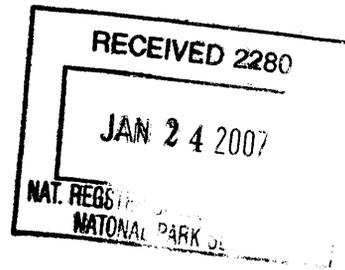


159

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

**NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM**



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

1. Name of Property

historic name Bridge #2305

other names/site number Burton Brook Bridge

2. Location

street & number Main Street (Route 44) over Burton Brook not for publication

city or town Salisbury vicinity

state Connecticut code CT county Litchfield code 005

zip code 06039

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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.)

[Signature] 1/24/07
Signature of certifying official Date

Commission on Culture & Tourism, Historic Preservation and Museum Division, Deputy State Historic Preservation Officer
State or Federal agency and bureau

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

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

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

Signature of the Keeper	Date of Action
<u>Patrick Anderson</u>	<u>3/9/2007</u>
<u></u>	<u></u>
<u></u>	<u></u>
<u></u>	<u></u>

Bridge #2305
Name of Property

Litchfield, Connecticut
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.)

- buildings
- district
- site
- structure
- object

Number of Resources within Property

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

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
1	0	structures
_____	_____	objects
1	0	total

Name of related multiple property listings

(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

0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

TRANSPORTATION: road related (vehicular)

Current Functions

(Enter categories from instructions.)

TRANSPORTATION: road related (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions.)

NO STYLE

Materials

(Enter categories from instructions.)

foundation STONE: Marble
walls STONE: Marble

roof _____
other CONCRETE

Narrative Description

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

Bridge #2305
Name of Property

Litchfield, Connecticut
County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Criteria Considerations

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

Property is:

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

Narrative Statement of Significance

(Explain the significance of the property on 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 36) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey #
- recorded by Historic American Engineering Record #

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION
COMMUNITY PLANNING AND DEVELOPMENT
ENGINEERS

Period of Significance

1873-1955

Significant Dates

1873 - Bridge Construction

Significant Person

Cultural Affiliation

Architect/Builder

Colonel Lorenzo Tupper

Bibliography

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

Primary location of additional data:

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

Name of repository
Scoville Memorial Library, Salisbury, CT

Bridge #2305
Name of Property

Litchfield, Connecticut
County and State

10. Geographical Data

Acreeage of Property Less than 1 acre

UTM References

(Place additional references on a continuation sheet.)

1	1 8	6 2 9 3 1 0	4 6 4 7 1 6 0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
4			

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 Mark G. Rayburn, Architectural Historian

organization PAL date June 2005

street & number 210 Lonsdale Avenue telephone (401) 728-8780

city or town Pawtucket state RI zip code 02860

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 Connecticut Department of Transportation, Office of Environment Planning

street & number 2800 Berlin Turnpike, POB 317546 telephone (860) 594-2000

city or town Newington state CT zip code 06131-7546

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 amend 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 Reduction Projects (1024-0018), Washington, DC 20503

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Property name Bridge #2305, Main Street (Route 44 over Burton Brook), Salisbury, Connecticut

Section number 7

Page 1

DESCRIPTION

Burton Brook Bridge (Connecticut Department of Transportation Bridge #2305) is a small masonry arch bridge that carries Main Street (State Route 44) over Burton Brook in the Lakeville village section of Salisbury, Connecticut. Salisbury is small town located in the northwest corner of Connecticut, close to the borders of both New York and Massachusetts. Approximately 2 miles south of the town center of Salisbury, Lakeville is a small village that developed along the northeastern shore of Wononscopomuc Lake. The Lakeville Historic District, which was listed on the National Register of Historic Places in 1996, encompasses historic residential and commercial buildings at the intersection of Main Street and Sharon Road, approximately ¼-mile south of the bridge.

Main Street is a heavily traveled, two-lane road that forms part of Route 44, historically known as the Albany Turnpike which runs from Albany, NY to Providence, RI through Connecticut. The road is the primary connection between Lakeville and Salisbury. Development along Main Street in Lakeville is characterized by residential buildings dating from the nineteenth and early twentieth centuries. Many have been converted for commercial purposes and there is a modest amount of late-twentieth-century commercial infill. Burton Brook is a narrow and shallow stream that feeds into Lakeville Reservoir No. 1 northwest of Lakeville and then winds southeasterly to its confluence with Factory Brook approximately ½ mile east of the bridge.

The Burton Brook Bridge is bounded to the north by Bostwick Street and to the south by Bissell and Walton Streets. The bridge is surrounded by residential properties on the northeast, northwest, and southeast. The residential properties consist of historic period single-family residences set back from the road on large lots that feature well-kept lawns landscaped with a variety of bushes and deciduous trees. The house at 299 Main Street northwest of the bridge is a two-story Colonial Revival-style, center-hall residence constructed in the early twentieth century. The house at the northeast intersection of Main and Bostwick streets is a cross-gable, two-and-one-half-story, Gothic Revival-style building, with late Victorian and Queen Anne style design elements. South of the bridge at the intersection of Walton Street (308 Main Street) is a two-and-one-half-story Italianate style center hall structure with single-story ell additions to the north and east.

The Burton Brook Bridge consists of a single barrel arch span, and is approximately 29 feet wide and approximately 20 feet long from the north to south banks of Burton Brook. The bridge is constructed of locally quarried marble laid in irregular courses. The faces of the bridge are

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Property name Bridge #2305, Main Street (Route 44 over Burton Brook), Salisbury, Connecticut

Section number 7

Page 2

constructed with roughly squared stones, giving it an overall appearance of random ashlar masonry. The stones are laid in limestone mortar, with some areas of repair, especially on the western face, evidenced by the use of concrete parging. The arch is faced with voussoirs, or ring stones, that are slightly beveled and meet at centered keystones. The keystone of the western face is inscribed with "1873 10-3," likely the date of completion of the bridge. The barrel of the arch is entirely parged with concrete, with the stonework only visible where it meets the ring stone facing.

The parapet of the bridge rises approximately 2 feet, 6 inches above the existing roadway level. The parapet is a continuous extension of the lower spandrel walls of the bridge, of the same materials and design. It flares outward on both sides giving the parapet walls a convex shape when viewed from above. The flared ends of the parapet terminate at 2-x-2-foot square piers. The original stone caps of the parapet and piers were replaced at some point in the mid- to late twentieth century with concrete slab caps.

The maximum width of the bridge, the distance between the outside edges of the parapet piers, is 29 feet. The dimension from the cap of the bridge parapet to the water level of Burton Brook is 9 feet, 10 inches. The distance from the top of the bridge railing to the peak of the arch is 4 feet, 6 inches. The arch is 9 feet, 6 inches wide at the water level and is flanked by an abutment on each side that is 4 feet, 8 inches wide.

According to the Connecticut Department of Transportation, a vehicular accident in April 2002 toppled the southeast pier of the bridge, and damaged this section of the parapet wall.

The wing walls of the bridge run perpendicular to the roadway, and act as retaining walls for the banks of Burton Brook leading to the bridge. The banks of Burton Brook southeast of the bridge are lined with stone retaining walls similar in appearance to the bridge faces. The brook in the area between the retaining walls travels over a series of stepped falls. A set of stone steps is located on the north bank of the adjacent parcel. The bridge has no integral pedestrian lanes, but is flanked by modern steel and concrete pedestrian walkways to the east and west that were likely constructed within the last 20 years. Corrugated steel guard rails have been added to the northwest and southeast piers of the bridge. The most significant alterations to the original appearance of the bridge has been the repair of the masonry on the faces with concrete parging, the use of concrete parging to cover the entire surface of the barrel arch, and the installation of the concrete caps on the parapet and piers.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Property name Bridge #2305, Main Street (Route 44 Burton Brook), Salisbury, Connecticut

Section number 8

Page 1

STATEMENT OF SIGNIFICANCE

Burton Brook Bridge is significant under National Register Criteria A and C at the state and local level as a rare surviving example of a short, masonry road bridge of the late nineteenth century. Many of the extant stone arch bridges of this size and scale in Connecticut are associated with railroad development. The Burton Brook Bridge is also significant for its association with the development of the town of Salisbury and the village of Lakeville, and its role in the transportation infrastructure of northwest Connecticut. Route 44, which is carried by the Burton Brook Bridge, was commissioned in 1935 by the State of Connecticut, and is the primary east-west route in the northern part of the state. The western section of Route 44 principally follows the earlier Connecticut Routes 121 and 199. Sections of Route 44 in northwest Connecticut follow the 1797 Boston Turnpike (Kurumi.com 2005).

An 1811 map of Connecticut indicates a road in this general alignment (Warren and Gillet 1811), which apparently precedes the development of Lakeville. The 1859 Clark and Tackabury map clearly shows the road in this position (Clark and Tackabury 1859) running through the village of Lakeville and north to the town center of Salisbury and beyond. An 1850 map by an unknown author in the Peterson Collection at the University of Connecticut also shows the road in this alignment (Unknown Author 1850).

The Town of Salisbury and this region of the upper Housatonic River valley were dependent on the iron industry as the primary economic force in the nineteenth century. At that time there were approximately 40 iron furnaces in the upper Housatonic River valley, as well as related lumbering and charcoal industries, iron ore excavation, and limited manufacture of iron-based products including railroad wheels. This portion of the Albany Turnpike (Route 44) was a major component of a transportation network that served the iron industry. The road also provided direct access for residents and non-iron related industrial and commercial interests. Since the decline of the iron industry between 1900 and 1920, the upper Housatonic River valley has largely been a summer vacation destination, and slowly the physical remnants of the historic iron industry have become hidden.

Burton Brook Bridge was constructed in late 1873, based on the keystone inscription on the east spandrel of the bridge and town meeting records. In the 1874 Town Report of the Town of Salisbury, an expense of \$964.17 was paid to Lorenzo Tupper for his work on roads and bridges

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Property name Bridge #2305, Main Street (Route 44 Burton Brook), Salisbury, Connecticut

Section number 8

Page 2

(including Arch Bridge) in the Town of Salisbury. Lorenzo Tupper was also paid \$2,133.51 in 1873 for his work on roads and bridges (Ball and Hubbard 1873).

According to genealogical records at the Scoville Memorial Library and the Salisbury Association, Colonel Lorenzo Tupper was born on April 30, 1814 in Sharon, Connecticut. Tupper died on December 29, 1883 in Lakeville. He married Phebe Riley Selleck of Salisbury in 1844 and the couple had one daughter (Salisbury Association).

Lorenzo Tupper was a farmer who also specialized in road and bridge construction, owned a tavern and general store, and held various town offices. Tupper had been a selectman, a justice of the peace (Town of Salisbury 1898:282), a deputy registrar of voters (Town of Salisbury 1898:277) and most notably was appointed as one of five road commissioners in October 1873 (Town of Salisbury 1898:267).

In January 1874, shortly after the completion of the Burton Brook Bridge, the five member Road Commission was abolished, all contracts were annulled and a system of one commissioner (to be appointed by the selectmen and paid monthly) was enacted. An annual budget of \$3,000 was appropriated. A tax of 5 mills on the dollar, or 5/1000ths of a dollar, was levied on the 1873 tax lists. The Selectmen were also to appoint one man from each school district to assist in the Commissioner in road and bridge construction, who would be paid \$1.50 per day. Additionally, the Selectmen voted that all bridges constructed in the Town of Salisbury be made of timber, not iron or stone (Town of Salisbury 1898:267). Road Commission reports from this era could not be located at the Town Clerk's office, the Scoville Memorial Library, or the Salisbury Association.

Timber truss and stone arch bridges are both traditional methods of spanning smaller streams and rivers, along with the steel truss systems usually used in large span crossings. Because of a scarcity of materials and increased work involved with stone arch bridge construction, the stone alternative is more expensive than timber, even when utilizing native materials like Stockbridge Marble. While the extant town records do not provide definitive information about the reasoning behind using a stone arch bridge for such a short brook crossing, the choice of design and materials is noteworthy.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Property name Bridge #2305, Main Street (Route 44 Burton Brook), Salisbury, Connecticut

Section number 8

Page 3

Almost without exception, rural stone-arch bridges were built from locally available materials, either quarried or gathered from the rich supply of fieldstone deposited by the last glaciation. The usual method of erection, where there was no natural ledge upon which the arch could bear, was to first construct low walls on either side of the stream. Next came a carefully constructed wooden form, called a centering, that replicated the shape of the desired arch. The ring stones were then laid upon the centering, either lifted in place by hand or by block and tackle. Larger spans required stone spandrels to be built out from the arch to the ends of the bridge (Clouette and Tinh 1995).

Bridge 2305 stands as a relatively unaltered example of important vernacular stone bridge building technology with native stone materials. Because of its generous dimensions at the time of construction, the Burton Brook Bridge has not been repeatedly widened as have many other stone arch bridges in Connecticut. The bridge was constructed to withstand the heavy loads of the iron industry travel along Route 44, and has been remarkably well preserved due to the stout construction techniques and materials.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Property name Bridge #2305, Main Street (Route 44 over Burton Brook), Salisbury, Connecticut

Section number 9

Page 1

MAJOR BIBLIOGRAPHICAL REFERENCES

Ball, R.H., and H. Hubbard

1873 *Town Auditor's Report of the Town of Salisbury.* On file at the Salisbury Association office, Scoville Memorial Library, Salisbury, CT.

BetweenTheLakes.com

2004 *The Historic Iron Industry of the Upper Housatonic Valley, 1734 – 1923.*
Retrieved May 31, 2005 from: <http://www.betweenthelakes.com/iron/iron.htm>.

Clark and Tackabury,

2005 *Topographic Map of the State of Connecticut, 1:95,040.*
Retrieved July 5, 2005 from
ecwp://mapserver.lib.uconn.edu/magic/images/hdimg.37800.0000.1859.s95.Tackabury.1.ecw.

Clouette, Bruce, and Hoang Tinh

1995 *Mill Brook Bridge, National Register nomination.* Historic Resources Consultants, Hartford, CT.

Diversified Technologies Corp.

1987 *Bridge 02305 Right of Way Map, Town of Salisbury, D.O.T. Map #679 Sheet 1.*
On file Town of Salisbury.

Historic Resources Consultants

1990 *Connecticut Historic Bridge Inventory, Final Report: Inventory Phase.*
Connecticut Department of Transportation, Office of Environmental Planning.

Kurumi.com

2005 *Connecticut US 44, 44A.*
Retrieved July 5, 2005 from: <http://www.kurumi.com/roads/ct/us44.html>.

Salisbury Association

n.d. *Family Unit Chart, Colonel Lorenzo Tupper.* On file at the Salisbury Association office, Scoville Memorial Library, Salisbury, CT.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Property name Bridge #2305, Main Street (Route 44 over Burton Brook), Salisbury, Connecticut

Section number 9

Page 2

Town of Salisbury, CT

1898 *Salisbury Town Meeting Records, 1841-1898.* On file at the Salisbury Town Clerk's Office.

Unknown Author

1850 *Atlas of Salisbury.* From the Peterson Collection at the Homer Babbidge Library, University of Connecticut. Retrieved July 5, 2005 from http://magic.lib.uconn.edu/cgi-bin/MAGIC_HistDisp.pl?&Geog=37840&Loc=122&Dir=/magic/data/image/37840/hdimg/all/&File=37840.122.1850.s40.unkn.1.

Warren, Moses and George Gillet.

1811 *Connecticut, from actual survey / made in 1811 by, and under the direction of, Moses Warren and George Gillet, and by them compiled; engraved by Abner Reed. -- Scale [ca. 1:163,470].* Retrieved July 5, 2005 from: http://magic.lib.uconn.edu/cgi-bin/MAGIC_HistDisp.pl?&Geog=37800&Loc=0000&Dir=/magic/data/image/37800/hdimg/all/&File=37800.0000.1811.s163.
Warren.1.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Property name Bridge #2305, Main Street (Route 44 Burton Brook), Salisbury, Connecticut

Section number 10

Page 1

GEOGRAPHICAL DATA

Boundary Description

The property boundaries consist of the outer edges of the overall bridge structure, which is located within a continuous Connecticut Department of Transportation highway right-of-way as shown on CT DOT Map #679, Sheet 1.

Boundary Justification

The boundaries include the full extent of contiguous historic structural resources associated with the activity in the property during its period of significance. The boundaries follow the edges of the structure within a legally recorded roadway right-of-way.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

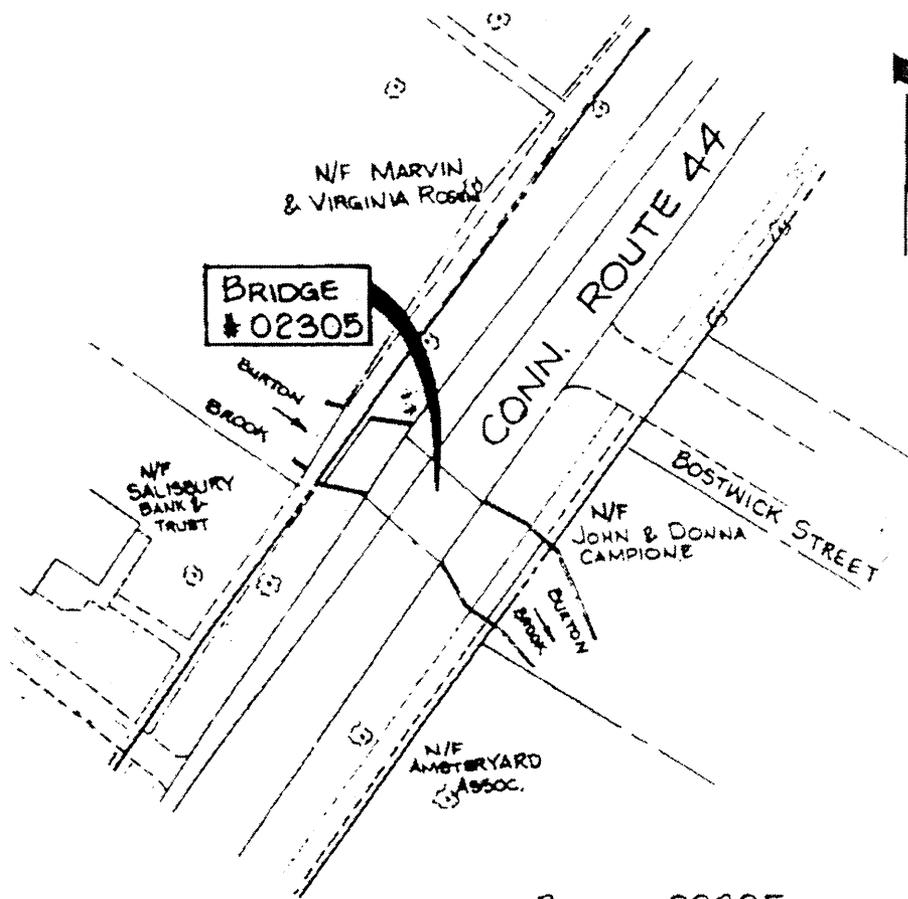
Property name Bridge #2305, Main Street (Route 44 over Burton Brook), Salisbury, Connecticut

Section number 10

Page 2

Site Plan
Bridge #2305
Burton Brook Bridge

Not to Scale



BRIDGE 02305
RIGHT OF WAY MAP
TOWN OF SALISBURY
SCALE: 1"=40'
D.O.T. MAP # 679 SH.1
DIVERSIFIED TECHNOLOGIES CORP.

DEC. 11, 1987
DTC NO. 85-84-20

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Property name Bridge #2305, Main Street (Route 44 over Burton Brook), Salisbury, Connecticut

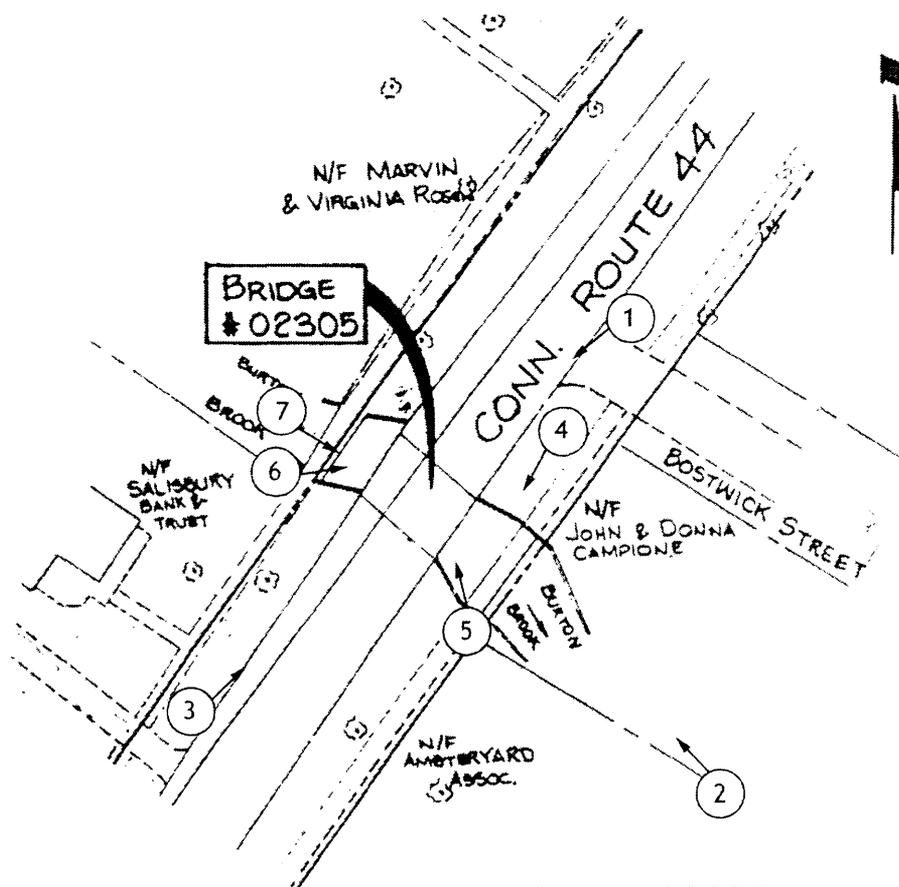
Section number _____

Page _____

Photo Key Map

Bridge #2305
Burton Brook Bridge

Not to Scale



BRIDGE 02305
RIGHT OF WAY MAP
TOWN OF SALISBURY
SCALE: 1"=40'
D.O.T. MAP # 679 SH.1
DIVERSIFIED TECHNOLOGIES CORP.

DEC. 11, 1987
DTC NO. 85-84-20