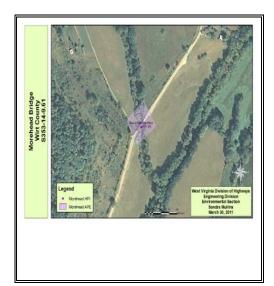
Internal Rating: \_\_\_\_\_



## WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address	Common/Historic Name/Both	Field Survey #	Site # (SHPO Only)
WV State Route 14	Morehead Bridge	HPI #1	
Town or Community	County	Negative No.	NR Listed Date
Near Palestine	Wirt		
Architect/Builder	Date of Construction	Style (SHPO Only)	
Oregonia Bridge Company	1923		
Exterior Siding / Materials	Roofing Material	Foundation	
Simple Span Riveted Steel Through Truss Bridge	Deck material: Concrete & steel corrugated steel grid deck	Abutments: Concrete	
Property Use or Function	<b>UTM</b> Zone 17 NAD 1981		
Transportation	Easting 465011E Northing 4318405N	14-0	
	Quadrangle Name		
Survey Organization & Date	Elizabeth		
WVDOH	Part of What Survey / FR#	THE SAME OF THE PARTY OF THE PA	
April 11, 2011	State County Route S353-14-9.61		W W W W W W W W W W W W W W W W W W W





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

Present Owners WVDOT	Owners Mailing Address Building 5 Capitol Complex			
WVDOT	Charleston, WV 25305			
Describe Setting	Unknown <1 Acres ☐ Archaeological Artifacts Present			
The bridge is located in Wirt County along WV 14, crossing over Right Fork of Reedy Creek in a rural area.				
Description of Buildings or Site (Original and Present)	Stories Front Bays			
The existing structure was built in 1923 by Oregonia Bridge Company. The two lane bridge consists of a simple span				
riveted steel through truss supported by full height reinforced concrete abutments. The existing road alignment is fair, with the bridge located in a curved section of roadway and skewed 40 degrees left forward. Sight distance is adequate				
at both ends. The existing asphalt approaches are 19'6" wide, with no defined stone shoulders. A private driveway				
intersects 50' south of the structure. The bridge is located in a 100-year flood area with base elevations undetermined, according to the 1988 Wirt County FEMA-NFIP map. The average daily traffic (ADT) for this crossing is 960 (2007).				
Traffic consists of school buses, mail carriers and commercial vehicles.				
Alterations   ☐ Yes ☐ No If yes, describe  Renovated in 1980 and 1990 by State Forces.				
Renovated in 1900 and 1990 by State Forces.				
Additions ☐ Yes ☑ No If yes, describe				
Describe All Outbuildings N/A				
Statement of Significance:				
See Continuation Sheet				
Bibliographical References				
WVDOH, Maintenance Division, Bridge Inspection Report-September 9, 2010.  John Calvin Hover, ed., et al., Memoirs of the Miami Valley, Chicago: Robert O. Law Company, 1919. 395- 396				
"Joseph Dave Biography," <a href="http://toto/lib.unca.edu/findgaids/mss/dave_joseph/biography_1.htm">http://toto/lib.unca.edu/findgaids/mss/dave_joseph/biography_1.htm</a> 1940-41 Annual Report of the State Road Commission of West Virginia, 1941.				
ibid.	st vilgilia, 1941.			
Draft West Virginia Statewide Historic Bridge Survey, Octobe				
Form Prepared By:	<b>Date:</b> April 11, 2011			
Name/Organization: Sondra Mullins				
Address: WV Division of Highways Capitol Complex				
Building 5, Rm. 463 Charleston, WV 25305				
Phone #: 304-558-9487				

## 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.