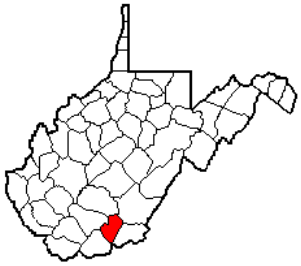
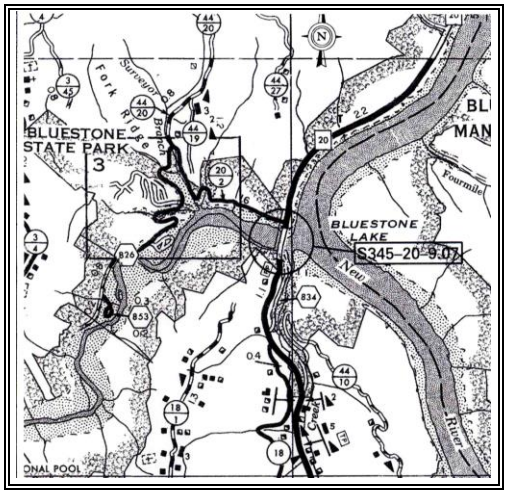
Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address	**Common/Historic Name/Both** ☐ ☐ ☑	**Field Survey #**	**Site # (SHPO Only)**
Located on WV Route 20, approximately 0.25 miles south of County Route 20/2, spanning Bluestone Lake.	Lilly Bridge	HPI #1	
Town or Community	**County**	**Negative No.**	**NR Listed Date**
Near Hinton	Summers		
Architect/Builder	**Date of Construction**	**Style** ***(SHPO Only)***	
Virginia Bridge Company	1950		
Exterior Siding / Materials	**Roofing Material**	**Foundation**	
Five-Span Cantilevered Thru Truss	Deck Material: Concrete	Abutments: Concrete Piers: Concrete	
Property Use or Function	**UTM** Zone17 NAD 1981		
Transportation	Easting 0507258E Northing 4162681N		
	Quadrangle Name		
	Pipestem		
Survey Organization & Date	**Part of What Survey / FR#**		
WVDOH May 20, 2009	State County Route S345-20-9.07 Federal Route BR-0020(164)E		



Name: Lilly Bridge
Survey #: HPI #1
Survey / FR#: State County Route: S345-20-9.07

Present Owners	**Owners Mailing Address**
WVDOH	Building 5, Capitol Complex Charleston, WV 25305

Describe Setting

Unknown--<1 Acres
☐ Archaeological Artifacts Present

Lilly Bridge is located in a rural area in Summers County. It carries WV Route 20 across Bluestone Lake.

Description of Buildings or Site (Original and Present) Stories Front Bays

The structure is a 5-span cantilevered thru-truss bridge built in 1950 by the Virginia Bridge Company. It is supported by concrete abutments and 4 concrete piers. The bridge is 1163'10" and has a roadway width of 24'. The bridge has a concrete deck and sidewalks. The bridge has steel channel and angle bridge rails. There are flexbeam guardrails on the approaches. The bridge is posted for vertical clearance and weight limits. The ADT in 2006 was 1950 vehicles per day.

Alterations ☑ Yes ☐ No If yes, describe

1990- Abutment #2 approaches and bridge seats were raised.
1991-Stringers were repaired.
1996-Portal and sway strut members damaged by impact were removed and replaced.
1997- Bridge was painted.
2002-Various steel truss members were replaced.
2003-Cracked welds were repaired.

Additions ☐ Yes ☑ No If yes, describe

Describe All Outbuildings
N/A

Statement of Significance:
See Continuation Sheet

Bibliographical References
Carver, Martha. Tennessee's Survey Report for Historic Highway Bridges. "Virginia Bridge and Iron Co." 2008.
Clarksburg Telegram. "It's Finally Official, Bridge Has a Name." 17 May 1994.
KCI Technologies. Draft Historic Context. West Virginia Statewide Historic Bridge Survey. October 2006.
Modjeski and Masters. Final Feasibility Study, Lilly Bridge. March 20, 2006.
Princeton Times. "Village of Lilly." 30 March 1989.
Staunton River Tour, Halifax County, Virginia. Clarkton Bridge.
WVDOH Maintenance Division. Bridge Inspection Report. 2007.

Form Prepared By: **Date:** May 4, 2009

Name/Organization: Randy Epperly
Address: WV Division of Highways
Capitol Complex
Building 5, Rm. 463
Charleston, WV 25305

Phone #: 304-558-9385

WEST VIRGINIA HISTORIC PROPERTY FORM
CONTINUATION SHEET

Name: Lilly Bridge
Survey Number: HPI #1
Project / FR#: State County Route: S345-20-9.07

Lilly Bridge was built in 1950, one year after the Bluestone Dam was completed and ready for operation. The Bluestone Dam was built to control flooding in the New River Gorge and possible hydroelectric production. The dam created Bluestone Lake by flooding most of the town of Lilly (Princeton Times). Lilly Bridge was named in honor of the town, which was one of the oldest in Summers County and was located about 3 miles from the current location of the bridge. A proclamation was issued in 1949 naming the bridge after Lilly but needed legislative action to make it official. The resolution was forgotten and it was not until the 1990s that it was passed and the bridge was named Lilly Bridge (Clarksburg Telegram).
This bridge was the first bridge established to cross Bluestone Lake. It provided a direct route from Hinton to Pipestem State Park and Bluestone Dam. The Giles, Fayette, and Kanawha Turnpike, chartered in 1837, was located in this area. But due to the construction of the Bluestone Dam and Lake, the area has changed and the original route can no longer be seen.
Lilly Bridge is eligible for the National Register of Historic Places under Criterion A based on its significance with the local history.

Lilly Bridge is not associated with the significance of an individual or an individual's historic contribution. The bridge is not eligible under Criterion B.

Lilly Bridge is a 5-span cantilevered thru truss built in 1950 by the Virginia Bridge and Iron Company. The company was founded in 1889 as the American Bridge Company. Its name was changed to the Virginia Bridge and Iron Company in 1895 by its founders P.K. Wentworth, I.E. Hunter, and C.L. Michael. The company became the largest steel fabricating company in the south. Plants and offices were built in cities throughout the country (Clarkton Bridge). Highway bridges and railroad bridges were the specialties for the Virginia Bridge and Iron Company. They also produced steel and iron for other industries (Carver, 216). In 1952, the Virginia Bridge and Iron Company merged into the American Bridge Company. The American Bridge Company was a subsidiary of U.S. Steel, the largest bridge company in the United States (Clarkton Bridge).
It is a basic cantilever truss design, of which there are only 7 remaining in West Virginia. KCI's Historic Context states that other cantilever bridges may exist and be categorized under through trusses (KCI). KCI also states that cantilever bridges were used as a cheaper alternative to suspension bridges (KCI). Although the bridge has been repaired for various reasons, it has retained its integrity as an example of a cantilever truss. Lilly Bridge is eligible for the National Register of Historic Places under Criterion C for bridge design.

The bridge is not likely to possess any important information that will contribute to our understanding of early human history or prehistory. The potential for information is minimal. This structure is not eligible under Criterion D.