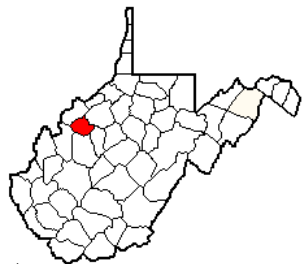
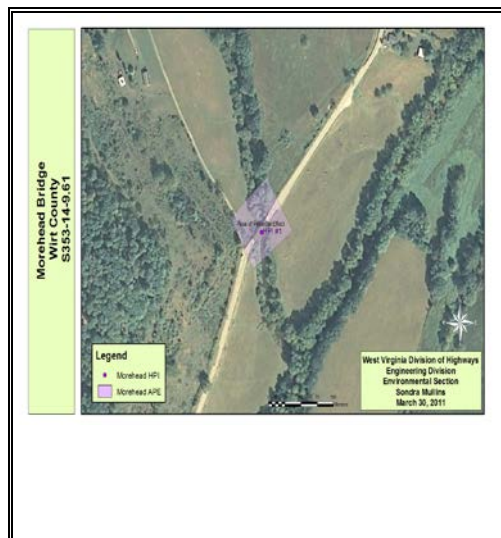


Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address WV State Route 14	Common/Historic Name/Both <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Morehead Bridge	Field Survey # HPI #1	Site # (SHPO Only)
Town or Community Near Palestine	County Wirt	Negative No.	NR Listed Date
Architect/Builder Oregonia Bridge Company	Date of Construction 1923	Style (SHPO Only)	
Exterior Siding / Materials Simple Span Riveted Steel Through Truss Bridge	Roofing Material Deck material: Concrete & steel corrugated steel grid deck	Foundation Abutments: Concrete	
Property Use or Function Transportation	UTM Zone 17 NAD 1981 Easting 465011E Northing 4318405N		
Survey Organization & Date WVDOH April 11, 2011	Quadrangle Name Elizabeth		
	Part of What Survey / FR# State County Route S353-14-9.61		



WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name Morehead Bridge
Survey Number: HPI #1
Project / FR#: State County Route S353-14-9.61

The existing 19' x 120' two lane Morehead Bridge consists of a simple span riveted steel through truss supported by full height reinforced concrete abutments. There are 120 steel through truss bridges remaining in West Virginia today that were built prior to 1965. Steel through trusses were popular throughout the state, and these bridges still stand in 46 counties with three in Wirt County, including the Morehead Bridge. This bridge along with the McClung Bridge (FR#10-762-WI), were constructed as a part of WV 14 in 1923 by the Oregonia Bridge Company. The construction of WV 14 and these two bridges were the result of the Legislation of 1921, part of it authorized by the constitutional amendment of November 2, 1920, which marked the beginning of a new era in roads for West Virginia. Known as the Good Roads Amendment it allowed the State Road Commission to establish a state road system, sell bonds, and designate revenue from motor vehicle licenses and other provisions. The Morehead Bridge was renovated in 1980 and 1990 by State Forces. Also, extensive work was done in 2007.

The Oregonia Bridge Company was established in 1873 as a blacksmith shop in Oregonia, Ohio by John Bradbury, an English immigrant. In 1888, Thomas Spencer became a partner and the firm was known as Bradbury and Spencer. The company built its first iron bridge in 1888. In 1896, the name of the company was changed to Oregonia Bridge Company to reflect the evolution of the blacksmith shop. By 1903, the company had outgrown its factory and built a larger facility in Lebanon, Ohio. The company was known for constructing county bridges, and aided the effort during World War I by providing parts for ship-building. In 1950, the Oregonia Bridge Company was acquired by the Dave Steel Company, which continues to operate today.

It is recommended eligible under Criterion A for its association with the Good Roads Movement and its local significance as a transportation link. Also, the bridge is eligible under Criterion C for its association with a master bridge builder for its local significance as a simple span riveted steel through truss.
