

HAER Documentation of Connecticut Historic Bridges

AHS Senior Historian Bruce Clouette, Ph.D., has recorded dozens of engineering features for the federal Historic American Engineering Record (HAER), a permanent archive of historic bridges, dams, power plants, and other structures maintained by the Library of Congress in Washington, D.C. The following are among the numerous historic bridges he recorded in Connecticut:

- Ferry Street Bridge (Ferry Street over Amtrak), New Haven (HAER No. CT-54). The New Haven Railroad built the bridge, a heavily proportioned steel through truss, in 1912. In addition to motor vehicles and pedestrians, Ferry Street had a streetcar line at the time the bridge was built. One of two New Haven railroad bridges recorded 1990-1991.
- Bridge No. 1132, Route 80, Madison (HAER No. CT-162). Recorded in 1996, this 100'-long open-spandrel concrete arch crosses the scenic gorge of the Hammonasset River. It was one of a number of ambitious projects undertaken by the Connecticut Highway Department in the 1930s to modernize the state's highway system.
- River Street Bridge, spanning the Moosup River in the Moosup section of Plainfield (HAER No. CT-179). The bridge, built in 1886 following a disastrous flood, is an example of the Berlin Iron Bridge Company's patented lenticular truss design. It was fabricated from wrought iron and had pinned connections. The bridge was recorded in 1998 prior to its replacement.
- Windham Road Bridge, spanning the Willimantic River in the Willimantic section of Windham (HAER No. CT-131). Designed by engineer Whiting Hayden, the bridge was coordinated with the construction of the nearby thread mills in 1857. The two-span stone arch (the smaller arch crosses a millrace) was recorded in 1996.



HAER documentation consists of a technical description of the bridge and an assessment of its significance in the history of engineering and the evolution of local and state transportation systems. Archival research is required, and the professional photographer must receive detailed direction from the historian in order to make a complete visual record of the bridge, its distinctive details, and its setting. In each case, the project maintained adherence to HAER's strict requirements for substance and formatting.