NPS Form 10-900
(Rev. 10-90)
United States Department of the Interior
National Park Service

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NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

OMB No. 1024-0018

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

1. Name of Property

historic name: R.H. Henry Bridge
other names/site number:

2. Location

street & number: U.S. Highway 80 at the Big Black River
city or town: Edwards vicinity _x_
state: Mississippi code: MS county: Hinds & Warren code: 049 & 149 zip code: 39066

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this _X_ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property _X_ meets ____ does not meet the National Register Criteria. I recommend that this property be considered significant ___ nationally _X_ statewide ___ locally. (___ See continuation sheet for additional comments.)

Kenneth H. P. Paul — April 22, 2005
Signature of certifying official — Date

Deputy State Historic Preservation Officer
State or Federal agency and bureau

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

Signature of commenting or other official — Date

State or Federal agency and bureau

4. National Park Service Certification

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

for Signature of the Keeper — Date of Action
Edson W. Beall — 6/8/05

5. Classification

Ownership of Property:
Public-local

Category of Property:
Structure

Number of Resources within Property:
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1		Total

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

Historic Bridges of Mississippi

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions:
TRANSPORTATION/road-related (vehicular)

Current Functions:
TRANSPORTATION/road-related (vehicular)

7. Description

Architectural Classification(s):
N/A

Materials:
foundation: concrete
roof:
walls:
other: concrete, steel

Narrative Description: See continuation sheet.

8. Statement of Significance

Applicable National Register Criteria

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

Criteria Considerations:

Property is:

- ____ A owned by a religious institution or used for religious purposes.
- ____ B removed from its original location.
- ____ C a birthplace or a grave.
- ____ D a cemetery.
- ____ E a reconstructed building, object, or structure.
- ____ F a commemorative property.
- ____ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
Engineering
Transportation

Period of Significance
1929

Significant Dates
1929

Significant Person(s)
N/A

Cultural Affiliation(s)
N/A

Architect/Builder
N/A

Narrative Statement of Significance: see continuation sheet

9. Major Bibliographical References

Bibliography

Mississippi Department of Transportation, Office of State Aid Road Construction. Bridge Inventory.

Previous documentation on file (NPS)

___preliminary determination of individual listing Office (36 CFR 67) has been requested.
___ previously listed in the National Register
___ previously determined eligible by the National Register
___ designated a National Historic Landmark
___ recorded by Historic American Buildings Survey
_____
___ recorded by Historic American Engineering Record
_____

Primary Location of Additional Data

_x_ State Historic Preservation
___ Other State agency
___ Federal agency
___ Local government
___ University
___ Other
Name of repository:

_____

10. Geographical Data

Acreage of Property: less than one acre

UTM References:	*Zone*	*Easting*	*Northing*
	15	716730	3581100

Verbal Boundary Description

See continuation sheet.

Boundary Justification:

See continuation sheet.

11. Form Prepared By

name/title:	Jack D. Elliott, Jr., Historical Archaeologist and Richard J. Cawthon, Chief Architectural Historian		
organization:	Mississippi Department of Archives and History		date: July 2004
street & number:	Box 571		telephone: 601-576-6940
city or town:	Jackson	state: Mississippi	zip code: 39205

Additional Documentation

Submit the following items with the completed form:
Continuation Sheets
Maps
A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.
Photographs
Representative black and white photographs of the property.
Additional items (Check with the SHPO or FPO for any additional items)

Property Owner(s)

Hinds County Board of Supervisors
P. O. Box 686
Jackson, Mississippi 39205
601-968-6501

Warren County Board of Supervisors
913 Jackson St.
Vicksburg, Mississippi 39180
601-634-8073

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

Narrative Description:

The R.H. Henry Bridge is located on U.S. Highway 80, where it crosses the Big Black River, which forms the line between Hinds and Warren Counties.

Built in 1929, it is a two-lane, single-span Parker through-truss bridge of steel construction, 170 feet in length and 25 feet in width, with a paved deck. It is approached at both the west and east ends by paved elevated roadways.

The top chords of the structural truss consist of two channels and one plate connected underneath by small rectangular plates. The posts consists of two channel bars connected by small rectangular plates, while the bottom chords consist of simply two channel bars. The metal truss span is supported beneath by poured concrete piers.

The bridge is unaltered and in fairly good condition.

Narrative Statement of Significance:

The R.H. Henry Bridge, built in 1929, is locally significant under Criterion C in the area of Engineering, because it is one of the most intact surviving examples in Mississippi of a two-lane, single-span Parker through truss bridge, and under Criterion A in the area of Transportation, for its association with the beginnings of the federal highway system in Mississippi.

A comprehensive survey, conducted in 1986, of all known truss bridges in the state of Mississippi built before 1953 identified 10 surviving examples of the single-span Parker through-truss type built between 1925 and 1930. Eight of these bridges were two-lane paved-deck bridges constructed for the earliest federal highways in Mississippi, while the other two were one-lane, wood-deck bridges built on rural roads. By the time these bridges were re-surveyed in 2002, six had been demolished or abandoned.

The two surviving intact two-lane Parker through-truss bridges in Mississippi from the 1925-30 period are:

- **Chunky River Bridge**, U.S. Highway 11, Enterprise vicinity, Clarke County (Listed on the National Register on November 6, 1988)
- **R.H. Henry Bridge**, U.S. Highway 80, over the Big Black River, Warren and Hinds Counties

The 1986 survey also identified one double-span Parker through-truss bridge from the 1925-30 period – the Pascagoula River Bridge at Merrill in George County.

The Parker through truss was widely used on state highways by the Mississippi State Department of Highways during the 1940s and 50s. The 1986 survey identified 14 single-span Parker through-truss bridges from this later period, of which 10 were still extant in 2002, and two multi-span examples, both still extant in 2002.

U.S. Highway 80 was one of the first routes built in Mississippi as part of the new system of numbered federal highways initiated in the mid-1920s. Crossing the center of the state from east to west, from the Alabama state line near Meridian to the Mississippi River at Vicksburg, the original route of Highway 80 incorporated the Mississippi segment of the Dixie Overland Highway, which had been conceived in 1914 as the first coast-to-coast paved highway in the United States. Completed in 1930, U.S. Highway 80 soon became one of the nation's most important transcontinental highways. Highway 80 remained a major transportation corridor until it was largely supplanted by and partially incorporated into Interstate 20, which was completed through Mississippi in the late 1960s.

The construction of Highway 80 through Mississippi involved the building of several major bridges, including the **Woodrow Wilson Bridge** crossing the Pearl River at Jackson and the **Mississippi River Bridge** at Vicksburg. (These bridges were listed on the National Register in 1988 and 1989 respectively.) Several Parker through-truss bridges were built on Highway 80 during its initial construction in 1929-30 – over the Chunky River at Meehan, over the Chunky River at Chunky, and over the Big Black River near Edwards. Of these three, the R.H. Henry Bridge over the Big Black River is the only one that survives.

For several miles on either side of the R.H. Henry Bridge, Highway 80 passes through a rural landscape that has changed little in the 75 years since the highway was constructed.

The R.H. Henry Bridge is an intact surviving example of this increasingly rare type of bridge, especially rare from the early period (1925-30), and it is one of the best examples of the few surviving through truss vehicular bridges in Hinds and Warren Counties.

Verbal Boundary Description

This structure is located in the south half of Section 22, Township 16 North, Range 5 East, on U.S. Highway 80 on the line between Hinds and Warren Counties, Mississippi. It consists of a 170-foot by 25-foot single-span truss bridge located at UTM coordinates 15-716730-3581100.

Boundary Justification:

The nominated property consists only of the steel truss bridge itself, which is significant as a representative example of its type of bridge construction.

R. H. Henry Bridge
Hinds and Warren Counties, Miss.
Photo by Jack D. Elliott, Jr.
January 1986; field checked in 2002
Negative: MS Dept. of Archives & History
view from north
photo 1 of 3

R. H. Henry Bridge
Hinds and Warren Counties, MS
Photo by Jack D. Elliott, Jr.
January 1986; field checked in 2002
Negative: Miss. Dept. of Archives & History
View from west
photo 2 of 3

R.H.
HENRY
BRIDGE
1929

R. H. Henry Bridge
Hinds and Warren Counties, MS
Photo by Jack D. Elliott, Jr.
January 1986; field checked in 2002
Negative: MS Dept. of Archives & History
view of name plaque
Photo 3 of 3