

- 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

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clarksburg street
bridge
marion county

Clarksburg Street Bridge was built in 1926, the same year as the Buffalo Street Bridge, which is approximately 60 feet northwest and parallel to the Clarksburg Street Bridge. No original plans were found for the bridge. The bridge is eligible under Criterion A of the National Register of Historic Places for its association with the general construction period and it is a contributing structure within the Mannington Historic District. The bridge is also eligible under Criterion C as a good example of early bridge engineering and its association with a known builder. The bridge was designed by Concrete Steel Engineering Company and built by Shaid Contracting Company of Elkins, WV. The Clarksburg Street Bridge consists of 3 spans of concrete T-beams supported by concrete abutments and piers. The parapets are concrete railing supported by concrete balusters. The overall length is 114 feet 3 inches and is 34 feet 4 inches wide. It is posted for 11 tons. There are 2 sidewalks, each supported by a T-beam (WVDOH Bridge Files). T-Beam bridges were among the most popular bridge types during the 1920s but were used until the 1960s. The T-Beam design was popular among state highway departments.

Clarksburg Street Bridge History

Concrete Steel Bridge Company of Clarksburg, WV was formed in 1914 by Frank Duff McEnteer and P.M. Harrison. McEnteer was appointed superintendent of the Fourth Street Bridge in Clarksburg in 1914 and incorporated his own company that year. The company built over 1000 bridges in West Virginia. By 1925, the company had branch offices in Pittsburgh, Harrisburg, Huntington, Knoxville, and a subsidiary company in Florida. Due to the Depression and other difficulties, the company was liquidated in 1931 (Kemp 133). McEnteer would later serve as district engineer with the WV State Road Commission between 1932 and 1938, and construction engineer for the northern district from 1938-1940. In 1942 he supervised the construction of an army base near Tel Aviv as a project manager with Johnson, Piper, and Drake. In 1943 he was named chief engineer of the construction division of the U.S. Armed Forces in the Middle East and supervised the construction of airports in the region. Following World War II he returned to Clarksburg and began practice as a consulting structural engineer specializing in the design of highway bridges and industrial buildings until his death in 1951 (Kemp 133-134).

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Location: Clarksburg Street, over Buffalo Creek in Mannington, WV
Type: Three Spans of Concrete T-beams Supported by Concrete Abutments and Piers
Length: 114 feet 3 inches
Year constructed: 1926
Contractor: Shaid Contracting Co. / Designed by Concrete Steel Engineering Co.