

Bridges of West Virginia



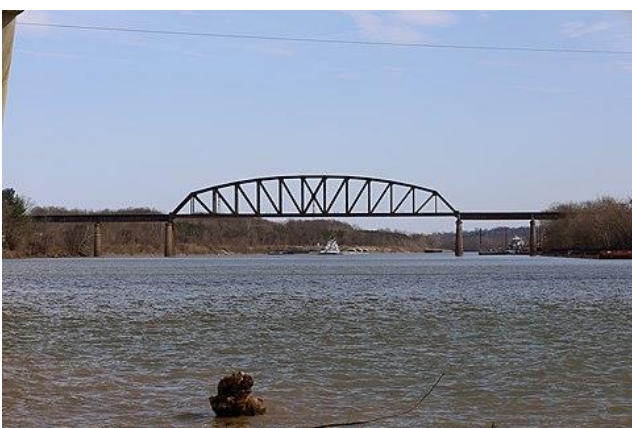
Great Kanawha / New Rivers



Bartow Jones Bridge - WV 2 - Henderson–Point Pleasant - 1999 - Replaced Shadle Bridge built in 1930



CSX Transportation Ohio River Subdivision – 1947 - Replaced earlier bridge opened in 1888



Johnathon David Higginbotham Memorial Bridge - WV 869 - Fraziers Bottom–Buffalo -1998



Ross Booth Memorial Bridge - WV 34 - Winfield–Eleanor – 1955



The Ross Booth Memorial Bridge, historically known as the Winfield Toll Bridge is a historic three-span cantilever Warren Truss bridge located at Winfield and Red House, Putnam County, West Virginia. It was built in 1955, and spans the Kanawha River, carrying West Virginia Route 34. The cantilever through-truss consists of two anchor spans each 245 feet (75 m) in length and the main span 462 feet (141 m) in length between pier center lines. The main span consists of two 128-foot-4-inch (39.12 m) cantilever arms and a 205-foot-4-inch (62.59 m) suspended span.



Nitro WWI Memorial Bridge - I-64 - Teays Valley – Nitro - 2022

Will eventually carry westbound lanes of I-64. Carries both directions while the Donald M. Legg Memorial Bridge is demolished and rebuilt.

Donald M. Legg Memorial Bridge - I-64 - Teays Valley–Nitro - 1962

Will be demolished and rebuilt; will eventually carry eastbound lanes of I-64.



Richard J. "Dick" Henderson Memorial Bridge - WV 25 (3rd Street / Center Street) - St. Albans–Nitro – 2018 - Replaced earlier bridge of same name opened in 1934



Dunbar Toll Bridge - CR 2547 - South Charleston–Dunbar - 1953



I-64 - 1974 / 2010 - 2010 span is the longest concrete box girder span in the U.S. A box girder bridge, or box section bridge, is a bridge in which the main beams comprise girders in the shape of a hollow box. The box girder normally comprises prestressed concrete, structural steel, or a composite of steel and reinforced concrete. The box is typically rectangular or trapezoidal in cross-section. Box girder bridges are commonly used for highway flyovers and for modern elevated structures of light rail transport. Although the box girder bridge is normally a form of beam bridge, box girders may also be used on cable-stayed and other bridge



Patrick Street Bridge - US 60 (Patrick Street) - Charleston – 1930



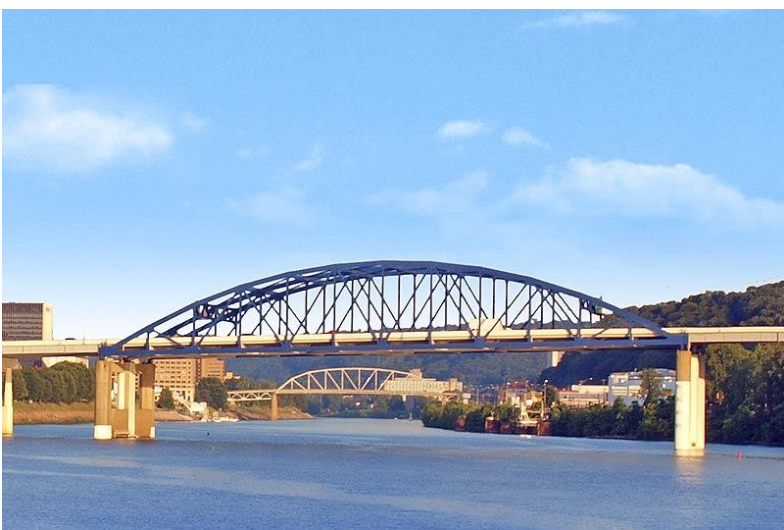
CSX / Kanawha Railroad Bridge – Charleston - 1907



The Kanawha Bridge is an abandoned railway bridge over the Kanawha River in Charleston, West Virginia. The bridge is of a Parker through-truss design. The bridge is located east of the Patrick Street Bridge and is now named the "Travis L. Castle Railroad Trestle."



Eugene A. Carter Memorial Bridge - I-64 / US 119 – Charleston – 1975



Kanawha Boulevard – Elk River – Charleston



South Side Bridge – Charleston – 1936 - Replaced earlier bridge opened in 1891



35th / 36th Street Bridges - CR 6063 - 1975, 1976 - Replaced Kanawha City Bridge opened in 1914



Chuck Yeager Memorial Bridge - I-64 / I-77 (West Virginia Turnpike) - Charleston–Coal Fork - 1954, 1983



This large arched continuous truss bridge was paired with a modern bridge of similar design but differing details. The historic bridge features riveted built-up beams, while the modern bridge does not. The modern bridge dates to 1983.



Admiral T. J. Lopez Bridge - Chelyan–Dickinson – 1997 - Replaced Chelyan Bridge opened in 1929



The Admiral T. J. Lopez Bridge is a truss bridge crossing the Kanawha River at Chelyan, West Virginia, named for 4-star admiral Thomas J. Lopez.[1] The Warren truss bridge cost \$25.9 million to build, and was opened to traffic on June 30, 1997. It serves as a connection between I-64/I-77 (West Virginia Turnpike), U.S. Route 60 (US 60), and West Virginia Route 61 (WV 61).



Earl M. Vickers Bridge - WV 6 - Montgomery – 1956 - Replaced Montgomery Bridge



The Earl M. Vickers Bridge, also known as the Montgomery Bridge is a steel thru truss bridge over the Kanawha River in West Virginia. It connects West Virginia Route 61 in Montgomery to U.S. Route 60 near Smithers. The bridge opened in 1956. It carries the unsigned highway West Virginia Route 6.



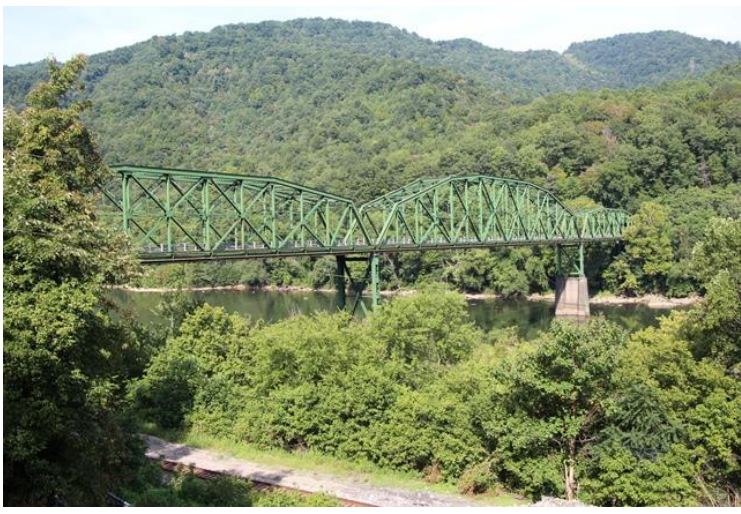
Kanawha River Railroad - Princeton–Deepwater District - Deep Water–Falls View - 1931



The Deepwater Railroad Bridge, constructed for the Virginian Railroad, carries Kanawha River Railroad over the Kanawha River Deepwater, West Virginia.



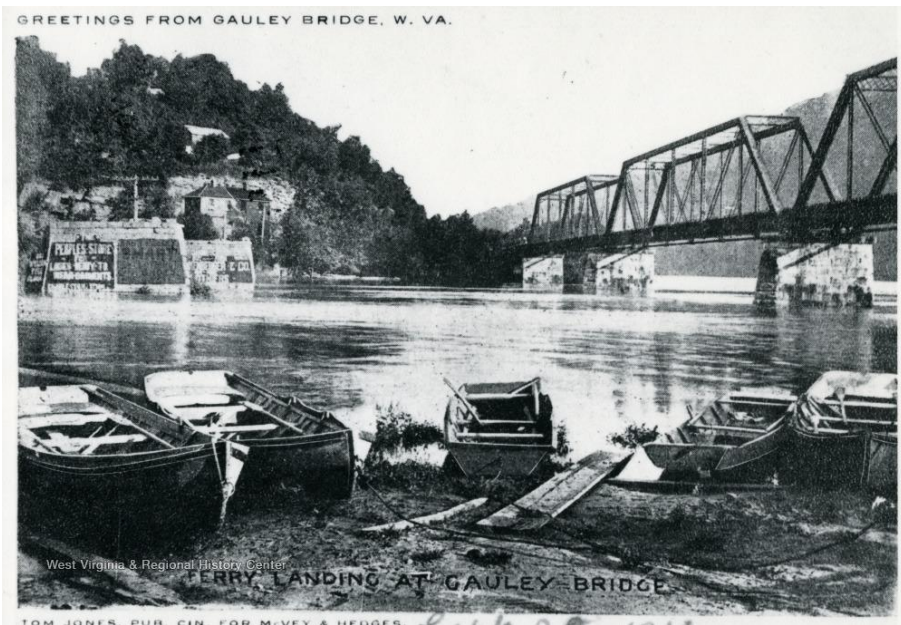
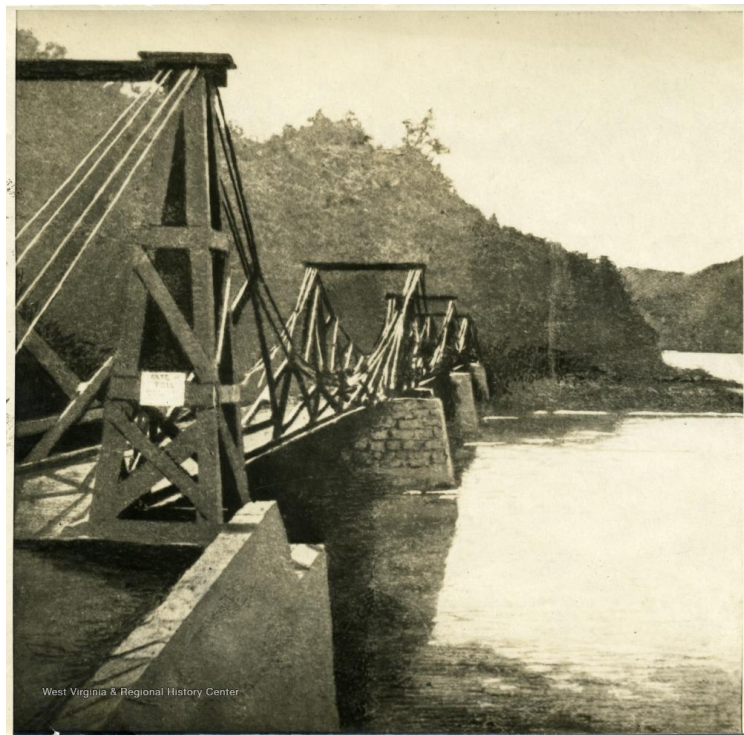
Deepwater–Cotton Hill / Kanawha Falls - CR 13 - 1928 - Closed in 2018 due to structural damage with no plans to repair.



The Kanawha Falls Bridge connects US Route 60 (Midland Trail) to Kanawha Falls Road over the Kanawha River in Fayette County, West Virginia. The crossing closed to automobile traffic in 2018.



Gauley Bridge – Gauley River



The Town of Gauley Bridge sits at the confluence of the Gauley and New Rivers which join to form the Kanawha River. Its name is derived from the wooden, covered bridge that carried traffic on the James River & Kanawha Turnpike across the Gauley River.

During the Civil War, the bridge was hotly contested as the Confederate and Union troops tried to gain a hold on the upper Kanawha River valley. From 1861 through 1862, Gauley Bridge changed hands three times until the confederate troops were pushed southeast into Greenbrier County. As troops battled over possession of the bridge, it was burned, rebuilt and burned again.



Charles C. Rogers - Cotton Hill - WV 16 / New River



Listed on the National Register of Historic Places, the Cotton Hill Station Bridge was an 812-foot steel deck truss built in 1927 by the Vincennes Bridge Company. Renovated many times, including a 1991 contract for \$210,000 to repair pier caps and provide foundation protection against the water scour of the rushing New River, the bridge had been posted with weight restrictions for almost a decade when a \$5.8 million replacement contract was awarded.

Built by Bilco Construction Company of South Charleston just upstream of the existing bridge carrying WV 16 over the New River and CSX rail lines north of Fayette County 13, the eight-span rolled I-beam bridge officially opened to traffic in August 1999 in a ceremony renaming it Charles C. Rogers Bridge to honor the deceased major general and former resident who received the Congressional Medal of Honor for bravery in Vietnam.



Tunney Hunsaker Bridge - Fayette Station – CR 82 / New River



The Tunney Hunsaker Bridge (also known as the Fayette Station Bridge) is an historic truss bridge over the New River in New River Gorge, West Virginia. The bridge is named after Tunney Hunsaker, American boxer and former chief-of-police at Fayetteville, West Virginia.

The bridge is a single-lane truss bridge consisting of one main span (279 ft (85.0 m) long) and two approach spans, a total length of 421 ft (128 m) that carries County Road 82 (Fayette Station Road) over the New River.

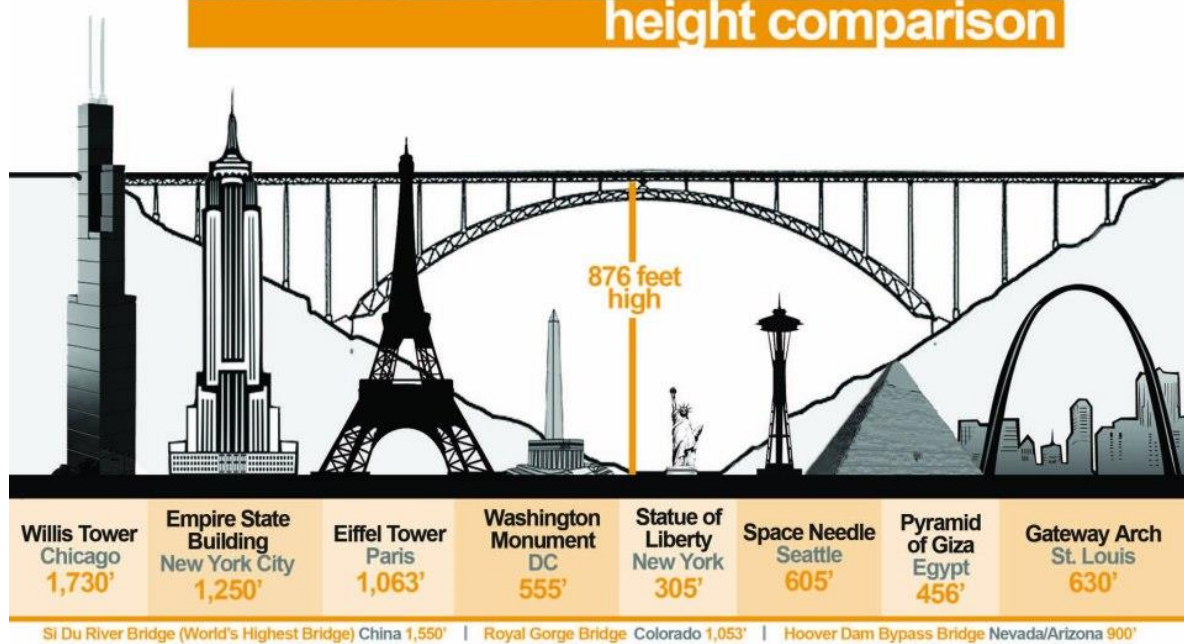
Construction of the bridge was completed in 1889 by the Virginia Bridge and Iron Company of Roanoke, Virginia. When the New River Gorge Bridge opened in 1977, the bridge, in a deteriorated state, was closed to traffic, and was rehabilitated and reopened in 1997.



New River Gorge – Fayetteville – US 19



NEW RIVER GORGE BRIDGE height comparison



The New River Gorge Bridge is a steel arch bridge 3,030 feet (924 m) long over the New River Gorge near Fayetteville, West Virginia, in the Appalachian Mountains of the eastern United States. With an arch 1,700 feet (518 m) long, the New River Gorge Bridge was the world's longest single-span arch bridge for 26 years; [4][5] it is now the fifth longest; the longest outside of China. Part of U.S. Route 19, its construction marked the completion of Corridor L of the Appalachian Development Highway System.

The roadway of the New River Gorge Bridge is 876 feet (267 m) above the New River, making the bridge one of the highest vehicular bridges in the world; it is the third highest in the United States. When completed in 1977, it was the world's highest bridge carrying a regular roadway, a title it held until the 2001 opening of the Liuguanghe Bridge in China. Because of its height, the bridge has attracted daredevils since its construction. It is now the centerpiece of the annual "Bridge Day", during which hundreds of people, with appropriate equipment, are permitted to climb on or jump from the bridge. In 2005, the structure gained additional attention when the U.S. Mint issued the West Virginia state quarter with the bridge depicted on one side. In 2013, the bridge was listed on the National Register of Historic Places.



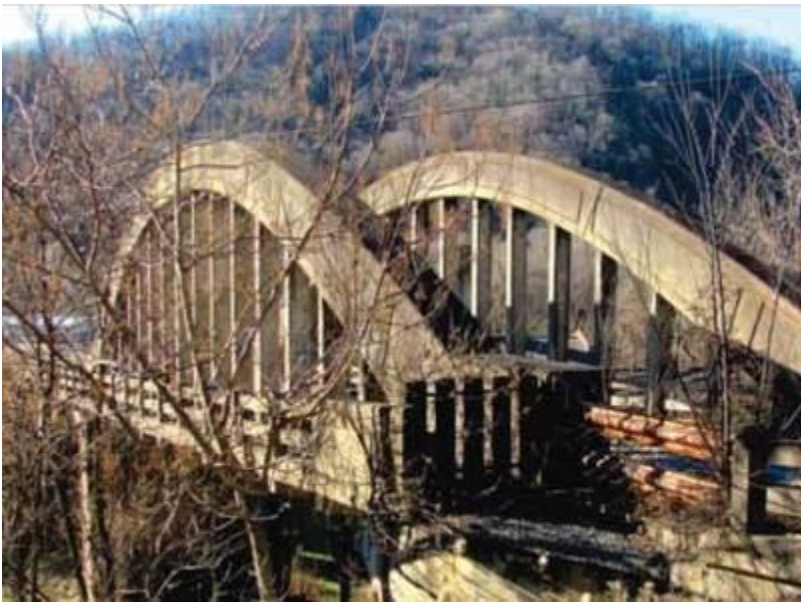
Thurmond Bridge – Thurmond – CSX / RJ Corman RR / Thurmond Road



The historic Thurmond Bridge is an important crossing over the New River Gorge for pedestrians, motorists and trains. The unique West Virginia Department of Transportation structure is cantilevered from an 827-foot-long truss and deep girder span bridge owned by CSX. It has a single lane that is used by both pedestrians and motorists. The bridge's unusual design is further complicated by its location in an area on the National Register of Historic Places and within the protected New River Gorge National River.



Avis Overhead Bridge – Hinton - Closed



The Avis Overhead Bridge connects Hinton and the neighboring community of Avis, above the railroad tracks, along WV 107 and, later, WV Route 21. It is recognized in the 1984 West Virginia Bridge Survey as being historically significant. The Luten Bridge Company of York, Pennsylvania, constructed the bridge in 1928. Its designer, Daniel B. Luten, claimed to have designed over 17,000 bridges, and the concrete Avis Overhead Bridge features his patented Rainbow Arch. Rainbow arch bridges are famous for having been built with curved, simply ornamented, solid parapets. This style of concrete arch was widely built as a proprietary bridge type in the first quarter of the twentieth century.

