West Virginia Historic Bridge Inventory Form

Bridge No. 26-074/00-010.23 BARS No. 26A052 Federal Bridge No. 00000000026A052 Bridge Design No. 7549.0

IDENTIFICATION INFORMATION

SHPO Survey No.MR-0104OwnerState Highway AgencyLocal NameMEIGHEN BRIDGEStatusExtant - in service

Other Local Name

LOCATIONAL AND SETTING INFORMATION

District 06 County Marshall Latitude 39470600 Longitude 080431200

 Location
 0.08 MI WEST JCT CR 21/3
 UTM-Northing

 Facility Carried By Structur
 COUNTY ROUTE 74
 UTM-Easting

UTM Zone

Features Intersected FISH CREEK Surrounding Land Use Agricultural

Type of Development Rural - (undeveloped area outside communities)

STRUCTURAL INFORMATION

Main Span Type Steel Truss - Through/Pin ConnectedStructure Length (ft)222Main Span Type Code331Length of Maximum Span (ft)160

Number of Spans in Main Unit001Average Daily Traffic000100Year2002Number of Approach Spans0002Sufficiency Rating0132Skew00

(Note: Data current as of April 2006 database)

BRIDGE DESCRIPTIVE INFORMATION

Year Built 1913 Arrangement Through
Year Reconstructed Connection Type Pin/bolt

Truss Bridge Type Camelback Truss Details

Alteration(s) Date of Alterations (Year)

 Others
 1982

 Others
 1989

Architectural Treatment(s) Bridge Plate Text

(1) plaque. "BUILT BY, YORK BRIDGE, COMPANY, YORK, PA, 1913"

BRIDGE HISTORY

Engineer or Designer Builder or Fabricator York Bridge Company

Bridge Plan Location Unknown

Additional Details: Timber deck and curbs with metal rail. Steel girder approach spans. Pin connections. Stone abutments and wingwall with steel column piers. According to inspection files, the bottom chord members and top chord laterals were replaced in 1982 and in 1989 the lower chord eye bars in Panels 3 through 6 and the L2U1 upstream diagonal were replaced. Field observations also noted bolt connections on replaced members, a new timber deck, and the stone substructure covered in concrete. This bridge is a Camelback through truss (innovation in design) designed or constructed by a national engineer or firm but is a typical example of a common

configuration.

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NATIONAL REGISTER EVALUATION INFORMATION

National Register Determination Eligible

Reason Not Evaluated

National Register Determination Date 2013

This bridge is not eligible for the National Register under Criterion A as it does not have a significant association with an important historic transportation system, program, event, trend, or policy identified through contextual research and survey activities.

This bridge displays an important design innovation or construction technique that represents a variation, evolution, or transition in bridge construction. This bridge was designed or constructed by a known regional or West Virginia-based engineer, architect, or firm whose work is recognized as distinguishable within the state of West Virginia.

Although this bridge has undergone alterations, it still retains the historic integrity necessary to convey its engineering significance and, therefore, is eligible for the National Register under Criterion C.





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Form Prepared By Mead & Hunt and KCI

Form Preparation Date 2013