

Massachusetts Cultural Resource Information System

Scanned Record Cover Page

Inventory No:	MNT.920
Historic Name:	Turners Falls Bridge
Common Name:	Avenue A Bridge over Connecticut River
Address:	
City/Town:	Montague
Village/Neighborhood:	Turner's Falls
Local No:	
Year Constructed:	
Architect(s):	
Architectural Style(s):	
Use(s):	Other Engineering; Other Transportation
Significance:	Art; Engineering; Transportation
Area(s):	MNT.F: Avenue A Area MNT.G: Riverside MNT.H: Turner's Falls Historic District
Designation(s):	Nat'l Register District (5/10/1982)



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Commonwealth of Massachusetts
Massachusetts Historical Commission
220 Morrissey Boulevard, Boston, Massachusetts 02125
www.sec.state.ma.us/mhc

This file was accessed on:

Friday, March 07, 2014 at 3:53: AM

MASSACHUSETTS HISTORIC BRIDGE INVENTORY

F

GIL 901/
MNT. 920Municipality: Gill/Montague District: 2Street name/Rt. #: Avenue A.Over
Street name/Rt. #: Connecticut River, B&M RRBridge key #: 831217000100 Photo #s: 38:4A-10ABridge plan #: G-4-10/M-28-31Common/historic name: Turners Falls Bridge

Current owner: _____

UTM coordinates: _____ AASHTO rating: 688 (1-10-86)*****
National Register status (insert date) Field rating: _____
*****Entered: 5/10/82 Potential: _____
Turners Falls NR H.D.Eligible: _____ Non-eligible: _____
*****Date built (source): 1937-38 (plans, plaque)

Date(s) rebuilt (source): _____

Builder (source): Daniel O'Connell's Sons (plaque)Designer (source): MDPW (plans - no specific designer indicated)*****
Structural type/materials: 409, 309, 302

Main - 3-span continuous single-intersection with verticals Warren deck truss, with haunched lower chords over the two intermediate piers. Riveted, steel.

2 approach spans - parallel chord, riveted single-intersection with alternate verticals Warren deck trusses. simple spans, one at NE end, one at SW end of 3 main spans.

Plus 1 steel stringer approach span at SW end over former railroad spur line.

Reinforced concrete piers and abutments. Main piers (2+5) are wide, and actually have T-beams*

Overall length: 1733' Deck width/layout: 39.1' out-outSkew: 23°Main unit, # spans: 3 lengths: 1 @ 449', 2 @ 400'Approaches, # spans: 3 lengths: _____Plaque: 2 location: pylons at NW, SE ends of continuous truss spans.

Alterations, unusual features, comments:

* to carry the roadway deck between the ends of the adjacent deck trusses. The two piers in the riverbed are both stone-faced (Piers 3+4). Piers 2+5 rise above the truss and roadway to terminate in Art Deco-style stepped pylons ornamented with eagles, shields, and recessed, fluted panels. Good Art Deco steel railing on truss spans; open-panel reinforced-concrete Art Deco guardrails on approaches.

1981 Rating Report noted controlling element as severely deteriorated concrete deck of river span. The deck has since been rebuilt.

Visual quality (bridge and setting): High X Average Low

Site integrity: Retained X Violated

Describe: Dramatic, long crossing of rocky Connecticut River bed just below 1912-15 concrete Turners Falls dam. Leads from wooded, hilly Gill side down to late 19th century planned industrial community of Turner's Falls, crossing the power canal and a former railroad spur before terminating at the head of the village's main street.

History of bridge and site:

The village of Turner's Falls was laid out as planned industrial community in the 1860s, utilizing (and rebuilding) a 1790s dam and navigation canal to provide the water power to drive a series of mills. Development of the community was slowed by the unsettled financial conditions following the Civil War, but picked up in the last decades of the 19th century. The village reached its peak of financial prosperity in the first quarter of the twentieth century.

The present deck truss bridge was funded under the U.S. Emergency Relief Appropriations Act of 1935,-- one of the numerous Federal measures taken to employ Americans on construction projects during the Great Depression.

Sources:

D.H. ✓
Plans 1937
Maint ✓
RR. 1981 Schoenfeld

Summary statement of significance:

Tied (with D-6-3/3-32-1, the Sunderland Bridge, and H-1-12/N-19-18, the Hadley-Northampton/Calvin Coolidge Memorial Bridge) as the 11th - oldest of 18 single-intersection Warren deck truss bridges in the MDPW data base. It includes the longest single deck truss span (449') identified in the MDPW data base; and the 7th longest span among bridges of all structural types listed in the data base. A good example of vernacular Art Deco bridge design, in a fairly dramatic setting, but it can't match the best example of Art Deco bridge design in the data base, the Fore River Bridge in Quincy-Weymouth (Q-1-1/W-32-1).

A significant contributing element within the Turners Falls National Register Historic District, and specifically identified as such in the N.R. nomination

Statement prepared by: S. J. Roper

Date: 24 Nov. 1986

Field survey by: S. J. Roper MDPW Historic Bridges Specialist

Date: 17 July 1985

MDPW RECOMMENDATION - NATIONAL REGISTER ELIGIBILITY

QIL. 901/
MNT. 920

Municipality

Street on

No.

Bridge: Gill/Montague Avenue A./Connecticut R., power canal, G-4-10/M-28-31
and former B&M RR spur

Historic evaluation

Significant because:

- 1) Unusual or unique type continuous, single-intersection Warren deck truss X
or rare survivor of common type _____
- 2) Early example of type _____
- 3) Design - Valuable contribution to bridge technology _____
- 4) Retains integrity X
- 5) Builder known and important _____
- 6) Bridge historically important to area X

Not significant because:

- | | |
|--|-------------|
| 1) Common type | _____ |
| 2) Post-1931 1937 | _____X_____ |
| 3) Design - no contribution to bridge technology | _____ |
| 4) Integrity lost because of: a) alterations | _____ |
| b) disintegration | _____ |
| 5) Builder unimportant or not known MDPW | _____X_____ |
| 6) No known significance in area | _____ |



Potentially eligible ☐
individually, and a contributing
element in the Turners Falls N.R.A.D.

Not eligible

Not eligible individually,
but located

Comments:

Tied as 11th - oldest of 18 single-intersection Warren deck truss bridges in the MDPW data base. Includes the longest (449') deck truss span, and the 7th - longest span of any structural type, identified in the data base. A landmark vernacular Art Deco bridge, and a significant element within an established N.R. Historic District.

24 Nov. 1986

S.J. Roper, MDPW Historic Bridges Specialist



COMMONWEALTH OF MASSACHUSETTS
DEPARTMENT OF PUBLIC WORKS

G-4-10/M-28-31

GREENFIELD
QUAD

GIL 901/
MNT. 920





FROM N



FROM W



FROM NW, SHOWING NORTHERN AND CENTRAL SECTIONS OF
THE MAIN 3-SPAN CONTINUOUS TRUSS



ON NW END PYLON

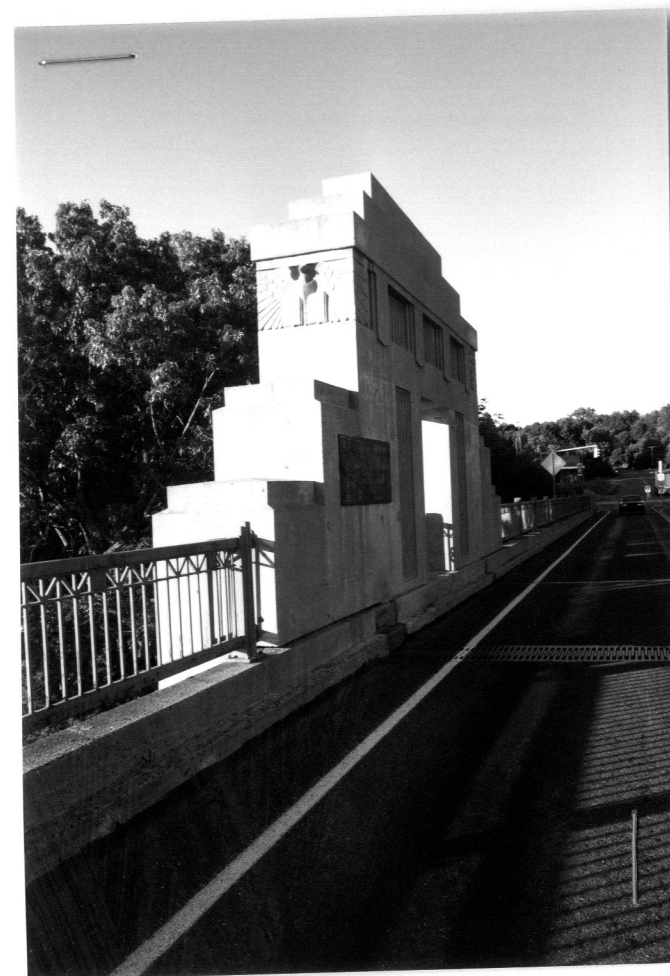
(7-17-85)



FROM NE



FROM SW



NW END PYLON, FROM S

(7-17-85)

TO: Betsy J.FROM: W. SmithRETURN TO REVIEWER BY _____
(DATE)DATE: 3/23/87TOWN: Gill / MontaguePROPERTY: G-4-10/M-28-31 Avenue A over Connecticut River
(NAME AND ADDRESS)

1. Does this property meet the criteria for NR eligibility?

individually ☒ YES ~~also a contributing element in town's Fall H.D.~~
located

☐ NO

A. Criteria

- a. events
- b. lives
- c. characteristics
- d. information

B. Local _____ State _____ National _____

2. Statement of Significance: OR Why not eligible?

1937 3 SPAN CONTINUOUS single-intersection WARREN
deck truss with verticals -

Good Art deco stepped pylons ornamented with
eagles and shields.

Just barely 50 years old - AN outstanding bridge.

☐ DOE LETTER WRITTEN

FILED IN ER FILE _____

(DATE)



WS
GIL. 901/
MNT. 920

The Commonwealth of Massachusetts

Office of the Secretary of State
Michael Joseph Connolly, Secretary

Massachusetts Historical Commission

Valerie A. Talmage

Executive Director

State Historic Preservation Officer

July 8, 1987

Mr. James A. Walsh
Division Administration
Federal Highway Administration
Transportation Systems Center
55 Broadway - 10th Floor
Cambridge, MA 02142

ATTN: Mr. H. Pearlman

RE: Warren Deck Trusses, National Register Eligibility

Dear Mr. Walsh:

The Massachusetts Historical Commission has reviewed the historic bridge inventory forms prepared by the Massachusetts Department of Public Works. The MHC concurs with the preliminary finding of the MDPW that the following bridges appear to meet criteria for listing in the National Register of Historic Places.

Deerfield/Greenfield	D-6-6/G-12-28	B & M R.R. over Deerfield River & Montague City Rd.
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1912 four spans Warren Deck truss with alternate verticals. Virtually unaltered landmark Long Span Railroad Bridge. Incorporates detailed abutments and piers from earlier bridge on this site.

Canton	C-2-9	Chapman St. over Conrail
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1888 wrought iron Warren Deck truss bridge was previously reviewed by the MHC and was determined to be potentially eligible (August 30, 1986).

Gill/Montague	G-4-10/M-28-31	Avenue A over Connecticut River
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1937 three spans single-intersection Warren deck truss with verticals. A landmark vernacular Art Deco bridge has the longest (449 feet) deck truss span in the state. This bridge is a contributing element within Turners Falls National Register Historic District.

Ludlow/Springfield

L-16-8/S-24-2

State Rte. 21 (Center St.) over
Chicopee River

1930 main span is a single-intersection with verticals Warren deck truss. Six approaches are deck plate girders. Retains most of its Neo Classical light standards and concrete guard rails designed by Waddell & Hardesty.

The MHC concurs with the preliminary findings of MDPW that the following bridge does not appear to meet criteria for listing in the National Register of Historic Places.

Agawam/Springfield

A-5-1/S-24-5

U.S. Rte. 5 over Connecticut River

1953 seven spans Warren deck truss with verticals. Less than 50 years old.

Dalton

D-1-2

Housatonic St. over Housatonic
River

1962 Warren deck truss with alternate verticals. Less than 50 years old.

Deerfield/Greenfield

D-6-2/G-12-3

U.S. Rte. 5 over Deerfield River

1930 Warren deck truss with alternate verticals. Art Deco details, typical example of common type.

Deerfield/Montague

D-6-22

McClellan Farm Rd. over
Connecticut River

1918 three spans Warren deck truss with verticals. Altered and undistinguished example of this type.

Deerfield/Sunderland

D-6-3/S-32-1

State Rte. 116 over Connecticut
River

1937 six spans Warren deck truss with verticals. Typical Art Deco design.

Greenfield

G-12-66

B & M Railroad over Green River

1918 three spans Warren deck truss with verticals. Bridge is altered; however, it is adjacent to pending National Register property (Newton St. School).

Huntington

H-27-20

State Rte. 112 over Westland River

1940 two spans Warren deck truss with verticals. Less than 50 years old.

Pepperell

P-6-13

Prescott St. over Nissittisit River

1932 double-intersection Warren deck truss. A non-standard design composed of reused steel forming non-identical trusses.

North Adams

N-14-18

State Rte. 8 over Hoosic River & B
& M R.R.

1941 one span Warren deck truss with verticals. Less than 50 years old. Non-contributing element within Freight Yard National Register Historic District.

Springfield/W. Springfield

S-24-3/W-21-2

U.S. Rte. 204/Park Ave. over
Connecticut River

1925 seven spans Warren deck truss with alternate verticals. Bridge was previously reviewed by MHC and determined not eligible on December 7, 1982.

Williamstown

W-37-13

U.S. Rte. 7 over Hoosic River and
B & M Railroad

1933 Main span Warren deck truss. Bridge was previously reviewed by MHC and determined not eligible on July 7, 1980.

Worcester

W-44-43

Penn Central R.R. over Southbridge
St.

1918 single-intersection with verticals Warren deck truss. Typical example of a common type. Located in turn-of-century industrial area. Survey information insufficient to judge at present whether National Register-eligible area exists or if bridge would contribute to a National Register historic district..