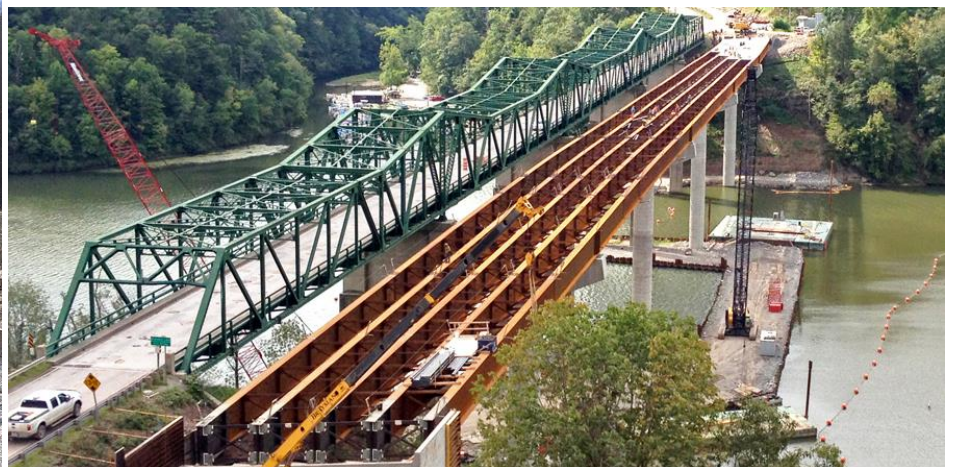
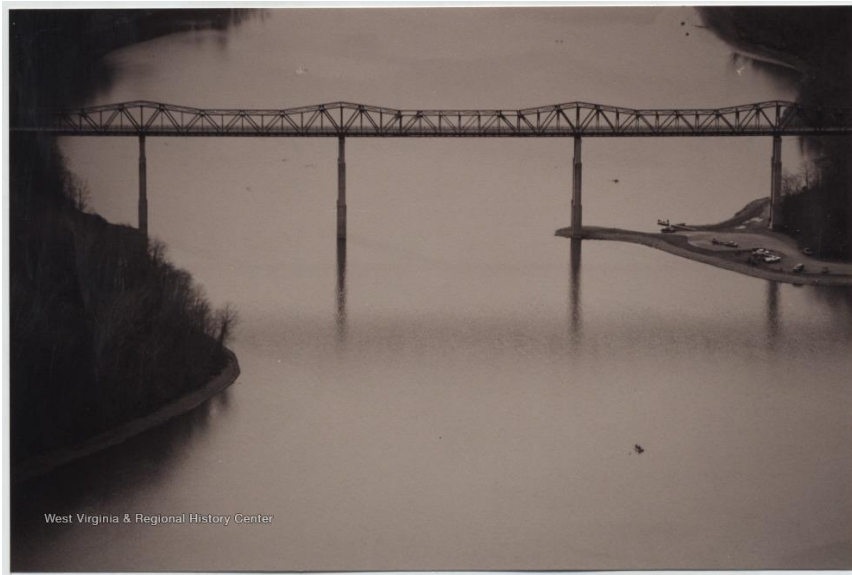


Bridges of West Virginia – Southern West Virginia



Lilly – Bluestone Lake - WV 20



Lilly Bridge was completed in 1950 by the Virginia Bridge Company of Roanoke, Virginia near this location. The current bridge was constructed in 2015 and like its predecessor, it crosses the Bluestone River and connects many small communities in Southern West Virginia. The 1950 ridge was a five-span cantilevered thru-truss is supported by concrete abutments and 4 concrete piers. During construction of the original bridge in 1950, two trusses fell resulting in several workers being killed and others injured. The bridge is named in honor of Lilly, a small village formed in the late 18th century. Residents who lived in the area of the village of Lilly were required to leave their homes prior to the construction of the Bluestone Dam in the 1940s.

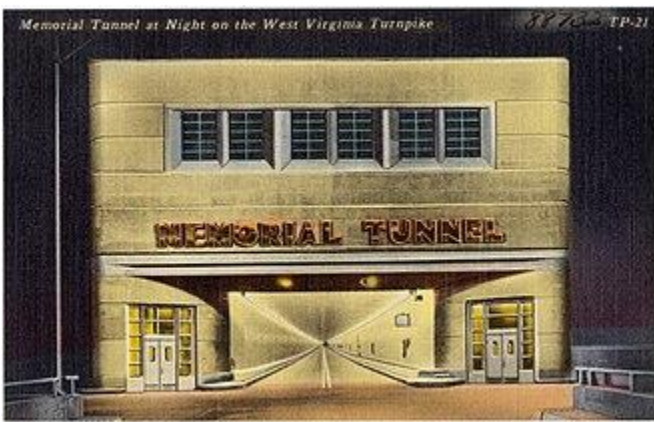


The Lilly Bridge project involved replacement of a cantilever truss bridge with a new 1,220-LF five-span, fabricated steel girder bridge. Carrying WV RT 20 traffic over the Bluestone Lake, the new bridge was erected adjacent to the existing structure. Brayman offered a significant Value Engineering (VE) proposal including substructure and superstructure modifications.

The revised substructure design comprises a single column option, which included semi-integral abutments. Fixed piers distribute the load across the bridge and allow for smaller diameter stems and caps, while the revised superstructure design successfully eliminates one line of girders.



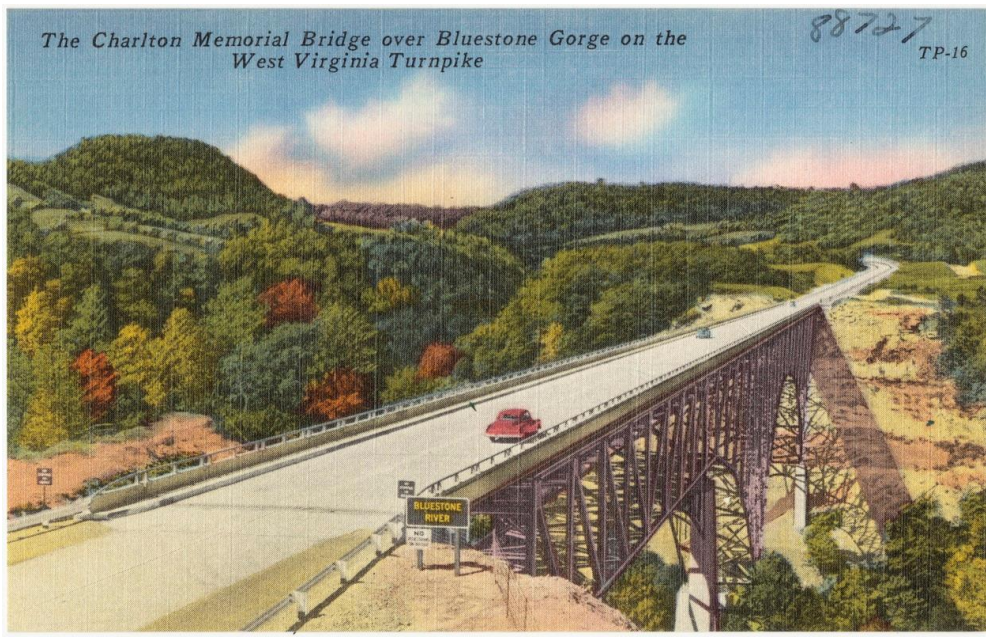
Stanley Bender Memorial – Four Mile Creek – I-77 / 64 / WV Turnpike



On November 9, 1954, a West Virginia Turnpike bridge was dedicated to Bender. It was renamed the Bender Bridge, also known as the Stanley Bender Memorial Bridge. The Bender Bridge was topped with a plaque telling of Bender's heroism during the War. However, the Bender Bridge was demolished by explosives in the 1980s as part of the Memorial Tunnel replacement project, which used an earthen fill to cross Fourmile Fork. Bender said that the bridge might have been demolished, but he would remember it. He also said that memories cannot be destroyed. Bridge is 284 feet high, the highest bridge east of the Mississippi River [at the time].



C. H. Charlton Memorial – Bluestone River/Co. Rt. 3 - I-77 / WV Turnpike



A 35-mile segment of the new West Virginia Turnpike from Princeton to Beckley—and a major bridge over the Bluestone River in Mercer County, was dedicated on September 2, 1954. It was dedicated to Sgt. Cornelius Charlton, a World War II hero from East Gulf who was awarded the Congressional Medal of Honor posthumously. The Charlton Memorial Bridge towers 246 feet over the Bluestone Gorge.



Christine West – Bluefield – King Coal Expressway



The Christine West Bridge in Mercer County, West Virginia, is part of the King Coal Highway, which has been stalled since 2007. The bridge and the interstate corridor come to an abrupt end at Stoney Ridge, prompting some to refer to the twin interstate bridges as the “bridge to nowhere”. However, a 3.8-mile addition to the King Coal Highway is being built [now complete], which will make use of the bridge that was built a decade ago.



Vulcan – ‘The bridge the Russians almost built’



Vulcan sits in a straight line between the Tug Fork River and the tracks. The only legal way in and out of the town is the Vulcan Bridge, which connects residents to the unincorporated community of Freeburn, Kentucky.

The Vulcan Bridge was originally built in the early 1900s to assist the local coal business. With a bridge, workers in Vulcan — which was a thriving coal camp — could walk to work in Kentucky’s mines instead of rowing across the river. Eventually, the Norfolk & Western Railway established a passenger stop on its line running through the town, meaning more workers could access the mines.

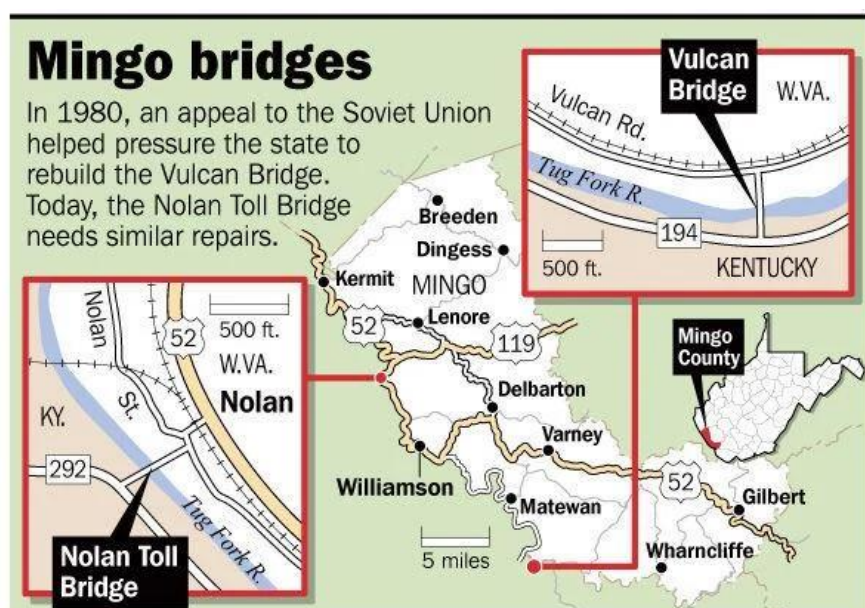
By the 1970s, though, trains traveling through weren’t carrying passengers or workers anymore, only coal and other resources. The mines across the river needed fewer workers, not more, and most of the bridge’s use came from day-to-day activities by the residents of Vulcan. In 1974, the wooden bridge gave way to rot and collapsed. For the 50 or so families in Vulcan, the only way in and out of the town without the bridge was by a narrow, rocky right-of-way sitting on the top of a small cliff and owned by the railway.

For a year following the collapse, John Robinette, a former carnival worker, bartender, notary public and the self-proclaimed mayor of Vulcan, tried working with legislators to repair the bridge. He spoke to the county, with no luck. He reached out to lawmakers in both Kentucky and West Virginia, with no luck. He tried working through the governor’s office to receive federal help, but again, had no luck. He was told time and time again that there was no money available to spend on the bridge, according to reports in the Gazette at the time.

Finally, in 1976, growing increasingly frustrated with what he saw as American bureaucratic run around, Robinette took his community’s problems overseas. He wrote to the Soviet Union and detailed the situation in Vulcan — the bridge, the state’s lack of funding and, in his opinion, the country’s lack of concern. His first letter — sent to the Soviet Embassy in Washington D.C. — went unanswered by the Soviet government, at first. Eventually, though, he was contacted by Iona Andronov, a Soviet journalist interested in hearing Robinette’s story in person. On Dec. 16, 1977, Andronov set foot in Vulcan for the first time. Within hours of the Russian’s visit, according to news reports, word came down from then-Gov. Jay Rockefeller’s office that West Virginia would begin working with Kentucky immediately to build a new Vulcan Bridge.

Charles Preston, of the West Virginia Highways Department, speculated to the Gazette at the time, “that somebody in Washington said, ‘do it and shut this guy up.’ The story was embarrassing. It became an international incident.” Even with the assurances from the state government, Andronov said he reported to Soviet authorities after his visit that a bridge could quickly and easily be built. The Russians, he said, would have built the bridge if the state “had not kept its promise.”

To Robinette, though, the source of the funding for the bridge didn’t matter as long as it got done — and soon. “If the Russians call tomorrow and say they’ll build a bridge, I’ll say go ahead,” he told the Gazette on Jan. 4, 1978. “It’s first come, first serve.” Two years later, on July 4, 1980, the 300-foot bridge opened — costing a little over \$1 million (almost \$4 million in today’s dollars), with the price split between West Virginia and Kentucky.





Phil G Mcdonald / Glade Creek – Glade Creek – I-64



The Phil G. McDonald Memorial Bridge, also known as the Glade Creek Bridge, is a deck truss bridge located in Raleigh County, West Virginia near the city of Beckley. The bridge is among the ten highest bridges in the United States, and the highest bridge within the Interstate Highway System being a part of I-64, with a deck height of 700 ft (213 m) above Glade Creek. The bridge is also among the top hundred highest bridges in the world.

The bridge is named after West Virginia native Phill G. McDonald (the official bridge name is missing the second 'L') who was a United States Army soldier and a recipient of the United States military's highest decoration—the Medal of Honor—for his actions in the Vietnam War. The bridge has a main span length of 784 ft (239 m) and a total length of 2,179 ft (664 m). The completion of the bridge was the final part of I-64 to be built in West Virginia with Governor Arch Moore opening the bridge at a ribbon-cutting ceremony on 15 July 1988.

