NPS Form 10-900
(Rev. August 2002)

OMB No. 1024-0018
(Expires 1-31-2009)

United States Department of the Interior
National Park Service

272

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name: **BUTTS BRIDGE**
other name/site number: **Bridge 01649 over the Quinebaug River**

2. Location

street & number: Butts Bridge Road (SR 668) over Quinebaug River, 0.4 miles east of SR 169 not for publication: ___
city/town: Canterbury vicinity: ___
state: CT county: Windham code: 015 zip code: 06331

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally X statewide ___ locally. (___ See continuation sheet for additional comments.)

4-7-10
Signature of certifying official Date
Karen J. Senich, State Historic Preservation Officer, Connecticut Commission on Culture and Tourism
State or Federal agency and bureau

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

Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

Signature of Keeper Date of Action

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

Love
Edson H. Beall 5-24-10

5. Classification

Ownership of Property: public

Category of Property: structure

Number of Resources within Property:

Contributing	Noncontributing	
___	___	buildings
___	___	sites
1	___	structures
___	___	objects
1	0	Total

Number of contributing resources previously listed in the National Register: 0

Name of related multiple property listing: N/A

6. Function or Use

Historic Functions:
TRANSPORTATION/road-related (vehicular)

Current Functions:
TRANSPORTATION/road-related (vehicular)

7. Description

Architectural Classification:

OTHER: Parker through truss

Materials:

foundation	CONCRETE
roof	N/A
walls	N/A
other	STEEL: truss & superstructure
	CONCRETE: deck

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

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Item 7. **Narrative Description**

Butts Bridge, completed in 1936 over the Quinebaug River, is a 231.5-foot-long, 31.7-foot-wide riveted-steel Parker through-truss structure, built by the A.I. Savin Construction Company to Connecticut State Highway Department plans with built-up members fabricated by the Fort Pitt Bridge Works. The bridge, with a single 221.5-foot span, is the largest and latest in a series of similarly-named crossings built at nearby upstream locations over a period of two centuries. All these bridges were parts of various alignments of Butts Bridge Road (SR 668), an east-west connection between present state routes 169 to the west and 12 to the east in a wooded, lightly-settled section of Canterbury. None of the earlier crossings survive, aside from the stone abutments of the next-to-last crossing site a short distance upstream of the 1936 structure (Figure 2; Photographs 1-2).

Butts Bridge has 100-foot-wide, approximately 30-foot-high reinforced-concrete abutments with flared wingwalls. The abutment backwall tops support the ends of the 9.5-inch-thick reinforced-concrete bridge deck, which slopes down 0.5 percent from west to east. Each abutment face is 5.8 feet below the backwall top, and forms a 3.6-foot-wide shelf on which the 2.3-foot-wide, 1.5-foot-high built-up steel bridge bearings sit. The eastern bridge bearings are fixed, while the western bearings are rocker shoes providing for expansion of the steel truss. The bearings support the 230-foot-long, 24-by-16-inch bottom chord girders, and the end-most 29-foot-long, 42-inch-high floor beams. Each bottom chord consists of paired web plates with interior top and bottom angles, tied together with batten plates at top and bottom. The floorbeams, connected to the bottom chord at the 20.5-foot-long truss panel points, are built-up girders with double angle flanges riveted to web plates. Eight 6-by-18-inch I-beam stringers at 3.8-foot centers, attached to the floorbeams with stiffened seated beam connections, complete the major framing system for the bridge deck. Lower lateral cross bracing under each pair of truss panels consists of paired 6-by-4-inch angles, connected to a gusset plate at the bottom of each floorbeam, and joined at the panel center with a gusset plate which is stabilized by a vertical angle bracket suspended from a 6-inch-deep channel-shape diaphragm between the two center stringers. The curb-to-curb bridge roadway width is 27.8 feet (Figure 3; Photographs 1-2, 4-6; Connecticut State Highway Department 1935-1936; Fort Pitt Bridge Works n.d.; Close, Jensen and Miller 2005).

Each 11-panel truss is 41.6 feet high at the center of the polygonal upper chord, with 20-inch-high box-girder upper chord and end posts built up with web plates set 16 inches apart, top and bottom exterior angles, 2-foot-wide top cover plates, and lacing bar cross bracing at the bottom. The vertical posts and diagonals are 13.5 inches wide. The I-section end vertical posts are web plates with double angle flanges. Intermediate box-girder vertical posts are paired channels stitched with batten plates and single lacing bars on both sides. Diagonals are paired angles connected by 12-inch-long tie plates at 3-foot centers. Portals and sway bracing frames begin at least 16.3 feet above the roadway, with the sway frames reaching depths of 21 feet at the center panels. Each 31-foot-wide, 6.1-foot-high portal consists of a cover-plated angle top strut, a web of double 3-by-3-inch angle cross braces, and a 25-inch-deep lattice sway strut of double lacing bars framed top and bottom by angles attached to the truss end posts. The sway frames are two-tiered diagonal bracing structures, with 3.5-by-3.5-inch double angles forming top and bottom struts as well the vertical diaphragms at the frame centers, and single angles of the same size used for the diagonal braces. The 20.5-inch-high upper lateral bracing consists of double lacing bars tied to top and bottom 3.5-by-3.5-inch angles (Figure 3-4; Photographs 1-3, 7-9; Connecticut State Highway Department 1935-1936; Fort Pitt Bridge Works n.d.; Roth and Clouette 1990; Close, Jensen and Miller 2005).

The southwest end post has a cast plate with the inscription

1936
BUILT BY
FORT PITT BRIDGE WORKS
PITTSBURGH, PA

which is somewhat misleading since the firm served as fabricator rather than construction contractor (Photograph 10).

The original bridge railings were square steel vertical spindles framed top and bottom with wrought iron pipes. As part of a rehabilitation project completed in 1988, the railings were replaced with stiffened metal W-rails attached to steel posts mounted atop the lower chord of each truss. This project also included replacement of the concrete deck curbing, deck and abutment repairs, cleaning and painting of all steel, and replacement of deteriorated portions of bottom gusset plates at the west end of the north truss and the east end of the south truss. Replacement gusset plate sections were bolted rather than riveted. Other than these relatively minor alterations, the 1936 bridge remains as originally built (Fort Pitt Bridge Works n.d.; McFarland-Johnson Engineers, Inc. 1985; Close, Jensen and Miller 2005).

8. Statement of Significance

Applicable National Register Criteria

Applicable National Register Criteria: A, C

Criteria Considerations (Exceptions) : N/A

Areas of Significance: ENGINEERING
INDUSTRY
TRANSPORTATION

Period(s) of Significance: c1920 - 1940

Significant Dates: 1936

Significant Person(s): N/A

Cultural Affiliation: Euro-American

Architect/Builder: Connecticut State Highway Department (designer)
Fort Pitt Bridge Works (fabricator)
A.I. Savin Construction Company (builder)

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets)

9. Major Bibliographical References

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

Previous documentation on file (NPS):

___ preliminary determination of individual listing (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey # _____
___ recorded by Historic American Engineering Record # _____

Primary Location of Additional Data:

X State historic preservation office
_ Other state agency
_ Federal agency
_ Local government
_ University
_ Other -- Specify Repository: _____

Connecticut State Historic Preservation Office
59 South Prospect Street
Hartford, Connecticut 06106

Item 8. **Narrative Statement of Significance**

The 1936 Butts Bridge is at least the ninth crossing of the Quinebaug River in this vicinity, and reflects significant transitions in bridge engineering and local or state transportation planning from the early 18th through the early 20th centuries (Criterion A). Constructed at a flood-prone section of the river on a new road alignment, the riveted-steel Parker through truss followed a series of town-built timber bridges and a late 19th-century wrought-iron lenticular truss bridge. State design and federal-state financial support for the 1936 structure were part of nationwide trends in establishing common standards for transportation improvements, and in Depression-era public works assistance. Butts Bridge is also significant as an example of the last period of truss bridge construction in Connecticut, with large truss members to accommodate increasing vehicle weights and traffic volume (Criterion C). The bridge fabricator was perhaps the largest independent maker of steel structures in the United States. The Parker truss design's load capacity and economy of materials was preferred by the State Highway Department for spans of over 200 feet (Historic Resource Consultants 1991; Herron 2003; Parsons Brinckerhoff and Engineering and Industrial Heritage 2005).

> Criterion A. Property is associated with events that have made a significant contribution to the broad patterns of our history.

Euroamerican settlement in Canterbury began in the late 17th century, on lands subject to conflicting claims on both sides of the Quinebaug River. Plainfield, including present Canterbury, was incorporated as a town in 1699. In 1703, the Connecticut General Assembly divided Canterbury and Plainfield as part of an effort to settle the claims, with the river forming most of the border between the towns. Canterbury remained a small agricultural town until the late 20th century, with little large-scale industrial development and a location bypassed by 19th-century railroads and 20th-century interstate highways. For a century before the first railroad opened near Canterbury in the 1830s, however, the town straddled several important road networks, including one which spurred repeated reconstruction of a crossing near the 1936 Butts Bridge despite regular flood and ice damage. The Great Road, originating as an Indian trail from present Windham to Narragansett Bay, ran east-west through the centers of Canterbury and Plainfield to became part of a Hartford-Providence route early in the 18th century along the alignment of present state routes 14 and 14A, three miles upstream of Butts Bridge. The high banks and relatively narrow width of the Quinebaug east of Canterbury center encouraged bridge construction along the Great Road. To accommodate travel from Norwich to Providence without having to pass through Canterbury center on present Route 169 paralleling the west side of the river, a path sometimes called the Providence Road ran roughly northeast from Norwich to Plainfield by the late 1720s, crossing the Quinebaug in the vicinity of Butts Bridge and reaching Plainfield via present Route 12 and some local roads. The latter river crossing, about three miles south of Canterbury center, was also along a narrow stretch of river with high banks, running for approximately a half mile and separated from the Great Road crossing area by broader floodplains less conducive to bridge construction (Blodget 1792; Larned 1874; Bayles 1889; Wood 1919).

It is not known when the crossings near present Butts Bridge became town infrastructure, but the earliest, undocumented versions may have been built with private subscriptions. The terrain which attracted bridge builders was also prone to high water and destructive ice flows, and local enthusiasm for the crossing waned after the river carried off the bridge several times. The earliest crossings were of timber, probably with multiple rubble-pier-supported spans which extended more than 140 feet across the river. Bridges built in 1728, 1733, and 1760 — the second constructed by Samuel Butts whose name thereafter followed the crossings — were each washed out within one or two years. Neither the town nor any neighbors wanted to rebuild after ice floes destroyed the 1760 bridge in 1761, but the importance of the Norwich-Plainfield route in regional commerce spurred petitioners from Canterbury and other towns to compel Canterbury to rebuild the crossing c1763 by an act of the Connecticut General Assembly. Because of a 1760 mill dam which exacerbated the 1761 ice damage, the 1763 crossing was downstream of the earlier ones; none of the 1728-1763 bridge locations have been confirmed (Connecticut Colonial Records 1762-1767; Larned 1880; Bayles 1889; Canterbury Historical Society n.d.a, n.d.b).

After the Revolution, the Connecticut General Assembly planned intertown roads and expected the towns would finance them by taxes and lotteries. When faced with local resistance to road taxes, the legislature issued charters to turnpike proprietors who, acting as regulated public utilities, sold stock and collected tolls to finance road construction and maintenance. Beginning in 1792, the state granted over 120 turnpike franchises over a period of some sixty years. The Butts Bridge crossing was never part of a turnpike, but a fifth crossing was built in 1782 funded by a state-authorized lottery, with large stone piers which may correspond to at least the locations of the abutments still visible upstream of the 1936 bridge. Later wooden bridges were built in 1817 and 1836, probably at the same site, in response to flood damage or bridge deterioration (Bayles 1889; Wood 1919; Canterbury Historical Society n.d.a, n.d.b).

The wooden versions of Butts Bridge were almost certainly one-lane structures. In 1886, the town spent $2800 to replace the 1836 crossing with another one-lane bridge, this one a wrought-iron, pin-connected lenticular through truss structure built by the Berlin Iron Bridge Company with a single span of approximately 143 feet. It is not known if the company replaced or re-used the masonry abutments. The selection of a metal-truss crossing reflected a period of transition in Connecticut bridge construction. By about 1870, floods had destroyed enough of the state's timber bridges that towns became more likely to spend the added sums needed to secure stone-arch or metal-truss bridges of greater durability. A masonry crossing of the Quinebaug River was not practical or affordable. In what was often intense competition c1870-1900 among metal-truss bridge fabricators, the Berlin Iron Bridge Company of East Berlin, Connecticut was the state's only major contractor and a very successful player in the northeastern United States municipal bridge market. Formed in 1883, the company and its predecessor, the Corrugated Metal Company, thrived on variants of the lenticular truss design patented in 1878 by William O. Douglas. The lenticular truss, with a distinctive profile of symmetrically-curved top and bottom chords which allowed for a very economical use of material, was the basis of most of the Berlin Iron Bridge Company's nearly 1000 crossings completed into the late 1890s. The through truss form was typical of lenticular truss spans over 80 feet long. Successful marketing of lenticular truss variations made the firm New England's largest structural fabricator. With the increased use of steel in bridge trusses and perhaps some design disadvantages, the company evidently sold few lenticular trusses after c1895. In 1900, J.P. Morgan's American Bridge Company absorbed Berlin Iron Bridge Company and twenty-three other bridge firms into a would-be monopoly controlling half of American bridge fabricating capacity (Town of Canterbury 1886; Darnell 1979; Clouette and Roth 1991: 7-9; Public Archaeology Survey Team, Inc., 2001).

By the time the town needed to replace the iron truss in the mid-1930s, the context of road and bridge construction had changed dramatically. Following a period of advocacy for road improvements in the late 19th century, Connecticut established a state Highway Commission in 1895. Although the commission's initial mission was limited to distributing state matching funds to towns for road construction, James H. MacDonald — first commissioner of the Connecticut State Highway Department — immediately advocated for a statewide trunk road system. Until the onset of federal assistance during World War I, the department supervised funding of roads selected by town selectmen, and slowly built a 14-road statewide trunk system recognized by the legislature in 1905. In 1915, the department was given responsibility for nearly all state bridges, but in the absence of much funding the state's bridge construction work was limited to a few critical crossings. The stress of World War I demands on transportation networks used to supply Europe led, even before American entry into the war, to the 1916 Federal Aid Road Act which made a limited amount of federal matching funds available to support the states' overall construction programs. The Connecticut Highway Department apportioned the money according to its own priorities, and with federal approval devoted most of the new funding to trunk-line improvements including bridge reconstruction. Butts Bridge and Butts Bridge Road were never part of the trunk road system, and were not eligible for much if any state assistance in this period, but the standards for the 1936 project began to emerge long before the present bridge was built. The 1916 act and later amendments also encouraged states to establish standards for road and bridge design. In 1927, the department issued the first of these specifications, which included preferences for bridges of concrete, or of Pratt or Warren metal truss designs. These specifications led to considerable standardization of bridge designs, even on town-funded projects (Clouette and Roth 1991; Connecticut Department of Transportation 2003; Parsons Brinckerhoff and Engineering and Industrial Heritage 2005).

In 1931, with the effect of the Great Depression being felt all over the State, the legislature appropriated $3 million for the construction and maintenance of local roads. Federal New Deal programs enabled construction of larger projects like Butts Bridge which were not priorities for the State Highway Department, but benefitted from the department's expertise. The Federal Emergency Administration of Public Works (Public Works Administration, 1933-1941), was the first national peacetime effort to create jobs by improving the nation's infrastructure. The 1934 Federal Aid bill substantially assisted the state in its funding of construction projects. The Works Progress Administration (1935-1943) employed millions of people in projects including road and bridge construction. Canterbury was able to take advantage of all these programs, though reimbursement or assistance was more available for roadwork rather than non-trunk-road bridges (Town of Canterbury 1914-1961; Connecticut Department of Transportation 2003).

Between January and August of 1935, the town inspected the iron bridge and completed some minor repairs for approximately five hundred dollars. It is unclear if this work was intended to maintain the 1886 bridge for continued use, or to patch the structure pending replacement, but by the early Fall of 1935 the town reached an agreement with the State Highway Department for two separate projects to realign Butts Bridge Road and build the existing crossing. Butts Bridge Road took a circuitous route at the Quinebaug River to reach the relatively short span used for the 1886 iron bridge and some of its predecessors. The new set of designs, completed by department engineers beginning in November 1935, included realignment and paving of approximately 3000 feet of road to straighten the route for better automobile use. The well-developed standards for steel truss construction allowed for the considerable increase in length between the 1886 and 1936 bridges. Funded in part by the Public Works Administration, the construction on Butts Bridge Road was completed between April and August 1936, soon after the March 1936 flood which left the iron bridge intact. The old bridge was demolished in October 1936, and about a year later the town finished paying for approximately 27% of the bridge and road work, including perhaps 57% of the costs associated directly with the bridge (Town of Canterbury 1914-1961, 1935, 1938; Connecticut State Highway 1935-1936, 1936; Haber 2007-2008; Canterbury Historical Society n.d.a).

> Criterion C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represent a significant and distinguishable entity whose components lack individual distinction.

Butts Bridge is significant as one of the last and largest examples of truss bridge construction in Connecticut, with the most common design used in the state for long spans. The bridge types favored by the State Highway Department reflected some three decades of transition in American design and construction practice. Beginning in the mid-1890s, trusses became more standardized, less reliant on patented components, and characterized by steel members with riveted rather than pinned connections. The consolidation in the bridge fabricating industry represented by the American Bridge Company contributed to the standardization of designs and materials, as did the 1901 acquisition of American Bridge by U.S. Steel. After c1900, however, only minor design refinements addressed the need for heavier loads on bridges carrying automobiles, other than the use of larger, stronger members. By about 1940, trusses became obsolete as large concrete and steel beams became more available (Clouette and Roth 1991; Parsons Brinckerhoff and Engineering and Industrial Heritage 2005).

The Warren and Pratt trusses favored by the department c1920-1940 had been preferred by engineers, fabricators, and public agencies since the 1890s, based on the design simplicity compared to lenticular types, the easier calculation of load capacities, and the less complicated joints. For spans of over 200 feet, however, the department typically chose updated, through-truss versions of the design patented by Charles H. Parker in 1870. Parker, a Boston mechanical engineer, recognized that the deeper truss was needed at the middle than at the end of a span, and created what has been described as a Pratt truss with a polygonal or inclined top chord and inclined end posts. His original design, in wrought and cast iron, shortened vertical and diagonal members from the center to the ends of the truss, and used less metal than a parallel chord Pratt truss of equal length. Although the varied lengths of vertical and diagonal members in each panel

increased fabrication and erection costs, the lighter weight of the truss offset the labor costs. By the early 20th century, economy of materials led engineers and bridge fabricators to favor riveted-steel versions of the Parker design for long spans. The steel Parker trusses have inclined endposts and polygonal top chords of straight members which change angles at panel points. The very large upper chords of Butts Bridge typify the use of bigger truss members after 1920 to address increased weight requirements as vehicles proliferated and became heavier. The arch effect of the polygonal elevation increased load capacity slightly. This example also demonstrates the increased room available for sway and upper lateral bracing with a higher center for the upper chords (Roth and Clouette 1990; Historic Resource Consultants 1991; Parsons Brinckerhoff and Engineering and Industrial Heritage 2005).

Fabrication and construction of Butts Bridge also typified the contemporary development of the bridge-building business. By the 1930s, companies emerged which specialized in designing or constructing bridges, rather than fabricating the parts and building the crossings. A.I. Savin Construction Company of West Hartford, CT built the bridge to highway department designs. Unlike many Connecticut bridges built in this period, however, the fabricator was not American Bridge Company, whose dominance had eliminated most independent bridge firms by the 1920s. The Fort Pitt Bridge Works, which developed near Pittsburgh in the late 19th century, was not absorbed by American Bridge and became perhaps the largest independent fabricator of steel structures in the United States by 1900. Originating as the Pittsburgh engineering and contracting firm of Straub and Bickle in 1894, Fort Pitt Bridge Works was formed in 1896 when Straub and Bickle took over a failing ironworks in nearby Canonsburg. The steel fabricating firm, which operated until 1981, produced the components for many bridges and buildings in the Pittsburgh area (Hawley 2001; Herron 2003, Parsons Brinckerhoff and Engineering and Industrial Heritage 2005).

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10. Geographical Data

Acreage of Property: approx. 0.2 acres

UTM References:

	Zone	Easting	Northing		Zone	Easting	Northing
A	19	252570	4615100	B			
C				D			

_ See continuation sheet.

Verbal Boundary Description:
(Describe the boundaries of the property on a continuation sheet.)

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

11. Form Prepared By

Name/Title: Michael S. Raber

Organization: Raber Associates Date: April 2, 2010

Street & Number: 81 Dayton Road, P.O. Box 209 Telephone: 860-633-9026

City or Town: South Glastonbury State: CT Zip: 06073

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location

A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

Property Owners

name Connecticut Department of Transportation
street & number 2800 Berlin Turnpike telephone 860-594-3000
city or town Newington state CT zip code 06141-7546

Verbal Boundary Description

The nominated property includes the bridge, abutments, and roadway.

Boundary Justification

The boundary includes only the components of the extant, state-owned 1936 bridge. Privately-owned components of one or more earlier Butts Bridge crossings upstream do not contribute to the 1936 structure's principal significance as a surviving large example of a post-1920 steel Parker through truss, and are not included.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Photograph Captions — Butts Bridge, Canterbury, Windham County, Connecticut

Photographer: William K. Sacco
Date of Photographs: April 2006
Location of Original Files: 81 Dayton Road, South Glastonbury, CT 06073

Photo 1. (CT_Windham County_Butts Bridge_0001)
Elevation to north, with abutments of 1886 bridge visible upstream in background.

Photo 2. (CT_Windham County_Butts Bridge_0002)
View northeast, with west abutment wingwall in foreground and west abutment of 1886 bridge in right-center background.

Photo 3. (CT_Windham County_Butts Bridge_0003)
View to west from roadway.

Photo 4. (CT_Windham County_Butts Bridge_0004)
View east of east abutment, bottom chords, floor beams, stringers, and lower lateral cross bracing.

Photo 5. (CT_Windham County_Butts Bridge_0005)
Detail northwest of fixed bearing at northeast corner, end of bottom chord, floor beam, and stringers.

Photo 6. (CT_Windham County_Butts Bridge_0006)
Detail north of rocker bearing at southwest corner.

Photo 7. (CT_Windham County_Butts Bridge_0007)
Detail southeast of truss and deck support framing at bridge center.

Photo 8. (CT_Windham County_Butts Bridge_0008)
Detail northwest of northwest bridge corner, with upper chord and inclined end post, end vertical post, and north end of west portal.

Photo 9. (CT_Windham County_Butts Bridge_0009)
Detail west of truss panels, sway frames, and upper lateral bracing at bridge center.

Photo 10. (CT_Windham County_Butts Bridge_0010)
Detail east of builder's plate on southwest end post.

Figure 1. BUTTS BRIDGE LOCATION

Plainfield, Conn. U.S. Geological Survey 7.5-minute quadrangle sheet

UTM Reference:

Zone	Easting	Northing
19	252570	4615100

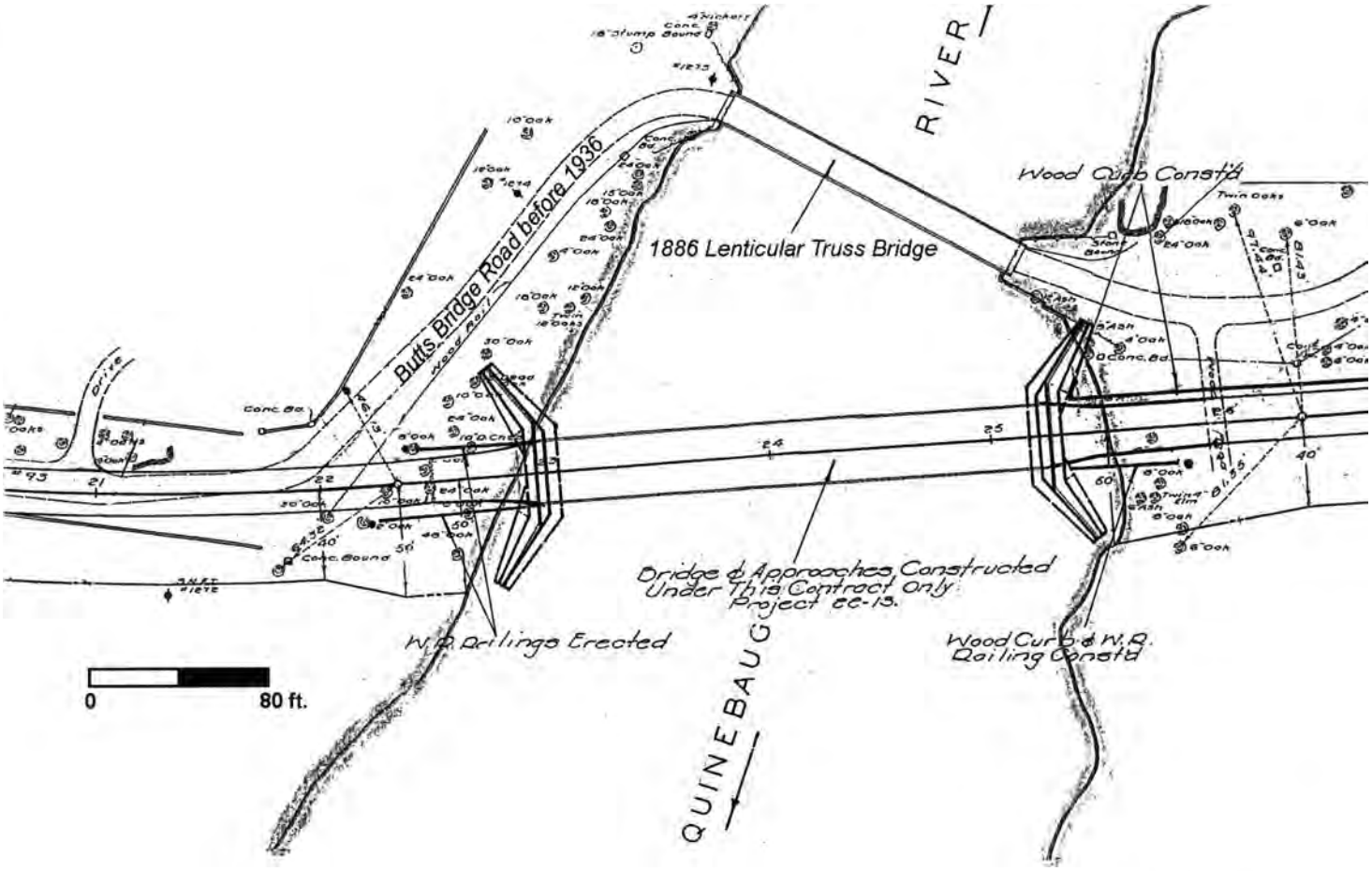


Figure 2. PLAN OF 1936 AND EARLIER BUTTS BRIDGE ROAD AND BRIDGE ALIGNMENTS
base image: Connecticut State Highway Department 1935-1936

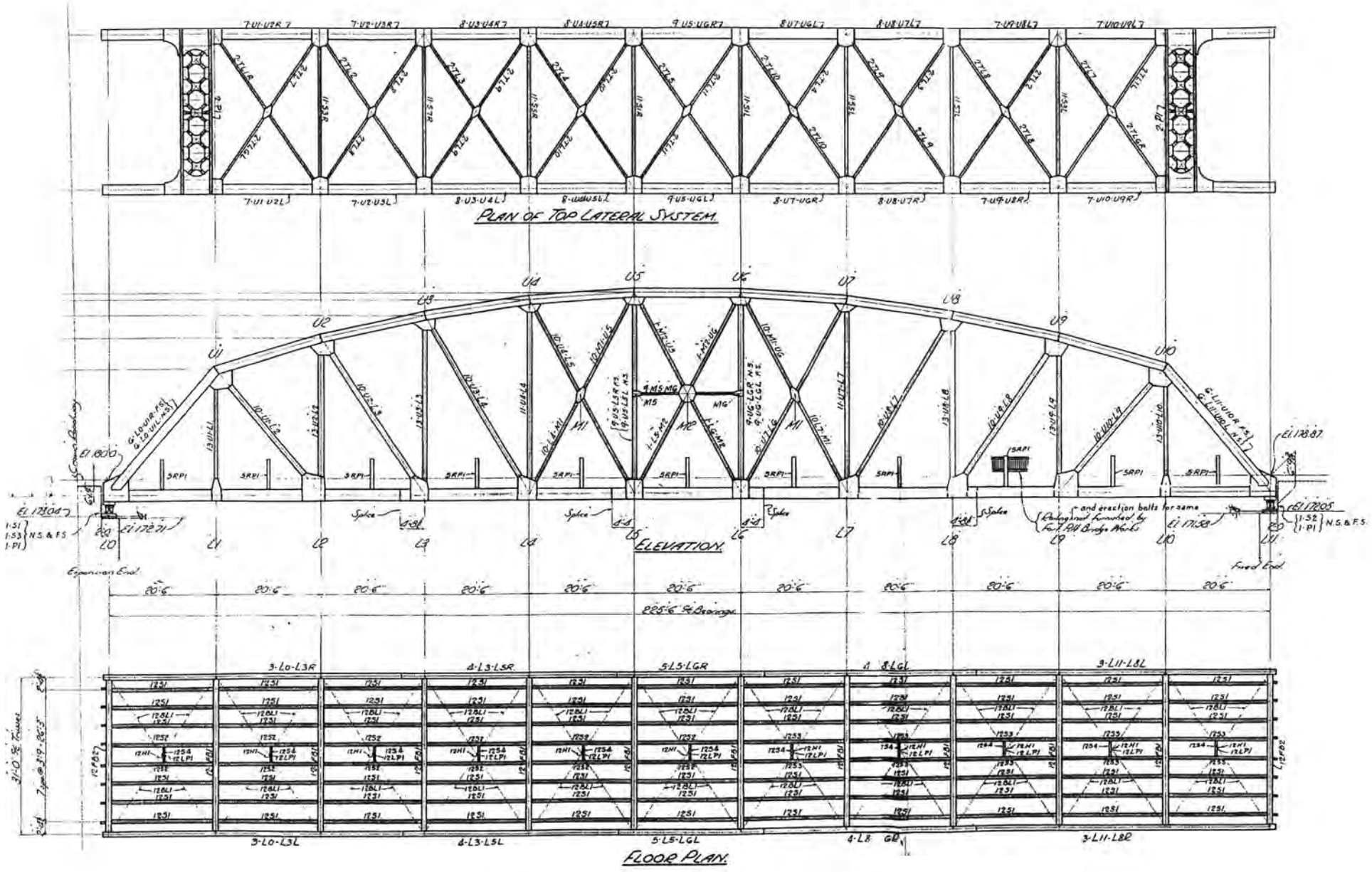
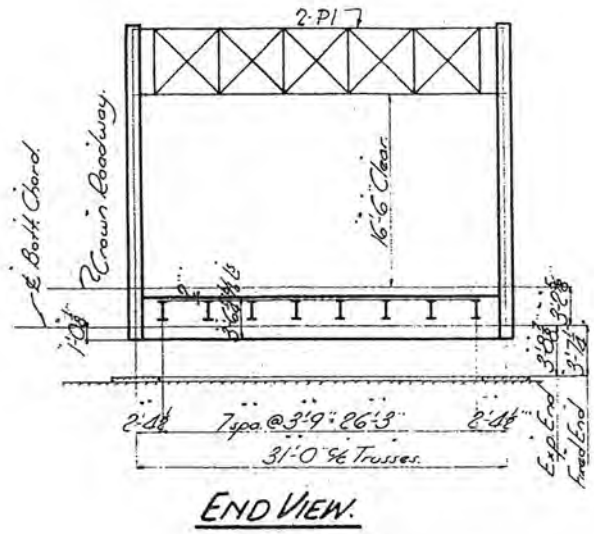
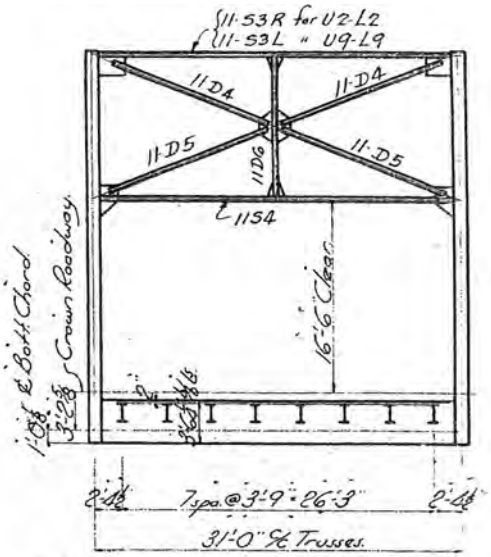


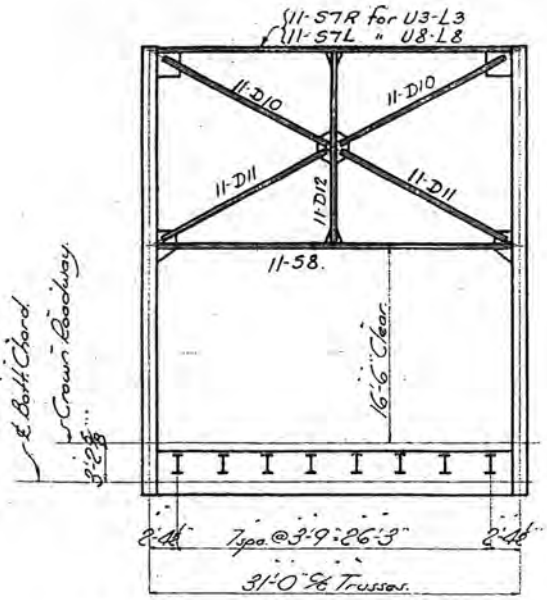
Figure 3. ORIGINAL PLANS AND ELEVATION
source: Fort Pitt Bridge Works n.d.



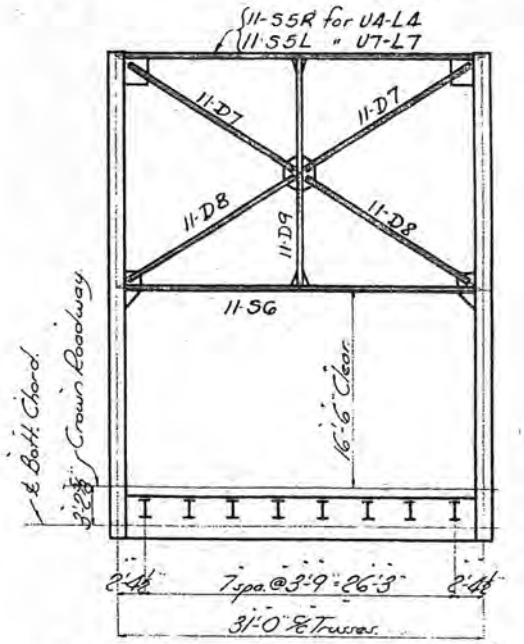
END VIEW.



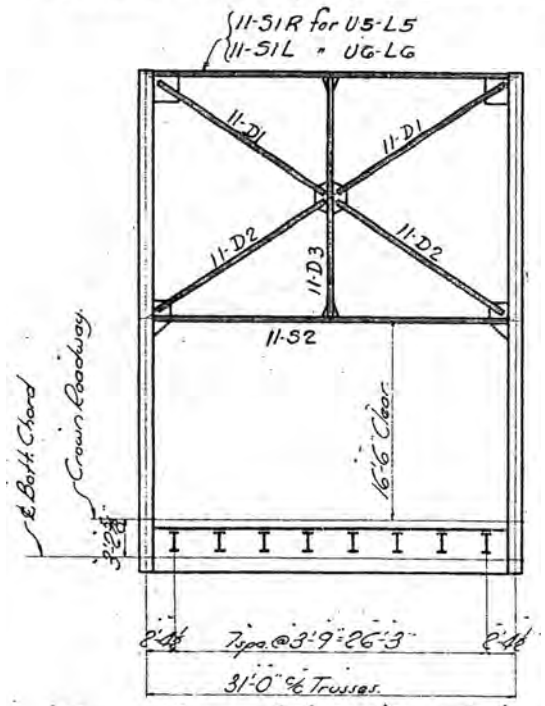
SECTION AT U2-L2 & U9-L9



SECTION AT U3-L3 & U8-L8



SECTION AT U4-L4 & U7-L7



SECTION AT U5-L5 & U6-L6

Figure 4. CROSS SECTIONS
source: Fort Pitt Bridge Works n.d.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Butts Bridge

MULTIPLE NAME:

STATE & COUNTY: CONNECTICUT, Windham

DATE RECEIVED: 4/09/10 DATE OF PENDING LIST: 5/10/10
DATE OF 16TH DAY: 5/25/10 DATE OF 45TH DAY: 5/24/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10000272

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

✓ ACCEPT ___RETURN ___REJECT 5-24-10 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

TELEPHONE_____ DATE_____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

Butts Bridge, Windham County, CT

1 of 10

Butts Bridge, Windham County, CT

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Butts Bridge, Windham County, CT

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Butts Bridge, Windham County, CT

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Butts Bridge, Windham County, CT
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Butts Bridge, Windham County, CT
6 of 10

Butts Bridge, Windham County, CT
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Butts Bridge, Windham County, CT
8 of 10

Butts Bridge, Windham County, CT

9 of 10

Butts Bridge, Windham County, CT

10 of 10

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

PLAINFIELD QUADRANGLE
CONNECTICUT
7.5 MINUTE SERIES (TOPOGRAPHIC)

BUTTS BRIDGE
CANTERBURY, WINDHAM COUNTY
CT

UTM REFERENCE:
19/252570/4615100

Mapped, edited, and published by the Geological Survey
in cooperation with Connecticut Department of Environmental Protection

Control by USGS, NOS/NOAA, and Connecticut Geodetic Survey

Topography by photogrammetric methods from aerial photographs taken 1974. Field checked 1976. Revised from aerial photographs taken 1980. Limited field check 1983. Map edited 1983
Supersedes map dated 1953

Projection and 10,000-foot grid ticks: Connecticut coordinate system (Lambert conformal conic)
1000-meter Universal Transverse Mercator grid, zone 19
1927 North American Datum
To place on the predicted North American Datum 1983 move the projection lines 6 meters south and 40 meters west as shown by dashed corner ticks

Fine red dashed lines indicate selected fence and field lines where generally visible on aerial photographs. This information is unchecked

There may be private inholdings within the boundaries of the National or State reservations shown on this map

UTM GRID AND 1983 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

CONNECTICUT
QUADRANGLE LOCATION

ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route
U. S. Route
State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

PLAINFIELD, CONN.
41071-F8-TF-024

1983

DMA 6667 III NW–SERIES V816

ISBN 0-7808-0713-4148

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA—1983

Connecticut Commission on Culture & Tourism

Arts
Tourism
Film
History

One Constitution Plaza
Second Floor
Hartford, Connecticut
06103

860.256.2800
860.256.2811 (f)

MEMORANDUM

TO: **Roger Reed**
National Register of Historic Places

FROM: **Stacey Vairo, National Register Coordinator**

DATE: **April 7, 2010**

SUBJECT: **Butts Bridge, Canterbury, CT**

The following materials are submitted for nomination of the Butts Bridge, Canterbury, CT

Connecticut to the National Register of Historic Places:

____x___ National Register of Historic Places nomination form

_____ Multiple Property Nomination form

____x____ Photographs

____x___ Original USGS maps

_____ Sketch map(s)/figure(s)/exhibit(s)

_____ Pieces of correspondence

____x___ Other ___CD of images_____

COMMENTS:

_____ Please insure that this nomination is reviewed

_____ This property has been certified under 36 CFR 67

_____ The enclosed owner objections do _____ do not _____ constitute a majority of property owners.

_____ Other: