

**STATE LEVEL HISTORIC DOCUMENTATION REPORT
SAULSBURY RUN ARCH BRIDGE
POCAHONTAS COUNTY, WEST VIRGINIA
STATE PROJECT No. 38-4/1-0.26**



Prepared by:

Ahleah Boise, Historian

West Virginia Department of Transportation
Division of Highways
Engineering Division
Environmental Section

April 2021

STATE LEVEL HISTORIC DOCUMENTATION
SAULSBURY RUN ARCH BRIDGE

Location: Pocahontas County Route 4/1, over Saulsbury Run, near the unincorporated community of Arbovale, Pocahontas County, West Virginia.

USGS Green Bank Quadrangle

Date of Construction: 1913

Builder: York Bridge Company

Present Owner: West Virginia Department of Transportation
Division of Highways
1900 Kanawha Boulevard, Building 5, Room A-110
Charleston, WV 25305

Present Use: Bridge

Significance: The Saulsbury Run Road Bridge is significant for its association with Frank D. McEnteer, a pioneer of reinforced concrete construction in West Virginia.

Project Information: The project has been undertaken due to the poor condition of the bridge. Future deterioration of the bridge could result in its closure, thus effectively closing Pocahontas County Route 4/1. This documentation was undertaken in April 2021 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 prior to replacement of this National Register eligible structure. The bridge is scheduled for replacement in 2022.

Ahleah Boise, Historian
West Virginia Division of Highways
Charleston, WV 25305
April 2021

The Saulsbury Run Arch Bridge carries County Route 4/1 over Saulsbury Run in north-central Pocahontas County. Saulsbury Run is a tributary of Deer Creek, which is in turn a tributary of the Greenbrier River. The bridge is located in a rural area between the unincorporated communities of Boyer and Arbovale. County Route 4/1 is a short (0.3 miles) connector road between County Route 28/3 (Saulsbury Run Road) and County Route 4 (Green Bank Road). The bridge is located 80 feet south of the intersection of County Route 4/1 with County Route 28/3. The bridge had an average daily traffic of 22 vehicles in 2015.

The Saulsbury Run Arch Bridge is a simple span reinforced concrete closed spandrel arch bridge built on spread footings. Plaques embedded in the inside parapets at center read "1913/COUNTY COURT/DR. N.R. PRICE/J.F. DARNELL/B.M. ARBOGAST/ --- /C.J. MCCARTY CLERK/J.H. KRAMER CO. ENGR" and "YORK BRIDGE CO./YORK, PA./BRIDGE BUILDERS/FRANK D. MCENTEER/CLARKSBURG, W. VA/CONSTRUCTING ENGINEER". The span length is 33 feet from springing line to springing line, with an overall length of 34 feet from end-to-end of the parapets. The parapets have incised rectangular panels at regular intervals. The out-to-out width of the bridge is 13 feet, five inches, with a roadway width of 11 feet, six inches, surfaced with hot laid bituminous concrete. Due to significant spalling of the concrete on the downstream arch ring, a molded and poured concrete repair is in place, which projects beyond the original plane of the spandrel. Concrete collars have been formed around both the north and south footing. Repairs have been made to the corners of the parapets.

Pocahontas County History: The first Euro-American settlers in what would become Pocahontas County were Jacob Marlin and Stephen Sewell, who established a settlement at the site of the present-day county seat of Marlinton, on the banks of the Greenbrier River. Pocahontas County was established in 1821, with Huntersville as the first county seat. Early residents of Pocahontas were primarily engaged in subsistence farming.¹ The rugged terrain did not allow for large productive farms, but wheat, flax, corn, beans, and vegetables were grown for domestic consumption. Livestock raised included cattle and sheep.²

Although the land was rugged and sparsely populated, several major turnpikes were built through Pocahontas County in the 19th century. The Staunton and Parkersburg Turnpike, chartered in 1838, entered Pocahontas County at the crest of Alleghany Mountain, ran through Bartow, and across Cheat Mountain before connecting to the Huttonsville and Huntersville Turnpike in Huttonsville, Randolph County. The turnpike was intersected at Bartow by a public road which ran between there and Huntersville.³ This public road would become State Highway 28. Although not a turnpike, it was in use prior to the Civil War. Along with Green Bank Road (County Route 4), it was used by Union soldiers during the Civil War Battle of Camp Alleghany on October 3, 1861.⁴

The Pocahontas County timber boom began in the 1870s after the Chesapeake and Ohio Railway was built through Greenbrier County. Timber cut in Pocahontas was rafted down the Greenbrier River to Ronceverte to be milled and then carried to far-flung cities by rail. Eventually a branch of the C&O, called the Greenbrier Division, was constructed through

¹ William P. McNeel, "Pocahontas County," e-WV: The West Virginia Encyclopedia, last modified May 7, 2015, accessed October 4, 2018. <https://www.wvencyclopedia.org/articles/1876>.

² Price, *Historical Sketches of Pocahontas County, West Virginia*, 58-70.

³ Acts of the General Assembly of Virginia, 1853. Turnpike files, WVDOH offices.

⁴ Update to the Civil War Sites Advisory Commission Report on the Nation's Civil War Battlefields, Final Draft—State of West Virginia.

Pocahontas County. It followed the greenbrier River and reached Marlinton in 1900 and Durbin in 1902. The Coal and Coke Railroad was completed from Elkins to Durbin in 1913.

The logging industry declined after 1920 due to the exhaustion of resources. Outdoor tourism became important in Pocahontas County in the 20th century. Huge tracts of land in Pocahontas County were deeded to the federal government and the Monongahela National Forest was established in 1920. The Civilian Conservation Corps was active in Pocahontas County during the 1930s and built recreation facilities at Droop Mountain Battlefield, Watoga State Park, and Seneca State Forest. The Coal and Coke Railroad was converted to a tourist train in the 1960s, and the 77-mile Greenbrier River Trail from Cass to Caldwell in Greenbrier County was established on the old roadbed of the C&O Greenbrier Division.

Bridge background in relation to its location and surroundings: The Saulsbury Run Arch Bridge is located in a rural area between Boyer to the north and Arbovale to the south. The nearest incorporated community is Durbin (population 293) eight miles to the north. Unincorporated Green Bank (population 143) is five miles to the south.

Saulsbury Run Road is a rural local road which provides access to residential properties and intersects West Virginia State Highway 28 (also State Highway 92 between Dunmore and Bartow). State Highway 28 was listed as the only Class A road in Pocahontas County in the first annual report of the State Road Commission of West Virginia issued in 1919. The subject bridge is located on a short connector road between Saulsbury Run Road (CR 28/1) and Green Bank Road (CR 4/1) to the south. A 1901 USGS topographic map shows that in 1901, the road between Green Bank and Bartow followed this alignment, which was bypassed at some point between 1901 and 1920.

The bridge has undergone numerous repairs to address spalling of the concrete and undermining of the abutments. In 1987/88, a concrete collar was formed around the south springing line and shot rock was placed at the end of the downstream wingwall. A concrete collar around north springing line was placed in 1997 by anchoring rebar dowels into the existing concrete. Shot rock was placed at the upstream side of the east abutment at an unknown date. In 2014 a formed and poured repair was made to the heavily spalled downstream arch ring. Repairs to the damaged corners of the parapets were also made at this time. In 2016 a formed and poured repair was made to a five-foot section of the upstream arch ring near the footing. A wooden cattle guard was installed in 2015-16 by a local landowner on the downstream side.

Other than a general association with transportation and area history, the Saulsbury Run Concrete Arch Bridge is not known to be associated with events which have made a significant contribution to broad patterns of the nation's history. It is not related to any of several of historical contexts established for Pocahontas County. It was built in the early 20th century and is not associated with the Civil War history of the area, nor is it associated with the timber industry. The bridge is not eligible for listing in the National Register of Historic Places under Criterion A.

The Saulsbury Run Concrete Arch Bridge is not strongly associated with the lives of persons significant in the past. Frank. D. McEnteer, an engineer of regional significance, was the constructing engineer, however the bridge is not uniquely and specifically associated with McEnteer. It is not eligible for listing in the NRHP under Criterion B.

Extensive and incompatible alterations have compromised the historic integrity of the Saulsbury Run Concrete Arch Bridge, specifically in the aspects of design, materials, workmanship, and feeling. Despite the alterations, the bridge embodies the distinctive characteristics of a type, period, or method of construction, and it is a rare type extant in the state. This bridge was designed or constructed by an engineer or firm whose work is distinguishable on the national level. For its association with Frank D. McEnteer, who pioneered the use of reinforced concrete in West Virginia, it is eligible for listing in the NRHP under Criterion C.

The bridge was built in the 20th century of commonplace materials using common construction techniques. It is not eligible for listing in the NRHP under Criterion D.

Design Type and Representation in the State: The subject bridge is a single-span, closed spandrel elliptical arch built of reinforced concrete. This type of bridge was commonly used throughout the United States for short spans between the 1890s and the 1920s.⁵ The concrete arch is among the most commonly occurring bridge types in West Virginia. As of 2015, there were 453 remaining pre-1965 concrete arches in the state.

Bridge Engineer and Fabricator (Frank McEnteer/ York Bridge Company): The Saulsbury Run Arch was commissioned by the Pocahontas County Court and built in 1913 by the York Bridge Company of York, Pennsylvania, in association with Frank D. McEnteer as the constructing engineer. McEnteer was born in Reynoldsville, Pennsylvania and attended Harvard School of Engineering, graduating in 1905. He moved to Clarksburg, West Virginia in 1911, where he was the construction engineer of the Palace Furniture Company building, the first reinforced concrete building in West Virginia. From 1912 until 1914, he advertised his services as a contracting engineer specializing in fire-proof buildings and designs in reinforced concrete.⁶ In 1914, McEnteer incorporated the Concrete-Steel Bridge Company with P.M. Harrison, formerly the Clarksburg representative of the York Bridge Company, as partner.⁷ The York Bridge Company was liquidated in 1915.⁸

⁵ Historic Context for Common Historic Bridge Types, 3-65 to 3-66.

⁶ The Daily Telegram, Clarksburg West Virginia, Advertisements and Classifieds, February 8, 1912, et. al.

⁷ Emory L. Kemp, *West Virginia's Historic Bridges*, Federal Highway Administration, U.S. Department of Transportation, West Virginia Department of Highways, West Virginia Department of Culture and History, 1984, p. 132.

⁸ The Lock-Haven Express "York Bridge Company Sold" Friday, September 3, 1915, p. 5.

References

Acts of the General Assembly of Virginia, 1853. Turnpike files, WVDOH offices, Charleston, West Virginia.

"Battle Summaries: Cheat Mountain; Greenbrier River; Camp Alleghany". Civil War Sites Advisory Committee: American Battlefield Protection Program, National Park Service. Accessed September 28, 2018. <https://www.nps.gov/abpp/civil.htm>.

Bridge Inspection Reports. *Saulsbury Run Arch, Saulsbury Run, Pocahontas County Route 4/1*. West Virginia Division of Highways, Charleston West Virginia. 1994, 2012, 2014, 2016.

Daily Telegram, The. (Clarksburg West Virginia). Advertisements and Classifieds. February 8, 1912, et. al.

Kemp, Emory L. "Frank Duff McEnteer." e-WV: The West Virginia Encyclopedia. Last modified December 7, 2015. Accessed October 4, 2018.

Kemp, Emory L. *West Virginia's Historic Bridges*. Prepared for the Federal Highway Administration, U.S. Department of Transportation, West Virginia Department of Highways, and West Virginia Department of Culture and History. Morgantown, West Virginia: University of West Virginia. 1984.

Lock-Haven Express, The. (Lock-Haven Pennsylvania). "York Bridge Company Sold". Friday, September 3, 1915.

McNeel, William P. "Greenbrier Division." e-WV: The West Virginia Encyclopedia. Last modified February 13, 2012. Accessed September 26, 2018.

McNeel, William P. "Pocahontas County." e-WV: The West Virginia Encyclopedia. Last modified May 7, 2015. Accessed October 4, 2018.

National Park Service. *Update to the Civil War Sites Advisory Commission Report on the Nation's Civil War Battlefields: State of West Virginia*. American Battlefield Protection Program. Washington D.C.: U.S. Department of the Interior. 2010.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *Historic Context for Common Historic Bridge Types*. Prepared for the National Cooperative Highway Research Program, Transportation Research Council, and the National Research Council. 2005.

Price, William T. *Historical Sketches of Pocahontas County*. Marlinton, West Virginia: Price Brothers, Publishers. 1901.

Rice, Otis K. *A History of Greenbrier County, West Virginia*. Hugheston, West Virginia: Author. 1986.

USGS Historical Topographic Map Explorer. *Monterey Quadrangle, 1901, 1:125,000, Cass Quadrangle, 1924, 1:62,500 and Green Bank Quadrangle, 1960, 1979, and 1995 1:24,000*. Accessed September 2018. <http://historicalmaps.arcgis.com/usgs/>

West Virginia State Historic Preservation Office Interactive Map. West Virginia Division of Culture and History. Accessed September 2018. <https://mapwv.gov/shpo/viewer/index.html>.

USDA Forest Service. *Upper Greenbrier Watershed Assessment*. Greenbrier Ranger District, Monongahela National Forest. 2007.

STATE LEVEL HISTORIC DOCUMENTATION
INDEX TO PHOTOGRAPHS

Saulsbury Run Arch Bridge
County Route 4/1 over Saulsbury Run
Pocahontas County, West Virginia

Photographer: Ahleah Boise, WVDOH

September 27, 2018

Saulsbury Arch 1	North approach to bridge, view south
Saulsbury Arch 2	South approach to bridge, view north
Saulsbury Arch 3	Upstream elevation
Saulsbury Arch 4	Downstream elevation
Saulsbury Arch 5	View of south abutment showing alterations, including collar around abutment, repairs to arch ring, and wooden cattle guard
Saulsbury Arch 6	View of north abutment
Saulsbury Arch 7	Metal plaque on west parapet
Saulsbury Arch 8	Metal plaque on east parapet
Saulsbury Arch 9	Repair to north parapet corner of west abutment
Saulsbury Arch 10	Repair to south parapet corner of west abutment
Saulsbury Arch 11	Repair to north parapet corner of east abutment
Saulsbury Arch 12	Repair to south parapet corner of east abutment
Saulsbury Arch 13	West parapet
Saulsbury Arch 14	East parapet

State Level Historic Documentation Photographs
Saulsbury Run Concrete Arch Bridge Replacement
Pocahontas County



1. North approach to bridge, view south. (Photo: WVDOH September 2018)



2. South approach to bridge, view north. (Photo: WVDOH September 2018)



3. Upstream elevation. (Photo: WVDOH September 2018)



4. Downstream elevation. (Photo: WVDOH September 2018)

State Level Historic Documentation Photographs
Saulsbury Run Concrete Arch Bridge Replacement
Pocahontas County



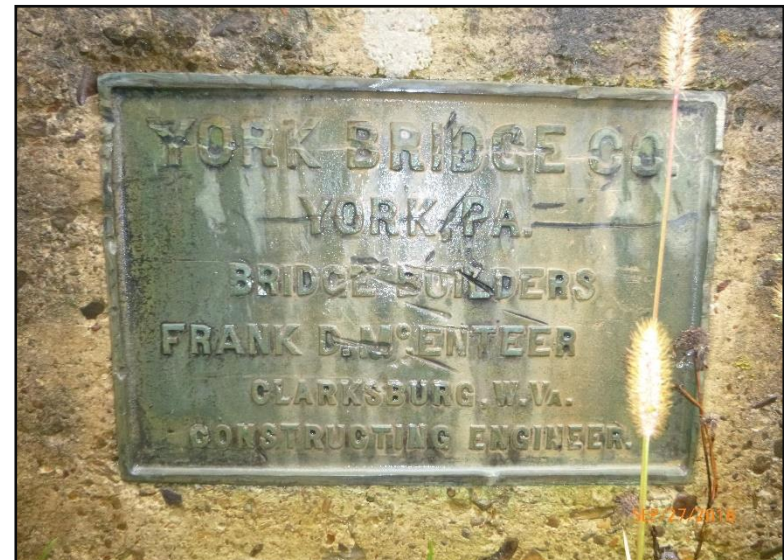
5. View of south abutment, showing alterations, including collar around the abutment, repairs to the arch ring, and wooden cattle guard. (Photo: WVDOH September 2018)



6. View of north abutment. (Photo: WVDOH September 2018)



7. Metal plaque on west parapet. (Photo: WVDOH September 2018)



8. Metal plaque on east parapet. (Photo: WVDOH September 2018)

State Level Historic Documentation Photographs
Saulsbury Run Concrete Arch Bridge Replacement
Pocahontas County



9. Repair to north parapet corner of west abutment. (Photo: WVDOH September 2018)



10. Repair to south parapet corner of west abutment. (Photo: WVDOH September 2018)



11. Repair to north parapet corner of east abutment. (Photo: WVDOH September 2018)



12. Repair to south parapet corner of east abutment. (Photo: WVDOH September 2018)

State Level Historic Documentation Photographs
Saulsbury Run Concrete Arch Bridge Replacement
Pocahontas County



13. West parapet. (Photo: WVDOH September 2018)



14. East parapet. (Photo: WVDOH September 2018)



Photo 1
Saulsbury Run Arch Bridge
Pocahontas County
County Route 4/1 spanning Saulsbury Run
North approach to bridge, view south



Photo 2
Saulsbury Run Arch Bridge
Pocahontas County
County Route 4/1 spanning Saulsbury Run
South approach to bridge, view north



Photo 3
Saulsbury Run Arch Bridge
Pocahontas County
County Route 4/1 spanning Saulsbury Run
Upstream elevation



Photo 4
Saulsbury Run Arch Bridge
Pocahontas County
County Route 4/1 spanning Saulsbury Run
Downstream elevation



Photo 5
Saulsbury Run Arch Bridge
Pocahontas County
County Route 4/1 spanning Saulsbury Run
View of south abutment, showing alterations, including collar around the abutment, repairs to the arch ring, and wooden cattle guard



Photo 6
Saulsbury Run Arch Bridge
Pocahontas County
County Route 4/1 spanning Saulsbury Run
View of north abutment

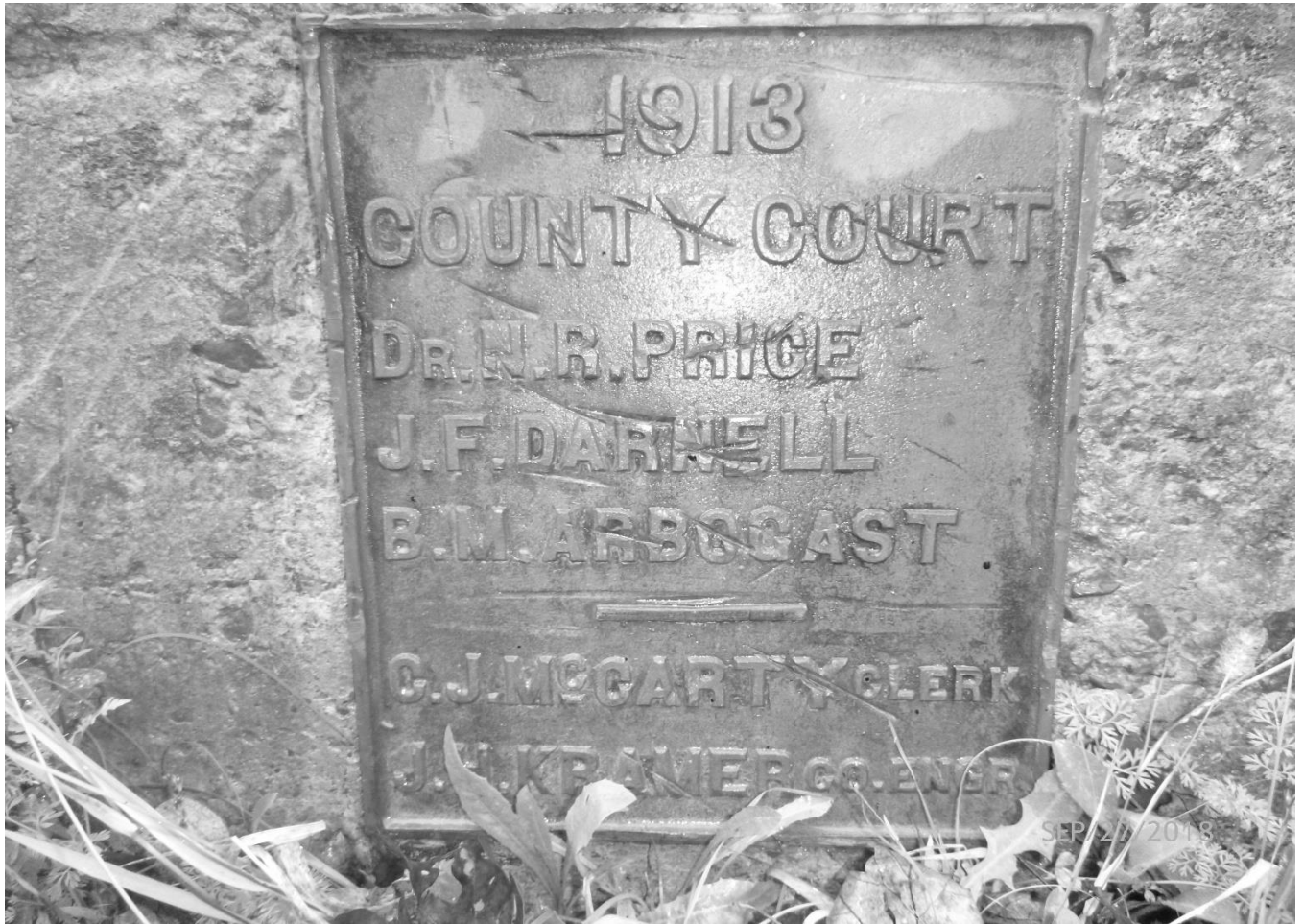


Photo 7
Saulsbury Run Arch Bridge
Pocahontas County
County Route 4/1 spanning Saulsbury Run
Metal plaque on west parapet

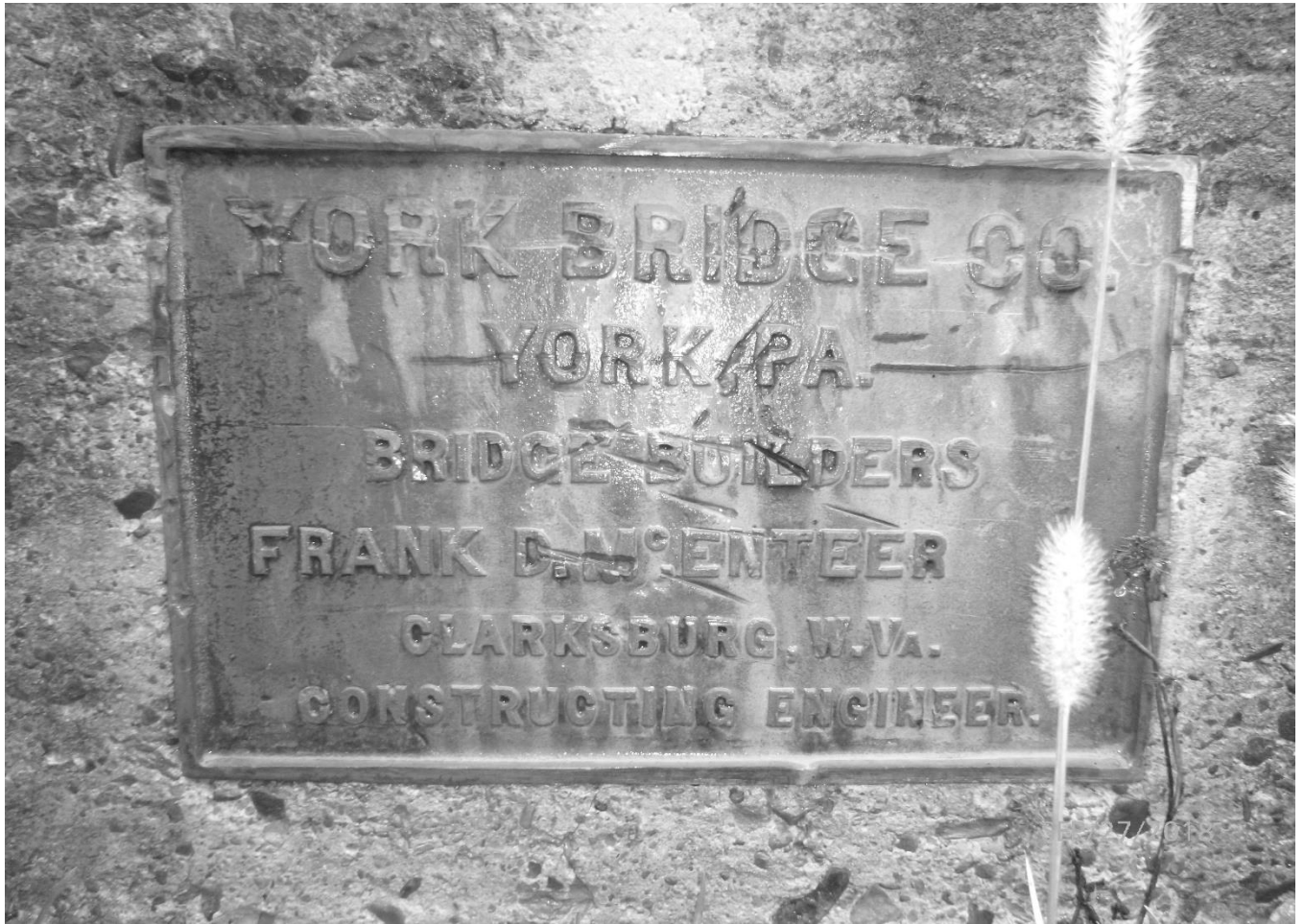


Photo 8
Saulsbury Run Arch Bridge
Pocahontas County
County Route 4/1 spanning Saulsbury Run
Metal plaque on east parapet



Photo 9
Saulsbury Run Arch Bridge
Pocahontas County
County Route 4/1 spanning Saulsbury Run
Repair to north parapet corner of west abutment



Photo 10
Saulsbury Run Arch Bridge
Pocahontas County
County Route 4/1 spanning Saulsbury Run
Repair to south parapet corner of west abutment



Photo 11
Saulsbury Run Arch Bridge
Pocahontas County
County Route 4/1 spanning Saulsbury Run
Repair to north parapet corner of east abutment



Photo 12
Saulsbury Run Arch Bridge
Pocahontas County
County Route 4/1 spanning Saulsbury Run
Repair to south parapet corner of east abutment



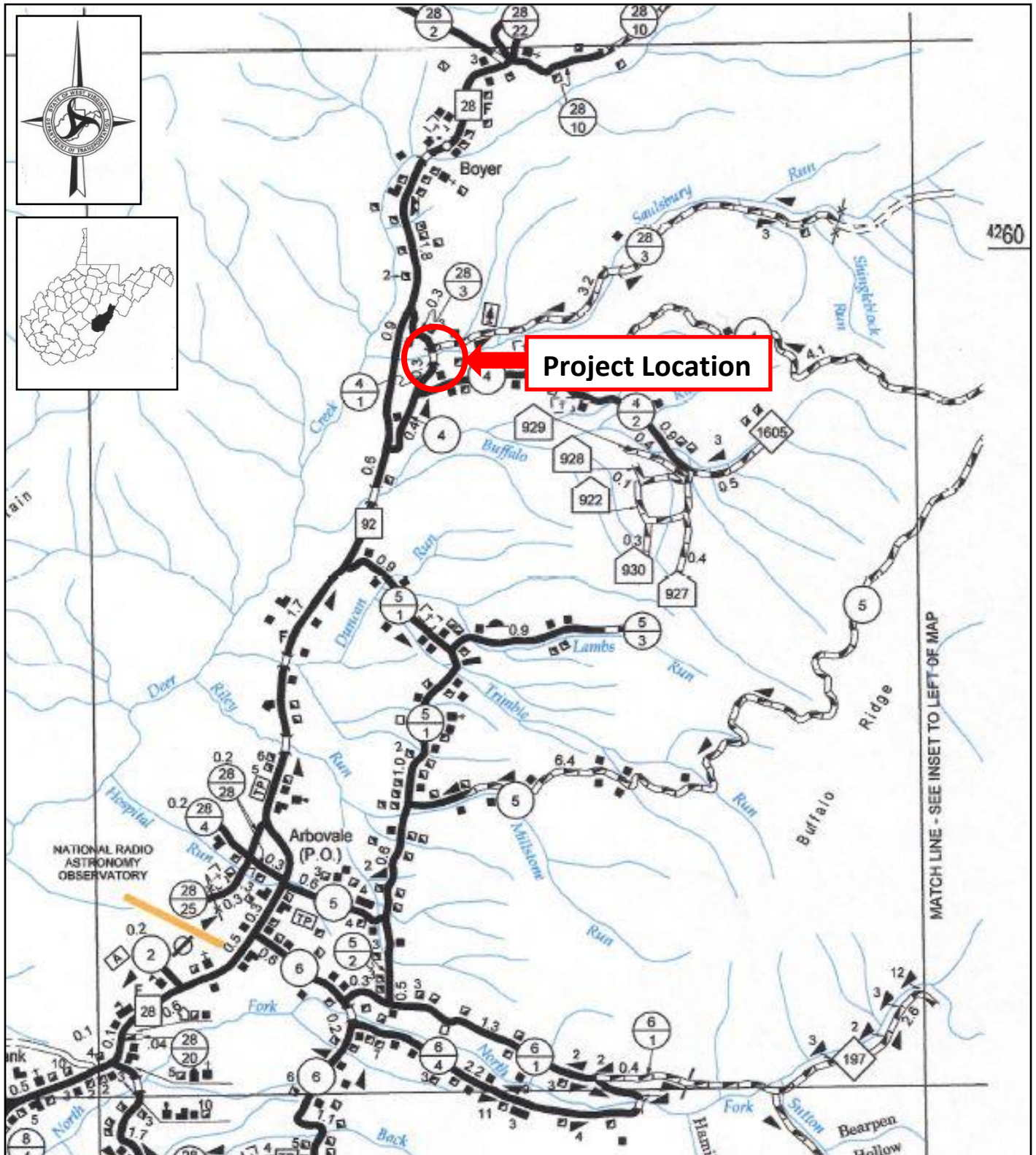
Photo 13
Saulsbury Run Arch Bridge
Pocahontas County
County Route 4/1 spanning Saulsbury Run
West parapet



Photo 14
Saulsbury Run Arch Bridge
Pocahontas County
County Route 4/1 spanning Saulsbury Run
East parapet

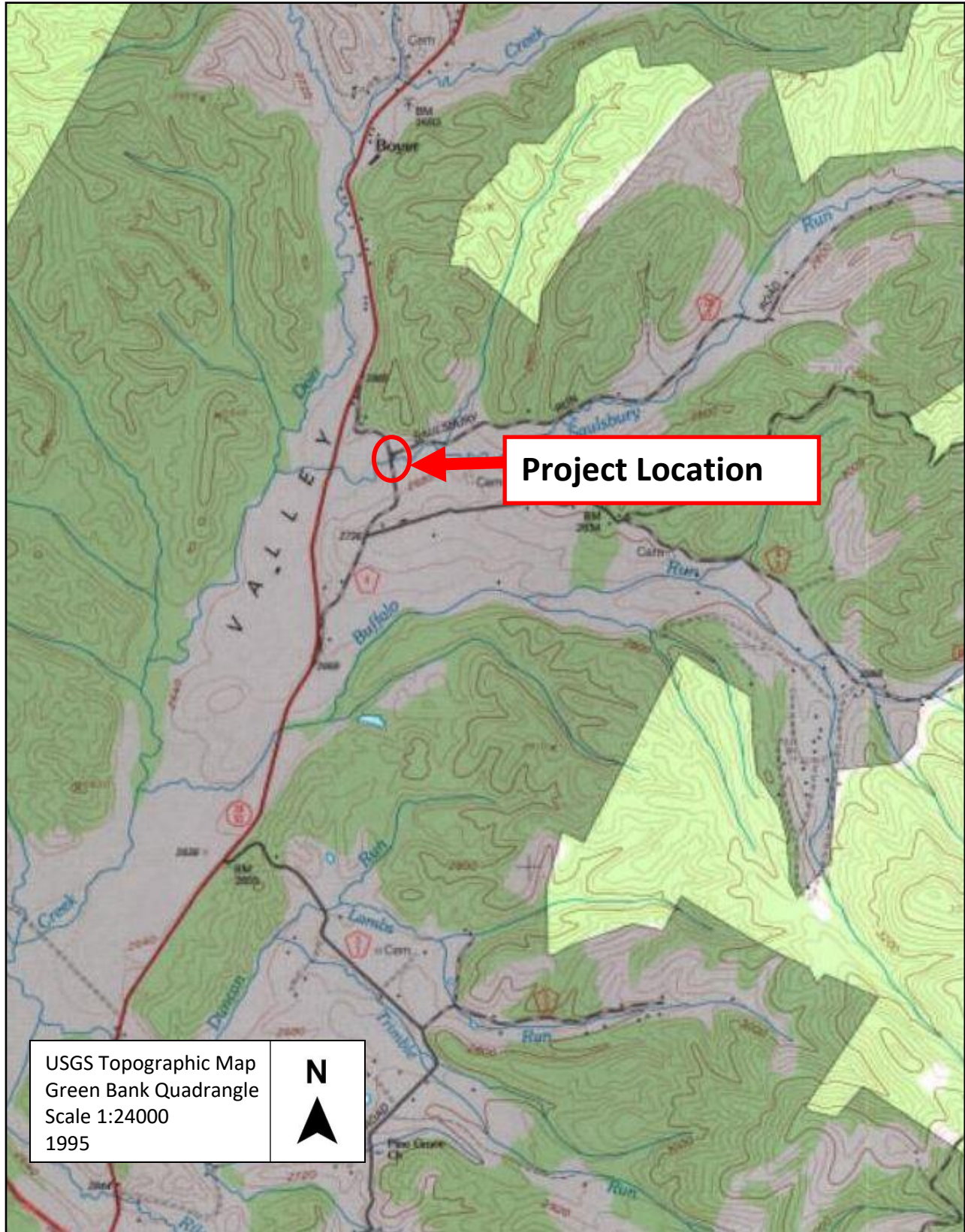
LOCATION MAP

SAULSBURY RUN ARCH BRIDGE REPLACEMENT
STATE PROJECT NO. 38-4/1-0.26
POCAHONTAS COUNTY



LOCATION MAP

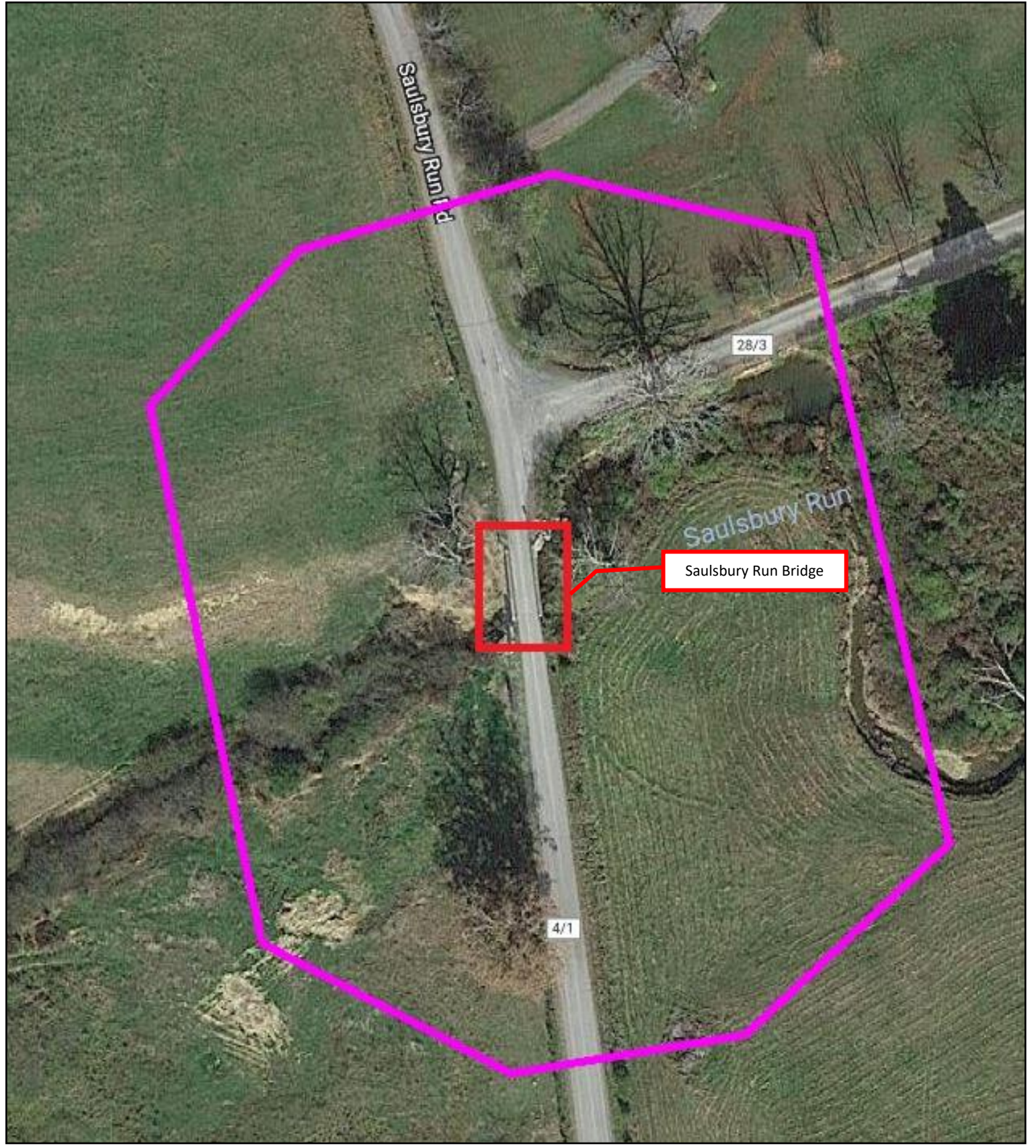
SAULSBURY RUN ARCH BRIDGE REPLACEMENT
STATE PROJECT NO. 38-4/1-0.26
POCAHONTAS COUNTY



USGS Topographic Map
Green Bank Quadrangle
Scale 1:24000
1995



HISTORIC RESOURCES AREA OF POTENTIAL EFFECT
Saulsbury Run Road Bridge Replacement
State Project No. 38-4/1-0.26
Pocahontas County



The Historic Resources Area of Potential Effect is outlined in pink. Project area is outlined in red.



AB

The Culture Center
1900 Kanawha Blvd., E.
Charleston, WV 25305-0300

Randall Reid-Smith, Commissioner

Phone 304.558.0220 • www.wvculture.org
Fax 304.558.2779 • TDD 304.558.3562
EEO/AA Employer

May 6, 2019

Mr. Ben L. Hark
Environmental Section Head
Engineering Division
West Virginia Division of Highways
1334 Smith Street
Charleston, West Virginia 25305

RE: Saulsbury Run Arch Bridge Replacement
Pocahontas County, West Virginia
Federal Project No. N/A
State Project No. 38-4/1-0.26
FR: 19-72-PH-3

Dear Mr. Hark:

We received the *revised* Memorandum of Agreement (MOA) submitted to our office with a letter dated April 4, 2019. As required by Section 106 of the National Historic Preservation Act of 1966, as amended, and its implementing regulations, 36 CFR 800: "Protection of Historic Properties," we submit our comments.

We have reviewed the MOA and are amenable to the proposed stipulations. We are enclosing a signed copy with this letter. Once all parties have signed the MOA, please forward a copy to our office to be added to our files. We will provide further comments upon receipt of the documentation and information described within the stipulations.

We appreciate the opportunity to be of service. *If you have questions regarding our comments or the Section 106 process, please contact Mitchell K. Schaefer, Structural Historian, at (304) 558-0240.*

Sincerely,

Susan M. Pierce
Deputy State Historic Preservation Officer

SMP/MKS

Enclosure (1): MOA Signature Page

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE WEST VIRGINIA STATE HISTORIC PRESERVATION OFFICER, THE WEST
VIRGINIA DIVISION OF HIGHWAYS, AND
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION**

**REGARDING IMPLEMENTATION OF THE SAULSBURY RUN ARCH BRIDGE
REPLACEMENT, STATE PROJECT # 38-4/1-0.26
FEDERAL PROJECT #N/A
POCAHONTAS COUNTY, WEST VIRGINIA
APRIL 2019**

WHEREAS, the Federal Highway Administration (FHWA), in cooperation with the West Virginia Division of Highways (WVDOH), proposes to remove and replace the bridge which carries County Route 4/1 over Saulsbury Run in Pocahontas County, West Virginia, hereinafter referred to as the Project; and

WHEREAS, the FHWA has determined that the Project will have an adverse effect upon the Saulsbury Run Arch Bridge, an engineering structure eligible for listing in 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; (54 U.S.C. § 306108); and

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

WHEREAS, the WVDOH has participated in the consultation and is an invited signatory to this Memorandum of Agreement (MOA); and

WHEREAS, the WVDOH has contacted the Preservation Alliance of West Virginia, the Pocahontas County Historical Society, the Pocahontas Historic Landmarks Commission, and Preserving Pocahontas and no responses have been received; 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) and is a signatory to the MOA;

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.

STIPULATIONS

The FHWA with the assistance of WVDOH shall ensure that the following stipulations are carried out:

Saulsbury Run Arch Bridge Replacement Project

- I. The Saulsbury Run Arch Bridge will be documented in its present historic setting. The documentation package will include 5" x 7" black and white or color digital prints in accordance with the National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion of May 2013. The documentation package will include hard archival copies of the information outlined in this stipulation as well as digital 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. To be distributed to the Pocahontas County Historical Society and the Pocahontas County Public Library.
- II. A brief history of the Saulsbury Run Arch Bridge will be included in the aforementioned documentation package, along with fully completed West Virginia Historic Property Inventory (HPI) forms and copies of any available plan sheets and/or drawings of the bridge from West Virginia Division of Highways bridge files. The history will address the bridge's background in relation to its location and surroundings and, as well, its design type and representation in the state, and the history of the bridge's builder, if such information is available. The WVSHPO will be given the opportunity to review the documentation before submission of final versions.
- III. 75 color brochures of the Saulsbury Run Arch Bridge will be developed by the WVDOH and distributed to the Pocahontas County Historical Society, the Greenbank Public Library and the Durbin Public Library. The WVSHPO will be given the opportunity to review all educational materials developed for this stipulation. A CD containing the brochure will also be given to the Historical Society and the Libraries to print brochures when the original total has been exhausted.
- IV. The Saulsbury Run Arch Bridge will be documented on the West Virginia historic bridge website: Highways Through History (<http://www.highwaysthroughhistory.com>).
- V. The Saulsbury Run Arch Bridge's dedication plaques will be given to the Pocahontas County Historical Society per that organization's request.

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 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.

VII. 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 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.

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 VIII, 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, and the WVDOH and the Council, and implementation of its terms evidence that the FHWA has afforded the Council an opportunity to comment on the Saulsbury Run Arch Bridge Replacement and its effects on historic properties, and that the FHWA has taken into account the effects of the undertaking on the historic properties.

Signatories:



Federal Highway Administration

6/14/19

Date



West Virginia Deputy State Historic Preservation Officer

5/6/19

Date

Advisory Council on Historic Preservation

Date

Invited Signatories:



West Virginia Division of Highways

5/28/19

Date

Bridge No. 38-004/01-000.26

BARS No. 38A009

Federal Bridge No. 00000000038A009

Bridge Design No. 8305.0

NATIONAL REGISTER EVALUATION INFORMATION

National Register Determination

Eligible

Reason Not Evaluated

National Register Determination Date

2013

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

This bridge displays one or more architectural treatments.

Although this bridge has undergone alterations, it still 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: Saulsbury Concrete Arch Bridge

SURVEY NUMBER: PH-0189

PROJECT/FR NUMBER: 38-4/1-0.26

Continuation Sheet Date: September 17, 2018

Continuation Sheet prepared by:

Ahleah Boise

Historian

West Virginia Division of Highways

1334 Smith Street

Charleston, WV 25305

304-558-9677

Prepared for:

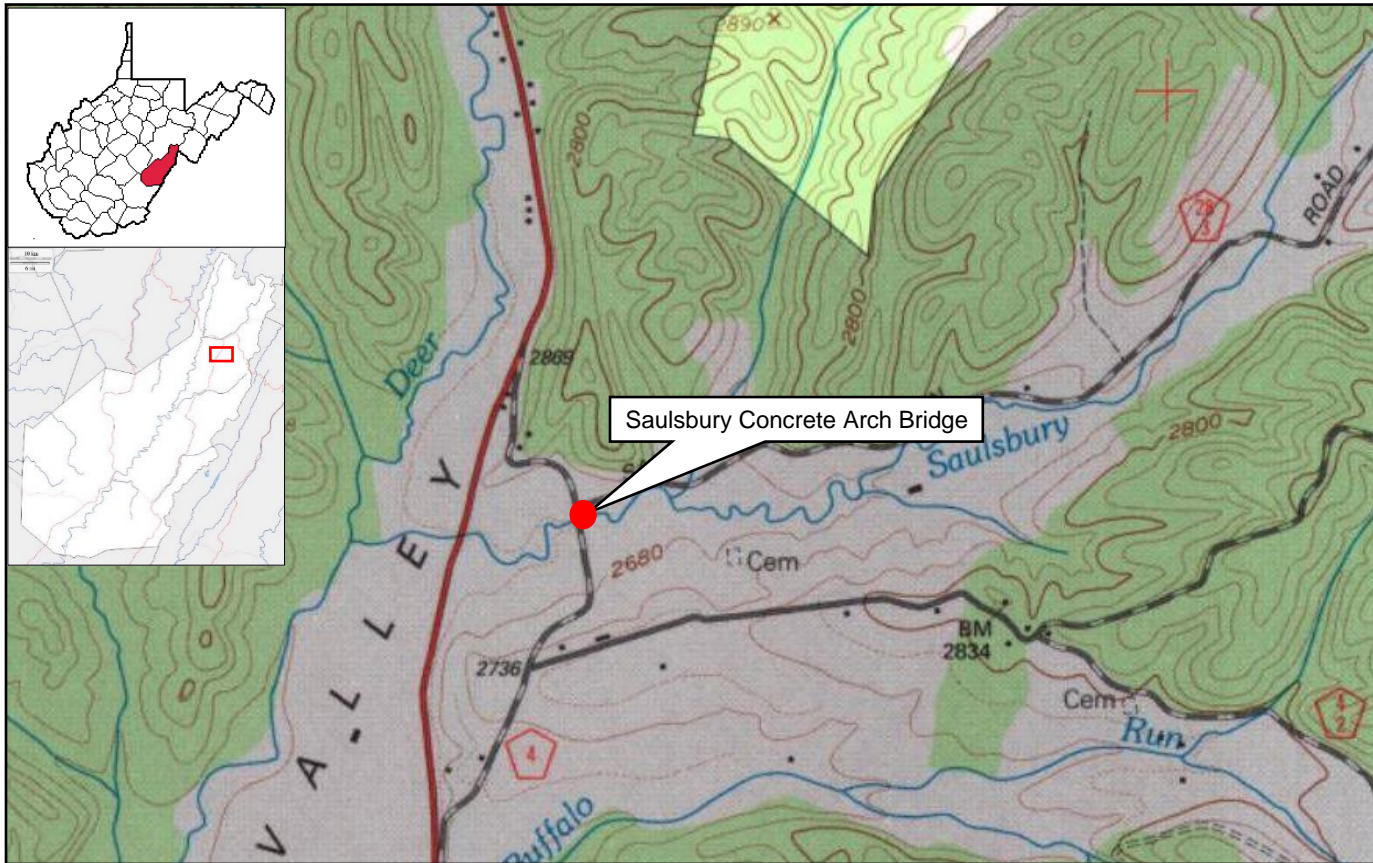
Saulsbury Run Bridge Replacement

State Project 38-4/1-0.26

Pocahontas County



Location Map:



Setting: Set in the flat bottom land of Deer Creek Valley, the bridge carries County Route 4/1 over Saulsbury Run, a tributary of Deer Creek, which is in turn a tributary of the Greenbrier River. Low rolling hills rise to the north and south. The surrounding areas are grazing land, with grasses and low shrubs. Buffalo Ridge runs north-south to the east, and the Back Allegheny mountains rise to the west.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Saulsbury Concrete Arch Bridge

SURVEY NUMBER: PH-0189

PROJECT/FR NUMBER: 38-4/1-0.26

Description: The structure is a simple span reinforced concrete closed spandrel arch bridge built on spread footings. Plaques embedded in the inside parapets at center read "1913/COUNTY COURT/DR. N.R. PRICE/J.F. DARNELL/B.M. ARBOGAST/ --- /C.J. MCCARTY CLERK/J.H. KRAMER CO. ENGR" and "YORK BRIDGE CO./YORK, PA./BRIDGE BUILDERS/FRANK D. McENTEER/CLARKSBURG, W. VA/CONSTRUCTING ENGINEER". The span length is 33 feet from springing line to springing line, with an overall length of 34 feet from end-to-end of the parapets. The parapets have incised rectangular panels at regular intervals. The out-to-out width of the bridge is 13 feet, 5 inches, with a roadway width of 11 feet, 6 inches, surfaced with hot laid bituminous concrete. Due to significant spalling of the concrete on the downstream arch ring, a molded and poured concrete repair is in place, which projects beyond the original plane of the spandrel. Concrete collars have been formed around both the north and south footing. Repairs have been made to the corners of the parapets.

Statement of Significance: The first Euro-American settlers in what would become Pocahontas County were Jacob Marlin and Stephen Sewell, who established a settlement at the site of the present-day Marlinton, on the banks of the Greenbrier River. Pocahontas County was established in 1821, with Huntersville as the county seat. Early residents of Pocahontas were primarily engaged in subsistence farming.¹ The rugged terrain did not allow for large productive farms, but wheat, flax, corn, beans, and vegetables were grown for domestic consumption. Livestock raised included cattle and sheep.²

Although the land was rugged and sparsely populated, several major turnpikes were built through Pocahontas County in the 19th century. The Staunton and Parkersburg Turnpike, chartered in 1838, entered Pocahontas County at the crest of Alleghany Mountain, ran through Bartow, and across Cheat Mountain before connecting to the Huttonsville and Huntersville Turnpike in Huttonsville, Randolph County. The turnpike was intersected at Bartow by a public road which ran between there and Huntersville.³ This public road would become State Highway 28. Although not a turnpike, it was in use prior to the Civil War. Along with Green Bank Road (County Route 4), it was used by Union soldiers during the Civil War Battle of Camp Alleghany on October 3, 1861.⁴

Saulsbury Run Road is a rural local road which provides access to residential properties and intersects United States Highway 28. US Highway 28 was listed as the only Class A road in Pocahontas County in the first annual report of the State Road Commission of West Virginia issued in 1919. The subject bridge is located on a short connector road between Saulsbury Run Road (CR 28/1) and Green Bank Road (CR 4/1) to the south. A 1901 USGS topographic map shows that in 1901, the road between Green Bank and Bartow followed this alignment, which was bypassed at some point between 1901 and 1920.

The subject bridge was commissioned by the Pocahontas County Court and built in 1913 by the York Bridge Company of York, Pennsylvania, in association with Frank D. McEnteer as the constructing engineer. McEnteer was born in Reynoldsville, Pennsylvania and attended Harvard School of Engineering, graduating in 1905. He moved to Clarksburg, West Virginia in 1911, where he was the construction engineer of the Palace Furniture Company building, the first reinforced concrete building in West Virginia. From 1912 until 1914, he advertised his services as a contracting engineer specializing in fire-proof buildings and designs in reinforced concrete.⁵ In 1914, McEnteer incorporated the Concrete-Steel Bridge Company with P.M. Harrison, formerly the Clarksburg representative of the York Bridge Company, as partner.⁶ The York Bridge Company was liquidated in 1915.⁷ (Cont.)

¹ William P. McNeel, "Pocahontas County," e-WV: The West Virginia Encyclopedia, last modified May 7, 2015, accessed October 4, 2018. <https://www.wvencyclopedia.org/articles/1876>.

² Price, *Historical Sketches of Pocahontas County, West Virginia*, 58-70.

³ Acts of the General Assembly of Virginia, 1853. Turnpike files, WVDOH offices.

⁴ Update to the Civil War Sites Advisory Commission Report on the Nation's Civil War Battlefields, Final Draft—State of West Virginia.

⁵ The Daily Telegram, Clarksburg West Virginia, Advertisements and Classifieds, February 8, 1912, et. al.

⁶ Emory L. Kemp, *West Virginia's Historic Bridges*, Federal Highway Administration, U.S. Department of Transportation, West Virginia Department of Highways, West Virginia Department of Culture and History, 1984, p. 132.

⁷ The Lock-Haven Express "York Bridge Company Sold" Friday, September 3, 1915, p. 5.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Saulsbury Concrete Arch Bridge

SURVEY NUMBER: PH-0189

PROJECT/FR NUMBER: 38-4/1-0.26

The bridge is a single-span, closed spandrel elliptical arch design built of reinforced concrete. This type of bridge was most commonly used for short spans between the 1890s and the 1920s.⁸ Board forms were used in the casting process. The components of the bridge are the abutments, the superstructure, which was cast in two pieces, and the parapets, which are also cast separately.

The bridge has undergone numerous repairs to address spalling of the concrete and undermining of the abutments. In 1987/88, a concrete collar was formed around the south springing line and shot rock was placed at the end of the downstream wingwall. A concrete collar around north springing line was placed in 1997 by anchoring rebar dowels into the existing concrete. Shot rock was placed at the upstream side of abutment 2 at an unknown date. In 2014 a formed and poured repair was made to the heavily spalled downstream arch ring. Repairs to the damaged corners of the parapets were also made at this time. In 2016 a formed and poured repair was made to a five-foot section of the upstream arch ring near the footing. A wooden cattle guard was installed in 2015-16 by a local landowner on the downstream side.

NRHP Criteria Evaluation: Other than a general association with transportation and area history, the Saulsbury Run Concrete Arch Bridge is not known to be associated with events which have made a significant contribution to broad patterns of the nation's history. It is not related to any of several of historical contexts established for Pocahontas County. It was built in the early 20th century and is not associated with the Civil War history of the area, nor is it associated with the timber industry. The bridge is not eligible for listing in the National Register of Historic Places under Criterion A.

The Saulsbury Run Concrete Arch Bridge is not strongly associated with the lives of persons significant in the past. Frank. D. McEnteer, an engineer of regional significance, was the constructing engineer, however the bridge is not uniquely and specifically associated with McEnteer. It is not eligible for listing in the NRHP under Criterion B.

Extensive and incompatible alterations have compromised the historic integrity of the Saulsbury Run Concrete Arch Bridge, specifically in the aspects of design, materials, workmanship, and feeling. It cannot be said that the bridge embodies the distinctive characteristics of a type, period, or method of construction. Although this bridge was designed or constructed by an engineer or firm whose work is distinguishable on the national level, due to alterations to the design intent and materials, it is not representative of the work of a master, nor does it possess high artistic values. It is not eligible for listing in the NRHP under Criterion C.

The bridge was built in the 20th century of commonplace materials using common construction techniques. It is not eligible for listing in the NRHP under Criterion D.

⁸ Historic Context for Common Historic Bridge Types, 3-65 to 3-66.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Saulsbury Concrete Arch Bridge

SURVEY NUMBER: PH-0189

PROJECT/FR NUMBER: 38-4/1-0.26

References

Acts of the General Assembly of Virginia, 1853. Turnpike files, WVDOH offices, Charleston, West Virginia.

"Battle Summaries: Cheat Mountain; Greenbrier River; Camp Alleghany". Civil War Sites Advisory Committee: American Battlefield Protection Program, National Park Service. Accessed September 28, 2018. <https://www.nps.gov/abpp/civil.htm>.

Bridge Inspection Reports. *Saulsbury Run Arch, Saulsbury Run, Pocahontas County Route 4/1*. West Virginia Division of Highways, Charleston West Virginia. 1994, 2012, 2014, 2016.

Daily Telegram, The. (Clarksburg West Virginia). Advertisements and Classifieds. February 8, 1912, et. al.

Kemp, Emory L. "Frank Duff McEnteer." e-WV: The West Virginia Encyclopedia. Last modified December 7, 2015. Accessed October 4, 2018.

Kemp, Emory L. *West Virginia's Historic Bridges*. Prepared for the Federal Highway Administration, U.S. Department of Transportation, West Virginia Department of Highways, and West Virginia Department of Culture and History. Morgantown, West Virginia: University of West Virginia. 1984.

Lock-Haven Express, The. (Lock-Haven Pennsylvania). "York Bridge Company Sold". Friday, September 3, 1915.

McNeel, William P. "Greenbrier Division." e-WV: The West Virginia Encyclopedia. Last modified February 13, 2012. Accessed September 26, 2018.

McNeel, William P. "Pocahontas County." e-WV: The West Virginia Encyclopedia. Last modified May 7, 2015. Accessed October 4, 2018.

National Park Service. *Update to the Civil War Sites Advisory Commission Report on the Nation's Civil War Battlefields: State of West Virginia*. American Battlefield Protection Program. Washington D.C.: U.S. Department of the Interior. 2010.

Parsons Brinckerhoff and Engineering and Industrial Heritage. *Historic Context for Common Historic Bridge Types*. Prepared for the National Cooperative Highway Research Program, Transportation Research Council, and the National Research Council. 2005.

Price, William T. *Historical Sketches of Pocahontas County*. Marlinton, West Virginia: Price Brothers, Publishers. 1901.

Rice, Otis K. *A History of Greenbrier County, West Virginia*. Hugheston, West Virginia: Author. 1986.

USGS Historical Topographic Map Explorer. *Monterey Quadrangle, 1901, 1:125,000, Cass Quadrangle, 1924, 1:62,500 and Green Bank Quadrangle, 1960, 1979, and 1995 1:24,000*. Accessed September 2018. <http://historicalmaps.arcgis.com/usgs/>

West Virginia State Historic Preservation Office Interactive Map. West Virginia Division of Culture and History. Accessed September 2018. <https://mapwv.gov/shpo/viewer/index.html>.

USDA Forest Service. *Upper Greenbrier Watershed Assessment*. Greenbrier Ranger District, Monongahela National Forest. 2007.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Saulsbury Concrete Arch Bridge
SURVEY NUMBER: PH-0189
PROJECT/FR NUMBER: 38-4/1-0.26



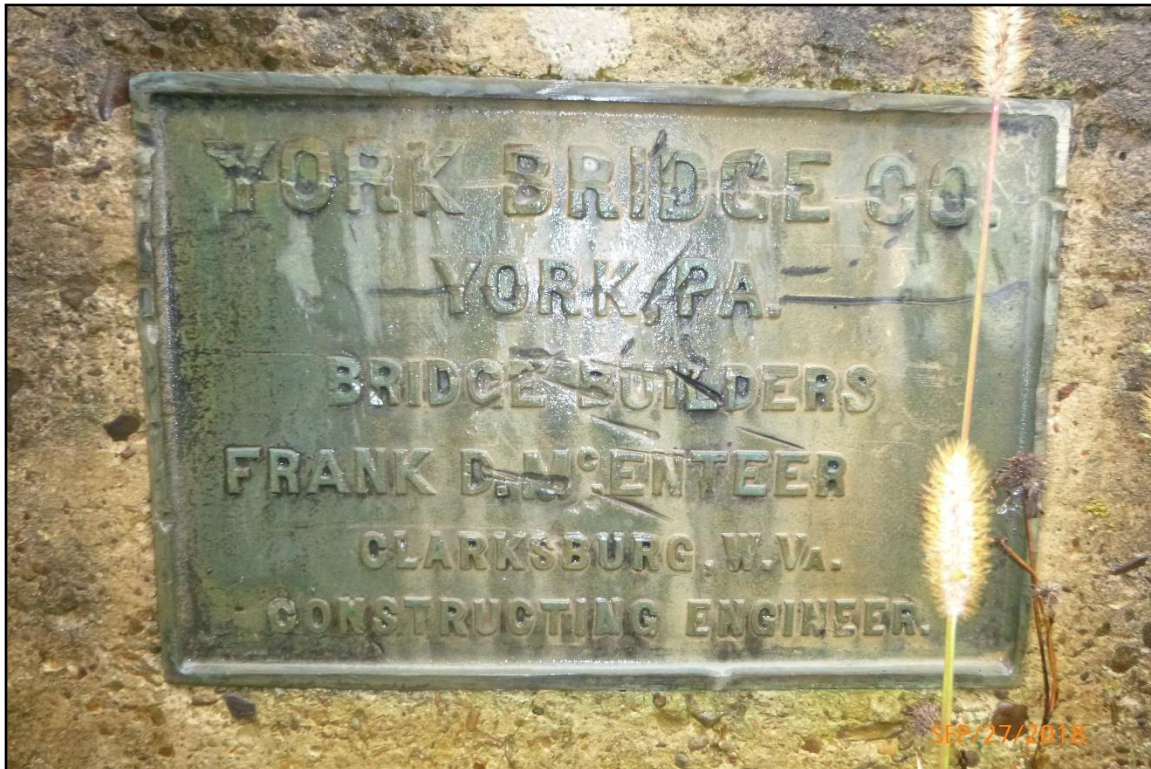
Elevation view,
upstream (east) side.
(Photo WVDOH,
September 2018)



Elevation view,
downstream (west)
side. (Photo WVDOH,
September 2018)

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Saulsbury Concrete Arch Bridge
SURVEY NUMBER: PH-0189
PROJECT/FR NUMBER: 38-4/1-0.26



Detail: bridge plaque.
(Photo WVDOH,
September 2018)



Detail: bridge plaque
(Photo WVDOH,
September 2018)



WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

Division of Highways

1900 Kanawha Boulevard East • Building Five • Room 110
Charleston, West Virginia 25305-0430 • (304) 558-3505

Byrd E. White, III
Secretary of Transportation

Jimmy Wriston, P. E.
Deputy Secretary/
Acting Commissioner

Receipt of Plaque(s)

For

Saulsbury Run Arch Bridge (38-^{4/1}3/4-0.26)

I have received the plaque(s) for
Saulsbury Run Arch Bridge

Joseph W. Smith Pres
Pocahontas County Historical Society (signature/date)
6-5-19

I have delivered the plaque(s) for
Saulsbury Run Arch Bridge

Ronald Klavich
WVDOH District 8 (signature/date)