Wall and ceiling finish: (Include wainscoting, plasterwork, cornices, etc.)

Flooring: __________________________ Notable hardware: __________________________

General setting and orientation:

Outbuildings:

Give all alterations and additions: (Be specific, give date of change and original appearance when known)

Make a sketch of the floor plan of the building, showing dimensions, related structures, and additions. Also give north arrow and indicate front of the structure.

STATE OF ALABAMA
ALABAMA HISTORICAL COMMISSION
725 MONROE STREET
MONTGOMERY, ALABAMA 36130
PHONE: 832-6621

ALABAMA INVENTORY AND WORKSHEET FOR LANDMARKS

COUNTY __________________________

PRESENT NAME __________________________ HISTORIC NAME __________________________

LOCATION (Street and number) Bridge in Wetumpka over Coosa River

TOWN __________________________ (Give directions if rural)

PRESENT USE Bridge HISTORIC USE __________________________

OWNERSHIP: Public ( ) Private ( ) Public acquisition being considered ( )

OWNER'S NAME Alabama Highway Department

MAILING ADDRESS __________________________

CONDITION: Excellent ( ) Good ( ) Fair ( ) Ruins ( )

INTEGRITY: Original Site ( ) Moved ( ) When? __________________________

From where? __________________________ Give details in significance.

THREATS: No ( ) Yes ( ) By What? __________________________

RESTORATION WORK: Being considered ( ) Underway ( ) Completed ( ) Not planned ( )

SURROUNDING ENVIRONMENT: Open land ( ) Woodland ( ) Scattered buildings ( )
High building density ( ) Commercial ( ) Industrial ( ) Residential ( ) Rural ( )

If there are numerous buildings in the area, could this structure be part of a Historic District?

SIGNIFICANCE: Why is this important ( ) associated with events, persons, or movements Local ( ) State ( ) National ( )

( ) a good example of a type or style of structure ( ) other

Explain: (Expand on the significance of the building. If architecturally significant, give details being very specific. Additional data on what aspects of the community's development the building represents, or a specific event, trend or person related to the building's importance.)

Form prepared by __________________________ Date __________________________

Address __________________________ Phone __________________________

Town __________________________ Organization __________________________
Date of Construction: (Give names and biographies, if known)

Builder or Architect: (Give names and biographies, if known)

Original Owner: (Give name and biographies—attach additional sheet if necessary)

Subsequent Owners (Give name and biographies)

State sources of information, giving full bibliographical data:

SECTION III: DESCRIPTION (In each category please state if elements are not original)
YOU MUST PROVIDE US WITH PHOTOGRAPHS OF THE STRUCTURE, SHOWING FRONT, SIDE, REAR
AND NOTABLE DETAILS.

Number of stories Foundation

Basement Interior framing or structural system

Exterior wall material and design: (Note changes from one floor or wing to another)

Roof type and covering:

Roof Trim: (Cornices, vergeboard, brackets, etc.)

Chimneys: (Give number, location, and material)

Porches: Front (type and description) ____________________________

Rear (type and description) ____________________________

Side (type and description) ____________________________

Doors: Main entrance (location, description)

Other entrances: (location, description)

Windows: (Give types, number for each floor of facade, describe trim)

(Give types, number per floor for rear and sides)

INTERIOR FEATURES
Mantels: (Number, location, and description): 

Describe interior window and door trim:

Stairways (types, locations and features)
BIBB GRAVES BRIDGE

The Bibb Graves Bridge in Elmore County has been added to the Alabama Register of Landmarks and Heritage, the Alabama Historical Commission announced today.

Bibb Graves Bridge built in 1931, is one of the longest bridges in Central Alabama measuring 787 feet. A catenary shaped structure, it is the only bridge south of the Mason and Dixon Line which is suspended by re-enforced concrete arches.

The first bridge in Wetumpka was a toll bridge built in 1834. In 1844, this bridge was washed away. For awhile, the river had to be crossed by a ferry boat and batteaux. According to an act of the Legislature, the Wetumpka Bridge Company had to furnish transportation across the river.

The contract for the next bridge which was begun in 1844 was given to a Mr. King. However, his servant, Horace King, directed the building of the bridge.

This bridge proved to be quite interesting and unusual. It was a covered bridge, having every timber in such a way that it was a brace for another timber. Many Elmore County residents found the bridge a scary, spooky place to cross at night for the only lighting was produced by three lanterns on posts.

One "bridge" story tells about an ex-convict named Burns. He wanted to get back at a judge who had rendered an unfavorable verdict toward him. One night, knowing the judge would be coming home late, he slipped up on the far end of the bridge and removed two planks, knowing that the judge in the dim light would probably walk unsuspectingly into this trap and his death would be inevitable as he was plunged into the river. Fortunately, the bridge keeper discovered in time what had been done and placed a warning signal there, thus saving the judges' life.

The pedestrians were charged five cents and vehicles a larger price. Most of the people found it cheaper to use the monthly rate of $1.00 for the head of the family, 25 cents for the other members of the family, and $2.50 for a vehicle. Anyone going to church, whether walking or riding, was allowed to go across free. The vehicle gate was locked after nine o'clock at night, but the pedestrian gate was left unlocked. If the gate keeper had to be awakened at night to open the gate for vehicles, he charged an extra twenty-five cents. It was too expensive for the grocery men to have delivery services for those living on the west side of the river. A wheel barrow being used by a shopper was a common sight.

The bridge built in 1844 was washed away during the "Flood of 1886." A new bridge was built in 1887 by the Southern Bridge Company of Birmingham.

Through the years, the bridge toll was the subject of much political controversy. The people on the east side of the river thought if the bridge were bought and made free, they would have to pay a higher tax, in order to pay for it; those not crossing very often had to pay very little toll. The people on the west, many having
to cross the river daily, naturally wanted a free bridge.

The county commissioners made many offers to buy the bridge from the bridge company stockholders, but wouldn't pay the bridge company $37,000. So the commissioners threatened to build a bridge above the toll bridge. They made a contract with a building company. The stockholders became alarmed and agreed to sell the bridge for $12,000.

There seems to be something not quite clear about some of the proceedings. The U.S. Government had said a new bridge could not be built unless it was a draw bridge or was high enough for boats to go under. The building company said that in that case they could not build it for less than $14,700. The commissioners threw aside their contract with the construction company and bought the bridge from the Wetumpka Bridge Company for $12,000.

The stockholders knew the bridge would not be worth anything to them if a free bridge were built. The commissioners made their first payment on the bridge February 17, 1908; the bridge was declared a free bridge, after having been a toll bridge for three quarters of a century. Judge H.J. Lancaster was the probate judge and A.J. Langley, G.W. Ward, J.M. Strock and W.D. Smith were the commissioners.

In 1927, the iron bridge, built in 1887, needed much expensive repair work. Judge G.H. Howard and the commissioners thought it would be best to build a new bridge.

However, the financing of the bridge was a problem.

After some controversy between Governor Graves and Judge Howard about building the bridge out of concrete of steel; it was finally decided to build the bridge out of concrete.

The contract for the bridge specified $177,400. as the cost of building. An early bond issue was decided by which each county would benefit. The county involved and the state would share equally in the cost of a bridge. This gave Elmore County $88,700. for its share. The Alabama Power Company had allocated $75,000. to the county to be used for the maintenance of the Martin Lake Bridge. Elmore asked the State Highway Department to take over the maintenance of the Martin Lake Bridge, thus allowing it the use of $75,000. to apply on the cost of the new bridge. This was arranged, leaving the county's part approximately $13,000. for its share.

Another negotiation with the Alabama Power Company took place and arrangements were made by which the $13,000. could be paid.

The present bridge, named after Governor Bibb Graves was designed by Edward Houk, State Bridge Engineer. State Engineer Carol Smith supervised the work on the bridge.

The commissioners in office at the time of the building of the bridge were B.J. Hodnett, J.M. McQueen, W.P. Young and J.W. Hogan.
### SUPERSTRUCTURE

**Measurements:**
- **Elev. Clear:** 14.3'
- **Gauge:** 36'-6"
- **Clearance:** 6'-0"
- **Railing:** 3'-0"

**Sections:**
- **Lintel:** 3'-0"
- **Gauge:** 27'-6"

### ARCHES - BEAMS OR GIRDERS

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<th>Plan No.</th>
<th>Matl.</th>
<th>Span</th>
<th>No. of Beans</th>
<th>Spacing</th>
<th>Curvature</th>
<th>Height and Matl.</th>
<th>Type No.</th>
<th>Matl.</th>
<th>Matl.</th>
<th>Depth Fill</th>
<th>Arch Fill</th>
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<td>29.0</td>
<td>6 @ 8.0</td>
<td>4.0</td>
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<td></td>
<td>1-3&quot;</td>
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</tr>
<tr>
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<td>20</td>
<td>Coac Col.</td>
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<td>45.0</td>
<td>6 @ 8.0</td>
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<td>2-3&quot;</td>
<td>3-5&quot;</td>
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<td>Coac</td>
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<td>Coac Col.</td>
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<td>47.8</td>
<td>8 @ 9.0</td>
<td>13 @ 11.0</td>
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<td>3-6&quot;</td>
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### SUBSTRUCTURE

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<th>Beam No.</th>
<th>Type and Matl.</th>
<th>Ht. Grade to Top Span</th>
<th>Ht. Top Cap to Edit. Post.</th>
<th>No. and Lenth Files</th>
<th>Foundation Matl.</th>
<th>Dist. Grade to Ground</th>
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<td>Rock</td>
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</tbody>
</table>
### City of Westumpka Survey - Elmore County

**General Exterior Description:**

**Structure Number:** 05-1 - 00719

**Photograph Number:** Roll 017 Negative 0203, 04, 05, 06, 07, 08

**Historic Name:** Bibb Graves Bridge

**Common Name:** NA

**Street Number:** NA **Street Name:** Westumpka (East and West Bridge Streets)

**Cross Street:** NA

** Quadrangle Sheet:** Westumpka

**Topo Number:** 29-16-0L

**Origin:** Unknown

**Date:** 09-16-0L

**Type:** Unknown Building Structure Site Object Other

### Common Residential Form:

<table>
<thead>
<tr>
<th>Unknown</th>
<th>V/N/A</th>
<th>Bayou Cottage (enclosed)</th>
<th>Early 19th cent vernacular</th>
<th>Early 20th cent vernacular</th>
<th>Four squares</th>
<th>I-cottage</th>
<th>Late 19th cent vernacular</th>
<th>Mid 20th cent vernacular</th>
<th>Pyramid Roof</th>
<th>Shotgun</th>
<th>Sparkle roof</th>
<th>T-cottage</th>
</tr>
</thead>
</table>

### Exterior Wall Material - Original Primaries Secondary


### Overall Shape:

| Unknown | V | N/A | Irregular | Rectangular | Rectangular w/ell | Square | H-shaped | L-shaped | T-shaped | U-shaped | Other |

### Height:

| Unknown | V | N/A | 1 story | 1 1/2 stories | 2 stories | 2 1/2 stories | Other |

### Main Roof Configuration:

| Unknown | V | N/A | [Gable] | clipped gable | cross gable | double front gable | front-oriented | multi-gable | pedimented gable | side-oriented | spanish |

### Roof Pitch:

### Features:

| Unknown | V | [Porch] | [Lightning rod] | decorative dormer | decorative dormer | decorative dormer | decorative dormer |

### Exterior Wall Material - Replacement Primaries

| Unknown | V | N/A | Aluminum siding | asbestos siding | Asbestos siding | brick veneer | Perforated | Similar to original | Vinyl siding | Weatherboard | Other |

### Landscape Features:

| Unknown | V | N/A | [Irrigation] | [Planting] | [Landscape] | [Vegetation] | [Vegetation] | [Vegetation] |

### Period of Construction:

| Unknown | V | N/A | [Pre-1800] | [1800-1825] | [1826-1835] | [1836-1850] | [1851-1855] | [1856-1870] |

### Estimated Date of Construction:

| Unknown | V | N/A | [Pre-1800] | [1801-1875] | [1876-1885] | [1886-1910] | [1911-1930] | [1931-1945] |

### Actual Date of Construction:

| Unknown | V | N/A | [Pre-1800] | [1801-1875] | [1876-1885] | [1886-1910] | [1911-1930] | [1931-1945] |

### Storm Damage:

| Unknown | V | N/A | [Structural] | [Architectural] | [Structural] | [Architectural] | [Structural] | [Architectural] |

### Historical Notes:

**Historical Association:**

**Historical Time Period:**

| Unknown | V | N/A | [Original] | [Reconstruction] | [Renovation] | [Restoration] | [Preservation] | [Restoration] |

### Principal Porch Integrity:

| Unknown | V | N/A | Attached | Inset/Loggia | Screened | Other |

### Principal Porch Type:

| Unknown | V | N/A | [Front] | [Front] | [Front] | [Front] | [Front] | [Front] |

### Principal Porch Detail:

| Unknown | V | N/A | [Beams] | [Columns] | [Footings] | [Columns] | [Columns] | [Columns] |

### Foreshortening:

| Unknown | V | N/A | [Footings] | [Columns] | [Columns] | [Columns] | [Columns] | [Columns] |

### Survivor's Name:

| Marilyn Sullivan | V | N/A | [Survivor] | [Survivor] | [Survivor] | [Survivor] | [Survivor] | [Survivor] |

### Office Evaluation:

| Unknown | V | N/A | [Survivor] | [Survivor] | [Survivor] | [Survivor] | [Survivor] | [Survivor] |

### Major Alterations/Date:

| Unknown | V | N/A | [Major Alterations] | [Major Alterations] | [Major Alterations] | [Major Alterations] | [Major Alterations] | [Major Alterations] |

### Chord Mouldings:

| Unknown | V | N/A | [Chord Mouldings] | [Chord Mouldings] | [Chord Mouldings] | [Chord Mouldings] | [Chord Mouldings] | [Chord Mouldings] |

### Carpenters/Support:

| Unknown | V | N/A | [Carpenters/Support] | [Carpenters/Support] | [Carpenters/Support] | [Carpenters/Support] | [Carpenters/Support] | [Carpenters/Support] |

### Others:

| Unknown | V | N/A | [Others] | [Others] | [Others] | [Others] | [Others] | [Others] |

### Notes:

| Unknown | V | N/A | [Notes] | [Notes] | [Notes] | [Notes] | [Notes] | [Notes] |