

= Samson Occom Bridge =

Bridge No. 1860 , also known as the Samson Occom Bridge , is a fieldstone arch bridge in Montville , Connecticut , United States . Constructed by the Connecticut State Highway Department in 1936 as a Works Progress Administration project , it is located on Mohegan tribal land in an area that was once a part of Fort Shantok State Park . The bridge carries traffic from Massapeag Side Road (Special Service Road 433) over the Shantok Brook , a tributary of the Thames River . Spanning 12 feet (3 @. @ 7 m) across the brook , the bridge 's arch rises about 6 feet (1 @. @ 8 m) above the water . According to a 2011 Connecticut Department of Transportation report , it carries 1 @, @ 100 vehicles per day . Samson Occom Bridge was listed on the National Register of Historic Places in 1993 .

= = Design = =

Officially referred to as Bridge Number 1860 in state records , the bridge is commonly known as the " Samson Occom Bridge " . On the south end of the bridge is a wooden sign that commemorates the Christian missionary and educator Samson Occom , a colonial @-@ period Mohegan from Montville , Connecticut . The sign does not actually declare it the " Samson Occom Bridge " , but states without further explanation that it is the " Site of the Samson Occum Bridge " . The stone @-@ arch bridge spans 12 feet (3 @. @ 7 m) across the Shantok Brook , with its arch about 6 feet (1 @. @ 8 m) over the water . Built in 1936 by the Works Progress Administration , the bridge is constructed of medium @-@ sized fieldstone and laid in cement mortar . The semi @-@ circular arch is constructed with a ring of stones , each about 18 inches (46 cm) deep . Built up by " rubble construction " , the structure is made of fieldstone , including the wing walls . Rising above the 16 feet (4 @. @ 9 m) roadway are the spandrels of the bridge , which form low parapets with ramped ends . The total length of the bridge , including the railings , is about 20 feet (6 @. @ 1 m) long .

= = Preservation = =

In May 1991 , the Connecticut Historic Bridge Inventory plan outlined a plan for the preservation of the Samson Occom Bridge . It is unlikely that traffic would require replacement or modification of the bridge in the foreseeable future . According to a 2011 Connecticut Department of Transportation report , the bridge carries 1 @, @ 100 vehicles per day . The biggest threat to the bridge is moisture control and the repair of eroded surfaces . Stone arch bridges rarely require structural rehabilitation , but an alternative solution to structural rehabilitation would be to use concrete slab imbedded above the arch , only requiring raising the roadway . The report stated that the " rustic quality " of the bridge is not compatible with roadways larger than two lanes , but that additional width could be facilitated without compromising its historical significance .

= = Importance = =

The National Register of Historic Places nomination states that the Samson Occum Bridge is significant as an example of the 1930s public works programs and as an example of " the picturesque park architecture of the early 20th century . " It was constructed at a time when cobblestone masonry was a popular choice for state park structures , but also after masonry was considered an obsolete building material . The bridge has added significance as an example of the work conducted by the federal Works Progress Administration .