

Smith Crossroads bridge

Morgan County



The **Smith Crossroads Bridge** carries County Route 13/1 (Spriggs Road) over Sleepy Creek in central Morgan County. Sleepy Creek is a tributary of the Potomac River. The bridge is located approximately 440 feet to the southeast of the intersection of Winchester Grade Road and Spriggs Road. The bridge has an average daily traffic of 260 vehicles in 2022.

The Smith Crossroads Bridge was commissioned by the Morgan County Court in 1916 and built in 1917 by the Concrete Steel Bridge Company of Clarksburg. The structure is a two-span, reinforced concrete deck arch bridge supported on full-height reinforced concrete abutments and a solid reinforced concrete pier. The pier has a decorative nose cap and the solid parapets are incised with a geometric pattern. The overall length of the bridge is 112-feet, 8.5-inches, while the width is 16-feet, two-inches. Plaques embedded in the inside parapets at center read: "1916/MORGAN COUNTY COURT/J. H. PHILLIPS, PRES./J. W. SWAIM COMR./B. E. DAWSON /M. S. HARMISON CLERK." and "THE CONCRETE STEEL/BRIDGE COMPANY/DESIGNERS AND BUILDERS/CLARKSBURG W. VA."

Reinforced concrete single- and double-span arch bridges were built throughout the United States between the 1890s and the 1920s. This bridge type was among the most commonly used in West Virginia due to its economic use of materials and low maintenance requirements. The Smith Crossroads Bridge is eligible for listing in the National Register of Historic Places under Criterion C. This double arch bridge has a continuous span design, representing an innovation in the engineering of concrete bridges. It was designed and constructed by the Concrete Steel Bridge Company of Clarksburg, WV, an engineering firm whose work is distinguishable on the state level. The Concrete Steel Bridge Company was a pioneer in the construction of reinforced concrete bridges and was awarded many projects throughout the state. The company specialized in shorter span bridges of 50 to 100 feet, many of which were single or double arches.

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The Concrete Steel Bridge Company is regionally significant in West Virginia for its association with engineer Frank D. McEnteer. McEnteer was born in 1882 in Reynoldsville, Pennsylvania and attended Harvard University for an engineering degree. In 1911, McEnteer moved to Clarksburg, West Virginia to supervise construction of the Palace Furniture Company building, the first multi-story reinforced concrete building in the state. McEnteer was a consulting engineer for the York Bridge Company before founding the Concrete Steel Bridge Company in 1914. The firm went on to design and construct notable reinforced concrete bridges in West Virginia including the Fourth Street Bridge in Clarksburg and the Alderson Bridge in Greenbrier County. The Concrete Steel Bridge Company dissolved during the Great Depression due to financial difficulties. McEnteer spent the 1930s working for the West Virginia State Road Commission. During World War II, he served as the chief engineer of construction for the US armed forces in the Middle East. Following the war, McEnteer returned to Clarksburg and opened a consulting firm, which he ran until his death in 1957.



This bridge is documented on WVDOT's
historic bridge website,

www.highwaysthroughhistory.com



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