

**United States Department of the Interior  
National Park Service**

**National Register of Historic Places  
Continuation Sheet**

Section number \_\_\_\_\_ Page \_\_\_\_\_

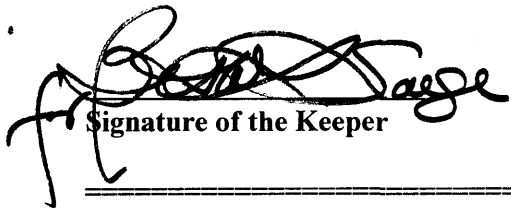
**SUPPLEMENTARY LISTING RECORD**

NRIS Reference Number: 03000618 Date Listed: 07/07/03

<u>Arch Bridge</u>	<u>Lincoln</u>	<u>ME</u>
Property Name	County	State

Multiple Name

**This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.**



Signature of the Keeper

7-7-03  
Date of Action

**Amended Items in Nomination:**

**5. Classification: Category and Number of Resources within the Property**

As "structure" is the appropriate property category, number of contributing resources should read 1 contributing structure, not building..

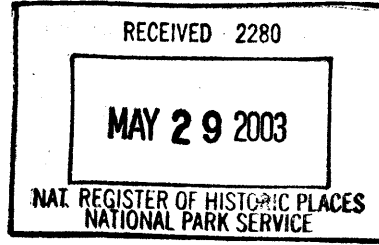
This information was confirmed with MESHPO staff by telephone.

**DISTRIBUTION:**

- National Register property file
- Nominating Authority (without attachment)

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# National Register of Historic Places Registration Form



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

### 1. Name of Property

historic name Arch Bridge

other names/site number MDOT Bridge # 0619

### 2. Location

street & number Over the Pemaquid River on Benner Road N/A not for publication

city or town Bristol N/A vicinity

state Maine code ME county Lincoln code 015 zip code 04539

### 3. State/Federal Agency Certification

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

*Carol A. Shepard* 5/22/03  
 Signature of certifying official/Title Date  
SKPO

Maine Historic Preservation Commission  
 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:

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

\_\_\_\_\_  
 Signature of the Keeper  
*John Savage*

\_\_\_\_\_  
 Date of Action  
7/7/03

ARCH BRIDGE  
Name of Property

LINCOLN COUNTY, MAINE  
County and State

**5. Classification**

**Ownership of Property**  
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

**Category of Property**  
(Check only one box)

- building(s)
- district
- site
- structure
- object

**Number of Resources within Property**  
(Do not include previously listed resources in the count.)

Contributing	Noncontributing
_____	_____
1	
_____	_____
	_____
	_____
	_____
	_____
	_____
1	
	Total

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

N/A

**Number of contributing resources previously listed in the National Register**

N/A

**6. Function or Use**

**Historic Functions**  
(Enter categories from instructions)

TRANSPORTATION / Road Related

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Current Functions**  
(Enter categories from instructions)

TRANSPORTATION / Road Related

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**7. Description**

**Architectural Classification**  
(Enter categories from instructions)

No style: stone arch bridge

\_\_\_\_\_

\_\_\_\_\_

**Materials**  
(Enter categories from instructions)

foundation STONE

walls \_\_\_\_\_

\_\_\_\_\_

roof \_\_\_\_\_

other Asphalt (roadbed)

Wood (guard rails)

**Narrative Description**

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

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## DESCRIPTION

The stone Arch Bridge is a small structure that crosses the Pemaquid River at the north end of the village of Bristol Mills in Bristol Maine. Running from east to west, the bridge links Benner Road from near its junction with State Route 130, to the bulk of the road, which heads initially east and then north into a rural landscape. On the northwest side of the bridge stands a modern pump house, and behind that a c. 1840s cape, while on the north east a rectangular stone foundation is built against the abutment. Thirty yards further to the northeast is a the cellar hole of the former Methodist Church Parsonage. The southeastern quadrant of the bridge is adjacent to a mowed field containing several old apple trees, and on the other side of the bank is a late 19<sup>th</sup> century Masonic Lodge. The Pemaquid River, which is approximately 18' feet wide, is lined with hard wood trees and stone outcrops.

The stone Arch Bridge is a single span, 21' long stone arch bridge constructed of rubble stone arch rings and dry laid stone spandrels. The rocks are roughly quarried, and loosely laid; individual members vary from large rocks to medium cobbles, and also include river cobble. Built on solid rock, the arch opening is fourteen feet at the base, and fourteen feet high to the top. The distance from the top of the arch to the deck is four feet, including the approximately two feet high roughly-split granite capstones that form the edge of the road deck. The road paved with asphalt and has new (2002) wooden guardrails.

The 1997 Historic Bridge Survey undertaken by the State of Maine's Department of Transportation, (which provided the basis for the above description) dates the Arch Bridge to c. 1905, in the absence of a readily available documented date. This date is also given in the survey to other similar stone arch bridges in Maine based on their style. However, stone arch bridge have been constructed since the earliest settlement periods in Maine, and research of Bristol Town Records between 1895 and 1913 do not indicate that the Arch Bridge was constructed during this period, and additional research, as stated in the Statement of Significance, suggests strongly that the Arch Bridge was built prior to 1857.

**8. Statement of Significance**

**Applicable National Register Criteria**

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

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

**Areas of Significance**

(Enter categories from instructions)

TRANSPORTATION

**Period of Significance**

Pre 1857 - 1953

**Criteria Considerations**

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

Property is:

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

**Significant Dates**

Pre-1857

**Significant Person**

(Complete if Criterion B is marked above)

**Cultural Affiliation**

**Architect/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:**

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

Name of repository:

Maine Dept. of Transportation, Augusta, Maine

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## STATEMENT OF SIGNIFICANCE

Bristol Maine is an old town. Now represented by archaeological sites, settlement at Pemaquid Point was established by 1625, under deed from the local Native Americans. The name Bristol referred originally to the entire peninsula that dropped south from Damariscotta into the Atlantic Ocean, and now contains the Towns of Bristol, South Bristol and Bremen. The southern end of the peninsula is bifurcated by John's Bay, into which flows Johns River on the east and the Pemaquid river on the west. One hundred and forty years later the Town of Bristol was incorporated by the Massachusetts General Court. At this point there small settlements had spread all over the peninsula at Pemaquid Point, Muscongus, Round Pond, Greenland, Walpole, South Bristol, Rutherfords Island, New Harbor and Bristol Mills. Each of these village areas were situated to take advantage of local resources, including the multiple harbors and bays, and the mouth of the Pemaquid River. The Pemaquid river is 11 miles long and meanders south down the middle of the peninsula from Pemaquid Pond, forming and reforming its course through Biscay Pond, Boyd Pond, and several bogs before joining Johns Bay at Pemaquid Falls. This small river constricts from its broad path at various locations along its path, including its egress from Biscay Pond, and again just above the village of Bristol Mills. With the exception of the community at Pemaquid Falls four miles down river, Bristol Mills is the only major settlement to develop inland on the Bristol Peninsula.

The village at Bristol Mills is laid out north to south for less than ½ mile along the banks of the Pemaquid river. State Route 130 approaches the town from the northwest, parallels the river through town and then veers off to the southwest at the end of the village. Two roads east lead from the southern end of the village (Upper and Lower Round Pond Roads) towards the settlement at Round Pond, and a third, the Benner Road, crosses the river at the north end of the village before heading north for 2 miles and crossing the watercourse again near Biscay Pond. Compressed between the northern and southern roads is the vast majority of the residences and businesses of Bristol Mills. As the most central village in the town, the Mills is today the location of the town offices, a school, post office, and several small businesses. The town includes several late 18<sup>th</sup> century houses and many from the early and mid 19<sup>th</sup> century. Although population figures for Bristol indicate that the town as a whole reached its population peak in 1880 (3196 people), the village of Bristol Mills had grown more rapidly during the earlier decades of the century, and by 1857 it supported four grist or saw mills, two tailors, several smiths and tailors, and a shoe shop, most of which lined the river in town. The earliest saw and grist mills, owned by Rufus Jones, straddled the river at the south end of the village by the 1770s (Bristol Town Records).

Within the ½ mile stretch of Bristol Mills there are four bridge spanning the Pemaquid river, and in the middle of these a small dam. Although development occurred on both sides of the river simultaneously, it did so more orderly on the western shore due to the presence of the early road (now Rt. 130). A similar road never developed on the eastern side of the river, rather the two middle bridges were each installed to provide access to a small group of houses on the eastern banks, and facilitate development of the small industries thereon. From south to north the bridges are the Upper Round Pond Road Bridge (Jones' Mill), which was initially built by the town in 1782; the Varney or Redonnet Mill Bridge, built c. 1825, the

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Pemaquid Bridge (c. 1935 replacement of an earlier bridge) and the Arch Bridge on Benner Road.

Both the Arch Bridge and the Upper Round Pond Road Bridge were constructed as stone arch bridges. The stone is roughly split and dry laid, and as noted earlier, each carries a road leading from the village to settlements in other parts of the town. Town records indicate that a bridge was built at Jones Mills in 1783, however the material was not specified. An extensive search of the town records between 1777 and 1825, and 1895 and 1913, has not yet revealed a construction date for the Arch Bridge. However, an 1815 survey map of Bristol clearly indicates the presence of three bridges in the village, including one at the current location of the Arch Bridge. After Benner Road crosses over the Arch Bridge, there are three houses within the first three quarters of a mile that stylistically appear to have been built between 1790 and 1815. The Benner Road leads to the grist mill of Henry Arskine, located on the narrows south of where the Pemaquid flows out of Biscay Pond and depicted on Boyd's 1795 map of Bristol. Again, while this does not specifically date the Arch Bridge, it does however indicate that this structure provided the only access to the northern section of the eastern side of the Pemaquid River from the village at the start of the nineteenth century.

Another indication of the age of the nominated structure is found in the 1857 Map of Lincoln County inset for Bristol Mills. This map shows the location and name of all the structure in town, as well as depicting the roads and bridges. The two middle bridges (Pemaquid and Varney) are drawn as straight, parallel lines across the river, while the Upper Round Pond Road bridge and the Arch Bridge are drawn with opposing concave lines. The difference in the two sets of bridges is striking enough to warrant assumption that they indicate two separate types of bridges: arched and stringers. The Upper Round Pond Bridge was reconstructed in the last several decades, and a metal culvert inserted into the arch. A third stone arch bridge, located in Round Pond, was constructed in 1889 of quarried granite cut exclusively into relatively thin flat lengths, and laid in very precise courses. In contrast, the stone used in both of the arch bridge in Bristol Mills is roughly split rubble or cobble stones that are not positioned in a regular pattern. Stylistically, these two bridges are very similar, and it is likely that the Arch Bridge was built before 1857, if not much earlier, to provide an important access over the river at the northern end of the settlement.

In many instances stone arch bridges were built due to their incredible strength under compression. In the pre-Civil War years turnpikes, viaducts, canals and railroad bridges were built of stone so as to more assuredly carry their weighty loads. They were better suited to resisting floods, and while they cost more to build initially, the investment was recapitulated in their durability, and it was usually the town's most important roads that were fitted with stone arch bridges. While many of the arch bridges in Maine are carefully laid, and feature decorative parapets, the Arch Bridge in Bristol remains an extremely simple example of a functional structure, that could be built utilizing the local labor and resources. (Clouette and Roth, p. 24). The Arch Bridge is a vernacular, hand built, small scale stone bridge constructed by the residents of a small town to provide access over the watercourse that divided the community, and on a larger scale, the entire town. With the exception of a small amount of in-kind repair of the northwest abutment in 2002, the bridge has functioned stoically at the north end of the village for generations. It in

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recognition of this bridges contribution to the development and transportation network for the Town of Bristol that it is being nominated to the National Register of Historic Places under Criterion A.



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### BIBLIOGRAPHY

Atwood, Stanley Bearce. The Length and Breadth of Maine. (Augusta, Maine: Kennebec Journal Print Shop), 1946.

Boyd, Thomas. "Map of Bristol". Maine State Archives, v. 22p. 27. 1795. Augusta, Maine.

Clouette, Bruce and Matthew Roth. Connecticut's Historic Highway Bridges. (Hartford, CT: Connecticut Department of Transportation), 1991.

McClintock, William. [A survey of the town of Bristol in the County of Lincoln]. June 12, 1815. Copied by Ilonka Fertig, Pemaquid Maine, and reproduced by the Town of Bristol Village Improvement Society. Copy on file at Maine Historic Preservation Commission, Augusta, Maine.

Maine Department of Transportation: Office of Environmental Services. "Maine Statewide historic Bridge Inventory Final Phase I Survey Plan" November 1997. Copy on file at Maine Historic Preservation Commission, Augusta, Maine.

Records of the Town of Bristol, 1777 - 1825. Bristol Town Office, Bristol, Maine.

The Old Maps of Lincoln County Maine in 1857. (Fryeburg, Maine: Saco Valley Printing), 1985.

10. Geographical Data

Acreage of Property Less than 1/4 acre.

UTM References

(Place additional UTM references on a continuation sheet.)

1	<u>19</u>	<u>459096</u>	<u>4867582</u>	3	<u>19</u>			
	Zone	Easting	Northing		Zone	Easting	Northing	
2	<u>19</u>	<u>459138</u>	<u>4867582</u>	4	<u>19</u>			

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 CHRISTI A. MITCHELL, ARCHITECTURAL HISTORIAN

organization MAINE HISTORIC PRESERVATION COMMISSION date 18 April 2003

street & number 55 CAPITOL STREET, STATION 65 telephone (207) 287-2132

city or town AUGUSTA state ME zip code 04333 -0065

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

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

Photographs

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

Additional items

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

Property Owner

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

name \_\_\_\_\_

street & number \_\_\_\_\_ telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

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

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

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### **VERBAL BOUNDARY DESCRIPTION**

The nominated property includes the entire substructure and superstructure that comprises the Arch Bridge (MDOT Bridge number 06190) over the Pemaquid River in Bristol Maine.

### **BOUNDARY JUSTIFICATION**

This boundary of this nomination is limited to the structure known as the Arch Bridge, owned by the Town of Bristol Maine, and does not include the approaches on Benner Road.

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### **PHOTOGRAPHS**

Photograph 1 of 2  
Christi A. Mitchell  
Maine Historic Preservation Commission  
4 April 2003  
North elevation; facing southwest.

Photograph 2 of 2  
Christi A. Mitchell  
Maine Historic Preservation Commission  
4 April 2003  
Bridge and approach on Benner Road, facing southeast.