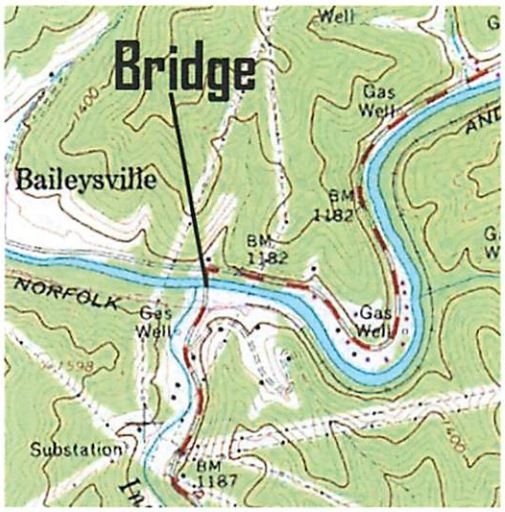
WM-0166

55-14/1-0.01(10156)
55A182
SCSL AND SCDA
BAILEYSVILLE OPEN SPANDREL ARCH
OVER GUYANDOTTE RIVER
COUNTY ROUTE 14/1
0.01 MILE SOUTH OF WV 97
WYOMING COUNTY
NON – NHS
ADT: CLOSED

NAD 83 UTM 17
4160234N
441360E
Baileysville Topo



The structure consists of six spans, two reinforced concrete slab spans (SCSL) at 11'-6" and 12'-9", two reinforced concrete, open spandrel deck arch spans (SCDA) at 87'-6" and 67'-6" and two reinforced concrete slab spans (SCSL) at 15'-0" and 14'-0". The spans are supported by two, full height reinforced concrete abutments and five, reinforced concrete open column piers.

The overall length of the structure from (end of deck to end of deck) is 226'-6". The structure has a reinforced concrete deck with a roadway width of 15'-10" (from outside of parapet to outside of parapet). The roadway width is 13'-0" (from inside of curb to inside of curb). The structure has reinforced concrete curbs and balustrade parapets but no sidewalks or guardrails. According to file information the structure was built in 1917 but the contractor is not known. In 1987 this structure was replaced by a continuous, steel welded plate girder structure that is located approximately 30' upstream.

The bridge was built in 1917 by The Concrete Steel Bridge Company, Clarksburg, West Virginia. It consists of 1-84' and 1-67' open spandrel concrete arch spans and 2-19' and 2-17' slab spans with a 13' clear width roadway. The concrete abutments are U-type with 10" thick facewall. The fill between the wingwalls appears to be field stone.

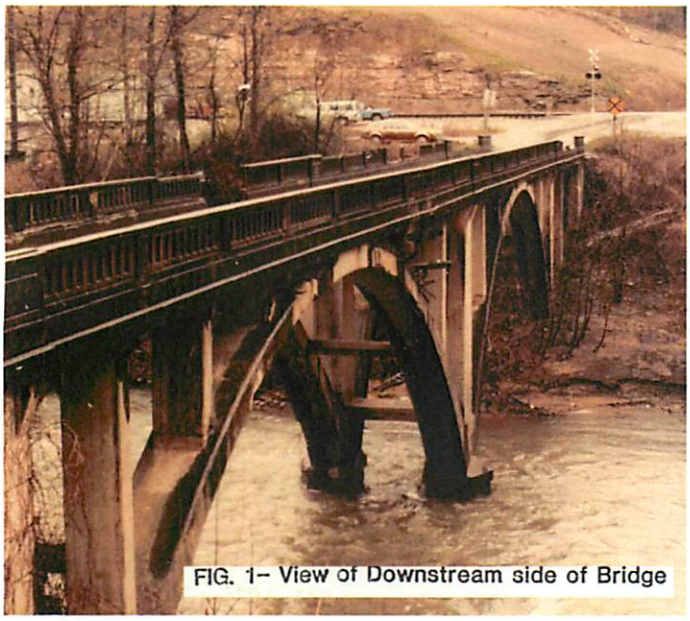
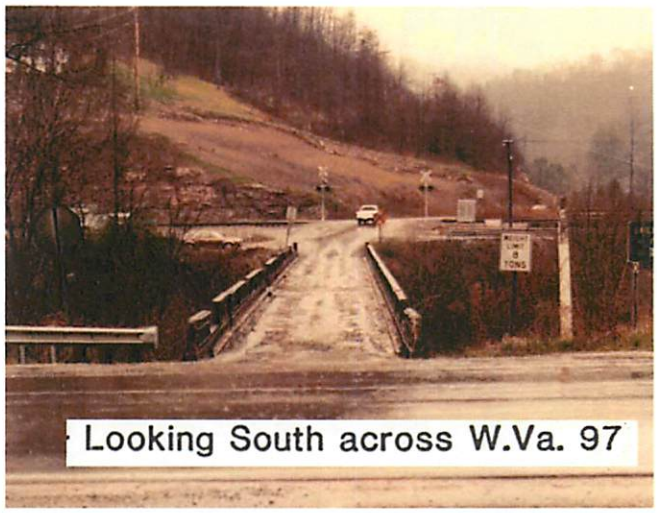
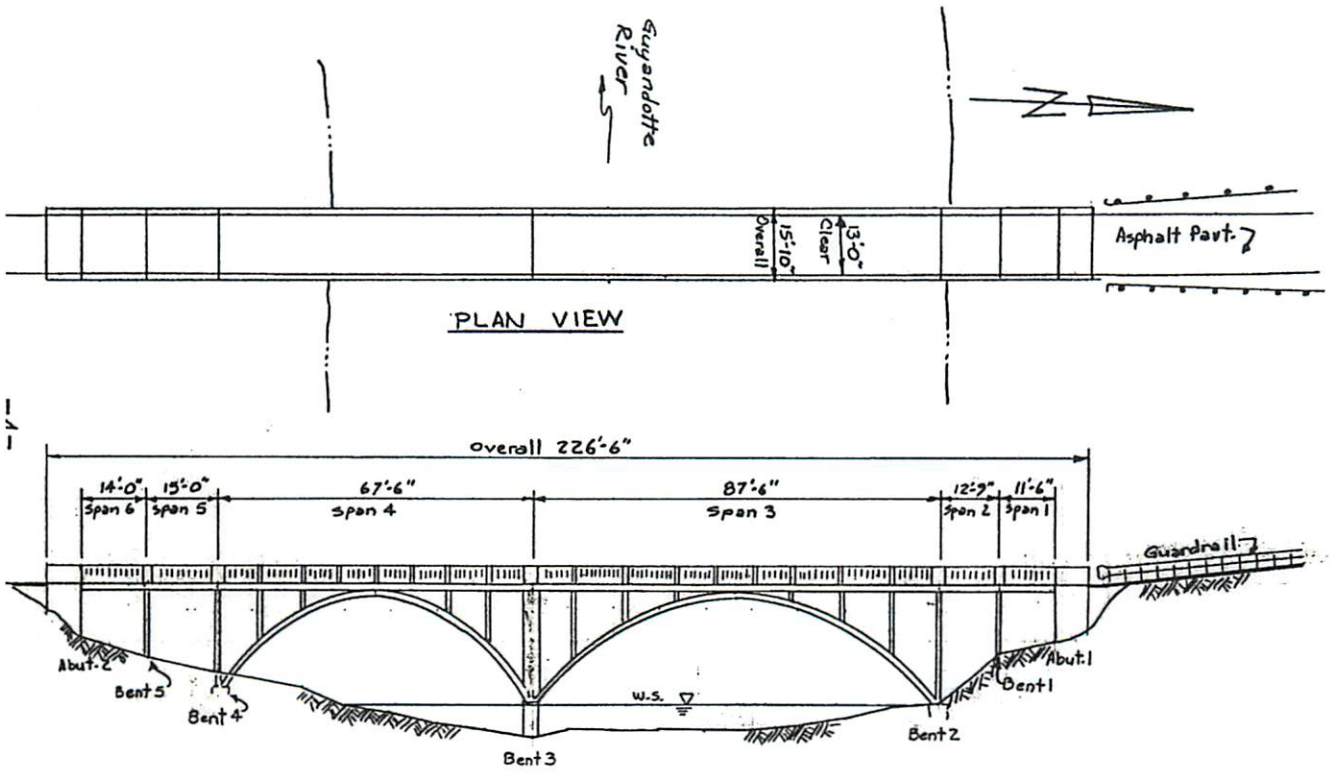


FIG. 1– View of Downstream side of Bridge



Looking South across W.Va. 97



ELEVATION
Looking Downstream

Scale: 1"=30' Horiz.
1"=30' Vert.

SKETCH OF EXISTING BRIDGE

55-18-00

55-14/1-0.01(10156)

55A182

SCSL AND SCDA

BAILEYSVILLE OPEN SPANDREL ARCH

OVER GUYANDOTTE RIVER

COUNTY ROUTE 14/1

0.01 MILE SOUTH OF WV 97

WYOMING COUNTY

NON – NHS

ADT: CLOSED

1936
443
3525

CP004-453
61-25
(991)?

The bridge was built in 1917 by The Concrete Steel Bridge Company, Clarksburg, West Virginia. It consists of 1-84' and 1-67' open spandrel concrete arch spans and 2-19' and 2-17' slab spans with a 13' clear width roadway. The concrete abutments are U-type with 10" thick facewall. The fill between the wingwalls appears to be field stone.

FIELD INSPECTED BY:

James E Williams
Inspector in Charge

STRUCTURE EVALUATED BY:

Douglas T. Gibson
Acting District Ten Bridge Evaluation Engineer

STRUCTURE REVIEWED AND APPROVED BY:

Craig W. Shaw
District Bridge Engineer
Registered Professional Engineer No. 8350

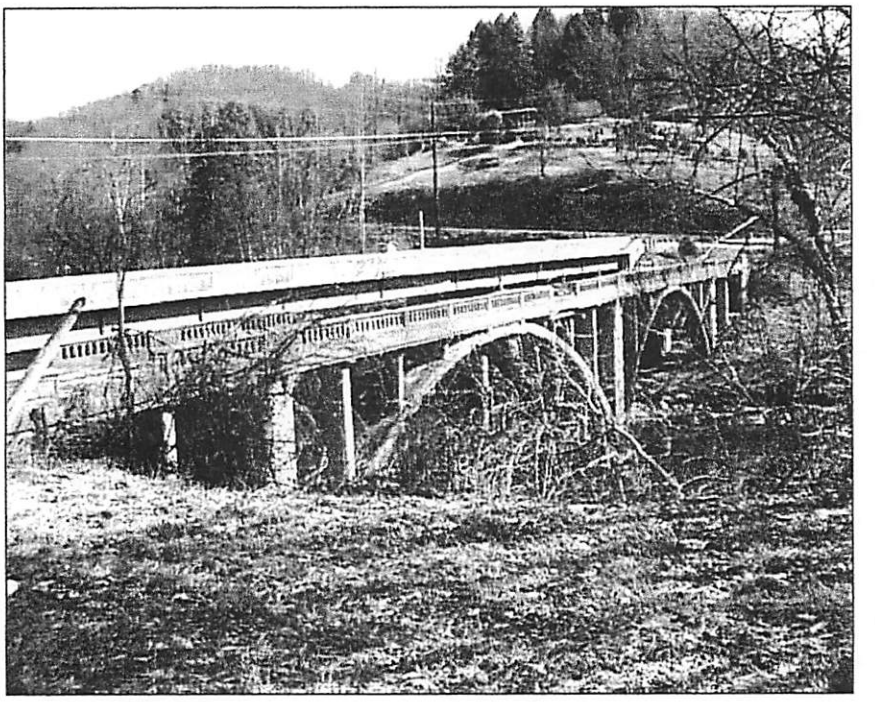
West Virginia Division of Highways

March 4, 2002

(DIF = 24 MONTHS)

NOTE: This structure, as determined by a conversation with Structures Division on January 24, 2000, has been determined to be an insignificant structure (Class 7).

Bridge No: 55-14/1-0.01(10156)
Date: March 4, 2002



ELEVATION VIEW
LOOKING FROM DOWNSTREAM SIDE

END VIEW
LOOKING FROM ABUTMENT ONE

Bridge No: 55-14/1-0.01(10156)
Date: March 4, 2002

PURPOSE OF INSPECTION

The purpose of this inspection was to insure that this structure remains closed and inaccessible to vehicular traffic.

PROCEDURE

The data for this Closed Bridge Inspection Report was obtained on March 4, 2002. The inspection party consisted of the following: James E. Williams, Crew Chief and inspector Adam James.

DESCRIPTION

The structure consists of six spans, two reinforced concrete slab spans (SCSL) at 11'-6" and 12'-9", two reinforced concrete, open spandrel deck arch spans (SCDA) at 87'-6" and 67'-6" and two reinforced concrete slab spans (SCSL) at 15'-0" and 14'-0". The spans are supported by two, full height reinforced concrete abutments and five, reinforced concrete open column piers.

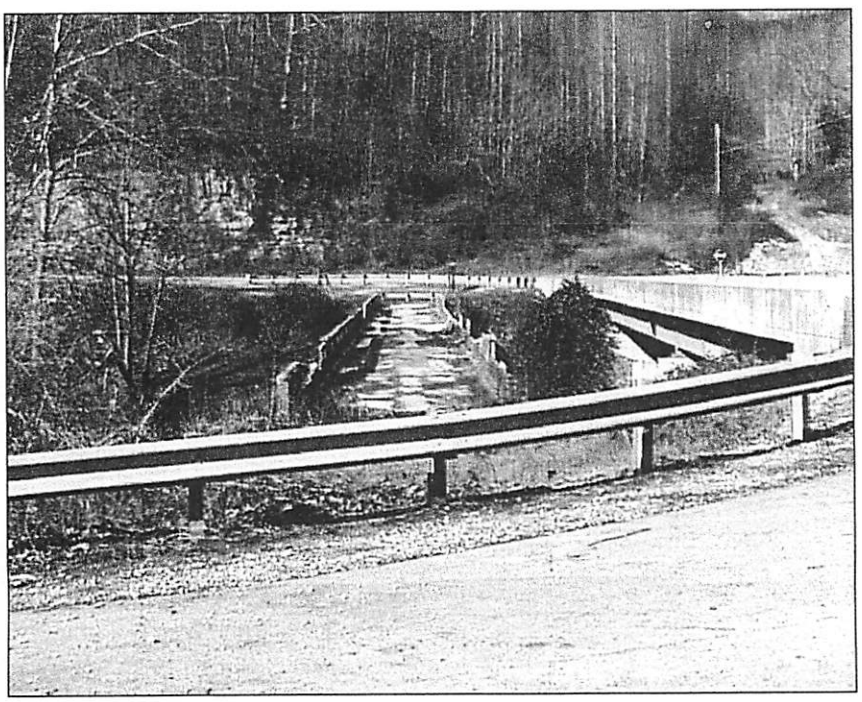
The overall length of the structure from (end of deck to end of deck) is 226'-6". The structure has a reinforced concrete deck with a roadway width of 15'-10" (from outside of parapet to outside of parapet). The roadway width is 13'-0" (from inside of curb to inside of curb). The structure has reinforced concrete curbs and balustrade parapets but no sidewalks or guardrails. According to file information the structure was built in 1917 but the contractor is not known. In 1987 this structure was replaced by a continuous, steel welded plate girder structure that is located approximately 30' upstream.

SUMMARY AND RECOMMENDATIONS

This a Class 7 structure that has been closed since 1987. Traffic is prevented from crossing the structure by a section of guardrail that extends across the Abutment One end of the structure (see photo, sheet 4 of 5) and at the Abutment Two end vehicles are prevented from using the structure by a long section of approach guardrail that extends from the replacement structure (see photo, sheet 4 of 5).There are no indications that any type of traffic has recently used this structure.

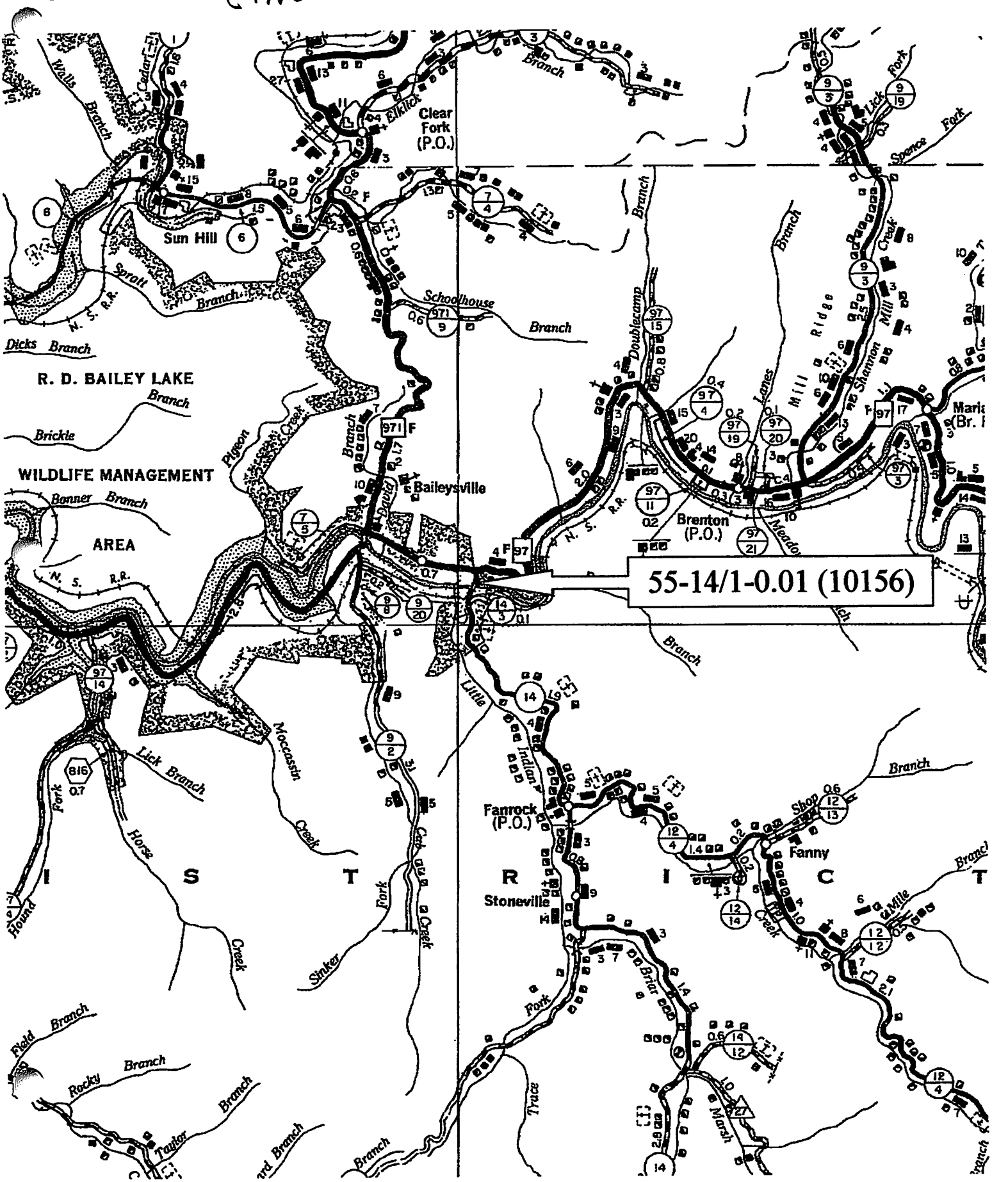
Bridge No: 55-14/1-0.01(10156)
Date: March 4, 2002

A VIEW OF THE GUARDRAIL BARRICADE FROM ABUTMENT ONE.



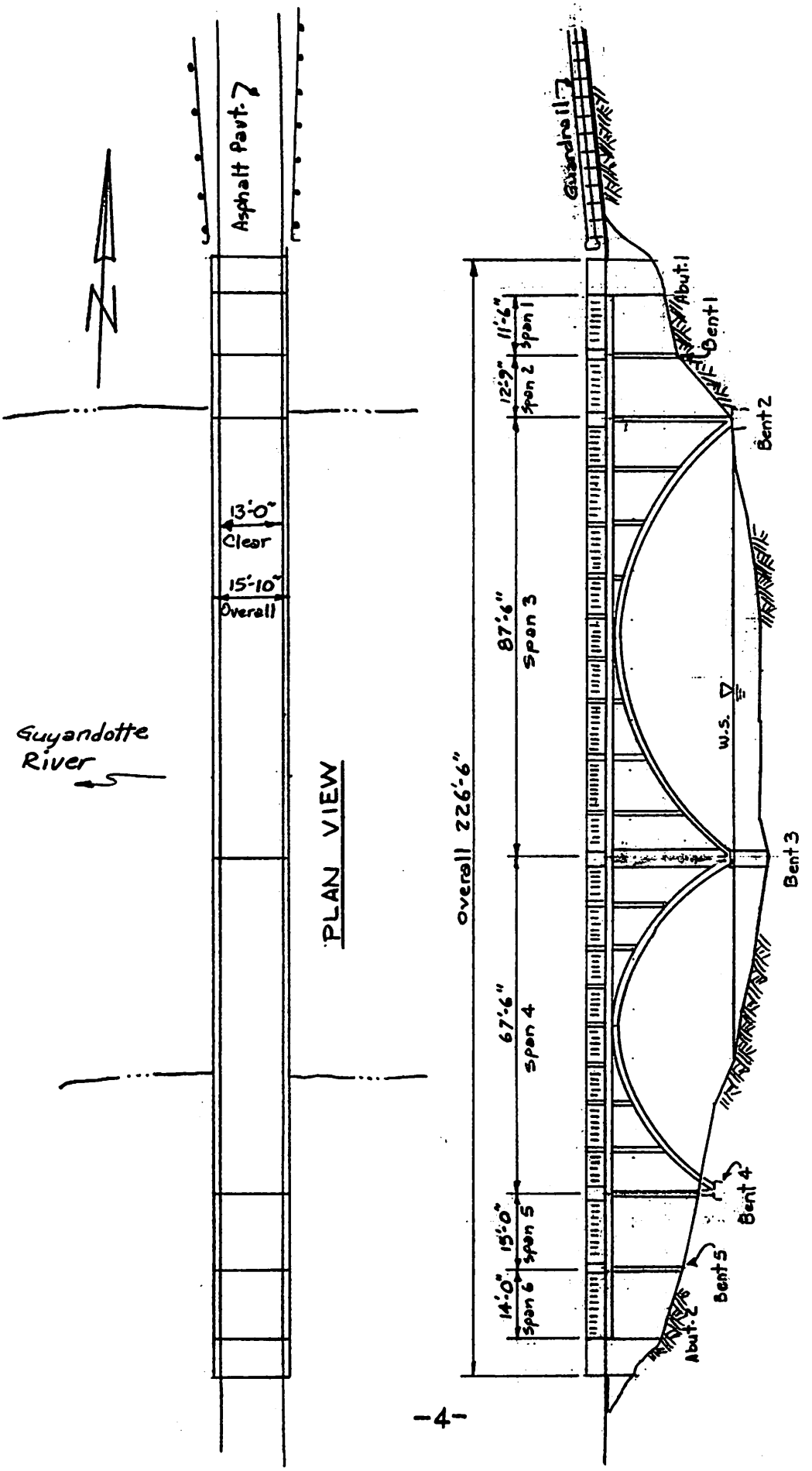
A VIEW OF THE GUARDRAIL BARRICADE FROM ABUTMENT TWO.

CP004 - 483
(991) - 61-25



BY D.Morris DATE 5-29-84 SUBJECT Project 8355-14-0.01 Baileysville Bridge SHEET NO. 1 OF

CHKD. BY DATE JOB NO.

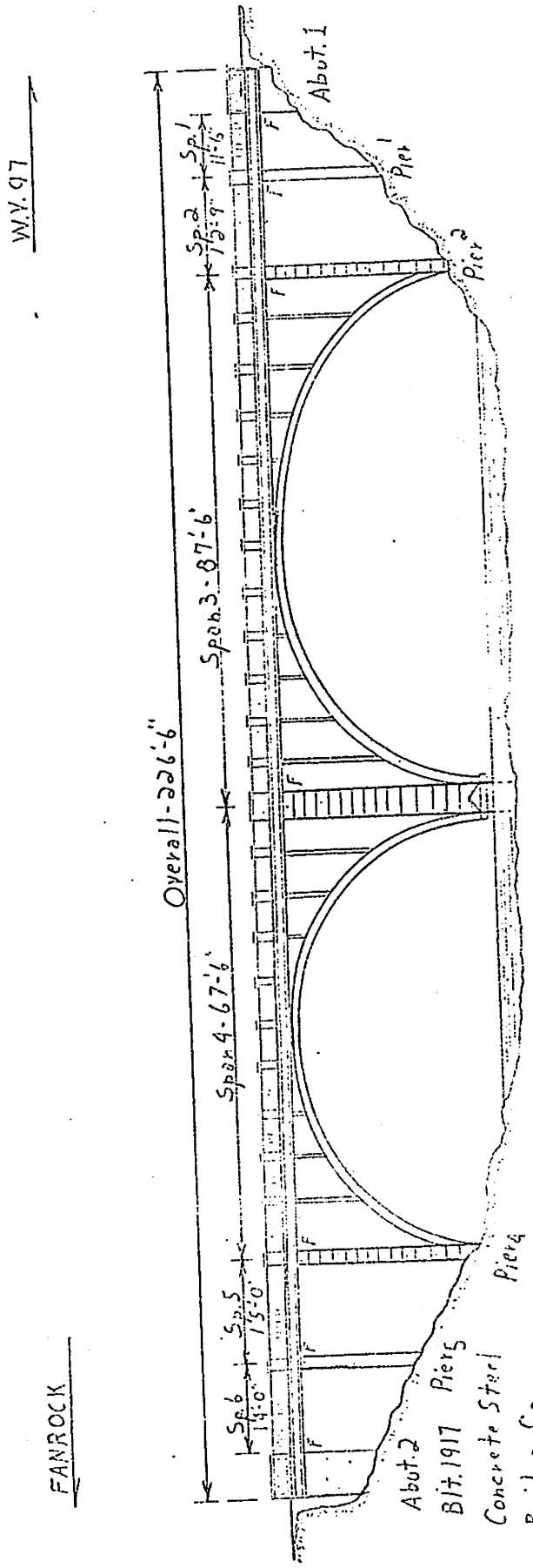


SKETCH OF EXISTING BRIDGE

THE WEST VIRGINIA DEPARTMENT OF [illegible]
STRUCTURES DIVISION

BY: [illegible] DATE: 3/26/84 CHECKED: GL DATE: 3-26-84 ORGANIZATION:	INSPECTION REPORT BAILEYSVILLE OPEN SPANDREL ARCH OVER GUYANDOTTE RIVER	BRIDGE NO. 55-14-0.01 COUNTY WYOMING DISTRICT THREE	SHEET 2 OF 10

INSP. BY: D. Lyon
DATE: 3-26-84



ELEVATION VIEW
(Looking D/S)