



1923

SPANNING THE PAST

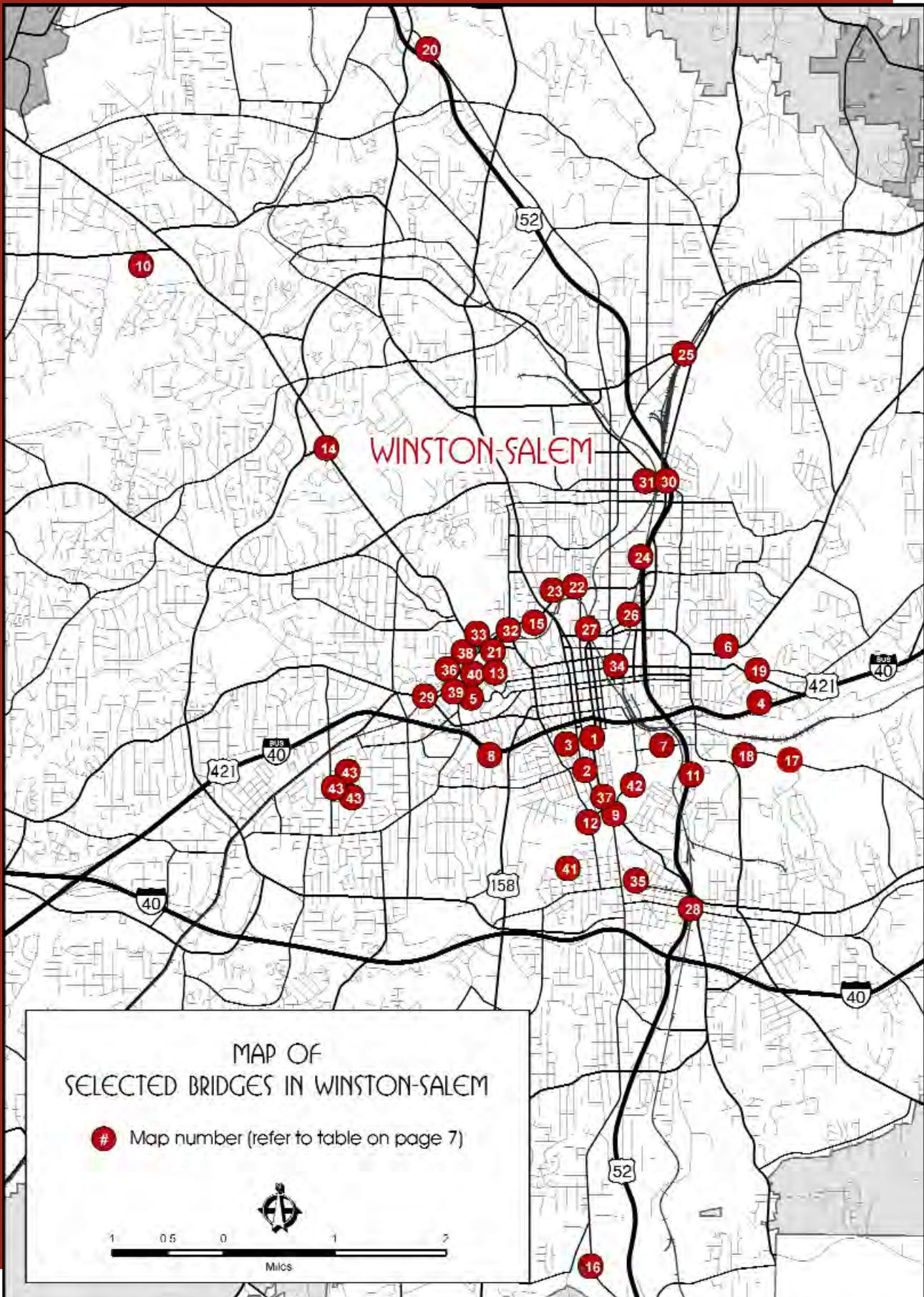
A SURVEY OF SELECTED HISTORIC BRIDGES
IN WINSTON-SALEM, NORTH CAROLINA

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TABLE OF CONTENTS

Preface	<i>i</i>	Roads Across Railroads	67
Map	<i>v</i>	B.1. Sixteenth Street	
Introduction	1	Across Norfolk Southern Railway	69
A Brief History of Road Building		B.2. Akron Drive	
in Winston-Salem	2	Across Norfolk Southern Railway	71
Parameters of this Project		B.3. Liberty Street	
and Comments on Sources	3	Across Norfolk Southern Railway	73
Findings and General Comments	4	B.4. Ninth Street	
Format of the Survey	6	Across Norfolk Southern Railway	75
Survey Identification Numbers	7	B.5. Sprague Street Across Winston-Salem	
Roads Across Water	11	Southbound Railway	77
A.1. Salem Bridges	13	B.6. West First Street Across Norfolk	
A.2. Old First Street		Southern Railway	79
Across Brushy Fork Creek	15	Railroads Across Roads	81
A.3. Glade Street Across Peters Creek	17	C.1. Norfolk Southern Railway	
A.4. Cameron Avenue		Across Twenty-Eighth Street #1	83
Across Falling Branch	21	C.2. Norfolk Southern Railway	
A.5. Stadium Drive		Across Twenty-Eighth Street #2	85
Across Cloverleaf Branch	25	C.3. Norfolk Southern Railway	
A.6. Craffon Street		Across Northwest Boulevard	87
Across Peters Creek	27	C.4. Norfolk Southern Railway	
A.7. Waughtown Street		Across Reynolda Road	89
Across Salem Creek	31	Roads Across Roads	91
A.8. Valley Road		D.1. Vine Street	
Across Mill Creek	33	Across East Fifth Street	93
A.9. Vargrave Street		Roads Across Pedestrian Walkways	97
Across Salem Creek	37	E.1. Haled Street Across	
A.10. Broad Street		North Carolina School of the Arts	
Across Salem Creek	39	Pedestrian Walkway	99
A.11. Reynolda Road		E.2. Northwest Boulevard	
Across Peters Creek	43	Across R.J. Reynolds High School	
A.12. Reynolda Road		Pedestrian Tunnel	101
Across Silas Creek	45	Pedestrian Walkways Across Roads	103
A.13. Northwest Boulevard		F.1. Old Salem Heritage Bridge	
Across Peters Creek	47	Across Old Salem Road	105
A.14. South Main Street		Park Footbridges Across Water	107
Across South Fork Creek	49	G.1. Hanes Park Footbridges	108
A.15. Reynolds Park Road		G.2. Washington Park Footbridge	112
Across Salem Creek	53	G.3. Liberia Street Footbridge	113
A.16. Reynolds Park Road		G.4. Miller Park Footbridges	114
Across Brushy Fork Creek	57	Bibliography	115
A.17. Old Greensboro Road		Acknowledgements	117
Across Brushy Fork Creek	61		
A.18. Patterson Avenue			
Across Mill Creek	63		
A.19. Northwest Boulevard Bridges	65		

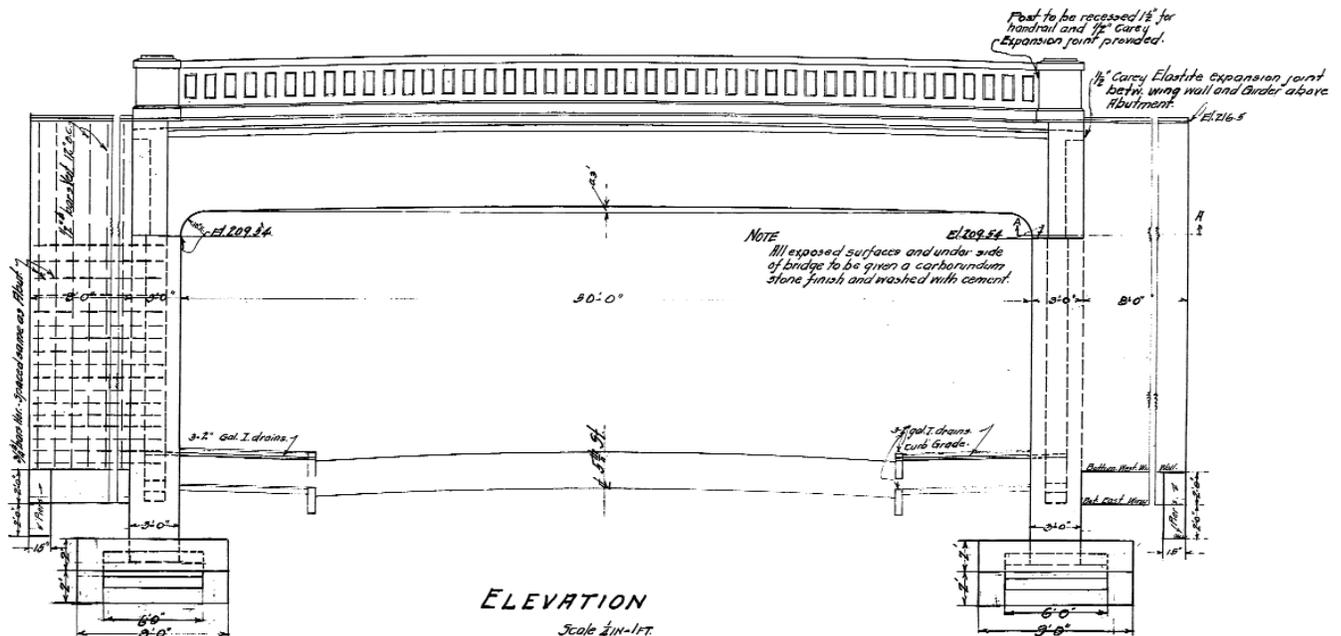


INTRODUCTION

Bridges are bearers of history and culture just the same as buildings, though they are not typically the kind of structure considered when thinking of what to preserve.

Bridges, like the roads and people they carry, are reminders of a city's expansion and changing landscape. In Winston-Salem, many extant bridges originate from the two decades after the merger of Winston and Salem in 1913, at a time when the city witnessed a boom in population and expanded its city limits. At the same time, specifically from 1915 to 1930, Winston-Salem was actually the largest city in North Carolina, as well as the hub of the nation's tobacco and textile industries.¹ People were continuously streaming into the city and goods were streaming out. Bridges quietly remind us of these points of history. Further, bridges, like other works of architecture, are examples of style. It is important to remember that historic resource designations and other preservation honors are not just for buildings, but for all cultural landscape elements that tell something about the history of people and the places where they live.

In arguing for the placement of bridges on the National Register, bear in mind that certain bridges satisfy the concepts of "historical significance," "historic context," and "historic integrity" required by the National Park Service for listing on the Register.² The bridges are historically significant because of their place in the history of Winston-Salem's expansion and as part of a larger trend in road building in early-twentieth century North Carolina. The bridges fit "historic context" because they provide tangible remnants on the landscape of local and statewide road booms, which proved to be pivotal in the growth and development of Winston-Salem and North Carolina. Finally, the bridges largely maintain their "historic integrity," in that their historic identities remain intact. The locations and designs of the bridges have not changed since their creations; the settings around the bridges are fairly consistent; though similar in design to each other and to other bridges across the state, these older structures provide a truer sense of workmanship than do today's prefabricated bridges; and, the bridges seem to maintain their original feeling and association as arteries connecting all of Winston-Salem, by car, rail, and on foot.



Vine Street Bridge Detail
Original Drawing, 1923

¹ Gwynne Stephens Taylor, *From Frontier to Factory: An Architectural History of Forsyth County*. Winston-Salem: North Carolina Department of Cultural Resources, Division of Archives and History, with Winston-Salem/Forsyth County Historic Properties Commission and City-County Planning Board of Forsyth County and Winston-Salem, 1981. 55.

² *National Register Bulletin 16: Guidelines for Completing National Register of Historic Places Forms, Part A: How to Complete the National Register Form*. National Park Service, US Department of Interior, 1991. 3-4.

A BRIEF HISTORY OF ROAD BUILDING IN WINSTON-SALEM

The history of bridge building is enfolded into the history of road building.

The roads and bridges in this survey are largely of twentieth century construction and their creations are linked to three aspects of Winston-Salem's history: the "Good Roads" movement; the expansion of the railroads; and, the creation of suburbs.

The Good Roads movement was a nationwide call to action that lasted from 1879 to 1915. The movement's goal was to create passable roads throughout the nation, in the belief that such roads would both ease the lives of locals and stimulate a national tourist trade. North Carolina was especially active in the movement – thanks to the efforts of several governors and to the willingness of the common people – and was even known as the "Good Roads State." Winston, and later Winston-Salem, was at the forefront of road-building efforts in the State, actively promoting the use of paved roads as advantageous to good industrial development. In 1901, as part of the propaganda of the nationwide movement, proponents of the Good Roads Movement rode a train throughout the South in an effort to excite local interest in the movement. The train passed through Winston and quickly prompted the formation of the Northwestern Good Roads Association of North Carolina in the city.³ Soon thereafter, a Good Roads Association was formed in North Carolina, with Pleasant Henderson (P.H.) Hanes, of Winston-Salem tobacco and textile fame, as president.⁴ The North Carolina Good Roads Association "had no idea of advocating a state highway system. In fact, it looked upon road building as

a distinctly local problem."⁵ Further the Association had no funds with which to underwrite large road projects; instead, individual counties were forced to find their own means of paying for roads. Luckily for Forsyth County, P.H. Hanes acted not only as president of the statewide association, but also as an advocate of road-building in his own community. In 1903, he led "a vigorous group that...won from the State Assembly an act establishing formation of the Forsyth County Highway Commission, first of its kind in the state."⁶ Winston and its neighboring Salem were well on their ways to creating an expansive complex of roads and accompanying bridges.

Local industrialists like P.H. Hanes not only supported the creation of good roads but also advocated for the expansion of railroads into Forsyth County. The noted local historian Adelaide Fries states, "The town's leading businessmen – tobacconists such as R.J. and Will Reynolds, John and Pleasant H. Hanes, the Whitakers, and the leading textile manufacturers – devoted much time, energy, and money towards the acquisition of railroad connections throughout the 1870s and 1880s."⁷ Winston-Salem had three railroad lines cutting through its city limits. The Southern Railway was established in 1873, the Norfolk and Western in 1889, and the Winston-Salem Southbound in 1910.⁸ The industrialists and other powerful locals subsidized the building of railroads through Winston and Salem; some of these men were even on the governing boards of the railroads. The involvement and influence of local industrialists caused the creation of multiple short spur lines off the main railroads. Evidence of such a spur can still be seen at Haled Street, under which runs an abandoned spur of the Winston-Salem Southbound

³ Howard Lawrence Preston. *Dirt Roads to Dixie: Accessibility and Modernization in the South, 1885-1935*. Knoxville: University of Tennessee Press, 1991. 27-29.

⁴ Preston. 41.

⁵ Cecil Kenneth Brown. *The State Highway System of North Carolina: Its Evolution and Present Status*. Chapel Hill: University of North Carolina Press, 1931. 35.

⁶ Manly Wade Wellman. *Winston-Salem in History, Volume 4: Transportation and Communication*. Historic Winston: Winston-Salem, 1976. 27.

⁷ Adelaide Fries, et al., *Forsyth: The History of a County on the March*. Second Edition. Chapel Hill: University of North Carolina Press, 1976. 188.

⁸ Fries. 250.

Railroad.⁹ These spurs led straight to the busy factory district in modern downtown Winston-Salem and wove their ways through the expanding city streets, influencing their layouts and creating many over- and under-passes, which still exist today and are included in this survey.

Finally, the dispersal of residential neighborhoods in the early-twentieth century increased the need for good road systems leading into the industrial and commercial districts of Winston-Salem. Suburbs grew in phases over the first few decades of the century and many of these neighborhoods still exist today: West End, Ardmore, Washington Park, and Reynolds-town are a few of the neighborhoods that encircle the old downtown. Suburbs such as West End were platted as streetcar neighborhoods; good, paved roads were necessary for the trolleys. Therefore, roads and accompanying bridges sprung up around West End and may be evidence of this "mini" road-building boom. In addition, some roads into the suburbs were created at the demand of neighbors themselves. The Board of Aldermen Minutes bear out this fact: throughout the 1920s and 1930s, the minute books are filled with unanimous requests from residents of one or more streets asking that the board "macadamize" or otherwise pave their roads.¹⁰

Thanks to these three factors – the Good Roads Movement, the building of railroads, and the increase in "suburban" development – Winston-Salem quickly finished the roads within its city limits. Adelaide Fries asserts that, "In 1923 an extensive street-building program was begun and by 1948 there were 145 miles of paved street within the city."¹¹ Thanks to the efforts of national political movements, local industrialists, and common citizens, Winston-Salem became a model for extensive and well-maintained roads in North Carolina. The bridges of this survey testify to these efforts.

PARAMETERS OF THIS PROJECT AND COMMENTS ON SOURCES

This survey of Winston-Salem's historic bridges was conducted as a complement to a similar, statewide

survey by the North Carolina Department of Transportation (NCDOT). As of this writing, the NCDOT's project is ongoing. The NCDOT's objective is multifold: first, it seeks to identify and evaluate the stability of all the State's bridges, both state- and locally-owned; second, it seeks to identify bridges or groups of bridges with state or national significance that might make the structures eligible for nomination to the National Register of Historic Places.

This survey also seeks to identify National Register-eligible bridges, but is more inclusive in its definitions of eligibility than is the NCDOT. The study seeks to single out bridges with local significance; for, even if such bridges are not eligible for the National Register, they may be eligible for protection under City preservation ordinances. Additionally, this survey serves as a form of documentation for selected bridges of Winston-Salem. This documentation may be useful for a multitude of purposes, including, but not limited to: the reconstruction of a historic bridge, if it is ever damaged; research for other streets-based projects; the inclusion of bridges as contributing resources in future historic district designations; and, general interest for historians and preservationists. This survey does not include, nor does it account for, bridges owned and maintained by the State of North Carolina.

Many sources were used to compile the list of bridges evaluated in this survey. The available NCDOT reports are the backbone of the survey; they provided the largest number of bridges included. These reports provided

⁹ Lichtenstein Consulting Engineers. *North Carolina Department of Transportation Historic Bridge Inventory Report*. "Haled Street over Walkway (Abandoned WSSB RR)." Copy of report held by Winston-Salem Streets Division. The abandoned spur has since been converted into a walkway for the students of the North Carolina School of the Arts. See Survey entry for "Haled Street Across North Carolina School of the Arts Pedestrian Walkway."

¹⁰ For the purposes of this survey, all of the Board of Aldermen Minutes from 1919 (the date of the Glade Street Bridge) to 1954 (the end of the period of significance for the survey) were read. Regular requests for road paving appear in the 1920s and 1930s. Board of Aldermen Minutes, 1919-1950. Volumes 12-35. Macadamize is the verb form of "macadam," meaning a pavement of layers of compacted small stones, usually bound with tar or asphalt. For definition, see www.dictionary.com.

¹¹ Fries. 252.

names of bridges (by intersection), type of bridge, construction dates, and descriptions of bridges, along with brief histories of the bridges' statewide or national significance, if any. The NCDOT reports proved to be relatively accurate, though several of the bridges were found to have the wrong dates assigned to them. Copies of these reports are held by the Winston-Salem Streets Division.

The NCDOT information was supplemented by several sources. General discussion with City-County Planning Board staff provided insight into the location of bridges not included in the available NCDOT reports. The Winston-Salem Board of Aldermen Minutes from 1918 to 1954 revealed not only the City's spending patterns for streets and bridges, but also the historical worth of early park footbridges. Based on the Aldermen's minutes, footbridges were added to this survey. The footbridges were found through a combination of informants in the Planning Department, assistance from the City Recreation and Parks Department, and examinations of city maps.

A few historic photographs and engineering records were also unearthed during the research for this survey. The photographs are from the Forsyth County Public Library's well-maintained photo archive. The photographs show the bridges in earlier contexts, providing some idea about their settings and appearances.

Engineering records are extant for a handful of the bridges. These records show projects for bridge construction; further evidence must be unearthed on a case-by-case basis to determine if the bridges were actually built to match them. For example, the Glade Street Bridge across Peters Creek is shown in the engineering records to have obelisk-shaped concrete lampposts embedded in the end posts; if actually installed, these lamps have long since been removed. Based on this case lesson, it is advised that the engineering records be used only in conjunction with other evidence.¹²

FINDINGS AND GENERAL COMMENTS

The bridges in the survey have been broken into seven groups. The groups, as well as the number of bridges within each group, are as follows:

Type	Bridges Built
Roads Across Water	23
Roads Across Railroads	6
Railroads Across Roads	4
Roads Across Pedestrian Walkways	2
Roads Across Roads	1
Pedestrian Walkways Across Roads	1
Park Footbridges Across Water	8 ¹³
TOTAL	45

¹²In a related case, in the Greensboro, NC, neighborhood of Westerwood, a historic bridge was recently repaired and it too line was found to be embedded in the concrete wall. From, *Landmarks: A Quarterly Publication of Preservation Greensboro Incorporated*. Summer 2004. 12.

¹³Some of these park footbridges are considered as groups because all the bridges within one park were built at the same time and are identical in appearance. For instance, the multiple stone footbridges in Miller Park are counted together as one bridge.

Of these bridges, the largest number was built in the 1920s and 1930s. The following chart illustrates bridge building activity by decade.

Time	Bridges Built ¹⁴
Pre-1900	3
1900s	0
1910s	2
1920s	15
1930s	9
1940s	6
1950s	5
1990s	1
Unknown	4
TOTAL	45

Several of the bridges, both individually and as groups, deserve comment here in the *Introduction*, either because of their particular importance to Winston-Salem's transportation history or because of their aesthetic appeal. The NCDOT identified a group of bridges described as "similar tee beam bridges built from 1919 to 1925 by the City of Winston-Salem." Its reports go on to say, "The bridges are distinctive from all other tee beam bridges in the state, especially the hundreds of state-built standard tee beams from the late 1910s to 1950s, by the combination of covered fascia beams, sheer details, pilasters, shallow diaphragms, and blind-panel parapets."¹⁵ The remaining tee beam bridges are as follows:

- Craffton Street Across Peters Creek
- Vine Street Across Fifth Street
- Vargrave Street Across Salem Creek
- Broad Street Across Salem Creek
- Glade Street Across Peters Creek
- Waughtown Street Across Salem Creek.

Within the individual bridge descriptions in the next section of this survey, these bridges are identified as a group. These bridges are significant for their age, design and form,

association with Winston-Salem's independent road-building spirit, and for the fact that they survive as a group. They are probably the most eligible for National Register listing. Two other bridges – Akron Drive across the Norfolk Southern Railway line and Liberty Street across the Norfolk Southern Railway – form a small group united by a common feature: they both feature obelisk-shaped lampposts attached to their bridge walls. As mentioned earlier, the Glade Street Bridge across Peters Creek has extant engineering records that show it as having been planned with lampposts. The Akron Drive and Liberty Street Bridges do not have known engineering records, but they did use attached lampposts. The Liberty Street Bridge is in deteriorated condition, and both bridges appear to be suffering from neglect. The application of sensitive restoration to these bridges would greatly enhance their unique character.

Finally, a few individual bridges are worthy of note. The Glade Street Bridge across Peters Creek merits mentioning again; it was built in 1919, making it the oldest in the group of tee beam bridges. Located at the edge of the West End Historic District, the bridge is not completely incorporated into the local historic district boundaries; it may have featured lampposts; and, finally, it is currently in bad repair. These positive and negative factors together make it worthy of historical investigation and restoration efforts. A second bridge worth noting is located on Valley Road across Mill Creek. The NCDOT report lists this bridge as a common type; however, it is significant – at least in Winston-Salem – because it is the only single-lane bridge in the survey. It is rare that such an unusual structure has survived since 1922, and it deserves recognition. Finally, there is a metal truss footbridge (ca. 1936) at the base of Liberia Street, which deserves recognition. This is the only all-metal bridge in the survey and is a surviving relic of the once-thriving Happy Hill, an African-American community with rich history. Because of its historic significance, this footbridge is worthy of intense documentation.

¹⁴ This chart only shows bridges included in this survey, not the full number of bridges actually still in Winston-Salem. The state-maintained bridges are not included in this survey. Also, because the period of significance cuts off at 1954, not all of the bridges from the 1950s are included in the bridge count. The only bridge included from post-1954, 1998's Old Salem Heritage Bridge across Old Salem Road, is included because it has special significance that belies its young age.

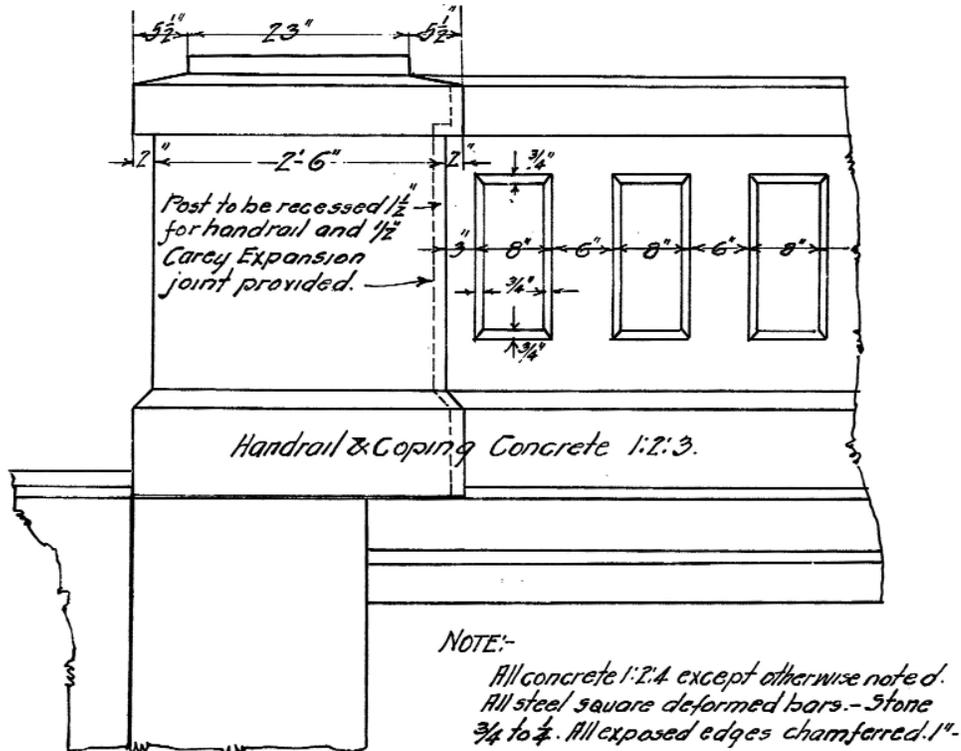
¹⁵ Lichtenstein Consulting Engineers. *North Carolina Department of Transportation Historic Bridge Inventory Report*. Prepared for North Carolina Department of Transportation, Division of Highways, Bridge Maintenance Unit. Quote from the report "Craffton Street over Peter's Creek." Prepared by JPH. March 2003.

Further information about these and all the other bridges can be found in the survey portion of this report. All the bridges have something to recognize, even if it is merely their survival of fifty-plus years in a city that has changed so dramatically over the past one hundred years. Even if these bridges are not formally recognized or restored and conserved, this report may hopefully inspire local citizens to think beyond the obvious when considering the community's historic resources. History is found in all aspects of the human-made landscape.

FORMAT OF THE SURVEY The next section of this report consists of documentation for each individual bridge. The survey is developed in sections based on the seven groups delineated on **page 4**. Within these groups, each individual bridge is treated to three types of documentation. First, there is a written description, outlining the basic location, form, appearance, and style of the bridge, as well as any other pertinent information, such as known history or information about major

damage to the bridge. The description may also mention the bridge's relationship – either in location or in style – to other bridges in the survey. Second, for most bridges, there is a hand-sketched "field notes" page, which includes a small map showing the bridge's location and a not-to-scale drawing of the bridge walls, which is labeled to point out any interesting features or characteristics. Finally, each bridge is documented with photographs taken specifically for this survey.

In addition to this report, the records of the survey will be kept on file at the City-County Planning Board. These records consist of a series of file folders, one for each bridge, that include the NCDOT reports (if available), hard copies of historic and modern photographs, engineering records, information culled from the Board of Aldermen Minute Books, and any other documentation garnered during this research. There is also a "general information" file included in the records, which features photographic negatives, discs, slides, original field notes, a copy of the bibliography, and various other types of documentation.



DETAIL OF COPING & HANDRAIL
Scale 1" = 1 FT.

Vine Street Bridge Detail
Original Drawing, 1923

SURVEY IDENTIFICATION NUMBERS

Note: Detailed descriptions of each individual bridge are included in this survey in the order in which they appear below.

Roads Across Water

Map ID [†]	Bridge	Winston-Salem Bridge Study Number	North Carolina Department of Transportation Number	Date
	Salem Bridges:	A.1.		
1	Brookstown Avenue across Town Run	A.1.a.	Not Assigned	1880
2	Academy Street across Tanners Run	A.1.b.	Not Assigned	1883
3	Wachovia Street across Tanners Run	A.1.c.	Not Assigned	1894
4	Old First Street across Brushy Fork Creek	A.2.	Not Assigned	1910
5	Glade Street across Peters Creek	A.3.	330387	1919
6	Cameron Avenue across Falling Branch	A.4.	330373	1920
7	Stadium Drive across Cloverleaf Branch	A.5.	330372	1921
8	Crafton Street across Peters Creek	A.6.	330381	1921
9	Waightown Street across Salem Creek	A.7.	330314	1921
10	Valley Road across Mill Creek	A.8.	330209	1922
11	Vargrave Street across Salem Creek	A.9.	330371	1924
12	Broad Street across Salem Creek	A.10.	330375	1925
13	Reynolda Road across Peters Creek	A.11.	330427	1934
14	Reynolda Road across Silas Creek	A.12.	330127	1939
15	Northwest Boulevard across Peters Creek	A.13.	330527	1940
16	South Main Street across South Fork Creek	A.14.	330592	1949
17	Reynolds Park Road across Salem Creek	A.15.	330086	1950
18	Reynolds Park Road across Brushy Fork Creek	A.16.	330087	1950
19	Old Greensboro Road across Brushy Fork Creek	A.17.	330330	1950
20	Patterson Avenue across Mill Creek	A.18.	330333	1950
	Northwest Boulevard Bridges:	A.19.		
21	Northwest Boulevard across Peters Creek	A.19.a.	Not Assigned	Unknown
22	Northwest Boulevard-Abattoir Street across Peters Creek	A.19.b.	Not Assigned	Unknown
23	Underwood Avenue across Peters Creek	A.19.c.	Not Assigned	Unknown

[†] See Map of Selected Historic Bridges in Winston-Salem, page v.

Survey Identification Numbers continue on page 8

Roads Across Railroads

Map ID [†]	Bridge	Winston-Salem Bridge Study Number	North Carolina Department of Transportation Number	Date
24	Sixteenth Street across Norfolk Southern Railway	B.1.	330390	1923
25	Akron Drive across Norfolk Southern Railway	B.2.	330229	1928
26	Liberty Street across Norfolk Southern Railway	B.3.	330317	1928
27	Ninth Street across Norfolk Southern Railway	B.4.	330376	1936
28	Sprague Street across Winston-Salem Southbound Railway	B.5.	330134	1936
29	West First Street across Norfolk Southern Railway	B.6.	330296	1939

† See Map of Selected Historic Bridges in Winston-Salem, page v.

Railroads Across Roads

Map ID [†]	Bridge	Winston-Salem Bridge Study Number	North Carolina Department of Transportation Number	Date
30	Norfolk Southern Railway across Twenty-Eighth Street #1	C.1.	330338	1927
31	Norfolk Southern Railway across Twenty-Eighth Street #2	C.2.	330334	1930
32	Norfolk Southern Railway across Northwest Boulevard	C.3.	330306	1940
33	Norfolk Southern Railway across Reynolda Road	C.4.	330172	1950

† See Map of Selected Historic Bridges in Winston-Salem, page v.

Roads Across Roads

Map ID [†]	Bridge	Winston-Salem Bridge Study Number	North Carolina Department of Transportation Number	Date
34	Vine Street across East Fifth Street	D.1.	330386	1923

† See Map of Selected Historic Bridges in Winston-Salem, page v.

Survey Identification Numbers continue on page 9

Roads Across Pedestrian Walkways

Map ID†	Bridge	Winston-Salem Bridge Study Number	North Carolina Department of Transportation Number	Date
35	Haled Street across North Carolina School of the Arts Walkway (Winston-Salem Southbound Railway bed)	E.1.	330388	1930
36	Northwest Boulevard across R.J. Reynolds High School Pedestrian Tunnel	E.2.	Not Assigned	Unknown

† See Map of Selected Historic Bridges in Winston-Salem, page v.

Pedestrian Walkways Across Roads

Map ID†	Bridge	Winston-Salem Bridge Study Number	North Carolina Department of Transportation Number	Date
37	Old Salem Heritage Bridge across Old Salem Road	F.1.	330600	1998

† See Map of Selected Historic Bridges in Winston-Salem, page v.

Park Footbridges Across Water

Map ID†	Bridge	Winston-Salem Bridge Study Number	North Carolina Department of Transportation Number	Date
	Hanes Park Footbridges:	G.1.		
38	Hanes Park Footbridge, near Northwest Boulevard	G.1.a.	Not Assigned	ca. 1920
39	Hanes Park Footbridge, near Glade Street	G.1.b.	Not Assigned	ca. 1920
40	Hanes Park Footbridge, near Clover Street	G.1.c.	Not Assigned	ca. 1934
41	Washington Park Footbridge	G.2.	Not Assigned	ca. 1928
42	Liberia Street Footbridge	G.3.	Not Assigned	ca. 1936
43	Three Miller Park Footbridges	G.4.	Not Assigned	ca. 1942

† See Map of Selected Historic Bridges in Winston-Salem, page v.

ROADS ACROSS WATER



A SURVEY
OF SELECTED
HISTORIC BRIDGES
IN WINSTON-SALEM,
NORTH CAROLINA



A.1.a.
Brookstown Avenue
Across Town Run
Built: 1880



A.1.b.
Academy Street
Across Tanners Run
Built: 1883



A.1. SALEM BRIDGES

NCDOT Bridge #s: Not Assigned

LOCATIONS AND SETTINGS The three Salem bridges are located in close proximity to one another, either in or near the Old Salem and West Salem Historic Districts. Today's setting is that of an urban neighborhood with buildings ranging from mid- to early-twentieth century residential and industrial structures.

DESCRIPTION While ranging in size, all of the bridges consist of a brick, common bond barrel vault. The north face of the Academy Street Bridge has some stonework at the base, as do both sides of the Wachovia Street Bridge. The smallest of the three, the Wachovia Street Bridge is the best preserved in its original state; however, there are some structural concerns. The Brookstown Avenue Bridge suffered a near collapse in 2006, and was sensitively reconstructed, preserving its exterior features at each end of the bridge. The Academy Street Bridge witnesses the greatest amount of deterioration, although in 2006 it was determined to be structurally sound.

HISTORY AND OTHER SOURCES The three bridges signify a time in local history when good transportation was needed to accommodate Winston and Salem during the late nineteenth-century. All three bridges replaced earlier wood bridges due to structural concerns. Although common in northern states and railroad bridges, masonry construction of bridges is rare in the south for road traffic, making these three bridges unique.

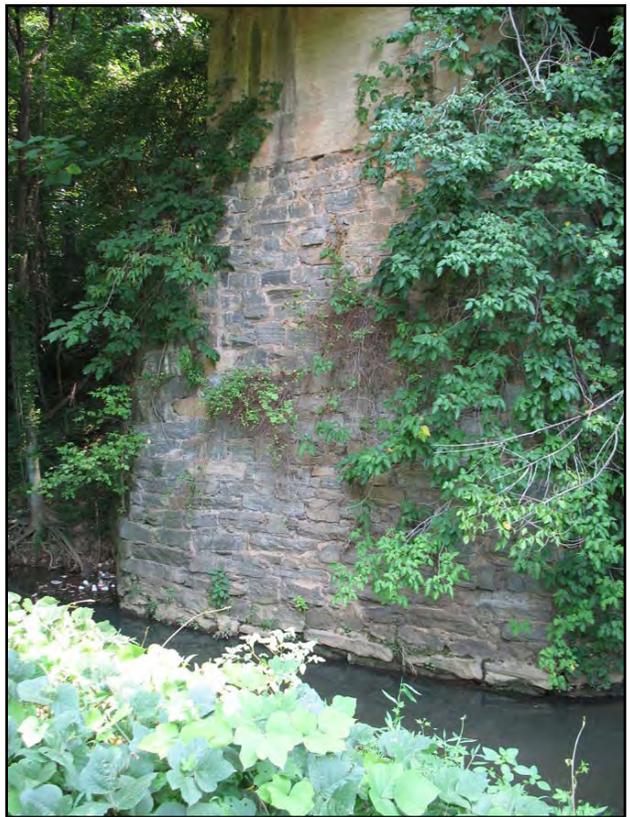
COMMENTS/ RECOMMENDATIONS Each of these three bridges is of singular importance, and together they form an impressive collection of the only late-nineteenth century bridges remaining in the city. Both National Register and Local Historic Landmark designation should be pursued.



*A.1.c. Wachovia Street Across Tanners Run
Built: 1894*



*Old First Street Across
Brushy Fork Creek
Built: 1910*



A.2. OLD FIRST STREET ACROSS BRUSHY FORK CREEK

NCDOT Bridge #: Not Assigned

LOCATIONS AND SETTINGS The Old First Street Bridge is located north of Business 40, where First Street originally crossed over Brushy Fork Creek. The bridge, long abandoned, is overgrown with ground cover. Difficult to access, the bridge appears to be used infrequently as an access point for billboard maintenance. Woods surround the entirety of the bridge, and have overtaken parts of the roadway; vegetation covers much of the concrete walls of the bridge.

DESCRIPTION The Old First Street Bridge rises far above Brushy Fork Creek, and measures 100' in length. The two outer spans of the bridge measure 25' long each, while the center span measures 50' in length. The walls contain an end post at each entrance and two midpoints where the outer spans meet the center span. Between the posts, vertical supports with chamfered edges run the entire length of the bridge, each measuring 3½" wide and 2'9" in height. The walls consist of a 6" foot leading into the vertical columns and ending with a large cap, again 6" tall. Overall, each side of the bridge measures 3'9" tall and 9" wide. Rising well above Brushy Fork Creek, the footings of the bridge are visible from below, but are not easily accessible. Remarkably, the footings are constructed of large, stacked stones before leading into the concrete form of the bridge.

The bridge has experienced a variety of damage. In areas, concrete has fallen away from the bridge, leaving gaps and openings in the structure, exposing the rebar. As mentioned earlier, surrounding vegetation has overtaken much of the roadway and begun wrapping around the walls of the bridge. At each midpoint, the bridge has broken away from the center span. Also, a modern chain-link fence has been attached to the southern wall at the western edge.

HISTORY AND OTHER SOURCES

No information could be found on the bridge other than the two date plaques. The stone footings of the bridge create speculation on the origins of the bridge, as they indicate the presence of perhaps an even earlier bridge.

COMMENTS/RECOMMENDATIONS After the three masonry late-nineteenth century Salem Bridges, the Old First Street Bridge is the oldest identified in the survey, dating to 1910. The age, style, and stone footings of the bridge are highly significant and enhance its local historical significance. A greenway along Brushy Fork Creek is planned, and it would run beneath the bridge. The bridge should be incorporated into the greenway plan, as it would greatly contribute to the aesthetic setting of the trail. As such, restoration of the bridge is imperative. National Register listing and Local Historic Landmark designation should be sought for this noteworthy bridge.



*Plaque on Southern Bridge Wall:
1910
Bridge Committee
L.B. Brickenstein
W.L. Pfoff
R. Kinamon*

GLADE STREET ACROSS PETERS CREEK

NCDOT BRIDGE NUMBER 330387

BUILT: 1919

PEAKED CAP.
(ENGINEERING RECORD
SHOWS THESE
WERE PLANNED
TO HAVE
LIGHTS)

HAND RAIL
RAISED AT CENTER

27 COUNT OF BLIND PANELS

DOUBLE FOOT PEDESTAL

ENLARGED ABOVE

HAWTHORNE RD

HANES PARK

ENTRANCE

PETERS CREEK

MAJOR STRUCTURAL
CRACK ON
THIS WALL

GLADE STREET

SIDEWALK

SCREEN WALL

- ← THIS IS HOW THE BRIDGE WALLS APPEAR FROM THE SIDEWALK.
- 3 SPANS OF EQUAL LENGTH, WITH MIDDLE & END CAPS OF THE SAME STYLE.
- FULL LENGTH OF WALL MADE AS CONTINUOUS PIECE - NO BREAKS BETWEEN CAPS & STRICHES
- WEATHERED. SOME DEPTH OF DETAIL LOST.
- BAD HORIZONTAL STRUCTURAL CRACK ON NORTH WALL.

NOT TO SCALE

A.3. GLADE STREET ACROSS PETERS CREEK

NCDOT Bridge #: 330387

LOCATION AND SETTING The Glade Street Bridge is located adjacent to Hanes Park on Glade Street, near its intersection with Hawthorne Road. Peters Creek, which runs under the bridge, is the boundary line marking the outer edge of the West End Historic District. The area around the bridge is largely single-family and multifamily residential to the south and east (a school lies directly to the south), a park and YMCA are found to the north and east, and Hawthorne Road to the west, is lined with both residential and commercial structures.

DESCRIPTION The bridge walls are three spans long. Each span is decorated with 27 rectangular blind panels. The end and mid posts are of equal size, each of these sports a blind panel that is somewhat wider than those on the spans. The whole wall lies atop a two-step pedestal base. The end and mid posts are further decorated with two-step caps with pyramidal forms on the tops. A handrail runs the length of the spans and is decoratively formed to come to a shallow peak at its center.

HISTORY AND OTHER SOURCES Engineering records show this bridge as having been planned with lights – probably similar to those found on the Akron Drive and Liberty Street Bridges. There are no known historic photographs of the bridge that might show such lights, and a modern visual survey is inconclusive; therefore, it is not known if the details on the engineering plans were ever fulfilled, or if the bridge was simply built without the lights.

The NCDOT believes this structure is one of six remaining tee-beam bridges constructed by the City of Winston-Salem between 1919 and

1925. Tee-beam bridge technology is based on the connection of the longitudinal beam and the deck section. The primary reinforcing steel is placed longitudinally in the bottom of the beam stem. The NCDOT calls the Winston-Salem tee-beam bridges "distinctive from all other tee-beam bridges in the state, especially the hundreds of state-built standard tee-beams from the late 1910s to 1950s, by the combination of coved fasciae beams, shear details, pilasters, shallow diaphragms, and blind-panel parapets." The Department's report goes on to say that the bridges "are technologically significant as part of a city bridge-building campaign using its own standard details, and in comparison with the surviving statewide population they are among the most aesthetically successful, standard tee-beam bridges."¹⁶ Of these six bridges, only the bridge on Waughtown Street across Salem Creek is still marked with its builder's plaque: the plaque attributes that bridge to the Lutten Bridge Company of Knoxville, Tennessee. See the NCDOT reports, held in the files of this survey, for further information about this bridge and its five companions.

COMMENTS/RECOMMENDATIONS The NCDOT recommends the Glade Street Bridge across Peters Creek for inclusion on the National Register. This survey concurs, based on these factors: proximity to the West End Historic District, which has maintained the bridge's historic setting; unique form as a locally-created structure; and, age and style. The bridge is eligible as an individual form and as part of the group of six.

Note: The Glade Street Bridge is already listed on the National Register as a contributing element of the West End National Register Historic District. However, its context as a companion to the remaining five other remaining tee-beam bridges in Winston-Salem is significant and should be evaluated in that light.

¹⁶NCDOT Historic Bridge Inventory Report. "Glade Street over Peters Creek." Found in the files of the NCDOT, Raleigh, NC. Copies held in the files for this report, located at the City-County Planning Board.

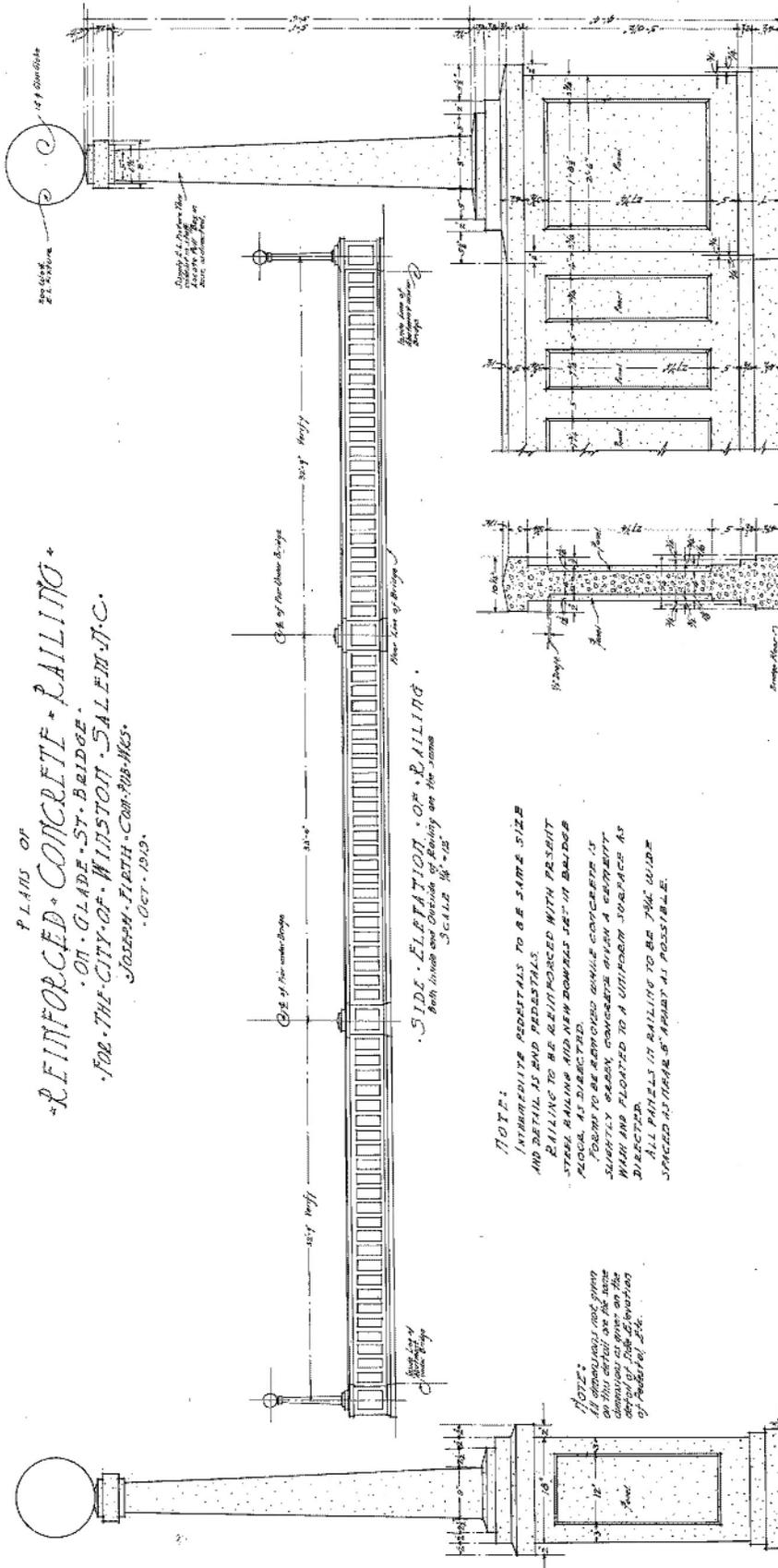


*Glade Street
Across Peters Creek
Built: 1919*



GLADE STREET ACROSS PETERS CREEK ORIGINAL DRAWING

PLANS OF
REINFORCED CONCRETE RAILING
 ON GLADE ST. BRIDGE.
 FOR THE CITY OF WINSTON-SALEM, N.C.
 JOSEPH F. TIRTH, CONSULTING ENGINEER.
 OCT. 1913.



SIDE ELEVATION OF RAILING
 Both Ends and Outside of Railing on the same
 SCALE 1/8" = 1'-0"

**DETAILED SIDE ELEVATION OF
 END PEDESTAL LAMP STANDARD AND
 RAILING**
 SCALE 1/8" = 1'-0"

**SECTION
 THRU
 RAILING**
 SCALE 1/8" = 1'-0"

NOTE:
 INTERMEDIATE PEDESTALS TO BE SAME SIZE
 AND DETAIL AS END PEDESTALS
 RAILING TO BE REINFORCED WITH PRESENT
 STEEL RAILING AND NEW BOMBSAY IRON IN BRIDGES
 FROM AS DIRECTED.
 FORMS TO BE REMOVED WHILE CONCRETE IS
 SUFFICIENTLY SET TO BE CONSIDERED A PERMANENT
 WALL AND FLOATED TO A UNIFORM SURFACE AS
 DIRECTED.
 ALL PANELS IN RAILING TO BE 70" WIDE
 SPACED AT 10' & 6" IF THAT IS POSSIBLE.

NOTE:
 All dimensions not given
 are to be taken from the
 drawings as given on the
 detail of Side Elevation
 of Pedestal, etc.

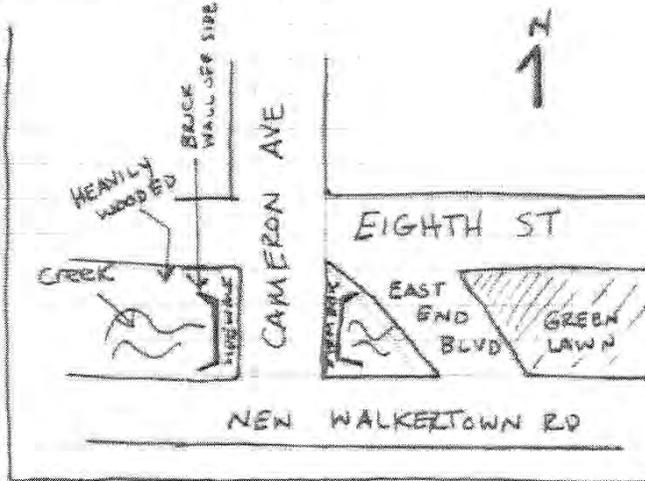
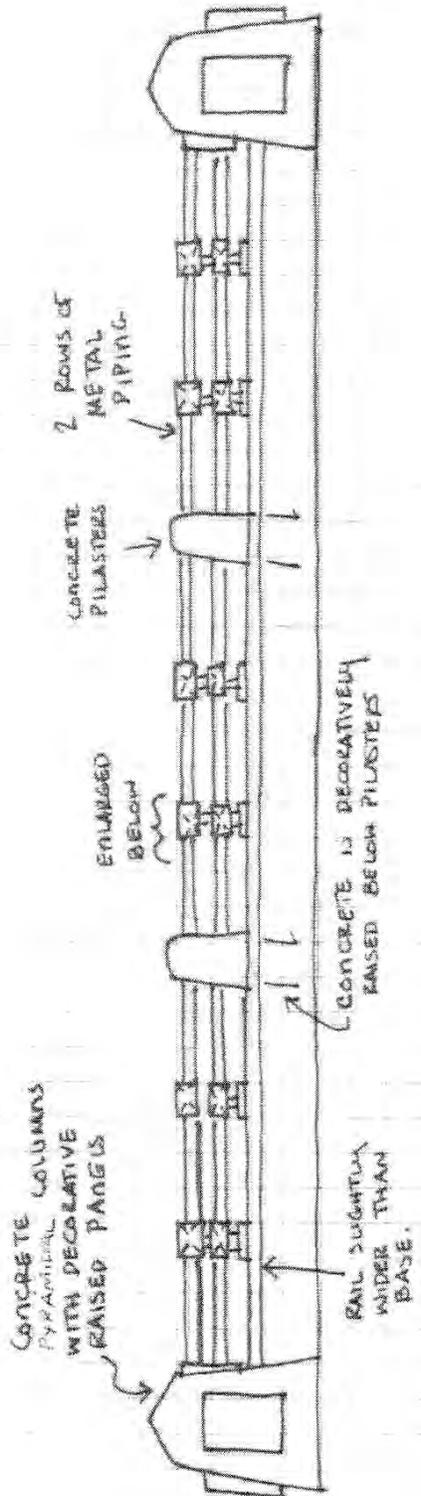
**DETAILED END ELEVATION OF
 END PEDESTAL LAMP STANDARD, ETC.**
 SCALE 1/8" = 1'-0"

BOO14 21B

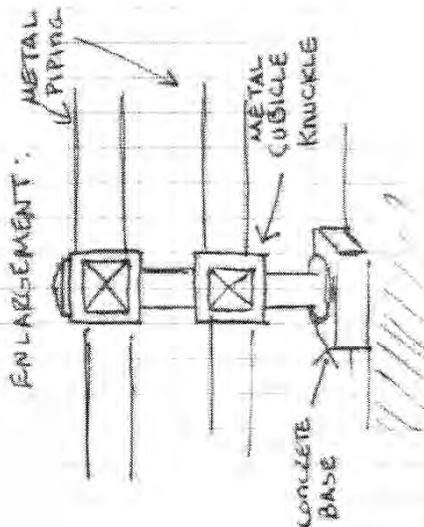
CAMERON AVENUE ACROSS CREEK

NCDOT BRIDGE # 330373

BUILT: 1920



- CONCRETE + METAL PIPE STRUCTURE
- METAL PAINTED OFF-BLUE OR GREY AT SOME POINT, NOW FADED + CHIPPED.
- DAMAGE: SOME CRACKING + MINOR SPALLING. FEW LOSSES. METAL IS SLIGHTLY RUSTED + HAS LEECHED ONTO CONCRETE.



NOT TO SCALE

A.4. CAMERON AVENUE ACROSS FALLING BRANCH

NCDOT Bridge #: 330373

LOCATION AND SETTING The Cameron Avenue Bridge across Falling Branch is found on a section of Cameron Avenue between New Walkertown Road and East Eighth Street. The bridge is just inside the boundary of the historic Reynoldstown neighborhood.

New Walkertown Road is a busy artery that intersects with Martin Luther King Jr. Drive to the west, and heavy traffic runs just to the south of the bridge. Cameron Avenue itself is not very busy, but runs through a densely populated single-family residential neighborhood. The bridge is separated from these houses by East Eighth Street and Mount Zion Place.

DESCRIPTION This bridge carries two lanes of auto traffic and two sidewalks. The bridge walls are constructed of concrete and metal. It is a continuous slab bridge with concrete substructure. The NCDOT notes the bridge's unique substructure, which is supported by "mushroom columns," an uncommon bridge form. At the street level, the bridge walls are also unusual because of their integrated use of both concrete and metal. The end posts and base of the walls are concrete. The end posts are tapered rectangular forms with pyramidal tops; they feature decorative raised panels on all their exposed sides. The lengths of the three short spans of the bridge are filled by two parallel rows of metal pipe. These pipes are supported at intervals by two concrete mid posts, which are embedded in the concrete base of the wall. In between the mid posts, the pipes are further supported

by vertical piping with heavy, decorative metal knuckles. All the piping seems to have been painted gray or pale blue at some point. Off the north end of the west wall, there is a short brick addition, now broken. At one time, this extension of the bridge wall may have prevented access to the creek bed. Damage to this bridge includes rusting, leeching, and spawling, none of it dramatic.

HISTORY AND OTHER SOURCES The NCDOT believes that the substructure of this bridge makes it particularly unique. The Department's report calls it "a rare, nicely detailed, and technologically significant example of slab bridge construction with mushroom columns." Its report goes on to say that "It is the only bridge of the mushroom column design in North Carolina, and one of the few known examples in the eastern United States."¹⁷

COMMENTS/RECOMMENDATIONS Based on the Cameron Avenue Bridge's rare substructure form, the NCDOT recommended it for National Register consideration. Subsequent to this study, the bridge was listed on the National Register as a contributing structure in the Reynoldstown National Register Historic District. In addition, the bridge is locally significant due to both its design and location in the Reynoldstown neighborhood.

¹⁷NCDOT Historic Bridge Inventory Report. "Cameron Avenue across Creek." Found in the files of the NCDOT, Raleigh, NC. Copies held in the files for this report, located at the City-County Planning Board.



*Cameron Avenue
Across Falling Branch
Built: 1920*



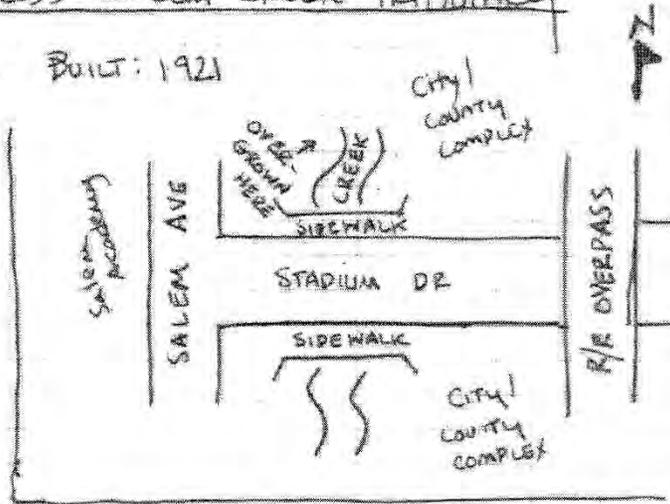
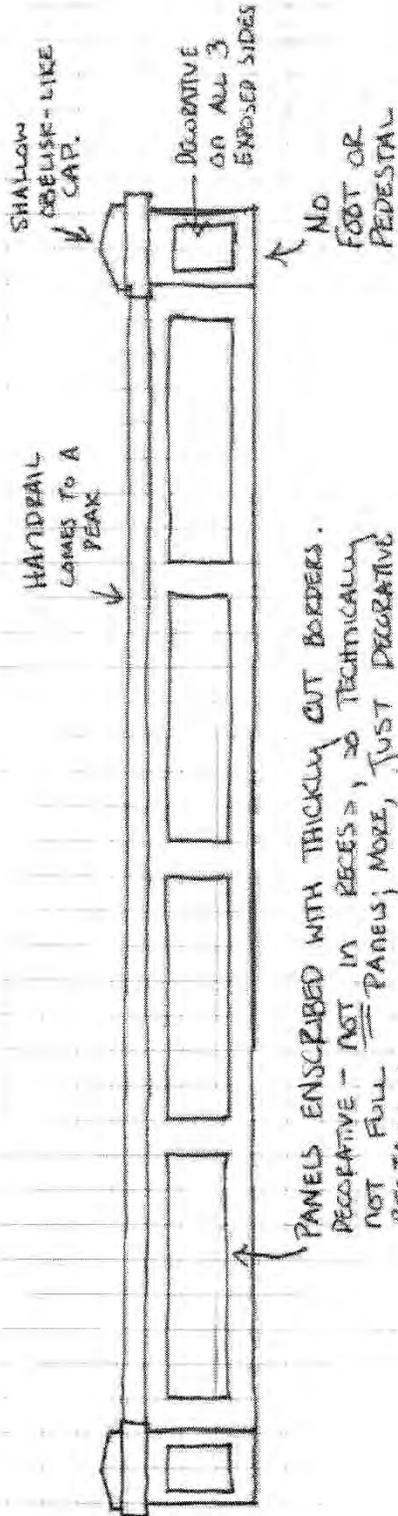


*Cameron Avenue
Across Falling Branch
Mushroom Column Design
Built: 1920*



STADIUM DRIVE ACROSS SALEM CREEK TRIBUTARY

INDOT BRIDGE # 33037Z BUILT: 1921



- ALL CONCRETE BRIDGE WALLS WITH VERY TALL, THIN PROFILE.
- "PETITE" IN COMPARISON TO OTHER STRUCTURES IN SURVEY.
- SIMPLY DECORATED WITH THICKLY CARVED RECTANGLES, STREET & CREEK SIDES.
- ONE (1) SPAN IN LENGTH WITH END CAPS

NOT TO SCALE

A.5. STADIUM DRIVE ACROSS CLOVERLEAF BRANCH

NCDOT Bridge #: 330372

LOCATION AND SETTING The 1921 Stadium Drive Bridge runs across a tributary of Salem Creek on a two-lane road largely surrounded by maintenance buildings owned by the City of Winston-Salem. The bridge is near the entrance to Salem Academy, but because part of an intersecting road was temporarily closed at the time of this survey, the volume of traffic seems to be rather low across the bridge. The area around the creek is partially wooded and heavily overgrown with ground cover.

DESCRIPTION This short concrete tee-beam bridge carries two lanes of traffic and sidewalks. The bridge walls are noticeably petite forms, being slightly lower than average and very thin in profile. The walls do not have a foot or pedestal, but rest directly on the ground. The end posts are thin rectangles with a flat slab cap topped with a pyramidal form. They are engraved with rectangular frames on all exposed sides. The one-span length has four engraved horizontal panels similar to those seen on the end posts.

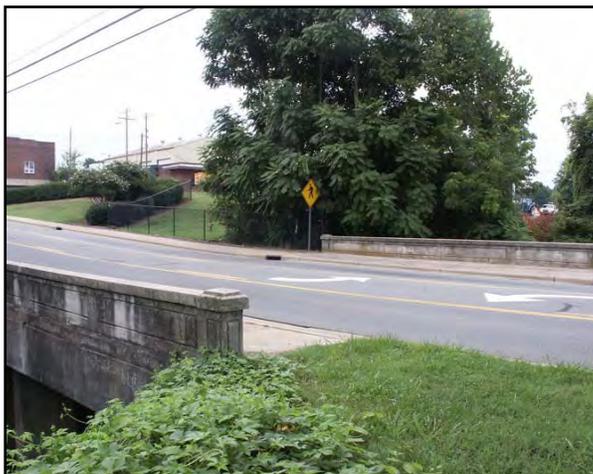
HISTORY AND OTHER SOURCES

This is one of the unique tee-beam bridges in Winston-Salem identified by the NCDOT. Refer to the entry for "Glade Street across Peters Creek."

COMMENTS/ RECOMMENDATIONS

Refer to the entry for "Glade Street across Peters Creek."

Note: Since the time of the survey, the Stadium Drive Bridge has been demolished.

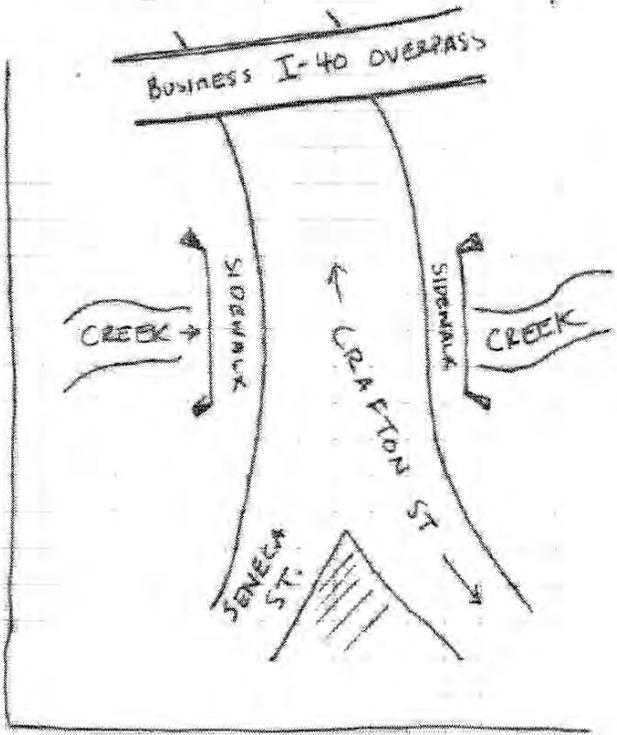
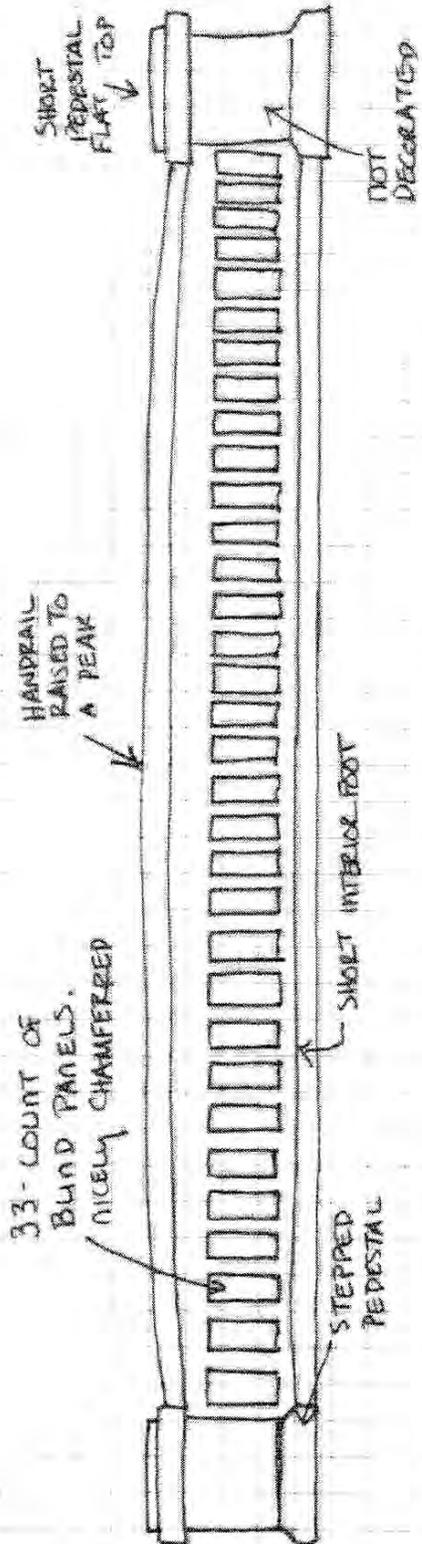


*Stadium Drive
Across Cloverleaf Branch
Built: 1921*

CRAFTON STREET ACROSS PETER'S CREEK

NCDOT BRIDGE # 330381

BUILT: 1921



- BRIDGE WALLS HAVE NICE, SUBTLE CURVE.
- BROAD END CAPS WITH STEPPED FEET + CAPS
- DAMAGE: SOME CONCRETE SPAWLED + REVEALING METAL INTERIOR.
- SOME RISING DAMP
- OTHERWISE, NORMAL WEAR.

A.6. CRAFTON STREET ACROSS PETERS CREEK

NCDOT Bridge #: 330381

LOCATION AND SETTING The 1921 Crafton Street Bridge across Peters Creek is located between the West End and Ardmore Historic Districts. From the west, the bridge is approached after a wide curve in the road. The surrounding neighborhood consists of single-family and multifamily residential buildings, some of which are relatively modern infill. The integrity of the immediate area is somewhat lessened by an overpass for Business 40, which crosses Crafton Street a few hundred yards north of the bridge.

DESCRIPTION The Crafton Street Bridge is a concrete tee-beam structure carrying two lanes of auto traffic and two sidewalks. The substructure is supported by cantilever walls; this is one of the few bridges where the substructure is readily accessible, thanks to low underbrush, few trees, and the placement of structures along the creek. The bridge walls are one-span long and have an attractive subtle curve in their forms. Each wall has a foot and handrail, each slightly shaped. The end posts have chamfered pedestals and flat two-step caps. Their rectangular shafts are undecorated. The lengths of the walls have 33 rectangular blind panels with chamfered edges.

The bridge walls have some minor breakage and losses and some of the interior metal has become exposed. The whole of the walls appears weathered. The creek bed is easily accessible; therefore, the bridge's substructure support walls are filled with graffiti.

HISTORY AND OTHER SOURCES

This is one of the six unique tee-beam bridges in Winston-Salem identified by the NCDOT. Refer to the entry for "Glade Street across Peters Creek."

COMMENTS/ RECOMMENDATIONS

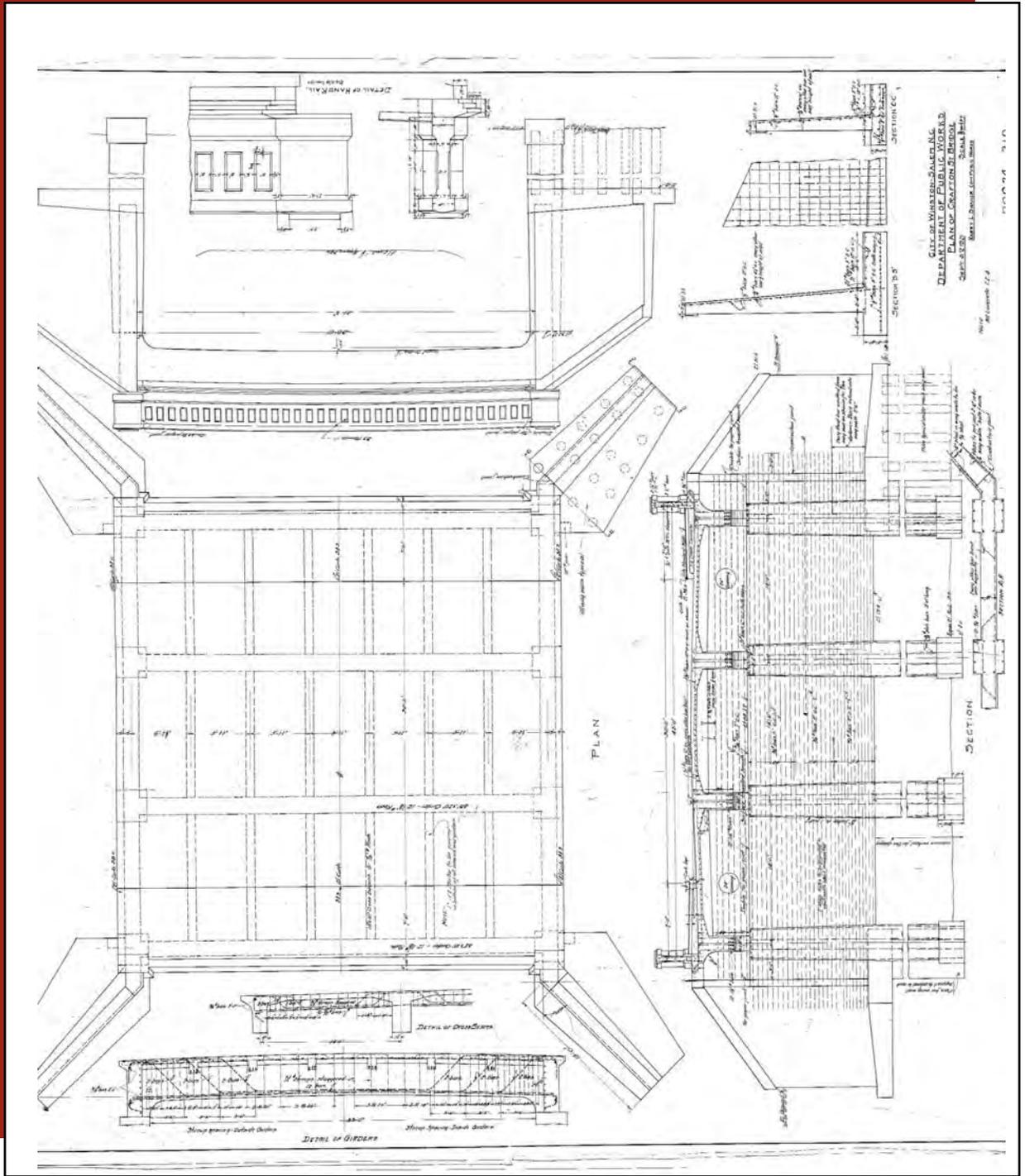
Refer to the entry for "Glade Street across Peters Creek."



*Crafton Street
Across Peters Creek
Built: 1921*



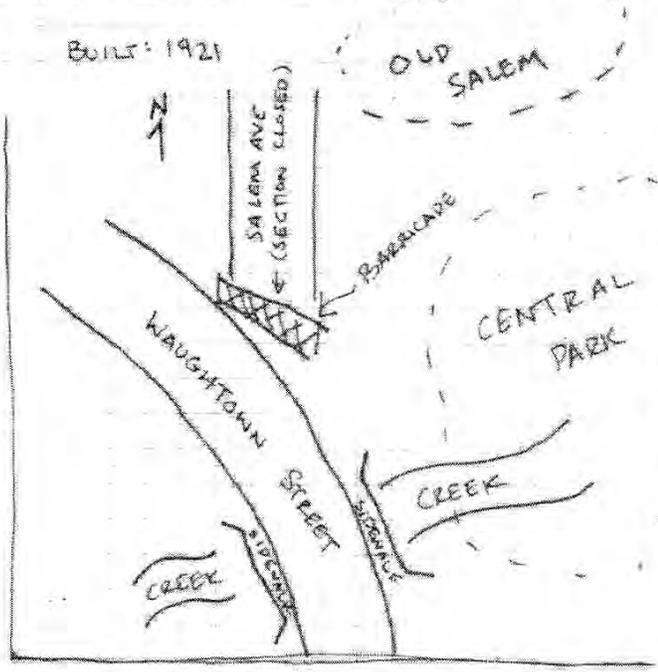
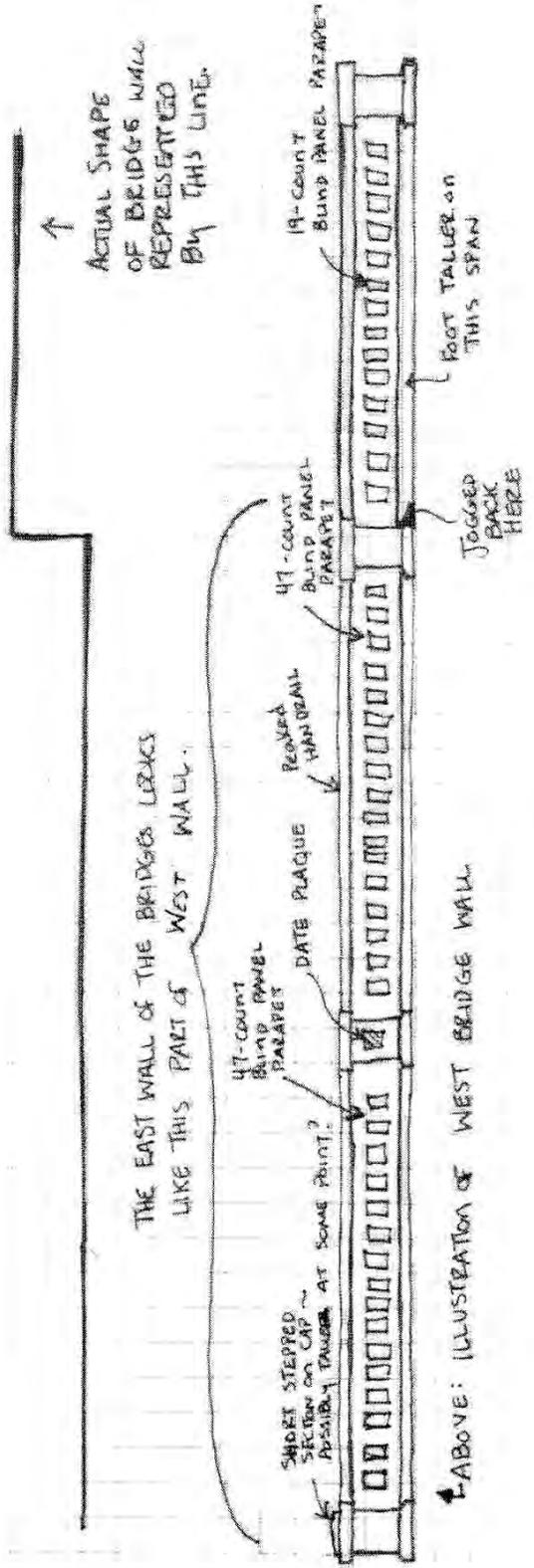
CRAFTON STREET ACROSS PETERS CREEK ORIGINAL DRAWING



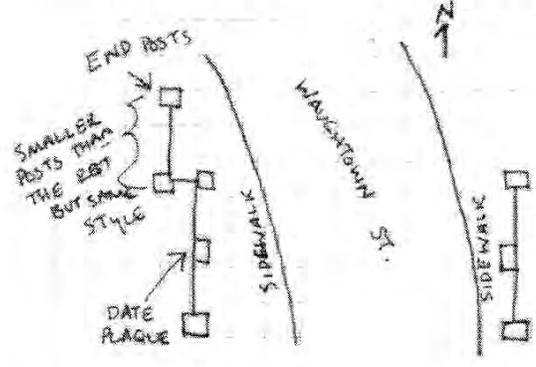
WAUGHTOWN ST ACROSS SALEM CREEK

NCDOT BRIDGE # 330314(?)

BUILT: 1921



OVERHEAD VIEW OF BRIDGE WALLS:



BRIDGE WALLS ARE NOT SAME LENGTH: THE WEST WALL IS LONGER AT ITS NORTH END - JOGGED BACK TO ACCOMMODATE SIDEWALK & CURVE IN THE ROAD.

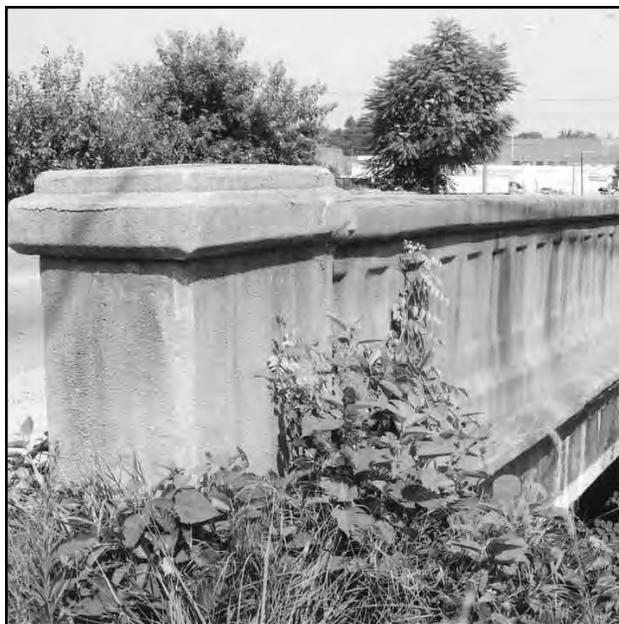
NOT TO SCALE

A.7. WAUGHTOWN STREET ACROSS SALEM CREEK

NCDOT Bridge #: 330314

LOCATION AND SETTING The 1921 Waughtown Street Bridge is a concrete tee-beam bridge set immediately south of Old Salem, at a point near the Salem Avenue roundabout. Central Park borders the bridge to the east. There are no buildings immediately around the bridge, but further south of the bridge are a modern commercial area and the North Carolina School of the Arts (NCSA).

DESCRIPTION Now closed, the Waughtown Street Bridge carried two lanes of auto traffic and features two sidewalks. It is three spans long on the west and two spans on the east. The end and mid posts are heavy, nearly square shafts set on chamfered-edged pedestals and topped with slab caps, which rise only as high as the slightly peaked handrail. Each span has 19 rectangular blind panels and is set on a complete foot. The west wall jogs back from the road at the north and has an extra span. Here, the end



Waughtown Street
Across Salem Creek
Built: 1921

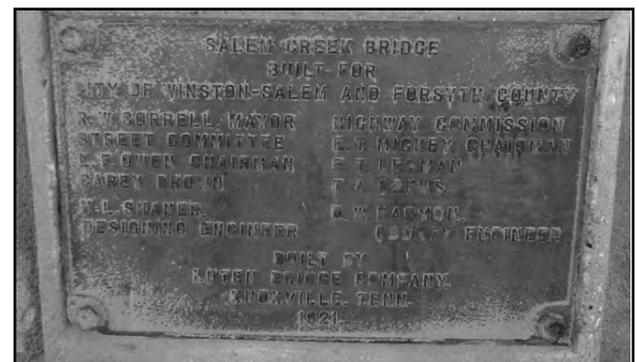
and mid posts are smaller than the bridge's other examples, but are composed in the style of the rest. The large metal date plaque is located prominently on the west wall, on the mid post between the first and second spans. The bridge is in fairly good repair, though it suffers from some minor losses and is rather dirty.

HISTORY AND OTHER SOURCES

This is one of the six unique tee-beam bridges in Winston-Salem identified by the NCDOT. Refer to the entry for "Glade Street across Peters Creek."

COMMENTS/ RECOMMENDATIONS

Refer to the entry for "Glade Street across Peters Creek."

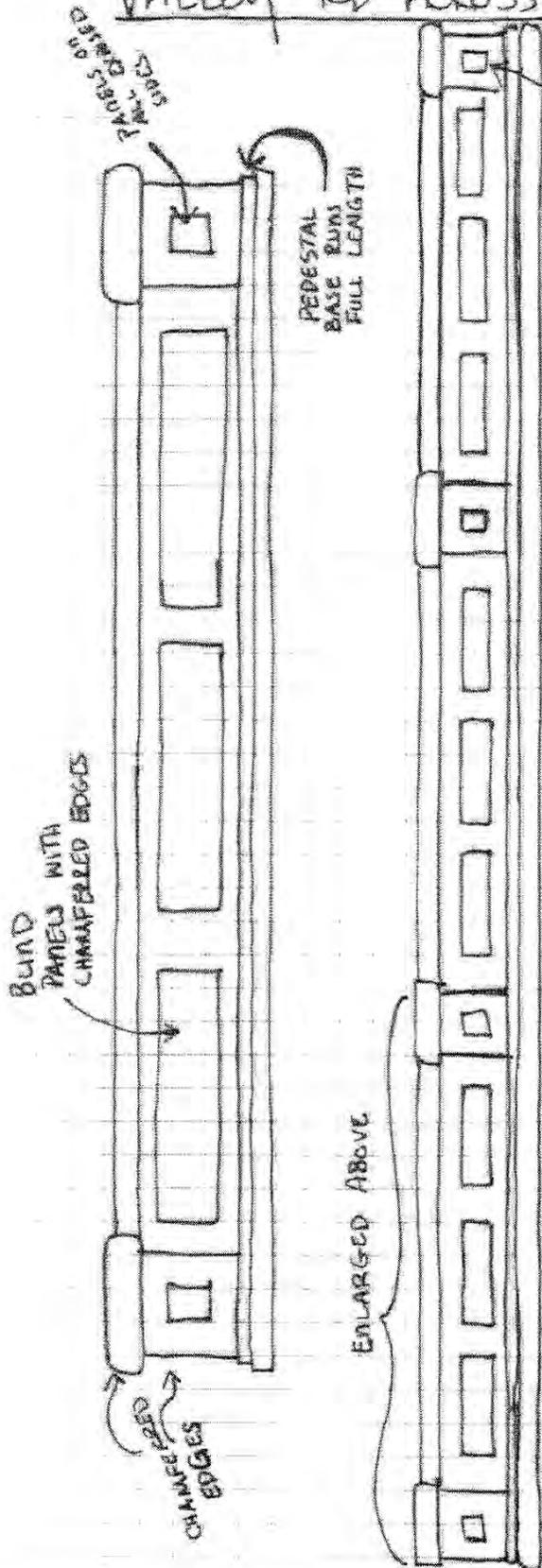


Date Plaque:
Salem Creek Bridge
Built For

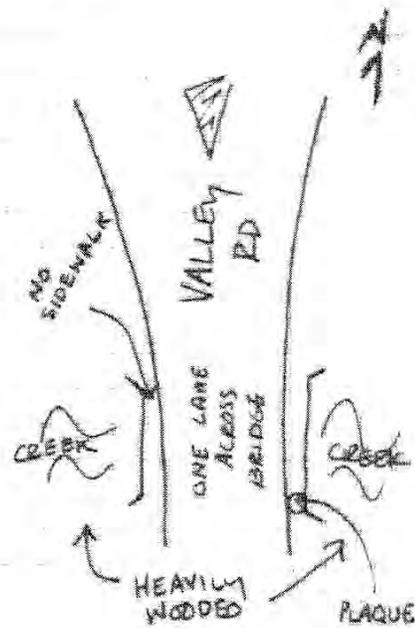
City of Winston-Salem and Forsyth County	
R.W. Gorrell, Mayor	Highway Commission
Street Committee	E.T. Mickey, Chairman
L.F. Owen, Chairman	E.T. Lehman
Carey Brown	T.A. Crews
H.L. Shaner	D.W. Harmon,
Designing Engineer	County Engineer

Built by
Luten Bridge Company
Knoxville, Tennessee
1921

Valley Rd Across Mill Creek



PLAQUES FOUND ON BOTH BRIDGE WALLS



- PLAQUE: "MILL CREEK BRIDGE/
BUILT BY STATE OF NORTH
CAROLINA / WITH / FEDERAL AID/
PROJECT NO. 742 / 1922"
- ONLY ONE-LANE BRIDGE IN SURVEY.
- CONCRETE TEE-BEAM
BROAD, STEPPED FOOT RUNS
LENGTH OF BRIDGE WALL
- HAS BLIND PANEL PARAPETS.
- 3 SPAN_s LONG, DIVIDED
BY MIDDLE & END CAPS
OF COHESIVE DESIGN.
- IN HEAVILY WOODED AREA.
DIRTY FROM TREES & POLLUT.
OTHERWISE, IN GOOD REPAIR

NOT TO SCALE

A.8. VALLEY ROAD ACROSS MILL CREEK

NCDOT Bridge #: 330209

LOCATION AND SETTING The 1922 Valley Road Bridge across Mill Creek is on secluded Valley Road, a spur street off Reynolda Road, a major artery in northwest Winston-Salem. Valley Road is partially residential with a few light commercial structures just north of this bridge. Immediately around the bridge is a dense growth of both trees and ground cover.

DESCRIPTION This concrete tee-beam bridge seems to be the only remaining bridge in the city to carry one lane of traffic. Valley Road is otherwise two lanes. The bridge does not carry sidewalks but does have a slightly broader foot than average. The bridge walls are remarkably petite; in scale, perhaps, with its one-lane carriage. The walls are set on a continuous foot, meaning that it is not broken at the ends to make pedestals for the end posts. The end posts have simple tops, rising slightly higher than the handrail. The shafts of the end caps are inscribed with vertical rectangular frames on all exposed sides. The lengths of the walls have three similarly inscribed horizontal rectangles. A date plaque is located on each wall, at opposite ends.

HISTORY AND OTHER SOURCES

The NCDOT Historic Bridge Inventory Report on this bridge calls it “a standard design of the state highway commission with no individually distinguishing features or details.” The NCDOT has identified some 240 similar bridges in the state, some complete and some altered.

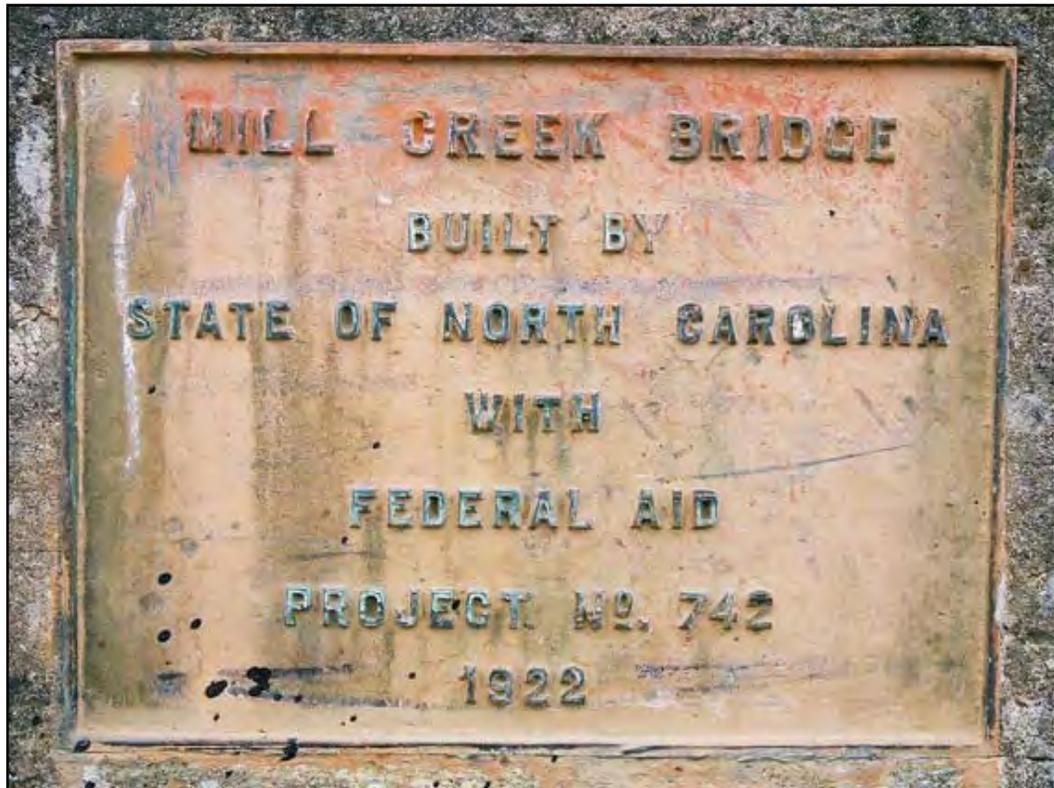
COMMENTS/ RECOMMENDATIONS

Although the NCDOT deems this bridge “not eligible” for National Register status due to the commonality of the form statewide, at the local level this bridge’s one-lane carriage is highly unique as the only extant example in Winston-Salem, and it speaks to the relatively undeveloped nature of Valley Road. Local Historic Landmark designation is recommended to protect this unusual bridge, its setting, and the tranquility of an area just off busy Reynolda Road. National Register eligibility should be reassessed.



Valley Road
Across Mill Creek
Built: 1922



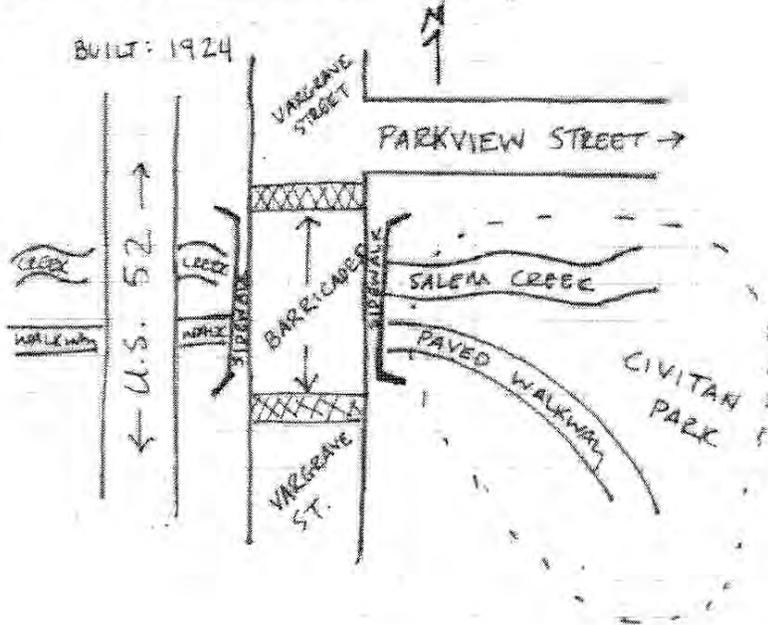
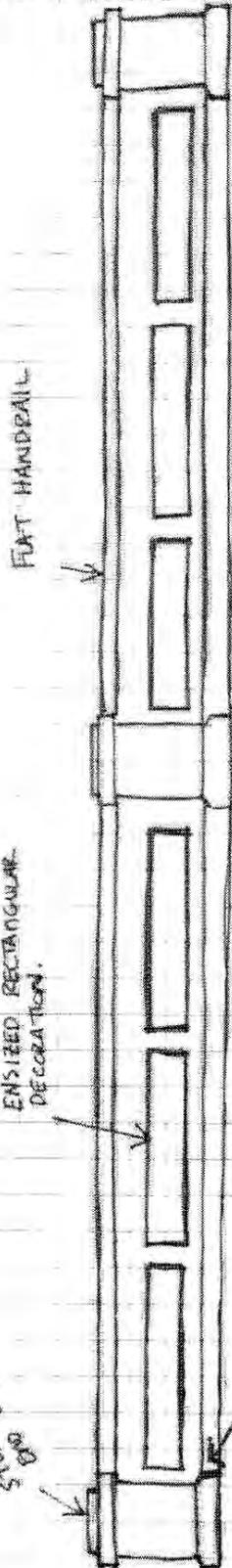


*Date Plaque:
Mill Creek Bridge
Built by State of North Carolina
with
Federal Aid
Project No. 742
1922*

VARGRAVE ST ACROSS SALEM CREEK

NC DOT BRIDGE # 330371

BUILT: 1924



- 2 SPAN BRIDGE WALLS. WHOLE IN GOOD REPAIR
- EACH SPAN HAS CARVED DECORATION OF 3 HORIZONTAL RECTANGLES.
- BRIDGE IS CLOSED TO TRAFFIC
- BRIDGE IS CURRENTLY UNDER REVIEW FOR THE NATIONAL REGISTER.

NOT TO SCALE

A.9. VARGRAVE STREET ACROSS SALEM CREEK

NCDOT Bridge #: 330371

LOCATION AND SETTING This 1924 bridge is located on Vargrave Street, which runs parallel to US 52. The bridge passes over Salem Creek and the Salem Creek Greenway. Civitan Park is to its east and US 52 to its west. South of the bridge, Vargrave Street leads to several neighborhoods and small commercial areas. North of the bridge lies Winston-Salem State University. This bridge is currently closed to traffic.

DESCRIPTION The Vargrave Street Bridge is a concrete two-span tee-beam bridge that carried two lanes of auto traffic and two sidewalks over Salem Creek and the Salem Creek Greenway. The bridge walls are quite long. The two end posts and one mid post of each wall are the same form: undecorated, rectangular shafts resting on chamfered pedestals and capped by two-step caps. Each span is decorated with three horizontal, rectangular inscribed frames and is topped by a flat handrail.

HISTORY AND OTHER SOURCES

This is one of the six unique tee-beam bridges in Winston-Salem identified by the NCDOT. Refer to the entry for "Glade Street across Peters Creek."

COMMENTS/ RECOMMENDATIONS

Refer to the entry for "Glade Street across Peters Creek."

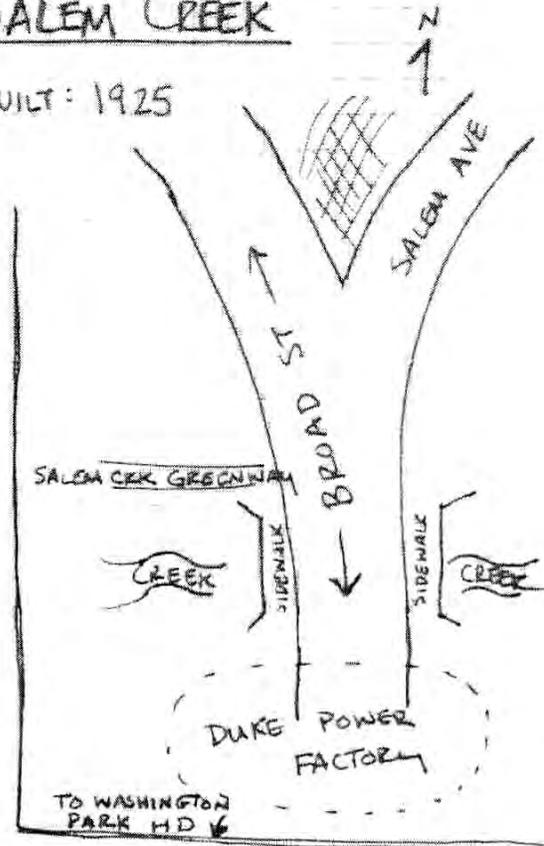
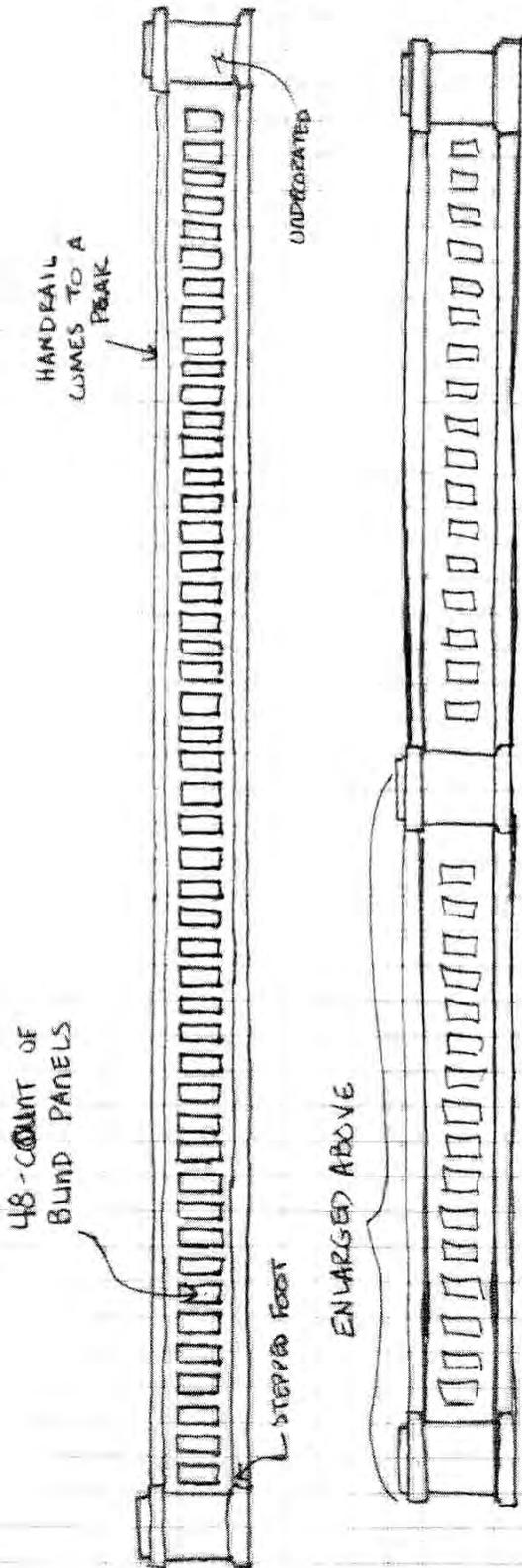


*Vargrave Street
Across Salem Creek
Built: 1924*

BROAD STREET ACROSS SALEM CREEK

NCDOT BRIDGE # 330375

BUILT: 1925



- ← 2 SPAN BRIDGE WITH MIDDLE + END CAPS.
- 48 COUNT OF BLIND PANELS ON EACH SPAN
- AT EDGE ON WASHINGTON PARK HD
- ENTRANCE TO SALEM CREEK GREENWAY RUNS BESIDE IT.
- DAMAGE: BAD SPAWLING, ESPECIALLY ON END CAPS + HANDRAILS

NOT TO SCALE

A.10. BROAD STREET ACROSS SALEM CREEK

NCDOT Bridge #: 330375

LOCATION AND SETTING The 1925 Broad Street Bridge is located just outside the Washington Park and West Salem Historic Districts. Salem Avenue forms at a fork immediately north of the bridge. The bridge extends over Salem Creek, beside which runs the Salem Creek Greenway, a paved bike and foot trail that loops through the city. The entrance to the trail meets the street on the north side of the bridge.

DESCRIPTION This concrete tee-beam bridge carries two lanes of auto traffic and two sidewalks. The substructure is concrete. The area around the creek bed is heavily overgrown with ground cover but it still appears accessible. The bridge walls are two spans long, creating the need for just one mid post. The end and mid posts are all of the same form: they feature pedestal bases, plain shafts, and two-step caps. The length of each wall features a simple foot and a peaked handrail. Each span has 48 vertical rectangular blind panels with lightly chamfered edges. This bridge has severe damage. There are major horizontal structural cracks, particularly on the handrails and the some of the end posts have losses from impact damage. There is also an average amount of loss from spawling.

HISTORY AND OTHER SOURCES Engineering records show this bridge as having been planned with lights – probably similar to those found on the Akron Drive and Liberty Street Bridges. There are no known historic photographs of the bridge that might show such lights, and a modern visual survey is inconclusive; therefore, it is not known if the details on the engineering plans were ever fulfilled, or if the bridge was simply built without the lights.

This is one of the six unique tee-beam bridges in Winston-Salem identified by the NCDOT. Refer to the entry for “Glade Street across Peters Creek.”

COMMENTS/ RECOMMENDATIONS

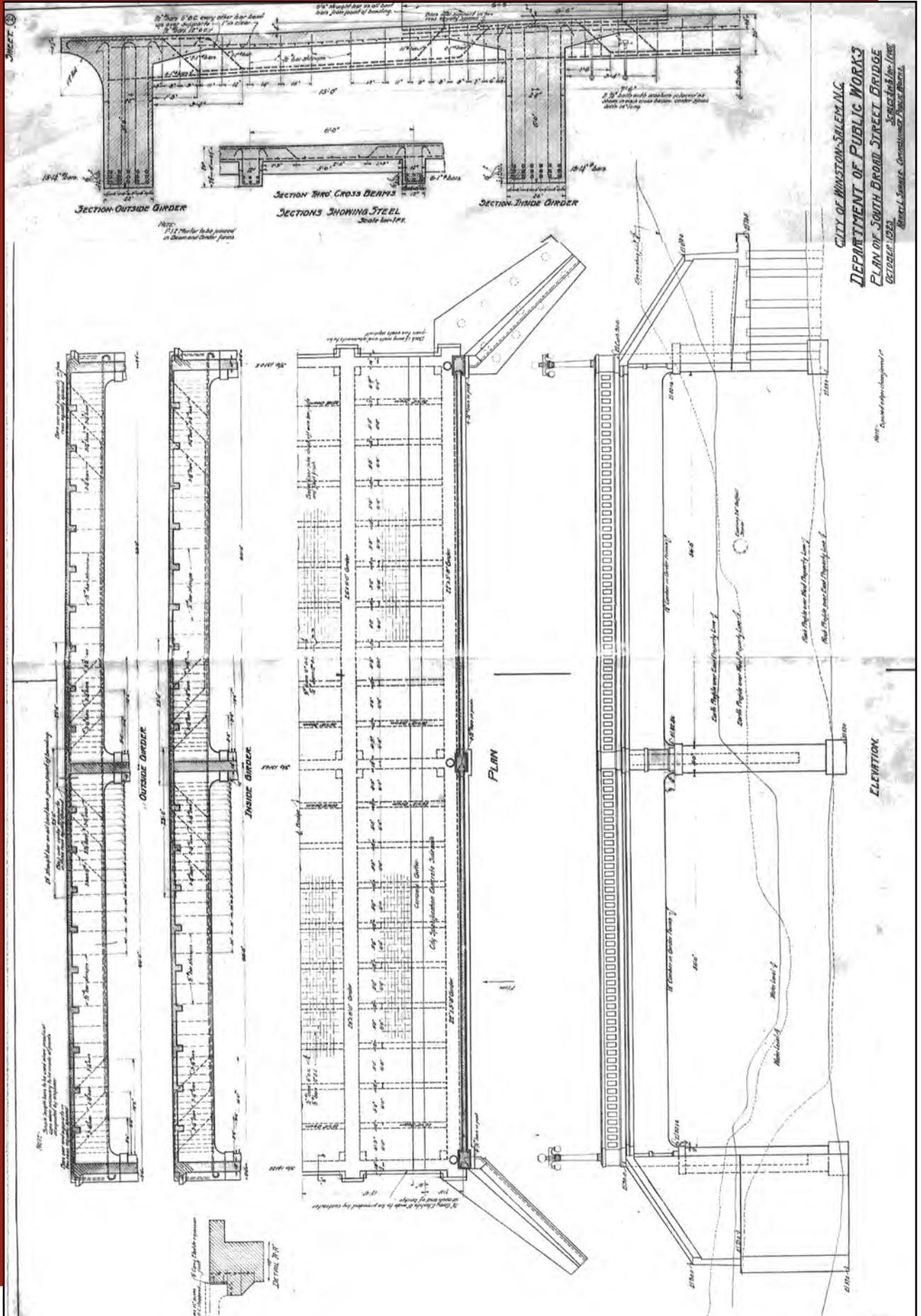
Refer to the entry for “Glade Street across Peters Creek.”



*Broad Street
Across Salem Creek
Built: 1925*



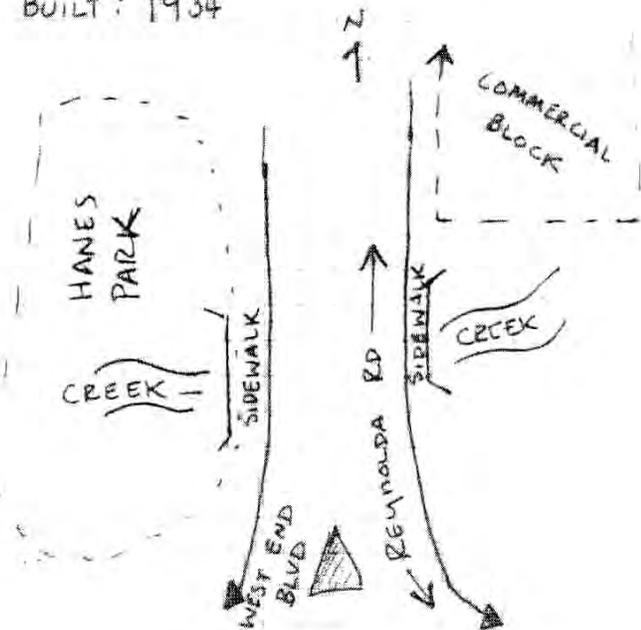
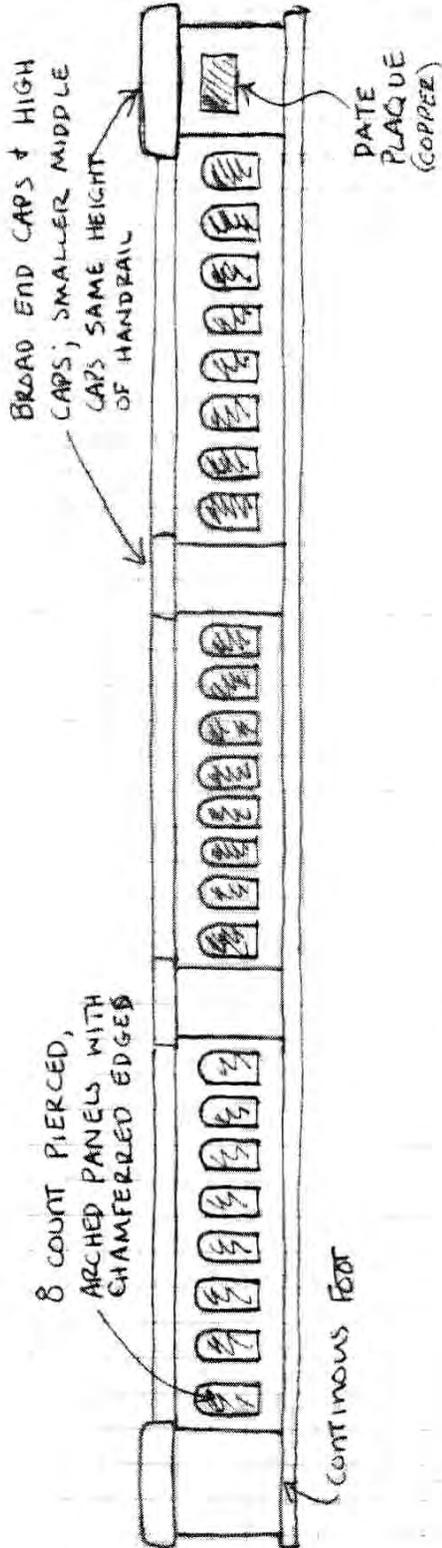
BROAD STREET ACROSS SALEM CREEK ORIGINAL DRAWING



REYNOLDA ROAD ACROSS PETER'S CREEK

NC DOT BRIDGE # 330427

BUILT: 1934



DATE PLAQUE: "PETERS CREEK BRIDGE / FORSYTH COUNTY / STATE PROJECT NO. 7471 / BUILT BY / NORTH CAROLINA / STATE HIGHWAY AND PUBLIC WORKS COMMISSION / WITH FEDERAL AID / 1934."

- 3 SPAN BRIDGE WALLS WITH 8-COUNT PIERCED ARCH PANELS WITH CHAMFERED EDGES.
- 2 BRIDGE WALLS DO NOT LINE UP BECAUSE PETER'S CREEK MEANDERS UNDER IT.
- IN WEST END HD.
- DAMAGE: WALLS BLANCHED INCONSISTENTLY, ALSO WEATHERED INCONSISTENTLY. POSSIBLY SOME REPAIRS MADE AT SOME POINT

NOT TO SCALE

A.11. REYNOLDA ROAD ACROSS PETERS CREEK

NC DOT Bridge #: 330427

LOCATION AND SETTING The 1934 Reynolda Road Bridge is located adjacent to the West End Historic District, immediately north of the fork between Reynolda Road and West End Boulevard. Hanes Park lies to the bridge's west – Peters Creek follows into this green space – and a short historic commercial block is to its east. The boundary for the West End Historic District is just at the south edge of the bridge.

DESCRIPTION This three-span concrete bridge carries two lanes of auto traffic and two sidewalks over Peters Creek. Each wall is set on a continuous foot. The end posts are broader than the mid posts, but otherwise they look similar: they feature simple, undecorated shafts capped by flat tops. The tops on the end posts are raised slightly higher than the handrail, while those of the mid posts are the same height as the handrail. Each span is decorated with eight

arched, pierced panels with chamfered edges. There is a dark copper plaque on both bridge walls. This bridge has experienced some minor spalling and cracking.

HISTORY AND OTHER SOURCES

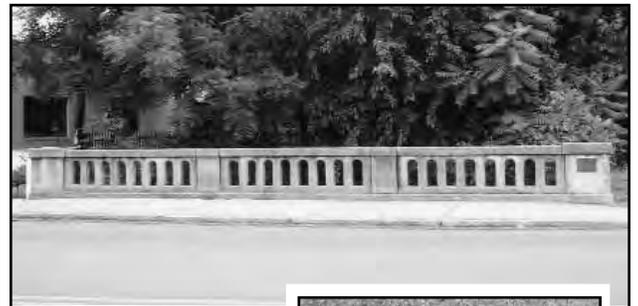
There is no further information about this bridge. It is not included in the West End National Register Historic District.

COMMENTS/ RECOMMENDATIONS

This is an attractive bridge but due to the damage and repairs it has received, it may not be eligible for protection under preservation statutes and/or ordinances. Further, its proximity to the West End Historic District may afford it a level of protection because the bridge does contribute to the overall atmosphere of the area.



*Date Plaque:
Peters Creek Bridge
Forsyth County
State Project No. 7471
Built by
North Carolina
State Highway and
Public Works Commission
with Federal Aid
1934*

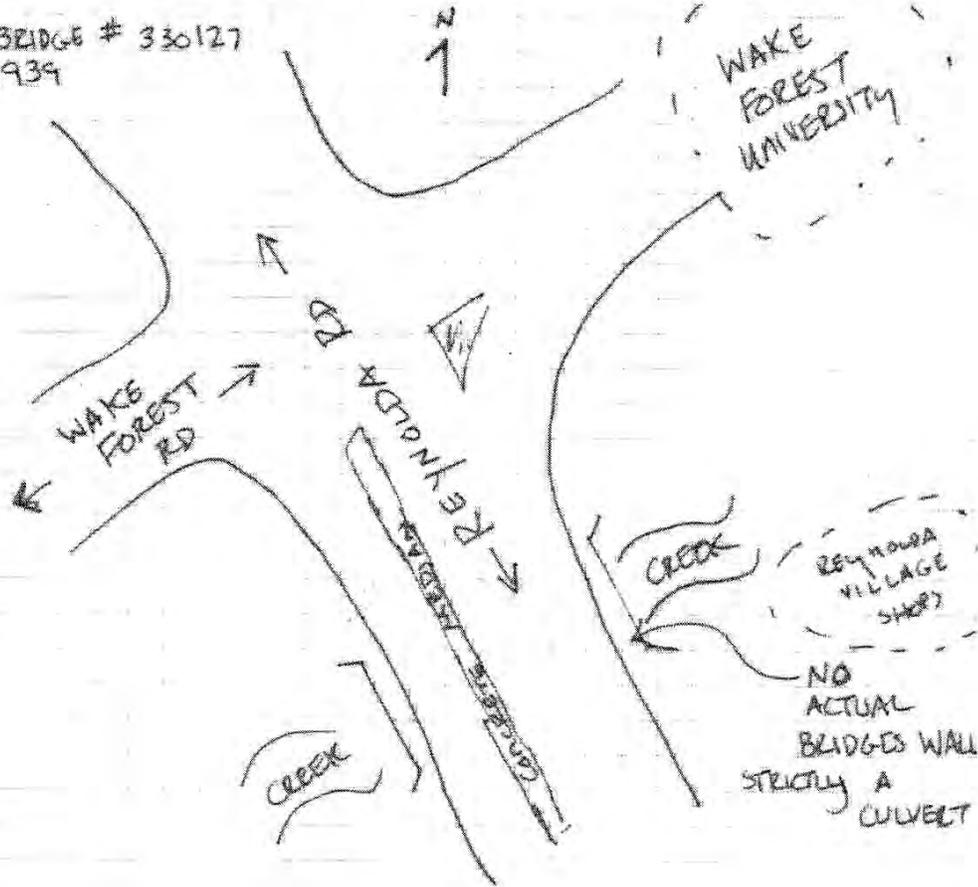


*Reynolda Road
Across Peters Creek
Built: 1934*



REYNOLDA ROAD ACROSS SILAS CREEK

NC DOT BRIDGE # 330127
BUILT: 1939



- LITTLE EVIDENCE OF BRIDGE AT STREET LEVEL EXCEPT FOR MODERN METAL RAILING ON NORTHEAST SIDE
- CULVERT UNDERPINNING, OR SUPERSTRUCTURE, IS WHAT WAS BUILT IN 1939. THIS STRUCTURE IS A VERY TALL, ATTRACTIVE ARCH, LARGELY HIDDEN BY FOLIAGE.
- ROAD RIDES HIGH ABOVE THE CREEK
- HAS VERY ATTRACTIVE SETTING

NOT TO SCALE

A.12. REYNOLDA ROAD ACROSS SILAS CREEK

NCDOT Bridge #: 330127

LOCATION AND SETTING This 1939 culvert bridge is located at a broad, four-lane area of Reynolda Road, near its intersection with Wake Forest Road. To the culvert's northeast is Wake Forest University, and adjacent to Silas Creek's southeast is the Reynolda National Register Historic District. The western bank of the creek appears to be on private land. On both sides, but especially to the west, the substructure has a dense covering of trees, brush, and other vegetation. At Reynolda, a sprawling parking lot actually overpasses the creek. Therefore, it is possible to stand at the parking lot and look over to the culvert.

DESCRIPTION This 1939 form is actually a culvert. *The Oxford English Dictionary* describes the difference between a bridge and a culvert thusly:

The essential purpose of a *bridge* . . . is to carry a road at a desired height over a river and its channel, a chasm, or the like; that of a *culvert* to afford a passage for a small crossing stream under the embankment of a railway or highway, or beneath a road where the configuration of the surface does not require a bridge.¹⁸



Reynolda Road Across Silas Creek
Built: 1939

In the case of this culvert, there is little evidence of its presence at street level: there are no sidewalks and only on the east side of the road is there a small modern black metal handrail. The substructure is the only indication of the culvert form. The substructure is concrete and is formed as a lovely arched-barrel to carry the broad road over the creek. A dense growth of vegetation makes the culvert difficult to see in the summer. The culvert is accessible by fording the river rocks; therefore, it has become the victim of some vandalism and graffiti.

HISTORY AND OTHER SOURCES

The NCDOT Historic Bridge Inventory Report on this structure refers to it as a 1939 "arch culvert."

COMMENTS/ RECOMMENDATIONS

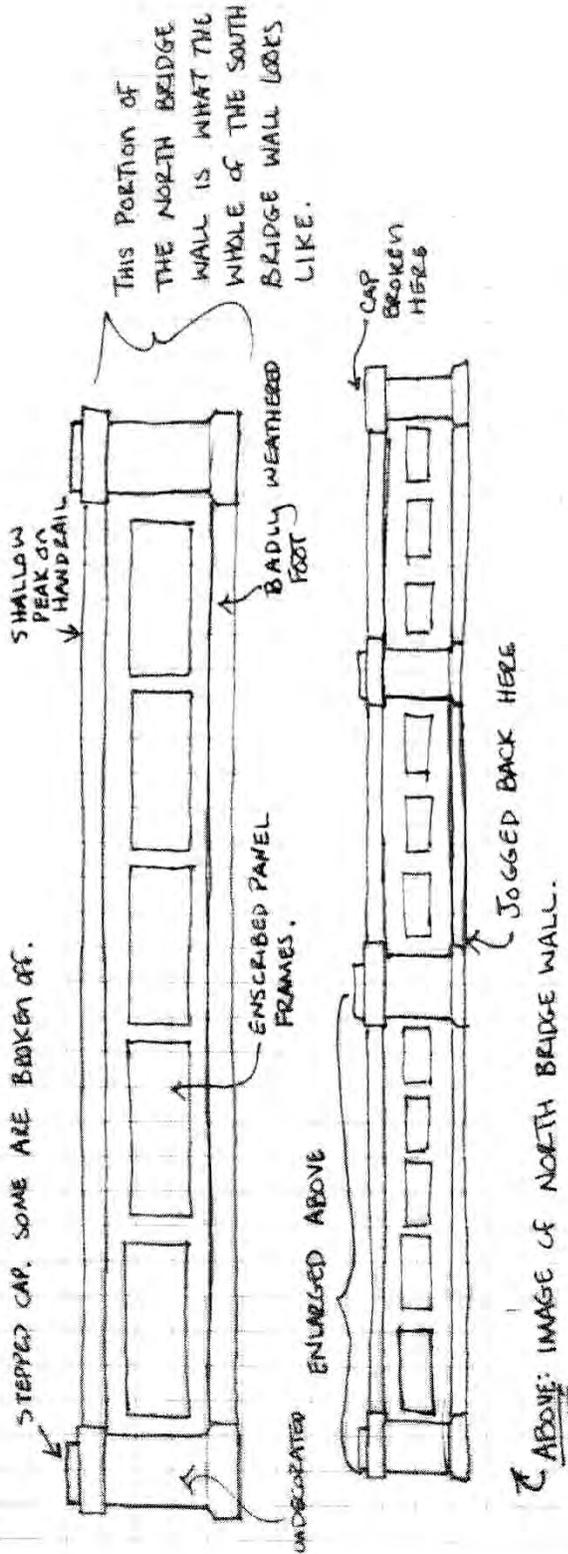
Based on this survey, it is not recommended that a high degree of preservation work be conducted. First, the form is not overly impressive in either an engineering or aesthetic form. Second, it is in a relatively protected area, with the Reynolda National Register Historic District on the east and seemingly private land on the west.

¹⁸ *Oxford English Dictionary*. Definition for "Culvert." Found at <http://www.oed.com>.

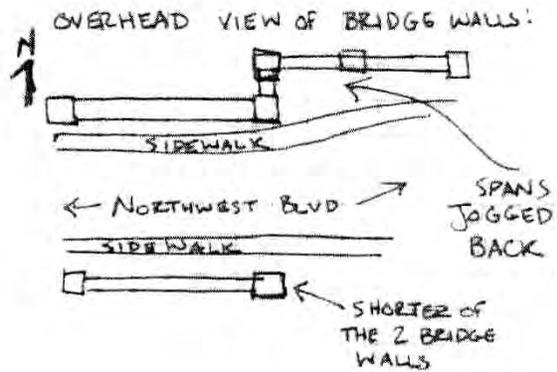
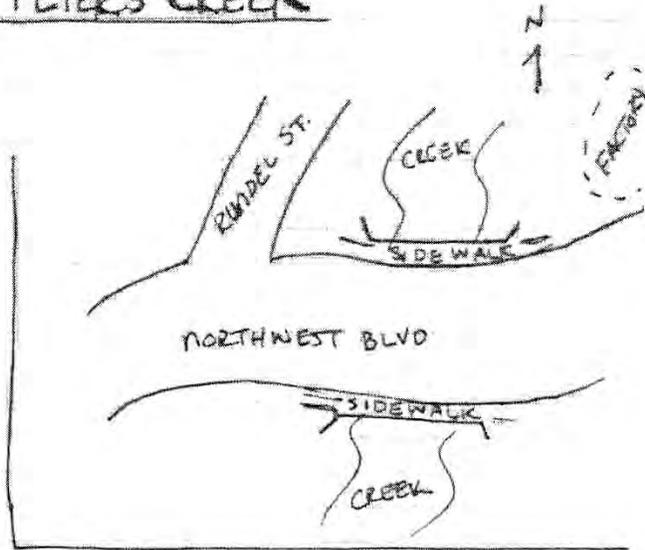
NORTHWEST BLVD ACROSS PETER'S CREEK

NCDOT BRIDGE # 330527

BUILT: 1940



THIS PORTION OF THE NORTH BRIDGE WALL IS WHAT THE WHOLE OF THE SOUTH BRIDGE WALL LOOKS LIKE.



- CONCRETE BRIDGE WALLS OF UNEQUAL LENGTH. NORTH WALL JOGGED BACK ON EAST SIDE & CONTINUED WITH 2 EXTRA SPANS.
- SOUTH WALL ONE SPAN ONLY.
- ENSCRIBED RECTANGULAR FRAMES ARE DESIGN.
- DAMAGE: CAPS & HANDRAILS BADLY SPAWLED. VERY DIRTY & DESIGN NEARLY ERODED FROM SEVERE WEATHERING.

NOT TO SCALE

A.13. NORTHWEST BOULEVARD ACROSS PETERS CREEK

NCDOT Bridge #: 330527

LOCATION AND SETTING The Northwest Boulevard Bridge, built in 1940, is located in a heavy industrial area. The Hanes Dye and Finishing Company is located just east of the bridge. The bridge is surrounded by junk yards, former service stations, and other older commercial structures. There is an early- to mid-twentieth century residential neighborhood on Rundell Street, just north of the bridge.

DESCRIPTION The concrete bridge carries two lanes of auto traffic and two sidewalks along a bend in the roadway. The north bridge wall is three spans long and the south wall is one. The north wall has one span close to the roadway that matches the form of the south wall; the north wall then jogs back from the road and continues with two additional, shorter spans. All the end and mid posts are of the same form. They are set on pedestals with chamfered edges and are topped by short, two-step caps. Their shafts are undecorated. All the spans are set on a foot and have a handrail formed with a shallow peak. The longer span on the north

wall and the full span of the south wall are decorated with five inscribed horizontal rectangular frames. The north wall's jogged-back spans have three such frames. The end posts and handrails of the bridge walls are badly damaged from impact. The walls are extremely dirty and the design appears worn from severe weathering.

HISTORY AND OTHER SOURCES

The NCDOT Historic Bridge Inventory Report on this structure refers to it as a 1940 "tee beam bridge."

COMMENTS/ RECOMMENDATIONS

Compared to the general population of this survey, there is nothing particularly distinguishing about this bridge, and it is in worse repair than most of the others. This bridge would not be eligible for individual listing. However, it may be a contributing structure to a group nomination of bridges.



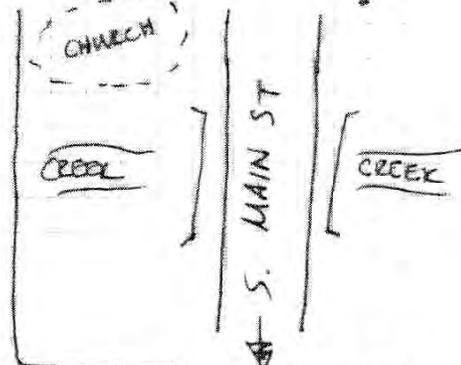
*Northwest Boulevard Across Peters Creek
Built: 1940*



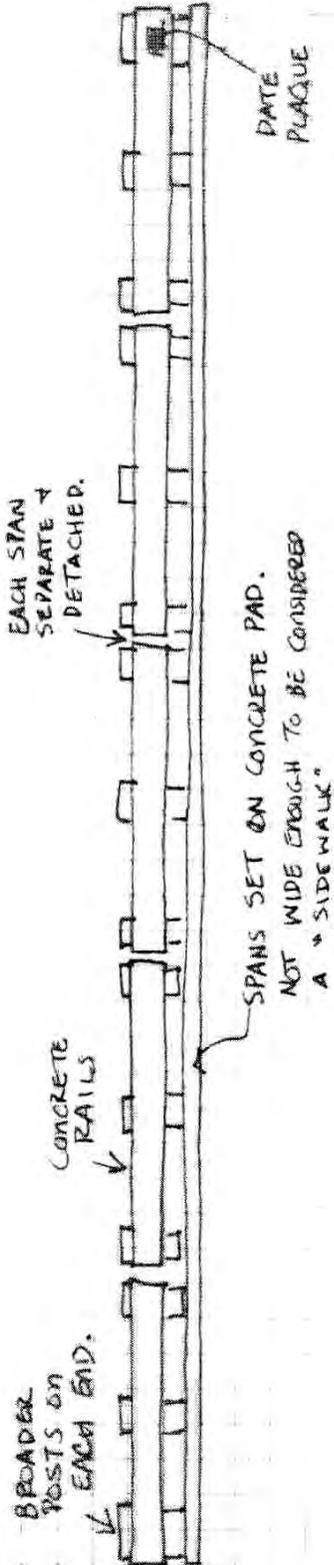
SOUTH MAIN ST ACROSS SOUTH FORK CREEK

NC DOT BRIDGE #330592

BUILT: 1949



DATE: "FORSYTH COUNTY/
PLAQUE STATE PROJECT
7454/1949"
(MADE OF INLID GRANITE)



- 5 SPAN BRIDGE WALLS. EACH SPAN COMPOSED OF CONCRETE RAIL SUPPORTED BY 3 EVENLY-SPACED POSTS.
- 2 END POSTS ON EACH BRIDGE WALL ARE BROADER THAN ALL OTHER POSTS.

• BRIDGE LOOKS LIKE A CONCRETE VERSION OF TODAY'S COMMON, PREFABRICATED METAL RAIL BRIDGE WALLS.

• DAMAGED: SOME LOSSES OF CONCRETE AT END POSTS, DUE TO CRASH DAMAGE. OTHERWISE, IN RESPECTABLE CONDITION.

NOT TO SCALE

A.14. SOUTH MAIN STREET ACROSS SOUTH FORK CREEK

NCDOT Bridge #: 330592

LOCATION AND SETTING This 1949 concrete tee-beam bridge is located in the southern portion of Winston-Salem and Forsyth County. The setting is somewhat rural, there being only a concentration of residential structures about one mile north of the bridge. Immediately adjacent to the north of the bridge is a church, its parsonage, and a large parking lot. There are also some mobile homes along the western edge of South Fork Creek. Along the bridge, the creek bed is densely overgrown with trees and low vegetation.

DESCRIPTION The South Main Street Bridge carries two lanes of auto traffic and no sidewalks. Each bridge wall is constructed in five spans, all set on a continuous foot. There are no distinguished end or mid posts, though the supports on the outer edges are slightly wider than the rest. Each span is composed of three short upright concrete posts laid through by a concrete rail. The posts rise a few inches above the rail. The date plaques, one on each wall, are notable because they are inlaid granite panels. Damage includes impact losses on the edges.

HISTORY AND OTHER SOURCES

The NCDOT Historic Bridge Inventory Report on this structure refers to it as a 1949 "tee beam" bridge.

COMMENTS/ RECOMMENDATIONS

Clearly a precursor to today's NCDOT metal bridges, the South Main Street Bridge provides a link between previous bridge forms of cast concrete and the later metal bridges (which are also composed of any number of uprights laid through with a horizontal rail). This bridge is the only one of its kind in the survey. Further research and context development are recommended to determine the possibility of National Register listing or Local Historic Landmark designation.



*South Main Street
Across South Fork Creek
Built: 1949*



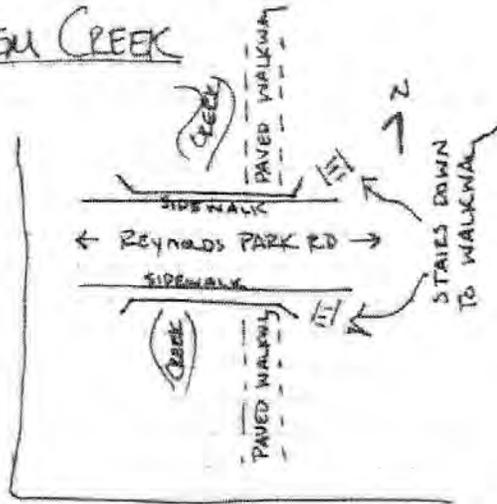
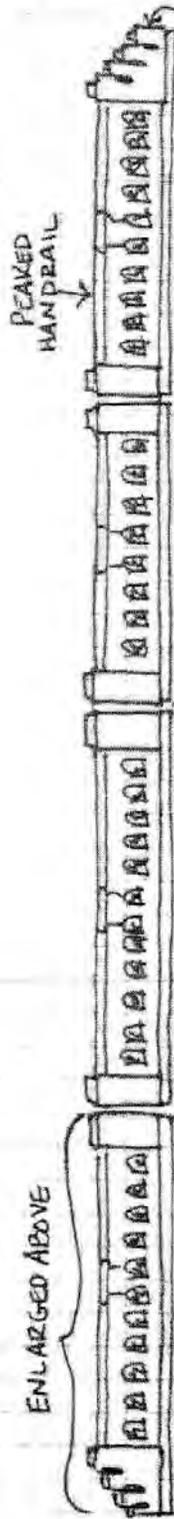
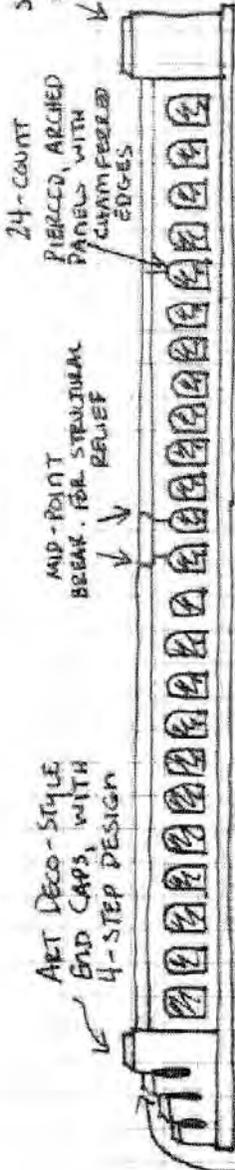


*Date Plaque:
Forsyth County
State Project 7454
1949*

Reynolds Park Rd across Salem Creek

NCDOT BRIDGE # 330086 BUILT: 1950

SIMPLIFIED MID-POSTS.
CHAMFERED CAPS.



- WELL-MAINTAINED BRIDGE WALL, EACH 4 SPANS WIDE.
- PIERCED PANELS & HIGHLY DECORATIVE END CAPS ARE KEY FEATURES
- WELL-MAINTAINED UNDERPINNING, WITH SUPPORTS OF CONCRETE & METAL.
- CARRIES ROAD OVER SALEM CREEK & REYNOLDS PARK WALKWAY.
- MINIMAL DAMAGE: MINOR CHIPPING. NORMAL AMOUNT OF DIRTINESS & WEATHERING.
- DATE PLAQUE: "FORSYTH COUNTY / STATE PROJECT / 8-9-71 - 219 / 1950"
- NEAR-TWIN TO NCDOT BRIDGE # 330087 (REYNOLDS PARK RD ACCESS BLUSTRY FOLL)

NOT TO SCALE

A.15. REYNOLDS PARK ROAD ACROSS SALEM CREEK

NCDOT Bridge #: 330086

LOCATION AND SETTING This 1950 concrete bridge is located in the middle of scenic Reynolds Park Road, a road with both mid-century single-family residences and a fine, large park. This bridge runs over both Salem Creek and the Salem Creek Greenway.

DESCRIPTION This bridge carries two lanes of auto traffic and two sidewalks. Sets of stairs on both sides of the road east of the bridge lead down to the paved Salem Creek Greenway and Salem Creek. The bridge walls are three spans long. Each span is set on a complete foot and has a handrail with a shallow peak. The mid posts are all simple, undecorated vertical rectangles with short, chamfered caps. The end posts are dramatic and broad, consisting of four progressively shorter steps. Each step has a chamfered cap like those found on the mid posts. The substructure is made of alternating metal and concrete supports. This bridge is a twin to the one found about a mile to the west down Reynolds Park Road that crosses Brushy Fork Creek (Winston-Salem Bridge Study #: A.16. and NCDOT Bridge #: 330087). The bridge is in relatively good condition with just a few minor losses and some weathering.

HISTORY AND OTHER SOURCES The NCDOT Historic Bridge Inventory Report on this structure refers to it as a 1950 "steel stringer" bridge. As mentioned above, it is identical to the Reynolds Park Road Bridge that crosses Brushy Fork. While these two bridges date from 1950, they are similar in their Art Deco-influenced design that is also found on the West First Street Bridge that crosses the Norfolk Southern Railway.

COMMENTS/RECOMMENDATIONS This is a nicely-styled bridge – though a late design, it, together with its twin, as well as the West First Street Bridge, may be worthy of inclusion in a group nomination to the National Register or for Local Historic Landmark designation.





*Reynolds Park Road
Across Salem Creek
Built: 1950*





*Date Plaque:
Forsyth County
State Project
8-9-71-219
1950*

REYNOLDS PARK RD ACROSS BRUSHY FORK CREEK

NCDOT BRIDGE # 330087

BUILT: 1950

N ↑

SIMPLIFIED
MID-POSTS.
CHAMFERED CAPS



3/8" COUNT RIEDED,
ARCHED PANELS WITH
CHAMFERED EDGES

MID-POINT
BREAK FOR
STRUCTURAL RELIEF

ACT DECO-STYLE
END CAPS WITH
4-STEP DESIGN.
CHAMFERED CAPS

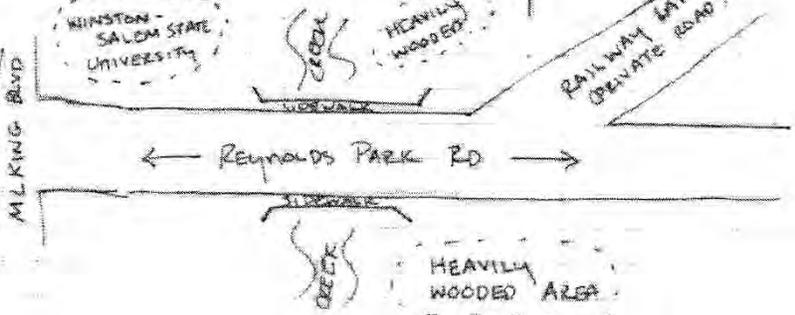
DATE PLAQUE
ON THE SIDE

CHAMFERED
EDGES ON
HANDRAILS

NOTE LACK OF
FOOT OR PEDESTAL.

THIN GAP BETWEEN SPANS

ENLARGED ABOVE



- WELL-MAINTAINED BRIDGE WALLS, EACH 2 SPANS WIDE.
- PIERCED PANELS + HIGHLY DECORATIVE END CAPS ARE KEY FEATURES
- SURROUNDED BY BRUSHY OVERGROWTH
- IN FAIRLY GOOD REPAIR.
- DATE PLAQUE: "FORSYTH COUNTY / STATE PROJECT / 8-9-71-219 / 1950"
- NEAR-TWIN (BUT SHORTER) TO NCDOT BRIDGE # 330086 (REYNOLDS PARK RD ACROSS SALEM CREEK)

NOT TO SCALE

A.16. REYNOLDS PARK ROAD ACROSS BRUSHY FORK CREEK

NCDOT Bridge #: 330087

LOCATION AND SETTING

This 1950 concrete bridge is located within a quarter mile of the intersection of Reynolds Park Road and Martin Luther King Jr. Drive. Between the bridge and Martin Luther King Jr. Drive is an entrance to Winston-Salem State University. Immediately east of the bridge is Railway Lane, a private, commercial road. East of the bridge, Reynolds Park Road is mostly heavily wooded. The bridge is located just at the point where the tree cover gets thinner; however, there are still a number of tall trees and low undergrowth surrounding the creek bed.

DESCRIPTION

This bridge carries two lanes of auto traffic and two sidewalks. The bridge walls are three spans long. Each span is set on a complete foot and has a handrail with a shallow peak. The mid posts are all simple, undecorated vertical rectangles with short, chamfered caps. The end posts are dramatic and broad, consisting of four progressively shorter steps. Each step features a chamfered cap like those found on the

mid posts. The substructure is made of alternating metal and concrete supports. This bridge is a twin to the one found about a mile to the east down Reynolds Park Road that crosses Salem Creek (Winston-Salem Bridge Study #: A.15. and NCDOT Bridge #: 330086). This bridge has suffered some losses on its ends from impact damage.

HISTORY AND OTHER SOURCES

Refer to the entry for "Reynolds Park Road across Salem Creek."

COMMENTS/ RECOMMENDATIONS

Refer to the entry for "Reynolds Park Road across Salem Creek."



*Reynolds Park Road
Across Brushy Fork Creek
Built: 1950*



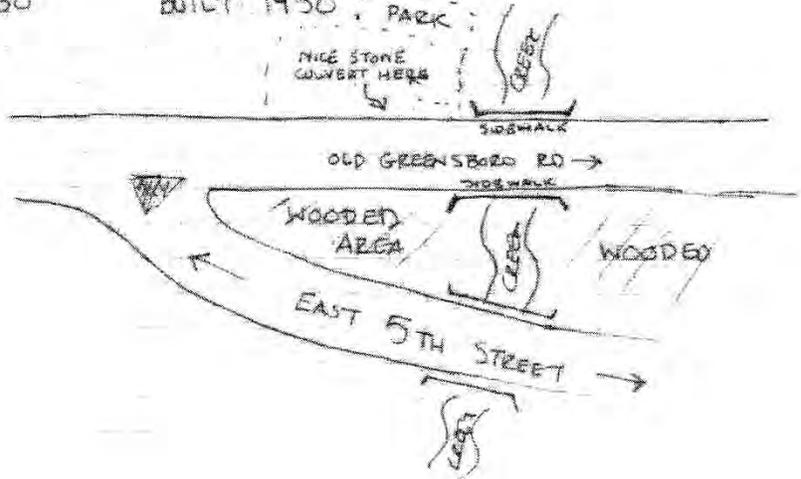
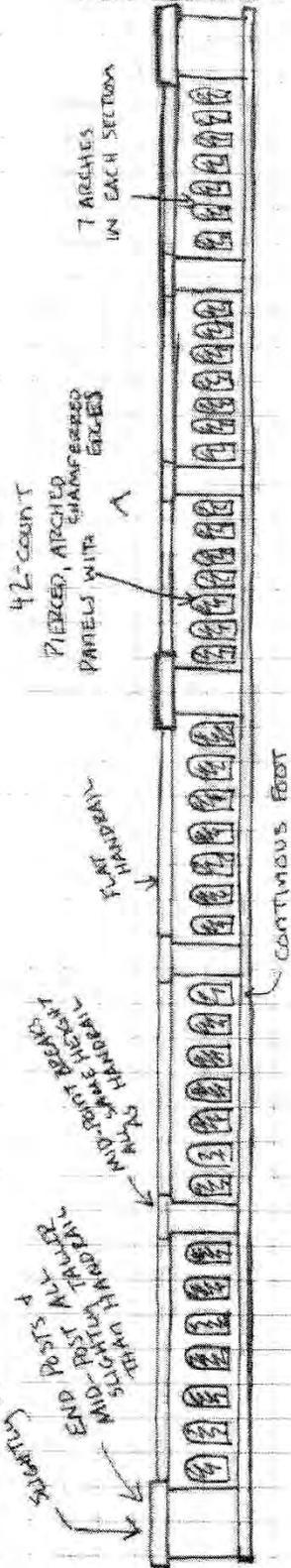


*Date Plaque
Forsyth County
State Project
8-9-71-219
1950*

OLD GREENSBORO RD ACROSS BRUSHY FORK CREEK

NC DOT BRIDGE # 330330

BUILT 1950 . PARK :



- NICE, SIMPLY-DESIGNED BRIDGE WALLS WITH PIERCED, ARCHED PANELS.
- 2 SPANS WIDE, DIVIDED BY CENTRAL POST, SAME HEIGHT AS END POSTS.
- VERY THIN PROFILE
- NO DECORATION ON END POSTS.
- IN FAIRLY GOOD CONDITION: MINOR CRACKING. NO SPALLING.
- WITHIN VISUAL DISTANCE OF NC DOT BRIDGE # 330331 (EAST 5TH ST ACROSS BRUSHY FORK CREEK), DATED 1958.

NOT TO SCALE

A.17. OLD GREENSBORO ROAD ACROSS BRUSHY FORK CREEK

NCDOT Bridge #: 330330

LOCATION AND SETTING This 1950 bridge spans Brushy Fork Creek on a road that is a fork off East Fifth Street. East Fifth Street travels west until its intersection with Martin Luther King Jr. Drive; to the east, East Fifth Street is an exit off Business 40. This bridge is set off Skyland Park and a small apartment complex, both to the north. To the south, there is a thin wooded area, the area between Old Greensboro Road and East Fifth Street. This bridge is within visible distance of NCDOT Bridge #330331, East Fifth Street across Brushy Fork Creek, built in 1958 and not included in the survey.

DESCRIPTION The Old Greensboro Road Bridge is a two-span stringer bridge with a simple, common design. Each bridge wall is set on a continuous foot. The end and mid posts are of the same design: plain, nearly square shafts topped by flat slab caps, which rise slightly higher than the flat handrail. Each span is divided into three sections, divided by simplified mid-point breaks, which look like the end and mid posts, but do not rise above the height of the handrail. Each section of each span is decorated with seven pierced, arched panels with chamfered edges. This bridge is in good repair but is dirty.

HISTORY AND OTHER SOURCES The NCDOT Historic Bridge Inventory Report on this structure refers to it as a 1950 "steel stringer" bridge. Stylistically this bridge resembles the Reynolda Road Bridge across Peters Creek (Winston-Salem Bridge Study #: A.11. and NCDOT Bridge #: 330427).

COMMENTS/RECOMMENDATIONS Further research is needed on this bridge to determine its significance, if any, particularly in light of its stylistic association with the 1930s Reynolda Road Bridge.

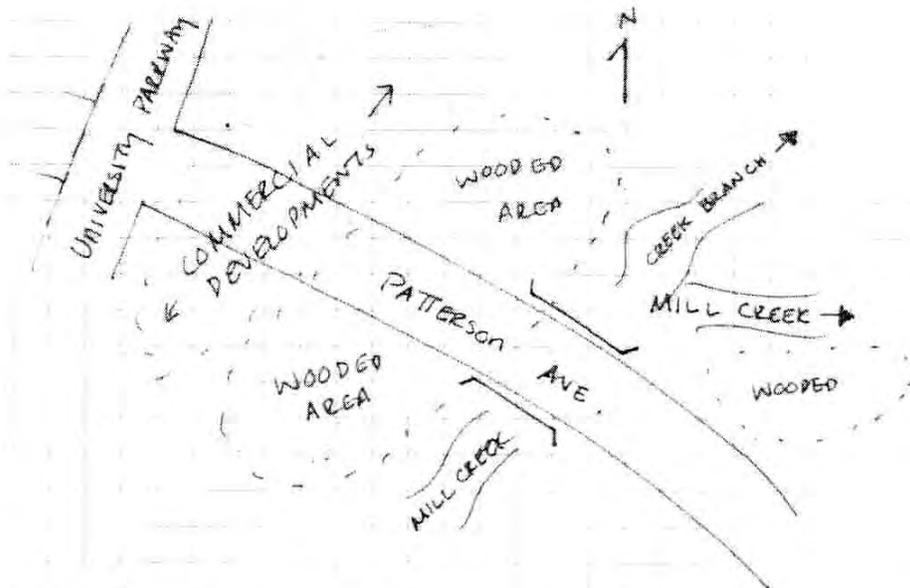


*Old Greensboro Road
Across Brushy Fork Creek
Built: 1950*

PATTERSON AVE ACROSS MILL CREEK

NCDOT BRIDGE # 330333

BUILT: 1950



- A CULVERT WITH NO WALLS AT STREET LEVEL
- SUPPORTED BY TALL, THIN CONCRETE WALLS, RUNNING THE WIDTH OF THE ROAD.
- IN A WOODED AREA QUICKLY BEING ENCRACHED UPON BY COMMERCIAL DEVELOPMENT
- LOOKS TO BE IN GOOD CONDITION, BUT DIFFICULT TO SEE ALL OF CULVERT BECAUSE OF DENSE OVERGROWTH ALONG CREEK
- SEE PHOTOGRAPHS FOR IMAGES OF CULVERT

NOT TO SCALE

A.18. PATTERSON AVENUE ACROSS MILL CREEK

NCDOT Bridge #: 330333

LOCATION AND SETTING This culvert is located in the northwestern corner of Winston-Salem on a busy two-lane street that leads to a crowded commercial district on University Parkway. Patterson Avenue itself has little development and the culvert is only lightly surrounded by small, modern commercial developments. Immediately around the bridge itself, the land is heavily wooded.

DESCRIPTION This culvert carries two lanes of traffic across a fork in Mill Creek. There is no evidence of the culvert at the street level. The underpinning is easily seen from the south side of the street. The road is supported by three parallel concrete uprights. These uprights all seem very thin from the side view. The culvert is not very accessible and therefore has not been vandalized. It appears in good condition.

HISTORY AND OTHER SOURCES

There is no other information available about this structure.

COMMENTS/ RECOMMENDATIONS

It is not likely that this culvert is eligible for either the National Register or Local Historic Landmark designation.

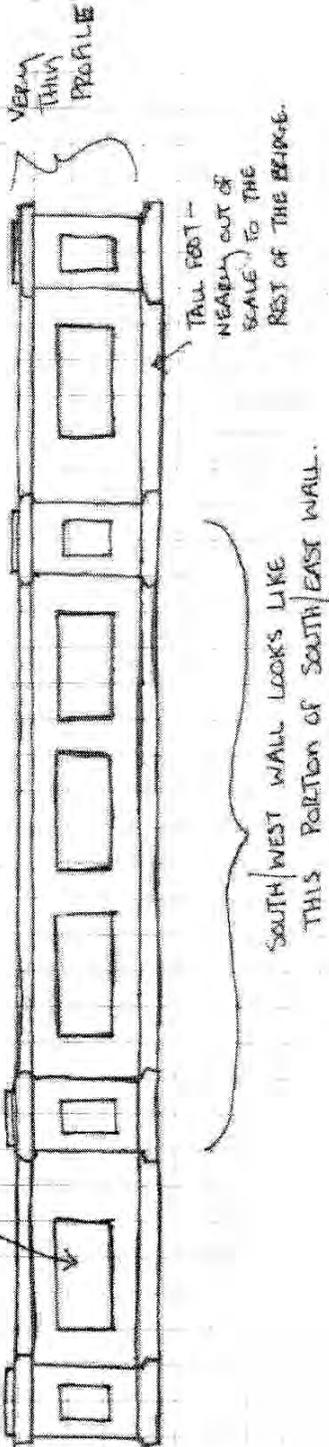
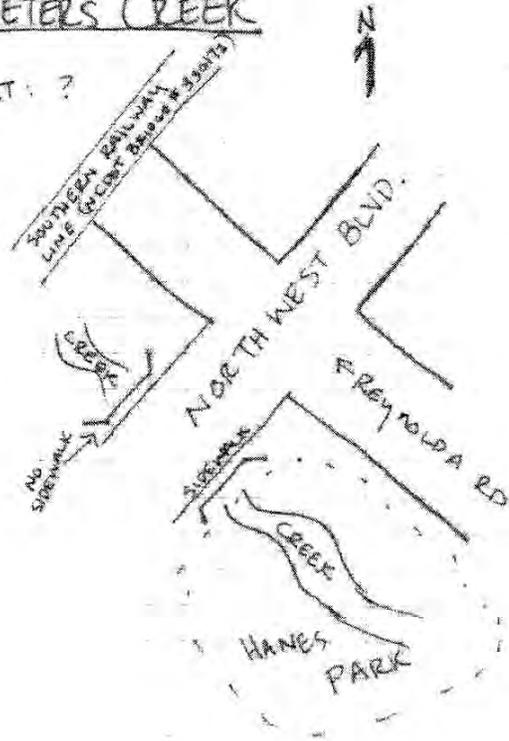


*Patterson Avenue Across Mill Creek
Built: 1950*

NORTHWEST BLVD ACROSS PETER'S CREEK

NO NCDOT BRIDGE NUMBER.

BUILT: ?



ILLUSTRATED BELOW: SOUTH/EAST WALL.

- THIN, SHORT BRIDGE.
- DECORATION: RECTANGULAR FRAMES ON LENGTHS & ON MID- & END POSTS.
- DAMAGE: IN BAD REPAIR.
 - BOTH WALLS HAVE BADLY DONE PATCH JOBS WHICH HAVE LEFT WALLS STAINED WITH BROWN.
 - BACK OF SOUTH/EAST WALL (THAT NOT FACING ROAD) HAS TWO MAJOR VERTICAL STRUCTURAL CRACKS.

* BRIDGES AT UNDERWOOD AVE. + NORTHWEST - ABATTOIR ARE OF SIMILAR FORMS.

NOT TO SCALE

A.19. NORTHWEST BOULEVARD BRIDGES

NCDOT Bridge #: Not Assigned

LOCATIONS AND SETTINGS These three similar bridges with unknown construction dates are all located on or near Northwest Boulevard. The first example is located immediately north of Hanes Park. The second and third are located within a street of each other, in a residential area north of Northwest Boulevard's intersection with University Parkway. The Northwest Boulevard-Abattoir Street Bridge across Peters Creek example seems to be in the best location, in a fairly open street setting, near a park.

DESCRIPTION Though not identical, these three bridges are similar enough to discuss as a unit. They are all short forms, with the Northwest Boulevard across Peters Creek example being two spans long. All are petite in profile and are decorated with inscribed frames on both the end posts and lengths. They are in varying states of repair, with the Northwest Boulevard across Peters Creek example being in the worst condition: its sidewalk suffers from spawling and the bridge walls are cracked in several places. The other two are in good repair, but are in need of basic cleaning.

HISTORY AND OTHER SOURCES

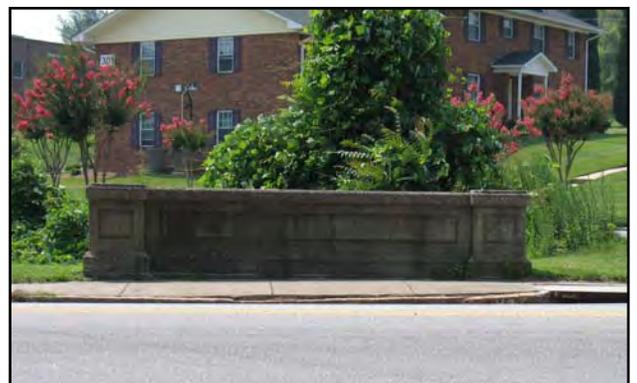
No further information is available concerning these structures.

COMMENTS/RECOMMENDATIONS

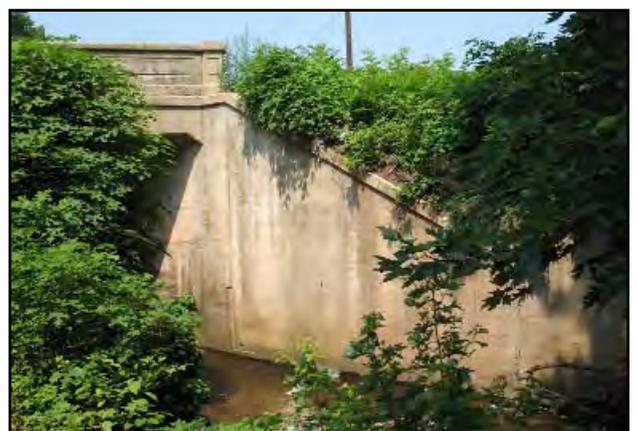
These bridges are simple forms of unknown origin. The three bridges appear to have a close design connection with the R.J. Reynolds High School Pedestrian Tunnel (Winston-Salem Bridge Study #: E.2.), which is also included in this survey. Further research and context development are needed for National Register or Local Historic Landmark designation.



A. 19.a. Northwest Boulevard Across Peters Creek Built: Unknown



A. 19.b. Northwest Boulevard - Abattoir Street Across Peters Creek Built: Unknown



A. 19.c. Underwood Avenue Across Peters Creek Built: Unknown

ROADS ACROSS RAILROADS

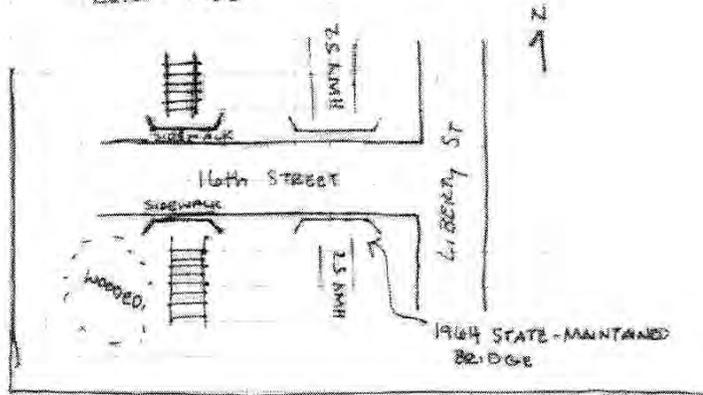
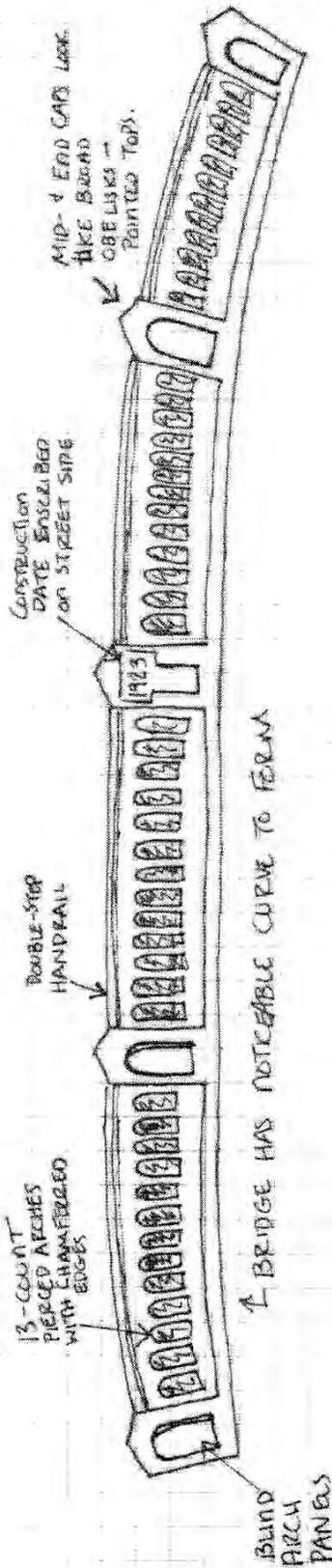


A SURVEY
OF SELECTED
HISTORIC BRIDGES
IN WINSTON-SALEM,
NORTH CAROLINA

SIXTEENTH ST ACROSS NORFOLK & WESTERN RAILROAD

MCDOT BRIDGE # 330390

BUILT: 1923



- NICELY FORMED, LONG BRIDGE WITH CURVED FORM
- HIGHLY STYLED WITH OBELISK-LIKE MID- & END CAPS
- PIERCED ARCHES ON PARAPETS + STYLISTIC HANDRAIL
- DISTINGUISHED BY DEEPLY ENGRAVED DATE - "1923" - ON THE STREET SIDE
- UNUSUAL - MOST DATES THIS LARGE ARE CARVED ON THE OUTER SIDE OF BRIDGE WALL
- DAMAGE LOTS OF THE INTERNAL STRUCTURAL METAL IS EXPOSED DUE TO SPALLING CONCRETE. SOME LEACHING HAS OCCURRED.

NOT TO SCALE

B.1. SIXTEENTH STREET ACROSS NORFOLK SOUTHERN RAILWAY

NCDOT Bridge #: 330390

LOCATION AND SETTING The 1923 Sixteenth Street Bridge across the Norfolk Southern Railway (former Norfolk and Western Railway) is located just west of the Liberty Street revitalization area. Sixteenth Street is a residential street with surrounding streets to the east of similar appearance. Less than fifty yards away, there is a modern metal NCDOT-made bridge supporting Sixteenth Street over US 52.

DESCRIPTION This concrete slab bridge is dramatic in form and length. It carries two lanes of auto traffic and two sidewalks. The road is steeply bowed over the railroad line; therefore, the form of the bridge comes to a peak. The bridge walls are long and broken into four spans, being divided by three mid posts. The mid and end posts are all of similar form. They have no pedestal, but rest directly on the ground. Each form is a tall rectangle with a pyramidal cap. Each is decorated with a rectangular blind panel with heavily chamfered edges; however, the central mid posts on the north wall – located at the apex of the road’s hill – are decorated with more of a T-shaped panel. Within this panel is inscribed “1923,” the date of construction. This feature is unusual: on all other bridges in this survey, if a date is present on the wall, it is inscribed either on a plaque or on the outside of the bridge wall, overlooking the underpass. The lengths of the bridge walls, divided by the mid posts, each have a raised foot and sloping handrail. Each section contains 13 arched, pierced panels with deeply chamfered edges.

HISTORY AND OTHER SOURCES The NCDOT report calls this “One of the most common bridge types in the state and nation.” The report goes on to say that the bridge “has no unusual or distinctive details, and it is not an early or aesthetic design in the state or city context.”¹⁹

COMMENTS/RECOMMENDATIONS Although currently the NCDOT does not believe this bridge is eligible for the National Register, at the local level this is a dramatic, one-of-a-kind bridge, due to its steep arched form and unique inscribed date location. Local Historic Landmark designation is recommended to protect this unusual bridge, and National Register eligibility should be reassessed.



*Sixteenth Street
Across Norfolk Southern Railway
Built: 1923*

¹⁹NCDOT Historic Bridge Inventory Report. "Sixteenth Street across N & W Railroad." Found in the files of the NCDOT, Raleigh, NC. Copies held in the files for this report, located at the City-County Planning Board.

AKRON DR. ACROSS NORFOLK + WESTERN RR

NO. NCDOT BRIDGE NUMBER

BUILT: 1928

ON OPPOSITE SIDE, (I.E., SIDE OVERLOOKING THE RAIL LINES), AT THE CENTER, THE DATE IS CARVED INTO THE BRIDGE WALL.

LAMPS ARE SLIGHTLY DECORATED.

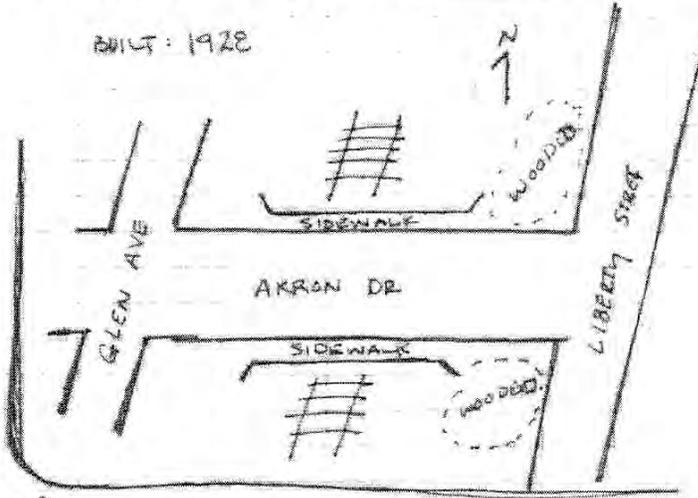
HOLES WITH ROUND METAL INSERTS. REMAINS OF ELECTRICAL SYSTEM.

RECTANGULAR BLIND PANELS

OBELISK-SHAPED CONCRETE LAMP POSTS.

ON THE NORTH BRIDGE WALL, A THICK METAL PIPE RUNS ON SIDEWALK, IN FRONT OF BRIDGE WALL'S FOOT.

NOTE: SHAPE OF BRIDGE IS ACTUALLY ARCHED ACROSS THE LENGTH.



- RARE BRIDGE FORM WITH ATTACHED CONCRETE LIGHTS. (NO LONGER FUNCTIONAL).
- LONG BRIDGE WITH ATTRACTIVE, ARCHED FORM AS BRIDGE SPANS OVER NUMEROUS RAIL LINES.
- IN FAIRLY GOOD REPAIR; HOWEVER, THERE IS SOME EXPOSED METAL ON THE BRIDGE WALLS WHICH HAVE CREATED SOME RUST STAINS.

NOT TO SCALE

B.2. AKRON DRIVE

ACROSS NORFOLK SOUTHERN RAILWAY

NCDOT Bridge #: 330229

LOCATION AND SETTING This long, arching bridge carries two lanes of auto traffic and two sidewalks over six lanes of the former Norfolk and Western Railway. To the bridge's east is busy, commercial Liberty Street. To the west, Akron Drive and intersecting Glenn Avenue are mixed residential and commercial areas. The railroad lines are set down a deep embankment and from Glenn Avenue, this bridge seems to rise across a great, wooded ditch.

DESCRIPTION

The 1928 Akron Drive Bridge is a six-span concrete bridge most notable for two features: its long, dramatic arched form and its embedded lampposts. The bridge walls' end posts and central mid posts are broad, square shafts topped with flat slabs. The shafts are each decorated with a blind panel. These posts are topped with obelisk-shaped lampposts. Exposed metal-filled holes near the top of these posts indicate where the lighting mechanisms were once housed. The remaining mid posts are thinner than the posts supporting lampposts, but are otherwise the same. The lengths of each span are decorated with three horizontal, rectangular blind panels. Each span rests on a raised foot and has a slightly peaked handrail. The whole of each bridge wall is set on a continuous foot. The south wall has a wide metal pipe attached to its base and rests on the sidewalk. Finally, on the exterior of the north wall, overlooking the railroad lines, the date of construction, "1928," is inscribed into the concrete. This bridge suffers from rust stains, due to exposed metal, and some spawling. The lampposts are no longer functional.



HISTORY AND OTHER SOURCES

There is no further information available about this bridge.

COMMENTS/RECOMMENDATIONS

This bridge and the similar Liberty Street Bridge are two very unusual structures because of their embedded lampposts. No documentation was discovered concerning these bridges, but the use of lampposts was clearly a technique known to Winston-Salem's civil engineers in the 1920s: engineering records recovered for the Glade Street and Broad Street Bridge across Peters Creek and the Broad Street Bridge across Salem Creek show those bridges as being planned with lampposts, plans which may or may not have been carried to effect. Whatever the case, Akron Drive and Liberty Street are the only known extant bridges in Winston-Salem with these unique lampposts. For these striking engineering features, these two bridges should be eligible as a group for Local Historic Landmark designation and, potentially, for the National Register.



*Akron Drive
Across Norfolk
Southern Railway
Built: 1928*



LIBERTY ST ACROSS NORFOLK SOUTHERN RR

NO NCDOT BRIDGE NUMBER

BUILT: 1928

LAMP POSTS IN VARYING STATES OF DECAY. SEE PHOTOS.

END POSTS WIDER THAN MID-POSTS

HOLES WITH METAL INSERTS. ONCE PART OF ELECTRICAL SYSTEM

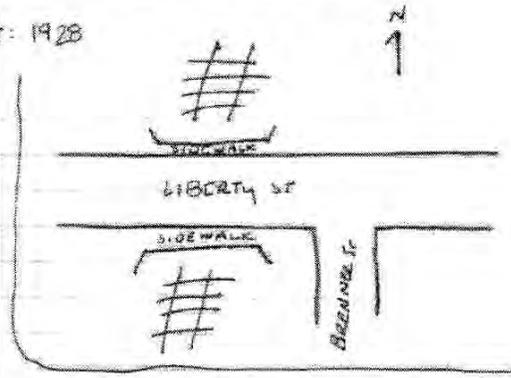
ON THE OPPOSITE SIDE (I.E., THE SIDE OVERLOOKING THE RAIL LINES) THE CONSTRUCTION DATE IS CARVED INTO THE BRIDGE WALL.

FLAT HANDRAIL WITH CHAMFERED EDGE.

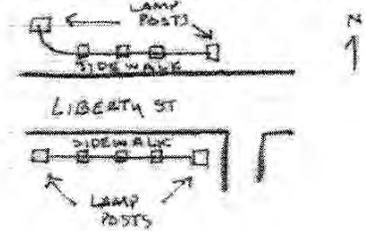
RECTANGULAR BLIND PANELS

CONCRETE LAMP POSTS ATTACHED TO WALL. CRACK, NOT FUNCTIONAL.

ABOVE: ILLUSTRATION OF SOUTH BRIDGE WALL. (LIBERTY BRIDGE WALL IS THE SAME, BUT IS CURVED ON WEST SIDE.)



OVERHEAD VIEW OF BRIDGE WALLS:



- ONE OF ONLY 2 BRIDGES (ALONG WITH ALKON DR ACROSS R/R) IN WINSTON-SALEM WITH ATTACHED LAMP POSTS. 2 LAMPS EACH WALL.
- NORTH WALL HAS CURVED SHAPE.
- SIMPLE FORM WITH RECTANGULAR BLIND PANELS.
- DAMAGE: RISING DAMP + SPAWLING. SOME OF SUBSTRUCTURE METAL IS EXPOSED, CAUSING RUST STAINS.
- LIGHTS PARTIALLY BROKEN; IN VARYING STATES OF DECAY. CLEARLY, NON-FUNCTIONAL.

NOT TO SCALE

B.3. LIBERTY STREET ACROSS NORFOLK SOUTHERN RAILWAY

NCDOT Bridge #: 330317

LOCATION AND SETTING This unusual 1928 bridge is located on Liberty Street, an early commercial roadway leading into downtown Winston-Salem. This particular area of Liberty Street is densely populated, and the bridge is abutted by commercial structures. Multiple lanes of the Norfolk Southern Railway (former Southern Railway) run under the bridge.

DESCRIPTION The Liberty Street Bridge is a four-span concrete bridge that carries two lanes of auto traffic and two sidewalks. Each bridge wall is set on a continuous foot and has a flat handrail. The north wall has a curved form to match a curve in the street. The end posts are broad, square forms decorated with square blind panels and are topped by flat slabs. Resting on top of these slabs are tall lampposts. These lampposts are tapered shafts with flat tops capped by shallow metal forms, probably the old housing for the lighting devices. The mid posts are basically thinner version of the end posts, minus the lampposts. Each span is decorated with three horizontal blind panels. Besides the lampposts, this is a fairly simple bridge design. The lampposts are in varying states of decay; all but one are cracked, their concrete missing and their interior metal frames exposed. In addition, the bridge walls are suffering from rising damp. This condition has contributed to spawling and rusting.



HISTORY AND OTHER SOURCES

There is no further information available about this structure.

COMMENTS/RECOMMENDATIONS

Refer to the entry for "Akron Drive across Norfolk Southern Railway."



*Liberty Street Across Norfolk Southern Railway
Built: 1928*

NINTH ST ACROSS NORFOLK SO. RAILROAD

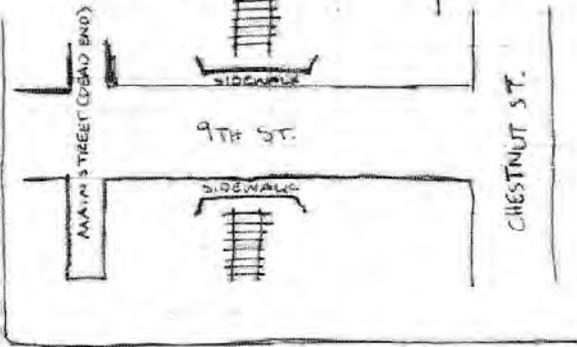
NCRRT BRIDGE #330376

BUILT: 1936

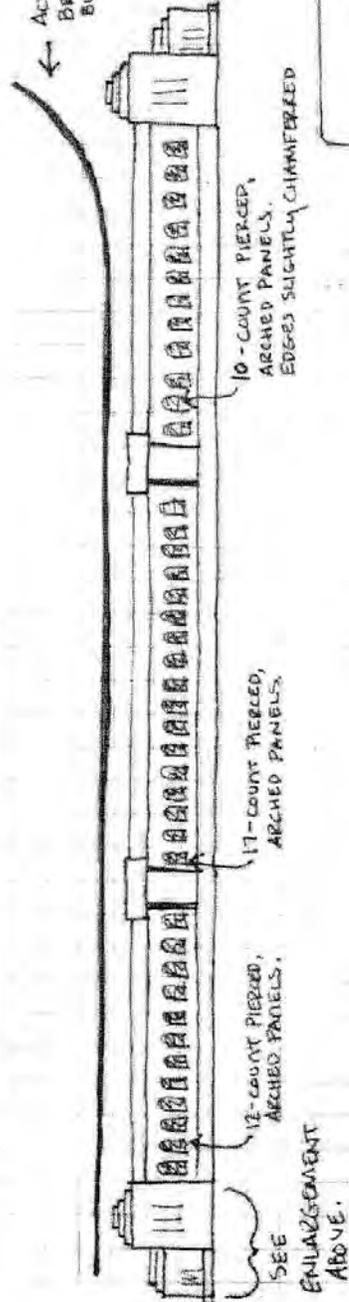
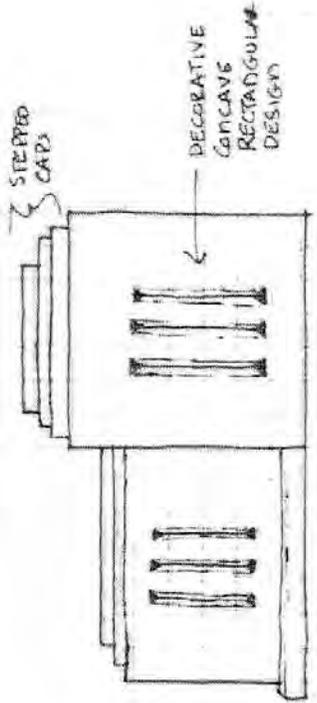
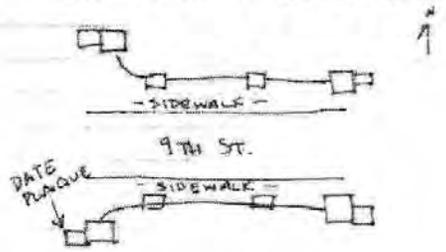
N
↑

← ACTUAL SHAPE OF BRIDGE REPRESENTED BY THIS LINE.

← DATE PLAQUE ON SIDE.



OVERHEAD VIEW OF BRIDGE WALLS:



10-COUNT PIERCED, ARCHED PANELS. EDGES SLIGHTLY CHIMMERED

11-COUNT PIERCED, ARCHED PANELS.

12-COUNT PIERCED, ARCHED PANELS.

SEE ENLARGEMENT ABOVE.

DATE PLAQUE: "NINTH STREET BRIDGE / FORSYTH COUNTY / STATE PROJECT NO. 7440 / BUILT BY / NORTH CAROLINA / STATE HIGHWAY AND / PUBLIC WORKS COMMISSION / WITH FEDERAL AID / 1936"

- WONDERFUL ART DECO DESIGN - ESPECIALLY EVIDENT ON THE ELABORATE END POSTS.
- DRAMATIC, STYLISH CURVE ON THE WEST ~~EAST~~ ENDS OF THE BRIDGE WALLS.
- LOCATION IS SORT OF OUTTA OF THE WAY; NEARLY ABANDONED SHORT BLOCK OFF OF LIBERTY STREET.
- BRIDGE BADLY OVERGROWN WITH KUDZU + OTHER CREEPERS.
- DAMAGE: SIDEWALK SPAWLED, IN BAD STATE OF DECAY.

NOT TO SCALE

B.4. NINTH STREET ACROSS NORFOLK SOUTHERN RAILWAY

NCDOT Bridge #: 330376

LOCATION AND SETTING The Ninth Street Bridge is located in a complicated area parallel to Liberty Street. The bridge is bounded by Main Street, which dead-ends to its west, and Chestnut Street, which runs to its east. This area was probably better connected to downtown Winston-Salem at some point, but because of changes in the driving landscape, Ninth Street is now separate from that part of the city. The bridge runs over multiple lanes of the Norfolk Southern Railway (former Southern Railway). There is a fine view of the bridge from an abutting parking lot.

DESCRIPTION This very attractive three-span bridge carries two lanes of traffic and two sidewalks across the Norfolk Southern Railway. The bridge walls are three spans long and each has a fine curved form. The end posts are the most dramatic feature. Art Deco in style – thus, similar to the bridges found on Reynolds Park Road (Winston-Salem Bridge Study #: A.15./16. and NCDOT Bridge #: 330086/330087) and West First Street (Winston-Salem Bridge Study #: B.6. and NCDOT Bridge #: 330296) – these end posts are composed of a main block, closest to the bridge span and a tapered secondary block



*Date Plaque:
Ninth Street Bridge
Forsyth County
State Project No. 7440
Built by
North Carolina
State Highway and
Public Works Commission
with Federal Aid
1936.*

beside it. The main block is slightly higher than the rest of the bridge. It is a square form decorated on the shaft with three parallel, vertical lines and topped with a three-step cap. The secondary block has the same decoration as the primary block but is shorter. This secondary block is also set on a shallow pedestal. The three

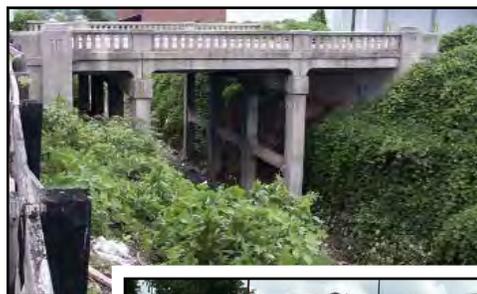
spans of the bridge are set on a continuous pedestal. The mid posts are plain “T” forms, with undecorated rectangular shafts and single-step caps rising no higher than the flat handrail. Each span is decorated with arched, pierced panels of varying numbers. This bridge is in good condition, but is increasingly overgrown with creeping foliage which will cause damage in due time.

HISTORY AND OTHER SOURCES

There is no information available besides that which was found on the date plaques.

COMMENTS/ RECOMMENDATIONS

This is a truly unique structure in Winston-Salem, despite the similar Art Deco-influence it shares with the three other named bridges. The dramatic curve in the bridge walls, as well as its overall setting, makes it a striking structure. Based on its visual appeal, this bridge is worthy of inclusion on the National Register and for Local Historic Landmark designation.

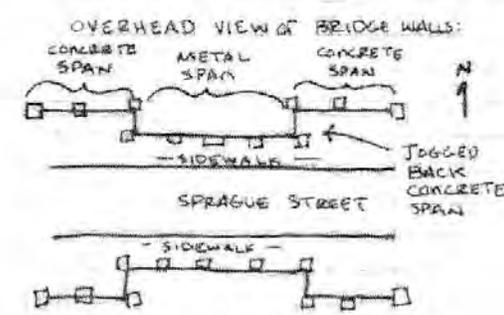
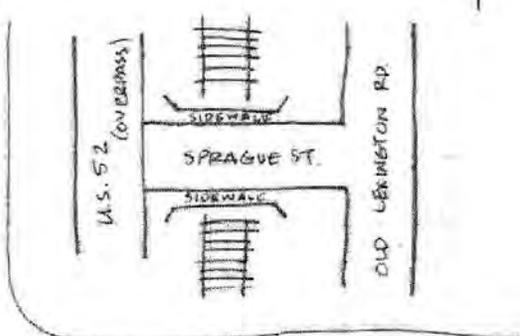
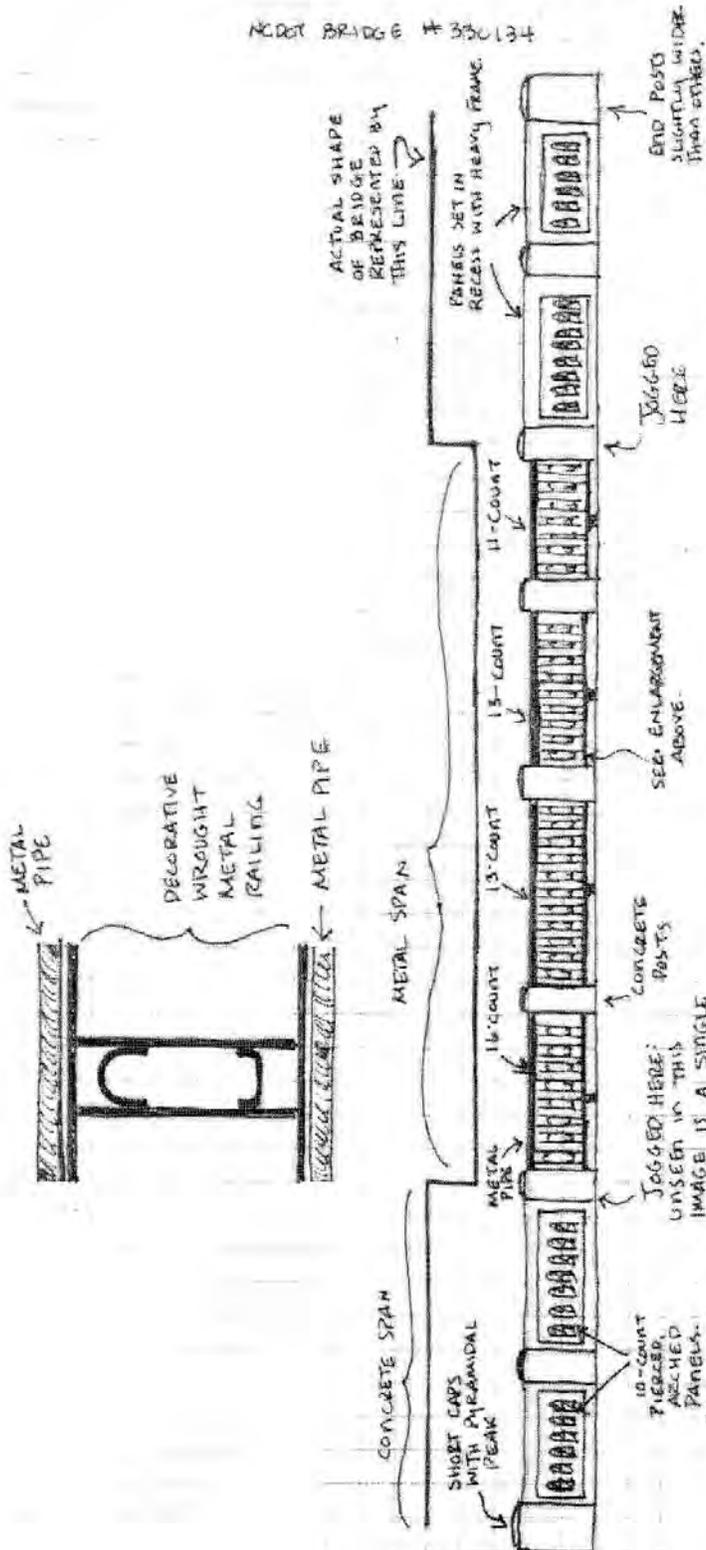


*Ninth Street
Across Norfolk Southern Railway
Built: 1936*

SPRAGUE ST ACROSS WINSTON-SALEM SOUTHBOUND RR

NC DOT BRIDGE # 330134

BUILT: 1936



- MIXED METAL + CONCRETE BRIDGE. CONCRETE SPANS RELATIVELY SIMPLE BUT THE METAL SPANS ARE OF LOVELY DECORATIVE WROUGHT METAL.
- CONCRETE + METAL SPANS VISUALLY SEPARATED BY JOGGED-BACK FEATURE: CONCRETE FARTHER BACK FROM ROAD.
- EXTRANEIOUS FEATURES: BETWEEN SIDEWALK + ROAD THERE ARE LOW CONCRETE BARRIERS, PROBABLY CONTEMPORARY TO BRIDGE.

DAMAGE: RUSTED.

NOT TO SCALE

B.5. SPRAGUE STREET ACROSS WINSTON-SALEM SOUTHBOUND RAILWAY

NCDOT Bridge #: 330134

LOCATION AND SETTING Most of Sprague Street is a residential area, but this 1936 bridge is near the bustling commercial intersection of Sprague Street and Old Lexington Road. Nearby, there is an off-ramp and overpass for US 52, adding to the perceived level of traffic. In addition, multiple train lines run under the bridge. The bridge also seems to receive a good deal of foot traffic.

DESCRIPTION The Sprague Street Bridge carries two lanes of auto traffic and a sidewalk on each side. This bridge is most notable for its dramatic bridge walls, which are a lovely combination of concrete and wrought metal. Each wall is eight spans long, with the two end spans on both sides being made of concrete



and the four middle spans of metal. The concrete spans have plain rectangular end and mid posts, all with the same pyramidal caps.

There is no highly distinguished foot or handrail; instead, each span's ten pierced, arched panels are set as a group within a sort of recessed frame. These concrete spans jog back farther from the sidewalk than the metal ones by a very short concrete connector with just one pierced arch panel.

The metal spans also have concrete mid posts, the same as those found on the concrete spans. The metal spans are raised from the street by short metal feet. The spans are composed of two parallel metal pipes, one as a foot rail and the other as a handrail. These

pipes are separated by vertical wrought metal forms, essentially the "panels" in the spans. They consist of two parallel vertical bars enclosing a flat metal stretcher at the bottom and a similar arched-form at the top. There are varying numbers of these panels in each span. The underpinning of the bridge is very tall to accommodate the trains, and the retaining walls appear to be concrete blocks covered in a concrete wash. Minor damage, such as rusting on the exposed metal, has been sustained by the bridge. The retaining walls have a few fractures, and the bridge walls and sidewalks have some impact damage.

HISTORY AND OTHER SOURCES

There was no additional information found about this bridge. It does not have a visible maker's plaque or a date plaque.

COMMENTS/ RECOMMENDATIONS

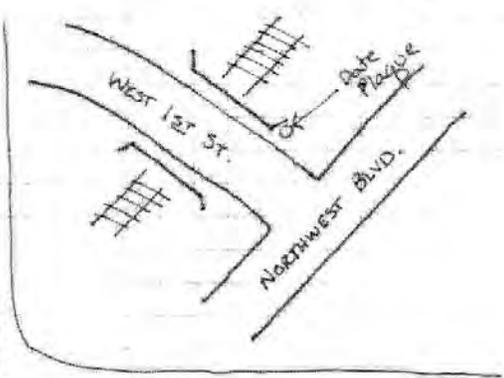
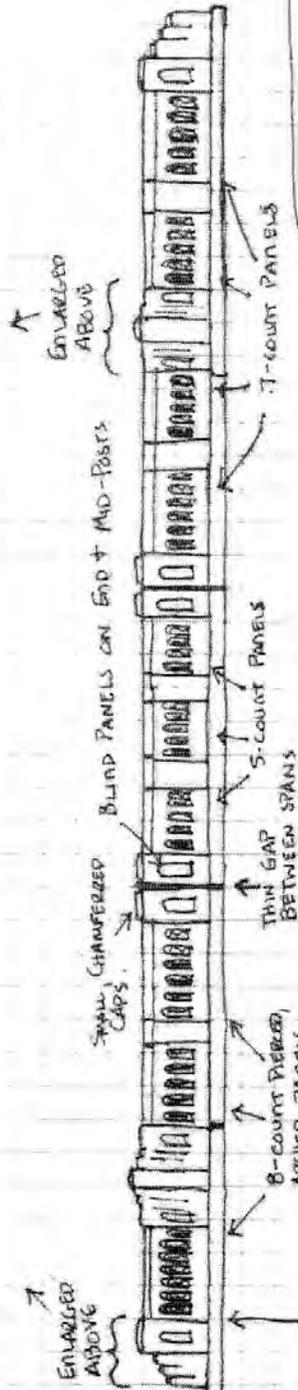
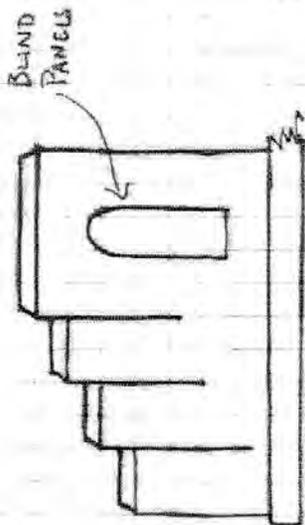
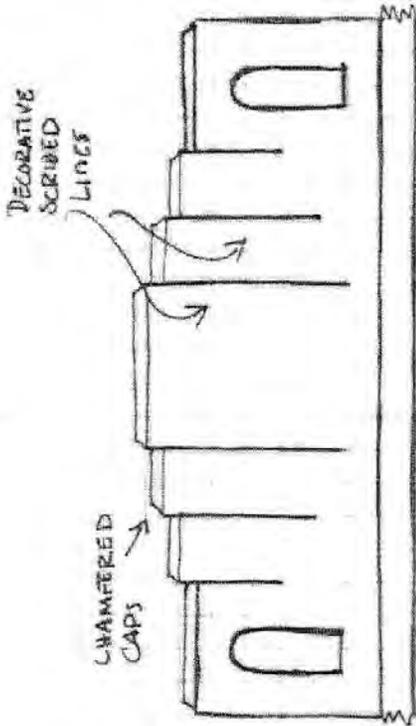
The NCDOT report recommends that further research be conducted on this bridge to clarify its history and significance. For the purposes of this survey, the Sprague Street Bridge is one-of-a-kind with its unusual mixture of concrete and metal spans. In addition, these spans are executed in a stylish manner indicative of a high level of craftsmanship. This survey recommends this bridge for, at the very least, Local Historic Landmark designation.



*Sprague Street
Across Winston-Salem Southbound Railway
Built: 1936*

WEST FIRST ST ACROSS SOUTHERN RAILWAY

NCDOT BRIDGE # 330296 BUILT: 1939



- DATE PLAQUE: "OVERHEAD BRIDGE / FORSYTH COUNTY / STATE PROJECT 7411 / BUILT WITH FEDERAL AID / 1939"
- STYLISH ART DECO-INSPIRED BRIDGE WALLS, STYLE EVIDENT IN END + MID-POSTS.
- ASYMMETRICAL DESIGN, WITH EACH OF THE 3 SPANS HAVING DIFFERENT NUMBERS OF OPEN, OR PIERCED, ARCHED PANELS.
- IN GOOD CONDITION BUT PARTIALLY OVERGROWN WITH CREEPING VINES.

FOOT OF VARYING HEIGHT BECAUSE OF CHANGE IN SIDEWALK

NOT TO SCALE

B.6. WEST FIRST STREET ACROSS NORFOLK SOUTHERN RAILWAY

NCDOT Bridge #: 330296

LOCATION AND SETTING The 1939 West First Street Bridge over multiple railroad lanes (former Southern Railway) is located within a neighborhood of mixed single-family and apartment dwellings. The road seems to carry a moderate amount of traffic. There is a nice covering of trees and vegetation on either side of the railroad lines that abut the bridge.

DESCRIPTION The concrete West First Street Bridge carries two lanes of auto traffic and two sidewalks. It is three spans long, with the span in the middle being shorter than the other two. Each bridge wall is set on a continuous foot. The walls have elaborate end posts; the inner part is broad and features a thin blind-arched panel. On the outer side of the posts are three successively shorter, thinner steps with no decoration. All the steps have small caps with chamfered edges. On these longer spans are also elaborate mid posts, which are similar to the end posts, except these get taller in the middle until they meet at a broad undecorated center pedestal. These mid posts are the most dramatic features on the bridge walls. The regular, more common mid posts are simple with no steps and feature one thin blind-arched panel each. Each span has multiple groups of pierced arched panels, varying in number per group. The walls are very long. This bridge has suffered from a common amount of wear and damage.

HISTORY AND OTHER SOURCES The NCDOT report calls this bridge "a late example of one of the state's most common bridge types in widespread use from the 1910s to the 1950s." This bridge form is apparently found in abundance across the state.²⁰ Refer to the entry for "Reynolds Park Road across Salem Creek."

**COMMENTS/
RECOMMENDATIONS** Refer to the entry for "Reynolds Park Road across Salem Creek."



*Date Plaque:
Overhead Bridge
Forsyth County
State Project 7411
Built with
Federal Aid
1939*

²⁰NCDOT Historic Bridge Inventory Report. "West First Street across Southern Railway." Found in the files of the NCDOT, Raleigh, NC. Copies held in the files for this report, located at the City-County Planning Board.



*West First Street
Across Norfolk
Southern Railway
Built: 1939*

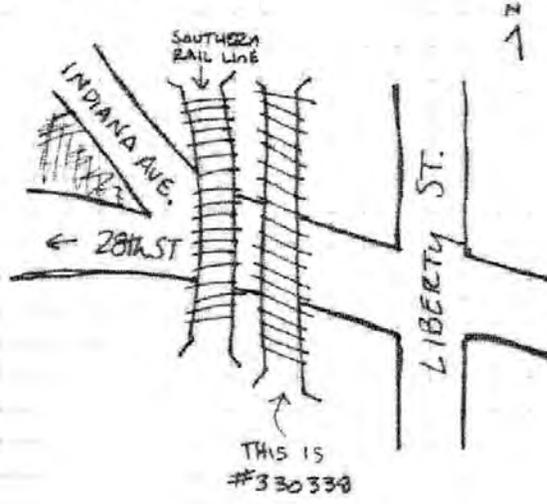
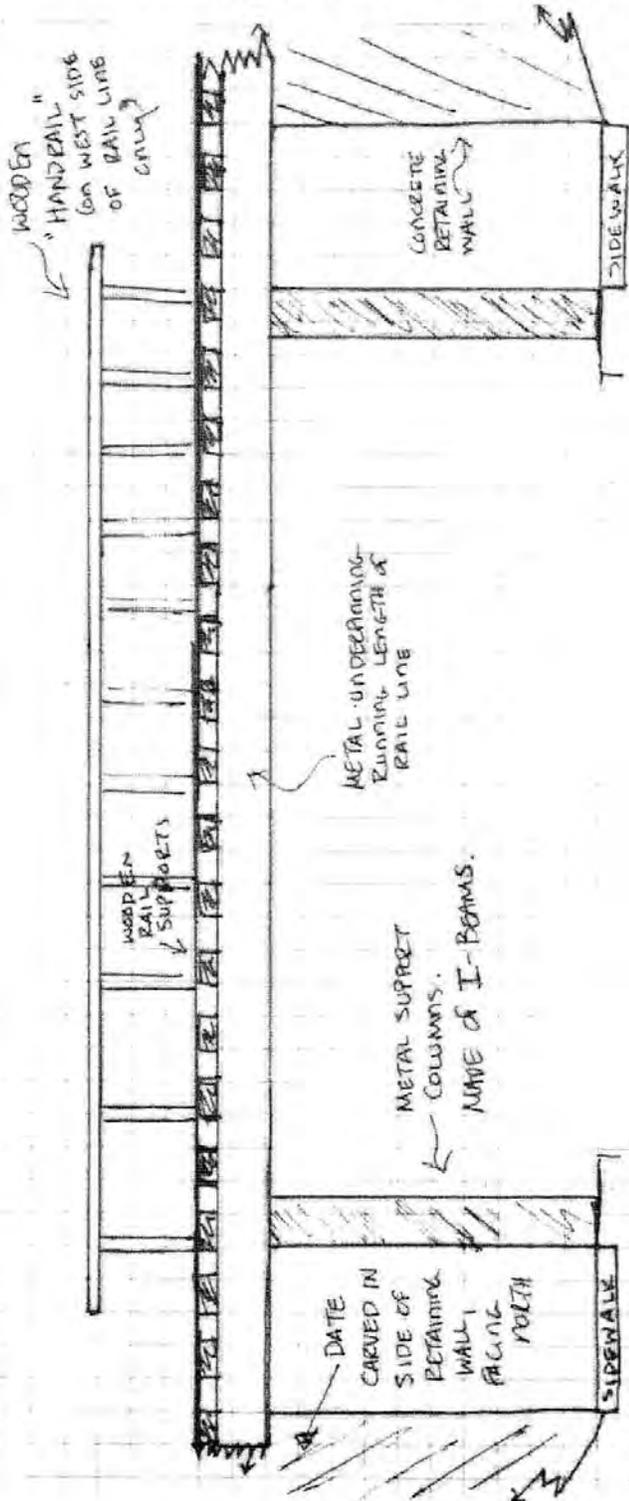
RAILROADS ACROSS ROADS



A SURVEY
OF SELECTED
HISTORIC BRIDGES
IN WINSTON-SALEM,
NORTH CAROLINA

Norfolk + Western RR Across 28th St.

NCDOT BRIDGE # 330338 BUILT: 1927



- SIMPLE, THIN RAILLINE. MUCH LESS DRAMATIC THAN ITS NEAR-NEIGHBOR, THE SOUTHERN RAILWAY LINE (#330334).
- METAL I-BEAM SUPPORT COLUMNS. FORMED IN "X" SHAPE.
- CONCRETE RETAINING WALLS. DATE ("1927") CARVED INTO WALLS ON BOTH NORTH & SOUTH.
- UP THE EMBANKMENT, JUST VISIBLE ABOVE CARVED DATE ARE SMALL OBELISKS. PROBABLY PART OF RAILWAY, BUT OF UNKNOWN FUNCTION.
- DAMAGE: SOME PEST + CRACKING IN RETAINING WALLS

NOT TO SCALE

C.1. NORFOLK SOUTHERN RAILWAY ACROSS TWENTY-EIGHTH STREET #1

NCDOT Bridge #: 330338

LOCATION AND SETTING This 1927 railroad overpass of the Norfolk Southern Railway (former Norfolk and Western Railway) is located west of revitalized Liberty Street. It is also directly beside and parallel to a former Southern Railway line (Winston-Salem Bridge Study #: C.2. and NCDOT Bridge #: 330334). Immediately west of the two overpasses is a fork in the road: Twenty-Eighth Street continues west and Indiana Avenue goes north. The bridges are surrounded to the east by busy Liberty Street traffic and to the west by light commercial buildings, single-family residential structures, schools, and a small green space.

DESCRIPTION This Norfolk Southern Bridge overpasses Twenty-Eighth Street. It is supported by a concrete retaining wall, which is separated by a sidewalk from metal support posts. These are formed by crossed I-beams and are set in a concrete foot. The rail itself is carried on an "I" beam substructure that stretches across Twenty-Eighth Street. Wooden beams lie underneath the actual rails. Also, there seems to be a wooden "handrail" on the west side of the bridge. In addition, there are two obelisks, one on each side, located at the rail level, at the top of the retaining walls. These objects are also of unknown function, but are clearly related to this rail line. The date is engraved on both retaining walls – "1927." The bridge suffers from some damage, particularly to the retaining wall, which is badly cracked and leeching.



HISTORY AND OTHER SOURCES The NCDOT Historic Bridge Inventory Reports misdate this bridge, giving its date as 1930. Based on the information gathered from the engraving on the retaining walls, it is more likely that the bridge was constructed in 1927.

It should be noted that there is a photograph of this bridge, included in the paper files of this report, which was found in the Forsyth County Public Library's Photography Collection.

COMMENTS/RECOMMENDATIONS This railroad bridge may not be National Register-eligible. All the known railroad bridges in Winston-Salem seem to be unique when compared to each other, even when the rails were laid by the same company. However, the bridges are unlikely to be original forms or structurally unique to Winston-Salem or to the individual rail companies. Perhaps the only designation that could be given to this bridge would be Local Historic Landmark designation as part of a group application.



*Norfolk Southern Railway
Across Twenty-Eighth Street #1
Built: 1927*

SOUTHERN RR ACROSS 28TH STREET

NCDOT BRIDGE # 330334

BUILT: 1930

THIS IS THE
N & W LINE
(330335)

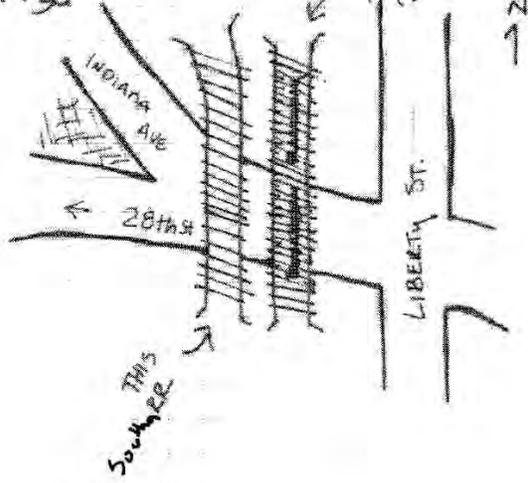
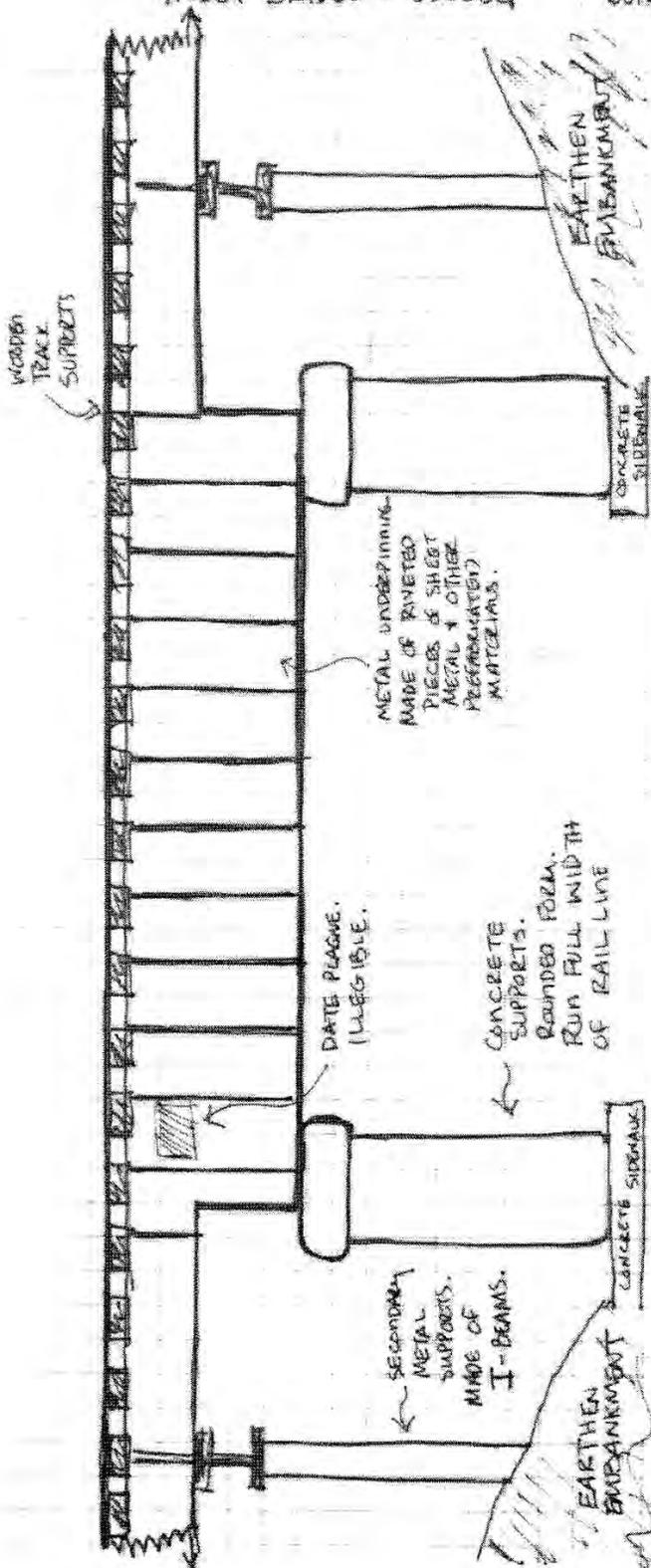


ILLUSTRATION DRAWN AS IF FACING WEST.

- ELEVATED RAIL LINE OVER 28TH STREET.
- DISTINGUISHING FEATURES ARE THE MASSIVE CONCRETE SUPPORTS. THEY ARE FULL WIDTH SUPPORTS, WITH NO INTERNAL BREAKS. NICE ROUNDED FORM.
- SECONDARY SUPPORTS UP THE EMBANKMENTS & MADE OF METAL I-BEAMS.
- FORM OF UNDERPINNING ODD: DEEPER OVER THE ROAD. SUPPORTED BY THE CONCRETE SUPPORTS.
- DAMAGE: SOME GRAFFITI. RUSTED & WORN IN PLACES. SIDEWALK IN BAD REPAIR.

(NOT TO SCALE)

C.2. NORFOLK SOUTHERN RAILWAY ACROSS TWENTY-EIGHTH STREET #2

NCDOT Bridge #: 330334

LOCATION AND SETTING

Refer to the entry for "Norfolk Southern Railway across Twenty-Eighth Street #1."

DESCRIPTION

This Norfolk Southern Railway Bridge (former Southern Railway) overpasses Twenty-Eighth Street. It is supported by earthen embankments on each side. There are metal I-beam support posts, which are partially embedded in the embankments. A sidewalk separates these supports from the overpass' dramatic concrete pillars, located just against the two auto lanes. These concrete pillars are rounded forms with matching concrete caps. They support the bridge as it passes over the auto lanes. Here, the bridge structure deepens. The bridge itself is a riveted metal form and the broadening over the street probably gives added support for a train's weight over the greater span.

There are small metal date plaques on both sides of the bridge which are visible from Twenty-Eighth Street. Unfortunately, the plaques are badly rusted and so high on the bridge as to be out of view. They seem to read "Southern Railway" followed by "Roanoke, Virginia." The engineer's name or construction firm may also be listed. In addition, the bottom line of the plaques has the date of construction. It might read "1928," which would contest the NCDOT's



listed date of 1930. As the NCDOT was incorrect about the date for the Norfolk Southern Bridge across Twenty-Eighth Street #1 (Winston-Salem Bridge Study #: C.1. and NCDOT Bridge #: 330338), it is possible that it misidentified this bridge as well.

The bridge is rusty and the metal generally appears worn. There is also some minor graffiti damage. The sidewalk is in a state of disrepair.

HISTORY AND OTHER SOURCES

The date of this bridge may be in dispute, but certainly it is a near contemporary to the neighboring Norfolk Southern Railway #1 overpass. In addition, there is a photograph of this bridge, included in the paper files of this report, which was found in the Forsyth County Public Library's Photography Collection.

COMMENTS/ RECOMMENDATIONS

Refer to the entry for "Norfolk Southern Railway across Twenty-Eighth Street #1."

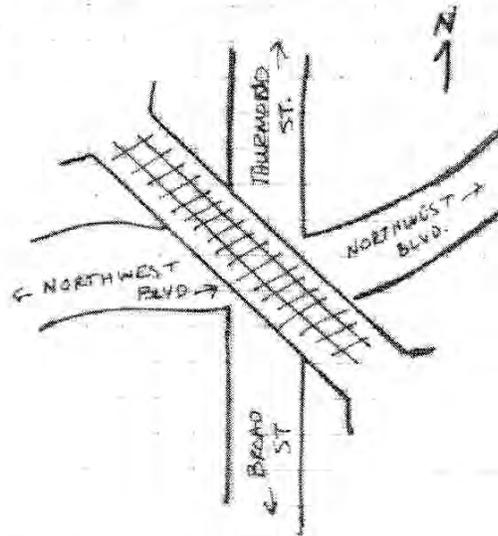
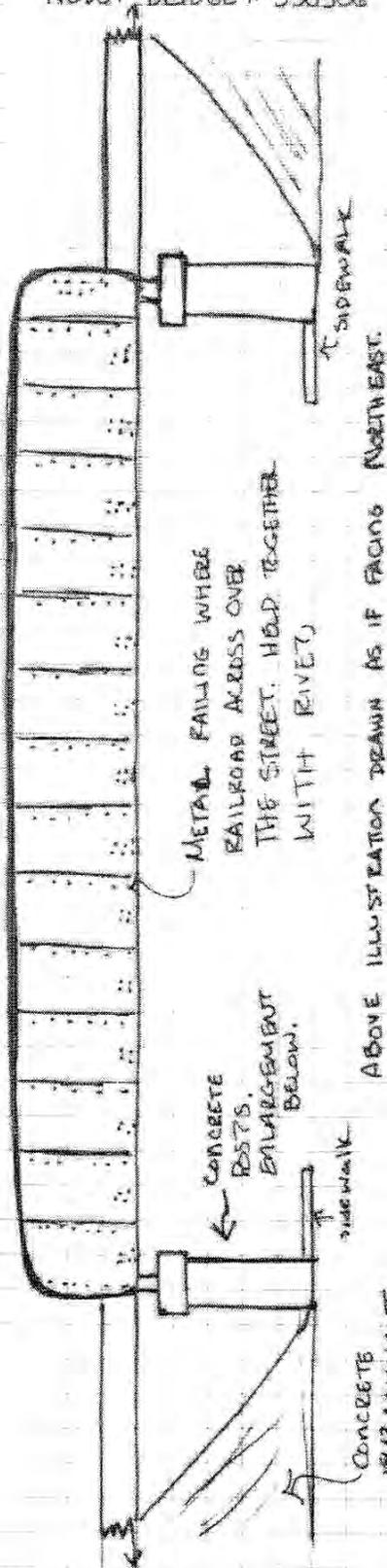


*Norfolk Southern Railway
Across Twenty-Eighth Street #2
Built: 1930*

Southern Railway Across Northwest Blvd.

NCDOT BRIDGE # 330306

BUILT: 1940



METAL FILING WHERE RAILROAD ACROSS OVER THE STREET. HOLD TOGETHER WITH RIVETS

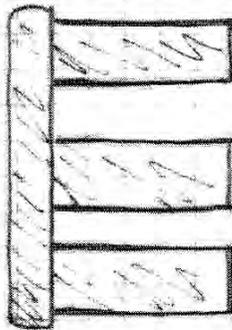
ABOVE ILLUSTRATION DRAWN AS IF FACING NORTHEAST.

CONCRETE POSTS EMERGE BUT BELOW.

SIDEWALK

CONCRETE BULKHEADMENT

CONCRETE POSTS.
← SOLID CAP WITH THREE FEET.



- METAL + CONCRETE STRUCTURE. METALS WALLS ACROSS THE ROAD, POSSIBLY TO PROTECT CARS PASSING BELOW FROM TRAIN, SMOKE, etc.

- BRIDGE SET AT ODD ANGLE ACROSS THE ROADS.

- DAMAGE: MINOR GRAFFITI, RUST. CONCRETE HAS BEEN PATCHED.

NOT TO SCALE

C.3. NORFOLK SOUTHERN RAILWAY ACROSS NORTHWEST BOULEVARD

NCDOT Bridge #: 330306

LOCATION AND SETTING This 1940 elevated rail line for the Norfolk Southern Railway (former Southern Railway) runs near the intersection of Northwest Boulevard and Thurmond Street-Broad Street. The intersection is busy, but relatively unpopulated with only a gas station located on one corner. Surrounding the intersection are small commercial and early industrial structures.

DESCRIPTION This metal and concrete structure is supported by concrete embankment walls and two concrete support legs on either side of the road. These massive concrete supports are each composed of three vertical rectangular legs placed side-by-side and capped by a common concrete lintel. The rail line itself is enclosed by tall walls made of riveted metal sheets where it passed over the streets. The corners of these walls are curved.

HISTORY AND OTHER SOURCES The NCDOT Bridge Inspection Report asserts that this bridge is "owned and maintained by the Railroad."²¹ There is no further information available concerning this bridge. There is no maker's plaque or date plaque. There is no NCDOT Historic Bridge Inventory Report available.

COMMENTS/RECOMMENDATIONS Based on the fact that this bridge is owned and operated by the Norfolk Southern Railway, it would be up to that company to decide whether or not to have this bridge preserved.

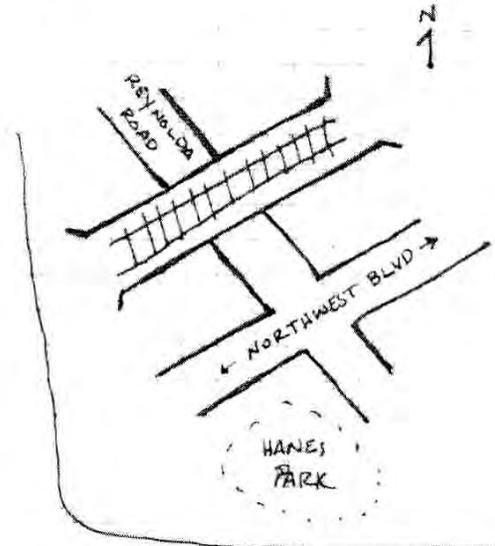
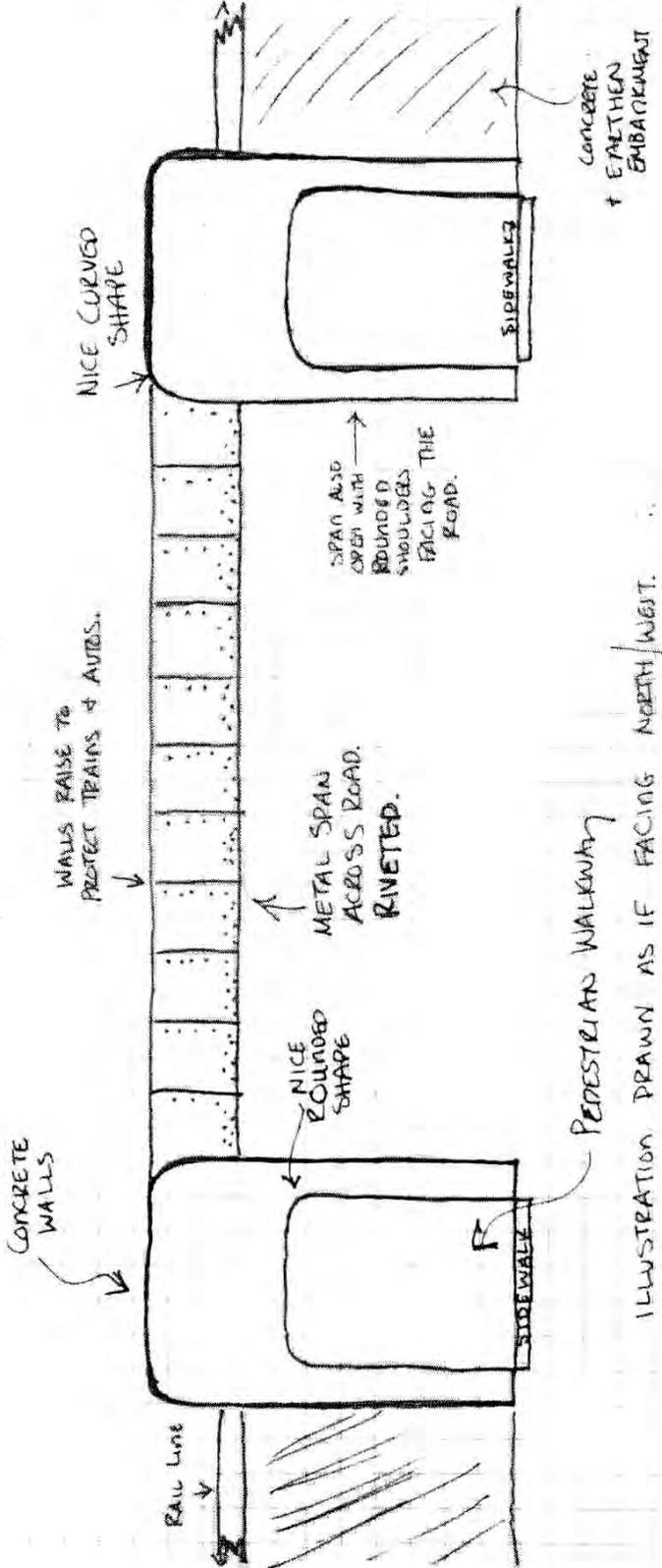


*Norfolk Southern Railway
Across Northwest Boulevard
Built: 1940*

²¹NCDOT Bridge Inspection Report. "Southern Railway over Northwest Boulevard." Found in the files of the NCDOT, Raleigh, NC. Copies held in the files for this report, located at the City-County Planning Board.

Southern Railway Across Reynolda Rd

NC DOT BRIDGE # 330172 BUILT: 1950.



- SIMPLE RAIL LINE ACROSS ROAD. NOTICEABLE FOR ITS PILLARS, WHICH ARE NICELY ROUNDED AT THE TOP + OVER THE PEDESTRIAN WALKWAY.
- PILLARS ARE OPEN UNDER THE BRIDGE AS WELL, MAINTAINING ROUNDED SHOULDERS.
- DAMAGE: MINOR RUSTING, BLANCHING OF CONCRETE, + GENERAL WEATHERING.

NOT TO SCALE

C.4. NORFOLK SOUTHERN RAILWAY ACROSS REYNOLDA ROAD

NCDOT Bridge #: 330172

LOCATION AND SETTING This elevated railroad bridge (former Southern Railway) is set just north of Hanes Park. Beside the park, the area south of the bridge is a small commercial block. North of the bridge, the land becomes more wooded and residential; the Childrens' Home lies directly to the north.

DESCRIPTION This 1950 rail line runs over two lanes of auto traffic and two sidewalks. It is supported by a concrete retaining wall on each side and by shaped concrete legs. Standing on the sidewalk, the support legs are noticeably rounded at the shoulders, both at the top where the walls protect the rail line and underneath, where the legs are separated from the retaining walls to allow the passage of the sidewalks. The stretch of the bridge that passes over the auto lanes is composed of riveted metal sheets. Damage to the bridge includes some minor rusting of the metal and blanching of the concrete, particularly on the retaining walls. The concrete legs have suffered losses due to impact. The underpinning of the bridge has also suffered damage due to impact from

high vehicles; this bridge runs very low over Reynolda Road.

HISTORY AND OTHER SOURCES The NCDOT Bridge Inspection Report asserts that this bridge is "owned and maintained by the Railroad."²² There is no further information available concerning this bridge. There is no maker's plaque or date plaque. There is no NCDOT Historic Bridge Inventory Report available.

COMMENTS/RECOMMENDATIONS Based on the fact that this bridge is owned and operated by the Norfolk Southern Railway, it would be up to that company to decide whether or not to have this bridge preserved. However, the form is fairly common and does not appear to set any sort of technological or structural standard. In addition, there does not appear to be enough continuity in the surrounding neighborhood to consider this bridge as a potential contributing structure to a historic district.



*Norfolk Southern Railway
Across Reynolda Road
Built: 1950*

²² NCDOT Bridge Inspection Report. "Southern Railway over Northwest Boulevard." Found in the files of the NCDOT, Raleigh, NC. Copies held in the files for this report, located at the City-County Planning Board.

ROADS ACROSS ROADS

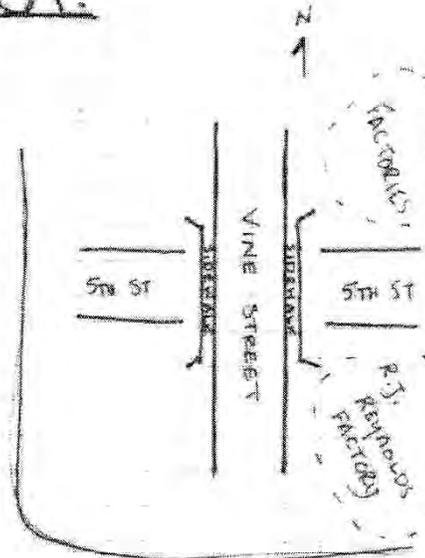
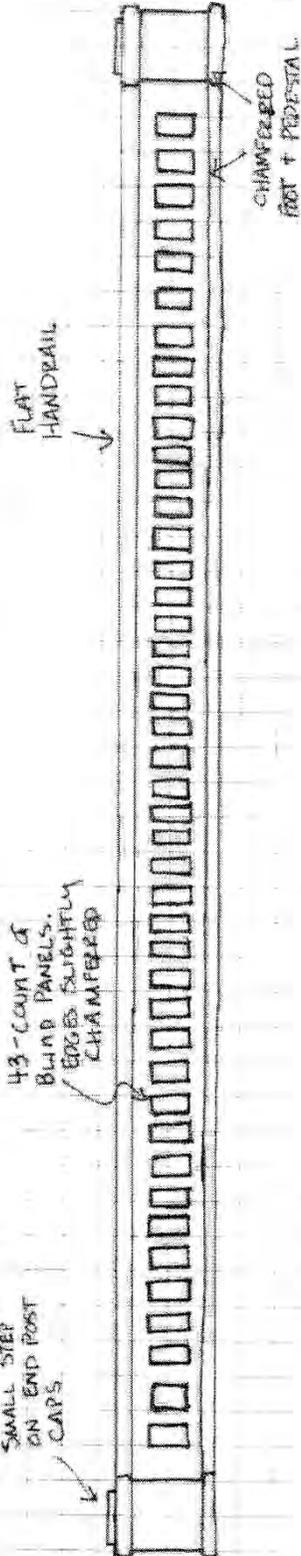


A SURVEY
OF SELECTED
HISTORIC BRIDGES
IN WINSTON-SALEM,
NORTH CAROLINA

VINE ST. ACROSS FIFTH ST.

NCDOT BRIDGE # 330386

BUILT: 1923



- SIMPLE, ONE-SPAN BRIDGE WALLS. RATHER LONG FOR ONE SPAN.
- WALLS HAVE A NICE FORM: CURVE SLIGHTLY WITH A RISE IN THE ROAD +, ALSO, BOW OUT VERY SLIGHTLY.
- IN THE MIDDLE OF THE OLD TOBACCO FACTORY DISTRICT; IF THIS DISTRICT IS NOMINATED FOR THE NATIONAL REGISTER, THIS BRIDGE SHOULD BE INCLUDED AS A CONTRIBUTING RESOURCE
- DAMAGE: MINOR SPALLING + LOSSES.

NOT TO SCALE

D.1. VINE STREET ACROSS EAST FIFTH STREET

NCDOT Bridge #: 330386

LOCATION AND SETTING The 1923 Vine Street Bridge across East Fifth Street, the only road-across-road structure in the survey collection, is in the heart of the old tobacco manufacturing district. The R.J. Reynolds factory complex looms over the east side of the bridge. Parking lots and smaller buildings fill in the rest of the landscape around the bridge.

DESCRIPTION This concrete tee-beam bridge carries two lanes of auto traffic and a sidewalk on each side. The substructure of the road is simple, as is common for tee-beams. The bridge walls are long, single spans. Slightly curved, the bridge forms follow a slight raised bow in the road. The end posts have pedestal bases and simple double tops. The lengths of the walls rest on a foot, slightly chamfered at the edge and feature flat handrails. Decorated with 43

vertical rectangular blind panels, the parapet has slightly chamfered edges. The panels are noticeably uneven in size and several appear to be crooked. The walls appear weathered. There is some minor spawling and a few breaks in the bridge wall. The sidewalks are also broken in spots.

HISTORY AND OTHER SOURCES

This is one of the six unique tee-beam bridges in Winston-Salem identified by the NCDOT. Refer to the entry for "Glade Street across Peters Creek."

COMMENTS/ RECOMMENDATIONS

Refer to the entry for "Glade Street across Peters Creek."

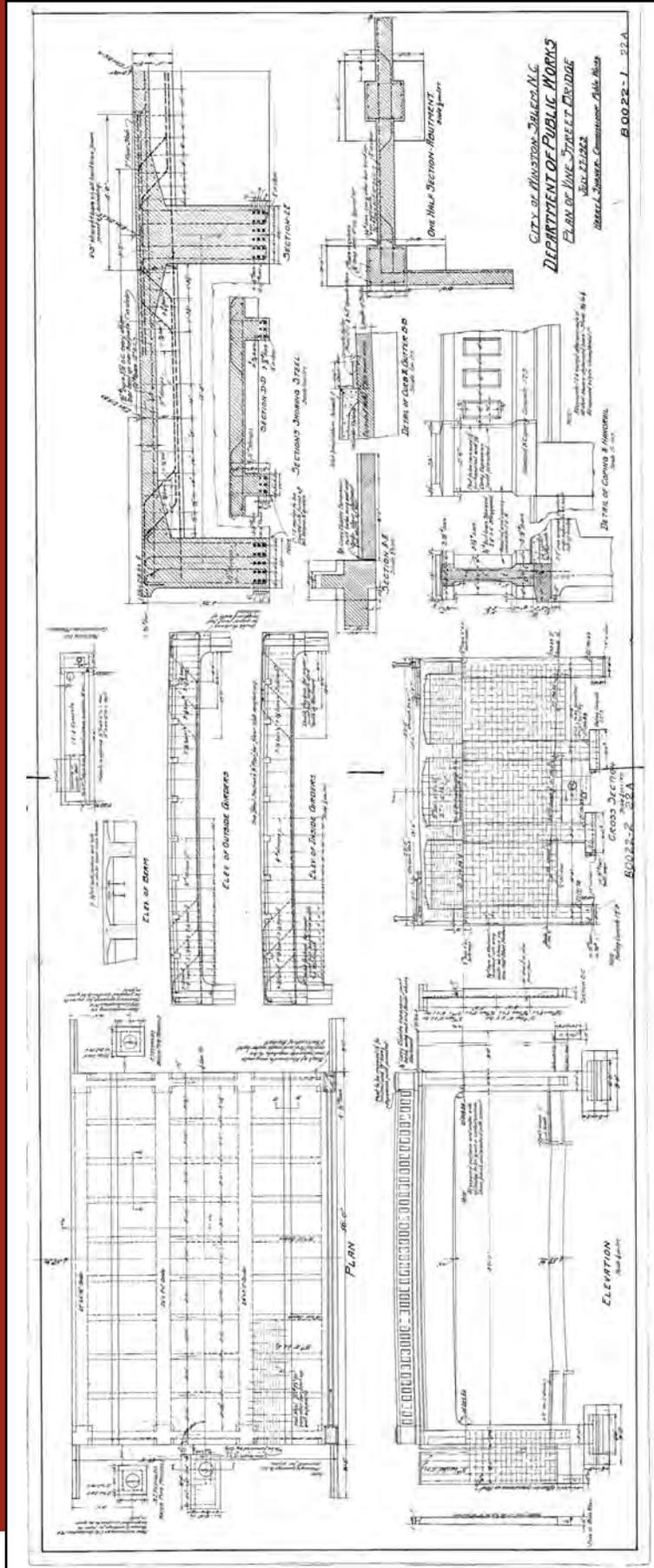


*Vine Street
Across East Fifth Street
Built: 1923*



*Vine Street
Across East Fifth Street
Built: 1923*

VINE STREET ACROSS EAST FIFTH STREET
ORIGINAL DRAWING



ROADS ACROSS PEDESTRIAN WALKWAYS



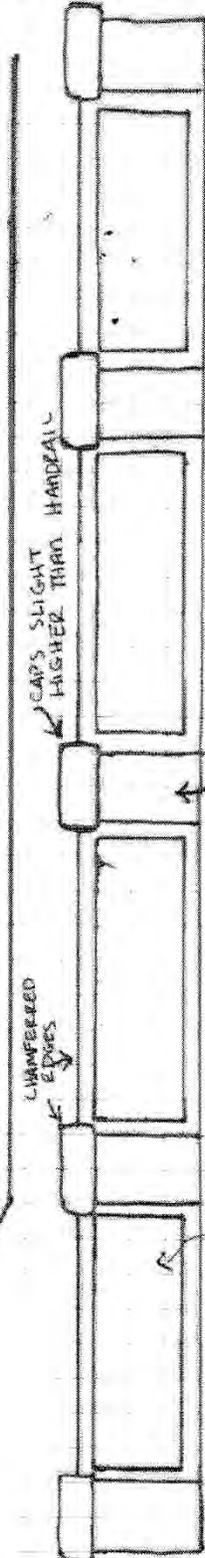
A SURVEY
OF SELECTED
HISTORIC BRIDGES
IN WINSTON-SALEM,
NORTH CAROLINA

HALED ST ACROSS NCSA PEDESTRIAN WALKWAY

NCDOT BRIDGE # 330388

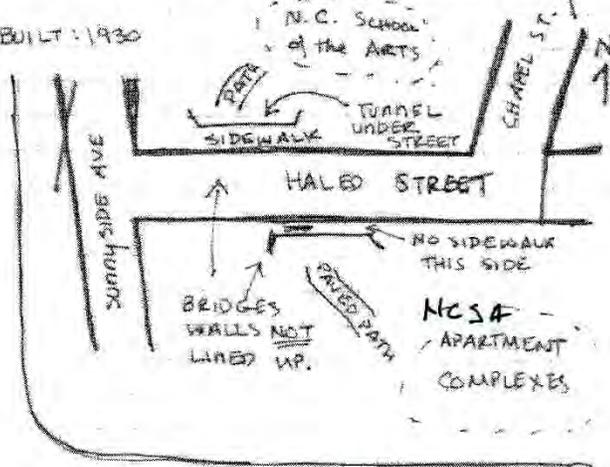
BUILT: 1930

ACTUAL SHAPE OF BRIDGE WALL REPRESENTED BY THIS LINE.

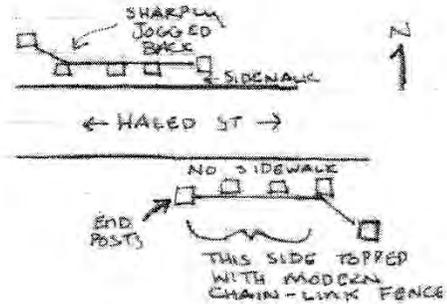


NO DECORATION ON END OR MID-POSTS. ALSO, ALL POSTS OF THE SAME SIZE & WIDTH.

SINGLE, LARGE BRIND PANELS.



OVERHEAD VIEW OF BRIDGE WALLS:



- PLAIN BRIDGE WALLS WITH LITTLE DECORATION. DISTINGUISHING FEATURE: SHARPLY JOGGED BACK.
- ORIGINAL TUNNEL WALLS UNDER STREET SEEM TO BE INTACT. PATH THROUGH TUNNEL HAS BEEN CONVERTED FROM RAILROAD USE TO A PAVED WALKING PATH.
- DAMAGE: GRAFFITI. SOUTH WALL HAS MODERN BLACK CHAIN-LINK FENCE EMBEDDED INTO THE TOP OF IT. ALSO, THAT WALL IS COVERED IN IVY.

NOT TO SCALE

E.1. HALED STREET ACROSS NORTH CAROLINA SCHOOL OF THE ARTS PEDESTRIAN WALKWAY

NCDOT Bridge #: 330388

LOCATION AND SETTING The 1930 Haled Street Bridge is located between the Washington Park and Centerville Historic Districts. The bridge is bordered on the north by the North Carolina School of the Arts (NCSA). Otherwise, it is surrounded by mid-twentieth century single-family residences, small contemporary apartment buildings, and a new, sprawling NCSA apartment complex, which is located just south of the bridge.

DESCRIPTION This concrete tunnel bridge carries two lanes of auto traffic and one sidewalk on the north side. Formerly, the bridge carried the road over the Winston-Salem Southbound Railway line. The substructure, though converted to a pedestrian walkway, still speaks to this past usage: it is a tall, concrete barreled-arch form and its roadbed formerly directed trains into the industrial downtown area. The walls themselves are four spans long, with one end span of each wall sharply jogged back from the street at a roughly forty-five degree angle. Each wall has no foot but rests directly on the ground. The end and mid posts are of the same form: thin, undecorated shafts with one-step caps raised slightly higher than the rest of the length. There is no distinguished handrail; instead, each span has a single large, horizontal rectangular blind panel with heavily chamfered edges. This chamfering gives the impression of a handrail.

The bridge is badly damaged by graffiti, both at the street level and at the walkway level. Presumably, the graffiti on the walkway is permitted by NCSA, since it is most prominent on the campus' side of the walkway. The south bridge wall also has a modern black chain-link fence drilled into and attached to its top. That side of the bridge is further obscured by a dense growth of ivy. The walls are also somewhat broken, possibly from impact, and some of the interior metal is exposed.

HISTORY AND OTHER SOURCES

The NCDOT Historic Bridge Inventory Report reveals that a spur line of the Winston-Salem Southbound Railway used to pass under Haled Street at this point, thus creating the need for a tunnel. The spur led directly into downtown and could ship goods manufactured in the city out to other markets. The NCDOT reports go on to say that this bridge "is a short and late example of its type with no technologically significant details or features."

COMMENTS/RECOMMENDATIONS

The NCDOT does not deem this bridge eligible for inclusion on the National Register. However, while the Haled Street Bridge is somewhat altered, it is the only tunnel bridge identified in the survey. Further research and context development are needed for National Register or Local Historic Landmark designation.

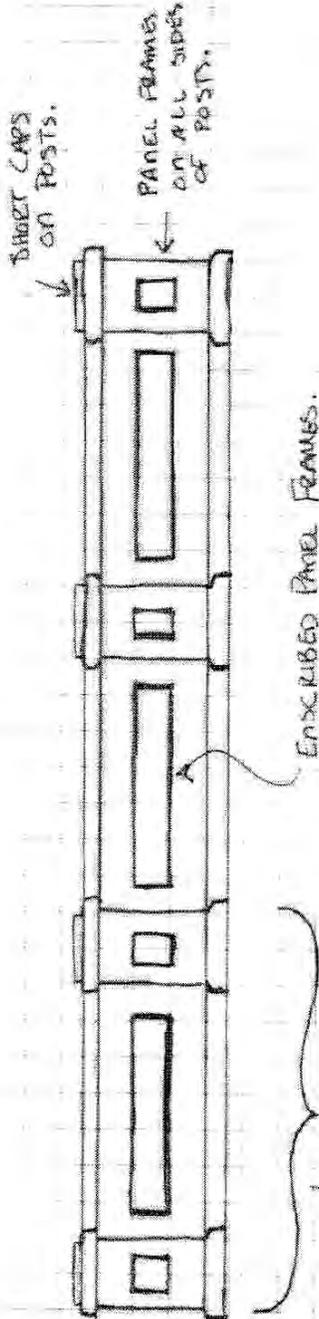
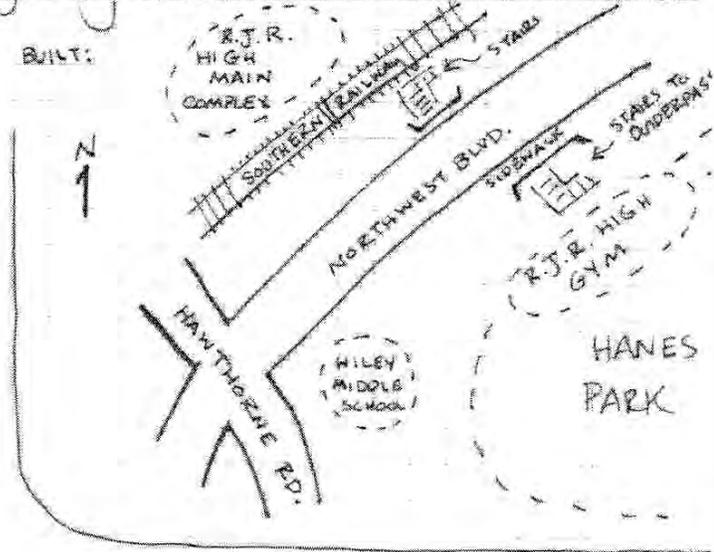


*Haled Street Across N.C. School of the Arts Pedestrian Walkway (Winston-Salem Southbound Railway Bed)
Built: 1930*

NORTHWEST BLVD ACROSS R.J. REYNOLDS HIGH SCHOOL UNDERPASS

NO NCDOT BRIDGE NUMBER

BUILT:



BELOW: ILLUSTRATION OF SOUTH/EAST WALL.

NORTHWEST WALL IS JUST ONE SPAN LONG.

- PROBABLY CONTEMPORARY TO CONSTRUCTION OF R.J. REYNOLDS HIGH. (NOT LISTED AS "CONTRIBUTING" IN NR.COM.)
- THIN PROFILE, SHORT WALLS. SIMPLY DECORATED.
- HAS BEEN PARTIALLY, SLOPILY PAINTED WHITE, ESPECIALLY ON SECTIONS OVERLOOKING UNDERPASS.

NOT TO SCALE

E.2. NORTHWEST BOULEVARD ACROSS R.J. REYNOLDS HIGH SCHOOL PEDESTRIAN TUNNEL

NCDOT Bridge #: Not Assigned

LOCATION AND SETTING This underpass connects the two portions of the R.J. Reynolds High School campus, which sits on either side of Northwest Boulevard. The school (gymnasium) is located partially in Hanes Park, which is to the south of the road. Northwest Boulevard is a busy two-lane road leading from West First Street towards US 52.

DESCRIPTION Short, small bridge walls indicate the point at which Northwest Boulevard crosses over the Reynolds High School tunnel, linking the main academic buildings to the north with the athletic buildings to the south. The bridge walls are one span each and are set on a continuous foot. The end posts are thin forms decorated on their shafts with rectangular inscribed frames and topped with a two-step cap. The lengths of each wall have similar inscribed frame decorations. These bridge walls show evidence of past repairs.



*Northwest Boulevard
Across R.J. Reynolds High School
Pedestrian Tunnel
Built: Unknown*

HISTORY AND OTHER SOURCES This portion of Reynolds High School was not included in the campus' nomination to the National Register. Presumably, the underpass is fairly contemporary to the rest of the high school, but this is uncertain.

COMMENTS/RECOMMENDATIONS This underpass could be eligible for the National Register if the boundaries of the R.J. Reynolds High School nomination were expanded to include it. That said, this action is recommended.



PEDESTRIAN WALKWAYS ACROSS ROADS



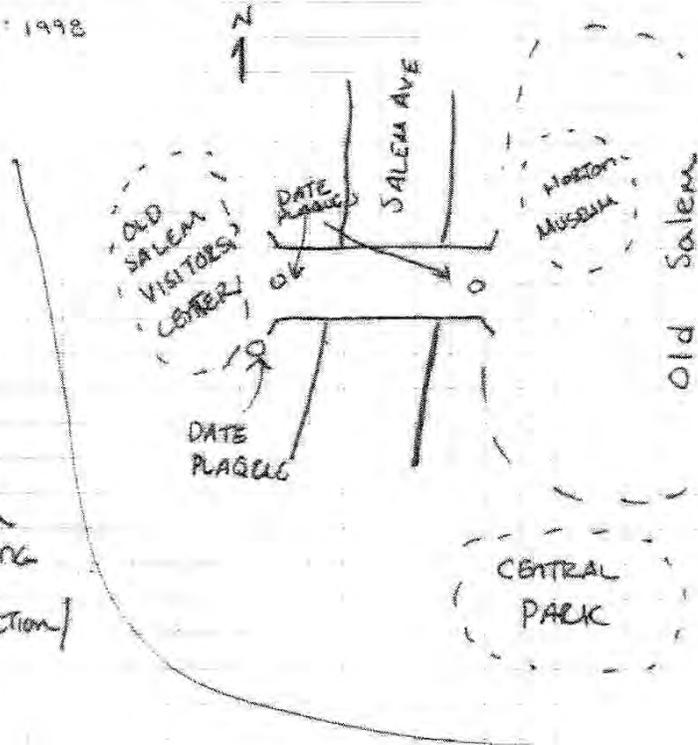
A SURVEY
OF SELECTED
HISTORIC BRIDGES
IN WINSTON-SALEM,
NORTH CAROLINA

OLD SALEM HERITAGE BRIDGE ACROSS SALEM AVE.

NC DOT BRIDGE # 330600

BUILT 1998

DATE PLAQUE: "OLD SALEM HERITAGE BRIDGE / FUNDING PROVIDED BY THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION / THROUGH THE U.S. DEPARTMENT OF TRANSPORTATION INTERMODAL SURFACE TRANSPORTATION EFFICIENCY ACT OF 1991 / CELEBRATING NORTH CAROLINA TRADITIONS OF ROADS + BRIDGES BRIDGE CONSTRUCTION / COMPLETED DECEMBER 1998" (FOLLOWED BY NCDOT SEAL)



- MODERN BRIDGE MADE ROUGHLY IN IMITATION OF OLD COVERED BRIDGES.
- LARGE WOOD SPANS BOLTED TOGETHER WITH MODERN MEANS.
- WALKWAY COVERED WITH PLEXIGLASS.
- GABLE - PITCHED ROOF.
- DATE PLAQUES ABOVE ENTRANCES READ "1998."
- SEE PHOTOGRAPHS FOR IMAGES.

NOT TO SCALE

F.1. OLD SALEM HERITAGE BRIDGE ACROSS OLD SALEM ROAD

NCDOT Bridge #: 330600

LOCATION AND SETTING This modern footbridge is located in Old Salem. It spans Old Salem Road and allows Old Salem visitors to walk from the Visitor Center to Old Salem Museums and Gardens.

DESCRIPTION The Old Salem Heritage Bridge is made in imitation of nineteenth and early-twentieth century covered bridges, a number of which formerly existed in this area of North Carolina. The bridge has a lovely arched form, most visible from Old Salem Road. It is made of large wooden beams bolted together. The floor is of similar wooden plank boards. The exterior of the wall beams are covered with sheets of plexiglass. The whole form is topped with a copper gabled roof. At either end of the bridge, a small plaque reading "1998" is located in the gable.

HISTORY AND OTHER SOURCES More information about this bridge can be found through Old Salem, Inc. The Old Salem Heritage Bridge represents the application of traditional building materials and technology to modern use. It serves as the primary pedestrian link between the modern Visitor Center and the historic buildings and landscapes of Salem.

COMMENTS/RECOMMENDATIONS Although this bridge is, as yet, far too young to be considered for historic designation, it is of singular design and is located in the Old Salem Historic District. It is regulated by local preservation ordinances.



*Old Salem Heritage Bridge
Across Old Salem Road
Built: 1998*

PARK FOOTBRIDGES ACROSS WATER



A SURVEY
OF SELECTED
HISTORIC BRIDGES
IN WINSTON-SALEM,
NORTH CAROLINA

G.1.A. HANES PARK FOOTBRIDGE NEAR NORTHWEST BOULEVARD

NCDOT Bridge #: Not Assigned

LOCATION AND SETTING This ca. 1920s footbridge is located in Hanes Park near the intersection of Northwest Boulevard and Reynolda Road. The bridge is flanked by ball fields and a small seating area. Across Reynolda Road is an early-twentieth century commercial block.

DESCRIPTION This short, one-span footbridge crosses Hanes Park Branch, near Peters Creek. The bridge is concrete and looks like a miniature version of many of the street bridges in Winston-Salem. Each bridge wall is set on a continuous foot. The thin end posts are decorated on all exposed sides of their shafts with rectangular blind panels. They are topped with a two-step cap. The lengths of each span are decorated with three horizontal rectangular blind panels. The lengths are topped with slightly peaked handrails. The thin walking path created by the bridge is concrete covered with sand.

HISTORY AND OTHER SOURCES There are few sources concerning this bridge. A description of Hanes Park is included in the National Register nomination for the West End Historic District. This description, as well as a dedication plaque at the main entrance of the park, dates the area to 1919. This park bridge, therefore, is probably from about that time. In addition, the bridge looks very similar to street bridges built by the city of Winston-Salem during the 1920s. All together, these facts lead to the conclusion that the bridge was probably built in the late 1910s or the 1920s.

COMMENTS/RECOMMENDATIONS This bridge is located just west (and outside) of the West End Historic District boundary. Further research and context development are needed for National Register or Local Historic Landmark designation.



*Hanes Park Footbridge
Near Northwest Boulevard
Built: ca. 1920*

G.1.B. HANES PARK FOOTBRIDGE NEAR GLADE STREET

NC DOT Bridge #: Not Assigned

LOCATION AND SETTING This ca. 1920s stone footbridge crosses Peters Creek in Hanes Park near the intersection of Glade Street and Hawthorne Road. The bridge is most readily approached by a walking path that leads down from Glade Street. The bridge lies outside the West End Historic District boundary to the west, within sight of the Glade Street Bridge across Peters Creek and near the Calvin H. Wiley Middle School complex.

DESCRIPTION This footbridge is made of "rubble" stone set in mortar. The stones have a consistent brownish to gray tint to them. The bridge walls, which are uneven in length, are slightly arched. They have a conical shape on either end that imitate end posts. The walking path of the bridge is paved and covered with packed dirt. The walls are built all the way down into the creek bed, leaving the creek to pass through a thin, round point under the bridge; this passage is maintained by a metal pipe which is embedded into the bridge wall. The bridge has clearly undergone various repairs.

The mortar is badly patched in some places, as if no attempt was made to match the color of repair mortar with that of the original.

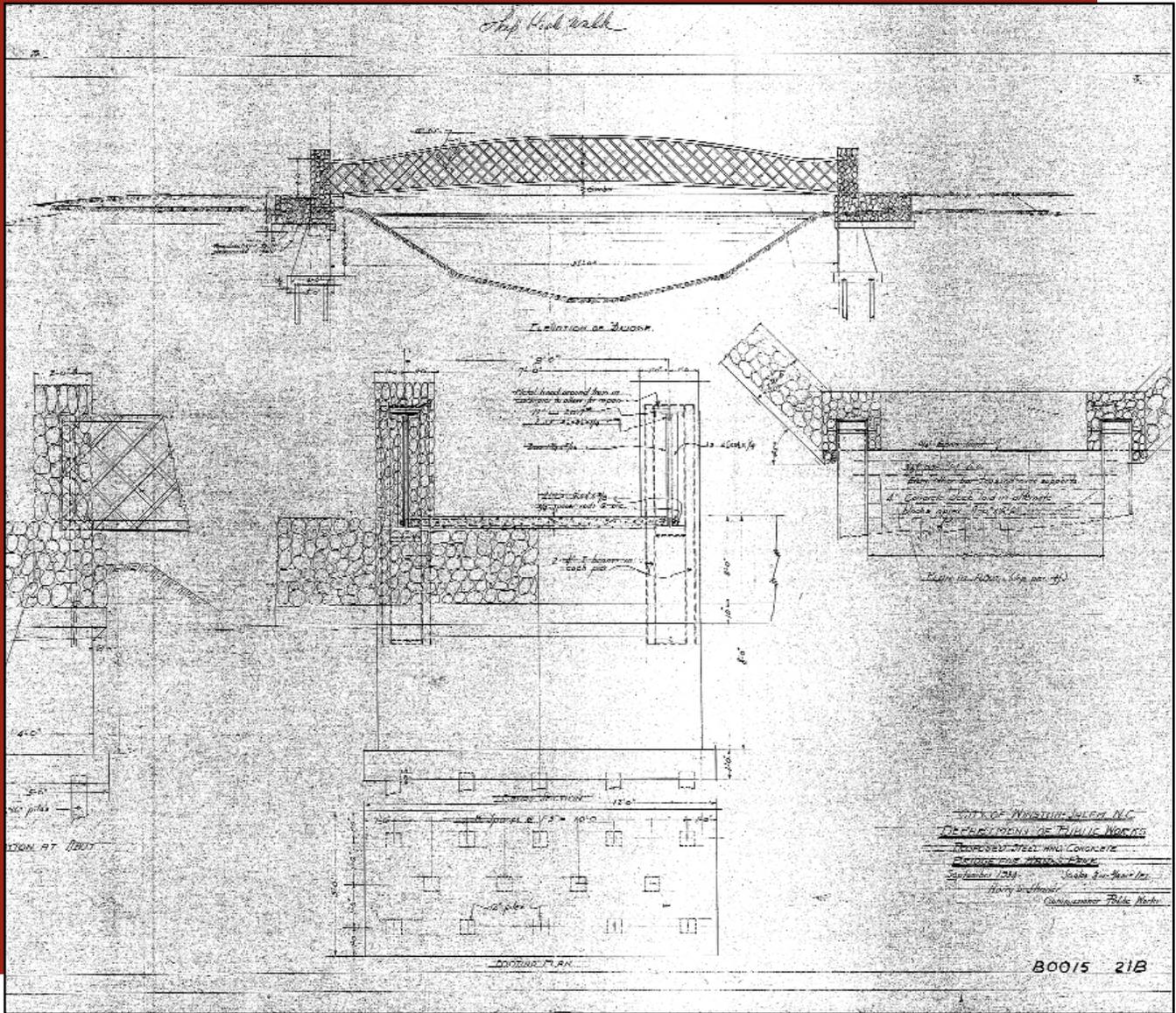
HISTORY AND OTHER SOURCES There are few sources concerning this bridge. A description of Hanes Park is included in the National Register nomination for the West End Historic District. This description, as well as a dedication plaque at the main entrance of the park, dates the area to 1919. This bridge resembles the entrance gate, being that the two are made of similar rubble stone materials. It is logical to conclude that this bridge was made about the same time as the rest of the park, dating it to ca. 1920s.

COMMENTS/RECOMMENDATIONS This bridge is located just west (and outside) of the West End Historic District boundary. Further research and context development are needed for National Register or Local Historic Landmark designation.



*Hanes Park Footbridge
Near Glade Street
Built: ca. 1920*

HANES PARK FOOTBRIDGE NEAR CLOVER STREET ORIGINAL DRAWING



G.1.C. HANES PARK FOOTBRIDGE NEAR CLOVER STREET

NCDOT Bridge #: Not Assigned

LOCATION AND SETTING This footbridge is located just off the main entrance of Hanes Park, in the heart of the West End Historic District, just off West End Boulevard. It is surrounded by tennis courts, a paved running track, and small open green spaces. The paths leading up to the bridge are gravel.

DESCRIPTION This footbridge is metal and stone. The span, crossing a thin point of Peters Creek, is a pre-fabricated metal form. The metal is painted green and the walls are composed of cross-hatched metal strips. The handrail is an arched metal bar. The floor of the bridge is concrete, possibly modern. The end posts of the bridge are square shafts made of "rubble" stone. From the front side of each shaft projects a short curved rubble stone wall, gradually lowering until they come to a second short square shaft.

HISTORY AND OTHER SOURCES There are few sources concerning this bridge. A description of Hanes Park is included in the National Register nomination for the West End Historic District. This description, as well as a dedication plaque at the main entrance of the park, which is immediately in front of this bridge, dates the area to 1919. The stone end posts are too much like the entrance gate not to be its contemporary. However, the prefabricated metal span may be slightly newer. The concrete walking path across the bridge is certainly a recent addition.

COMMENTS/RECOMMENDATIONS This bridge appears to be in a part of Hanes Park already included on the National Register as a part of the West End Historic District.



*Hanes Park Footbridge
Near Clover Street
Built: ca. 1934*

G.2. WASHINGTON PARK FOOTBRIDGE

NCDOT Bridge #: Not Assigned

LOCATION AND SETTING This bridge is located in Washington Park, which is a contributing element of the Washington Park National Register Historic District. Paved walking paths lead to and from the bridge carrying pedestrians over a creek bed.

DESCRIPTION The Washington Park Bridge resembles other footbridges in Winston-Salem consisting of low, arched "rubble" stone walls set in heavy mortar and resting on granite piers. The bridge walls are higher than other stone bridges, being around four feet high in the center. The walkway consists of modern concrete. Throughout the park, benches, retaining walls, and steps all consist of the same design and style as the bridge.

HISTORY AND OTHER SOURCES The residential neighborhood of Washington Park dates to 1892 and is a National Register Historic District. A plaque located at one of the east entrances to the park dates the contributing site to 1928. Many other park structures date from the 1930s.

COMMENTS/RECOMMENDATIONS The bridge lies within the original seventeen-acres of Washington Park site, and although the bridge is not mentioned specifically, the Park is a contributing element listed in the Washington Park National Register nomination.



Washington Park Footbridge
Built: ca. 1928

Park Date Plaque:
Erected By
Old North
State
(illegible)
Feb. 20 1928



G.3. LIBERIA STREET FOOTBRIDGE

NCDOT Bridge #: Not Assigned

LOCATION AND SETTING This metal truss pedestrian bridge, which crosses Salem Creek, is located at the southern edge of Central Park, just where it comes to meet the African-American neighborhood of Happy Hill. Liberia Street is the vehicular street that runs closest to the bridge. The bridge runs high over a point in Salem Creek that is too wide and deep to ford safely by foot. The creek and the bridge are surrounded by a thick stand of trees.



*Liberia Street Footbridge
Built: ca. 1936*

DESCRIPTION This metal truss bridge is a prefabricated form. Like all truss bridges, the bridge walls provide the tension and support for the form. The walls are formed by a series of interlocking triangles, composed of crossed metal beams that are welded and bolted together. The walls are about 6½' or 7' high. The walls are flat on top, formed by a metal beam; at either end, the walls slope down to floor of the bridge. The floor of the bridge is also metal. The whole form is painted green.

a request for the bridge's construction was placed with the Aldermen by a representative of the Happy Hill neighborhood.

HISTORY AND OTHER SOURCES A description of this bridge is included in a survey report concerning African-American neighborhoods of Winston-Salem, a copy of which is held in the City-County Planning Board office. That report relates a bit of oral history concerning this bridge. In the story, many neighbors of Happy Hill worked at Salem College and Salem Academy; in order to get to work, they would have to ford Salem Creek by foot. At some point in the mid-1930s, a woman on her way to work fell in the creek, thus injuring herself and prompting the community to demand construction of a footbridge. The survey provides no further evidence concerning this bridge and does not provide a date for its construction. However, while conducting the research for this project, a record for construction of this bridge was found in the Winston-Salem Board of Aldermen Minute Books, in 1936. Indeed,

COMMENTS/RECOMMENDATIONS The Liberia Street Footbridge is historically significant to the Salem and Happy Hill communities. Further research and context development are needed for National Register or Local Historic Landmark designation.



G.4. MILLER PARK FOOTBRIDGES

NCDOT Bridge #: Not Assigned

LOCATION AND SETTING Miller Park is located just south of busy Stratford Road and Business 40 in Ardmore, an early- to mid-twentieth century residential neighborhood listed on the National Register. Three pedestrian bridges are scattered throughout the Park, passing over a low, dry creek bed, which only fills after heavy rains.

DESCRIPTION These bridges are all of the same form: low, arched “rubble” stone walls set in heavy mortar. The bridge walls are noticeably low, being probably no higher than three feet at the pitch of their arched forms. They are flat on top and there are no distinguished handrails or end posts. The floors of the bridges are packed dirt. All the bridges seem in good repair.

HISTORY AND OTHER SOURCES A description of Miller Park held in the files at the City-County Planning Board office claims that these bridges were built in 1942 by a government agency.

COMMENTS/RECOMMENDATIONS These bridges are nice forms and as they are located in Miller Park, are contributing elements of the Ardmore National Register Historic District.



*Miller Park Footbridge
Built: ca. 1942*

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