United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

See instructions in How to Complete National Register Forms
Type all entries—complete applicable sections

1. Name

historic Division Street Bridge

2. Location

street & number Division Street at Seekonk River 1/3 mile below Pawtucket Falls

city, town Pawtucket

state Rhode Island

code 44

3. Classification

<table>
<thead>
<tr>
<th>Category</th>
<th>Ownership</th>
<th>Status</th>
<th>Present Use</th>
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<td>___ district ___</td>
<td>X public</td>
<td>X occupied</td>
<td>___ agriculture</td>
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<tr>
<td>___ building(s) ___</td>
<td>___ private</td>
<td>___ unoccupied</td>
<td>___ commercial</td>
</tr>
<tr>
<td>X structure</td>
<td>___ both</td>
<td>___ work in progress</td>
<td>___ educational</td>
</tr>
<tr>
<td>___ site ___</td>
<td>Public Acquisition</td>
<td>Accessible</td>
<td>___ entertainment</td>
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<tr>
<td>___ object ___</td>
<td>___ in process</td>
<td>___ yes: restricted</td>
<td>___ government</td>
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<td></td>
<td>___ X yes: unrestricted</td>
<td>___ industrial</td>
</tr>
<tr>
<td></td>
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<td>___ military</td>
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4. Owner of Property

name City of Pawtucket

street & number 137 Roosevelt Avenue

city, town Pawtucket

state Rhode Island

code 0286

5. Location of Legal Description

courthouse, registry of deeds, etc.

street & number

city, town

state Rhode Island

code 0286

6. Representation in Existing Surveys

HAER - Rhode Island: An Inventory of Historic Engineering and Industrial Sites

has this property been determined eligible? ___ yes X no

date 1978

X federal ___ state ___ county ___ local

depository for survey records Rhode Island Historical Preservation Commission

150 Benefit Street

city, town Providence

state Rhode Island 0290
Describe the present and original (if known) physical appearance

The Division Street Bridge is a nine-arch, stone and brick highway bridge approximately 425 feet long between abutments carrying a 27-foot roadway and two 7-foot wide projected walkways over Taft Street and the Seekonk River one-third of a mile below Pawtucket Falls. The bridge's nine segmental arches each have an approximate 50-foot span, and each rises roughly 12 feet above its springing points; the six shore arches (four on the western bank, two on the eastern) have spans of approximately 40 feet and rises of only about 10 feet. The height of the roadbed above the mean water level of the Seekonk River is roughly 45 feet. The bridge's piers and abutments are constructed of rock-faced, coursed granite ashlar; the voussoirs are dressed granite with enlarged single keystones; spandrels are filled with heavily mortared random granite rubble; the arch barrels are of brick. Railed iron walkways are projected on iron brackets from both sides of the bridge. The only obvious alterations of the original structure are the present asphalt paving of the roadway, and the reinforced concrete sheathing over the footings of the river piers.
The Division Street Bridge is the finest and the longest stone-arch highway bridge remaining in Rhode Island. It was erected in 1875-77 by the Town of Pawtucket at a cost of $95,000 to link the two rapidly growing neighborhoods which were then developing along both banks of the Seekonk south of the historic town centers closer to Pawtucket Falls. It also represented something of a grand symbolic gesture—the two villages on the opposite banks of Pawtucket Falls had belonged to separate towns (and, even, to separate states) from the dates of their foundings until 1874. In that year, the two communities were finally united as a single political entity. It is undoubtedly significant that one of the first major projects undertaken by the consolidated Town of Pawtucket was the erection of this costly and striking masonry bridge which joined the two neighborhoods.

The town committee responsible for the direction of the bridge project included the accomplished Rhode Island architect and Pawtucket resident, William R. Walker, but it is not known what influence (if any) the architect might have had upon the actual appearance of the bridge. Cushing & Company, and later, Cushing & Shedd were the consulting engineers on the project; the Pawtucket master mason, Horace Foster, was the general contractor; and the iron walkways were manufactured by Crowell & Sisson of Providence.
10. Geographical Data

Acreage of nominated property ________________________

Quadrangle name ________________________________

Quadrangle scale 1:24,000

UMT References

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

<table>
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<tr>
<th>state</th>
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<th>county</th>
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11. Form Prepared By

name/title Stephen J. Roper, Consultant in Architectural History
organization Rhode Island Historical Preservation Commission

date December, 1980

street & number 150 Benefit Street
telephone 401-277-2678

city or town Providence
state Rhode Island 02903

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89–665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

Chief of Registration
DIVISION STREET BRIDGE
PAWTUCKET, RHODE ISLAND

Photographer: Warren Jagger
Date: March, 1982

Negative filed at: Rhode Island Historical Preservation Commission
150 Benefit Street
Providence, RI 02903

View: Road bed and projected southern sidewalk, from western end of the bridge.

Photo #1
DIVISION STREET BRIDGE
PAWTUCKET, RHODE ISLAND

Photographer: Warren Jagger
Date: March, 1982

Negative filed at: Rhode Island Historical Preservation Commission
150 Benefit Street
Providence, RI 02903

View: From southwest along downstream side.

Photo #2
DIVISION STREET BRIDGE
PAWTUCKET, RHODE ISLAND

Photographer: Warren Jagger
Date: March, 1982

Negative filed at: Rhode Island Historical Preservation Commission
150 Benefit Street
Providence, RI 02903

View: From the south (downstream).

Photo #3
LIMIT OF STRUCTURE ELIGIBLE FOR INCLUSION ON THE NATIONAL REGISTER

CONCRETE

SIDEWALK

LIMIT OF ELIGIBLE STRUCTURE

CONCRETE RETAINING WALL

BITUMINOUS PAVEMENT

PLAN

SCALE: 1" = 20'

EXHIBIT G

PREPARED BY:

Tree Pape & Associates, Inc.
CONSULTING ENGINEERS

Pawtucket, R.I. • Norwich, CT.

DIVISION STREET BRIDGE REHABILITATION

Pawtucket, Rhode Island
I. Exist cast iron post, wrought iron railing, and support brackets.

The effects the existing structure will have on the inclusion on the present those unsatisfactorily mitigate (see Plate No. 2 for effects).

Prepared by:
Lee Pare & A
CONS
PAWTUCKET, R.I.
SPECIAL NOTE:
The intent of this drawing and the following is to show the existing structure and to indicate the adverse effect that the proposed rehabilitation will have on the structure eligible for inclusion in the National Register. To present measures intended to satisfactorily reduce those adverse effects. (See plan for the listing of adverse effects.)

EXISTING AND PROPOSED EXCEPT:
G AND ARE DESIGNED TO MITIGATION.

PIER 4
PIER 5
PIER 6

STONE RIP-RAP

CRETE TUNNEL

FLOW

LIMIT OF ELIGIBLE STRUCTURE AT DECK LEVEL.

LIMIT OF ELIGIBLE STRUCTURE AT DECK LEVEL.

BOTS. OF S. AND TOP RETAINING

NOTE:

1. ALL ITEMS SHOWN IN PLAN ARE EXISTING AND DO NOT REFLECT THE PROPOSED WORK EXCEPT AS NOTED.

2. ALL UTILITY LOCATIONS ARE EXISTING AND ARE TO BE RELOCATED WITHIN THE BRIDGE TO ACCOMODATE THE STRUCTURE REHABILITATION.

3. THE EXISTING STRUCTURE IS AFFECTED ONLY AS INDICATED IN THE PROPOSED SECTION (SEE PLATE NO. 4)

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**RHODE ISLAND STATE COORDINATE GRID**
Division Street Bridge
Pawtucket, Rhode Island

UTM Coordinates:
19 203080 4638140