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NPS Form 10-900 (Rev. 8-86)	O018
United States Department of the Interior National Park Service	RECEIVED
NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM	OCT 2 8 1993 NATIONAL REGISTER
1. Name of Property	
historic name:STARR MILL ROAD BRIDGE	
other name/site number: <u>Beverly Heights Bridge</u>	<u>, Bridge No. 4541</u>
2. Location street & number: <u>Beverly Heights</u>	
city/town: <u>Middletown</u>	not for publication: <u>N/A</u> vicinity: <u>N/A</u>
state: <u>CT</u> county: <u>Middlesex</u> cod	e: <u>007</u> zip code: <u>06457</u>
3. Classification Ownership of Property: <u>public-local</u>	
Category of Property: <u>structure</u>	
Number of Resources within Property:	
Contributing Noncontributing	
buildings sites structures objects Total	
Number of contributing resources previously lip Register:0	sted in the National

Name of related multiple property listing: _____N/A

4. State/Federal Agency Ce			======
As the designated authority of 1966, as amended, I here request for determination of standards for registering p Historic Places and meets of set forth in 36 CFR Part 60 does not meet the Nat:	y under the National by certify that thi of eligibility meets properties in the Na the procedural and p D. In my opinion, t ional Register Crite	s <u>X</u> nomination the documentation tional Register of rofessional requi- he property <u>X</u> ria. <u>See con</u>	vation Act n on of irements meets
Signature of certifying of:	tenne	_ <u>10/22/93</u> Date	
Director, Connecticut Historical	Commission	Date	
State or Federal agency and	1 bureau		<u></u>
In my opinion, the property Register criteria See			National
Signature of commenting or	other official	Date	<u></u>
State or Federal agency and ====================================		=======================================	
The poly contifut that this			
I, hereby certify that this entered in the Nationa See continuation determined eligible for National Register See continuation determined not eligibly National Register removed from the Nation other (explain):	al Register sheet. or the sheet. le for the onal Register		<u>yc 12-10-93</u>
	<u>{o</u> /		
		ature of Keeper	Date of Action
6. Function or Use			
Historic: TRANSPORTATION			
Current: NOT IN USE	Sub:		

7. Description	
Architectural Classification:	
other: Warren pony truss	
Other Description: <u>N/A</u>	
Materials: foundation <u>N/A</u> rows of walls	oof <u>N/A</u> ther <u>METAL: steel</u> <u>CONCRETE</u>
Describe present and historic physical appear continuation sheet.	arance. <u>X</u> See
8. Statement of Significance	
Certifying official has considered the sign relation to other properties: <u>state</u>	ificance of this property in
Applicable National Register Criteria: <u>A,C</u>	_ · · · · · · · · · · · · · · · · · · ·
Criteria Considerations (Exceptions) : <u>N/A</u>	-
Areas of Significance: <u>ENGINEERING</u>	
Period(s) of Significance:	
Significant Dates: <u>1927</u>	
Significant Person(s): <u>N/A</u>	
Cultural Affiliation: <u>N/A</u>	
Architect/Builder: <u>Berlin Construction Comp</u>	pany (fabricator)

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above. X_ See continuation sheet.

9. Major Bibliographical References			
X See continuation sheet.			
Previous documentation on file (NPS):			
 preliminary determination of individual listing requested. previously listed in the National Register <u>X</u> previously determined eligible by the National Register designated a National Historic Landmark recorded by Historic American Buildings Survey recorded by Historic American Engineering Record 	egister #		
Primary Location of Additional Data:			
_ State historic preservation office X Other state agency Connecticut Dep _ Federal agency 24 Wolcott Hill _ Local government Wethersfield, C _ University _ Other Specify Repository:	CT 06109		
10. Geographical Data acreage of Property: less than one UTM References: Zone Easting Northing Zone Easting			
A <u>18</u> <u>693720</u> <u>4602100</u> B C D D			
See continuation sheet.			
Verbal Boundary Description: See continuation The nominated property includes the bridge, at	sheet. outments, and roadway.		
Boundary Justification: See continuation sheet. The boundary includes only the components of the bridge itself.			
11. Form Prepared By - Reviewed by John Herzan, National	Register Coordinator		
Name/Title: Bruce Clouette and Maura Cronin			
Organization: <u>Historic Resource Consultants</u> I	ate: <u>March 1, 1993</u>		
Street & Number: <u>55 Van Dyke Avenue</u> Tele	phone: <u>203-547-0268</u>		
City or Town: <u>Hartford</u> Stat	e: <u>CT</u> Zip: <u>06106</u>		

United States Department of the Interior National Park Service

NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Description Starr Mill Road Bridge 7-1 (Bridge No. 4541, Beverly Heights Bridge) Middletown, Middlesex County, CT

Beverly Heights Bridge, originally known as Starr Mill Road Bridge and numbered as No. 4541 in the state bridge system, is a single-span steel Warren pony truss erected in 1927 (Photographs 1 and 2). It spans the Cochinaug River just downstream of the Starr Mill dam, at a height of about 12 feet above the water level. The overall length of the bridge is 46 feet, with a roadway width of 14 feet. The road (Photograph 3), which formerly led into the yard of the adjacent Starr Mill, an 1865 suspender mill built on the site of an 1813 pistol factory, is now closed.

The bridge's four-panel trusses are about eight feet in depth. The inclined end posts and top chord are built-up box girders with back-to-back channels joined by a continuous plate on top and lacing bars on the bottom. The bottom chord consists of a pair of back-to-back angles connected by tie plates at three-foot intervals, as do the first diagonals and the verticals in the web. The other diagonal members are back-to-back angles with lacing. The floor system (Photograph 4) consists of rolled I-section floor beams and stringers and a concrete-slab deck. Original riveted lattice railings, about two feet high, are still in place. The bridge's concrete abutments were poured around the rubble-masonry abutments of an earlier bridge.

The bridge's components are riveted and bolted together using gusset plates (Photograph 5). Most of the joints are bolted on at least one side (and riveted on the other), a technique that afforded easier field assembly.

On the southwest end post is a plaque (partly broken), giving the bridge's date of construction, fabricator (Berlin Construction Company), and the name of the Middletown official responsible for the project, Second Taxing District selectman and highway supervisor Howard S. Peck (Photograph 6).

The bridge is in somewhat deteriorated condition, with corrosion of some structural members and severe spalling along the underside of the floor slabs. The only alterations to the bridge's original appearance are the additional layers of concrete and asphalt poured on top of the original deck.

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Significance Starr Mill Road Bridge 8-1 (Bridge No. 4541, Beverly Heights Bridge) Middletown, Middlesex County, CT

Summary

Starr Mill Road Bridge is a representative example of the small highway trusses of the 1920s (Criterion C). Its steel material, Warren-truss design, riveted connections, and concrete-slab deck are characteristic features of the period and reflect the standardization of bridge design that had occurred in the 1890s and early 1900s. The bridge is also notable for its associations with the Berlin Construction Company, Connecticut's leading bridge fabricator of the 20th-century (Criterion A).

The technological significance of the bridge is as an example of the period's standard highway bridge engineering. By the time it was built, steel had entirely replaced the earlier wrought-iron as a bridge-building material, and the older method of connecting the major members with large pins had been superseded by rivets and gusset plates, which greatly simplified shop fabrication while also providing greater rigidity. As this bridge indicates, field riveting was still somewhat difficult, so bolts were sometimes substituted for rivets on half of the joint. The design of the bridge, the triangular or Warren-truss pattern, was one of only two major types still in use in the 20th-century; nearly all of the various unusual truss designs of the 19th-century had been discarded by Finally, the overall proportions of the bridge, as well as this time. its concrete slab deck, reflect its origins in a period when bridges were being designed for the heavy loads placed on them by ever-growing automobile and truck traffic.

<u>Historical Background</u>

When the city and town governments of Middletown were consolidated in 1924, separate taxing districts were provided for the former parts, and they continued to maintain their own budgets. This bridge was built as part of an ongoing program of bridge construction by the Second Taxing District (formerly the town outside the city), under the leadership of highway supervisor-selectman Howard S. Peck. Like many town governments in the period, Middletown turned to Connecticut's own Berlin Construction Company as a source for small highway trusses.

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Significance Starr Mill Road Bridge 8-2 (Bridge No. 4541, Beverly Heights Bridge) Middletown, Middlesex County, CT

Berlin Construction Company (today known as Berlin Steel) was founded in 1900 by three former employees of Berlin Iron Bridge Company, an East Berlin firm that been a major fabricator of bridges in the late 19th century. In 1900, Berlin Iron Bridge Company was absorbed by American Bridge Company as part of the latter's attempt to monopolize the industry. The former management left and started a new company, and within two years, they had erected a large fabricating facility in the Kensington section of Berlin. They continued the business of their former company, marketing highway bridges, steel-framed commercial and manufacturing buildings, and other steel industrial structures such as bridge-crane installations, dock facilities, and coal-handling systems. Berlin Construction Company held a large share of the regional market for highway trusses into the 1930s, when concrete construction and the advent of large steel and concrete beams brought an end to the use of metal trusses for ordinary highway bridges.

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Bibliography Starr Mill Road Bridge 9-1 (Bridge No. 4541, Beverly Heights Bridge) Middletown, Middlesex County, CT

Connecticut Department of Transportation. Historic Bridge Inventory. 1991.

Middletown, City of. <u>Annual Message of the Mayor of the City of</u> <u>Middletown and Reports of the Various Departments May 1, 1927 -</u> <u>April 30, 1928</u>. Middletown: Pelton & King, 1928.

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NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Photographs Starr Mill Road Bridge Photos-1 (Beverly Heights Bridge, Bridge No. 4541) Middletown, Middlesex County, CT

All photographs:

- Starr Mill Road Bridge (Beverly Heights Bridge, Bridge No. 4541)
- 2. Middletown, Middlesex County, CT
- 3. Photo Credit: HRC, Hartford, CT
- 4. April, 1993
- 5. Negative filed with Connecticut Historical Commission Hartford, CT

Captions:

Downstream side of bridge, camera facing west Photograph 1 of 6

Upstream side of bridge, camera facing east Photograph 2 of 6

Roadway, camera facing northwest Photograph 3 of 6

Underside of bridge, camera facing northwest Photograph 4 of 6

Detail of portal joint, camera facing east Photograph 5 of 6

Plaque, camera facing northwest Photograph 6 of 6