

State Level Historic Documentation Report

State Project No. S310-61-0.02
Federal Project No. ACST-0061(083)D

Dunloup Creek Bridge Fayette County



Prepared by:

Randy Epperly, Historian

Department of Transportation
Division of Highways
Engineering Division
Environmental Section

October 20, 2016

STATE LEVEL HISTORIC DOCUMENTATION
DUNLOUP CREEK BRIDGE

Location: WV Route 61 Alternate, spanning Dunloup Creek
Fayette County
West Virginia

USGS Oak Hill Quadrangle

Date of Construction: 1945

Builder: Unknown

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: The Dunloup Creek Bridge is eligible for the National Register of Historic Places under Criterion A for its association with World War II and coal production in southern West Virginia.

Project Information: The project has been undertaken due to the poor condition of the structure due to its deteriorating condition. The project will allow traffic, including school buses, a safer structure to cross Dunloup Creek. The existing bridge warrants replacement. The documentation was undertaken in October 2016 in accordance with a Memorandum of Agreement among the Federal Highway Administration, West Virginia Department of Transportation, and West Virginia State Historic Preservation Office.

No original plans are available.

Randy Epperly, Historian
West Virginia Division of Highways
Charleston, WV 25305
October 20, 2016

The Dunloup Creek Bridge carries WV Route 61 Alternate (Virginia Street) over Dunloup Creek in Mount Hope, Fayette County. It was built in 1945, by an unknown contractor. No original plans were found for the bridge. The bridge is eligible under Criterion A of the National Register of Historic Places for its significance with World War II and coal production in southern West Virginia.

The Dunloup Creek Bridge consists of a simple span wide flange beam and is supported by concrete abutments. The bridge is 55 feet 8 inches long and has a deck width of 38 feet. The bridge features a sidewalk on the upstream side and open faced parapets. The 2015 Average Daily Traffic is 575 Vehicles per Day. The bridge is rated as poor, structurally deficient, and posted for weight limits (WVDOH Bridge Files, 2013).

The Dunloup Creek Bridge was built during World War II and is located in Mount Hope, a town in which several coal companies were located including the New River Company, which controlled the largest amount of Sewell coal in the area (The New River Company). Coal was in high demand in the 1940s for use in factories helping with the war effort. It is likely the Dunloup Creek Bridge was constructed to provide access to coal company offices in Mount Hope, as well as aid in the transportation of coal to factories and power plants.

Dunloup Creek Bridge is classified as a steel stringer/multi-beam or girder type. Girders that are perpendicular to the supports are called floorbeams and girders that are parallel to the supports are called stringers. In West Virginia steel girder bridge examples are primarily from the 1950s and 1960s but were first built in late 1890s. Steel stringer bridges in West Virginia were extremely popular with the most located in the southern counties. Many of the bridges were constructed in the 1930s but were first built in the late 1800s (Mead and Hunt).

BIBLIOGRAPHY

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

State Road Commission of West Virginia. 1944-1945 Annual Report. West Virginia Division of Highways. Charleston, WV 25305.

The New River Company. www.wva-usa.com/history/mthope/newriver.php 1999-2001.
Retrieved 27 September 2016.

West Virginia Division of Highways, Bridge Files, Maintenance Division, Building 5, Capitol Complex, Charleston, WV 25305. 2013.

STATE LEVEL HISTORIC DOCUMENTATION
INDEX TO PHOTOGRAPHS

Dunloup Creek Bridge
WV Route 61 Alternate
Dunloup Creek
Fayette County, West Virginia

Photographer: Randy Epperly

May 2015

DUNLOUP CREEK BRIDGE-1	Looking west toward Dunloup Creek Bridge along Rt. 61.
DUNLOUP CREEK BRIDGE-2	Looking east toward Dunloup Creek Bridge along Rt 61.
DUNLOUP CREEK BRIDGE-3	View of bridge plate located on downstream parapet.
DUNLOUP CREEK BRIDGE-4	View of downstream parapet on Dunloup Creek Bridge.
DUNLOUP CREEK BRIDGE-5	View of outside parapet.
DUNLOUP CREEK BRIDGE-6	View of upstream girder and parapet.



Photo #1



Photo #2



Photo #3



Photo #4



Photo #5



Photo #6

**MEMORANDUM OF AGREEMENT
BY AND AMONG
THE FEDERAL HIGHWAY ADMINISTRATION
THE WEST VIRGINIA STATE HISTORIC PRESERVATION OFFICE
AND THE WEST VIRGINIA DIVISION OF HIGHWAYS
REGARDING IMPLEMENTATION OF THE DUNLOUP CREEK BRIDGE
REPLACEMENT PROJECT
S310-61-0.02
ACST-0061(083)D
FAYETTE COUNTY, WEST VIRGINIA
AUGUST 2016**

WHEREAS, the Federal Highway Administration (FHWA), in cooperation with the West Virginia Division of Highways (WVDOH), proposes to replace the Dunloup Creek Bridge, which spans Dunloup Creek in Fayette County, hereinafter referred to as the Project. The improvements involve the construction of a new bridge and the removal of the existing bridge; and

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

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

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

WHEREAS, the WVDOH contacted the Fayette County Historic Landmarks Commission, Coal Heritage Authority, and the Preservation Alliance of West Virginia regarding the Project. No responses were received from the contacted groups.

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:

Dunloup Creek Bridge

- I. The Dunloup Creek Bridge will be documented in its present historic setting. The documentation package will include 5"x7" black and white digital prints in accordance with the National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion of January 2009.
- II. A brief history of the structure will be included 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 Fayette County Public Library in Mount Hope a copy of the Dunloup Creek Bridge State Level Historic Documentation for references and educational purposes.
- IV. 50 color brochures of the Dunloup Creek Bridge will be developed by the WVDOH and distributed to the Fayette County Public Library in Mount Hope. 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 Dunloup Creek Bridge will be documented on a website currently being developed listing historic bridges.

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 discoveries of historic properties or archaeological sites, including human burial sites and/or skeletal remains, are encountered during the implementation of this undertaking, work shall be suspended in the area of the discovery until the

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

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 Dunloup Creek Bridge Replacement project and its effects on historic properties, and that the FHWA has taken into account the effects of the undertaking on the historic property.

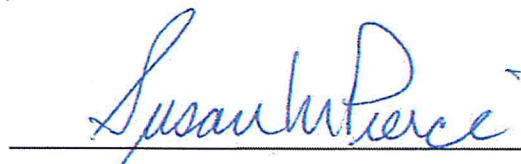
Signatories Page



Federal Highway Administration

9/8/16

Date



West Virginia Deputy State Historic Preservation Officer

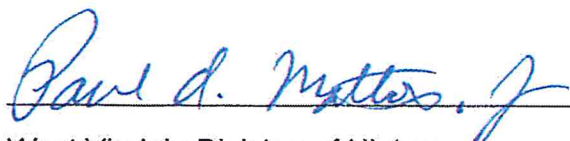
8/23/16

Date

Advisory Council on Historic Preservation

Date

CONCUR:



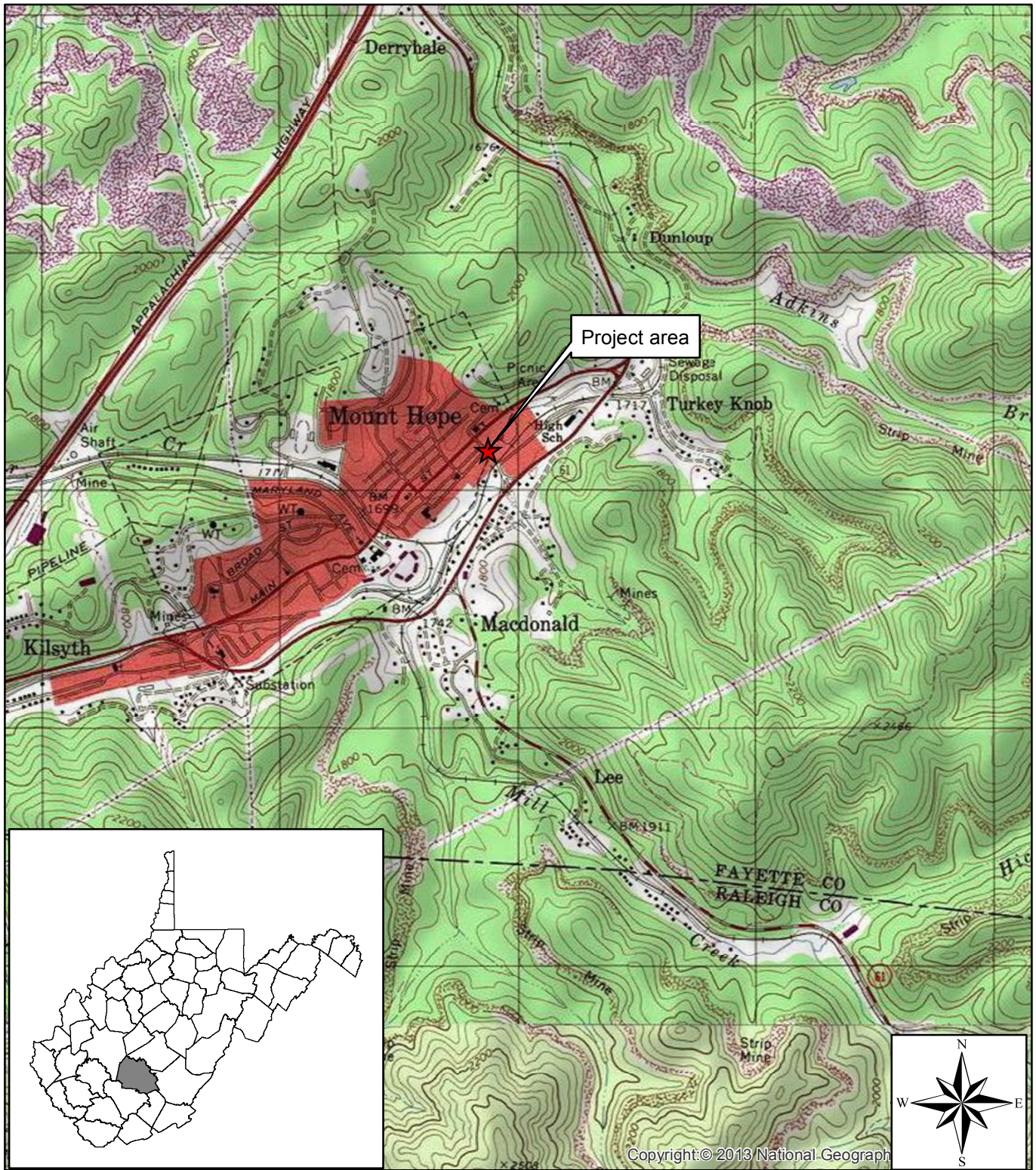
West Virginia Division of Highways

9/1/16

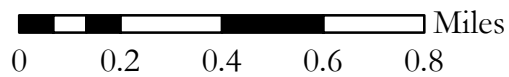
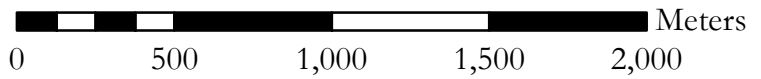
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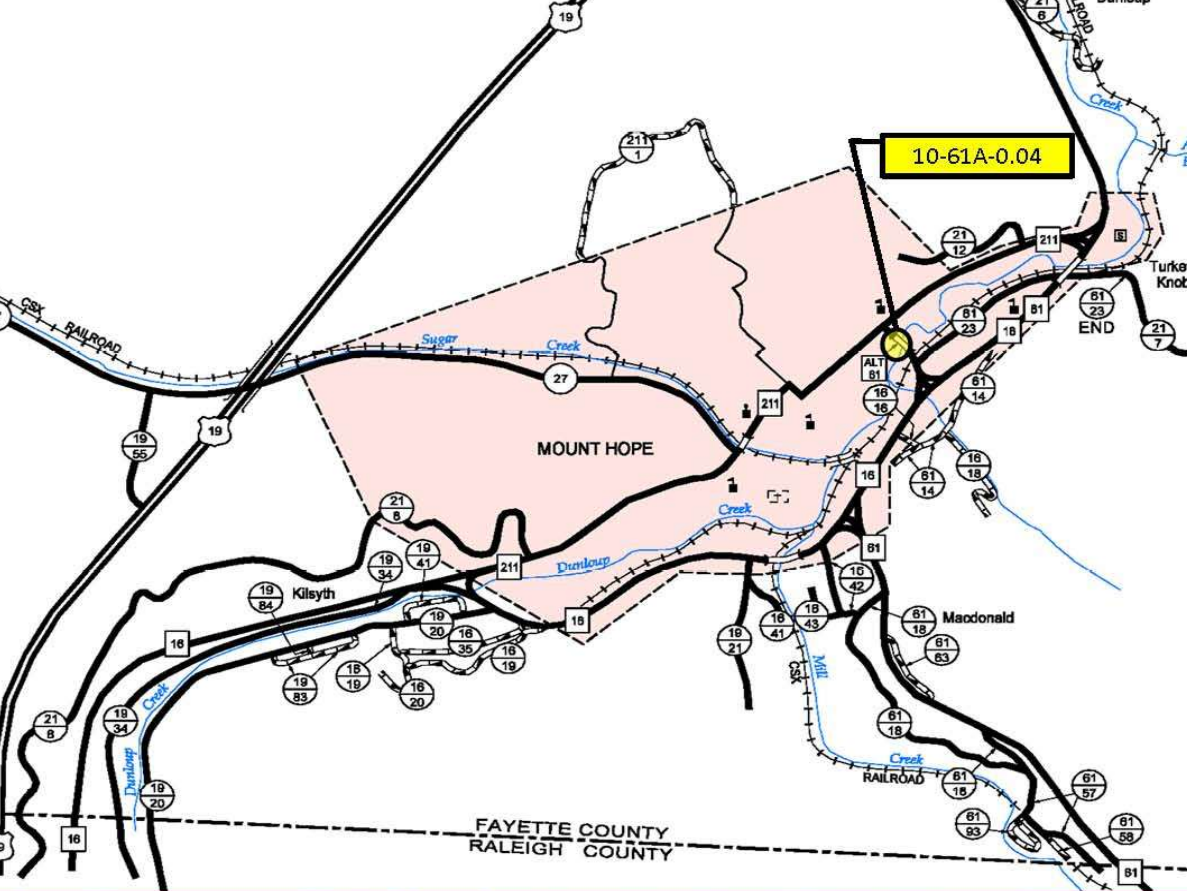
Dunloup Creek Bridge Replacement

State Project No. S310-61-0.02, Federal Project No. ACST-0061(083)D



Fayette
 Oak Hill
 7.5' Topographic Quadrangle





West Virginia Historic Bridge Inventory Form

Bridge No. 10-061/00-000.04 BARS No. 10A155 Federal Bridge No. 00000000010A155 Bridge Design No. 1745.0

IDENTIFICATION INFORMATION

SHPO Survey No. FA-0224 Owner State Highway Agency
Local Name DUNLOUP CREEK BRIDGE Status Extant - in service
Other Local Name

LOCATIONAL AND SETTING INFORMATION

District 09 County Fayette Latitude 37534800 Longitude 081094200
Location 0.04 MI E OF WV 16 UTM-Northing
Facility Carried By Structure WV 61 ALTERNATE UTM-Easting
UTM Zone
Features Intersected DUNLOUP CREEK Surrounding Land Use Residential
Type of Development Town - (small communities and hamlets)

STRUCTURAL INFORMATION

Main Span Type Steel Stringer/Multi-beam or Girder Structure Length (ft) 55
Main Span Type Code 302 Length of Maximum Span (ft) 51
Number of Spans in Main Unit 001 Average Daily Traffic 001800 Year 2003
Number of Approach Spans 0000 Sufficiency Rating 0620 Skew 35
(Note: Data current as of April 2006 database)

BRIDGE DESCRIPTIVE INFORMATION

Year Built 1945 Arrangement
Year Reconstructed Connection Type
Truss Bridge Type Truss Details
Alteration(s) Date of Alterations (Year)

Architectural Treatment(s)

Bridge Plate Text

(1) plaque. "FA-S 302 B I, 1945, STATE OF WEST VIRGINIA, Bridge NO. 1745"

BRIDGE HISTORY

Engineer or Designer Bethlehem Steel Company Builder or Fabricator
Bridge Plan Location District

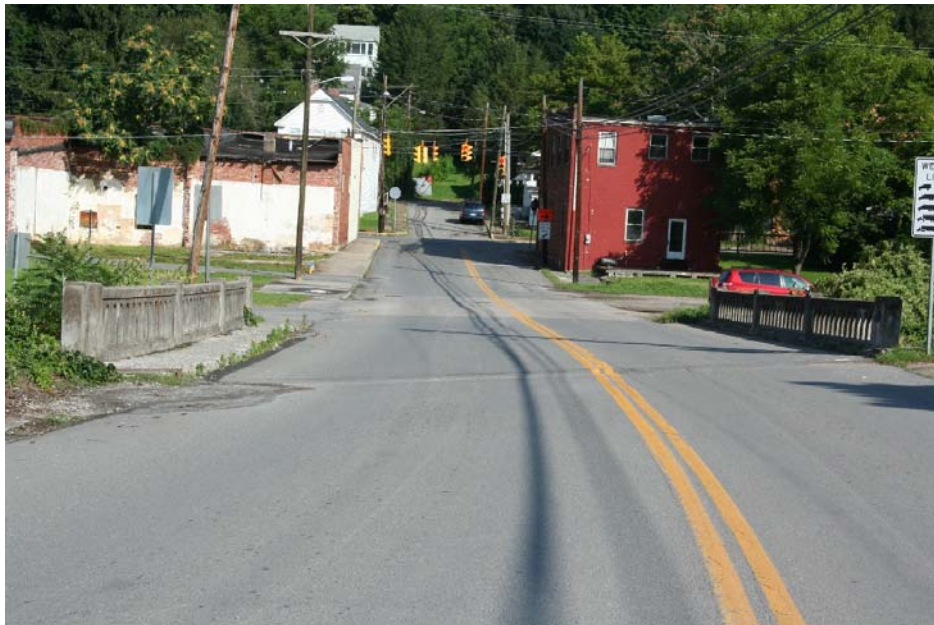
Additional Details: Common pierced concrete parapet. Concrete deck with asphalt overlay and concrete abutments and wingwalls. Underside not accessible. Near railroad. Located in coal and railroad town of Mount Hope along WV 61 Alt. The bridge has an association with the World War II and Coal Boom contexts.

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 FORM
CONTINUATION SHEET**

Name: Dunloup Creek Bridge

Survey Number: FA-0224

Project / FR#: State County Route: S310-61-0.02 ACST-0061(083)D

Dunloup Creek Bridge was constructed in 1945, using funding provided by the Department of Defense. The bridge is located in Mount Hope, Fayette County, which was the location of several coal company offices including the New River Company. Coal was in high demand for use in factories helping the war effort in the 1940s. It is likely Dunloup Creek Bridge was constructed to provide access to coal company offices in Mount Hope, as well as aid in the transportation of coal to factories and power plants. The bridge is eligible for the National Register of Historic Places under Criterion A for its significance with World War II and coal production in southern West Virginia.

The bridge is not associated with any significant person or associated with any length of time of such a person. It is not eligible under Criterion B.

Dunloup Creek Bridge is a steel stringer that is 55 feet long and contains pierced concrete parapets. It was built in 1945 by an unknown builder. It does not contain significant architectural features and it is not associated with a master builder. The bridge is not eligible under Criterion C.

The bridge is not likely to contain any information that will contribute to our understanding of human history or prehistory. The potential for information is minimal. The bridge is not eligible under Criterion D.