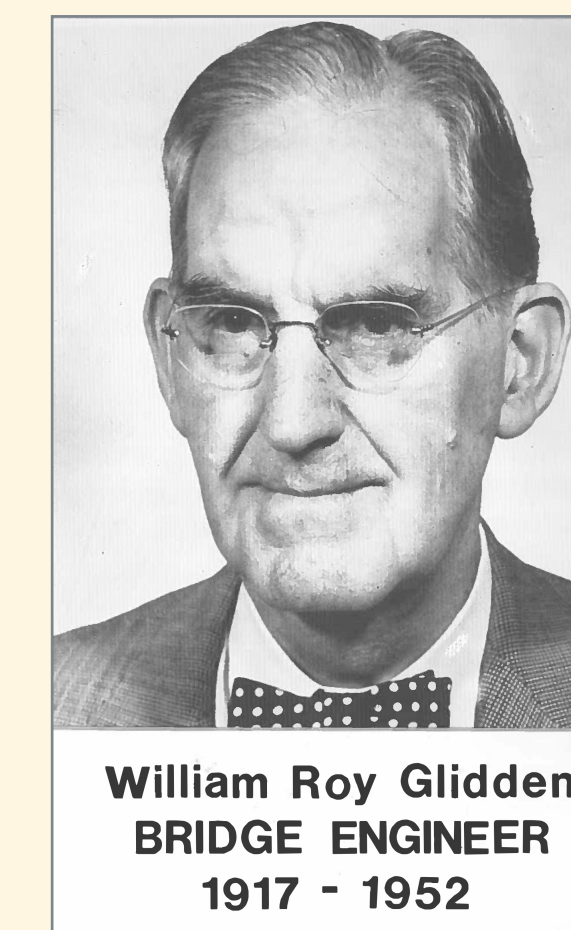


Morris Ford Bridge



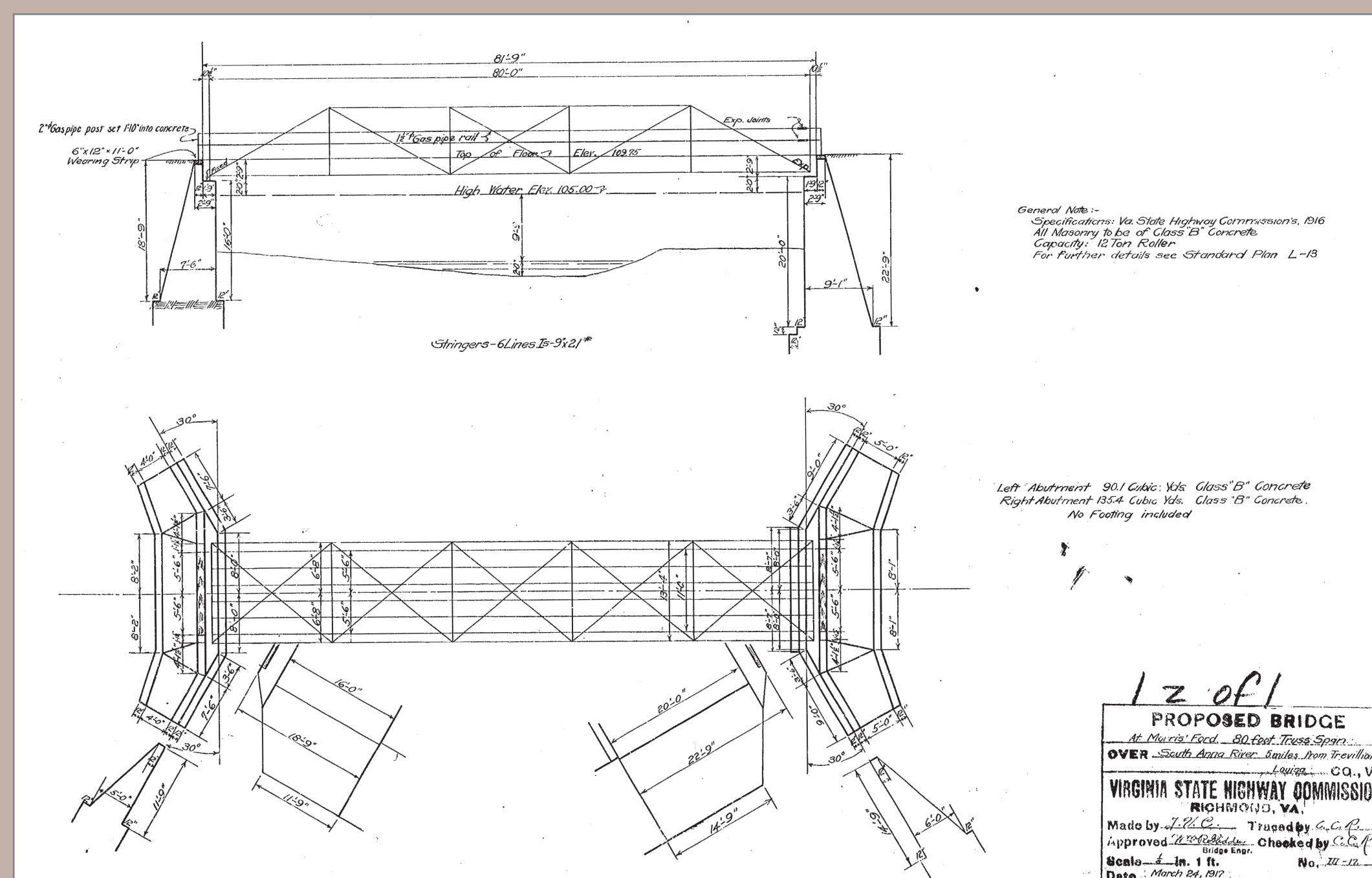
The bridge at Morris Ford, also known as Hamilton Road Bridge, stood near this spot from 1917 to 2026 and carried Hamilton Road (Route 695) across the north fork of the South Anna River. The structure was a single-span, steel Pratt pony truss consisting of five panels each, three central panels flanked by an end panel on each side with full slope inclined end posts. By the early twentieth century the Louisa County government recognized the need to provide the citizens of the Green Springs with a safer and more reliable means to cross the river. The county utilized a matching grant from the Virginia State Highway Commission and selected a standard plan provided by the Commission for the new bridge.



William R. Glidden, the State Bridge Engineer at the time, approved the Morris Ford Bridge design on March 24, 1917. Although it is unlikely that Glidden was responsible for the bridge design himself, he had a long and distinguished career with the State Highway Commission and its successor agency the Department of Highways. A native of Massachusetts, Glidden graduated from the Massachusetts Institute of Technology in 1912 with a degree in civil

engineering. He became the Virginia bridge engineer in January 1917 and served in that position for 35 years until being promoted to assistant chief engineer for the Department of Highways. Glidden retired from state service in June 1959. During the period 1954-1955, he was president of the American Society of Civil Engineers. Glidden died in 1969.

Morris Ford Bridge was a contributing resource to the Green Springs National Historic Landmark District and determined eligible for individual listing in the National Register of Historic Places by the Department of Historic Resources “due to the resource being a rare surviving example of a standard type of metal truss bridge developed for the Virginia State Highway Commission in the early twentieth century.” Louisa County replaced Morris Ford Bridge in 2026.



Historic Name: Morris Ford Bridge

Construction Date: 1917

Truss Type: Pratt pony truss (state Standard Plan L-13 [1909, revised 1911, 1912])

Truss Material: Steel, rivetted

Abutments: Poured concrete

Deck Material: Wooden plank

Builder: Roanoke Iron and Bridge Works, Roanoke, Virginia

Cost: \$4,867.75

Dimensions:

Length: Approximately 81 feet 9 inches

Width: 13 feet 4 inches with a single 11-foot travel lane

Height: Approximately 10 feet