VIRGINIA
HISTORIC LANDMARKS COMMISSION

SURVEY FORM

File no. 76-254
Negative no(s). 4368

Historic name
Common name Cedar Run Bridge on S.R. 646; Alden Road Bridge
County/Town/City Prince William County
Street address or route number S.R. 647 across Cedar Run (at Tacquett's Ford)
USGS Quad Nokesville
Date or period 1932
Original owner Va. Highway Dept.
Architect/builder/craftsmen
Original use Bridge
Present owner Va. Dept. of Transp. & Hwys.
Source of name
Present owner address Richmond, Va.
Source of date Va. Highway Dept.
Stories -
Present use Highway Bridge
Foundation and wall const'n -
Acreage -1 acre
Roof type -

State condition of structure and environs Bridge is structurally probably OK; may need to be painted. Road floods in very heavy rain.
State potential threats to structure Possible replacement.
Note any archaeological interest

Should be investigated for possible register potential? yes ___ no x

Architectural description (Note significant features of plan, structural system and interior and exterior decoration, taking care to point out aspects not visible or clear from photographs. Explain nature and period of all alterations and additions. List any outbuildings and their approximate ages, cemeteries, etc.)

This is a steel, riveted, through Pratt truss bridge (#6022), 93' long and 11' wide (clear roadway), with a clearance of 13'8". Bridge has an 8-ton weight limit, and was last painted in 1970. Bridge has a wooden deck, waist-high metal siderails, and sandstone abutments.

Present approaches to the bridge frequently flood when Cedar Run rises. Plans to dam Cedar Run for a PW water supply would inundate this crossing.

Interior inspected?

Historical significance (Chain of title; individuals, families, events, etc., associated with the property.)

It has been suggested that this bridge was actually built in about 1926 and was first installed on U.S. Route 1 in Dumfries across Quantico Creek before being moved in the 1930s to its present location across Cedar Run, but that has not been confirmed.

In 1978, the Virginia Department of Highways and Transportation, concerned that the bridge, because of its dangerous approaches, its 8-ton weight limit, and the fact that it is a one-lane bridge, evaluated the bridge for possible replacement. Using the "Newlon Criteria" and consulting with the Landmarks Commission, the VHD determined that the bridge could and should be replaced. Prince William County concurred with the VHD's recommendation. Because of the impossibility of rehabilitating the bridge, its hazardous approach, and the fact that school buses weighing over 8 tons are regularly crossing it, replacement has been given a high priority.

Sources and bibliography

Published sources (Books, articles, etc., with bibliographic data.) Kristy Larson, "Bridge Hinges on Water Decision," in Journal-Messenger, 28 Feb. 1979.

Primary sources (Manuscript documentary or graphic materials; give location.)

VHD evaluation located in office of Environmental Coordinator, VHD, Richmond, Va., and probably also in Residency Office. See also Bridge Division, VHD.

Names and addresses of persons interviewed Mrs. Alice Humphries, former Prince William County Supervisor, Brentsville (?) District; Mr. Gee, Residency Office, Va. HD; Dennis Gilbert, Enutl. Coordinator, VHD, Richmond, VA.

Plan (Indicate locations of rooms, doorways, windows, alterations, etc.)

Site plan (Locate and identify outbuildings, dependencies and significant topographical features.)

Name, address and title of recorder Frances Jones, Architectural Historian - Surveyor, NVPDC

Date JAN 1980.