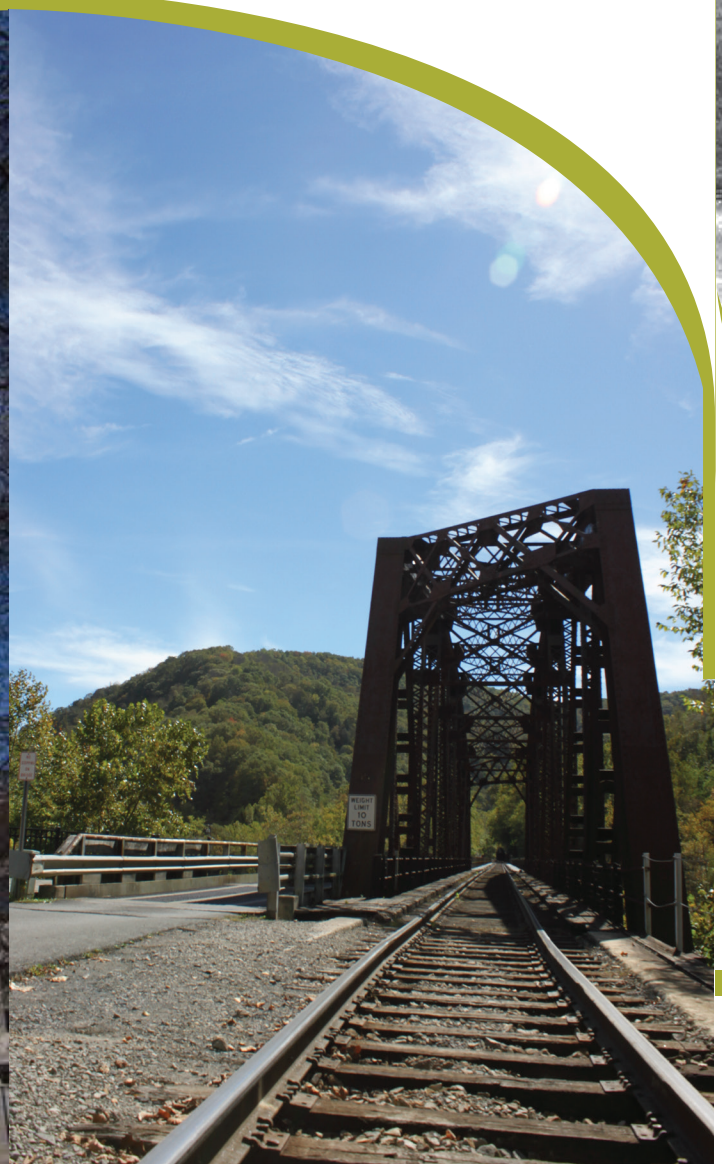
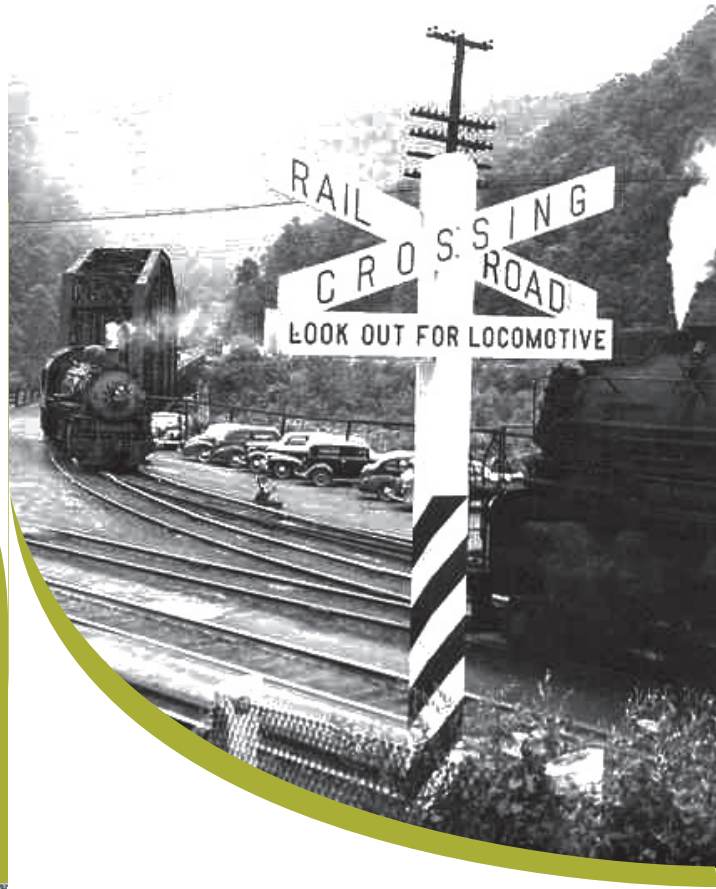
what Historical Services Unit does

- Research and Write History Reports
- Determine National Register Eligibility
- Determine Historic Boundaries
- Determine Effects to Historic Properties
- Mitigate Adverse Effects to Historic Properties
- Complete Historic Documentations for Specific Historic Properties
- Historic Turnpike Research and Analysis
- Coordinate with Federal, State, and Local Resource Agencies
- Conduct Public Workshops for Specific Bridge and Highway Projects

contact us

Division of Highways
Engineering Division
Environmental Section
1334 Smith Street
Charleston, WV 25301
Sondra Mullins
Historical Services Unit Leader
304.558.9487
sondra.l.mullins@wv.gov





thurmond bridge

fayette county

thurmond bridge
fayette county

Thurmond History

The Thurmond Bridge was designed and constructed in 1915-1916 by the Chesapeake & Ohio Railway Corporation as part of its Loup Creek Branch to replace a circa 1890 bridge that was destroyed by flooding in 1908.The bridge carrying the single-track Dunloup Branch Railroad and Fayette County Route 25/2 over the New River consists of one riveted Warren through truss span and seven riveted deck girder spans. The Warren truss contains a polygonal top chord. The bridge's overall length is 826ft-7in. The through truss span measures 226ft and the longest deck girder span measures 84ft-2in. The substructure consists of two abutments and 7 piers; all are constructed of reinforced concrete except for the abutments and piers 2 and 5, which were reused from the previous ca. 1890 bridge and are stone. The bridge presently carries a single railroad track and an 11ft-11in shared vehicular and pedestrian roadway that is cantilevered from the upstream (east) side of the bridge. The cantilevered roadway contains 35 spans, consisting of steel stringers that rest on brackets attached to the truss and plate girders of the 20ft-wide railroad bridge. The vehicular deck is an open steel grid type deck. The vehicular deck railings consist of rolled steel posts, a steel channel kickplate, steel pipe top rail, with a W-shape steel guard rail in between. On the truss, the roadway brackets have a solid web; the web is open on the plate girder spans. The roadway bridge is not skewed, but the railroad bridge is skewed 45 degrees left forward. Utility conduits are suspended from the guardrail supports on the upstream (east) side of the bridge.

As a structure, the bridge is significant under Criterion C as a representative example of a Warren through truss and deck plate girder railroad bridge with the uncommon feature of a cantilevered vehicular and pedestrian roadway.

Location: County Route 25/2 over the New River
Type: One Riveted Warren Through Truss Span and Seven Riveted Deck Girder Spans
Year constructed: 1916
Length: 826 feet, 7 inches
Contractor: The Chesapeake & Ohio Railway Corporation