= Fort Steuben Bridge =

The Fort Steuben Bridge , originally the Weirton @-@ Steubenville Bridge , was a suspension bridge which spanned the Ohio River from Steubenville , Ohio to Weirton , West Virginia and carried U.S. Route 22 and then Ohio State Route 822 during its existence . Completed in 1928 and opened as a toll bridge , the Fort Steuben Bridge was a more direct route for the flow of traffic across the river ; particularly for trucks and heavy vehicles from the industrial area . The Fort Steuben Bridge was weight @-@ restricted in 2006 and closed in 2009 due to deterioration . The bridge was demolished by Joseph B. Fay Co. on February 21 , 2012 .

= = Construction = =

Originally named the Weirton @-@ Steubenville Bridge , construction of the bridge began in 1927 and was completed in 1928 . Under the direction of the Dravo Contracting Company 's Engineering Works Department , based in Pittsburgh , Pennsylvania , the project was referred to as the " Stanton Bridge over the Ohio River at Steubenville , Ohio " . The bridge spanned 1 @,@ 584 ft 9 in (483 @.@ 03 m) and had a width of 29 ft 3 in (8 @.@ 92 m)

= = Service life = =

Serving as a link between Steubenville , Ohio and Weirton , West Virginia , the Fort Steuben Bridge opened as a toll bridge in November 1928 . The bridge was the main carrier of U.S. Route 22 over the Ohio River , its traffic included trucks and heavy duty vehicles associated with the industrial facilities in Weirton @-@ Steubenville area and along the Ohio River . The Fort Steuben Bridge provided a more direct route for the flow of traffic which previously had to use the Market Street Bridge . As of 1940 the toll for the bridge was 5 cents (US $ 0 @.@ 84 with inflation) for pedestrians and 25 cents (US $ 4 @.@ 22 with inflation) for automobiles . The toll was removed in 1947 , when ownership of the bridge was transferred to the State of Ohio . Improvements to the bridge were made in 1956 .

By the late 1970s , traffic congestion on the bridge had become a serious problem . A 1978 study revealed that although the bridge could handle a peak 1 @,@ 600 vehicles passing over the bridge per hour , excess traffic pushing it towards its theoretical capacity of 1 @,@ 920 vehicles per hour could potentially cause gridlock on the bridge . The United States Senate report accompanying the fiscal 1983 appropriation bill for the United States Department of Transportation mentioned that its replacement had become a high priority . A proposed schedule was for the Federal Highway Administration (FHWA) to receive plans for a cable stayed superstructure by February 1 , 1983 , and for the project to be approved by mid @-@ April 1983 .

Fort Steuben Bridge 's replacement , the Veterans Memorial Bridge , was completed in 1990 . The Ohio Department of Transportation capped funding for maintaining the Fort Steuben Bridge in 1998 at around $ 200 @,@ 000 (US $ 290 @,@ 000 with inflation) per year . The Fort Steuben Bridge was weight @-@ restricted in 2006 due to the weakening of the structure over time . The assessment prompted a weight limit ; reducing the bridge 's traffic which consisted of heavy trucks . The bridge was known to be affected by rain vibration .

= = Closing and demolition = =

On January 8 , 2009 , a dip in the floor of the bridge was reported in the course of routine maintenance , prompting an inspection on the bridge . On January 15 , 2009 , the Ohio Department of Transportation deemed the bridge unfit for traffic , citing " significant deteriorating changes in the floor condition of the bridge . " Repairs to the bridge were not conducted because the bridge was expected to be demolished in late 2009 and the cost of the repairs would not be " cost effective or prudent " .

The Fort Steuben Bridge was destroyed in a controlled demolition on February 21 , 2012 . The Ohio

Department of Transportation contracted Joseph B. Fay Co. to demolish the bridge . The roadway and approaches were removed in preparation for the demolition . A collection of 490 linear shape charges were used in 136 locations along the span , totaling 153 pounds (69 kg) of explosives . The charges were rigged in a series of 20 blasts , each lasting only 0 @.@ 35 seconds and occurring only nine milliseconds apart . The cleanup of the debris was done by River Salvage Co. of Pittsburgh . The demolition was featured in a Scholastic SuperScience article and it included a picture of the demolition spread across two pages .