



Dedication Souvenir
THURSDAY, SEPTEMBER 8th
1955

The New Fort Henry Bridge
Carrying U.S. 40 and U.S. 250
Across the Ohio River at
Wheeling, West Virginia

WHEELING'S new Fort Henry Bridge is, in reality, a multi-million dollar project. Its total cost, including engineering, right of way and construction, is \$6,800,000.00, with funds provided by the State of West Virginia and the Federal Government.

It is toll-free, owned and maintained by the State Road Commission of West Virginia.

Including approaches, the bridge measures 2,270 feet from end to end. The main channel span is 580 feet, or almost twice as long as a football playing field.

The four 26-foot traffic lanes have a practical capacity of 40,000 vehicles per day, some 10,000 more vehicles than are anticipated by the year 1970.

Six thousand tons of structural steel were used in its construction, enough to fill a complete 100-car railroad train. In addition, 700 tons of reinforcing steel were necessary, enough to make a continuous 3/4" diameter bar from Wheeling to Martinsburg, W. Va. Enough concrete to fill a 13-acre field one foot deep—21,300 cubic yards of it—was used in the bridge piers and roadways.

To provide maximum support for the 13,000-ton weight of the bridge, the river piers are anchored in solid rock 40-feet below the normal pool level of the Ohio river.

From the highest point of the channel span arch to the roadway is 110 feet, to the normal pool level of the river is 203 feet.

The divided ramps on the Wheeling Island end of the structure provide for the future addition of a high level thruway into the State of Ohio.

Architecturally, the bridge is of "Tied Arch" construction for the main channel span, and continuous I-beam construction for the side spans. It is the only "Tied Arch" bridge spanning the Ohio river.

The bridge serves US Highways 40 East and West, and US Highway 250 North and South.

Construction of the Fort Henry Bridge was begun in 1951, and it was dedicated on Thursday, September 8th, 1955.

The bridge was designed by Howard, Needles, Tammen & Bergendoff, Consulting Engineers of Kansas City, Missouri. Participating contractors in its construction include:

Dravo Corporation, Pittsburgh, Pa.; George Vang, Inc., Pittsburgh, Pa.; American Bridge Co., Pittsburgh, Pa.; H. M. Coast, Inc., Wheeling, W. Va.; C. C. Savage Co., Wheeling, W. Va.; Bates and Rogers Construction Corp., Chicago, Illinois; P. N. Spanos and Co., Wheeling, W. Va.; Tinney Drilling Co., Grafton, W. Va.; H. L. Seabright Co. and Seabright Construction Co., Wheeling, W. Va.; Barnes and Brass Electric Co., Clarksburg, W. Va.; Tri-State Asphalt Co., Martins Ferry, Ohio; and Standard Slag Co., Benwood, W. Va.