

STATE LEVEL HISTORIC DOCUMENTATION

MCCUBBINS FORD BRIDGE

Location: County Route 22 Spanning Back Creek
Berkeley County
West Virginia

USGS Glengary Quadrangle

Date of Construction: 1890

Builder: Buckeye Bridge Works of Cleveland, Ohio

Present Owner: West Virginia Division of Highways
1900 Kanawha Blvd. East, Building 5
Charleston, WV 25305

Present Use: Vehicular Bridge

Significance: The Clarksburg Street Bridge is significant due to its association with the Mannington Historical District. The bridge is listed on the National Register of Historic Places as a contributing structure to the Mannington Historical District. The bridge is significant under Criteria C as a good example of a wrought iron pin truss bridge, its span length, and architectural detail.

Project Information: The project has been undertaken due to the poor condition of the bridge. Any future deterioration of the bridge would result in its closure. The existing bridge warrants replacement. The documentation was undertaken in June of 2013 in accordance with a Memorandum of Agreement among the Federal Highway Administration, West Virginia Department of Transportation, West Virginia State Historic Preservation Office. These measures are required prior to replacement of the National Register eligible structure.

Randy Epperly III, Historian
West Virginia Division of Highways
Charleston, WV 25305
July 11, 2013

The McCubbins Ford Bridge is located on County Route 22, approximately 0.07 miles south of County Route 22/1, in Berkeley County and spans Back Creek. The bridge is estimated to have been built in 1890 and moved to its current location around 1929. The bridge was built by Buckeye Bridge Works of Cleveland, Ohio. The contractor who moved the bridge in 1929 is unknown. No original plans were found for the bridge.

The bridge is eligible under Criterion C as a good example of a wrought iron pin truss bridge. Eleven aluminum/wrought iron through truss bridges erected prior to 1925 remain standing in West Virginia. McCubbins Ford Bridge is the oldest and shortest of these remaining bridges. McCubbins Bridge has minimal but detailed architectural features at each corner of the portal struts. The Buckeye Bridge Works was formed in 1875 in association with Mahlon Miller and William Jamieson. Mahlon Miller received a patent for a truss bridge design in 1870.

The bridge consists of a simple span riveted wrought iron through truss supported by full-height reinforced concrete abutments. The overall length of the bridge is 86 feet and has a 12 foot 3 inch laminated timber deck with no curb or sidewalk. Flex beam guardrail has been attached and the bridge has a posted weight limit of 2 tons. The bridge plaque indicates the structure was fabricated by Buckeye Bridge Works of Cleveland, Ohio (WVDOH Bridge Files).

McCubbins Bridge is a wrought iron truss bridge. Truss bridges were first built using wrought iron until the late 1800s when contractors began using steel. The bridge also used pin connections, which were used prior to rivets. Welded connections would not be used until the 1900s (KCI).

BIBLIOGRAPHY

KCI Technologies and Mead & Hunt, Inc. West Virginia Statewide Historic Bridge Survey:
Revised Draft Final Report. February 2013.

West Virginia Division of Highways, Bridge Files, Maintenance Division, Building 5, Capitol
Complex, Charleston, WV 25305.

STATE LEVEL HISTORIC DOCUMENTATION
INDEX TO PHOTOGRAPHS

McCubbins Ford Bridge
County Route 22
Back Creek
Berkeley County, West Virginia

Photographer: Ginger Williford

October 2011

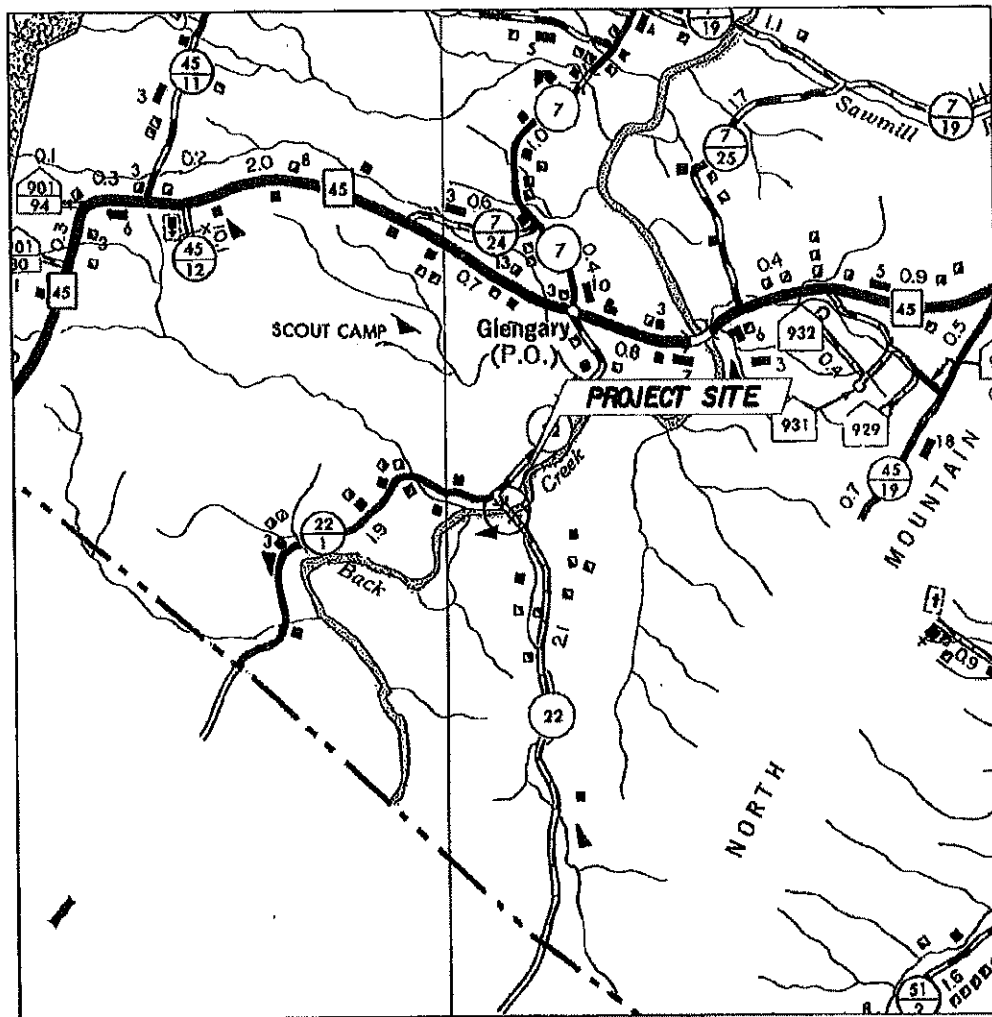
MCCUBBINS FORD BRIDGE-1	Bridge profile and low water crossing, looking upstream.
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BRIDGE REPLACEMENT STUDY

McCUBBINS FORD BRIDGE

STATE PROJECT NO. S202-22-2.09

BERKELEY COUNTY



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
ENGINEERING DIVISION
AUGUST 2011

LOCATION MAP
McCUBBINS FORD BRIDGE
STATE PROJECT NO. S202-22-2.09
BERKELEY COUNTY




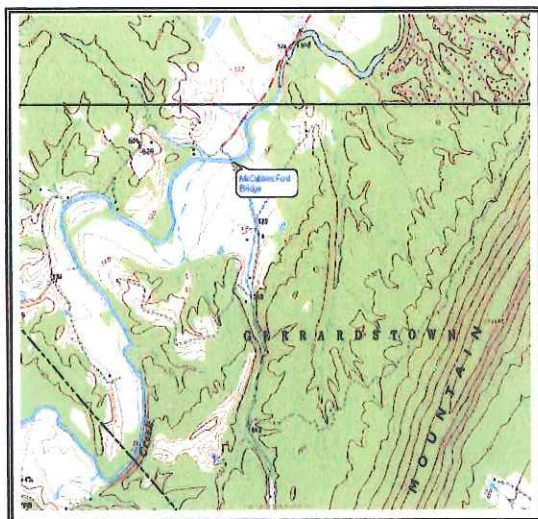
WEST VIRGINIA DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
ENGINEERING DIVISION

Internal Rating: _____



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Berkeley County Route 22, approximately 0.07 of a mile south of Berkeley County Route 22/1	Common/Historic Name/Both <input type="checkbox"/> <input type="checkbox"/> <input checked="" type="checkbox"/> McCubbins Ford Bridge	Field Survey # HPI #1	Site # (SHPO Only)
Town or Community Rural (outside of Glengary)	County Berkeley	Negative No.	NR Listed Date
Architect/Builder Buckeye Bridge Works, Cleveland Ohio	Date of Construction 1890	Style (SHPO Only) Pin Connected Simple Wrought Iron Thru Truss	
Exterior Siding / Materials Wrought Iron	Deck Material Wood	Foundation Concrete Abutments	
Property Use or Function Transportation	UTM Zone 17 NAD 1927 Easting 17 0744 549 Northing 43 61852		
Survey Organization & Date WVDOH October 25, 2011	Quadrangle Name Glen Gary		
	Part of What Survey / FR# McCubbins Ford Bridge Replacement State Project #S302-22-2.09-00 Federal Project #BR-022(050) D		



Site No.

Name: McCubbins Ford Bridge Replacement

Survey #: State Project: S302-22-2.09 00 Fed: BR-022(050) D

Survey / FR#:

Present Owners WVDOH	Owners Mailing Address 1900 Kanawha Blvd. Building 5 Charleston, WV 25305
Describe Setting <div style="text-align: right;">Unknown -- <1 Acres</div> <div style="text-align: right;"><input type="checkbox"/> Archaeological Artifacts Present</div> <p>The McCubbins Ford Bridge is located on a section of roadway that carries Berkeley County Route 22 over Back Creek, and is located approximately 0.07 of a mile south of County Route 22/1.</p>	
Description of Buildings or Site (Original and Present) <div style="text-align: right;">Stories Front Bays</div> <p>The bridge consists of a simple span riveted wrought iron through truss supported by full-height reinforced concrete abutments. The existing one lane bridge has an estimated construction date of 1890 at an unknown location. The bridge was reconstructed at the present location at or around 1929 by an unknown contractor.</p>	
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe Flex beam Guardrail added, dated unknown.	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe	
Describe All Outbuildings None	
Statement of Significance: See Continuation Sheet	
Bibliographical References A Context For Common Historic Bridge Types, Prepared by Parsons Brinckerhoff and Engineering and Industrial Heritage, October 2005 KCI Technologies: Draft Historic context, WV Statewide Historic Bridge Survey, October 2006.	
Form Prepared By: <div style="float: right;">Date: October 25, 2011</div> Name/Organization: Ginger Williford Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305 Phone #: 558-9676	

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: McCubbins Ford Bridge Replacement
Survey Number: State Project: S302-22-2.09 00 Fed: BR-022(050) D
Project / FR#:

The McCubbins Ford Bridge was constructed in 1890 at an unknown location and later moved to its present location at or around 1929 by an unknown contractor. The McCubbins Ford Bridge is located on a section of roadway that carries Berkeley County Route 22 over Back Creek, and is located approximately 0.07 of a mile south of County Route 22/1. County Route 22 is functionally classified as a State Local Services road with no posted speed limit with an 18-foot wide roadway with minimal shoulders. County Route 22 follows portions of Back Creek which is tributary of the Potomac River. County Route 22 and the McCubbins Ford Bridge are not associated with any West Virginia Turnpikes or road's project. Therefore, the McCubbins Ford Bridge is not eligible for listing in the National Register of Historic Places under Criterion A.

The McCubbins Ford Bridge was fabricated by Buckeye Bridge Works of Cleveland, Ohio with an estimated construction date of 1890 in an unknown location. The structure was reconstructed at its present location at or around 1929 by an unknown contractor. The Buckeye Bridge Works was formed in 1875 in association with Mahlon Miller and William Jamieson. Mahlon Miller received a patent for a truss bridge design in 1870. However, other than being manufactured by the Buckeye Bridge Works there is no other association with the Buckeye Bridge Works or Mahlon Miller. In addition, the actual contractors in 1890 and 1929 are unknown. Therefore, the McCubbins Bridge is not eligible for listing in the National Register of Historic Places under Criterion B.

Eleven aluminum/wrought iron through truss bridges were erected prior to 1925 remain standing in West Virginia. These remaining bridges were constructed mainly between 1890 and 1912 with two examples constructed during the early 1920s. The oldest of these bridges is the McCubbins Ford Bridge, constructed in 1890 in Berkeley County. The McCubbins Ford Bridge has minimal but detailed architectural features at the each corner of the portal struts and is the shortest spanning example of its type. Therefore, the McCubbins Bridge is considered eligible for listing in the National Register of Historic Places under Criterion C for its local significance as a wrought iron pin truss bridge, its span length and architectural detail.

The McCubbins Ford Bridge provides little potential to yield information important to history or prehistory. Therefore, the McCubbins Ford Bridge is not eligible for listing in the National Register of Historic Places under Criterion D.

**MEMORANDUM OF AGREEMENT
BY AND AMONG
THE WEST VIRGINIA STATE HISTORIC PRESERVATION OFFICER
THE WEST VIRGINIA DIVISION OF HIGHWAYS
AND THE FEDERAL HIGHWAY ADMINISTRATION**

**REGARDING THE MCCUBBINS FORD
BRIDGE REPLACEMENT PROJECT
STATE PROJECT #S302-22-2.09 00
FEDERAL PROJECT #BR-0022 (050) D
BERKELEY COUNTY, WEST VIRGINIA
March 2013**

WHEREAS, the West Virginia Division of Highways (WVDOH) proposes to replace the McCubbins Ford Bridge, which spans Back Creek and is located on Berkeley County Route 22, approximately 0.07 of a mile south of County Route 22/1, hereinafter referred to as the Project. The improvements involve the construction of a new bridge downstream of the existing structure. The alignment will be perpendicular to the stream with a total length of 110 feet 0 inches and approximately 350 feet of new approach work. Upon completion of the new bridge the existing McCubbins Ford Bridge will be dismantled.

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

WHEREAS, the WVDOH has consulted with the West Virginia State Historic Preservation Officer (WVSHPO) pursuant to West Virginia Code Chapter 29, Article 1 and its implementing regulations (82 CSR 2), as well as 36 CFR Part 800.5 Implementing Section 106 of the National Historic Preservation Act; (16 U.S.C., 470f); and

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

WHEREAS, the WVDOH has consulted with the Berkeley County Historic Landmark Commission (HLC) and the Preservation Alliance of West Virginia; 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 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.

STIPULATIONS

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

McCubbins Ford Bridge

- I. The McCubbins Ford Bridge will be documented in its present historic setting. The documentation package will include 5"x7" black and white digital prints in accordance with the Interim National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion of January 2009.
- II. A brief history of the structure will be included in the aforementioned documentation package, along with fully completed West Virginia Historic Property Inventory form.
- III. The McCubbins Ford Bridge will be included in any comprehensive mitigation plan developed collaboratively by the WVDOH the FHWA and the WVSHPO. A brochure of the McCubbins Ford Bridge will be developed and distributed to the Berkeley County Historic Landmark Commission, Berkeley County Library and Berkeley County Schools. A digital copy will be provided to the libraries and schools for future distribution. The WVSHPO will be given the opportunity to review all educational materials developed for this stipulation.
- IV. The WVDOH will provide an amount of \$5,000 to be used to for an information sign to be located near the current bridge site.
- V. The WVDOH will consult with the WVSHPO, Berkeley County Historic Landmark Commission, on final plans and specifications regarding the design and placement of an informational sign that will include photographs and details regarding the bridge's design and significance.
- VI. The McCubbins Ford Bridge will be documented on a future website listing historic bridges once the West Virginia Historic Bridge Survey is complete.

V. 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 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. Prior to such time, FHWA may consult with other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VIII below. FHWA shall notify the signatories as to the course of action it will pursue.

VI. Post-Review Discoveries

If any unanticipated 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

WVDOH has developed and implemented an appropriate treatment plan in consultation with the WVSHPO pursuant to 800.13 (b).

VII. 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.

VIII. 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.

IX. 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.

X. 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 VII, 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 McCubbins Ford 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 property.


Federal Highway Administration

6/17/13
Date


West Virginia Deputy State Historic Preservation Officer

4-12-2013
Date


West Virginia Division of Highways

4/16/13
Date



Photo #1: Bridge profile and low water crossing, looking upstream



Photo #2: North abutment.



Photo #3: Truss detail looking south.



Photo #4: Deck and truss detail, looking south.



Photo #5: Bridge approach on County Route 22 looking north.



Photo #6: View of north end of truss and abutment



Photo #7: Architectural detail of bridge portal



Photo #8: Bridge profile looking upstream



Photo #9: Bridge profile looking upstream