pequonock River	
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River	
4455	Bridgeport	1924	Central Ave.	Lewis Gut	
900	Brookfield	1920	Route 25	Still River	
5091	Brookfield	1895	Aldrich Rd.	Still River	
562	Canaan	1931	Route 7	Housatonic River	
1649	Canterbury	1937	Route 668	Quinebaug River	
	Canton	1898	Powder Mill Rd.	Farmington River	
5222	Canton	1895	Town Bridge Road	Farmington River	
1537	Chaplin	1926	Route 198	Natchaug River	
1888	Clinton	1876	Route 1	Indian River	
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook	
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River	
560	Cornwall	1930	Route 7	Housatonic River	
2051	Cornwall	1924	Route 7	Deep Brook	

Connecticut Historic Bridge Inventory

APPENDIX A

INVENTORY LIST

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway
3788	Beacon Falls	1935	Depot St.	Naugatuck River
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook
3270	Bethel	1901c	Route 302	brook
2656	Bethlehem	1897c	Route 132	East Springs Brook
1508	Bloomfield	1913	Route 189	Wash Brook
325	Bridgeport	1910	Route 1	Stillman Pond Brook
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond
4250	Bridgeport	1916	Grand St.	Pequonock River
4251	Bridgeport	1911	Congress St.	Pequonock River
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River
4455	Bridgeport	1924	Central Ave.	Lewis Gut
900	Brookfield	1920	Route 25	Still River
5091	Brookfield	1895	Aldrich Rd.	Still River
562	Canaan	1931	Route 7	Housatonic River
1649	Canterbury	1937	Route 668	Quinebaug River
	Canton	1898	Powder Mill Rd.	Farmington River
5222	Canton	1895	Town Bridge Road	Farmington River
1537	Chaplin	1926	Route 198	Natchaug River
1888	Clinton	1876	Route 1	Indian River
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River
560	Cornwall	1930	Route 7	Housatonic River
2051	Cornwall	1924	Route 7	Deep Brook

Connecticut Historic Bridge Inventory

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway
3788	Beacon Falls	1935	Depot St.	Naugatuck River
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook
3270	Bethel	1901c	Route 302	brook
2656	Bethlehem	1897c	Route 132	East Springs Brook
1508	Bloomfield	1913	Route 189	Wash Brook
325	Bridgeport	1910	Route 1	Stillman Pond Brook
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond
4250	Bridgeport	1916	Grand St.	Pequonock River
4251	Bridgeport	1911	Congress St.	Pequonock River
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River
4455	Bridgeport	1924	Central Ave.	Lewis Gut
900	Brookfield	1920	Route 25	Still River
5091	Brookfield	1895	Aldrich Rd.	Still River
562	Canaan	1931	Route 7	Housatonic River
1649	Canterbury	1937	Route 668	Quinebaug River
	Canton	1898	Powder Mill Rd.	Farmington River

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway
3788	Beacon Falls	1935	Depot St.	Naugatuck River
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook
3270	Bethel	1901c	Route 302	brook
2656	Bethlehem	1897c	Route 132	East Springs Brook
1508	Bloomfield	1913	Route 189	Wash Brook
325	Bridgeport	1910	Route 1	Stillman Pond Brook
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond
4250	Bridgeport	1916	Grand St.	Pequonock River
4251	Bridgeport	1911	Congress St.	Pequonock River
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River
4455	Bridgeport	1924	Central Ave.	Lewis Gut
900	Brookfield	1920	Route 25	Still River
5091	Brookfield	1895	Aldrich Rd.	Still River
562	Canaan	1931	Route 7	Housatonic River
1649	Canterbury	1937	Route 668	Quinebaug River
	Canton	1898	Powder Mill Rd.	Farmington River
5222	Canton	1895	Town Bridge Road	Farmington River
1537	Chaplin	1926	Route 198	Natchaug River
1888	Clinton	1876	Route 1	Indian River
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River
560	Cornwall	1930	Route 7	Housatonic River
2051	Cornwall	1924	Route 7	Deep Brook

Connecticut Historic Bridge Inventory

5222	Canton	1895	Town Bridge Road	Farmington River
1537	Chaplin	1926	Route 198	Natchaug River
1888	Clinton	1876	Route 1	Indian River
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River
560	Cornwall	1930	Route 7	Housatonic River
2051	Cornwall	1924	Route 7	Deep Brook
3278	Coventry	1870c	Route 31	Mill Brook
4622	Coventry - Mansfield	1914	Flanders Rd.	Willimantic River
4633	Coventry - Mansfield	1925	Jones Crossing	Willimantic River
4125	Danbury	1899	Crosby St.	Padanaram Brook
4145	Darien	1922c	West Ave.	Stony Brook
4992	Darien	1930	Rings End Rd.	Gorham Pond
1138	East Haddam	1913	Route 82	Connecticut River
1603	East Haddam	1937	Route 434	brook
1604	East Haddam	1937	Route 434	brook
1605	East Haddam	1937	Route 434	brook
4496	E. Hartford	1903	Forbes St.	Hockanum River
1397	East Lyme - Waterford	1921	Route 156	Niantic River
1524	East Windsor	1925	Route 191	Scantic River
4500	East Windsor	1888	Melrose Rd.	Scantic River
3972	Enfield	1925	South Maple St.	Scantic River
1961	Enfield	1925	Route 5	Boweyns Brook
4952	Fairfield	1934	Sturges Rd.	Mill River
475	Farmington	1927	Route 6	Pequabuck River

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway
3788	Beacon Falls	1935	Depot St.	Naugatuck River
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook
3270	Bethel	1901c	Route 302	brook
2656	Bethlehem	1897c	Route 132	East Springs Brook
1508	Bloomfield	1913	Route 189	Wash Brook
325	Bridgeport	1910	Route 1	Stillman Pond Brook
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond
4250	Bridgeport	1916	Grand St.	Pequonock River
4251	Bridgeport	1911	Congress St.	Pequonock River
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River
4455	Bridgeport	1924	Central Ave.	Lewis Gut
900	Brookfield	1920	Route 25	Still River
5091	Brookfield	1895	Aldrich Rd.	Still River
562	Canaan	1931	Route 7	Housatonic River
1649	Canterbury	1937	Route 668	Quinebaug River
	Canton	1898	Powder Mill Rd.	Farmington River
5222	Canton	1895	Town Bridge Road	Farmington River
1537	Chaplin	1926	Route 198	Natchaug River
1888	Clinton	1876	Route 1	Indian River
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River
560	Cornwall	1930	Route 7	Housatonic River
2051	Cornwall	1924	Route 7	Deep Brook

Connecticut Historic Bridge Inventory

1487	Farmington	1939	Route 177	Farmington River
867	Glastonbury	1870c	Route 17	Roaring Brook
1401	Glastonbury	1870c	Route 160	Roaring Brook
3671	Glastonbury	1871	Naubuc Ave.	Brewer Brook
3674	Greenwich	1893	Byram Rd.	Metro North
3846	Greenwich	1895	Drinkwater Place	Metro North
5011	Greenwich	1905	Shore Rd. #1	Horseneck Brook
5015	Greenwich	1925	Porchuck Rd.	Byram River
	Greenwich	1894	Field Point Rd.	Metro North
	Greenwich	1870c	Arch St.	Metro North
362	Groton - Stonington	1922	Route 1	Mystic River
2241	Groton - Stonington	1870c	Route 27	Whitford Brook
343	Guilford	1924	Route 1	West River
4168	Hamden	1935	Waite St.	Lake Whitney
656	Hamden	1938	Whitney Ave.	Lake Whitney
977	Hartford	1906	Route 44	N Branch Park River
979	Hartford	1871	Route 44	Conrail
980A	Hartford	1908	Route 84	Connecticut River
3781	Hartford	1907	Walnut St.	Conrail
1594	Kent	1923	Route 341	Housatonic River
4700	Killingly	1850c	Peep Toad Rd.	Peep Toad Brook
4704	Killingly	1860c	Attawaugan Rd.	Five Mile River
1132	Killingworth	1934	Route 80	Hammonasset River
	Lisbon	1850c	Kinsman Rd. Ext.	Prov. & Worc. RR
5184	Litchfield	1915	Milton Rd.	Marshepaug River
4724	Lyme	1920	Joshuatown Rd.	Eight Mile River
346	Madison	1914	Route 1	Neck River

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway
3788	Beacon Falls	1935	Depot St.	Naugatuck River
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook
3270	Bethel	1901c	Route 302	brook
2656	Bethlehem	1897c	Route 132	East Springs Brook
1508	Bloomfield	1913	Route 189	Wash Brook
325	Bridgeport	1910	Route 1	Stillman Pond Brook
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond
4250	Bridgeport	1916	Grand St.	Pequonock River
4251	Bridgeport	1911	Congress St.	Pequonock River
4252	Bridgeport	1925	E. Washington Ave.	Pequonock River
4455	Bridgeport	1924	Central Ave.	Lewis Gut
900	Brookfield	1920	Route 25	Still River
5091	Brookfield	1895	Aldrich Rd.	Still River
562	Canaan	1931	Route 7	Housatonic River
1649	Canterbury	1937	Route 668	Quinebaug River
	Canton	1898	Powder Mill Rd.	Farmington River
5222	Canton	1895	Town Bridge Road	Farmington River
1537	Chaplin	1926	Route 198	Natchaug River
1888	Clinton	1876	Route 1	Indian River
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River
560	Cornwall	1930	Route 7	Housatonic River
2051	Cornwall	1924	Route 7	Deep Brook

Connecticut Historic Bridge Inventory

3793	Manchester	1869c	North Main St.	Hockanum River
4149	Manchester	1905	Spring St.	Birch Mountain Brook
	Manchester	1900c	Hartford Road	dry ditch
2819	Mansfield	1850c	Route 195	Chapin Brook
4727	Mansfield	1901	Mount Hope Road	Mount Hope River
436	Meriden	1892	Route 5	Harbor Brook
4185	Meriden	1891	Center St.	Harbor Brook
4839	Meriden	1892	Cooper St.	Harbor Brook
	Meriden	1891	near Oregon Rd.	Quinnipiac River
639	Middletown	1910	Conrail	Route 9 and CT. R.
4536	Middletown	1918	Berlin Street	Coginchaug River
4537	Middletown	1885c	Jackson Street	Coginchaug River
	Middletown	1908	Wadsworth Pk.	Laurel Brook
			State Pk. Path	
4541	Middletown	1927	Beverly Heights	Coginchaug River
524	Middletown	1938	Route 66	Conrail/Route 9/CT Riv.
327	Milford - Stratford	1921	Route 1	Housatonic River
1328	Milford	1889	Route 162	Wepawaug River
3645	Milford	1934	River St.	Wepawaug River
1843	Monroe - Oxford	1919	Route 34	Housatonic River
1860	Montville	1936	Route 433	Shantok Brook
4214	Naugatuck	1912	Maple Ave.	Naugatuck River
5217	New Britain	1925	Stanley.Q.Pk. Rd.	Brook
5218	New Britain	1936	Stanley Park Rd.	Spillway
5004	New Canaan	1918	Route 96/ Reservoir Rd.	Rippowam River
1561	New Hartford	1930	Route 219	Farmington River

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway
3788	Beacon Falls	1935	Depot St.	Naugatuck River
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook
3270	Bethel	1901c	Route 302	brook
2656	Bethlehem	1897c	Route 132	East Springs Brook
1508	Bloomfield	1913	Route 189	Wash Brook
325	Bridgeport	1910	Route 1	Stillman Pond Brook
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond
4250	Bridgeport	1916	Grand St.	Pequonock River
4251	Bridgeport	1911	Congress St.	Pequonock River
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River
4455	Bridgeport	1924	Central Ave.	Lewis Gut
900	Brookfield	1920	Route 25	Still River
5091	Brookfield	1895	Aldrich Rd.	Still River
562	Canaan	1931	Route 7	Housatonic River
1649	Canterbury	1937	Route 668	Quinebaug River
	Canton	1898	Powder Mill Rd.	Farmington River
5222	Canton	1895	Town Bridge Road	Farmington River
1537	Chaplin	1926	Route 198	Natchaug River
1888	Clinton	1876	Route 1	Indian River
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River
560	Cornwall	1930	Route 7	Housatonic River
2051	Cornwall	1924	Route 7	Deep Brook

Connecticut Historic Bridge Inventory

4434	New Hartford	1936	Black Bridge Rd.	Farmington River
3806	New Haven	1882	Chapel Street	West River
337	New Haven	1924	Route 1 & RR	Quinnipiac River
3752	New Haven	1907	Olive St.	Conrail
3808	New Haven	1910	Edgewood Ave.	West River
3809	New Haven	1940	Ferry St.	Quinnipiac River
3870	New Haven	1907	Fair St.	Metro North
3871	New Haven	1907	Crown St.	Conrail
3872	New Haven	1907	Chapel St.	Conrail
3873	New Haven	1907	Court St.	Conrail
3874	New Haven	1907	Grand Ave.	Conrail
3879	New Haven	1885c	Clifton St.	Conrail
	New Haven	1918	Middletown Ave.	Conrail
4138	New Haven	1890	Wintergreen Ave.	Town Farm Brook
4418	New Haven	1980c	East Rock Rd.	Mill River
3998	New Haven	1912	Ferry St.	Metro North
1607	New London	1889	SR 437	Railroad
	Newtown	1890	Riverside Rd.vic.	Pootatuck River
507	Newtown - Southbury	1934	Route 816	Housatonic River
317	Norwalk	1927	Route 1	Five Mile River
3849	Norwalk	1938	Lowe St.	Railroad
3850	Norwalk	1891	Bridge St.	Railroad
4130	Norwalk	1899	Perry Ave.	Silvermine River
4155	Norwalk	1912	Glover Ave.	Norwalk River
3691	Norwalk	1905	East Ave.	Metro North
4134	Norwalk	1895	Marshall St.	Metro North
	Norwalk	1896	Washington & Main	Metro North
4746	Norwich	1908	Sunnyside St.	Yantic River

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway
3788	Beacon Falls	1935	Depot St.	Naugatuck River
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook
3270	Bethel	1901c	Route 302	brook
2656	Bethlehem	1897c	Route 132	East Springs Brook
1508	Bloomfield	1913	Route 189	Wash Brook
325	Bridgeport	1910	Route 1	Stillman Pond Brook
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond
4250	Bridgeport	1916	Grand St.	Pequonock River
4251	Bridgeport	1911	Congress St.	Pequonock River
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River
4455	Bridgeport	1924	Central Ave.	Lewis Gut
900	Brookfield	1920	Route 25	Still River
5091	Brookfield	1895	Aldrich Rd.	Still River
562	Canaan	1931	Route 7	Housatonic River
1649	Canterbury	1937	Route 668	Quinebaug River
	Canton	1898	Powder Mill Rd.	Farmington River
5222	Canton	1895	Town Bridge Road	Farmington River
1537	Chaplin	1926	Route 198	Natchaug River
1888	Clinton	1876	Route 1	Indian River
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River
560	Cornwall	1930	Route 7	Housatonic River
2051	Cornwall	1924	Route 7	Deep Brook

Connecticut Historic Bridge Inventory

1415	Norwich - Lisbon	1938	Route 169	Shetucket River
948	Orange	1942	Route 34	Wepawaug River
2270	Orange	1942	Route 34	Race Brook
4402	Plainfield	1886	Brunswick Avenue	Moosup River
4403	Plainfield	1886	River Street #1	Moosup River
4754	Plainfield	1850c	Packerville Rd.	Mill Brook
4139	Plymouth	1910	Tunnel Rd.	Conrail Tunnel
	Portland	1890c	Middle Haddam Rd.	Air Line RR (aband.)
992	Putnam	1925	Route 44	Quinebaug River
	Putnam	1840c	Bates Ave.	Little Dam Tavern Brook
	Putnam	1901	Arch Street	Prov.& Worc. RR
963	Salisbury	1929	Route 41	Sage Ravine Brook
966	Salisbury	1918	Route 44	Housatonic River
2305	Salisbury	1873	Route 44	Burton Brook
5191	Sharon	1885	Sharon Sta. Rd.	Webatuck River
3222	Shelton	1913	Route 110	Brook
1659	Shelton - Derby	1918	Route 712	Housatonic River
1587	Simsbury	1894	Route 315	Farmington River
4555	Somers	1880c	Maple St.	Scantic River
4779	Stafford	1912	Spring St.	Middle River
4780	Stafford	1870c	Center St.	Middle River
2199	Stafford	1924	Route 19	Delphi Brook
3682	Stamford	1847	South State St.	Rippowam River
5009	Stamford	1936	June Rd.	Mianus River
4182	Stonington - Westerly, RI	1906	White Rock Rd.	Pawcatuck River
455	Suffield	1929	Route 159	Stoney Brook

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway
3788	Beacon Falls	1935	Depot St.	Naugatuck River
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook
3270	Bethel	1901c	Route 302	brook
2656	Bethlehem	1897c	Route 132	East Springs Brook
1508	Bloomfield	1913	Route 189	Wash Brook
325	Bridgeport	1910	Route 1	Stillman Pond Brook
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond
4250	Bridgeport	1916	Grand St.	Pequonock River
4251	Bridgeport	1911	Congress St.	Pequonock River
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River
4455	Bridgeport	1924	Central Ave.	Lewis Gut
900	Brookfield	1920	Route 25	Still River
5091	Brookfield	1895	Aldrich Rd.	Still River
562	Canaan	1931	Route 7	Housatonic River
1649	Canterbury	1937	Route 668	Quinebaug River
	Canton	1898	Powder Mill Rd.	Farmington River
5222	Canton	1895	Town Bridge Road	Farmington River
1537	Chaplin	1926	Route 198	Natchaug River
1888	Clinton	1876	Route 1	Indian River
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River
560	Cornwall	1930	Route 7	Housatonic River
2051	Cornwall	1924	Route 7	Deep Brook

Connecticut Historic Bridge Inventory

603	Thomaston	1930	Route 848	Railroad/Naugatuck R.
2477	Tolland	1917	Route 74	Grapevine Brook
982	Tolland - Willington	1939	Route 74	Willimantic River
1617	Vernon	1849	Abandoned RR	Tunnel Road
4575	Vernon	1891	Main Street	Tankerhoosen Riv.
3242	Vernon	1925c	Pedestrian bridge	Route 74
1079	Wallingford	1870c	Railroad	Route 71
1007	Washington	1929	Route 47	Shepaug River
5159	Washington	1888	Romford Rd.	Bantam River
4534	Waterbury	1878	Washington Ave.	Mad River
5038	Waterbury	1890	Sheffield St.	Hancock Brook
3299	Waterbury	1908c	Walkway	Route 73
1117	Waterbury	1922	West Main St.	Naugatuck River
4166	Waterbury	1925	Freight St.	Naugatuck River
5041	Waterbury	1935	Huntingdon Ave.	Steel Brook
3298	Watertown	1910c	Factory walk	Route 73
4408	Watertown	1892	Skilton Rd.	Nonewaug River
3651	W. Hartford	1901	North Main St.	Trout Brook
349	Westbrook	1925	Route 1	Patchaug River
4962	Weston	1938	Valley Forge Rd.	Saugatuck River
3852	Westport	1891	Hales Rd.	Railroad
3854	Westport	1891c	Sasco Creek Rd.	Railroad
319	Westport	1917	Route 1	Saugatuck River
1926	Wethersfield	1870c	Route 3	Goff Brook
1850	Windham	1869	Route 601	Willimantic River
1851	Windham	1920c	Walkway	Route 601
1852	Windham	1868	Route 32	Willimantic River
3258	Windham	1895c	Route 601	Passageway

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway
3788	Beacon Falls	1935	Depot St.	Naugatuck River
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook
3270	Bethel	1901c	Route 302	brook
2656	Bethlehem	1897c	Route 132	East Springs Brook
1508	Bloomfield	1913	Route 189	Wash Brook
325	Bridgeport	1910	Route 1	Stillman Pond Brook
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond
4250	Bridgeport	1916	Grand St.	Pequonock River
4251	Bridgeport	1911	Congress St.	Pequonock River
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River
4455	Bridgeport	1924	Central Ave.	Lewis Gut
900	Brookfield	1920	Route 25	Still River
5091	Brookfield	1895	Aldrich Rd.	Still River
562	Canaan	1931	Route 7	Housatonic River
1649	Canterbury	1937	Route 668	Quinebaug River
	Canton	1898	Powder Mill Rd.	Farmington River
5222	Canton	1895	Town Bridge Road	Farmington River
1537	Chaplin	1926	Route 198	Natchaug River
1888	Clinton	1876	Route 1	Indian River
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River
560	Cornwall	1930	Route 7	Housatonic River
2051	Cornwall	1924	Route 7	Deep Brook

Connecticut Historic Bridge Inventory

488	Windham	1937	Route 66	Prov. & Worc. RR
3259	Windham	1864	Route 601	Factory Passageway
1360	Windsor Lks.	1921	Route 140	Connecticut River
	- East Windsor			
1000	Woodbury	1928	Route 47	Weekeepeemee River
4422	Woodbury	1893	Papermill Rd.	Weekeepeemee River
5065	Woodbury	1890	Minortown Road	Nonewaug River

APPENDIX A

Inventory List, Alphabetical by Town

DOT#	TOWN	DATE	CARRYING	FEATURE CROSSED
1496	Barkhamsted	1939	Route 181	Farmington River
1591	Barkhamsted	1940	Route 318	Saville Dam Spillway
3788	Beacon Falls	1935	Depot St.	Naugatuck River
5092	Bethel	1903	Rockwell Rd.	Limekiln Brook
3270	Bethel	1901c	Route 302	brook
2656	Bethlehem	1897c	Route 132	East Springs Brook
1508	Bloomfield	1913	Route 189	Wash Brook
325	Bridgeport	1910	Route 1	Stillman Pond Brook
3637	Bridgeport	1929	Stratford Ave.	Yellow Mill Pond
4250	Bridgeport	1916	Grand St.	Pequonock River
4251	Bridgeport	1911	Congress St.	Pequonock River
4252	Bridgeport	1925	E.Washington Ave.	Pequonock River
4455	Bridgeport	1924	Central Ave.	Lewis Gut
900	Brookfield	1920	Route 25	Still River
5091	Brookfield	1895	Aldrich Rd.	Still River
562	Canaan	1931	Route 7	Housatonic River
1649	Canterbury	1937	Route 668	Quinebaug River
	Canton	1898	Powder Mill Rd.	Farmington River
5222	Canton	1895	Town Bridge Road	Farmington River
1537	Chaplin	1926	Route 198	Natchaug River
1888	Clinton	1876	Route 1	Indian River
5144	Colebrook	1915	Wolford Hill Rd.	Sandy Brook
4619	Columbia - Lebanon	1870c	Village Hill Rd.	Ten Mile River
560	Cornwall	1930	Route 7	Housatonic River
2051	Cornwall	1924	Route 7	Deep Brook

APPENDIX B

LIST OF 55 DELETIONS WITH EXPLANATIONS

Χρονολογημένο Ιστορικό Βριδγες Ινπεντορψ

APPENDIX B

Sites Deleted From the List During Fieldwork

Alphabetical by Town

- # 1624: Avon, Arch St./Boston & Maine Railroad
Reason: Bridge Log indicated an 1896 underpass, possibly an arch. Bridge is actually a combination of a c.1930 plate-girder structure and a post-1960 I-beam and plate structure.
- # 4265: Brookfield, Gray's Bridge Road/Conrail
Reason: Replaced with new bridge.
- # 618: Colebrook, Route 8/Sandy Brook
Reason: Under replacement.
- # 2034: Danbury, Route 7/Saugatuck River
Reason: Under replacement.
- # 2788: East Granby, Route 187/Creamery Brook
Reason: Replaced with new bridge.
- # 4009: East Granby, Route 58/abandoned RR & Copper Hill Rd.
Reason: Replaced with new bridge.
- [no ConnDOT #]: East Haven, Lake Rd./Railroad
Reason: Replaced with new bridge.
- [no ConnDOT #]: East Windsor, Melrose Rd./Scantic River
Reason: Duplicate listing with #4500, which is still included.
- # 3859: Fairfield, Grassmere Ave./MetroNorth
Reason: Replaced with new bridge.
- [no ConnDOT #]: Fairfield, Mill Hill Rd./Metro North

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

Reason: Replaced with new bridge.

3838: Fairfield, Black Rock Turnpike/Metro North
Reason: Replaced with new bridge.

5282: Farmington, Meadow Rd./Pequabuck River
Reason: ConnDOT data gave conflicting dates for this site -- 1922 or 1983; site visit revealed that 1983 is correct.

4106: Glastonbury, Main St./Salmon Brook
Reason: Replaced with new bridge.

4169: Hamden, Davis St./Lake Whitney
Reason: Under replacement.

645: Hamden, Route 10/Willow Brook
Reason: Under replacement.

[no ConnDOT #]: Hamden, East Rock Pk. path/ Mill River
Reason: Never served as a highway bridge.

1626, Hartford, 1833, Main Street over I-484
Reason: Individually listed already.

[no ConnDOT #]: Old Lyme, Button Ball Rd./Railroad
Reason: Replaced with new bridge.

[no ConnDOT #]: Madison, Horse Pond Rd./Railroad
Reason: Replaced with new bridge.

[no ConnDOT #]: Mansfield/Coventry, Old Route
195/Willimantic River
Reason: Duplicate listing with bridge in Coventry
(still on list, under Coventry.)

[no ConnDOT #]: Meriden, Cedar Street/Harbor Brook
Reason: Replaced with new bridge.

4901: Naugatuck, Guntown Rd./Long Meadow Brook
Reason: Bridge Log lists it as a stone arch, but it is
a steel pipe-culvert with stone-facing.

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

- # 3807: New Haven, Chapel Street/Mill River
Reason: Under demolition.

- # 334: New Haven, Water & Union Sts./Conrail
Reason: Under demolition.

- # 3877: New Haven, Blatchley Ave./Conrail
Reason: Replaced with new bridge.

- [no ConnDOT #]: New Haven, Grant St./Metro North
Reason: Demolished (no replacement).

- # 3872: New Haven, Grand Ave./Metro North
Reason: Listed twice in prior list.

- [no ConnDOT #]: New Haven, Middletown Ave./Conrail
Reason: Built in 1959.

- # 1608: New London, SR 437/Driveway
Reason: #1607 and #1608 were constructed as separate spans of the same bridge; this span, #1608, will be inventoried as part of the survey form for #1607.

- [no ConnDOT #]: New Milford, near Pumpkin Hill Rd./Housatonic River
Reason: This is Lovers Leap Bridge, which is already listed on the National Register and was mistakenly included on the prior fieldwork list.

- # 556: New Milford, Route 7/Housatonic River
Reason: Demolished.

- # 1483: Newington, Route 173/Mill Brook
Reason: Demolished, under replacement.

- # 1679: North Canaan, Route 833/Konkapot Brook
Reason: Demolished.

- # 4990: Norwalk, Grist Mill Rd./Norwalk River
Reason: Demolished, under replacement.

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

3896: Old Saybrook, Route 112 & Ingham Hill Rd./Amtrak
Reason: Under demolition.

[no ConnDOT #]: Plainfield, Brunswick Avenue/Moosup River
Reason: Duplicate listing; same as # 4402, listed as
Main Street over the Moosup River; Brunswick Ave. is
correct location.

[no ConnDOT #]: Portland, Breezy Corner Rd./Air Line RR
(aband.)
Reason: Demolished.

5020: Redding, Valley Rd./Aspetuck River
Reason: Replaced with new bridge.

4420: Roxbury, Metcalf Rd./Shepaug River
Reason: Replaced with new bridge.

3956: Simsbury, Drake Hill Rd.
Reason: Demolished.

2884: Simsbury, Route 315/Brook
Reason: Bridge Log indicated a 1904 stone slab, but
site visit revealed a concrete culvert of much more
recent construction.

3687: Stamford, Pulaski Street/Rippowam River
Reason: Replaced with new bridge.

[no ConnDOT #]: Stamford, Courtland Ave./Metro North
Reason: Replaced with new bridge.

[no ConnDOT #]: Stamford, Courtland Ave. Metro North
sidetrack
Reason: Replaced with new bridge.

3978: Torrington, East Pearl St./E. Branch Naugatuck R.
Reason: Replaced with new bridge.

Χοννεχτιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

4830: Wallingford, Oak St./Quinnipiac River
Reason: Replaced with new bridge.

3325: Wallingford, Route 68/Muddy River
Reason: Bridge Log indicated a concrete arch bridge,
but it is a small, simple culvert.

4467: Waterbury, Plank Road/Mad River
Reason: Replaced with new bridge.

[no ConnDOT #]: Waterbury, Boyden St./Hancock Brook
Reason: Replaced with new bridge.

3816: Watertown, Route 262/Naugatuck River
Reason: Replaced with new bridge.

2662: Westport, Route 136/Indian River
Reason: Bridge Log indicated a stone arch bridge, but
it is a concrete slab.

[no ConnDOT #]: Westport, Hales Rd./Metro North
Reason: Duplicate listing with #3852.

3853: Westport, Hills Point Rd./Metro North
Reason: Replaced with new bridge.

[no ConnDOT #]: Westport, Beachside Ave./Metro North
Reason: Replaced with new bridge.

452: Windsor, Route 159/Farmington River
Reason: Under demolition.

APPENDIX C

LIST OF INDIVIDUALLY ELIGIBLE BRIDGES

Χοννεχιχυτ Ηιστοριχ Βριδγε Ινπεντορψ

List of Deleted Sites

Appendix B-110

Χρονολογική Ιστορική Βιβλιογραφία

APPENDIX C

List of 124 Bridges Recommended as Individually Eligible

19TH-CENTURY MASONRY ARCHES (STONE AND BRICK):

Total: 27

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
-	Putnam	Bates Avenue	1840c
3682	Stamford	South State Street	1847
1617	Vernon	Tunnel Road	1849
4700	Killingly	Peep Toad Road	1850c
-	Lisbon	Kinsman Road Extension	1850c
4754	Plainfield	Packerville Road	1850c
4704	Killingly	Attawaugan Road	1860c
1852	Windham	Route 32	1868
1850	Windham	Route 601	1869
3793	Manchester	North Main Street	1869c
1079	Wallingford	Routes 71 and 150	1870c
4619	Columbia- Lebanon	Village Hill Road	1870c
-	Greenwich	Arch Street	1870c
1401	Glastonbury	Route 160	1870c
3671	Glastonbury	Naubuc Avenue	1871
979	Hartford	Route 44	1871
2305	Salisbury	Route 44	1873
3879	New Haven	Clifton Street	1885c
1328	Milford	New Haven Avenue (Route 162)	1889

List of Deleted Sites

Appendix B-111

Χοννεχιχστ Ηιστοριχ Βριδγε Ινπεντορψ

4138	New Haven	Wintergreen Avenue	1890
-	Portland	Middle Haddam Road	1890c
4408	Watertown	Skilton Road	1892
4839	Meriden	Cooper Street	1892
-	Greenwich	Field Point Road	1894
2656	Bethlehem	Route 132	1897c
4125	Danbury	Crosby Street	1899
4130	Norwalk	Perry Avenue	1899

Χοννεχτιχστ Ηιστοριχ Βριδγε Ινπεντορψ

20TH-CENTURY MASONRY ARCHES (STONE AND BRICK):

Total: 8

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
-	Manchester	Hartford Road	1900c
-	Putnam	Arch Street	1901
5011	Greenwich	Shore Road	1905
980A	Hartford	Route 84	1908
4746	Norwich	Sunnyside Street	1908
4779	Stafford	Spring Street	1912
4155	Norwalk	Glover Avenue	1912
900	Brookfield	Route 25	1920

List of Deleted Sites

Appendix B-113

Χρονολογημένα Ιστορικά Βριδγες Ινσπεντορψ

TRUSSES FROM 1920 AND EARLIER

Total: 31

DOT #	Town	Road Carried or Crossed	Date
4534	Waterbury	Washington Avenue	1878
3806	New Haven	Chapel Street	1882
5191	Sharon	Sharon Station Road	1885
4537	Middletown	Jackson Street	1885c
4402	Plainfield	Brunswick Avenue	1886
4403	Plainfield	River Street #1	1886
5159	Washington	Romford Road	1888
4500	East Windsor	Melrose Road No. 2	1888
1607	New London	State Pier Road (SR 437)	1889
-	Newtown	Riverside Road (vicinity)	1890
5038	Waterbury	Sheffield Street	1890
5065	Woodbury	Minor Town Road	1890
-	Meriden	Oregon Road vicinity	1891
3850	Norwalk	Bridge Street	1891
4575	Vernon	Main Street	1891
3852	Westport	Hales Road	1891
3854	Westport	Sasco Creek Road	1891c
3674	Greenwich	Byram Road	1893
1587	Simsbury	Route 315	1894
3846	Greenwich	Drinkwater Place	1895
5222	Canton	Town Bridge Road	1895
5091	Brookfield	Aldrich Road	1895
-	Norwalk	Washington and S. Main Sts.	1896

List of Deleted Sites

Appendix B-114

Χρονολογική Ιστορική Βιβλιογραφία

4727	Mansfield	Mount Hope Road	1901
4182	Stonington/ Westerly (RI)	White Rock Road	1906
3752	New Haven	Olive Street	1907
3781	Hartford	Walnut Street	1907
639	Middletown	Conrail over Route 9	1910
3998	New Haven	Ferry Street	1912
4622	Coventry- Mansfield	Flanders Road	1914
5144	Colebrook	Wolford Hill Road	1915

Χρονολογική Ιστορία Βριδγών Ινσπεντορψ

TRUSSES FROM 1921 AND LATER

Total: 13

DOT #	Town	Road Carried or Crossed	Date
1360	Windsor Locks	Route 140	1921
1594	Kent	Route 341	1923
1524	East Windsor	Route 191	1925
349	Westbrook	Route 1	1925
1561	New Hartford	Route 219	1929
562	Canaan	Route 7	1931
507	Newtown-Southbury	Route 816	1934
3788	Beacon Falls	Depot Street	1935
4434	New Hartford	Black Bridge Rd.	1936
1649	Canterbury	Route 668	1937
1415	Norwich	Route 169	1938
1496	Barkhamsted	Route 181	1939
1487	Farmington	Route 177	1939

Χρονολογημένη Ιστορική Βιβλιογραφία Βασιλικών

CONCRETE ARCHES FROM 1920 AND EARLIER

Total: 17

DOT #	Town	Road Carried or Crossed	Date
3651	West Hartford	North Main St.	1901
4496	East Hartford	Forbes Street	1903
977	Hartford	Route 44	1906
3871	New Haven	Crown Street	1907
3872	New Haven	Chapel Street	1907
3873	New Haven	Court Street	1907
3874	New Haven	Grand Avenue	1907
3870	New Haven	Fair Street	1907
-	Middletown	Wadsworth State Park Path	1908
325	Bridgeport	Route 1	1910
3808	New Haven	Edgewood Ave.	1910
4139	Plymouth	Tunnel Rd., Allen & S. Main Streets	1910
4214	Naugatuck	Maple Avenue	1912
1508	Bloomfield	Route 189	1913
4536	Middletown	Berlin Street	1918
966	Salisbury	Route 44	1918
1659	Shelton- Derby	Bridge Street	1918

List of Deleted Sites

Appendix B-117

Χοννεχιχυτ Ηιστοριχ Βριδυε Ινπεντορψ

List of Deleted Sites

Appendix B-118

Χοννεχτιχστ Ηιστοριχ Βριδγε Ινπεντορψ

CONCRETE ARCHES FROM 1921 AND LATER

Total: 15

DOT #	Town	Road Carried or Crossed	Date
1117	Waterbury	West Main Street	1922
5217	New Britain	Stanley Quarter Park Road	1925
992	Putnam	Route 44	1925
4166	Waterbury	Freight Street	1925
1537	Chaplin	Route 198	1926
963	Salisbury	Route 41	1929
455	Suffield	Route 159	1929
560	Cornwall	Route 7	1930
4992	Darien	Rings End Road	1930
603	Thomaston	Route 848	1930
1132	Killingworth	Route 80	1934
3645	Milford	River Street	1934
5041	Waterbury	Huntingdon Ave.	1935
5218	New Britain	Stanley Park Road "C"	1936
948	Orange	Route 34	1942

Χοννεχιχυτ Ηιςτοριχ Βριδγε Ινπεντορψ

GIRDER BRIDGES

Total: 2

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
4422	Woodbury	Papermill Road	1893
319	Westport	Route 1	1917

List of Deleted Sites

Appendix B-120

Χοννεχτιχου Ηιστοριχ Βριδγε Ινπεντορψ

BASCULE BRIDGES

Total: 7

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
4251	Bridgeport	Congress Street	1909
4250	Bridgeport	Grand Street	1916
327	Milford- Stratford	Route 1	1921
362	Groton-Stonington	Route 1	1922
337	New Haven	Route 1	1924
4252	Bridgeport	E. Washington Ave.	1925
3637	Bridgeport	Stratford Avenue	1929

List of Deleted Sites

Appendix B-121

Χοννεχιχουτ Ηιςτοριχ Βριδγε Ινπεντορψ

SWING BRIDGES

Total: 3

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
1138	East Haddam	Route 82	1913
1397	East Lyme- Waterford	Route 156	1921
4455	Bridgeport	Central Avenue	1924

Χοννεχιχουτ Ηιστοριχ Βριδγε Ινπεντορψ

STEEL ARCH

Total: 1

<u>DOT #</u>	<u>Town</u>	<u>Road Carried or Crossed</u>	<u>Date</u>
524	Middletown	Routes 66 and 17	1938

APPENDIX D

SAMPLE FIELDWORK FORM

APPENDIX E

SAMPLE INVENTORY FORM