United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

1. Name of Property
Historic name: Glass Mill Road Four Arch Bridge
Other names/site number: JS 191; Highway Bridge ID 57-1268-13B
Name of related multiple property listing: N/A

2. Location
Street & number: On Glass Mill Road crossing Jessamine Creek
City or town: Wilmore State: Kentucky County: Jessamine
Not For Publication: NA Vicinity: X

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this _X_ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property __X_ meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national _X__statewide ___local
Applicable National Register Criteria:

_X__A ___B _X__C ___D

Signature of certifying official/Title: **Craig Potts/SHPO** Date

___Kentucky Heritage Council/State Historic Preservation Office_____

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

Glass Mill Road Four-Arch Bridge | Jessamine County, Kentucky
Name of Property | County and State

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

_____

Signature of the Keeper | Date of Action

5. Classification

Ownership of Property

Private:	☐
Public – Local	☐
Public – State	☒
Public – Federal	☐

Category of Property

Building(s)	☐
District	☐
Site	☐
Structure	☒
Object	☐

Glass Mill Road Four-Arch Bridge | Jessamine County, Kentucky
Name of Property | County and State

Number of Resources within Property

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1	0	Total

Number of contributing resources previously listed in the National Register 0

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6. Function or Use

Historic Functions
TRANSPORTATION/road-related

Current Functions
TRANSPORTATION/road-related

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7. Description

Architectural Classification
OTHER: stone arch bridge

Materials:
Principal exterior materials of the property: Limestone

Narrative Description

Summary Paragraph

The Glass Mill Four-Arch Bridge (JS 191), carrying KY 1268, also known as Glass Mill Road, spans Jessamine Creek. The bridge stands about a mile south of Wilmore, a community in Jessamine County, Kentucky. The bridge is placed obliquely to the creek, which flows to the southeast at this location. The bridge is a load-bearing masonry structure, 125 feet in length and seventeen feet wide. The bridge is faced with random coursed ashlar limestone, and likely contains a rubble filled core. All limestone was quarried nearby. The bridge is characterized by four barrel vault arches. Each arch is fourteen feet wide, and twelve feet high from the spring line to the extrados. The arches have limestone ashlar voussoirs and closed spandrels clad in random coursed ashlar limestone. The bridge rests on three rectangular piers exhibiting ashlar limestone faces. Each of the piers is slightly larger than the bridge structure on the downstream side of the bridge. On either bank of Jessamine Creek, the bridge rests on rubble filled abutments clad in random coursed ashlar limestone. From the south, the bridge approach is direct. From the north, the bridge is approached through a right-hand curve. The bridge deck is coated in asphalt and has parapet walls approximately two feet tall. Two drains are located on the northern parapet wall. The masonry joints of the bridge have been repointed since construction, and a modern guardrail has been added to the northeastern side of the bridge. The parapet walls have been capped with concrete, and modern yellow reflective signs and reflective markers are located along the tops of the parapet walls.

Glass Mill Road Four-Arch Bridge, Latitude: 37.842309º Longitude: -84.645204º

The Glass Mill Road Four Arch Bridge appears to have been constructed by the Mount Freedom and Jessamine County Turnpike Road Company in the early 1870s. The Four-Arch Bridge and four similar single- or double-masonry arch bridges, spanning an unnamed tributary of Jessamine Creek, share similar characteristics and appear to have been constructed around the same time by the same entity, the Mount Freedom and Jessamine Turnpike Road Company.

The bridge building company was incorporated by the Kentucky General Assembly on March 15, 1870. The Articles of Incorporation do not include the specifications, though it notes that the route was to pass "via Lowery (Mill) and the bridge thereafter…". The articles suggest that a bridge was present in this location prior to the 1870s, however no description of this bridge is given. It is likely that the existing bridge was replaced with the four-arch bridge by the Mount Freedom and Jessamine County Turnpike Company.

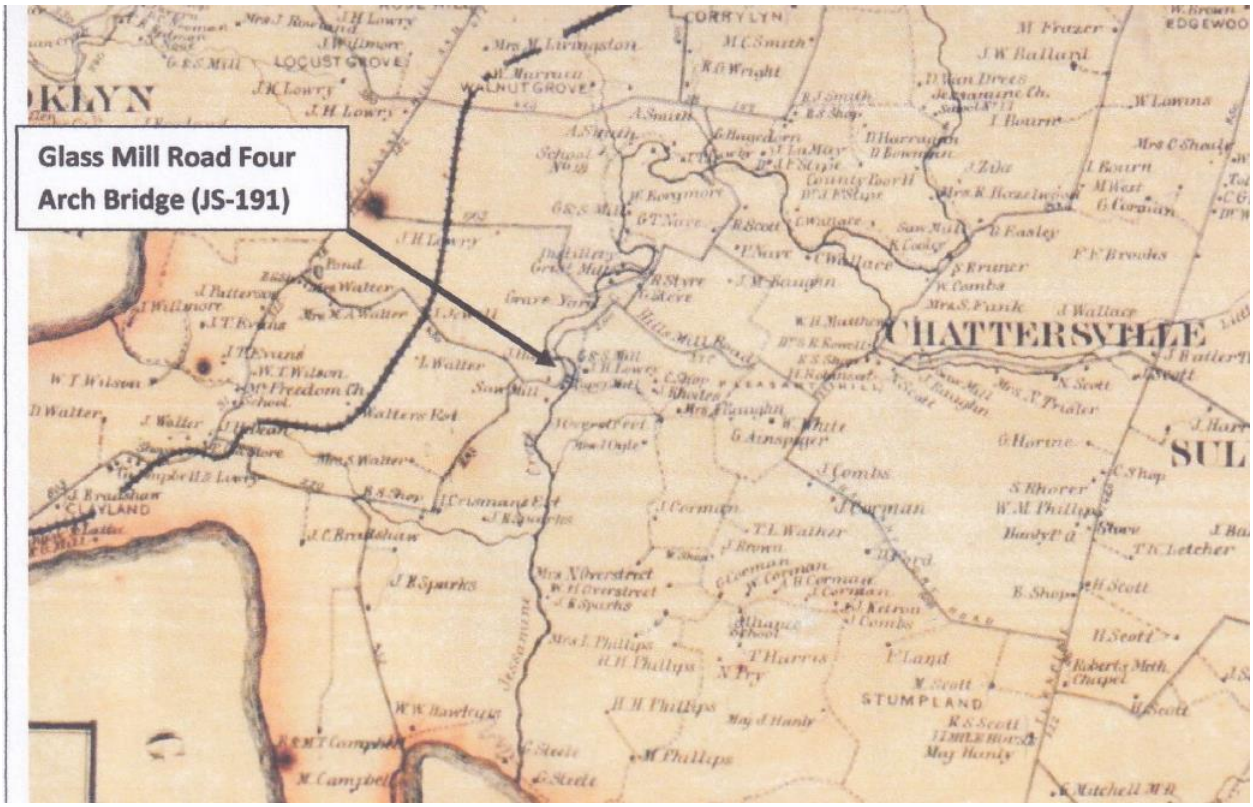

Figure 1: Hewitt's 1857 Atlas Map Showing Location of Glass Mill Road Four-Arch Bridge Site

The turnpike appears on the 1877 Beers Atlas Map of Jessamine County (Figure 2). In 1898, the Mount Freedom and Jessamine County Turnpike Road was purchased by the Jessamine County Fiscal Court.

Figure 2: Four-Arch Bridge shown on *Atlas of Bourbon, Clark, Fayette, Jessamine, and Woodford Counties, Ky. D*.G. Beers (1877), image courtesy Library of Congress: https://www.loc.gov/resource/g3953bm.gct00130/?sp=21&r=0.28,0.216,0.258,0.084,0

The Mount Freedom and Jessamine County Turnpike connected the Pleasant Hill and Jessamine County Turnpike (KY 29) originating at the Mount Freedom Meeting House. Today, this road follows the route of KY 1268 to the intersection of Bethel Road, then north following Glass Mill Road to the intersection of KY 3433, then north to the intersection of KY29 (Figure 2).

8. Statement of Significance

Applicable National Register Criteria

- [ ] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [X] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D. Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
ENGINEERING

Period of Significance
Ca. 1870

Significant Dates
Ca. 1870

Glass Mill Road Four-Arch Bridge | Jessamine County, Kentucky
Name of Property | County and State

Significant Person
N/A

Cultural Affiliation
N/A

Architect/Builder

Mount Freedom and Jessamine County Turnpike Road Company

Statement of Significance

Summary Paragraph

The Glass Mill Four Arch Bridge (JS 191) meets the first term of Criterion C: it is a "property [that] embodies the distinctive characteristics of a type…of construction," in this case, a stone arch state highway bridge. The Bridge was evaluated within a historic context, "Truss, Suspension, and Arch Bridges in Kentucky, 1792-1932," a statewide survey of bridges completed in 1982. That study concluded that any stone arch highway bridge in Kentucky that remained standing from its construction in the nineteenth century, even with modest integrity, shall be seen as a cultural landmark in Kentucky because it demonstrates a once-common type of bridge construction that had almost completely disappeared from the landscape. Such bridges were once the norm in overland travel, having been erected since the days of ancient Rome. Stone arch bridges made overland journeys much more feasible when interruptions in terrain, particularly chasms and waterways, stood as barriers to travel. Stone arch bridges, however, were hand-crafted creations, requiring great skill and time to erect when builders in Kentucky had mainly human and animal power available. The labor of quarrying of stone materials, the craftsmanship necessary for erection, and the continued maintenance due to weathering and heavy loads, all were factors that mark stone arch bridges as a hand-made artifact. The alternative at this time in most parts of Kentucky was building a bridge out of wood, which was just as much a task that required a craftsman of high skill. Once in place, such bridges visually integrated with their surroundings because they were drawn from local materials and were the product of local craftsmanship. Once factories in large cities began to produce iron and steel for construction, a new era of bridge building began, and bridges such as the Glass Mill Four-Arch Bridge were replaced by metal or concrete bridge fabricating companies. Factory-made bridges allowed the spanning of larger distances and gave a whole new aesthetic to the landscape—that of humans, through professional engineering, conquering nature. By the early 1980s, so few of these hand-crafted stone structures remained in service that they were collectively declared eligible for the National Register by the State Department of Highways. The Glass Mill Four Arch Bridge is one of that group.

Historic Context: Truss, Suspension, and Arch Bridges in Kentucky, 1792-1932
This historic context was drawn from the statewide bridge survey of the Kentucky Department of Transportation by G.D. Rawlings (1982). Many states were undertaking highway bridge surveys at this time to acquire federal funding, through the Federal Highway Administration, to replace their obsolete or damaged bridges. One condition of acquiring federal funds for bridge replacement was to assess the impact of that replacement upon the National Register eligibility of the historic bridge. That condition came from the National Historic Preservation Act of 1966 (NHPA). NHPA created the National Register, gave federal agencies the responsibility of assessing the impact of their projects upon valuable cultural resources, and called State Historic Preservation Offices (SHPOs) into being to review Federal agency opinions around National Register eligibility and project impacts. Section 106 of the NHPA mandated Federal agencies to assess the impact of their projects upon the properties eligible for the National Register. That

consideration of federal project impacts upon cultural resources continues today, and most SHPOs have several staff members reviewing federal projects, often in what is colloquially referred to as "Section 106 work."

By 1979, the Commonwealth had formulated its Kentucky Bridge Replacement Program, targeting 128 bridges for replacement. In that group, 66 bridges were considered to be bridge types so common that they were categorically considered not eligible. That left 62 bridges which could be candidates for National Register listing. The 1982 bridge survey was an attempt to address the National Register eligibility of those 62 Kentucky bridges in a systematic way, so that planning for highway bridge maintenance and replacement could abide by the requirements of the NHPA (Rawlings: 8). This first bridge statewide bridge survey evaluated the most apparently significant types of bridges, to enable replacement work to proceed. It found not just the 62 bridges eligible that Transportation Department engineers had deemed structurally insufficient, but it found "651 potentially significant bridges." The statewide bridge survey was updated in 1988 and 1996, and more bridges were found to be significant.

This first bridge survey focused upon bridge structural types as a basis for National Register eligibility. This emphasis upon eligibility is derived from Criterion C, which says the significant "Property embodies the distinctive characteristics of a type, period, or method of construction…" Bridges themselves are a type of construction, but the bridge surveys are founded upon a notion of significance that bridges are engineering phenomena best understood as significant by classifying them according to their structural type. In 1982, the three relevant bridge types discussed are metal truss bridges, masonry arch bridges, and susupension bridges (Rawlings: 8).

Curiously, the bridge surveys over time have not opened the analysis of significance for a bridge according to the terms of Criterion A. Criterion A says a property could qualify for the National Register if it "is associated with events that have made a significant contribution to the broad patterns of our history." Certainly, the establishment of many roads in Kentucky, which opened areas for town building and other development opportunities, would have depended upon bridging landscape gaps that lay along the given transportation corridor. For instance, an event of national significance, the development of the Eastern Kentucky Coalfield, occurred through the completion of railroad corridors, which depended in large part upon bridges. From the time when a split log was placed over a water crossing in the 18th century, to the completion of a humble concrete culvert over a washout in any place in Kentucky, bridges have served as vital links to enable passage along an important overland routes.

The statewide bridge surveys usually do not consider bridges for their transportation value, but only consider their National Register eligibility under Criterion C, biasing eligibility according to a typological classification system. The application of the National Register evaluation is more restrictive than just by classification. The bridge survey evaluates significance by virtue of the **numbers** of existing bridges within a structural type and imposes the requirement of **state level** of significance. So, for instance, a particular pony truss bridge in a Kentucky county generally won't be considered eligible for the National Register if there still are 70 pony truss bridges *statewide*. Once the statewide population of pony truss bridges has dropped to 3 or 4, that particular pony truss bridge has become significant, and now can be said to meet Criterion C.

Thus, the statewide bridge survey is organized to answer the two questions in Section 106 communications between the Federal Highway Administration and the Commonwealth's bridge planning bureaucracy, questions which lead to the easiest answers of eligibility: What type of bridge is it? And how many bridges of that type are there in Kentucky? That first bridge survey evaluated 651 bridges that had *potential* National Register eligibility, which included 573 metal truss bridges, 64 masonry and concrete arch bridges, seven metal arch and seven suspension bridges. From that population of 651 bridges sufficiently old for National Register consideration, three groups were established: clearly eligible, clearly not eligible, and a group for which eligibility was not certain but possible. This whittled the group for field study and documentation to 90 strong candidates for protection in future planning. After field study eliminated another 20 candidates, the conclusion was that 70 bridges within the system were the state's best candidates for the National Register and worthy of preservation, especially when highway planning that involves federal funds.

The following is excerpted from the 1982 Bridge Survey, to provide the conclusions of eligibility for this group of bridges, which the Glass Mill Road Four Arch Bridge, identified as SF-41 below, fits into.

Group 3: Concrete and Masonry Arch Bridges

Cement concrete is a synthetic man-made stone that possesses high natural compressive strength but low tensile strength. When steel reinforcing rods are set into concrete the tensive strength is greatly increased and nearly equal to the compressive strength. Concrete can be molded into an infinite variety of shapes and has become a valuable bridge building material. The historic development of concrete arch bridges in Kentucky is exhibited by examples of massive deck arch, open spandrel deck arch, and open spandrel through arch bridges.

The average length of 41 concrete arch bridges found in Kentucky is 108 feet with the longest span measuring 302 feet and the shortest 20 feet. There are five open spandrel concrete deck arches, one open spandrel through arch, and 35 deck arches that range from massive arch spans to short "culvert" spans. There is little historical information on the 25 masonry arches and culverts in Kentucky. These deck arches are mainly of a recent vintage and average 53 feet in length. The following six concrete and masonry arch bridges appear to meet the National Register criteria:

- The only open spandral reinforced concrete through arch on the Kentucky highway system is a 161 foot span at Prestonsburg (SF #64). Reinforced concrete tension hangers extend from the arch and tie into floor beams to support the deck. The floor beams are concrete and are probably reinforced with steel I-beams. The builder plate is missing from this structure but KYDOT records indicate that it was built in 1910. The Luten Bridge Company of York, Pennsylvania, and Knoxville, Tennessee, built four arch bridges found on the highways of Kentucky. Three of

these bridges were built in the 1920's over the Cumberland River in Bell and Whitlev Counties in the southeast portion of the state.

- The oldest Luten Bridge is a three span concrete arch deck bridge near Gausdale in Whitley County built in 1925 (SF #59). This 277 foot long structure has two 94 foot and one 89 foot arch spans. The arches are not solid but probably hollow or filled with dirt. The arches are narrower than the deck which is supported by cantilevered floor beams on top of the arch. The floor beams are either I-beams encased in concrete or heavily reinforced with rods. This structure acts as an "arched girder" which supports the cantilevered floor beams which in turn support the deck.
- A second three span concrete arch deck bridge by the Luten Bridge Company in Whitley County was built in 1928 (SF #58). This structure is 355 feet in length and also acts as an arched girder which supports the cantilevered reinforced floor beams which in turn support the deck. Unlike the 1925 example (SF #59), the floor beams on this structure do not extend across the shallowest portion of the arches.
- The longest open spandrel concrete arch span in Kentucky is found at Olive Hill in Grayson County and measures 392 feet in length (SF #46). The two 100 foot and one 102 foot arch spans have two reinforced concrete ribs with perpendicular bracing. Reinforced concrete compression posts extend from the top of the arch to support the floor beams, which in turn support the deck. The floor beams are either concrete encased I-beams or heavily reinforced with rods.
- The Cumberland Ford Bridge (SF #55) is located in Pineville near the historic Cumberland Ford on the Wilderness Road marked by Daniel Boone in 1775. This elegant bridge has two 150 foot long open spandral concrete arches and was built by the Luten Bridge Company in 1929. Decorative concrete work on the bridge was done by Pettyjohn of New Jersey, but only one light pole on the guardrailing remains. The two arch spans have three reinforced concrete ribs with crossed lateral bracing. Reinforced concrete compression posts extend from the top of the arch to support the deck.
- **One of the most picturesque bridges in Kentucky is a masonry arch over Jessamine Creek in Jessamine County (SF #41). This structure has four arches and measures 125 feet in length. The 18th century Glass Mill once operated at this location and the ruins of its dam are upstream from the bridge. This masonry arch bridge was built in 1936 by the county road department and has a structural sufficiency rating of 82.4/100.**

History of the Glass Mill Road Four-Arch Bridge

The history of the Glass Mill Road Four-Arch Bridge appears to have been misplaced by 1982. The bridge survey project's historian did not have a name to give it, and probably reported its 1936 date of construction based on data from Transportation Department record on the bridge. To provide fuller information on the bridge, much more of its history is provided below.

Lowery's Mill (sometimes spelled 'Lowry'), is an important component of the Glass Mill Road Four Arch Bridge's history. The mill dates from 1782. It is mapped on Hewitts 1857 Topographical Map. An unnamed road on the map, crossing Jessamine Creek, passes the mill (See Figure 1). The mill was built by John Lewis, then was acquired by Thomas Bryan in 1837,

who operated it as a paper mill until 1848. In the 1870s, John Henry Glass purchased the mill, which he renovated to have the capacity of grinding 60,000 bushels of wheat per year and producing sixty barrels of flour per day.

John Henry Glass was one of the commissioners of the Mount Freedom and Jessamine County Turnpike Road Company. It is likely that he was instrumental in the construction of the four-arch bridge (and the four smaller bridges) along the turnpike from the Cincinnati Southern Railroad to his mill. Bennett Young, a Jessamine County historian, noted that Glass did extensive business in flour along the railroad, and that Glass was *"…instrumental in building ten miles of turnpike in the western part of the county and in furnishing a constant and liberal home demand for grain, which has much increased the land values in that section"*.

In 1873, the Mount Freedom and Jessamine County Turnpike Company, T.A. Hoover, President, W.B. Smith, J.W. Haker, J. Watts, and J.H. Glass purchased one acre from J. Hill near the railroad tracks for a toll house in 1876. The Articles of Incorporation for the turnpike were amended to change the grade from the stated four degrees for the entire route "except on the cliff at Glass' Mill, where it shall not exceed five and one fourth degrees".

John Henry Glass played a significant role in commerce, construction and food production in Jessamine County and beyond. The name of the road wherein the bridge is located is named Glass Mill Road, as a result of the impact J.H. Glass had on the area. In addition to purchasing and transforming the mill from paper to wheat, he also assisted in improving this bridge, as well as the other bridges on the Glass Mill Road turnpike. He created a significant market for flour in the area and increased the land values for other farmers. His utilization of the railroad to transport his production was facilitated by his role in creating the turnpike which allowed for the passage of motor vehicles.

In August of 1935, the Nicholasville News reported that the Kentucky Emergency Relief Administration (KERA) announced a new project in Jessamine County. The KERA oversaw the direct relief programs of the Federal Emergency Relief Administration in the state, providing assistance to the unemployed and their families through local work projects and transient programs.

The article states, "Our New Job is a Big One", and that "…our mission is to employ the state's able bodied workers on public jobs and to ***repair*** five stone arch bridges for $5,777.00" (emphasis added). The article notes that the WPA planned to complete the project in one year. In September 1935, the *Nicholasville News* reiterated that the project was to "correct three bad curves cutting cliffs, and widening and repairing five stone bridges with $4,024.00 from the Federal Government and $1,753.00 from Jessamine County for the project." No further articles mentioning this work were found in the 1930s era Jessamine County newspapers. However, a photograph taken by George Goodman, the Director of the Works Progress Administration for Kentucky, was discovered at the Kentuckian Digital Library indicating that the improvements had been undertaken (Figure 4).

Figure __: Circa 1936 Photograph of the Glass Mill Four-Arch Bridge. George Goodman, Works Progress Administration. Goodman-Paxton Photographic Collection, 1934-1942
https://exploreuk.uky.edu/fa/findingaid/?id=xt7nvx05xv47

Significant repairs were made to this bridge during the "New Deal" era, (1935 – 1945) wherein many federal programs were created to provide work for those unemployed by the Depression. Road work and bridge repair was generally the most common work, particularly in rural areas, in order to assist farmers in taking their produce and goods to market as well as to travel to neighboring communities. The use of native materials was encouraged, particularly when the sponsor or area had a paucity of resources. There was a strong emphasis upon improving the roadways with higher compliance standards relative to road width, the degree of horizontal and vertical curves, as well as the character of construction.

As World War II approached, an emphasis was placed upon the construction and repair of timber and masonry bridges, in order to conserve steel for war materials. This was further underscored by the evidence of construction utilizing traditional masonry techniques to provide additional employment.

It was during this time that the Glass Mill Road Four-Arch Bridge was repaired, and the additional four other matching bridges were likely built, also of local limestone masonry.

Evaluation of Significance of Glass Mill Road Four-Arch Bridge within the Context Truss, Suspension, and Arch Bridges in Kentucky, 1792-1932

The Glass Mill Four Arch Bridge meets National Register Criterion C. It was evaluated as significant within the state's bridge survey and found to be a remarkable instance of its type of construction, a masonry arch bridge. Structurally it was longer than the average masonry arch bridge, despite the absence of steel framework which enabled greater spans to be bridged by other concrete arch bridges in Kentucky.

This bridge is a great point of cultural pride for Jessamine County and beyond. Paintings, photographs and prints abound in all the public offices, a summer concert series on the green in Wilmore is entitled the Stone Bridge Concert Series, with a large banner of the bridge proudly displayed, and the local grocery store prominently displays postcards for sale depicting this beautiful and iconic structure.

Summer weekends generate a constant stream of traffic to see the bridge, stop and photograph it, and also hold annual baptisms beneath its arches. Many have had wedding pictures, graduation pictures, and other important family events memorialized with this significant structure.

This bridge is a cultural landmark in not only Jessamine County, but many abutting counties and beyond. The workmanship and skill in the creation of this bridge relied upon centuries old construction methods utilized as far back as the Roman aqueducts, built of arched stone conduits. This bridge is particularly significant in that its material was sourced from the indigenous limestone evident in the creek, outcroppings and the adjacent quarry.

It is one of four arch bridges on Glass Mill Road likely constructed by the turnpike company. All of the bridges exhibit one or two barrel vault arches, and are constructed of locally quarried random coursed ashlar limestone.

After the war, highway and bridge construction accelerated, primarily due to the availability of steel. However, since construction funds were still scarce, the aesthetic beauty attributed to stone masonry arches was no longer an objective. Instead, the beauty of these bridges was replaced with utility and cost effectiveness. This produced a host of deck girder and deck truss systems, that fulfilled the utilitarian task of being serviceable without giving priority to aesthetic appearance. The architectural significance of creating an arched masonry stone bridge was no longer a priority, and the skills requiring its construction were no longer prioritized. This underscores the cultural necessity of preserving this outstanding example of master craftmanship in stone.

Evaluation of the Integrity of the Glass Mill Road Four-Arch Bridge's Significance in light of its Current Condition.

The Glass Mill Four-Arch Bridge is evaluated for National Register eligibility through a focus on its structural type. Its significance as a masonry arch bridge in Kentucky is at the heart of that assessment. A masonry arch bridge in Kentucky that qualifies for the National Register as a distinctive type of construction must retain a sufficient amount of materials and design to retain the essential amount of integrity of feeling that supports the eligibility claim. The Glass Mill Four-Arch Bridge not only retains those three aspects of integrity, but it also retains integrity of location and setting. Integrity of location and setting often are not thought to be necessary integrity factors to support properties qualifying for the first term of Criterion C, but in this case, these two additional integrity factors reinforce the bridge's integrity of feeling.

The Glass Mill Four-Arch Bridge retains **integrity of location** and **setting**. The bridge occupies the same place it has since its construction. That place is a very rural setting, with few houses nearby visible from the bridge, which is the same quality the setting had when the bridge was constructed. This location and setting maintains a rural quality for this bridge that seems vital to its identity. Bridges such as this may have, at one time, also served in urban locations, but replacement bridges in those urban locales have rendered stone bridges a thing of the past and make the few which remain intact seem exclusively a rural phenomenon. The intactness of this bridge's location and setting are this bridge's specific identity, and this rural setting seems appropriate to any stone arch bridge which remains on the landscape.

The Glass Mill Four-Arch Bridge retains **integrity of materials, design,** and **workmanship**. The arch support system, the rock materials, the intactness of the structure with simple yet enduring building techniques, are all evident in the bridge today. Its long life is a testimony to the work of its original builder. There is no obvious alteration to the property, though we have not found out the extent of the work on the bridge as a result of its Depression-era rehabilitation through a New Deal project. It is likely that the work done on it in the 1930s accomplished whatever stabilization was required and did not result in significant design change. It is possible that a skilled student of dry stone masonry could detect whether the bridge's side rails and road surface date to the 1870s, 1930s, or even a later time, and might constitute as change from the original design. Whatever physical change was made, it was done to accomplish safety or preservation measures. Because the bridge was placed in a bend in the road, its full side view is visible from the road, which shows the beauty of its design. This means that while some design change may have occurred on the upper part of the bridge, the stone arch system, which has undergone little ot no change, is quite apparent today, and offsets the small amount of change that the bridge might have incurred on its top surface.

Because the Glass Mill Four-Arch Bridge retains integrity of location, setting, materials, design, and workmanship, it retains sufficient **integrity of feeling** to qualify for National Register listing.

9. Major Bibliographical References

Acts of the General Assembly of the Commonwealth of Kentucky, March 1870, Volume 1, Chapter 736, Page 395 and 396.

Acts of the General Assembly of the Commonwealth of Kentucky, February, 1876. Volume 1, Chapter 201, Page 337.

Bennett H. Young, *A History of Jessamine County from its earliest Settlement to 1898*. Louisville, Kentucky, Courier Journal Printing Company, 1898

D.G. Beers and Company, *Atlas of Bourbon, Clark, Fayette, Jessamine, and Woodford Counties*. Philadelphia, 1877.

Hewitt, E.A. and Hewitt, G.W. *1857 Topographical Map of the Counties of Bourbon, Fayette, Clark, Jessamine and Woodford*. New York, Smith Gallup Company, 1861.

Jessamine County Deed Book X:657
Jessamine County Deed Book: 14:135.

National Register of Historic Places, Bulletin 15, Section IV, http://www.cr.nps.gov/publications/bulletins/nrb15/nrb15_6.htm#crit%20a.

Nicholasville News, August 4, 1935.

"Our New Job Is A Big One." *Nicholasville News*, Nicholasville, Kentucky, August 24, 1935.

Rawlings, G.D., *A Survey of Truss, Suspension and Arch Bridges in Kentucky*." 1982. Frankfort: Kentucky Bureau of Highways.

Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
____previously determined eligible by the National Register
____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Glass Mill Road Four-Arch Bridge | Jessamine County, Kentucky
Name of Property | County and State

Primary location of additional data:

____ State Historic Preservation Office
__X_ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____Kentucky Transportation Cabinet____

Historic Resources Survey Number (if assigned): _____JS 191_____

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10. Geographical Data

Acreage of Property _____less than one acre_____

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1.	Latitude: **37.842309º**	Longitude: **-84.645204º**
2.	Latitude:	Longitude:
3.	Latitude:	Longitude:
4.	Latitude:	Longitude:

Or
UTM References
Datum (indicated on USGS map): Wilmore Kentucky Quadrangle Site Location

☐ NAD 1927 or ☐ NAD 1983

1.	Zone: 16	Easting: E707209.31	Northing: N4190927.12
2.	Zone:	Easting:	Northing:
3.	Zone:	Easting:	Northing:
4.	Zone:	Easting :	Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The boundary is the bridge itself.

Boundary Justification (Explain why the boundaries were selected.)
N/A

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11. Form Prepared By

name/title: Holly Wiedemann, William Updike, Rachel Kennedy
organization: _____
street & number: _____
city or town: Wilmore state: KY zip code: 40390
e-mail_hollywiedemann1@gmail.com
telephone: 859.420.2009
date: December 11, 2023

Photographs/Photo Log

Name of Property:	Glass Mill Four Arch Bridge
City or Vicinity:	Wilmore
County:	Jessamine
State:	Kentucky
Photographer:	William Updike
Date Photographed:	April 2011

Description of Photograph(s) and number, include description of view indicating direction of camera: All information requested is included on attached file of maps and photographs.

Photo 1 of 4: Glass Mill Road Bridge, shot to southeast.
Photo 2 of 4: Glass Mill Road Bridge, shot to east.
Photo 3 of 4: Glass Mill Road Bridge, shot to northwest.
Photo 4 of 4: Glass Mill Road Bridge, shot to northeast.

Glass Mill Road Four-Arch Bridge
Name of Property

Jessamine County, Kentucky
County and State