

**STATE LEVEL HISTORIC DOCUMENTATION REPORT
BARBOUR COUNTY MAINTENANCE HEADQUARTERS SHED
BARBOUR COUNTY, WEST VIRGINIA
STATE PROJECT No. 1-119-10.44**



Prepared by:

Ahleah Boise

West Virginia Department of Transportation
Division of Highways
Engineering Division
Environmental Section
January 2026

STATE LEVEL HISTORIC DOCUMENTATION
BARBOUR COUNTY MAINTENANCE HEADQUARTERS SHED

Location: Near US Route 119 in Barbour County, West Virginia
USGS Philippi Quadrangle

Date of Construction: 1941

Builder: Works Projects Administration employees under sponsorship of the State
Road Commission of West Virginia

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

Present Use: Storage shed

Significance: The Barbour County Maintenance Headquarters is significant for its association with the Works Projects Administration, a New Deal-era work program with a significant presence in West Virginia. The storage shed is a contributing structure on the complex, which is eligible for listing in the National Register of Historic Places.

Project Information: The project has been undertaken to provide better clearance for maintenance vehicles at the site. This documentation was undertaken in December 2025 in accordance with a Memorandum of Agreement between the West Virginia Department of Transportation and the West Virginia State Historic Preservation Office. These measures are required prior to deconstruction of this contributing structure within a National Register eligible complex. The deconstruction of the shed is planned for 2026.

Ahleah Boise, Environmental Resource Specialist, Senior
West Virginia Division of Highways
Charleston, WV 25305
January 2026

The Barbour County Maintenance Headquarters was built in 1940-41 on land that was deeded to the State Road Commission in 1939 by Isaac McDaniels Jr., “for the purpose of building, constructing, and maintaining a state garage, containing 2.0 acres.” Two adjacent parcels were acquired by the State Road Commission in 1968 and contain salt sheds and gravel piles.

The construction of the Barbour County Headquarters utilized Works Projects Administration (WPA) labor. The agency, (known as the Works Progress Administration until 1939) was established by President Franklin Delano Roosevelt and Congress in May of 1935 to provide jobs and economic relief to a nation wracked by the Great Depression. The agency directly employed workers at a rate below the prevailing wage, to provide an income to those who would have otherwise been recipients of government relief. While the programs funded by the WPA were far reaching and included among them arts, airport construction, social work, and municipal orchestras, the majority of WPA workers were employed to complete small construction and infrastructure projects. The first administrator of the WPA in West Virginia was Frank Witcher McCullough of Huntington, who was appointed by WPA director Harry Hopkins in 1935. He was succeeded by Joseph Newman Alderson of Alderson in 1937.¹ Despite significant political infighting in West Virginia over the control and administration of the agency and its funds, the WPA operated in the state until 1942, at which time the WWII war effort alleviated the need for social relief programs.² In the *Report on Progress of the WPA Program* published in June 1940, it was noted that “Employment on construction projects as a group tends to be the largest, relatively, in the rural counties...in the rural areas road work constituted almost two thirds of the total”.³ West Virginia was no exception, with 60 percent of WPA fund expenditures in 1940 being devoted to projects on highways, roads, and streets.⁴

In 1939, the Department of Roadside Development, a division within the West Virginia State Road Commission, standardized plans for county headquarters buildings and grounds. This was part of an effort to professionalize the image of the agency. The plans included size and construction details for the combined office and garage building with a curved roof, as well as plans for storage buildings. The plans included layout for a model lot and landscaping instructions, emphasizing fastidious attention to the appearance of the headquarters. It was reported in the State Road Commission Report of 1939 that “experience has shown that the kind of housekeeping at a county headquarters is, in almost every instance, an accurate criterion of the class of work being done in the county”.⁵ Between 1939 and 1941, at least five new county headquarters were built using these plans including those in Calhoun County, Barbour County, Pocahontas County, Upshur County, and Gilmer County.

The headquarters is set on a slightly sloped, 3.5-acre parcel on the east side of US Highway 119. It consists of three stone masonry buildings including a one-bay, curved roof garage, a storage building to the east of the garage, and the former gas house, which is also currently used for storage. The surrounding neighborhood has low-density residential development dating to 1970-2000s.

The largest of the three stone masonry buildings is a combination garage and office measuring 86 feet by 66 feet. The façade of this building faces WV 119. It is one story with a poured concrete base and foundation, regular coursed ashlar stone walls, and a rolled asphalt roof. The roof line over the garage

¹ Jerry Bruce Thomas, “Works Progress Administration (WPA).” e-WV: The West Virginia Encyclopedia. May 8, 2014, accessed June 24, 2024.

² Jerry Bruce Thomas, *An Appalachian New Deal: West Virginia in the Great Depression*, 140-152.

³ Report on progress of the WPA program / Federal Works Agency, Work Projects Administration, June 1940, 147.

⁴ Ibid., 62.

⁵ Annual Report of the State Road Commission of West Virginia, 1939, 28-29.

is bowed to allow for more height. The garage is three bays wide with one overhead door in the center. The overhead door has a concrete lintel. The overhead door is flanked on one side by paired one-over-one vinyl windows with concrete sills and lintels, and on the other side by a door and window. The office, in the south wing of the building, has a sloping roof and is one bay wide. The door is centered in the wing and is flanked on each side by a one-over-one vinyl window with concrete sills and lintels. The walls are built of rusticated stone, with interior wood framing. The north elevation of the garage has six window openings with one-over-one vinyl windows. The east (rear) elevation has a centered garage overhead door with a concrete lintel and the same door and window configuration as the façade. The original 12-pane metal windows are extant on this elevation. The south elevation shows that the original stone-wall office section of the building originally extended to only half the length of the garage. A red brick addition with a metal door and several windows has been built onto the rear of the office.

The former gas house is located just south of the garage/office building. It is square in plan and measures 12 feet by 12 feet. It is a one-story, rusticated stone masonry building on a poured concrete foundation with a gabled roof. A wooden cornice terminates with eave returns. There is a nine-light wooden door in a wood casing with a concrete header in the west elevation. Fenestration includes eight-pane, fixed metal frame windows with concrete lintels and sills in the north and south elevations, and a four-pane metal frame window in the east elevation. The roof is of standing seam metal.

A storage building is located northeast of the garage. This building has a rectangular plan and measures 24 feet by 34 feet. Like the gas house, it is a one-story, rusticated stone masonry building with a poured concrete foundation and a standing seam metal roof. A wide, hinged wood door with a concrete lintel is on the south elevation. On the west and east elevations there are two eight-over-eight metal windows with concrete sills and lintels and on the north elevation there are two four-pane fixed metal windows with concrete sills and lintels.

A salt barn is located south of the garage complex. It is a double-height, gable front, single bay frame building that is open at the west elevation. It holds salt used in ice removal. A shed roofed gravel bay is appended to the north elevation.

This complex was at the time of its construction, the Barbour County Headquarters for the State Road Commission. It is one of several similar county headquarters built at a time when the State Road Commission was expanding and bringing county roads into the state road system. The BCMH is significant under Criterion A for its association with the development of transportation in West Virginia and the institutional development of the State Road Commission, later to be named the Division of Highways. It was also built by workers employed by the Works Projects Administration, a New Deal-era work-relief program. The simple, functional design of the BCMH complex buildings and the stone masonry construction embody the distinctive characteristics of WPA construction in the state.

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Philippi Quadrangle; scale 1:62,500.

1904; eds. 1914, 1954.

1928; eds. 1940

1942; eds. 1950.

Philippi Quadrangle; scale 1:24,000

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State Route 119
Barbour County, West Virginia

Photographer: Ahleah Boise, WVDOH

September 17, 2025

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Barbour County Maintenance HQ Shed 2	North elevation of storage shed
Barbour County Maintenance HQ Shed 3	East elevation of storage shed
Barbour County Maintenance HQ Shed 4	South elevation of storage shed
Barbour County Maintenance HQ Shed 5	Three-quarter view of shed, view southeast
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Barbour County Maintenance HQ Shed 10	Detail of lighting attached to west elevation



Photo 1
Barbour County Maintenance HQ Shed
Barbour County
State Route 119
Façade (west elevation) of storage shed



Photo 2
Barbour County Maintenance HQ Shed
Barbour County
State Route 119
North elevation of storage shed



Photo 3
Barbour County Maintenance HQ Shed
Barbour County
State Route 119
East elevation of storage shed



Photo 4
Barbour County Maintenance HQ Shed
Barbour County
State Route 119
South elevation of storage shed



Photo 5
Barbour County Maintenance HQ Shed
Barbour County
State Route 119
Three-quarter view of shed, view southeast



Photo 6
Barbour County Maintenance HQ Shed
Barbour County
State Route 119
Three-quarter view of shed, view southwest



Photo 7
Barbour County Maintenance HQ Shed
Barbour County
State Route 119
Detail of steel window and concrete sill and lintel on south elevation



Photo 8
Barbour County Maintenance HQ Shed
Barbour County
State Route 119
Detail of steel window and concrete sill and lintel on east elevation



Photo 9
Barbour County Maintenance HQ Shed
Barbour County
State Route 119
Detail of stone masonry corner



Photo 10
Barbour County Maintenance HQ Shed
Barbour County
State Route 119
Detail of lighting attached to west elevation

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Memorandum of Agreement
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**MEMORANDUM OF AGREEMENT
BY AND AMONG
THE WEST VIRGINIA STATE HISTORIC PRESERVATION OFFICER
AND THE WEST VIRGINIA DIVISION OF HIGHWAYS
REGARDING
IMPLEMENTATION OF
THE BARBOUR COUNTY MAINTENANCE HEADQUARTERS
SHED REMOVAL PROJECT
STATE PROJECT # 1-119-10.044
FEDERAL PROJECT N/A
BARBOUR COUNTY, WEST VIRGINIA
NOVEMBER 2025**

WHEREAS, The West Virginia Division of Highways (WVDOH), proposes to demolish the Barbour County Maintenance Headquarters Storage Shed, a building within the Barbour County Maintenance Headquarters complex in the vicinity of Philippi in Barbour County, West Virginia, hereinafter referred to as the Project. The project will remove the storage shed; and

WHEREAS, the WVDOH has determined that the Project will have an adverse effect upon the Barbour County Maintenance Headquarters Storage Shed, a contributing element within the Barbour County Maintenance Headquarters complex, a resource eligible for listing in the National Register of Historic Places (NRHP); and

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

WHEREAS, The WVDOH has contacted the Barbour County Historical Museum and Preservation Alliance of West Virginia. None of the aforementioned groups have indicated their desire to be consulting parties; and

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 WVDOH shall ensure that the following stipulations are carried out:

I. Barbour County Maintenance Headquarters Storage Shed Stipulations

- a. The Barbour County Maintenance Headquarters Storage Shed will be documented in its present historic setting. The documentation package will include color digital photos 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 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.
- b. 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 buildings from WVDOH files.
- c. Stones removed from the building will be repurposed for a planter box at the existing facility, and additional stones will be stored to be incorporated into future facility construction projects.
- d. The Barbour County Maintenance Headquarters Storage Shed will be documented on the West Virginia Division of Highways historic resource website, Highways Through History.

II. 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 the undertaking, the WVDOH shall execute an MOA pursuant to 36 CFR 800.6. Prior to such time, WVDOH may consult with other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VI below. WVDOH shall notify the signatories as to the course of action it will pursue.

III. 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 WVDOH has developed and implemented an appropriate treatment plan in consultation with the WVSHPO pursuant to 36 CFR 800.13 (b).

IV. Monitoring and Reporting

Each year following the execution of this MOA until it expires or is terminated, WVDOH 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

Barbour County Maintenance HQ Shed
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disputes and objections received in WVDOH's efforts to carry out the terms of this MOA.

V. 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, WVDOH shall consult with such party to resolve the objection.

VI. 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 WVSHPO.

VII. 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 VI, 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, WVDOH must execute a MOA pursuant to 36 CFR 800.6. WVDOH shall notify the signatories of the newly executed MOA.

EXECUTION of the Memorandum of Agreement by the WVSHPO and the WVDOH, and implementation of its terms evidence that the WVDOH has afforded the WVSHPO an opportunity to comment on the Barbour County Maintenance Headquarters Storage Shed Project and its effects on historic properties, and that the WVDOH has taken into account the effects of the undertaking on the historic properties.

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Signatories Page



West Virginia Deputy State Historic Preservation Officer
Meredith C. Dreistadt, Acting Deputy SHPO

12/10/2025

Date



West Virginia Division of Highways

12/16/2025

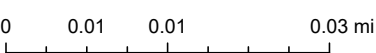
Date

Barbour County Maintenance HQ Shed-WVSHPO Map



September 2, 2025

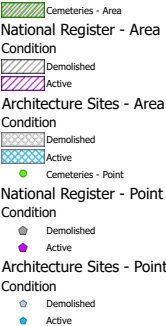
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U.S. 250th Anniversary – Predates 1800 (National Register Polygon)

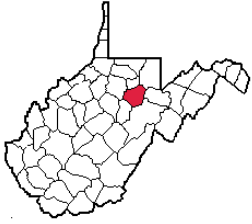


U.S. 250th Anniversary – Predates 1800 (National Register Point)



Notes:

WVGISTC, WVSHPO



Internal Rating: _____

WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address 1439 Mansfield Drive (State Route 119)	Common/Historic Name/Both X O O Barbour County Maintenance Headquarters	Field Survey #	Site # (SHPO Only) BB-0981	
Town or Community Philippi	County Barbour	Negative No.	NR Listed Date N/A	
Architect/Builder Works Projects Administration	Date of Construction 1940-41	Style Other		
Exterior Siding/Materials Stone	Roofing Material Rolled Asphalt/Standing seam metal	Foundation Stone		
Property Use or Function Residence O Commercial O Other X Transportation UTM# Zone 17S, NAD83 580752.41 m E , 4333026.95 m N	Photograph 			
Survey Organization & Date WVDOH, September 2025				Quadrangle Name Philippi
Part of What Survey/FR# Barbour County Maintenance HQ Shed Removal 1-119-10.044				

Sketch Map of Property
Or Attach Copy of USGS Map



Site No.



WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME: Barbour County Maintenance Headquarters

SURVEY NUMBER: BB-0981

(Cont.)

Describe All Outbuildings

Former Gas House- The former gas house is square in plan and measures 12' x 12'. It is a one-story, rusticated stone building on a poured concrete foundation with a gabled roof. A wooden cornice terminates with eave returns. There is a nine-light wooden door in a wood casing with a concrete header in the west elevation. Fenestration includes eight-pane, fixed metal frame windows with concrete lintels and sills in the north and south elevations, and a four-pane metal frame window in the east elevation. The roof is of standing seam metal.

Storage building- A storage building is located northeast of the garage. This building has a rectangular plan and measures 24' x 34'. Like the gas house, it is a one-story, rusticated stone building with a poured concrete foundation and a standing seam metal roof. A wide, hinged wood door with a concrete lintel is on the south elevation. On the west and east elevations there are two eight-over-eight metal windows with concrete sill and lintels and on the north elevation there are two four-pane fixed metal windows with concrete sills and lintels.

Salt Barn- A salt barn is located south of the garage complex. It is a double-height, gable front, single bay frame building that is open at the west elevation. It holds salt used in ice removal. A shed roofed gravel bay is appended to the north elevation.

Statement of Significance: The Barbour County Maintenance Headquarters was built as a county headquarters in 1940-41 on land that was deeded to the State Road Commission in 1939 by Isaac McDaniels Jr., "for the purpose of building, constructing, and maintaining a state garage, containing 2.0 acres." Two adjacent parcels were acquired by the State Road Commission in 1968 and contain salt sheds and gravel piles.

The construction of the Barbour County headquarters utilized Works Projects Administration (WPA) labor. The agency, (known as the Works Progress Administration until 1939) was established by President Franklin Delano Roosevelt and Congress in May of 1935 to provide jobs and economic relief to a nation wracked by the Great Depression. The agency directly employed workers at a rate below the prevailing wage, to provide an income to those who would have otherwise been recipients of government relief. While the programs funded by the WPA were far reaching and included among them arts, airport construction, social work, and municipal orchestras, the majority of WPA workers were employed to complete small construction and infrastructure projects. The first administrator of the WPA in West Virginia was Frank Witcher McCullough of Huntington, who was appointed by WPA director Harry Hopkins in 1935. He was succeeded by Joseph Newman Alderson of Alderson in 1937.¹ Despite significant political infighting in West Virginia over the control and administration of the agency and its funds, the WPA operated in the state until 1942, at which time the WWII war effort alleviated the need for social relief programs.² In the *Report on Progress of the WPA Program* published in June 1940, it was noted that "Employment on construction projects as a group tends to be the largest, relatively, in the rural counties...in the rural areas road work constituted almost two thirds of the total".³ West Virginia was no exception, with 60 percent of WPA fund expenditures in 1940 being devoted to projects on highways, roads, and streets.⁴

In 1939, the Department of Roadside Development, a division within the West Virginia State Road Commission, standardized plans for county headquarters buildings and grounds. This was part of an effort to professionalize the image of the agency. The plans included size and construction details for the combined office and garage building with a curved roof, as well as plans for storage buildings. The plans included layout for a model lot and landscaping instructions, emphasizing fastidious attention to the appearance of the headquarters. It was reported in the State Road Commission Report of 1939 that "experience has shown that the kind of housekeeping at a county headquarters is, in almost every instance, an accurate criterion of the class of work being done in the county".⁵ Between 1939 and 1941, at least five new county headquarters were built using these plans including those in Calhoun County, Barbour County, Pocahontas County, Upshur County, and Gilmer County.

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WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME: Barbour County Maintenance Headquarters

SURVEY NUMBER: BB-0981

NRHP Criteria Evaluation: The Barbour County Maintenance Headquarters (BCMh) complex was at the time of its construction the Barbour County headquarters for the State Road Commission. It is one of several similar county headquarters built at a time when the State Road Commission was expanding and bringing county roads into the state road system. The BCMh is significant under Criterion A of the National Register of Historic Places (NRHP) for its association with the development of transportation in West Virginia, and the institutional development of the State Road Commission, later to be named the Division of Highways. It is also significant for its association with the Works Projects Administration, a New Deal-era work-relief program.

An association between the BCMh and the life of any person significant in history was not found through historical research and public outreach. It is not eligible for listing in the NRHP under Criterion B.

This complex was built in 1940-41 by Works Projects Administration workers under the sponsorship of the State Road Commission. The simple, functional design of the BCMh complex buildings and the stone masonry construction embody the distinctive characteristics of WPA construction in the state. The BCMh is eligible for the National Register under Criterion C.

Built in the mid-20th century using commonplace tools, methods, and materials, the BCMh is not likely to yield information important to the understanding of history or prehistory. It is not eligible for listing in the NRHP under Criterion D.

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME: Barbour County Maintenance Headquarters

SURVEY NUMBER: BB-0981

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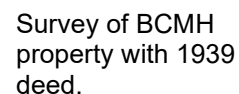
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NAME: Barbour County Maintenance Headquarters
SURVEY NUMBER: BB-0981



WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME: Barbour County Maintenance Headquarters
SURVEY NUMBER: BB-0981



South and west elevation view of BCMH garage and office building.



Façade (west elevation) of BCMH garage and office building.

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME: Barbour County Maintenance Headquarters
SURVEY NUMBER: BB-0981



North elevation and façade of BCMH garage and office building.



Former gas house located south of garage building, west (façade) and north elevation.

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME: Barbour County Maintenance Headquarters
SURVEY NUMBER: BB-0981



West elevation
(façade) of former
gas house.



Former gas
house, north and
east elevations.

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME: Barbour County Maintenance Headquarters
SURVEY NUMBER: BB-0981



Storage building,
west and south
elevations.



Storage building,
north and west
elevations.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Barbour County Maintenance Headquarters
SURVEY NUMBER: BB-0981



Construction plaque located on façade of garage and office building.



Salt barn and gravel shed located south of main complex.