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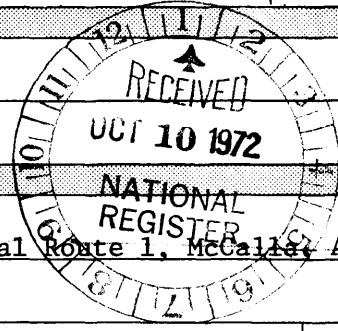
Form 10-300  
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

### NATIONAL REGISTER OF HISTORIC PLACES INVENTORY - NOMINATION FORM

(Type all entries - complete applicable sections)

STATE: Alabama	
COUNTY: Jefferson	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	FEB 28 1973



#### 1. NAME

COMMON: Five Mile Creek Bridge

AND/OR HISTORIC: Five Mile Creek Bridge

#### 2. LOCATION

STREET AND NUMBER: *NE* *U.S. 1*

One mile northeast of McCalla Community on Postal Route 1, McCalla, Ala.

CITY OR TOWN: McCalla

STATE: Alabama	CODE: 01	COUNTY: Jefferson	CODE: 073
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#### 3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ <input type="checkbox"/> Comments _____

no longer in use

#### 4. OWNER OF PROPERTY

OWNER'S NAME: Alabama State Highway Department

STREET AND NUMBER:

CITY OR TOWN: Montgomery STATE: Alabama CODE: 01

#### 5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.: NW 1/4, Sec 36, T 19, R5 West

STREET AND NUMBER: Route 1

CITY OR TOWN: McCalla STATE: Alabama CODE: 01

#### 6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:

DATE OF SURVEY:  Federal  State  County  Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN: STATE: CODE:

SEE INSTRUCTIONS

STATE: COUNTY: ENTRY NUMBER: DATE: FOR NPS USE ONLY

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7 DESCRIPTION

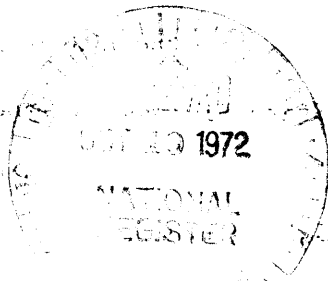
CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

There have been no alterations made to this bridge since it was constructed. It was built of concrete with iron or steel rods being used as reinforcing material. The concrete is of a natural color and there is no evidence that retainer walls and forms were first constructed of lumber and then filled with concrete.

The bridge is twenty feet wide, inside dimension, which conformed to the Alabama Road Commission's original specification on width of high-ways and bridges. This specification was made in 1911.

The span of the arch is 35 feet; the distance from the top of the bridge to the surface of the water below is 21 feet. The guard rails on both sides of the bridge are 35 feet in length, 7 inches thick, and reach a height of 4 feet above the inside surface of the roadbed. They are of solid concrete and contain rectangular indentions both inside and outside for visual relief of the smooth surface. Both ends of the bridge have concrete retaining wings. These wings are 8 feet long and slope gradually from the bottom of the side rails to the ground.



SEE INSTRUCTIONS

**3. SIGNIFICANCE**

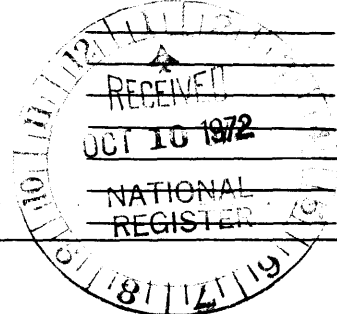
PERIOD (Check One or More as Appropriate)

- |  |                                       |                                       |  |
|--|---------------------------------------|---------------------------------------|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century  | <input type="checkbox"/> 17th Century | <input type="checkbox"/> 19th Century |  |

SPECIFIC DATE(S) (If Applicable and Known)

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- |   |   |  |  |
|---|---|--|--|
| <input type="checkbox"/> Aboriginal     | <input type="checkbox"/> Education              | <input type="checkbox"/> Political                 | <input type="checkbox"/> Urban Planning  |
| <input type="checkbox"/> Prehistoric    | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy       | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic       | <input type="checkbox"/> Industry               | <input type="checkbox"/> Science                   |  |
| <input type="checkbox"/> Agriculture    | <input type="checkbox"/> Invention              | <input type="checkbox"/> Sculpture                 |  |
| <input type="checkbox"/> Architecture   | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian       |  |
| <input type="checkbox"/> Art            | <input type="checkbox"/> Literature             | <input type="checkbox"/> Theater                   |  |
| <input type="checkbox"/> Commerce       | <input type="checkbox"/> Military               | <input checked="" type="checkbox"/> Transportation |  |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music                  |  |  |
| <input type="checkbox"/> Conservation   |   |  |  |



STATEMENT OF SIGNIFICANCE

SEE INSTRUCTIONS

Five Mile Creek Bridge is one of the few remaining examples of early concrete arch bridges left standing in Alabama. The bridge spans Five Mile Creek in western Jefferson County, and marks one of the few remaining segments of the original Huntsville Road which was one of the first roads to penetrate the rugged interior of North Alabama as land became available for settlement in 1816.

This structure is a good example of early reinforced concrete engineering and construction techniques. As all of the materials for the manufacture of steel and concrete are found in this area, all of the construction materials for the bridge were locally made.

Although concrete is the oldest synthetic building material known to man and dates back at least 4500 years its use as a bridge building material is comparatively recent. The use of concrete was limited because of the unavailability and unreliability of the quality of quicklime for cement in many areas. This problem was resolved by Joseph Aspdin's invention of the Portland cement process in 1824 which produced both a superior and reliable product.

In the 1860's reinforced concrete was invented in Europe. The use of iron or steel rods or webbing gave concrete great tensile strength in addition to the compression strength of regular concrete.

When Five Mile Bridge was built the use of reinforced concrete in bridge construction was still in its infancy. The first reinforced concrete bridge in the United States had only been built in 1889. It was the Alvord Lake Bridge, Golden Gate Park, San Francisco. Until after the turn of the century most concrete bridges were stone veneered both for strength as well as beauty as most engineers were more confident in the old masonry construction than the newer concrete.

**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

1st Annual Report, State Highway Commission of Alabama, April 7, 1911, Bulletin #3. Also see same for 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920.  
 Information from Mr. E. H. Gilmore, Jefferson County Road Commissioner. Alabama State Highway Department.

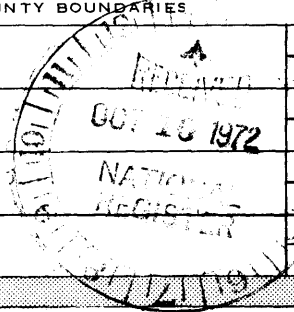
**10. GEOGRAPHICAL DATA**

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		33° 21' 07"	87° 01' 19"	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1 acre

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE



SEE INSTRUCTIONS

**11. FORM PREPARED BY**

NAME AND TITLE: W. Warner Floyd, Executive Director

ORGANIZATION: Alabama Historical Commission DATE: 9/29/72

STREET AND NUMBER: 305 South Lawrence Street

CITY OR TOWN: Montgomery STATE: Alabama CODE: 01

**12. STATE LIAISON OFFICER CERTIFICATION**

**NATIONAL REGISTER VERIFICATION**

As the designated State Liaison 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. The recommended level of significance of this nomination is:

National  State  Local

Name Milo B. Howard Jr.

Title SLO

Date October 2, 1972

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

Robert K. Utley  
 Chief, Office of Archeology and Historic Preservation

Date 2/28/73

ATTEST: [Signature]  
 Keeper of The National Register

Date 2-27-73