OMB Control No. 1024-0018
expiration date 03/31/2026

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: The Capon Bridge

Other names/site number: US Army Corporal Rex Marcel Sherman Memorial Bridge

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: US Route 50 over the Cacapon River

City or town: Capon Bridge State: West Virginia County: Hampshire

Not For Publication: ☐ Vicinity: ☐

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 P laces 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 at the following level(s) of significance:

___national ___statewide _X_local

Applicable National Register Criteria:

___A ___B _X_C ___D

Deputy State Historic Preservation Officer — Nov 24, 2025

Signature of certifying official/Title: **Date**

West Virginia State Historic Preservation Office

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

_____

Signature of the Keeper Date of Action

5. Classification

Ownership of Property

(Check as many boxes as apply.)

Private:	☐
Public – Local	☐
Public – State	☒
Public – Federal	☐

Category of Property

(Check only **one** box.)

Building(s)	☐
District	☐
Site	☐
Structure	☒
Object	☐

The Capon Bridge | Hampshire, West Virginia
Name of Property | County and State

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

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1	0	Total

Number of contributing resources previously listed in the National Register N/A

6. Function or Use
Historic Functions
(Enter categories from instructions.)
TRANSPORTATION: road-related (vehicular)

Current Functions
(Enter categories from instructions.)
TRANSPORTATION: road-related (vehicular)

7. Description

Architectural Classification
(Enter categories from instructions.)
OTHER: Parker through truss bridge

Materials: (enter categories from instructions.)
Principal exterior materials of the property: CONCRETE, STEEL (superstructure)

Narrative Description
(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph
The Capon Bridge, constructed in 1933, is located on US Route 50 over the Cacapon River in the Town of Capon Bridge, in Hampshire County, West Virginia. US 50 is also known as the Northwestern Turnpike. The bridge has a steel truss superstructure, a concrete deck with asphalt overlay, concrete curbs, and a cantilevered sidewalk on one side of the bridge with lattice and metal rails. The steel superstructure is a Parker truss, a polygonal-top subtype of the Pratt type. The bridge is one span. The substructure of the bridge is composed of concrete abutments and wingwalls. Though some components have been replaced due to maintenance, the Capon Bridge still retains integrity of Materials, Location, Setting, Feeling, Association, Workmanship, and Design.

Narrative Description

Setting

The Capon Bridge is located on US 50 in the Town of Capon Bridge, West Virginia in Hampshire County, West Virginia. It crosses the Cacapon River just west of a horseshoe bend in the river. The road is an east west alignment, and the river flows north at this location. US 50 runs generally east to west from Virginia to the Ohio border, as it was originally constructed. The Virginia border is approximately 2.5 miles east of the bridge. The town of Capon Bridge, then, is the eastern terminus of US 50 in West Virginia. Two thirds of the town, approximately

350 acres, is located on the west side of the river, and the remaining 180 acres is on the east side. Both sides of town are residential in nature, though there are more commercial and strip development businesses on the east side, bordering US 50. Capon Bridge has a population of 355.

In the following paragraphs the numbers following building descriptions refer to the site plan map.

On the west end of the bridge the road curves slightly to the north and there are a few modern commercial structures along the road. Within a roughly four block neighborhood north of US 50 are residences, the town hall, and two public schools. Continuing past this neighborhood, north on Cold Stream Road, there are a series of cul-de-sac and dead end roads connecting residential properties. The Town of Capon Bridge Town Hall is located one block west and one block north of the bridge. Adjacent to the west end of the bridge, to the southwest, is a small residential enclave. The houses are single family detached with large lots, and lawn areas with trees, including weeping willows. Included in this group are the Gertrude Ward House (3) and the Capon Christian Church (2) on a bluff overlooking the bridge and river. Though the church is noted as constructed ca. 1860, a plaque on the building reads 1907, and there have been alterations to the building since then. Immediately adjacent to the west portal of the bridge, on the south side of US 50, is a one story gable wood frame historic commercial structure, a store and post office, ca. 1870 (1). There is a small gravel pull off area in front of the store. This is currently vacant.

On the east end of the bridge, south of US 50 are a one story wood frame gable end commercial building (4), a two story frame residence (5), and the one story gable historic Capon Bridge museum (6). There are other residential one-story buildings and outbuildings adjacent to these. Further to the east, there are more recent rural commercial development properties. The first building on the north side of US 50, east of the bridge, is the historic Frye's Tavern, ca. 1800 (7). Further east are more recent commercial development sites, including two banks in modern buildings flanking US 50, a food market, a strip retail plaza, an auto tire warehouse, and a Family Dollar store. These date from the later twentieth century to the early twenty-first century. Interspersed with these modern structures are residential scale buildings dating from the early to mid-twentieth century.

On both ends of the bridge, there are no sidewalks adjacent to the asphalt road. Sidewalks begin approximately one block distant from the ends of the bridge. They are new concrete. The immediate setting around the bridge is of a steeply sloped wooded bank lining the river. The road elevation is approximately twenty-two to twenty-five feet above the normal pool level of the Cacapon River. A small creek, Dillons Run, discharges into the river immediately south of the bridge abutments.

When on the banks of the river, both north and south of the bridge, the setting is a very pastoral rural landscape.

Description

The Capon Bridge is a steel Parker through truss consisting of a single span between concrete abutments with wing walls. The north and south trusses have eight panels each and the trusses have inclined top chords, forming a segmented arch shape. The center two panels have flat top chords. There are no intermediate piers or interior bents. The deck is concrete. There is a cantilevered sidewalk on the south, downstream, side, supported by brackets attached to the lower chord. This is outboard of the truss.

The trusses are fixed/pinned on the east abutment and rest on rocker bearings on the west abutment, which allow the bridge to expand and contract as needed.

The roadbed is reinforced concrete deck. There are horizontal diagonal braces beneath the road structure. The structural system consists of stringers supported by floor beams which are connected to the trusses' lower chords. (Capon Bridge Design Study)

The end post is inclined from the top of the truss to the bottom chord. The portal bracing and sway bracing originally were designed for a 14'-3" clearance. Truss members are designated on the 1932 design drawing as "*x* CB @ *x#*". This refers to Carnegie Steel beam designations, found in the 1931 *Pocket Companion Information and Tables for Engineers and Designers; Carnegie Steel Company*. They consist of:

- Vertical Posts: 10 CB @49#; a 10"x10" H section.
- Main Diagonals: 9-7/8 CB @21#, a 9.9"x5.75" H section and 9-3/4 CB @ 33#, a 9.72" x 7.96" H section.
- Top chords: 2- 15" channels with 20" riveted plates.
- Bottom chords: 2 – 15" channels with 12" riveted plates.
    - These were originally riveted but the rivets have been replaced with bolts in the 2024 rehabilitation.
- Top lateral bracing: 2 - 4x3 riveted angles.
- Lower lateral bracing: 1 - 4x4 angle.
- Sway and portal bracing: 2 - 4x3 riveted angles.

Source of information: drawing titled:
SUPERSTRUCTURE STEEL THRU TRUSS; CAPON BRIDGE; DESIGNED BY; STATE ROAD COMMISSION; CHARLESTON, W. VA.; SEPT. 1932; #943; SHEET #1 OF 2

The roadway has a modern concrete curb and guard. This replaced a non-historic steel guardrail in the 2024 rehabilitation. The sidewalk contains a railing with top middle and bottom rails, vertical angle posts, and diagonal straps forming a lattice.

On the north inclined end post of the west portal the original cast plaque read:

19 33

WV STATE SEAL

BRIDGE NO. 943

This plaque was misplaced in the 2024 rehabilitation and a new replica was installed in 2025. A new plate on the west portal, south diagonal, reads:

STP- 0050(319)DTC
BRIDGE NO. 0943.1
BUILT 2023

Integrity

The bridge is mostly intact with original fabric and elements. Changes include the roadbed and concrete curbs and guard, and sidewalk. In 1978 selected members were replaced in kind. According to inspection files, "main members" of the bridge were replaced with in-kind materials. The new members are attached with bolted connections; the original connections are riveted. Bridge inspection also identified concrete repair on wingwall cap. Additional horizontal members were added to the two center panels connecting the outboard vertical posts to the center of the diagonals in these panels. They are connected with gusset plates. These also have bolted connections. There are a total of four of these non-original members. Changes introduced in the 2024 rehabilitation are identified by bolted connections also.

The lateral bracing on the top and bottom contains mostly riveted members, indicating they are original to bridge. The abutments and wing walls are original.

The rehabilitation of the bridge in 2024 included dismantling and reconstruction of the main trusses. The bridge is in its original location and alignment. The riveted connections of the original were retained in this work. New roadway, under roadway bracing, and walkway were installed during the project, as well as concrete walls at the edges replacing the non-historic steel guards. It is still possible to discern the original structural elements from the replacements of 1978 and of 2024. The vast majority of the structure is original. The 2024 rehabilitation was also reviewed under Section 106 by the West Virginia SHPO and the DOH consulted to retain the significant aspects of the bridge.

In terms of the seven aspects of integrity the bridge maintains its sense of history and integrity.

LOCATION

The bridge is in its original location and has not been moved. The road alignment is the same as when it was first constructed.

SETTING

The setting is as it was originally. The riverbanks, river depth and road grade have not changed, so the relationship to the river and its appearance and setting remain. The historic buildings and neighborhoods on either end of the bridge are still extant. There are more buildings in the town in general, but they are not directly adjacent to the bridge and the feeling is still a pastoral rural road setting. See the attached historic and current aerial photographs, Figures 1-4, for a comparison of the density of development in the vicinity.

DESIGN

The bridge design is extant and still functional. It remains a Parker through truss supported on concrete abutments. There have been no changes to the design. The member selection and design are as originally specified as per the Carnegie beam guide.

MATERIALS

The materials are overwhelmingly the original historic materials, with minor exceptions as noted above. The Carnegie beam design guide matches the beam designations and physical extant dimension of the members. These are as originally specified.

WORKMANSHIP

The workmanship is evident in the extant structural members, especially their connections, through rivets. These are mostly still intact. The plates, configuration of channels, and angles are all evidence of the construction techniques of steel highway structures from this time period.

FEELING

The extant elements, design, location, setting etc. all contribute to the historic feeling of the bridge.

ASSOCIATION

The site is the original site of the bridge and road. It is still essentially the center of town. This connection to the historic era is evident when on the bridge, looking at the river; or in front of one of the portals of the bridge looking at it from the road.

In conclusion, though there have been minor changes to the bridge, and some developments in the Town of Capon Bridge, the bridge still retains its integrity sufficient to warrant listing.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [ ] 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
(Mark "x" in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
(Enter categories from instructions.)
ENGINEERING

Period of Significance
1933-1934

Significant Dates
1934

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
Wheeling Structural Steel Company-Manufacturer
E.R. Mills - Builder
State Road Commission - Designer

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Summary

The Capon Bridge is eligible for listing in the NRHP under Criterion C: Engineering as it embodies distinctive characteristics of a Parker through truss bridge and contains sufficient integrity to convey its historic significance. A West Virginia Historic Bridge Inventory Form completed for the bridge in 2013 and a report of the Statewide Historic Bridge Survey, conducted by KCI Technologies, Inc. and Mead & Hunt, Inc. in April 2015 both assessed that the bridge is eligible for the National Register. It is significant on a local level, and the 1933-1934 period of significance reflects the construction period of the bridge.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Background history

Early roads through western Virginia were Native American and game trails that followed traversable ridges and valleys (Peyton 2012). With English settlement, road networks traversed Hampshire County by the late eighteenth century. During the colonial period, these roads were constructed by county courts, using local labor (KCI Technologies, Inc. and Mead & Hunt 2015: 3-5). Two routes passed near the current location of the Capon Bridge and crossed the Cacapon River, one to the north and one to the south. By 1788, there was a ferry at the location where the northern wagon road crossed the Cacapon River. Another crossing along the southern route was approximately 1,800 feet south of the current location of the bridge (Jacobe 2016). Westward migration after the Revolutionary War spurred the need for reliable roadways. Waterways like the Potomac River were more reliable transportation routes. The development of tolled turnpikes provided funding for construction and maintenance of roads, starting with the Philadelphia and Lancaster Turnpike in 1792 (KCI and Mead & Hunt 2015: 5).

Turnpike roads were constructed in the early nineteenth century in the western part of what was then the state of Virginia to ease trade of raw materials to the eastern portion of the states where the industries were located. As a result, most of the early turnpikes ran east-west (KCI and Mead & Hunt 2015: 5). The earliest roads in this region were constructed between Winchester and Morgantown and Clarksburg in the 1780s. After the turn of the nineteenth century, the new federal government earmarked money from the sale of land in Ohio to fund roadway construction in 1802. A few years later, in 1807, Congress passed a resolution to survey the existing transportation networks (land and water) and improve them. (KCI and Mead & Hunt 2015: 7).

Virginia was the first state to initiate a Board of Public Works to fund the construction of canals and roads in the early nineteenth century. The first route funded by the state was the James River & Kanawha Turnpike, constructed in 1826 (KCI and Mead & Hunt 2015: 6). The Northwestern Turnpike, which travelled through this area, was chartered in 1827. It connected the towns of Winchester and Parkersburg, approximately 225 miles apart, and travelled through the towns of Capon Bridge, Romney, Rowlesburg, Grafton, Pruntytown, Bridgeport, Clarksburg, Salem, West Union, Pennsboro, and Murphytown. The survey for the turnpike began in 1823 by Claudius Crozet, the chief engineer for the Virginia Board of Public Works. Crozet surveyed two routes crossing the Cacapon, one on the Turnpike and one not. The Northwestern Turnpike crossed the Cacapon River at the current site of Capon Bridge and a bridge was constructed here. The second route had a river crossing and was used mainly by locals wishing to circumvent the tolls on the Turnpike. The Northwestern Turnpike intersected the Capon and North Branch Turnpike (also known as the Cacapon and North Branch Turnpike) connecting to Cumberland, Maryland at this location. (Early Roads of Hampshire County)

Capon Bridge was originally known as Glencoe. A post office by that name was established in 1826. Following the construction of the bridge in 1827, the post office name changed to Capon Bridge in 1841. The town was formally incorporated as Capon Bridge in 1902. (Hampshire County West Virginia Post Offices; Len McMaster, January 2010; https://www.historichampshire.org/resource/HCpostofficespart1.pdf, accessed June 2025) The p opulation of the town remained relatively steady through the twentieth century at about 200. It h as increased in the twenty-first century to 418 in the 2020 census.

The first bridge on the Northwestern Turnpike at Capon Bridge was designed by Charles B. Shaw, Crozet's successor. The bridge, constructed in 1838, was a covered Burr Arch bridge. The earlier southern road and crossing were used throughout the nineteenth century, as the Northwestern Turnpike was a tolled road and mainly intended for commerce, particularly for the transport of livestock. Sometime after the Civil War a new bridge was constructed over the Cacapon River, a two-span pony truss. It remained at this location until sometime in the early twentieth century; it was photographed at this location as late as 1913 (Jacobe 2016). Another bridge was constructed sometime after its construction was authorized in 1923 (Annual Report 1934: 55). The ca. 1923 bridge was a Pratt through truss with two simple spans (Jacobe 2016).

Due to the success of the railroads in the late nineteenth century, road construction slowed (Peyton 2012). The Good Roads Movement in the 1890s, spearheaded by bicycle enthusiasts, encouraged states to improve highway systems. By 1909, there were 1,200 miles of paved highways in West Virginia; however, they connected only two county seats and the roads were notoriously unsafe (Peyton 2012). The State Road Commission was created in 1917, after the Federal Aid Act of 1916 required states to have highway departments (Peyton 2012). In 1920, 4,600 miles of country roads were consolidated into a state highway system; by 1922 a road numbering system was created with odd numbers given to east-west routes and even numbers to north-south routes (Peyton 2012). Routes 1-4 were assigned to the major routes through the state. The Northwestern Turnpike was designated State Route 1 (Peyton 2012). Routes were identified by two six-inch red bands separated by a twelve-inch white band marked with the route number painted on roadside features, such as utility poles (Peyton 2012). The Federal Highway Act of 1921 created a federal road system of primary and secondary roads, identified as "FA" routes; many existing state routes were incorporated into this system (Peyton 2012). By 1925, this road system had evolved into a national system of interstate highways, with a "U.S." designation. The original federal routes in West Virginia were U.S. 11, U.S. 19, U.S. 21, U.S. 40, U.S. 50, and U.S. 60 (Peyton 2012). In addition, national trail associations were interested in promoting national highways that traversed the continent. National trails in West Virginia included the National Old Trails Road (National Road/ U.S. 40), the George Washington Highway (Northwestern Turnpike/ U.S. 50), and the Midland Trial (James River & Kanawha Turnpike/ U.S. 60; Peyton 2012).

The Annual Report of the State Road Commission of West Virginia reported in 1934 that the State Road Commission widened, elevated, and paved the Northwest Turnpike with macadam in the 1920s (1934: 55). In the vicinity of the bridge, the road between Capon Bridge and Hanging Rock (Project No. 135-A, 5.63 miles) and Capon Bridge and the Virginia State Line (Project 135-B, 5.13 miles) were authorized in 1925. Plans for the new bridge were authorized on

December 31, 1930. The construction of the existing bridge, authorized on March 17, 1933 for $11,899.08 (1934: 15,55), was completed 1934. The project number was 135-C, and the bridge number was No. 943. The project numbers were accompanied by the acronym PWS. This refers to state funds derived from the sale of State Road Bonds, used to match Public Works Administration (PWA) grant funds. The program was known as the United States Public Works State Funds (P.W.S.).

The Public Works Administration (PWA) was created by the National Recovery Act of 1933 as the Federal Emergency Relief Administration (FERA) of Public Works. It was created in response to the economic hardships inflicted by the Great Depression. The program was to prepare a comprehensive program of public works related to highway and building construction, natural resource conservation and other projects. Instead of directly hiring unemployed, it provi ded grants and loans to state and local governments. These entities, in turn, would contract with private firms to complete the projects. The costs were often shared 50-50. (Living New Deal, https://livingnewdeal.org/glossary/public-works-art-project-pwap-1933/; accessed 7/29/2025)

By the end of 1933 all States were receiving Federal emergency relief grants. This continued until the end of 1935. FERA provided State and Local work programs funds for improvements in 1933. (1943 pg 3). This was often to State Departments of Highways or local engineering departments. Planning, selection of projects and carrying out the projects was the responsibility of States and localities. (1943 pg 4.) Project sponsors, often a State or local government agency, had the responsibility of supervising the project. The state had to approve plans for a project developed by localities. (1943 pg. 4)

In 1935 changes were made to the Federal relief policies and programs. (1943 pg. 6). The Works Progress Administration (WPA) was established in 1935. As opposed to the grant system of FERA, WPA was set up as a Federal program. All WPA officials were Federal employees. Labor and materials were paid for by the Federal government. Though often referred to as a Federal program, WPA was a cooperative Federal-State-local program. (1943 pg. 8) Sponsors paid a portion of the cost of the projects. Total WPA project funds expended in West Virginia through 1943 was $200,184,184.00 (1943 pg 120). Of this $82,877,425.00 was sponsor matching share. West Virginia highway, road, and street projects through 1943 totaled $121,473,808.00, or 60.8%. (1943 pg. 127). This resulted in 20,500 miles of roads, 1,700 bridges, and 30,000 culverts. (A History Lesson for Joe Manchin: West Virginia is living Proof of the need for Biden's New Deal; Walker, Richard; *Charleston Gazette-Mail*, Oct. 22, 2021). North Dakota and West Virginia employed the largest percentage of WPA funds on highway, street and road projects. West Virginia's total was approximately two-thirds of its aggregate employment. In many states the road construction constituted farm to market access, while in West Virginia it was often mines to markets. This associates the bridge construction to the New Deal construction programs ongoing in the country and in West Virginia.
(GG Archives; WPA; Progress of the Works Program – 1936; https://www.gjenvick.com/WPA/ProgressReports/1936-10-15/B02-Highway-RoadAndStreetProjects.html)

Each WPA state administrator was headquartered in the capital city. Most states, including West Virginia, also employed district offices. At the district level, the sponsors, local government, and general public interfaced. (1943 pg. 13)

Additional documentation of WPA activity in West Virginia is provided by the *West Virginia Blue Books* from 1934 to 1943. These books, originally called the *Legislative Hand Book and Manual* provide information on state and federal agencies and activities. The 1934 volume lists State Road bonds at $78,742,000.00 and road contracts awarded that included work on at least 21 bridges throughout WV (page 548-557). In 1935 Frank Whitcher McCullough was appointed WPA administrator after having been director of National Emergency Council and state director for the National Recovery Administration. Offices were located in the Kanawha Valley Bank building and other buildings in Charleston. By end of year $60,000,000.00 was granted to WV, with $20,000,000.00 spent on roads, streets, bridges, schools, etc. The 1936 edition explained the State Planning Board as being appointed by the Governor under the direction of President Roosevelt to suggest projects for the WPA. In an article by McCullough, he describes that year's accomplishments of "hundreds of miles of all-weather roads, … scores of new public buildings, swimming pools, athletic fields, and miles of streets and sewers…" He describes the process by which Congress appropriates money to the states and the State WPA apportions it to the various counties. District directors then selected projects considering the needs of local governments. The local governmental unit sponsors provided funds for materials and services which WPA allotments could not accommodate. The results between 1935 and 1936 were 1,736 miles of road completed, 257 new bridges, 42 bridges repaired, 33 new bridges under construction, six bridge repairs under construction, and more. In 1937 Joseph Newman Alderson was appointed Administrator. The state office was moved to Huntington in 1939, citing lack of adequate office space in Charleston. The 1941 edition listed the district offices as: District 1 Romney: District 2 Fairmont; District 3 South Charleston; and District 4 Beckley. All editions also listed the outstanding road bonds, providing match to federal funds.

During the Great Depression, West Virginia continued to design bridges. In 1935 and 1938 more bridges were designed than pre-Depression era years. During the 1930s, the Commission of Public Roads awarded an average of 28 bridges per year. (WV bridge survey pg. 34) When the state took over management of county roads in 1933 steel bridges on the roads were given priority. Many timber bridges were replaced with concrete culverts. This is reflected in the following WPA numbers: cumulative through 1943: 20,514 roads and streets; 1,693 bridges; 29,814 culverts (1943 pg 135).

From WV state bridge survey: bridges built 1930-1940: 284; steel truss bridges: 89. There was a sharp shift in types of spans beginning in 1936, with steel I beam construction becoming more prevalent as a result of economic factors related to WWII.

By the middle of 1943 more than half of the states had completed their projects, and the WPA program was terminated in June 1943. (1943 pg 15)

The Annual Report of 1935 included a photo of the completed bridge and indicated that the retaining wall was constructed with Federal Emergency Relief Administration (FERA) labor.

During the fiscal year, the approaches, grade, drain, stone base and paving were constructed (1935: 52-53). Project number 135-B comprised the approaches to the Capon Bridge, including grading, drainage, stone base, and bituminous concrete. The project was 0.586 miles, at a final cost estimate of $20,527.24 (1935: 146).

Federal funding for roadway and bridge construction began with the Federal Aid Road Act of 1916, providing $75 million to states for building rural roads, with the federal government providing 50 percent of the cost of construction. This worked to shift responsibility from local government road development to state governments managing federal allotments and also led to the development of federal standards. State highway departments also developed standard plans for bridge construction (Jensen 2015).

A 1936 report on the FERA reported that in 1934-35, the Work Division of the FERA had improved or repaired 209,757 miles and completely reconstructed a total of 44,163 miles in the U.S. Some of the agency's projects included highway and bridge construction, among other activities (FERA 1935). (Otis K. Rice, 1985, *West Virginia: A History*)

Newspaper articles of the period include information on bidding and contractor selection, as well as discussion of the federal programs associated with the project. As evidence of federal relief programs' involvement, the *Beckley Sunday Register* of August 13, 1933 stated that the cost would be part of the $4,474,000 allotted to West Virginia for highway work and explains that minimum wages on the projects are in keeping with the National Recovery Act. On August 30, 1933 bids were opened for the "bridge construction projects to be paid for out of federal funds." E.R. Mills of Charleston was identified as the bidder for the Capon Bridge at a cost of $25,045.40. In January 1934, the contract was let for the Capon Bridge superstructure to be com pleted by April 1934. And on June 2, 1934, US Public Works PWS project 135-B was approved f or the Capon Bridge approaches for grading, draining and paving with stone base and bituminous concrete by the district manager Nation Reemployment Office in Keyser, WV.

Significance Criterion C: Engineering

The Capon Bridge is significant under Criterion C for its relationship to engineering innovations and developments in bridge construction. The bridge displays a significant design innovation that represents a variation, evolution or transformation in bridge construction, the Parker Truss variant of a Pratt Truss. The bridge was designed by state recognized designers, namely the State Road Commission staff. The bridge was constructed by a West Virginia based construction company active in West Virginia bridge construction during the period and whose work is recognized as distinguishable. (West Virginia Historic Bridge Inventory Form) The bridge is designed and constructed using available materials and methods, such as Carnegie Steel structural members, with riveted connections, which were representative of bridge construction and design of the period. Carnegie steel was employed in many projects in the country and the company distributed materials and encouraged the use of their steel through such publications as the noted "Carnegie Beam Sections; Profiles, Properties and Safe Loads,… of Structural Steel Beams and Column sections". Through the distribution of these design standards, Carnegie assisted design engineers to utilize Carnegie Steel structural members more uniformly.

Between 1918 and 1940, approximately 837 bridges were designed by the Commissioner of Public Roads (later the Department of Highways). (Statewide Historic Bridge Survey; KCI Technologies, Inc. and Mead & Hunt 2015) There are 74 through truss riveted bridges identified in the West Virginia's 2015 Statewide Historic Bridge Survey. 34 of these are considered eligible for the National Register of Historic Places, including the Capon Bridge. Of the total number, 24 were constructed between 1930 and 1937. The State Road Commission 1934 Report states: *"There has been more work in this Division (Bridges) during the last year than in the previous four or five years. Plans have been prepared for thirty-nine (39) special designs, twenty-four (24) sets of shop drawings checked and …"* The section lists the Capon Bridge, the St. Mary's Bridge, the Barboursville Bridge, the Ronceverte Overhead bridge, and others. This places the Capon Bridge clearly within the construction period of many of these through truss bridges in the state. Its design also is representative of the role that the West Virginia State Road Commission played in the design and construction of the bridges.

The Parker truss is a subtype of the Pratt truss, which was designed in 1844 by Thomas Willis Pratt (1812-1875) and his father, Caleb Pratt. For some reason, all references consulted for Caleb Pratt do not list his birth and death dates. The advantage of the Pratt design was the ability to span longer distances than previous truss types, with spans of up to 250 feet. The bridge design quickly became commonly used as new bridge construction evolved from wood components to all-steel construction, and the Pratt design was used widely from the late nineteenth to the early twentieth century, particularly for railroad bridge construction. The Pratt truss was the standard type used for spans shorter than 150 feet due to its simple design, strength and ease of construction (Jensen 2015).

Thomas Willis Pratt was born in 1812 in Boston, Massachusetts. He attended Rensselaer Institute and Rensselaer Polytechnic Institute, but he did not graduate. He instead returned home and worked at the Boston and Worcester RR and the Providence & Worcester RR engineering companies. During this period most railroad bridges were built using wood with truss designs made by S. H. Long, Elias Towne, and William Howe. Noting that Howe's designs were enhanced with vertical metal members were starting to replace the Long and Towne Trusses, Pratt basically took the Long Truss and replaced the wooden diagonal members with two iron rods with threads and nuts, while keeping wooden verticals in compression, on both ends to make necessary adjustments to obtain the required upward curve/camber and pre-stress. Since longer spans were possible with the long members in tension, the bridge appeared to correct some of the problems with the Howe Truss. The Pratt truss became structurally stable, enabling it to be used over long spans and fixing several disadvantages present in all of the then commonly used truss designs. Pratt truss patent was accepted on April 4, 1844, under a category of "TRUSS FRAME OF BRIDGES (Truss Bridge)". Although his name was listed first, many speculate that Thomas's father Caleb was listed on the patent application as a form of a tribute to his long career in engineering (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005: 3-34). Most nineteenth century truss bridges were construction of wrought iron; however, advances in technology in the manufacture of steel led to steel becoming the predominate building material for truss bridges by the turn of the twentieth century.

In the 1850s, Alexander Holley developed a steel making system based on the Bessemer patents. Due to delays caused by the Civil War, the process was not adopted initially and cast and wrought iron continued in use. Andrew Carnegie furthered the steel making industry and the Bessemer process was advanced in the 1870s and 1880s, reducing the cost of steel dramatically. Steel quickly became the material of choice in bridge construction. (Statewide Historic Bridge Survey; KCI Technologies, Inc. and Mead & Hunt 2015; 53)

The Parker Truss was patented in a series of patents between 1868 and 1871 by Charles H. Parker, a mechanical engineer employed by the National Bridge and Iron Works of Boston, Massachusetts. (Historic Highway Bridges in Maryland – 1631-1960; P.A.C. Spero & Company and Louis Berger & Associates July 1995) A subtype of the Pratt, it has a polygonal or inclined top chord and the depth of the truss is less at the ends than at mid-span, making for a lighter bridge (Parsons Brinckerhoff and Engineering and Industrial Heritage 2005: 3-34). The riveted Parker truss was admirably suited for relatively long spans and it remained popular through the early decades of the 20th century.

The Capon Bridge was fabricated by the Wheeling Structural Steel Company of Wheeling, West Virginia and erected by E.R. Mills of Charleston, West Virginia in 1933. Other bridges constructed by Mills include the Buffalo Creek Arch Bridge in Marion County and the St. Albans-Nitro Bridge in Kanawha County. Neither is extant.

Summary

The Capon Bridge is significant under Criterion C for its association with engineering developments in the use of the Parker Through Truss for long span steel bridges. It is associated with the development and use of steel from the Carnegie Steel Company and the use of riveted connections for bridges of this period. It is also associated with the design of steel bridges conducted by the West Virginia State Road Commission staff, a common but significant activity of the agency during this period. It is associated with a regional bridge builder who is known and recognized in West Virginia and who constructed other bridges of the period in the state. The period of significance is 1933-1934, the construction dates of the bridge. Though there have been minor changes to some of the elements of the bridge, it remains largely intact with most of its superstructure original members and connections, as well as the setting and associations of this small rural town.

9. Major Bibliographical References

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Charleston Gazette-Mail, October 22, 2021, Charleston, West Virginia, US

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1932, Drawing titled: SUPERSTRUCTURE STEEL THRU TRUSS; CAPON BRIDGE; DESIGNED BY; STATE ROAD COMMISSION; CHARLESTON, W. VA.; SEPT. 1932; #943; SHEET #1 OF 2

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Previous documentation on file (NPS):

____ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
__X__ previously determined eligible by the National Register
_____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
_____recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

_X__ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
____ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): _HM-0802___

10. Geographical Data

Acreage of Property _.25_____

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)
1. Latitude: Longitude:

2. Latitude: Longitude:

3. Latitude: Longitude:

4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

☐ NAD 1927 or ☐ NAD 1983

1. Zone: 17N	Easting: 721200	Northing: 4352969
2. Zone:	Easting:	Northing:
3. Zone:	Easting:	Northing:
4. Zone:	Easting :	Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries are as delineated on the attached "Site Plan – Boundaries" drawing (Figure 2). They are a 185' X 60' rectangle that follows the existing right of way alignment.

Boundary Justification (Explain why the boundaries were selected.)

The boundaries encompass the original bridge superstructure plus the extents of the abutment wing walls. These are the same as were originally constructed.

---

11. Form Prepared By

name/title: Adrienne Campbell and Kitty Henderson
organization: Historic Bridge Foundation
street & number: PO Box 66245
city or town: Austin state: TX zip code: 78766
e-mail kitty@historicbridgefoundation.com
telephone: 512-407-8898
date: January 31, 2020

name/title: Michael Gioulis
organization: Historic Preservation Consultant
street & number: 614 Main Street
city or town: Sutton state: WV zip code:26601
e-mail mike@michaelgioulis.com
telephone: 304-765-5716
date: May 30, 2025

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.

- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.

- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

ATTACHMENTS

Figure 1. Site plan
Figure 2. Boundary Plan
Figure 3. 1932 Drawing; State Road Commission; Superstructure Steel Through Truss; Capon Bridge
Figure 4. Drawing: Capon Bridge General Plan & Elevation; Modjeski-Masters; 12/15
Figure 5. Carnegie Steel Pocket Companion, 2 pages extracted
Figure 6. West Virginia Historic Properties Inventory Form
Figure 7. West Virginia Historic Bridge Inventory Form
Figure 8. Historic Aerial Photographs
    1. 1938 Aerial Photograph
    2. 1967 Aerial Photograph
    3. 1990 Aerial Photograph
Figure 9. SHPO Aerial Map

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to

the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log

Name of Property: The Capon Bridge

City or Vicinity: Capon Bridge

County: Hampshire State: West Virginia

Photographer: Michael Gioulis

Date Photographed: November 11, 2024

Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 14. WV_HampshireCo_TheCaponBridge_001
Truss South Elevation of The Capon Bridge, looking north.

2 of 14. WV_HampshireCo_TheCaponBridge_002
Truss North Elevation of The Capon Bridge, looking southwest.

3 of 14. WV_HampshireCo_TheCaponBridge_003
Truss North Elevation of The Capon Bridge, looking south.

4 of 14. WV_HampshireCo_TheCaponBridge_004
East Elevation of The Capon Bridge along US 50, looking west.

5 of 14. WV_HampshireCo_TheCaponBridge_005
East Elevation of The Capon Bridge along US 50, looking west.

6 of 14. WV_HampshireCo_TheCaponBridge_006
West Portal of The Capon Bridge along US 50, looking east.

7 of 14. WV_HampshireCo_TheCaponBridge_007
East Portal of The Capon Bridge along US 50, looking west.

8 of 14. WV_HampshireCo_TheCaponBridge_008
West of The Capon Bridge along US 50, looking west.

9 of 14. WV_HampshireCo_TheCaponBridge_009
West Abutment of The Capon Bridge, looking southwest.

10 of 14. WV_HampshireCo_TheCaponBridge_010
Sidewalk Railing of The Capon Bridge, detail.

11 of 14. WV_HampshireCo_TheCaponBridge_011
Connection at Post to Bottom Chord of The Capon Bridge, detail.

12 of 14. WV_HampshireCo_TheCaponBridge_012
1978 Horizontal Member Added to The Capon Bridge, detail. Note bolts in lieu of rivets.

13 of 14. WV_HampshireCo_TheCaponBridge_013
Deck Structure and Lateral Bracing of The Capon Bridge, detail.

14 of 14. WV_HampshireCo_TheCaponBridge_014
Bridge Plate of The Capon Bridge, detail.

Figure 1

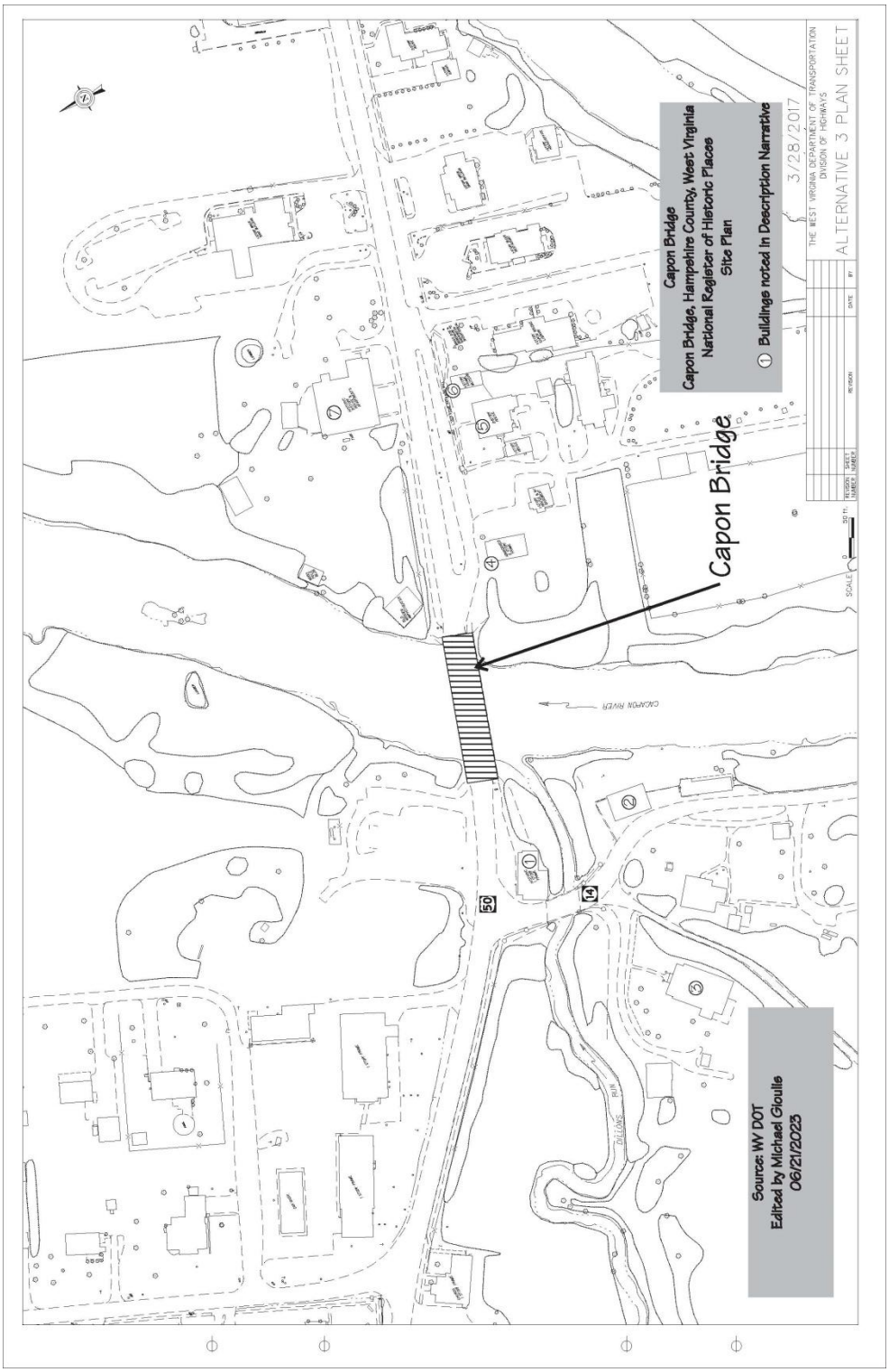

Capon Bridge
Capon Bridge, Hampshire County, West Virginia
National Register of Historic Places
Site Plan
1 Buildings noted in Description Narrative
3/28/2017
THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
ALTERNATIVE 3 PLAN SHEET
Capon Bridge
CAPON RIVER
50
14
Source: WV DOT
Edited by Michael Giouile
06/21/2025

Figure 2

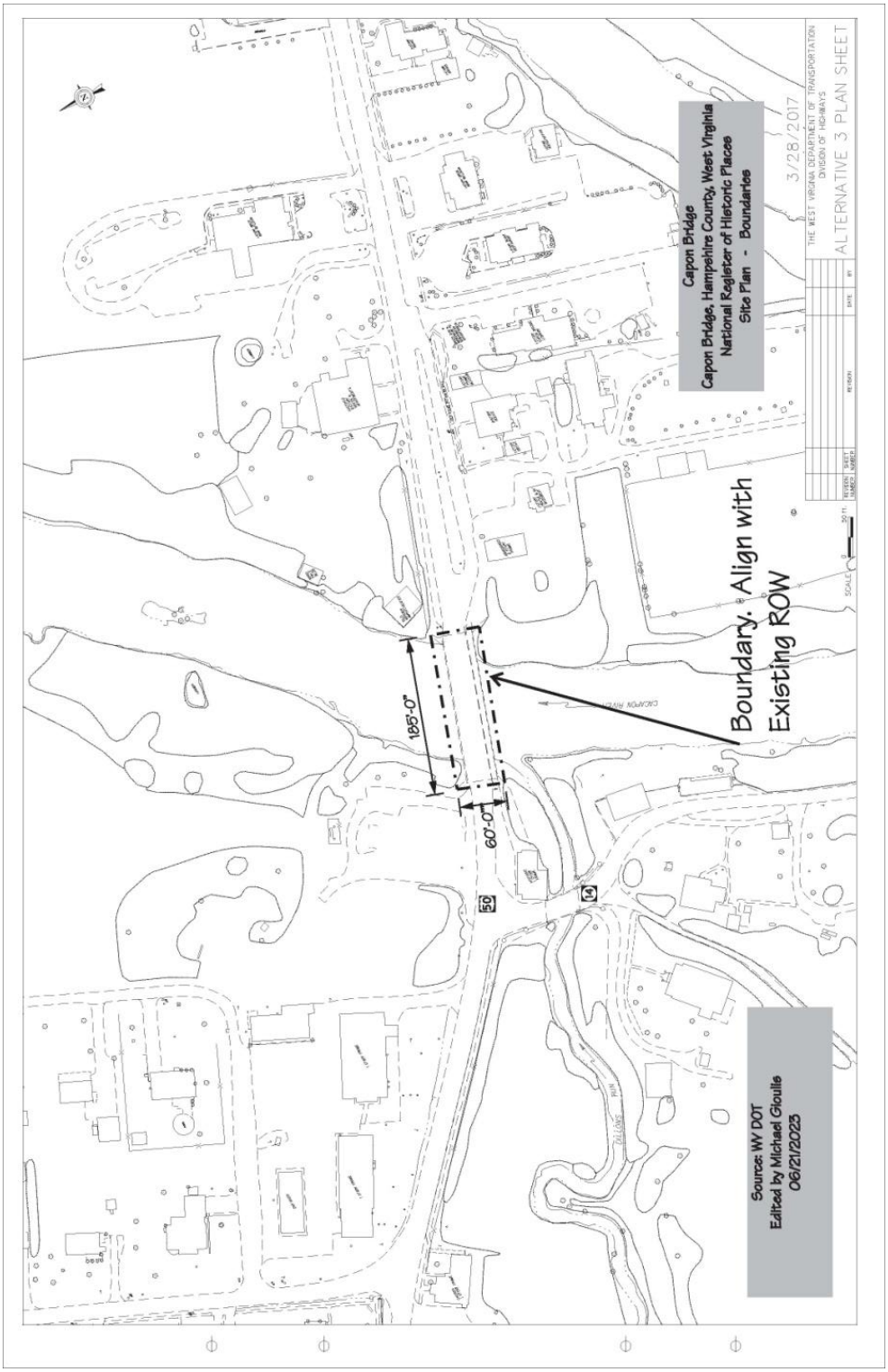

Capon Bridge
Capon Bridge, Hampshire County, West Virginia
National Register of Historic Places
Site Plan - Boundaries
3/28/2017
THE WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
ALTERNATIVE 3 PLAN SHEET
Boundary. Align with
Existing ROW
185'-0"
60'-0"
Source: WV DOT
Edited by Michael Giouite
06/21/2023

Figure 3
Truss Diagram

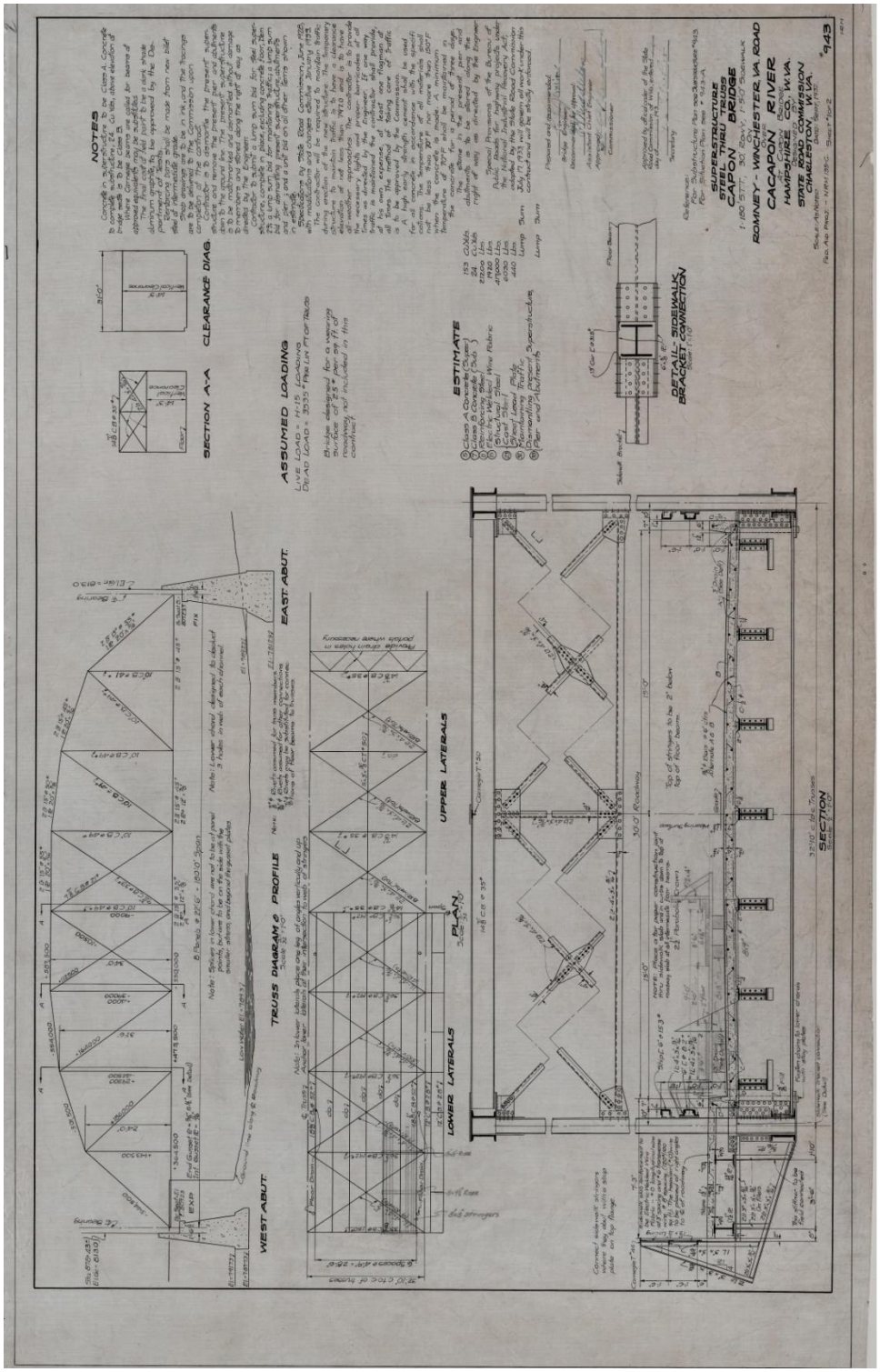


Figure 4
General Plan & Elevation

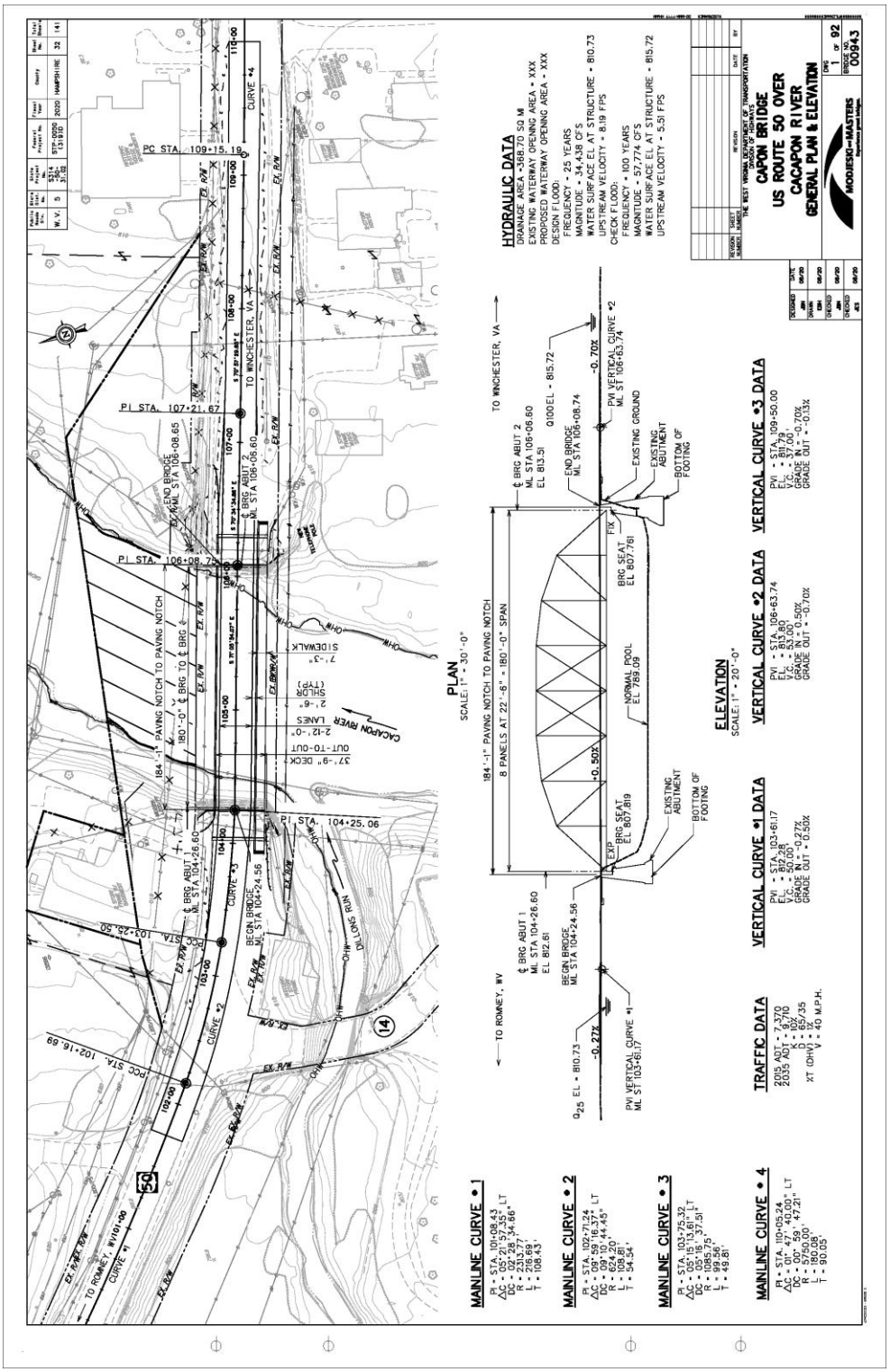
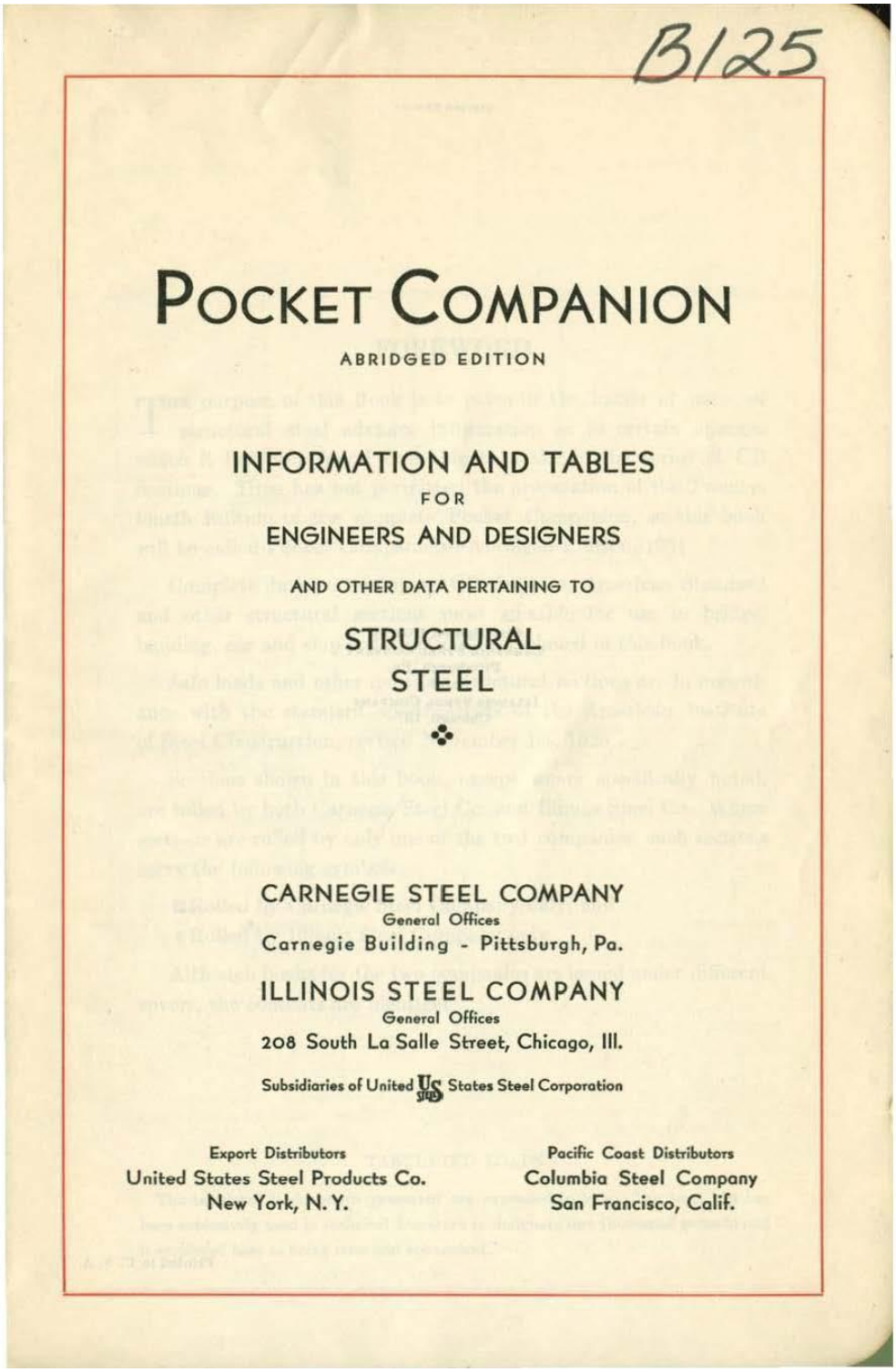


Figure 5



B125

POCKET COMPANION

ABRIDGED EDITION

INFORMATION AND TABLES
FOR
ENGINEERS AND DESIGNERS

AND OTHER DATA PERTAINING TO

STRUCTURAL
STEEL

CARNEGIE STEEL COMPANY
General Offices
Carnegie Building - Pittsburgh, Pa.

ILLINOIS STEEL COMPANY
General Offices
208 South La Salle Street, Chicago, Ill.

Subsidiaries of United States Steel Corporation

Export Distributors
United States Steel Products Co.
New York, N. Y.

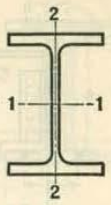
Pacific Coast Distributors
Columbia Steel Company
San Francisco, Calif.

18

ELEMENTS

CB SECTIONS (93)

ELEMENTS OF SECTIONS



Section Index and Nominal Size	Depth of Section	Weight per Foot	Area of Section	Flange		Web Thickness	Axis 1-1			Axis 2-2		
				Width	Thickness		I	S	r	I	S	r
	In.	Lbs.	In.²	In.	In.	In.	In.⁴	In.³	In.	In.⁴	In.³	In.
	11.880	136	40.01	10.575	1.498	.915	916.9	154.4	4.79	295.9	56.0	2.72
	11.750	130	38.23	10.540	1.433	.880	864.2	147.1	4.75	280.2	53.2	2.71
	11.620	124	36.45	10.505	1.368	.845	812.9	139.9	4.72	264.8	50.4	2.70
	11.500	118	34.68	10.461	1.308	.801	765.2	133.1	4.70	250.0	47.8	2.68
	11.380	112	32.92	10.416	1.248	.756	718.6	126.3	4.67	235.4	45.2	2.67
	11.250	106	31.16	10.380	1.183	.720	671.0	119.3	4.64	220.8	42.5	2.66
	11.120	100	29.42	10.345	1.118	.685	624.7	112.4	4.61	206.6	39.9	2.65
CB 103 N	11.000	95	27.92	10.322	1.058	.662	584.2	106.2	4.58	194.2	37.6	2.64
10 x 10	10.880	89	26.17	10.275	.998	.615	542.1	99.7	4.55	180.6	35.2	2.63
	10.750	83	24.41	10.235	.933	.575	498.9	92.8	4.52	166.9	32.6	2.61
	10.620	77	22.65	10.195	.868	.535	456.9	86.1	4.49	153.4	30.1	2.60
	10.500	72	21.17	10.170	.808	.510	420.4	80.1	4.46	141.8	27.9	2.59
	10.380	66	19.43	10.120	.748	.460	382.5	73.7	4.44	129.3	25.6	2.58
	10.250	60	17.65	10.075	.683	.415	343.5	67.0	4.41	116.5	23.1	2.57
	10.120	54	15.89	10.030	.618	.370	305.6	60.4	4.39	104.0	20.7	2.56
	10.000	49	14.38	10.000	.558	.340	272.7	54.5	4.35	93.0	18.6	2.54
	10.120	45	13.22	8.020	.618	.350	248.3	49.1	4.33	53.2	13.3	2.01
CB 102 N	10.000	41	12.06	8.000	.558	.330	222.3	44.5	4.29	47.7	11.9	1.99
10 x 8	9.880	37	10.85	7.975	.498	.305	196.6	39.8	4.26	42.1	10.6	1.97
	9.750	33	9.72	7.965	.433	.295	170.8	35.0	4.19	36.5	9.2	1.94
	10.240	29	8.54	5.789	.510	.279	159.3	31.1	4.32	16.5	5.7	1.39
CB 101 N	10.120	26	7.65	5.770	.450	.260	139.7	27.6	4.27	14.4	5.0	1.37
10 x 5¾	10.000	23	6.76	5.750	.390	.240	120.5	24.1	4.22	12.4	4.3	1.35
	9.900	21	6.18	5.750	.340	.240	106.3	21.5	4.15	10.8	3.8	1.32
	9.062	67	19.70	8.285	.931	.575	275.6	60.8	3.74	88.4	21.3	2.12
	8.942	62	18.22	8.230	.871	.520	252.2	56.4	3.72	81.0	19.7	2.11
	8.810	58	17.04	8.220	.805	.510	230.3	52.3	3.68	74.6	18.2	2.09
	8.678	53	15.57	8.175	.739	.465	207.1	47.7	3.65	67.4	16.5	2.08
CB 83 N	8.562	48	14.10	8.115	.681	.405	186.3	43.5	3.63	60.7	15.0	2.07
8 x 8	8.442	44	12.92	8.090	.621	.380	167.5	39.7	3.60	54.8	13.6	2.06
	8.312	40	11.74	8.075	.556	.365	148.3	35.7	3.55	48.8	12.1	2.04
	8.182	35	10.28	8.025	.491	.315	128.2	31.3	3.53	42.3	10.5	2.03
	8.124	33	9.70	8.010	.462	.300	119.8	29.5	3.51	39.6	9.9	2.02
	8.060	31	9.10	8.000	.430	.290	110.9	27.5	3.49	36.7	9.2	2.01
	8.196	30	8.81	6.559	.498	.298	107.8	26.3	3.50	23.4	7.1	1.63
CB 82 N	8.098	27	7.93	6.529	.449	.268	95.9	23.7	3.48	20.8	6.4	1.62
8 x 6½	8.000	24	7.06	6.500	.400	.239	84.2	21.1	3.46	18.3	5.6	1.61

Figure 6
WV Historic Properties Inventory Form
Attached separately

Figure 7
West Virginia Historic Bridge Inventory Form
Attached separately

Figure 8
Historic Aerial Photographs (3)

1938

1967


1
4.8
1
1.2
2
5.2
SHD
1121
SNC
11.9
1293
T.1510
1BNC
5.0
2
3.1
1
2.0
1ANC
13.0
527
T.1122
4NC
10.5
3
9.2
5
4.4
www.HistoricHampshire.org
original source unknown
1990

Figure 9
Aerial Map

1. Truss South Elevation of The Capon Bridge, looking north.

2. Truss North Elevation of The Capon Bridge, looking southwest.

3. Truss North Elevation of The Capon Bridge, looking south.

4. East Elevation of The Capon Bridge along US 50, looking west.

5. East Elevation of The Capon Bridge along US 50, looking west.

6. West Portal of The Capon Bridge along US 50, looking east.

7. East Portal of The Capon Bridge along US 50, looking west.

8. West of The Capon Bridge along US 50, looking west.

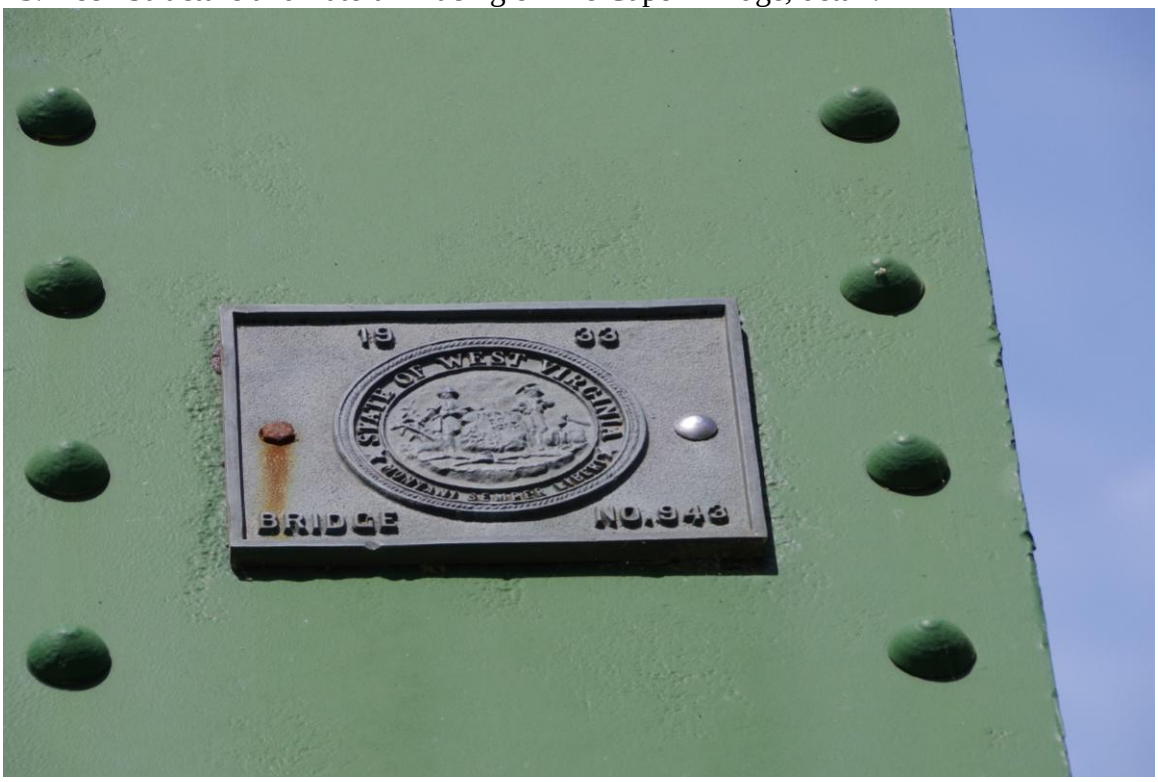
9. West Abutment of The Capon Bridge, looking southwest.

10. Sidewalk Railing of The Capon Bridge, detail.

11. Connection at Post to Bottom Chord of The Capon Bridge, detail.

12. 1978 Horizontal Member Added to The Capon Bridge, detail. Note bolts in lieu of rivets.

13. Deck Structure and Lateral Bracing of The Capon Bridge, detail.



14. Bridge Plate of The Capon Bridge, detail.

The Capon Bridge | Hampshire, West Virginia
Name of Property | County and State

Paperwork Reduction Act Statement: This information is being collected for nominations 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.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.
Estimated Burden Statement: Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours
Tier 2 – 120 hours
Tier 3 – 230 hours
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

Internal Rating: CE (Crit. C_)

WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Northwestern Pike	**Common/Historic Name/Both** O O X Capon Bridge	**Field Survey #**	**Site # *(SHPO Only)*** HM-0802 Resurveyed
Town or Community Capon Bridge	**County** Hampshire	**Negative No.**	**NR Listed Date**
Architect/Builder E.R. Mills	**Date of Construction** 1933	**Style** Pratt Through Truss	
Exterior Siding/Materials Steel	**Roofing Material** Steel	**Foundation** Concrete and Stone	
Property Use or Function **Residence** O **Commercial** O **Other** X	**UTM#** 17N 721210E 4352968N		
Survey Organization & Date TRC Environmental Corp. June 2016	**Quadrangle Name** Capon Bridge **Part of What Survey/FR#** FR:16-945-HM		

Sketch Map of Property
Or Attach Copy of USGS Map

Site No.

Present Owners	**Owners Mailing Address**
State of West Virginia **Phone #**	

Describe Setting **_____>1_____ Acres**

The Capon Bridge carries U.S. Route 50 Bridge over the Cacapon River in Capon Bridge. It is the fourth on the same site. The Pratt Through Truss bridge was built in 1933 by E.R. Mills of Charleston, WV. The Capon Bridge had its main members replaced in kind in 1978. The newer repairs are bolted instead of riveted. The first bridge was designed by Charles B. Shaw, engineer for the Northwestern Turnpike in 1834. The crossing of the Capon River was positioned by Shaw and Claudius Crozet for the construction of the Northwestern Turnpike. Two other river crossing existed prior to the construction of the Turnpike. The first was located about a mile to the north and was crossed by a ferry. The second was located about 1800 feet south of the current Capon Bridge. The second crossing remained in use by local residents during the nineteenth century when the Northwestern Turnpike, a toll road, was in operation. **_____ Archaeological Artifacts Present**

Description of Building or Site (Original and Present) **_____Stories _____Front Bays**

Photos of the original 1834 bridge show a Burr arch Truss-type covered bridge. It does not match Shaw's original design but it was likely altered when built. It is unclear what happened to Shaw's bridge though it is normally assumed it was destroyed at some point during the Civil War. It was replaced by a second bridge, an iron pony truss with two simple spans. This second bridge remained until at least 1913 when it was last photographed. A third bridge, a Pratt Through Truss with two simple spans, which appears to have been raised, was in place by 1925. The current bridge also a Pratt Through Truss but with only one simple span was completed in 1933 by E.R. Mills. Mills also built the Buffalo Creek Arch Bridge in Marion County and the St Albans-Nitro Bridge in Kanawha County neither of which is still extant. ***(Use Continuation Sheets)***

Alterations [X] **Yes** [ ] **No** **If yes, describe:** Main members replaced in kind in 1978

Additions [ ] **Yes** [X] **No** **If yes, describe**

Describe All Outbuildings

There are no outbuildings associated with this bridge.

(Use Continuation Sheets)

Statement of Significance

The Capon Bridge was determined eligible for inclusion in the National Register under Criterion C in 2013 as result of the State-wide Bridge survey. It is not associated with significant events or persons within the broad patterns of history on the local, state, or national level and is not eligible for the National Register under Criterion A or B. Eligibility under Criterion D was not investigated as part of this study.

(Use Continuation Sheets)

Bibliographical References

Mead & Hunt and KCI. West Virginia Historic Bridge Inventory Form for the Capon Bridge (HM-0802), 2013

(Use Continuation Sheets)

Form Prepared By: Stephanie A.T. Jacobe, Ph.D. **Date: 07/21/2016**

Name/Organization: TRC Environmental Corp.
Address: 4425 Forbes Blvd., Suite B Lanham MD 20706

Phone #: 301-276-8043

WEST VIRGINIA HISTORIC PROPERTY FORM
CONTINUATION SHEET

NAME__Capon Bridge_____ **SITE#**__HM-0802_____

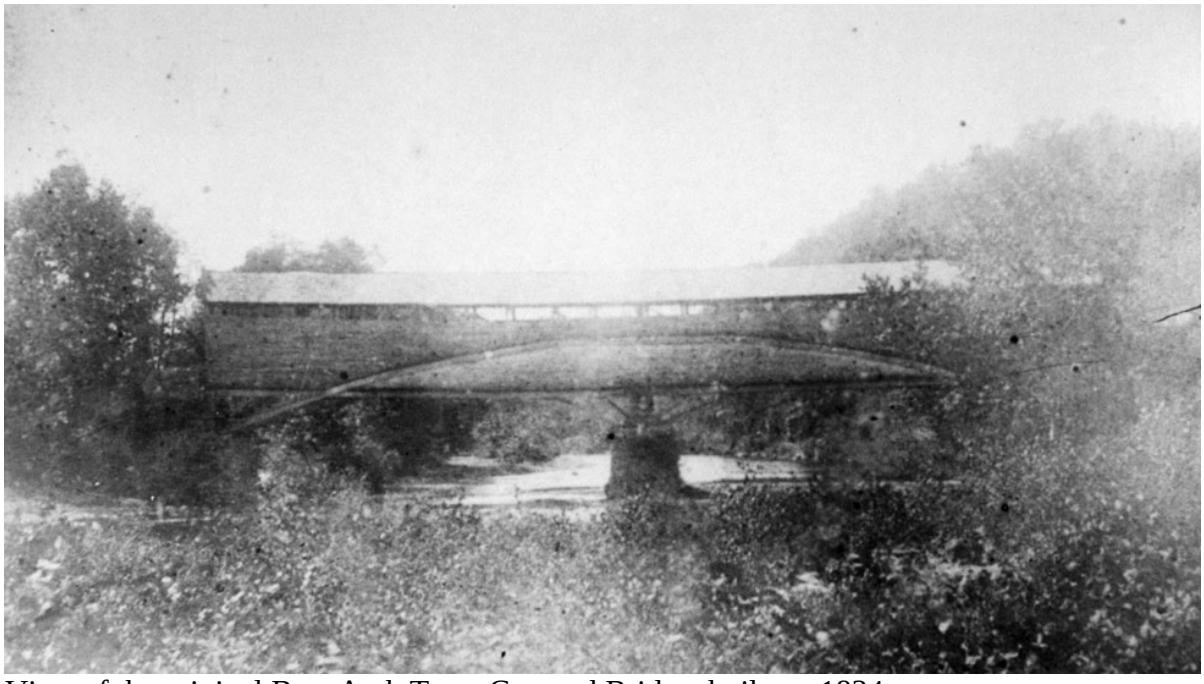
View of the Capon Bridge looking southwest

View of the Capon Bride looking south

WEST VIRGINIA HISTORIC PROPERTY FORM
CONTINUATION SHEET

NAME__Capon Bridge_____ **SITE#**__HM-0802_____

View of the remaining stones that were part of the original central pylon

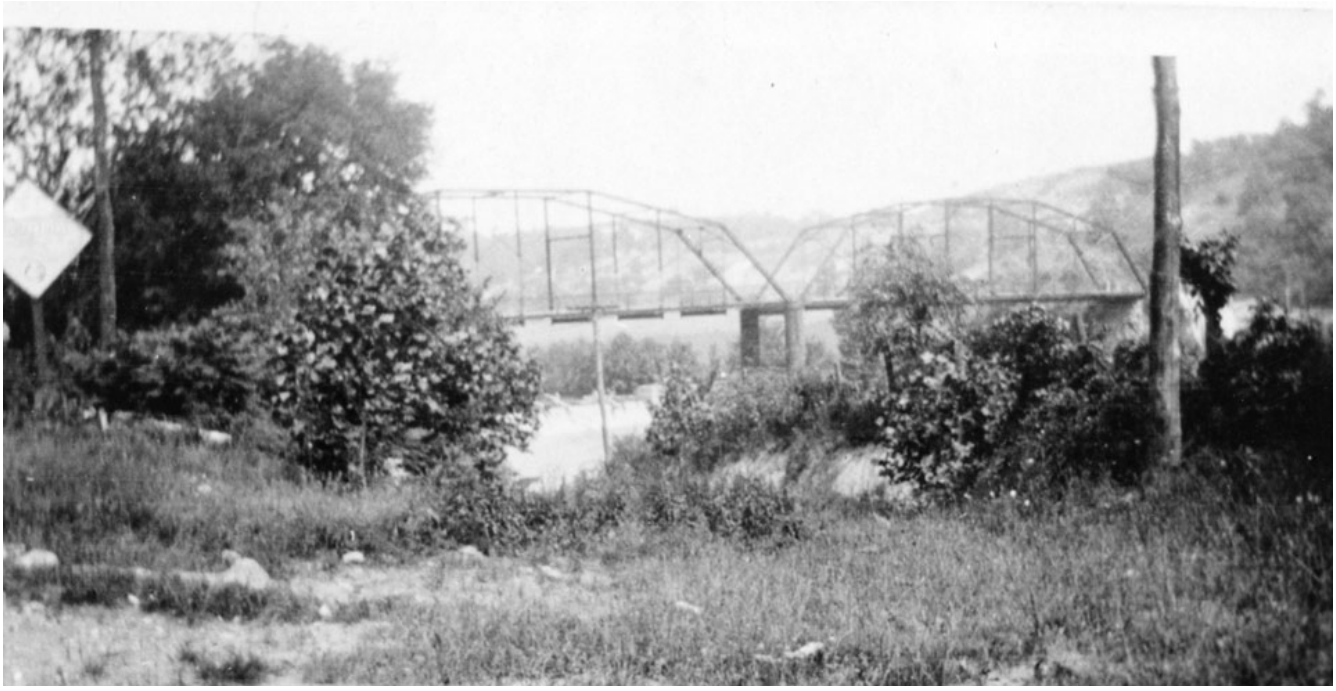


View of the original Burr Arch Truss Covered Bridge, built ca. 1834

WEST VIRGINIA HISTORIC PROPERTY FORM
CONTINUATION SHEET

NAME__Capon Bridge_____ **SITE#**__HM-0802_____

View of the second Capon Bridge, a pony truss bridge


View of the third Capon Bridge, a two span Pratt Through Truss

West Virginia
Historic Bridge Inventory Form

Bridge No. 14-050/00-031.01 **BARS No.** 14A054 **Federal Bridge No.** 00000000014A054 **Bridge Design No.** 943.0

IDENTIFICATION INFORMATION

SHPO Survey No. HM-0802
Local Name CAPON BRIDGE
Other Local Name

Owner State Highway Agency
Status Extant - in service

LOCATIONAL AND SETTING INFORMATION

District 05 **County** Hampshire **Latitude** 39175400 **Longitude** 078260600
Location 0.04 MI E OF CR 14 SLS
Facility Carried By Structur US 50 T
Features Intersected CACAPON RIVER

UTM-Northing
UTM-Easting
UTM Zone
Surrounding Land Use Residential
Type of Development Unincorporated community

STRUCTURAL INFORMATION

Main Span Type Steel Truss - Through/Riveted
Main Span Type Code 310
Number of Spans in Main Unit 001
Number of Approach Spans 0000

Structure Length (ft) 185
Length of Maximum Span (ft) 180
Average Daily Traffic 007200 **Year** 2002
Sufficiency Rating 0070 **Skew** 00
(Note: Data current as of April 2006 database)

BRIDGE DESCRIPTIVE INFORMATION

Year Built 1933
Year Reconstructed
Truss Bridge Type Parker
Alteration(s)
Replacement of main members

Arrangement Through
Connection Type Rivet/bolt
Truss Details
Date of Alterations (Year)
1978

Architectural Treatment(s)

Bridge Plate Text
(1) plaque. "1933, BRIDGE NO 943, WV STATE SEAL"

BRIDGE HISTORY

Engineer or Designer
Builder or Fabricator E.R. Mills
Bridge Plan Location District
Additional Details: Concrete deck with asphalt overlay. Concrete curbs and sidewalk on one side with lattice and metal rails. Concrete abutments and wingwalls. According to inspection files, main members were replaced in 1978. Field observations noted the alterations appear in-kind. Bridge is both bolted (new members) and riveted (old members). Concrete repair on wingwall cap. Along the Northwestern Turnpike. The bridge is a Parker through truss (innovation in design) designed or constructed by a regional or West Virginia-based engineer or firm.

Bridge No.	14-050/00-031.01	BARS No.	14A054	Federal Bridge No.	00000000014A054	Bridge Design No.	943.0

NATIONAL REGISTER EVALUATION INFORMATION

National Register Determination Eligible **Reason Not Evaluated**

National Register Determination Date 2013

This bridge is not eligible for the National Register under Criterion A as it does not have a significant association with an important historic transportation system, program, event, trend, or policy identified through contextual research and survey activities.
This bridge displays an important design innovation or construction technique that represents a variation, evolution, or transition in bridge construction.
This bridge was designed or constructed by a known regional or West Virginia-based engineer, architect, or firm whose work is recognized as distinguishable within the state of West Virginia.
Although this bridge has undergone alterations, it still retains the historic integrity necessary to convey its engineering significance and, therefore, is eligible for the National Register under Criterion C.

West Virginia Historic Bridge Inventory Form
Form Prepared By Mead & Hunt and KCI
Form Preparation Date 2013