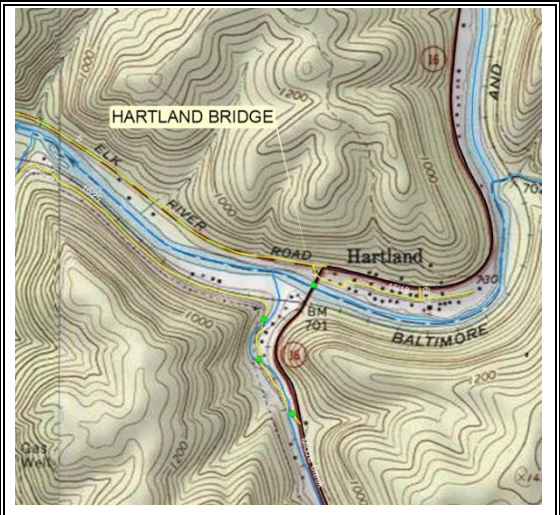
Internal Rating: _____

WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address	**Common/Historic Name/Both**	**Field Survey #**	**Site # (SHPO Only)**
WV 16 Milepost 14.77	☐ ☐ ☒ Hartland Bridge	HPI 1	
Town or Community	**County**	**Negative No.**	**NR Listed Date**
Hartland	Clay		
Architect/Builder	**Date of Construction**	**Style *(SHPO Only)***	
WV State Road Commission (design); Roanoke Bridge Works (superstructure);Fidelity Construction Co. (substructure)	1924		
Exterior Siding / Materials	**Roofing Material**	**Foundation**	
Construction material: steel	Deck material: Asphalt over concrete filled steel grid	Abutments: concrete Piers: concrete	
Property Use or Function	**UTM** Zone 17 NAD 1983		
Transportation	Easting 490,134 Northing 4,253,687		
	Quadrangle Name		
Survey Organization & Date	Hartland		
WVDOH	**Part of What Survey / FR#**		
April 1, 2010			



Site No.

Name: Hartland Bridge
Survey #: HPI 1
Survey / FR#:

Present Owners	**Owners Mailing Address**
WVDOT	Capitol Complex, Charleston, WV

Describe Setting <1 Acres
☐ Archaeological Artifacts Present

This bridge crosses the Elk River in a rural area. The surrounding landscape is mountainous and wooded. There is a small community located along the river directly upstream of the bridge.

Description of Buildings or Site (Original and Present) Stories Front Bays

Hartland Bridge consists of four steel simple span riveted deck girders with span lengths of 60' each and two steel riveted simple Pratt deck trusses with span lengths of 160' each. The overall length of the bridge is 571'-5" and the deck width is 20'-0". The piers and abutments consist of reinforced concrete. The bridge railings consist of vertical steel I-sections which support typical metal guardrail. The deck is concrete-filled steel grid. There are no bridge plates.

Alterations ☒ Yes ☐ No If yes, describe

1976: Original concrete slab deck replaced with concrete-filled steel grid deck; steel angles and plates welded to truss members, girders, floor beams and stringers for increased strength
Date unknown: original horizontal angle railing with diamond pattern lacing replaced with standard galvanized metal guardrail.

Additions ☐ Yes ☒ No If yes, describe

Describe All Outbuildings

Statement of Significance:

See Continuation Sheet

Bibliographical References

Sullivan, Ken. The West Virginia Encyclopedia. Charleston, WV: West Virginia Humanities Council, 2003.
Jack, George S. and Edward Boyle Jacobs. History of Roanoke County. 1912.
History of Clay County Volume I. Clay, WV: Clay County History Book Committee, 1989.

Form Prepared By: **Date:** November 9, 2015

Name/Organization: Courtney Fint
Address: WV Division of Highways
Capitol Complex
Building 5, Rm. 463
Charleston, WV 25305

Phone #: 558-7421

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name: Hartland Bridge
Survey Number: HPI 1
Project / FR#:

According to the West Virginia Archives and History website, Hartland was first known by that name in 1918. The area is labeled as Middle Creek on the 1908 United States Geological Survey topographical map. The 1908 USGS map also shows the Coal and Coke Railroad and a ford across the Elk River around the location of Hartland Bridge. Jacob Salisbury, first court clerk of Clay County, owned most of the land in and around Hartland. In 1917, his son sold lots in the area and a number of homes were built. The road along the Elk River between Clay and Hartland that later became WV 16 is shown on the 1908 topographical map, but appears to have been improved around the time of the construction of Hartland Bridge or slightly after.

Hartland Bridge was built across the Elk River in 1923-24. D.H. Stephenson, member of the West Virginia House of Delegates, secured the funding for the bridge. It was constructed by the Roanoke Bridge Works, which began in 1906 as the Roanoke Bridge Company. The company operated in the southern United States and by 1911 had constructed over 600 bridges including a 700' bridge with 200' draw span over the Nanticoke River in Maryland, and various steel buildings. The company failed around 1912 and was acquired by the Camden Iron Works of Salem, Virginia and reorganized as the Roanoke Iron and Bridge Works around 1915. No information could be found regarding the Fidelity Construction Company of Mount Hope.

Hartland Bridge is one of two bridges in the state that are riveted deck trusses. The structure is an uncommon bridge type and has an exceptional span length for its type and year of construction. Therefore, the WVDOH has concluded that Hartland Bridge is eligible for the National Register under Criterion C for engineering design.

Hartland Bridge was the first bridge to cross over the Elk River at this location. County histories indicate that the construction of this bridge was a point of pride and excitement for the local community. For example, one author wrote "In 1923, one of the best highway bridges was built across the river." This large bridge represented a major transportation improvement for the very rural county. Therefore, Hartland Bridge is determined to be eligible under Criterion A for local transportation significance.

No information could be found linking this bridge to any important historical figures and it has little information-yielding potential. Therefore, Hartland Bridge is not eligible under Criteria B or D.

The area surrounding the bridge consists primarily of contemporary residences. The community of Hartland does not have sufficient integrity to be considered an historic district.

Original bridge plans and shop drawings as well as repair plans from 1961 and 1976 were available in WVDOH records. The most significant alterations made to the bridge occurred in 1976 and included the compete replacement of the concrete deck with a concrete-filled steel grid deck and the welding of steel angles and plates to the deck trusses, girder spans, floor beams and stringers in order to increase the strength capacity. The original railing, which consisted of three horizontal angles at a spacing of 1'-6" and diamond-pattern lacing, has been replaced with standard galvanized metal guardrail (date unknown.) In spite of these alterations, the scale and form of the original long-span riveted deck trusses is still intact. Hartland Bridge retains sufficient integrity of materials, design and workmanship to qualify for the National Register of Historic Places.