

West Virginia Historic Bridge Inventory Form

Bridge No. 08-046/00-000.01 BARS No. 08A068 Federal Bridge No. 0000000008A068 Bridge Design No. 1388.0

IDENTIFICATION INFORMATION

SHPO Survey No. CY-0084 Owner State Highway Agency
Local Name J.C. CRUIKSHANK MEMORIAL Status Extant - in service
Other Local Name IVYDALE BRIDGE

LOCATIONAL AND SETTING INFORMATION

District 01 County Clay Latitude 38325400 Longitude 081010600
Location 0.01 MI S OF WV 4 UTM-Northing
Facility Carried By Structure COUNTY ROUTE 46 UTM-Easting
UTM Zone
Features Intersected ELK RIVER Surrounding Land Use Commercial
Type of Development Unincorporated community

STRUCTURAL INFORMATION

Main Span Type Steel Truss - Through/Riveted Structure Length (ft) 338
Main Span Type Code 310 Length of Maximum Span (ft) 163
Number of Spans in Main Unit 001 Average Daily Traffic 001100 Year 2004
Number of Approach Spans 0003 Sufficiency Rating 0295 Skew 00

(Note: Data current as of April 2006 database)

BRIDGE DESCRIPTIVE INFORMATION

Year Built 1939 Arrangement Through
Year Reconstructed Connection Type Rivet
Truss Bridge Type Parker Truss Details
Alteration(s) Date of Alterations (Year)

Architectural Treatment(s)

Bridge Plate Text

(1) plaque. "FABRICATED BY PAN-AMERICAN BRIDGE CO., NEW CASTLE, IND. 1939, ERECTED BY E.R. MILLS, CHARLESTON, W. VA."

BRIDGE HISTORY

Engineer or Designer Builder or Fabricator E.R. Mills; Pan American Bridge Company
Bridge Plan Location District
Additional Details: Concrete deck with asphalt overlay and concrete curb. Cantilevered sidewalk along one side. Stone and concrete abutments, two stone piers, and one concrete pier. Bridge appears intact with original riveted connections and a steel stringer approach span. The Parker through truss (innovation in design) was designed or constructed by a regional or West Virginia-based engineer or firm.

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.

This bridge 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