

**STATE LEVEL HISTORIC DOCUMENTATION REPORT
HOPE STREET BRIDGE
HARRISON COUNTY, WEST VIRGINIA
STATE PROJECT No. S317-HOSB-0.01 00 22
FEDERAL PROJECT No. STBG-2023(090)D**



Prepared by:

Whitney Hughes

WV Department of Transportation
Division of Highways
Technical Support Division
NEPA Compliance & Permitting Section

July 15, 2025

STATE LEVEL HISTORIC DOCUMENTATION
HOPE STREET BRIDGE

Location: Hope Street over Jones Run
Harrison County
West Virginia

USGS Clarksburg Quadrangle

Date of Construction: 1925

Builder: Luten Bridge Company of York, Pennsylvania

Present Owner: Town of Lumberport
548 Main St
Lumberport, WV 26386

Present Use: Vehicular Bridge

Significance: Hope Street Bridge is significant for its association with Daniel B. Luten, a nationally recognized bridge designer, and the Luten Bridge Company of York, PA, a nationally recognized bridge builder. The bridge is also an example of a spandrel-braced arch, an uncommon bridge type.

Project Information: The project has been undertaken due to the deteriorating condition of the bridge. Any future deterioration of the bridge will result in its closure. Therefore, this bridge warrants replacement. This documentation was undertaken in July 2025 in accordance with a Memorandum of Agreement among the West Virginia Department of Transportation and West Virginia State Historic Preservation Office. These measures are required due to the replacement of this National Register eligible structure.

Whitney Hughes, Environmental Resources Trainee
West Virginia Division of Highways
Charleston, WV 25305
July 15, 2025

The Hope Street Bridge carries Hope Street over Jones Run in Harrison County, West Virginia. Hope Street is a two-lane road located in a residential area that is less than 1 mile long. The road meets 2nd Street on its northern end and Highland Ave on its southern end. The bridge serves an average daily traffic of less than 200 vehicles per day and is used primarily by local traffic.

The existing bridge was built in 1925 by the Luten Bridge Company of York, Pennsylvania and is a single span spandrel-braced concrete arch. This bridge type is characterized by having reinforced concrete spandrel braces which contain two tiers of longitudinal reinforcing rods that help support the bridge deck that is cantilevered over it. This concrete arch bridge sub-type does not feature an arch barrel ring or earth fill, which results in both a light arch and efficient construction due to minimum use of steel (Reed).

The Hope Street Bridge consists of a single span, reinforced concrete, ribbed deck arch with a total length of 49 feet and 2 inches and total width of 16 feet and 2 inches. The arch rings feature a typical flat beveled edges and are supported by concrete spread footers. The deck ends are supported by full height concrete abutments with attached and flared concrete wingwalls. The bridge has no sidewalks but has solid concrete parapets along each side that serve as railings. The concrete parapets feature ornamentally incised rectangular panels on their inner and outer sides.

Historic Context:

The Hope Street Bridge is located in Harrison County in north-central West Virginia. Harrison County was created in 1784 by an act of the Virginia General Assembly after so many people had settled on the West Fork River by the end of the American Revolution. The county was named for Benjamin Harrison who was the governor of Virginia from 1781-1784 (Davis). After the county's creation the county seat became Clarksburg where it remains today (Stafford). Harrison county's main waterway is the West Fork River, and the county is bordered by Marion, Taylor, Barbour, Upshur, Lewis, Doddridge, and Wetzel counties (Davis).

Prior to the county's creation, the area that would eventually become Harrison County began to be settled by Europeans in the early 1770s. Forts were also being establishing along the rivers and creeks in the area during the Indian Wars that occurred in the early portion of the decade. In 1780, two miles west of one of these forts, Nutter's Fort, a group of settlers established a settlement that was soon named Clarksburg in honor of the Revolutionary War hero George Rogers Clark, marking the origin of the city (Davis).

By the mid-19th century, much of Harrison County was used for cattle farming and by 1838 herds of cattle were moved to Baltimore using the newly established Northwestern Turnpike. Then, after the Baltimore & Ohio Railroad improved transportation, Harrison County became prominent in the livestock industry and by 1923 the town of Lost Creek became the largest cattle shipping point on the B&O. Coal was another

industry Harrison County became known for and which attracted many workers, particularly Italian immigrants, to the county in the 19th and 20th centuries. Other industries that developed in Harrison County at this time included Glass factories and a steel mill. Companies like the Hope Gas Company, Consolidated Natural Gas Transmission Corporation, and the National Carbon Company also opened in the county in the early 1900s (Davis).

Harrison County's population peaked in 1950 at 85,296 (Davis) and has since declined to 64,472 as of 2024 (US Census). Clarksburg's population peaked in 1929 at 35,115 (Stafford). As the 19th century went on the county seat's population saw a gradual decline but experienced a relatively steady population count through the 21st century having 16,578 in 2010 with only a slight decline to 15,262 in 2024 (US Census).

The Hope Street Bridge is located within the town of Lumberport. The first man to settle in what would become present day Lumberport was Major Benjamin Robinson who, in 1770, bought three thousand acres of land in the area from the Native Americans who lived there. Five years later, a man who served under Major Robinson, Captain Thomas Harbert, moved to an area just northwest of what would become Lumberport and built a blockhouse. Harbert's Blockhouse, also known as Harbert's Fort, became a place where settlers could take refuge before settling in the area (Martin Sr.). The town was officially established by legislative enactment in 1838 and received its name because there used to be a boatyard there where lumber was hand prepared and sent down the Monongahela River to Pittsburg, Pennsylvania on rafts (Kenny). As of July 2024, the town of Lumberport has a population of 699 (HTL).

The Hope Street Bridge is a concrete arch bridge built by the Luten Bridge Company of York, Pennsylvania (Carver). Daniel B. Luten, for who the company was named, was an American civil engineer and bridge designer in the late 19th and early 20th centuries. Luten had earned a degree in civil engineering from the University of Michigan in 1894 and soon after worked as an engineering instructor at both his alma mater and Perdue University. It was in 1900 that he decided to become a bridge designer aiming to have his designs produce more efficient bridges by reducing the material needed to construct them while maintaining a decent strength (Bakic). In 1903 he established the National Bridge Company in Indianapolis, Indiana. Luten specialized in designing concrete arch bridges and acquired numerous patents for the designs during the company's early years of operation (Carver).

In addition to designing bridges, Luten also sold drawings and licenses to build his bridge designs to outside agents. Alex B. Whitaker became one of these agents when, in 1909, he established the Luten Bridge Company of York, Pennsylvania (Bakic). During its operation, the Luten Bridge Company became prolific bridge building company throughout much of the eastern and southern U.S. during the early 1900s. This includes several concrete arch bridges built throughout West Virginia (Carver). Daniel B. Luten and the Luten Bridge Company have since become nationally recognized as important figures in bridge design and building.

The Hope Street Bridge has been determined to be eligible for the National Register of Historic Places under Criterion C because it is an example of an uncommon bridge type, a spandrel-braced arch. Additionally, the bridge was built by the Luten Bridge Company of York, PA, a nationally recognized bridge company.

The Hope Street Bridge will eventually be removed as a result of the planned construction of a new bridge at the same location as the existing bridge.

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STATE LEVEL HISTORIC DOCUMENTATION
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Hope Street Bridge
Hope Street over Jones Run
Harrison County, West Virginia

Photographer(s): Whitney A. Hughes

May 22, 2024

HOPE STREET BRIDGE - 1	Bridge deck, view southeast
HOPE STREET BRIDGE - 2	Downstream side of bridge, view south
HOPE STREET BRIDGE - 3	Upstream side of bridge, view north
HOPE STREET BRIDGE - 4	Upstream parapet and bridge deck, view south
HOPE STREET BRIDGE - 5	Upstream parapet bridge plaque
HOPE STREET BRIDGE - 6	Downstream parapet bridge plaque
HOPE STREET BRIDGE - 7	South abutment and arch ring, view south

No original bridge plans exist for this bridge.



Photo 1
Hope Street Bridge
Harrison County
Hope Street spanning Jones Run
Bridge deck, view southeast



Photo 2
Hope Street Bridge
Harrison County
Hope Street spanning Jones Run
Downstream side of bridge, view south



Photo 3
Hope Street Bridge
Harrison County
Hope Street spanning Jones Run
Upstream side of bridge, view north



Photo 4
Hope Street Bridge
Harrison County
Hope Street spanning Jones Run
Upstream parapet and bridge deck, view south



Photo 5
Hope Street Bridge
Harrison County
Hope Street spanning Jones Run
Upstream parapet bridge plaque



Photo 6
Hope Street Bridge
Harrison County
Hope Street spanning Jones Run
Downstream parapet bridge plaque



Photo 7
Hope Street Bridge
Harrison County
Hope Street spanning Jones Run
South abutment and arch ring, view south

Hope Street Bridge Replacement
Memorandum of Agreement
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**MEMORANDUM OF AGREEMENT
BY AND AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE WEST VIRGINIA STATE HISTORIC PRESERVATION OFFICER
AND THE WEST VIRGINIA DIVISION OF HIGHWAYS
REGARDING IMPLEMENTATION OF THE HOPE STREET BRIDGE
REPLACEMENT PROJECT
STATE PROJECT# S217-HOS/B-0.01 00 22
FEDERAL PROJECT # STBG-2023(086)D
HARRISON COUNTY, WEST VIRGINIA
MARCH 2025**

WHEREAS, the Federal Highway Administration (FHWA), in cooperation with the West Virginia Division of Highways (WVDOH), proposes to replace the Hope Street Bridge, hereinafter referred to as "the Project". The project will replace the existing bridge with a new bridge at the same location; and

WHEREAS, the FHWA has determined that the Project will have an adverse effect upon the Hope Street Bridge, a property eligible for the National Register of Historic Places (NRHP); and

WHEREAS, the FHWA has consulted with the West Virginia State Historic Preservation Officer (WVSHPO) pursuant to 36 CFR Part 800 Implementing Section 106 of the National Historic Preservation Act; (16 U.S.C., 470f); and

WHEREAS, the FHWA has determined that the Project will not affect archaeological properties; and

WHEREAS, The WVDOH has contacted the Preservation Alliance of West Virginia, Harrison County Genealogical Society, and the Northern Appalachian Coal Mining Association and received no response; and

WHEREAS, in accordance with 36 CFR 800.6 (a) (1), the FHWA has notified the Advisory Council on Historic Preservation (ACHP) of its adverse effect determination providing the specified documentation, and the ACHP has chosen not to participate in the consultation pursuant to 36 CFR 800.6 (a) (1) (iii);

NOW, THEREFORE, the FHWA, the WVSHPO, and the WVDOH agree that the undertaking will be implemented in accordance with the following stipulations in order to take into account the effects of the undertaking on historic properties.

Hope Street Bridge Replacement
Memorandum of Agreement
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STIPULATIONS

The FHWA shall ensure that the following stipulations are carried out:

Hope Street Bridge Replacement Project

- I. The Hope Street Bridge will be documented in its present historic setting. The documentation package will include digital prints of the preferred dimensions, 2000 x 3000 pixels, in accordance with the National Register of Historic Places and National Historic Landmarks Program Consolidated and Updated Photograph Policy of 2024. The documentation package will include hard copies in the form of PDFs for reports and documents, and TIFF files for photographs. The WVSHPO will be given the opportunity to review the documents before submission of final versions.
- II. A brief history of the structure will be included along with fully completed West Virginia Historic Property Inventory forms and copies of any available plan sheets and drawings of the bridge from WVDOH bridge files
- III. West Virginia Division of Highways staff will provide the Clarksburg-Harrison Public Library with a copy of the Hope Street Bridge State Level Historic Documentation for references and educational purposes.
- IV. 50 color brochures of the Hope Street Bridge will be developed by the WVDOH and distributed to the Clarksburg-Harrison Public Library. The WVSHPO will be given the opportunity to review all educational materials developed for this stipulation. A USB flash drive containing the brochure will also be given to the library to print brochures when the original total has been exhausted.
- V. The Hope Street Bridge will be documented on the West Virginia historic bridge website.

VI. Duration

This MOA will expire if its stipulations are not carried out within five (5) years from the date of its execution. At such time, and prior to work continuing on the undertaking, the FHWA shall either (a) execute an MOA pursuant to 36 CFR 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR 800.7. Prior to such time, FHWA may consult with other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation X below. FHWA shall notify the signatories as to the course of action it will pursue.

VII. Post-Review Discoveries

If any unanticipated effects to or discoveries of historic properties or archaeological sites, including human burial sites and/or skeletal remains, are encountered during the implementation of this undertaking, work shall be suspended in the area of the discovery until the WVDOT has developed and implemented an appropriate treatment plan in consultation with the WVSHPO pursuant to 36 CFR 800.13 (b).

VIII. Monitoring and Reporting

Each year following the execution of this MOA until it expires or is terminated, FHWA shall provide all parties to this MOA a summary report detailing work carried out pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in FHWA's efforts to carry out the terms of this MOA.

IX. Dispute Resolution

Should any signatory or concurring party to this MOA object at any time to any actions proposed or the manner in which the terms of this MOA are implemented, FHWA shall consult with such party to resolve the objection. If FHWA determines that such objection cannot be resolved, FHWA will:

- A. Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide FHWA with its advice on the resolution of the objection within thirty (30) days of receiving adequate documentation. Prior to reaching a final decision on the dispute, FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. FHWA will then proceed according to its final decision.
- B. If the ACHP does not provide its advice regarding the dispute within the thirty (30) day time period, FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the MOA, and provide them and the ACHP with a copy of such written response.
- C. FHWA's responsibility to carry out all other actions subject to the terms of this MOA that are not the subject of the dispute remain unchanged.

Hope Street Bridge Replacement
Memorandum of Agreement
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X. Amendments

This MOA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

XI. Termination

If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation X, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories.

Once the MOA is terminated, and prior to work continuing on the undertaking, FHWA must either (a) execute a MOA pursuant to 36 CFR 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR 800.7. FHWA shall notify the signatories as to the course of action it will pursue.

EXECUTION of the Memorandum of Agreement by the FHWA, WVSHPO, the WVDOH and the Council, and implementation of its terms evidence that the FHWA has afforded the Council an opportunity to comment on the Hope Street Bridge Replacement Project and its effects on historic properties, and that the FHWA has taken into account the effects of the undertaking on the historic properties.

Hope Street Bridge Replacement
Memorandum of Agreement
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Signatories Page

JASON
WORKMAN

Digitally signed by JASON
WORKMAN
Date: 2025.06.16 14:31:30
-04'00'

Federal Highway Administration

Susan M. Pierce

Digitally signed by: Susan M. Pierce
DN: CN = Susan M. Pierce email = susan.m.pierce@wv.gov C = US O =
WV Dept. of Arts, Culture and History OU = WV State Historic
Preservation Office
Date: 2025.04.25 11:22:32 -04'00'

West Virginia Deputy State Historic Preservation Officer

Date

Date

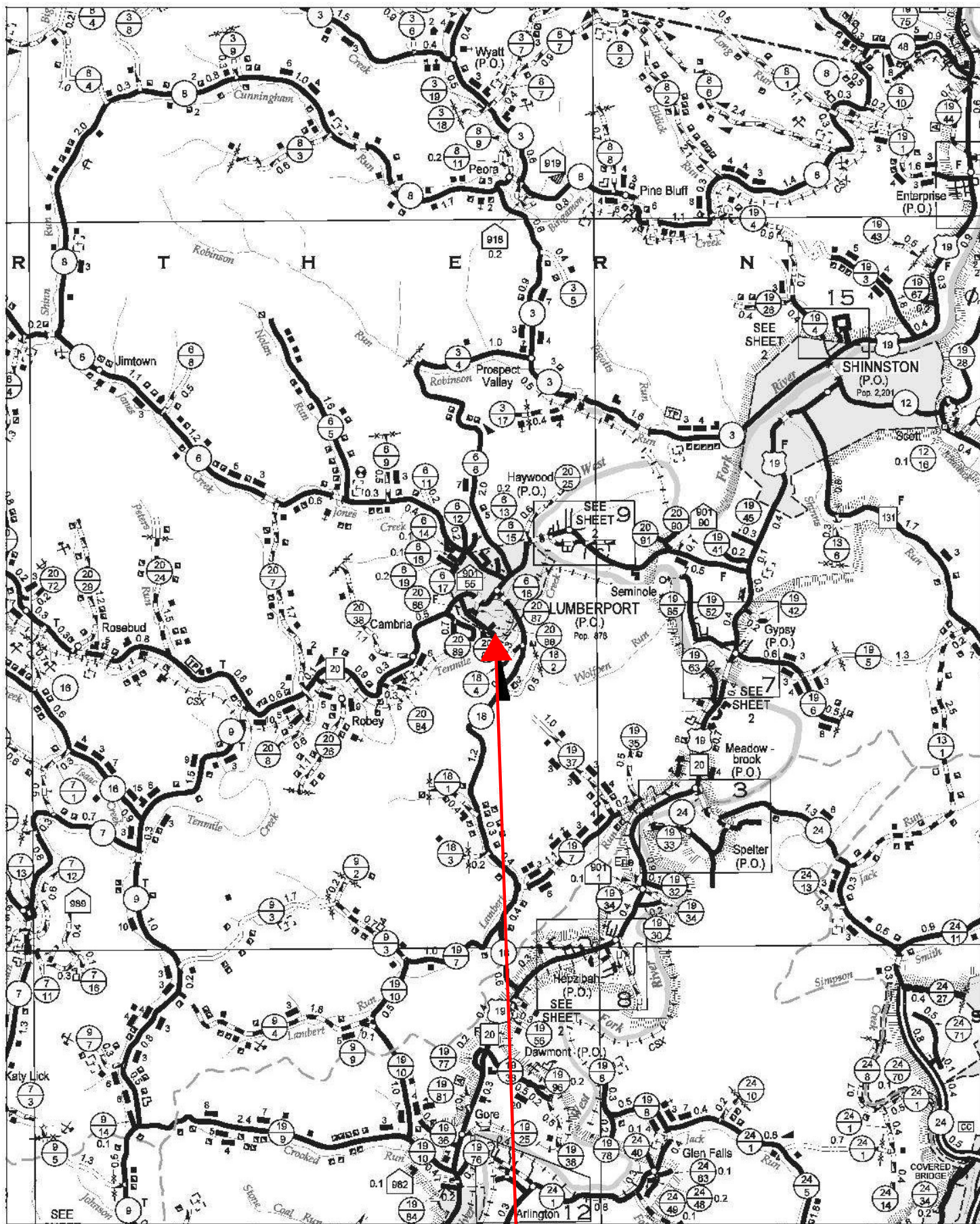
INVITED SIGNATORY:

S. L. R. L.

4/28/2025

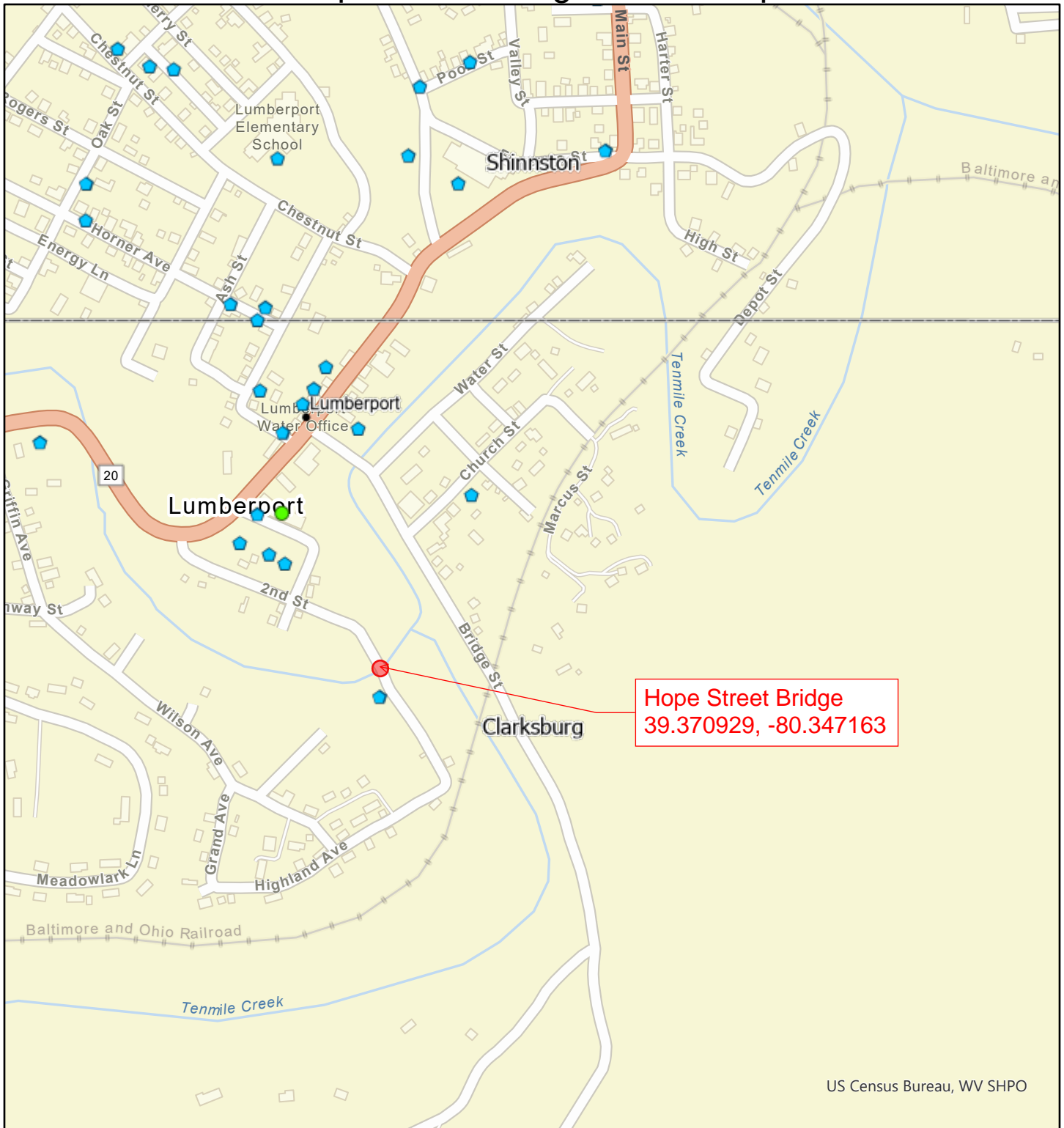
West Virginia Division of Highways

Date



BRIDGE NO. 17-N0915-0.01 (6592)




















Hope Street Bridge SHPO Map



February 20, 2024

1:9,028

0 0.05 0.1 0.2 mi

- | | |
|---|--|
|  Architecture Survey - Area |  Cemeteries - Point |
|  Cemeteries - Area |  National Register - Point |
|  National Register - Area |  Condition |
|  Condition |  Demolished |
|  Demolished |  Active |
|  Active |  Architecture Sites - Point |
|  Architecture Sites - Area |  Condition |
|  Condition |  Demolished |
|  Demolished |  Active |
|  Active | |

Notes:

WVGISTC, WVSHPO

West Virginia Historic Bridge Inventory Form

Bridge No. 17-N09/15-000.01 BARS No. 17A915 Federal Bridge No. 00000000017A915 Bridge Design No. 6592.0

IDENTIFICATION INFORMATION

SHPO Survey No. HS-0839 Owner City or Municipal Highway Agency
Local Name HOPE STREET BRIDGE Status Extant - in service
Other Local Name

LOCATIONAL AND SETTING INFORMATION

District 04 County Harrison Latitude 39221800 Longitude 080205400
Location ON HOPE ST, LUMBERPORT WV UTM-Northing
Facility Carried By Structure HOPE STREET UTM-Easting
UTM Zone
Features Intersected JONES RUN Surrounding Land Use Residential
Type of Development Rural - (undeveloped area outside communities)

STRUCTURAL INFORMATION

Main Span Type Concrete Arch - Deck Structure Length (ft) 49
Main Span Type Code 111 Length of Maximum Span (ft) 47
Number of Spans in Main Unit 001 Average Daily Traffic 000075 Year 2005
Number of Approach Spans 0000 Sufficiency Rating 0240 Skew 00
(Note: Data current as of April 2006 database)

BRIDGE DESCRIPTIVE INFORMATION

Year Built 1925 Arrangement
Year Reconstructed Connection Type
Truss Bridge Type Truss Details
Alteration(s) Date of Alterations (Year)

Architectural Treatment(s)

Bridge Plate Text

(2) plaques. "1925, LUTEN BRIDGE CO., YORK, PA" and "BRIDGE NO. 151, HARRISON COUNTY COURT, PERCY C. STURM, PRES., VANCE L. HORNOR, C.J. RYAN, CLAIR N. PARRISH, CLERK, C.L. COYLE, COUNTY ROAD ENGINEER"

BRIDGE HISTORY

Engineer or Designer Builder or Fabricator Luten Bridge Company
Bridge Plan Location Unknown
Additional Details: Two closed spandrel elliptical arch ribs support the deck slab. This bridge is an example of a spandrel-braced arch, an uncommon bridge type. The type is closely associated with the work of Daniel B. Luten, a nationally recognized bridge designer.

Bridge No. 17-N09/15-000.01	BARS No. 17A915	Federal Bridge No. 00000000017A915	Bridge Design No. 6592.0
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NATIONAL REGISTER EVALUATION INFORMATION

National Register Determination	Eligible	Reason Not Evaluated
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National Register Determination Date	2013
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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 is an example of an uncommon type or displays an unusual design element that represents the individuality or variation of features particular to this bridge type.

This bridge was designed or constructed by an engineer or firm whose work is distinguishable on the national level.

This bridge retains the historic integrity necessary to convey its engineering significance and, therefore, is eligible for the National Register under Criterion C.



West Virginia Historic Bridge Inventory Form
 Form Prepared By Mead & Hunt and KCI
 Form Preparation Date 2013

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

Name: Hope Street Bridge Survey Number: HS-0839 Updated: June 18, 2024
Project / FR#: S217-HOSB-0.01 00 22

2024 Update: The Hope Street Arch Bridge does not have a significant association with a historic event or trend identified through survey and research. The structure does not contain any significant association with any national, state, or local history and therefore is not eligible under Criterion A of the National Register of Historic Places. The bridge is not known to have been directly associated with the productive period of some notable person's life. The bridge is also not known to have been associated with such a person. Therefore, the structure is not eligible under Criterion B.

The Hope Street Arch Bridge was found eligible under the National Register under Criterion C in 2013 as a part of the West Virginia Historic Bridge Survey conducted by Mead & Hunt and KCI Technologies. The bridge was built by the Luten Bridge Company and features a common design of the builder Daniel B. Luten whose work is distinguishable on a national level. This bridge is an example of a spandrel-braced arch, an uncommon bridge type that is closely associated with the work of Luten. As in 2013, the bridge retains historical integrity and is still eligible under Criterion C. The Hope Street Bridge is not likely to have important information that will contribute to our understanding of human history or prehistory. Construction appears to have utilized commonly known techniques, tools and materials. The potential for information is minimal and, therefore, this span is not eligible under Criterion D.



