VLR-6/1/5 NRHP-7/27/05

(Rev. 10-90)
NPS Form 10-900

OMB No. 1024-0018

United States Department of the Interior
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Appomattox River Bridge
other names/site number Route 24 Bridge; Structure No. 1002 (VDHR 006-0048)

2. Location

street & number Route 24 over the Appomattox River ____ not for publication
city or town ____ vicinity
state Virginia ___ code VA ___ county Appomattox ____ code 011 ____ Zip 24522 ____

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 ___ nationally X___ statewide ___ locally. (___ See continuation sheet for additional comments.)

Signature of certifying official Date
Virginia Department of Historic Resources
State or Federal agency and bureau

In my opinion, the property ___ meets ____ does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:
____ entered in the National Register
____ See continuation sheet.
____ determined eligible for the National Register
___ See continuation sheet.
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain): _____

Signature of Keeper _____

Date of Action _____

5. Classification

Ownership of Property (Check as many boxes as apply)

___ private
___ public-local
_X_ public-State
___ public-Federal

Category of Property (Check only one box)

___ building(s)
___ district
___ site
_X_ structure
___ object

Number of Resources within Property

Contributing	Noncontributing	
0	0	buildings
0	0	sites
1	0	structures
0	0	objects
1	0	Total

Number of contributing resources previously listed in the National Register _0___

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

N/A

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: Road-Related

Current Functions (Enter categories from instructions)

Cat: Transportation Sub: Road-Related

7. Description

Architectural Classification (Enter categories from instructions)

_Other_____

Materials (Enter categories from instructions)

foundation _N/A_ _____
roof _N/A_____
walls N/A_____
_____
other Concrete_____
_____

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

_X__ 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 (Mark "X" in all the boxes that apply.)

____ A owned by a religious institution or used for religious purposes.

____ B removed from its original location.

____ C a birthplace or a grave.

____ D a cemetery.

____ E a reconstructed building, object or structure.

____ F a commemorative property.

____ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)
_Transportation, Architecture_____

Period of Significance _1930 - 1955_____

Significant Dates _1930_____

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation _N/A_____

Architect/Builder _William R. Glidden, Designer_____
__Virginia State Highway Commission, Builder_____

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Primary Location of Additional Data
_X_ State Historic Preservation Office
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other
Name of repository: _Virginia Department of Historic Resources_____

10. Geographical Data

Acreage of Property _0.79_____

UTM References (Place additional UTM references on a continuation sheet)

Zone	Easting	Northing	Zone	Easting	Northing
1 17	0695721	4139531	2 __	_____	_____
3 __	_____	_____	4 __	_____	_____

___ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Molly Meredith, Architectural Historian

Organization: Virginia Department of Transportation, Lynchburg District date March, 2005

street & number: 4219 Campbell Avenue telephone 434-856-8317

city or town Lynchburg state VA zip code 24501

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)
name Philip A. Shucet, Commissioner; Virginia Department of Transportation

street & number 1401 East Broad Street, Annex 3rd telephone (804) 786-2701

city or town Richmond state VA zip code 23219

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.0. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

7. Summary Description:

The Appomattox River Bridge is a unique example of the common single-span, T-beam, non-arched concrete bridges constructed in Virginia from the early 1900s to the 1960s. Concrete slabs and T-beams became the predominant bridge types in Virginia by the 1930s with all bridge elements following standard Virginia Department of Highways plan elements.[1] Built in 1930, the two-lane Appomattox River Bridge has unique cast-in-place concrete rails incorporating stylized designs recalling the Confederate battle flag and the stars and stripes of the Union, with concrete obelisks at the four corners.[2] The bridge carries Route 24 across the Appomattox River in the Appomattox Court House National Historical Park.

Detailed Description

The Appomattox River Bridge (Structure No. 1002) is located in the Appomattox Court House National Historical Park, near a sign declaring "Appomattox, where our nation was reunited." The bridge carries Route 24 over the Appomattox River and bisects the Appomattox Wayside. The commemorative bridge is a single-span, T-beam, non-arched concrete structure built in 1930.
The bridge is 33 feet in length, 38 feet in overall width and stands 11 feet above the river. One bridge rail measures 32 feet 6 inches in length and 3 feet ½ inch in height and consists of three sections of nine specially designed panels. A section measures 10 feet 5 inches and a single panel measures 3 feet 1 ¾ inches. Four 12-inch posts separate the sections. Each section is comprised of three alternating panels displaying stylized designs recalling the Confederate battle flag and the Union's stars and stripes flag. The crossed bars of the battle flag design measure 6 inches in diameter and contain five stars measuring 4-1/2 inches in diameter. Three 4-1/2-inch stars pierce a 7-inch horizontal bar over five vertical "stripes" recalling the Union flag. One "stripe" measures 2-7/8 inches. The four concrete obelisks rest on a 9-foot base on top of the bridge abutments and stand 3 feet 6 inches tall. Each obelisk measures 16 inches in diameter at its base, tapering to 9 inches at its pyramidal head.

Between 1970-1971, the bridge was widened from 30 feet to 38 feet to accommodate increasing traffic. The design of the bridge was preserved as much as possible by removing the original 1930 railings intact, and resetting them. The four concrete obelisks and end posts were recast, replicating the originals.[3] Remnants of a white plaster coating were discovered on the star points when the railings were removed for the widening. The purpose of the coating is unknown, and there is no

record of similar coatings on any other bridge.[4] The ca. 1930 photograph (Exhibit A) portrays an isolated bridge illuminated by the white coating.

8. Statement of Significance

The Appomattox River Bridge (VDHR 006-0048) is eligible for listing in the National Register of Historic Places under Criterion C for Architecture and Criterion A for Transportation, as an especially unique bridge constructed from standard plans using a common concrete bridge type constructed in Virginia from about 1910 until the 1930s. The Appomattox River Bridge (Structure No. 1002) was recommended eligible for listing in the National Register of Historic Places by the Historic Structures Task Group in November 1995, and confirmed by the Virginia State Historic Preservation Officer and the Virginia Department of Transportation's Commissioner on October 23, 1997.[5] The bridge retains a high degree of integrity from its original construction despite the 1971 widening.

Historical Background

The earliest known reinforced concrete bridges constructed in Virginia date to the first part of the 20th century. Engineering advances in calculating the amount of reinforcing bar and concrete needed to carry loads safely were developed at that time which led to the implementation of standard plans for most of the common non-arched concrete bridge types.[6] Concrete T-beam spans are a very common bridge type and were constructed in Virginia starting in the 1910s. The first standard T-beam bridge plans in Virginia date from 1924, and T-beams were a dominant concrete bridge design from the late 1920s through the late 1960s. T-beams are easy to widen, however deck replacement is impossible.[7]

The specially designed Appomattox River Bridge and adjoining Wayside were built on the former Route 306 near the Appomattox Court House Surrender Grounds in 1930, the same year Appomattox Court House was designated a U.S. War Department Battlefield Site.[8] State Bridge Engineer William Roy Glidden is credited with designing the Appomattox River Bridge.[9] Copies of the 1930 plans for the bridge exist. It was constructed at an estimated cost of $3,976.92. The superstructure's design estimated the use of 8,470 lbs of reinforcing steel, and 44.5 cubic yards of Class A concrete.[10] The 1971 widening of the bridge was completed at a cost of $37,500.[11]

Of the seven pre-1950 non-arched concrete bridges in Appomattox County inventoried by the Department of Transportation, only the Appomattox River Bridge over Rt. 24 received a grade of A, signifying that the bridge has some unusual or distinguishing features or is a relatively uncommon type. A total of 99 bridges in Virginia were tentatively graded A. Of the 1,420 non-arched concrete bridges built before 1950, fewer than a dozen were found individually eligible for the National Register of Historic Places by the Historic Structures Task Group.

William Roy Glidden (1889-1969) was Virginia's first bridge engineer. Glidden worked for the highway department for 43 years until his retirement in 1959. A Massachusetts native, he earned a bachelor's of science degree in civil engineering from Massachusetts Institute of Technology in 1912. Before joining the Virginia State Highway Commission in 1916, Glidden worked for the Boston and Maine Railroad, the Massachusetts Highway Commission, and the Metropolitan Water and Sewerage Commission in Boston. Glidden was promoted to Assistant Chief Engineer for the Virginia Department of Highways in 1952. From 1954-1955, Glidden served as President of the American Society of Civil Engineers.[12]

Virginia's roadside development program was created in 1930 to "provide for the safety and comfort of those who travel our highways." Historical markers placed at important points along the highways required safe parking places for tourists and formed the beginnings of the wayside park system. The Appomattox Wayside was the first developed wayside park in the Commonwealth of Virginia. The Highway Department's Landscape Engineer, Howard J. Neale, professionally landscaped the wayside area around the memorial bridge. Neale's design included damming the Appomattox River to create a small reflection pool, further enhancing the uniqueness of the bridge. Confederate and Federal cannons were placed on both sides of the bridge to serve as interpretive features.[13]

In 1940, The National Park Service and the Virginia Highway Department began corresponding regarding the Appomattox Wayside. The Park Service requested that the wayside be turned over to the Appomattox Court House National Historical Monument. The Highway Department declined, citing potential changes to Route 24.[14] In 1950, Highway Commissioner J.A. Anderson offered to transfer the wayside to the Park Service, but was advised, "No lands may be added to the Monument…without Congressional approval." A 1951 letter from the Park Service to the Highway Department indicated that the Appomattox Wayside could be accepted under the authority of the Historic Sites Act of August 21, 1935, although Legislation would be needed to enlarge the Monument boundaries to include the wayside.[15]

In 1954, Superintendent Hubert A. Gurney of the Appomattox Court House National Historical Park wrote to the Highway Department suggesting the Appomattox Wayside be relocated to "a new site at any point west of the Appomattox River Bridge between your right of way on new Route 24 and the branch identified as Plain Run." District Engineer J. H. Phillips opined in an internal memo that relocating the wayside "would be no improvement on the present location and…would be located away from the special design bridge which is one of the principle attractions of that wayside." Both The Park Service and the Highway Department agreed to study the situation before a decision was made about the wayside.[16] In 1958, the Virginia Department of Highways deeded the Appomattox Wayside to the National Park Service.[17]

The Appomattox River Bridge remains in service today, undergoing periodic maintenance as necessary.

Bibliography

Allen, Thomas J. Photocopy of Letter to J.A. Anderson, 25 May 1951.

Anderson, J.A. Photocopy of Letter to Thomas J. Allen, 6 November 1950.

Anonymous. American Civil War web site. Found at http://www.americancivilwar.com/south/conflag/southflg.html

Appomattox County Deed Book. Clerk's Office, Appomattox Circuit Court, Appomattox, Virginia. 69:23.

Commonwealth of Virginia, Department of Highways, Richmond, Virginia. Bridge Plans for Proposed Bridge Over Appomattox River, 12 May 1930.

"Developing the Roadsides". *The Commonwealth*, Vol.VI, No.10, October 1939, p. 20.

Leech, Charles B. Jr. Photocopy of Letter to C.S. Mullen, 2 June 1931.

Lisle, E. M. Photocopy of Letter to J.A. Anderson, 16 November 1950.

Gurney, Hubert A. Photocopy of Letter to K.G. McWane, 5 December 1940.

Gurney, Hubert A. Photocopy of Letter to H.W. Runkle, 16 November 1954.

Hicks, E.A. Photocopy of Inter-Departmental Memorandum to H.J. Neale, 15 December 1954.

Hundley, R.L. Photocopy of Letter to W.P. Tucker, 27 December 1979.

Marvel, William. *A Place Called Appomattox*. Chapel Hill, North Carolina: University of North Carolina Press, 2000.

Miller, Ann B., McGeehan, Daniel D. and Kenneth M. Clark. *Survey of Non-Arched Historic Bridges in Virginia Constructed Prior to 1950.* Charlottesville, Virginia: Virginia Transportation Research Council, 1996.

Bibliography (continued)

Miller, Ann B., Clark, Kenneth M. and Matthew W. Grimes. *A Management Plan For Historic Bridges In Virginia.* Charlottesville, Virginia: Virginia Transportation Research Council, 2001.

Mullen, C.S. Photocopy of Letter to K.G. McWane, 10 December 1940.

"Obituaries." *Virginia Highway Bulletin,* Vol. 35, No.9. September 1969.

Pawlette, Nathaniel Mason. Photocopy of Letter to Thomas F. Lester, 22 September 1994.

Phillips, J.H. Photocopy of Inter-Departmental Memorandum to H. J. Neale, 18 November 1954.

"The Past Preserved." *Virginia Highway Bulletin*, Vol. 37, No.7. July, 1971.

Virginia Department of Highways. Bridge Form H.C.7-12-21-25-500, 12 May 1930.

Virginia Department of Highways. Personnel Roster Card for William Roy Glidden.

Virginia Transportation Research Council photograph collection. Charlottesville.

Verbal Boundary Description

Heading in a clockwise direction starting from the south end of the bridge and traveling 80 feet south; from that point measuring 140 feet from the center of the road is the first VDOT marker. Traveling 210 feet northeast from the first marker, bearing 32 degrees northeast is the second VDOT boundary. From the second boundary location, traveling 230 feet northwest, bearing 305 degrees northwest is the third VDOT boundary. From the third VDOT boundary, traveling southwest 210 degrees for 210 feet is the fourth VDOT marker. From the fourth VDOT marker, traveling 95 feet and bearing 112 degrees southeast to the center of the road.

Boundary Justification

The boundaries of the nominated parcel include the Route 24 Bridge and the Virginia Department of Transportation's right-of-way. There are no other contributing or non-contributing structures, buildings, or sites on the parcel.

PHOTOGRAPHS

The following information is the same for all photographs:

Property: Appomattox River Bridge, VDHR File No. 006-0048
Location: Appomattox County, VA
Photographer: Molly Meredith
Date: March 11, 2003
Negatives Filed: VA. Department of Historic Resources, Richmond, VA

PHOTO 1 of 4: Appomattox River Bridge, southeast elevation.
NEG. NO.: VDHR # 20891

PHOTO 2 of 4: Appomattox River Bridge, east elevation.
NEG. NO.: VDHR # 20892

PHOTO 3 of 4: Appomattox River Bridge, east elevation
NEG. NO.: 20893

PHOTO 4 of 4: Appomattox River Bridge, detail of railings
NEG. NO.: 20893

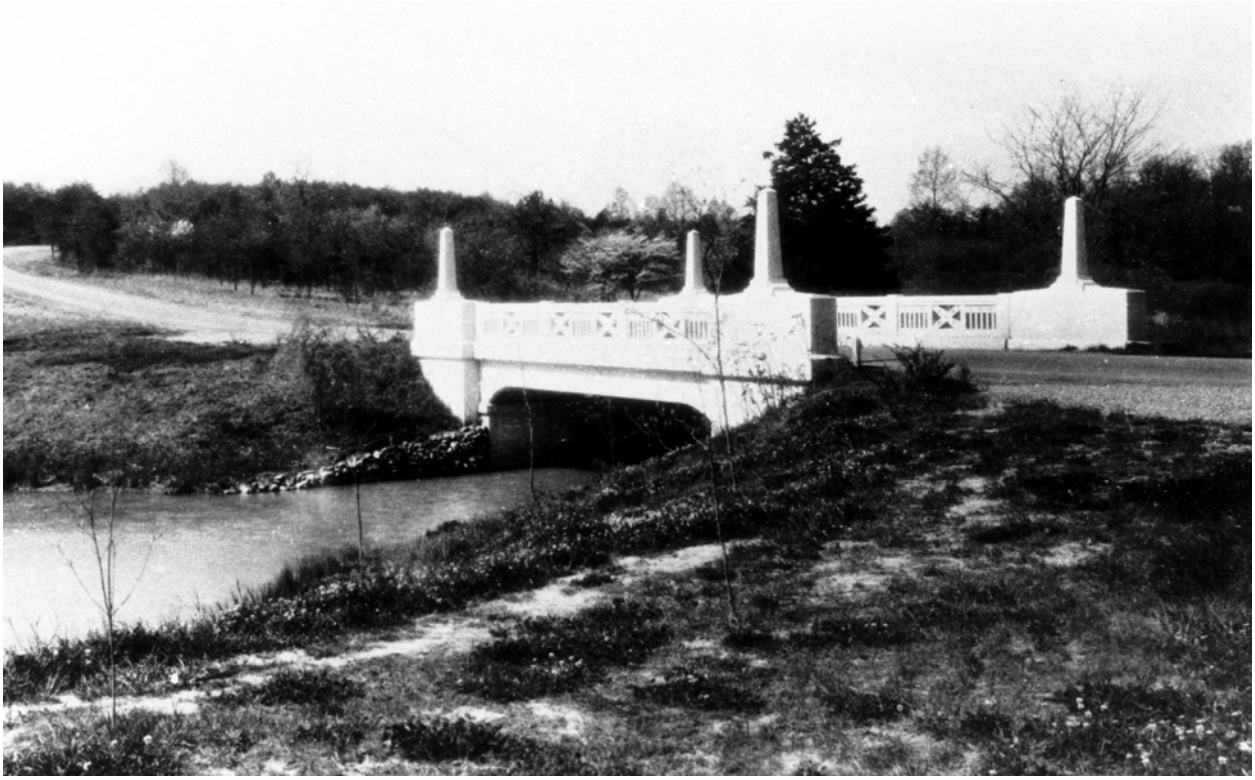


Exhibit A: Historic Photograph depicting the Appomattox River Bridge Ca. 1930.

[1] Ann B. Miller, Daniel D. McGeehan and Kenneth M. Clark, *Survey of Non-Arched Historic Bridges in Virginia Constructed Prior to 1950.*Charlottesville, Virginia: Virginia Transportation Research Council, 1996), p.14.

[2] Ann B. Miller, Kenneth M. Clark and Matthew W. Grimes, *A Management Plan For Historic Bridges In Virginia*. Charlottesville, Virginia: Virginia Transportation Research Council, 2001), p.41. See also Anonymous, American Civil War, http://www.americancivilwar.com/south/conflag/southflg.html.

[3] "The Past Preserved," *Virginia Highway Bulletin,* Vol. 37, No. 7. July 1971 p. 21.

[4] Pawlett, Nathaniel Mason, Letter to Thomas F. Lester, 22 September 1994.

[5] Ann B. Miller, Kenneth M. Clark and Matthew W. Grimes, *A Management Plan For Historic Bridges In Virginia*. Charlottesville, Virginia: Virginia Transportation Research Council, 2001), p.41.

[6] Ann B. Miller, Daniel D. McGeehan and Kenneth M. Clark, *Survey of Non-Arched Historic Bridges in Virginia Constructed Prior to 1950.*Charlottesville, Virginia: Virginia Transportation Research Council, 1996), pp.12-13.

[7] Ibid., p.20.

[8] William Marvel, *A Place Called Appomattox*. Chapel Hill, North Carolina. P. 317.

[9] "The Past Preserved", *Virginia Highway Bulletin*, Vol.37, No. 7. July 1971. p. 21.

[10] Virginia Department of Highways. Bridge Form H.C. 7-12-25-500, 12 May 1930.

[11] "The Past Preserved", *Virginia Highway Bulletin*, Vol. 37, No. 7. July 1971. p.21.

[12] "Obituaries", *Virginia Highway Bulletin*, Vol.35, No. 9. September 1969. p.37

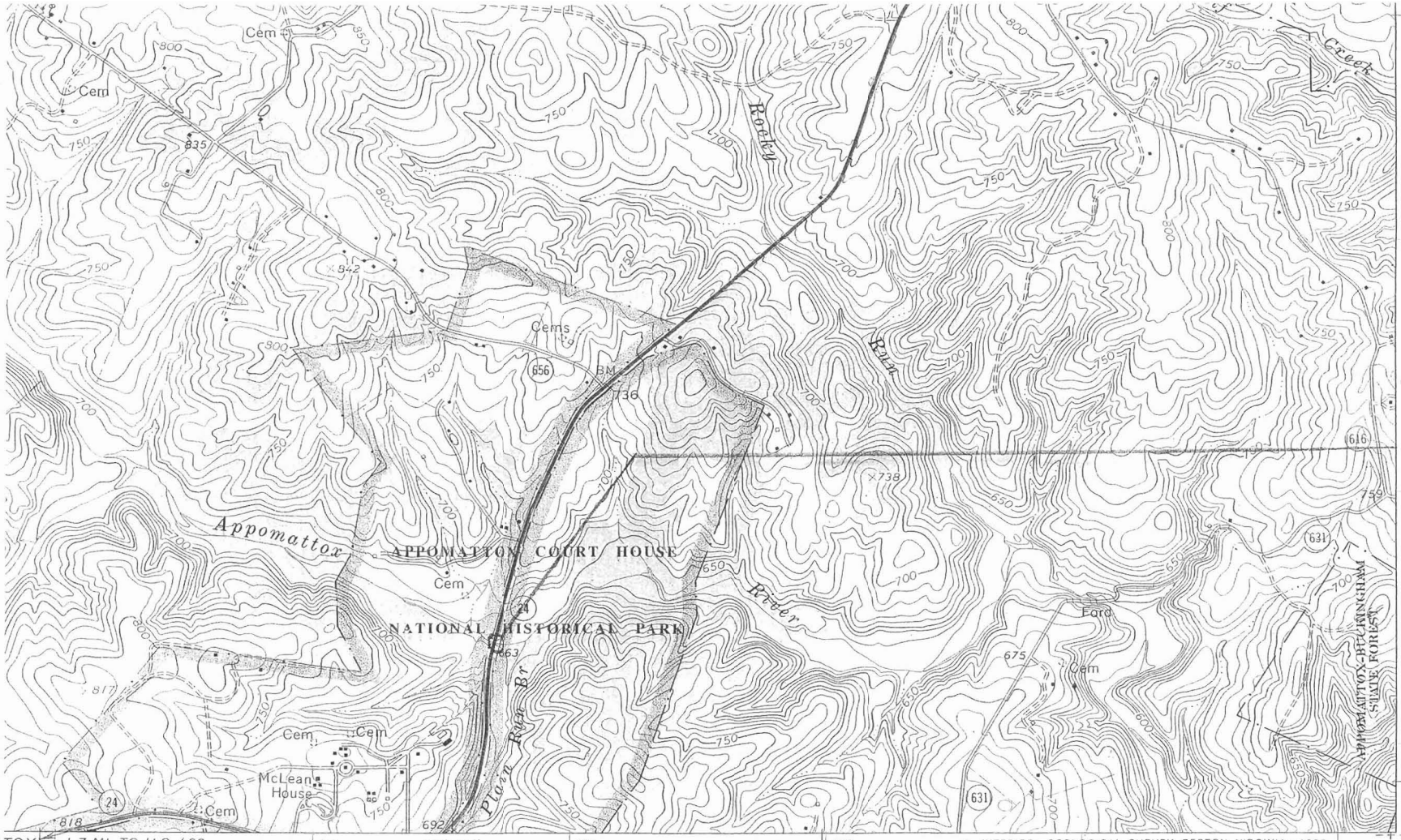
[13] *The Commonwealth,* Vol. VI, No.10. October 1939. pp. 20, 22.; Hundley, R.L., Letter to W.P. Tucker, 27 December 1979.

[14] Gurney, H.A. Letter to K.G. McWane, 5 December 1940.; Mullen, C.S. Memo to K.G. McWane, 10 December 1940.

[15] Anderson, J.A. Letter to T.J. Allen, 6 November 1950.; Lisle, E.M. Letter to J.A. Anderson, 16 November 1950.; Allen, T.J. Letter to J.A. Anderson, 25 May 1951.

[16] Gurney, H.A. Letter to H.W. Runkle, 16 November 1954.; Phillips, J.H. Memo to H.J. Neale, 18 November 1954.; Hicks, E.A. Memo to H.J. Neale, 15 December 1954.

[17]Appomattox County Deed Book 69:23.



APPOMATTOX RIVER BRIDGE
ROUTE 24, APPOMATTOX COUNTY, VA
UTM REFERENCES

1.17/069572/4139531

4000

1 MILE

4000 5000 6000 7000 FEET

1 KILOMETER

AL 10 FEET
CAL DATUM OF 1929

ROAD CLASSIFICATION

Primary highway, all weather, hard surface

Light-duty road, all weather, improved surface

Unimproved road, fair or dry weather

State Route

(PAMPLIN) 5258 I SW

VIRGINIA

QUADRANGLE LOCATION

. MAP ACCURACY STANDARDS
RVEY, RESTON, VIRGINIA 22092
RCES, CHARLOTTESVILLE, VIRGINIA 22903
ID SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple and woodland compiled in coop ration with Commonwealth of Virginia agencies from aerial photograph taken 1979 and other source data. This information not field checked. Map edited 1980

VERA, VA.

NE/4 APPOMATTOX 15' QUADRANGLE

N3722.5—W7845/7.5

1968

PHOTOREVISED 1980

DMA 5258 IV NE—SERIES V834