

State Level Historic Documentation Report

State Project No. 13-39-6.83

3rd Bridge North Fork Cherry River Greenbrier County



Prepared by:

Randy Epperly, Historian

Department of Transportation
Division of Highways
Engineering Division
Environmental Section

July 9, 2019

STATE LEVEL HISTORIC DOCUMENTATION
3RD BRIDGE NORTH FORK CHERRY RIVER

Location: West Virginia Route 39, spanning North Fork Cherry River
Greenbrier County
West Virginia

USGS Fork Mountain Quadrangle

Date of Construction: 1945

Builder: Orders Construction Company

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

Present Use: Vehicular Bridge

Significance: 3rd Bridge North Fork Cherry River is eligible for the National Register of Historic Places under Criterion A for its significant association with World War II and the completion of WV Route 39.

Project Information: The project has been undertaken due to its poor condition and deficiencies of the structure. The project will provide a new bridge crossing the North Fork Cherry River. The existing bridge is rated as poor and is in a deteriorating condition. The existing bridge warrants replacement. The documentation was undertaken in January 2019 in accordance with a Memorandum of Agreement among the Federal Highway Administration, West Virginia Department of Transportation, West Virginia State Historic Preservation Office. The bridge is scheduled to be replaced in 2023.

Original bridge plans are included.

Randy Epperly, Historian
West Virginia Division of Highways
Charleston, WV 25305
July 9, 2019

3rd Bridge North Fork Cherry River is located in Greenbrier County and carries West Virginia Route 39 over North Fork Cherry River within the Monongahela National Forest. The bridge consists of a steel stringer or girder with a concrete deck. It is supported by two concrete abutments and two concrete piers. It is 116 feet long and has a 26 foot roadway width. The railings consist of concrete open parapets with guardrail along the approaches. The bridge is posted for weight restrictions. It was designed by WVDOH and built in 1945 by Orders Construction Company.

3rd Bridge North Fork Cherry River is eligible for the National Register of Historic Places under Criterion A for its significant association with World War II and the completion of WV Route 39.

The existing bridge is seriously deteriorated. The structure's condition is rated as poor. The abutments, piers, and wingwalls all show spalling, cracking, failure, and exposed reinforcing steel. The superstructure shows heavy rust and section loss. The deck shows cracking, spalling, delaminations, and heavy efflorescence (Bridge Inspection Report, 2017).

The WV Historic Bridge Survey states during the World War II years federally funded projects were put on hold due to the war. State projects continued but concrete was often used as steel was rationed for the war effort. Completion of WV Route 39 remained an important project though as it was deemed a shortcut from Charleston to Washington D.C. Despite the shortage of steel 3rd Bridge North Fork Cherry River was constructed using steel beams. The Federal-Aid Highway Act of 1944 provided funding for roadway construction following the war. West Virginia had to balance construction of new roads along with maintenance of existing roads. WV Route 39, including 3rd Bridge North Fork Cherry River, remained a priority and was completed shortly after the war (WV Historic Bridge Survey p.23-24).

The Monongahela National Forest was established through the 1911 Weeks Act. The forest was officially designated in 1920 and expanded south into the area of 3rd Bridge North Fork Cherry River in the 1930s. Currently the Monongahela National Forest covers over 919,000 acres in ten West Virginia counties (United States Department of Agriculture).

Steel girder and steel stringer bridges were built first in the late 1800s as longer lasting structures compared to timber bridges. Steel stringer bridges consisted of parallel I-beams running the length of the bridge. This was an extremely popular bridge type and was constructed across the state. Although they were first built in the 1800s, their popularity greatly increased during the 1930s (WV Historic Bridge Survey, p. 73-74).

BIBLIOGRAPHY

KCI Technologies and Mead & Hunt Inc. West Virginia Statewide Historic Bridge Survey: Final Survey Report. April 2015.

New South Associates. *Historic Property Management Plan. Monongahela National Forest West Virginia*. 1 March 2005.

United States Department of Agriculture. Forest Service. Monongahela National Forest.
www.fs.usda.gov/main/mnf/about-forest Retrieved 7 January 2019.

West Virginia Division of Highways. 3rd Bridge North Fork Cherry River. Inspection Report. 2017.

STATE LEVEL HISTORIC DOCUMENTATION
INDEX TO PHOTOGRAPHS

3rd Bridge North Fork Cherry River
WV Route 39
North Fork Cherry River
Greenbrier County, West Virginia

Photographer: Randy Epperly

February 2018

3 RD BRIDGE NORTH FORK CHERRY RIVER-1	View of bridge looking west.
3 RD BRIDGE NORTH FORK CHERRY RIVER-2	View of bridge looking east.
3 RD BRIDGE NORTH FORK CHERRY RIVER-3	View of upstream side of bridge.
3 RD BRIDGE NORTH FORK CHERRY RIVER-4	View of downstream side of bridge.
3 RD BRIDGE NORTH FORK CHERRY RIVER-5	View of bridge parapets.



Photo #1



Photo #2



Photo #3



Photo #4



Photo #5

**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 3RD BRIDGE NORTH FORK CHERRY
RIVER REPLACEMENT PROJECT
STATE PROJECT #13-39-6.83
GREENBRIER COUNTY, WEST VIRGINIA
AUGUST 2018**

WHEREAS, the Federal Highway Administration (FHWA), in cooperation with the West Virginia Division of Highways (WVDOH), proposes to replace the 3RD Bridge North Fork Cherry River, hereinafter referred to as the Project. The project will replace the existing bridge with a new bridge; and

WHEREAS, the FHWA has determined that the Project will have an adverse effect upon the 3rd Bridge North Fork Cherry River, 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, Monongahela National Forest, and Greenbrier County Historical Society and received a response from the Monongahela National Forest regarding the need for a special use permit on work outside of WVDOH right of way; 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.

STIPULATIONS

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

3rd Bridge North Fork Cherry River Replacement Project

- I. The 3rd Bridge North Fork Cherry River will be documented in its present historic setting. The documentation package will include 5"x7" black and white digital prints in accordance with the National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion of January 2009. 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 Greenbrier County Public Library a copy of the 3rd Bridge North Fork Cherry River State Level Historic Documentation for references and educational purposes.
- IV. 50 color brochures of the 3rd Bridge North Fork Cherry River will be developed by the WVDOH and distributed to the Greenbrier County 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 library to print brochures when the original total has been exhausted.
- V. The 3rd Bridge North Fork Cherry River 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 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.

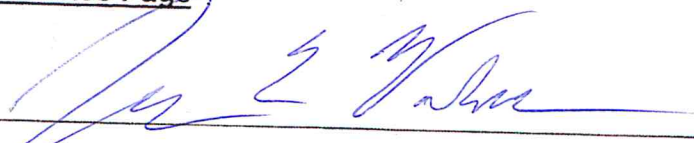
XI. Termination

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 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 3rd Bridge North Fork Cherry River 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.

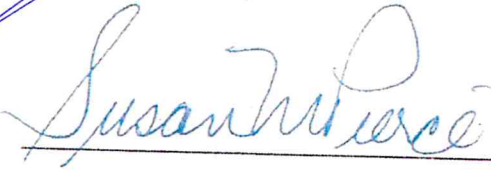
Signatories Page



Federal Highway Administration

12/11/18

Date



West Virginia Deputy State Historic Preservation Officer

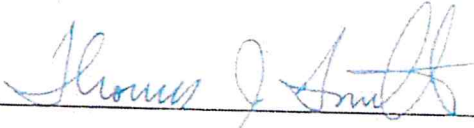
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Date

Advisory Council on Historic Preservation

Date

INVITED SIGNATORY:



West Virginia Division of Highways

10-5-18

Date

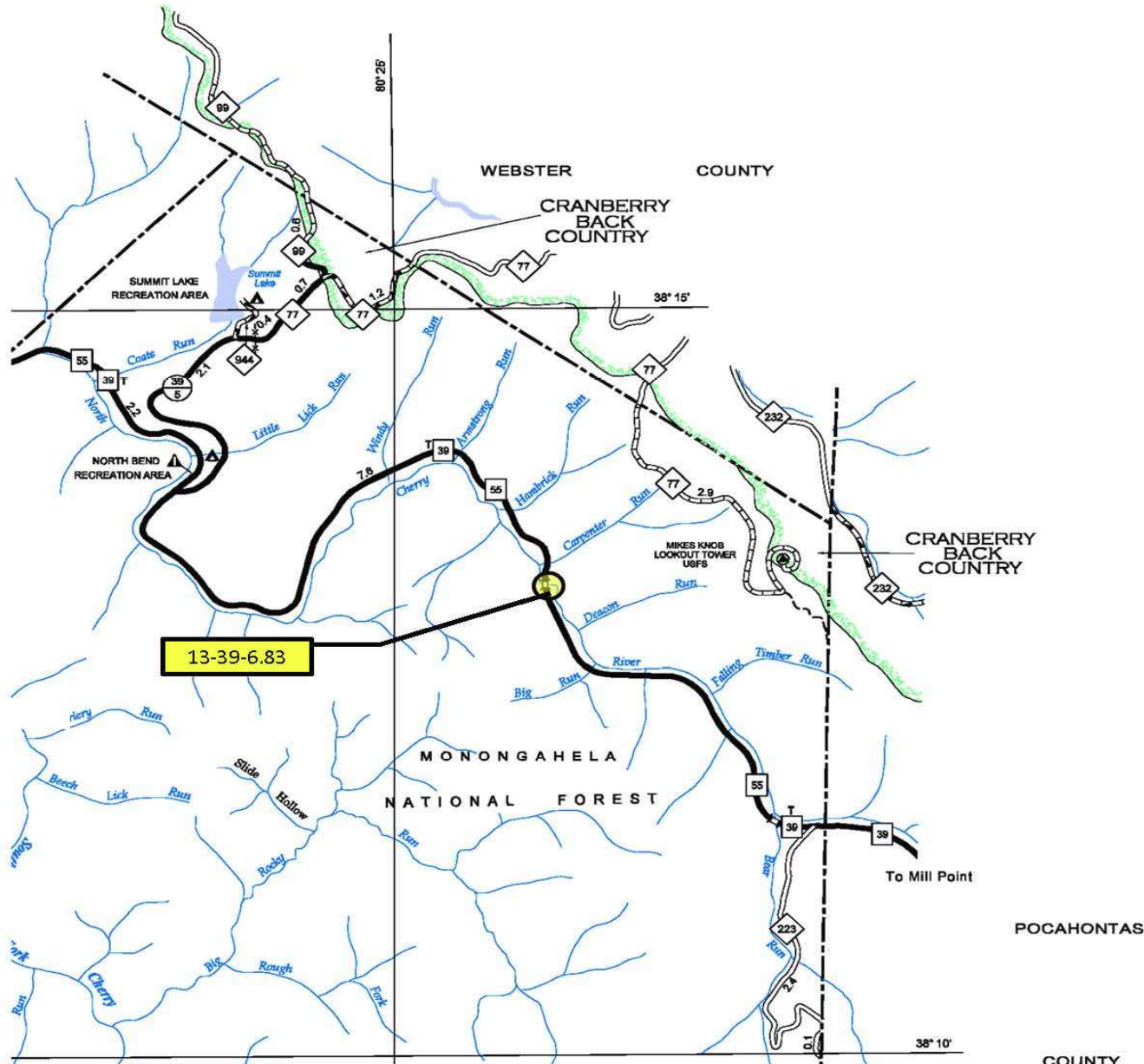


West Virginia Division of Highways Maps

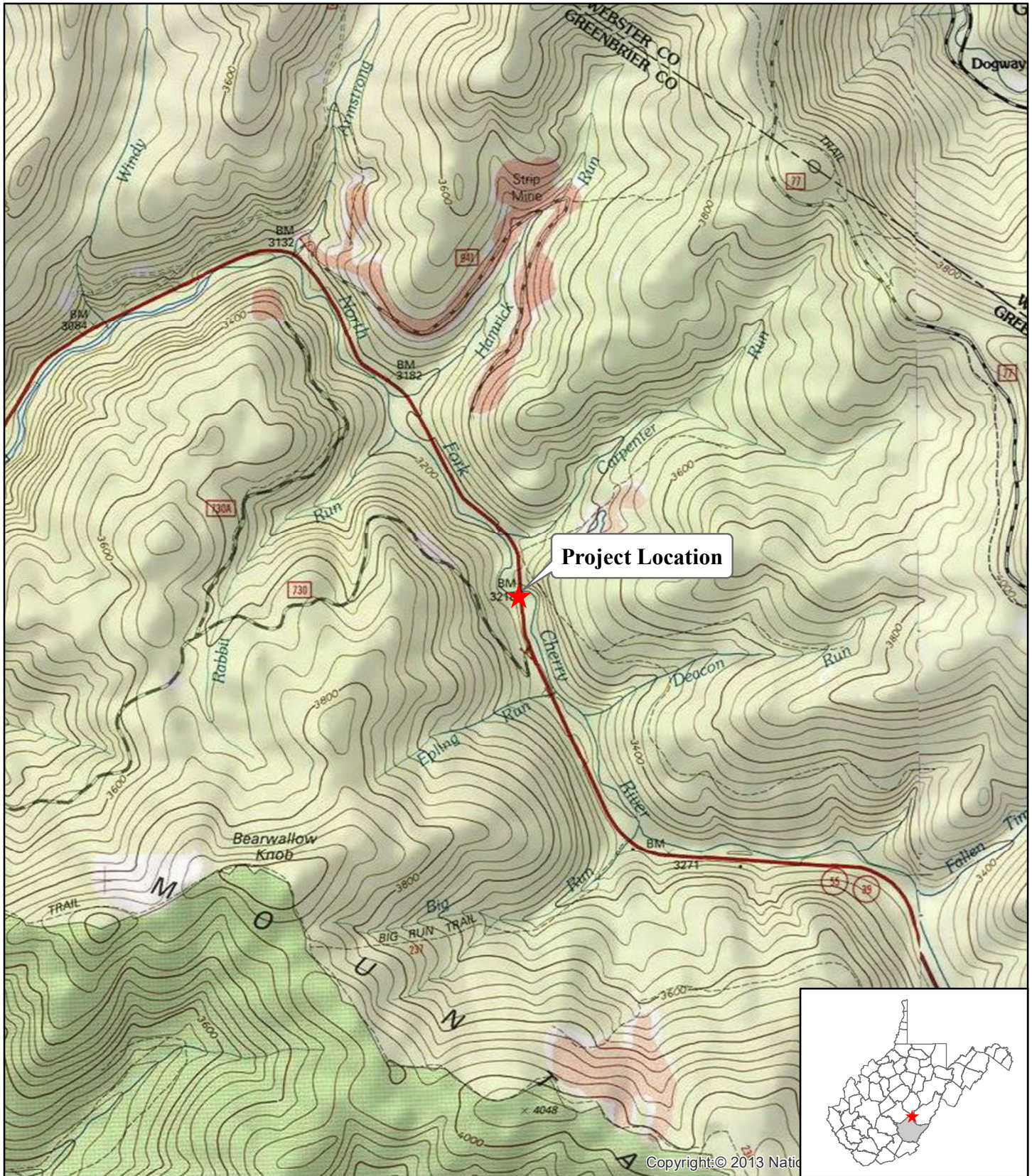
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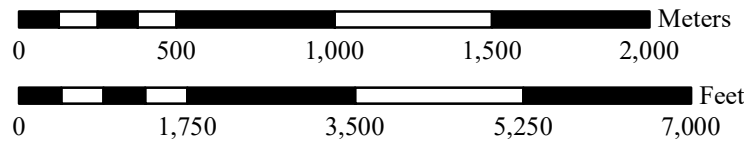
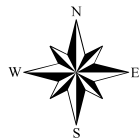
Date : 10/11/2017



3rd Bridge North Fork Cherry River State Project # 13-39-6.83



Greenbrier County
Fork Mountain 7.5'
Topographic Quadrangle



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WV 39

39

3rd Bridge North Fork
Cherry River

Highland Scenic Hwy

3rd Bridge North Fork Cherry River
Greenbrier County
13-39-6.89
WVDOH
Engineering Division
Environmental Section
Randy Epperly
March 13, 2018

NATIONAL REGISTER EVALUATION INFORMATION

National Register Determination Undetermined **Reason Not Evaluated**

National Register Determination Date


This bridge has an association with a historic transportation system, program, event, trend, or policy identified through contextual research and survey activities. Further research is needed to determine whether the bridge is eligible for the National Register under Criterion A. This bridge is not eligible for the National Register under Criterion C as it does not illustrate the evolution or transition of a bridge type or an important variation in design, fabrication, or construction of a bridge type. Additionally, it is not a distinguishable representation of a master's work and does not possess high artistic value as identified through contextual research.

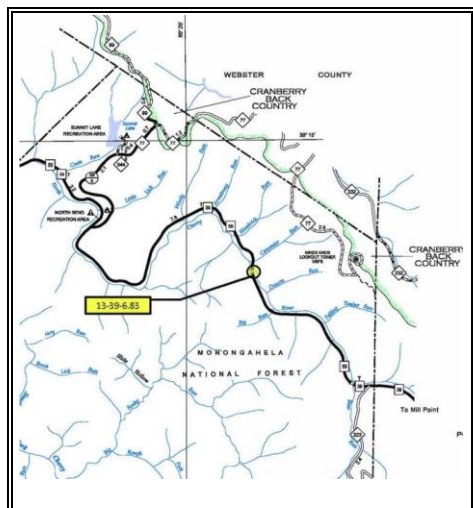


West Virginia Historic Bridge Inventory Form
Form Prepared By Mead & Hunt and KCI
Form Preparation Date 2013



WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Located along WV Route 39, spanning North Fork Cherry River	Common/Historic Name/Both <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> 3rd Bridge North Fork Cherry River	Field Survey # HPI #1	Site # (SHPO Only) GB-0452
Town or Community Between Richwood and Millpoint	County Greenbrier	Negative No.	NR Listed Date
Architect/Builder Orders Construction Company WVDOH	Date of Construction 1945	Style (SHPO Only)	
Exterior Siding / Materials Steel Stringer/Girder	Roofing Material Deck: Concrete overlaid with asphalt	Foundation Abutments: Concrete Piers: Concrete	
Property Use or Function Transportation	UTM Zone17 NAD 1981 Easting 552945E Northing 4230386N		
	Quadrangle Name Fork Mountain		
Survey Organization & Date WVDOH February 2018	Part of What Survey / FR# State County Route 13-39-6.83		



Name: 3rd Bridge North Fork Cherry River**Survey #:** GB-0452**Survey / FR#:** State County Route: 13-39-6.83

Present Owners WVDOH	Owners Mailing Address 1900 Kanawha Blvd., E Charleston, WV 25305
Describe Setting Acres <input type="checkbox"/> Archaeological Artifacts Present The bridge is located in a rural setting along WV Route 39 in Greenbrier County. It is located between Richwood, Nicholas County and Mill Point, Pocahontas County. The bridge is located within the Monongahela National Forest and a parking lot/picnic area is located next to the bridge.	
Description of Buildings or Site (Original and Present)	Stories Front Bays The bridge consists of a steel stringer or girder with a concrete deck. It is supported by two concrete abutments and two concrete piers. It is 116 feet long and has a 26 foot roadway width. The railings consist of concrete open parapets with guardrail along the approaches. The bridge is posted for weight restrictions. The existing bridge is seriously deteriorated. The structure's condition is rated as poor. The abutments, piers, and wingwalls all show spalling, cracking, failure, and exposed reinforcing steel. The superstructure shows heavy rust and section loss. The deck shows cracking, spalling, delaminations, and heavy efflorescence.
Alterations <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe	
Additions <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, describe	
Describe All Outbuildings N/A	
Statement of Significance: See Continuation Sheet	
Bibliographical References KCI Technologies and Mead & Hunt Inc. West Virginia Statewide Historic Bridge Survey: Final Survey Report. April 2015. West Virginia Division of Highways. 3 rd Bridge North Fork Cherry River. Inspection Report. 2017.	
Form Prepared By: Date: July 2019 Name/Organization: Randy Epperly Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305 Phone #: 304-558-9385	

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

Name: 3rd Bridge North Fork Cherry River
Survey Number: GB-0452
Project / FR#: State County Route: 13-39-6.83

3rd Bridge North Fork Cherry River was inventoried by Mead & Hunt and KCI in 2013 as part of the WV Historic Bridge Survey. The inventory states the bridge has a World War II association and further research was needed to determine eligibility under Criterion A. The inventory also stated the bridge was not eligible under Criterion C as it is not the work of a master builder nor does it have significance as an example of a design or construction. Very little has changed since the 2013 inventory but listed below is an updated statement of significance and photos.

The WV Historic Bridge Survey determined the 3rd Bridge North Fork Cherry River needed further research to determine eligibility under Criterion A. The survey stated the bridge has an association with World War II. Further research has determined the bridge has a significant association with World War II as it was built in order to help complete WV Route 39. The WV Historic Bridge Survey states during the World War II years federally funded projects were put on hold due to the war. State projects continued but concrete was often used as steel was rationed for the war effort. Completion of WV Route 39 remained an important project though as it was deemed a shortcut from Charleston to Washington D.C. Despite the shortage of steel 3rd Bridge North Fork Cherry River was constructed using steel beams. The Federal-Aid Highway Act of 1944 provided funding for roadway construction following the war. West Virginia had to balance construction of new roads along with maintenance of existing roads. WV Route 39, including 3rd Bridge North Fork Cherry River, remained a priority and was completed shortly after the war. Therefore, the bridge is eligible under Criterion A of the National Register for its association with World War II (WV Historic Bridge Survey p.23-24).

The bridge is not known to have been associated with the productive period of some notable person's life or to have been associated with such a person. The bridge is not eligible under Criterion B.

The bridge was previously determined to be not eligible under Criterion C and there is no new information to change the determination. The bridge does not contain significant architectural aspects and was not built by a master builder. The bridge was built using common construction methods and materials of the time period. It is not eligible under Criterion C.

The property is not likely to contain any important information that will contribute to our understanding of human history or prehistory. It is not eligible under Criterion D.