

**STATE LEVEL HISTORIC DOCUMENTATION REPORT  
LOG CABIN BRIDGE  
BROOKE COUNTY, WEST VIRGINIA  
STATE PROJECT No. S305-1/3-0.29 00 23  
FEDERAL PROJECT No. STBG-0103(009)D**



**Prepared by:**

**Ahleah Boise**

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

STATE LEVEL HISTORIC DOCUMENTATION  
LOG CABIN BRIDGE

Location: County Route 1/3 over Harmon Creek, in Brooke County, West Virginia  
USGS Weirton Quadrangle

Date of Construction: 1912

Builder: Luten Bridge Company

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

Present Use: Bridge

Significance: The Log Cabin Bridge is significant as a tied-arch reinforced concrete arch bridge, an unusual type in the state, and for its association with the Luten Bridge Company, a nationally recognized bridge company.

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 Brooke County Route 1/3. This documentation was undertaken in May 2025 in accordance with a Memorandum of Agreement between the West Virginia Department of Transportation, the West Virginia State Historic Preservation Office, and the Federal Highway Administration. These measures are required prior to replacement of this National Register eligible structure. The bridge is scheduled for replacement in 2025.

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

The West Virginia Division of Highways (WVDOH) is developing a project to replace the Log Cabin Bridge, which carries County Route 1/3 (Three Arches Road) over Harmon Creek in the vicinity of Colliers in Brooke County. Three Arches Road is a one lane road leading to a dead end approximately 1,300 feet to the south. To the north, Three Arches Road intersects Harmon Creek Road, which leads to the on-ramp for US Highway 22.

The Log Cabin Bridge is a single span, parabolic concrete tied-arch bridge built in 1912 by the Luten Bridge Company. It has integral wing walls and is supported by reinforced concrete stub abutments. The abutments are connected by a reinforced concrete tie in the stream bed. It has solid concrete parapets with an incised geometric pattern. The overall length of the bridge is 65 feet from end to end of the parapets, with a roadway width of 13 feet, six inches. The arch rings are rounded, a signature Luten detail. The parapets are significantly eroded and, in some places, damaged by collision. Steel W-beam guardrails are at the end of each parapet.

**Historic Context:** This bridge is located in Brooke County in the northern panhandle of West Virginia. Brooke County is one of four counties that makes up West Virginia's northern panhandle, a narrow sliver of land bordered by Pennsylvania to the east and Ohio to the west, separated by the Ohio River. With an area of 92.8 square miles, it is the second smallest county in the state after Hancock County, to the north. In prehistoric times, the area was occupied by mound building cultures and mounds still exist in the areas that are now the towns of Follansbee and Beech Bottom. The county seat of Wellsburg, located in the central west region of the county along the Ohio River, was incorporated in 1839.<sup>1</sup> The county was established from part of Ohio County in what was then Virginia by an act of the General Assembly in 1796 and reduced in size by the establishment of Hancock County to the north in 1848.<sup>2</sup>

Prior to the 18<sup>th</sup> century, the Ohio River Valley was populated by Native tribes such as the Mingo, Shawnee, Delaware, and Tuscarora.<sup>3</sup> Exploration and settlement by Euro-Americans began in the mid-18<sup>th</sup> century when both the French and the English raced to claim land between the Ohio and Mississippi Rivers. The French sent the explorer Pierre-Joseph Celeron de Blainville on an expedition down the Alleghany and Ohio Rivers in 1749-50, during which he and his party buried inscribed lead plates at strategic locations with the intention of claiming the land for the French. Virginia was determined to claim the Ohio Valley and granted large tracts to several land companies in efforts to encourage settlement and solidify the English claim to the land. The English explorer Christopher Gist explored the Ohio River Valley in 1751-52. The French and Indian War and subsequent Treaty of Paris signed in 1763 granted Canada and all land east of the Mississippi to the British.<sup>4</sup>

Among the earliest settlers in the Brooke County area were the Cox family, comprised of three brothers, Johnathan, Israel, and Friend. They established a settlement near present day Wellsburg around 1772.<sup>5</sup> To the north, Harmon Greathouse settled in 1773 along a tributary to the Ohio River that would come to be known as Harmon Creek. Greathouse, the son of German immigrant who was

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<sup>1</sup> Acts of the General Assembly of Virginia, 1839. 187-194.

<sup>2</sup> Frank S. Riddell, *The Historical Atlas of West Virginia*, pages 126-155.

<sup>3</sup> Otis K. Rice and Stephan W. Brown, "West Virginia: a History," 9-12.

<sup>4</sup> e-WV: The West Virginia Encyclopedia "Treaty of Paris." e-WV: The West Virginia Encyclopedia. 05 November 2010. Web. 10 March 2022.

<sup>5</sup> Nancy Lee Caldwell, "A History of Brooke County," 3.

born in Pennsylvania, was granted a patent for 800 acres of land in what was then Yohogania County. In 1776, a fort was built near the Greathouse settlement by John Holliday, and the area came to be known as Holliday's Cove.

The earliest means of transportation through Brooke County was via the abundant waterways, especially the Ohio River. Foot paths and then wagon roads were carved along the routes of "traces"- animal trails along creeks and through the mountains. One of the earliest turnpikes was the Wellsburg and Washington Turnpike, incorporated in 1822 in an attempt to divert traffic through Brooke County after Wheeling was chosen as the terminus for the National Road.<sup>6</sup> In the 1840s Brooke County exploded with new turnpike companies proposing to build along new and established routes. The Holliday's Cove Turnpike Company was incorporated by an act of the General Assembly passed on March 2<sup>nd</sup>, 1838, to build a road along the established route to connect with the Pittsburgh Road at the state line. The company was further authorized in March of 1851 to construct a branch road to the town of Wellsburg. The Holliday's Cove Turnpike Company failed to construct the road, so a new company was incorporated in 1858 called Holliday's Cove and Wellsburg Turnpike company. The road was not to exceed 4% grade or measure less than 20 feet in width.<sup>7</sup> The Wheeling, West Liberty, and Bethany Turnpike was incorporated in 1847, connecting the Ohio County towns to Bethany in southeastern Brooke County, and in 1849, the Wellsburg and Bethany Turnpike Company was established, to connect with the former at Bethany.<sup>8</sup> In 1850, the Wellsburg and Bethany Turnpike increased its capital stock by \$12,000 to fund macadamizing the road.<sup>9</sup>

Wellsburg was an early settlement in Brooke County along the Ohio River and became the county seat with the formation of Brooke County in 1797. In the early 19<sup>th</sup> century, the town was an economic and cultural rival to Wheeling. While these burgeoning river cities began to attract population and industry, northern Brooke County retained a rural character. Several villages developed around the frontier enclaves of Holliday's Cove, Colliers, and Fort Edgington, which was located across from Steubenville on the Ohio River. Agricultural products produced in northern Brooke County included wheat, whiskey, and winter apples, which were stored and used for brandy and cider. These products were also frequently shipped down the Ohio and Mississippi Rivers to the thriving international port of New Orleans.<sup>10</sup>

The northern section of Brooke County was traversed by the Panhandle Route of the Pennsylvania Railroad. The Pennsylvania Railroad (PRR) was chartered in 1846 to connect Harrisburg and Pittsburgh. By 1852, the PRR, through construction and mergers, extended from Philadelphia to Pittsburgh. The first railroad out of Pittsburgh to the west was the Steubenville and Pittsburgh Railroad, chartered in 1849. Meanwhile, the Steubenville and Indiana Railroad had been completed to the western bank of the Ohio River by 1853. The Pennsylvania Railroad contemplated different routes to connect the lines, however, this required passing through the narrow panhandle of Virginia and crossing the Ohio River.

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<sup>6</sup> Henry J. brown and Michael Gioulis, "Wellsburg Historic District," National Register of Historic Places Nomination Form, 1981, 16.

<sup>7</sup> Acts of the General Assembly of the State of Virginia 1858 page 101-102.

<sup>8</sup> Acts of the General Assembly of the State of Virginia 1847-1848.

<sup>9</sup> Acts of the General Assembly of the State of Virginia 1850, 101.

<sup>10</sup> James Callahan, *History of West Virginia, Old and New*, 527.

As a rival to the Baltimore and Ohio Railroad through Wheeling, the Pennsylvania Railroad was opposed by officials in Wheeling. In an act of congress in 1860, it was stipulated that a railroad and bridge be completed to Wheeling before the Pennsylvania Railroad could build a bridge and railroad across Virginia to Steubenville, Ohio.<sup>11</sup> The Holliday's Cove Railroad was incorporated in 1860 by the Western Transportation Company. Although the Civil War delayed construction, three critical elements of the Panhandle route were opened in 1865-the Holliday's Cove Railroad, the Steubenville Bridge, and the Steubenville and Indiana Railroad to Steubenville. In 1868 the Steubenville and Indiana Railroad, the Holliday's Cove Railroad, and the Panhandle Railway Company were consolidated to form the Pittsburgh, Cincinnati and St. Louis Railway Company. This company was consolidated further in 1890 with the Chicago, St. Louis and Pittsburgh Railroad, the Cincinnati and Richmond Railroad Company, and the Jeffersonville, Madison, and Indianapolis Railroad to form the Pittsburgh, Cincinnati, Chicago, and St. Louis Railway (PCC&St.L). Eventually the route spanned from New York State to the Midwest, covering 28,000 miles.

In the 19<sup>th</sup> century, the only other incorporated town in Brooke County, besides the county seat of Wellsburg, was Colliers, a village located along Harmon Creek about two and a half miles south of Holliday's Cove. Local accounts state that the town was named after Jacob Colliers, an early settler. Colliers was incorporated in 1843 and coal mines in the area were opened in the 1840s and 50s. Colliers, and the nearby village of Logrow, were bustling with employees of the mines and their families, supporting several grist mills, grocery and dry goods stores, a school, and four churches.<sup>12</sup> The Holliday's Cove Railroad was built through Colliers in 1860, and a station was built in 1886. The town thrived until the Great Depression, when a number of mines closed, and most of the population moved elsewhere. In 1935, Colliers Steel, a subsidiary of the Guarantee Specialty Company of Cleveland Ohio, opened to produce stamped steel products. Colliers Steel operated until the 1990s.

The neighborhood surrounding the Log Cabin Bridge forms a small residential enclave east of Weirton and north of Colliers. This land was settled by David and Catherine Snyder. In 1819, they bought 213 acres along Harmon Creek. The Snyders had 13 children and built a brick house at the bend of Harmon Creek (near the present three arch bridge) from bricks made on-site. David Snyder farmed the land as well as operating a grist mill and a cooperage. Snyder died intestate in 1846 and after years of family squabbling, the majority of the Snyder property was sold out of the family in 1883.<sup>13</sup> The property was later bought by Pasquale Petrelli of Follansbee from Cyrus Ferguson, an early industrialist in Brooke and Hancock counties.<sup>14</sup>

In 1905, industrialist Ernest T. Weir moved his sheet and tin plate factory from Clarksburg to a property just north of the village of Holliday's Cove in Hancock County. The company was renamed Weirton Steel in 1918 and the newly founded town of Weirton came to subsume the smaller northern Brooke County hamlets of Holliday's Cove, Edgington, and Danville. Strategically situated along the Ohio River and the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad, Weirton Steel grew to become

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<sup>11</sup> Christopher T. Baer, "A General Chronology of The Pennsylvania Railroad Company, its Predecessors and Successors, and its Historical Context" May 2015, 17.

<sup>12</sup> June Cambell Grossman and Kathryn Campbell Slasor, et. al., "Leaves of History: Colliers, Harmon Creek", Fort Vance Historical Society, 1997.

<sup>13</sup> Ibid.

<sup>14</sup> Pasquale Petrelli, Last Will and Testament, Brooke County Will Book 8, Page 36, 1939.

the state's largest employer and the world's largest producer of tin plate.<sup>15</sup> Weirton Steel was a casualty of economic depression and globalization in the 1970s and entered bankruptcy in 2003. The company was bought by ArcelorMittal in 2005, and in 2024 the company ended all remaining operations at the Weirton plant.

The neighborhood immediately north of the Log Cabin Bridge was established in the late 1930s when J. B. Ward laid out building plots on his land near the intersection of Sappington Run Road (now Police Lodge Road) and Colliers Road (now Harmon Creek Road). Census records from 1940 and 1950 indicate the people living in the neighborhood were generally employed in the steel industry. In 1970-1971, County Route 1 was rerouted to the west side of Harmon Creek, intersecting the newly built limited access State Highway 22 just to the north. The obsolete section of former County Route 1 was renamed Three Arches Road from the intersection of CR 1 to the Log Cabin Bridge and renamed Worthington Lane from the section beginning at the Log Cabin Bridge to the dead end of the road 0.3 miles to the south.

The Log Cabin Bridge over Harmon Creek was built in 1912. Its construction was likely following a devastating flood on September 1, 1912, that killed 29 people in the vicinity of Colliers and Holliday's Cove and swept away the smaller bridges over Harmon Creek.<sup>16</sup> The bridge is an elliptical concrete tied-arch bridge built by the Luten Bridge Company. Reinforced concrete arch bridges became prominent in the United States in the early 20<sup>th</sup> century. Early marketing by concrete bridge companies touted that they would never need maintenance or replacement, and were impervious to floods, unlike their wooden or metal truss counterparts.<sup>17</sup> While the limitations of the material were not yet known given the short period of use at the time, reinforced concrete bridges were indeed a significant progression in engineering technology, that met the demands of an increasingly automobile dependent country and its quickly developing road network.

Daniel B. Luten was a civil engineer from Indiana who pioneered the use of concrete for short-span arch bridges. He established the American Bridge Company in Indianapolis in 1901, which eventually had field offices throughout the Midwest and Southeast. Luten designed and patented many designs for concrete arch bridges, which were marketed as cost-effective, quick to build, and indestructible. The company both built bridges and licensed their patented designs to other construction firms.<sup>18</sup> In 1909, a Luten bridge salesman, Alex Whittaker, incorporated the Luten Bridge Company of York, Pennsylvania, to sell and construct Luten patented designs. The Luten Bridge Company maintained West Virginia offices in Huntington and Clarksburg.<sup>19</sup>

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<sup>15</sup> Javersak, David T. "Weirton." e-WV: The West Virginia Encyclopedia. 22 July 2024. Web. 19 September 2024.

<sup>16</sup> Paul Zuros, "History in the Hills: Recalling the 1912 Flood" Weirton Daily Times, October 1, 2022.

<sup>17</sup> "Concrete Highway Bridges-Concrete for Permanence", Portland Cement Association, 111 West Washington Street, Chicago, 1920s.

<sup>18</sup> Martha Carver, *Survey Report for Historic Highway Bridges*, Tennessee Department of Transportation, 2008.

<sup>19</sup> *West Virginia Statewide Historic Bridge Survey: Final Survey Report*, KCI Technologies and Mead & Hunt, Inc. April 2015.

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-1942; eds. 1950.  
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STATE LEVEL HISTORIC DOCUMENTATION  
INDEX TO PHOTOGRAPHS

Log Cabin Bridge  
County Route 1/3 over Harmon Creek Creek  
Brooke County, West Virginia

Photographer: Ahleah Boise, WVDOH

November 4, 2024

Log Cabin Bridge 1	South approach to bridge, view north
Log Cabin Bridge 2	North approach to bridge, view south
Log Cabin Bridge 3	Upstream elevation, view from north foot
Log Cabin Bridge 4	Upstream elevation, view from south foot
Log Cabin Bridge 5	Detail of arch ring with typical Luten rounded edge
Log Cabin Bridge 6	View of north abutment and arch barrel
Log Cabin Bridge 7	Downstream elevation



Photo 1  
Log Cabin Bridge  
Brooke County  
County Route 1/3 spanning Harmon Creek  
South approach to bridge, view north



Photo 2  
Log Cabin Bridge  
Brooke County  
County Route 1/3 spanning Harmon Creek  
North approach to bridge, view south



Photo 3  
Log Cabin Bridge  
Brooke County  
County Route 1/3 spanning Harmon Creek  
Upstream elevation, view from north foot



Photo 4  
Log Cabin Bridge  
Brooke County  
County Route 1/3 spanning Harmon Creek  
Upstream elevation, view from south foot



Photo 5  
Log Cabin Bridge  
Brooke County  
County Route 1/3 spanning Harmon Creek  
Detail of arch ring with typical Luten rounded edge



Photo 6  
Log Cabin Bridge  
Brooke County  
County Route 1/3 spanning Harmon Creek  
View of north abutment and arch barrel



Photo 7  
Log Cabin Bridge  
Brooke County  
County Route 1/3 spanning Harmon Creek  
Downstream elevation

Log Cabin Bridge Memorandum of  
Agreement  
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**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 LOG CABIN BRIDGE REPLACEMENT PROJECT  
STATE PROJECT # S305-1/3-0.29 00 23  
FEDERAL PROJECT # STBG-0103(009)D  
BROOKE COUNTY, WEST VIRGINIA  
JULY 2025**

**WHEREAS**, the Federal Highway Administration (FHWA), in cooperation with the West Virginia Division of Highways (WVDOH), proposes to replace the Log Cabin Bridge, spanning Harmon Creek in the vicinity of Colliers in Brooke County, West Virginia, hereinafter referred to as the Project. The project will remove the existing bridge; and

**WHEREAS**, the FHWA has determined that the Project will have an adverse effect upon the Log Cabin Bridge, a property 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; (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 Brooke County Genealogical Society, Brooke County Historical Museum and Cultural Center, the Weirton Board of Parks Commission, and Preservation Alliance of West Virginia. None of the aforementioned groups have indicated their desire to be consulting parties; 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:

### **I. Log Cabin Bridge Stipulations**

- a. The Log Cabin Bridge will be documented in its present historic setting. The documentation package will include black and white 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 bridge from WVDOH bridge files.
- c. WVDOH staff will provide the Brooke County Historical Museum and Culture Center with a copy of the Log Cabin Bridge State Level Historic Documentation for references and educational purposes.
- d. Color brochures of the Log Cabin Bridge will be developed by the WVDOH and distributed to the Brooke County Historical Museum and Culture Center. The WVSHPO will be given the opportunity to review all educational materials developed for this stipulation. A flash drive containing the brochure will also be provided to print brochures when the original total has been exhausted.
- e. The Log Cabin Bridge will be documented on the West Virginia historic bridge 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 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 VI below. FHWA 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, 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.

#### **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, 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,

#### **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 ACHP.


#### **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, 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.

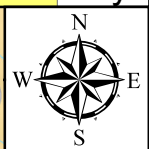
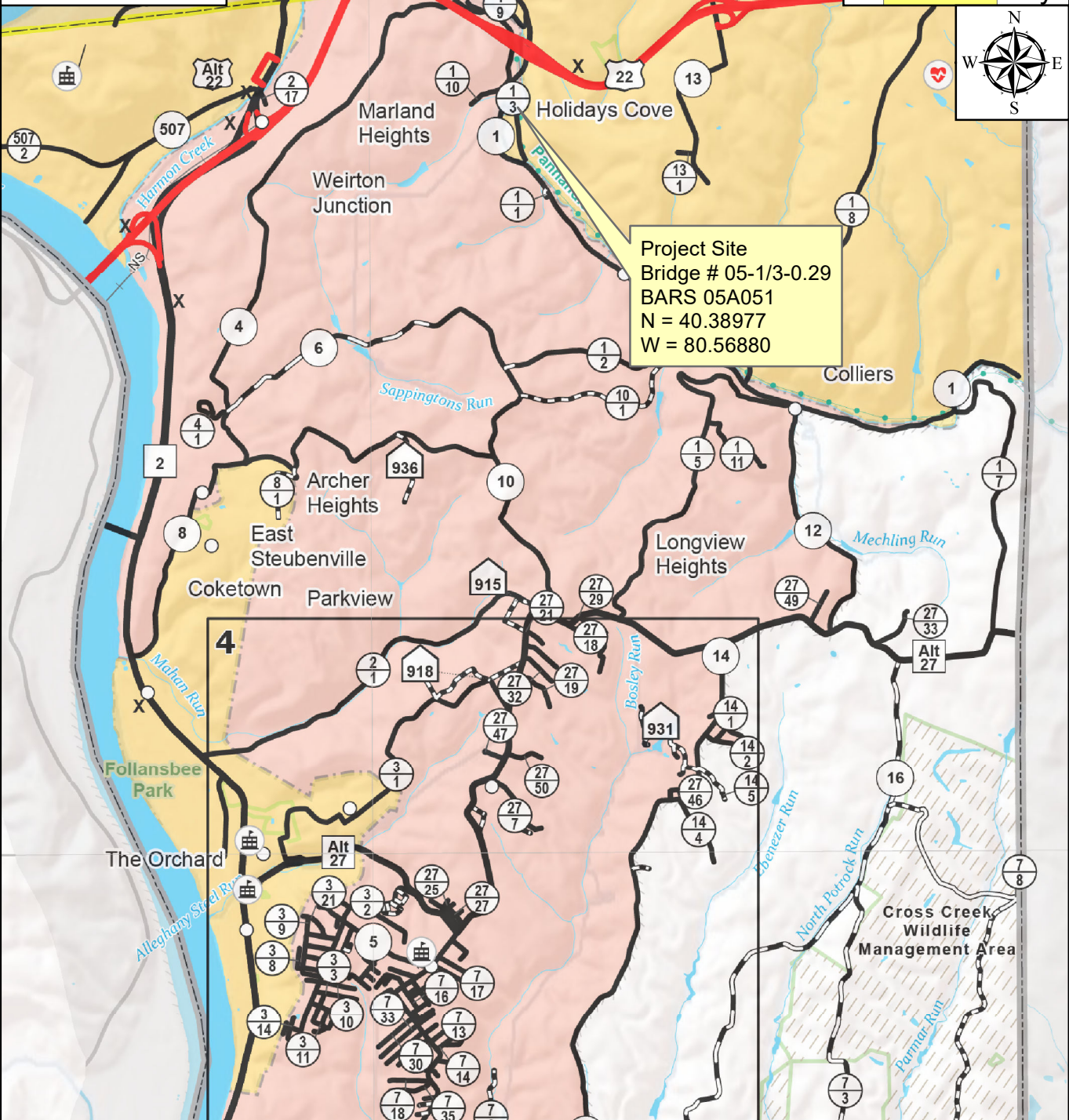
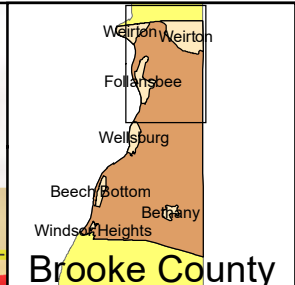
Log Cabin Bridge Memorandum of Agreement  
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**Signatories Page**

 _____ West Virginia Deputy State Historic Preservation Officer	8/25/2025 _____ Date
<b>JASON</b> <b>WORKMAN</b> Digitally signed by JASON WORKMAN Date: 2025.10.22 07:58:15 -04'00'	_____ Date
Federal Highway Administration	

INVITED SIGNATORY:

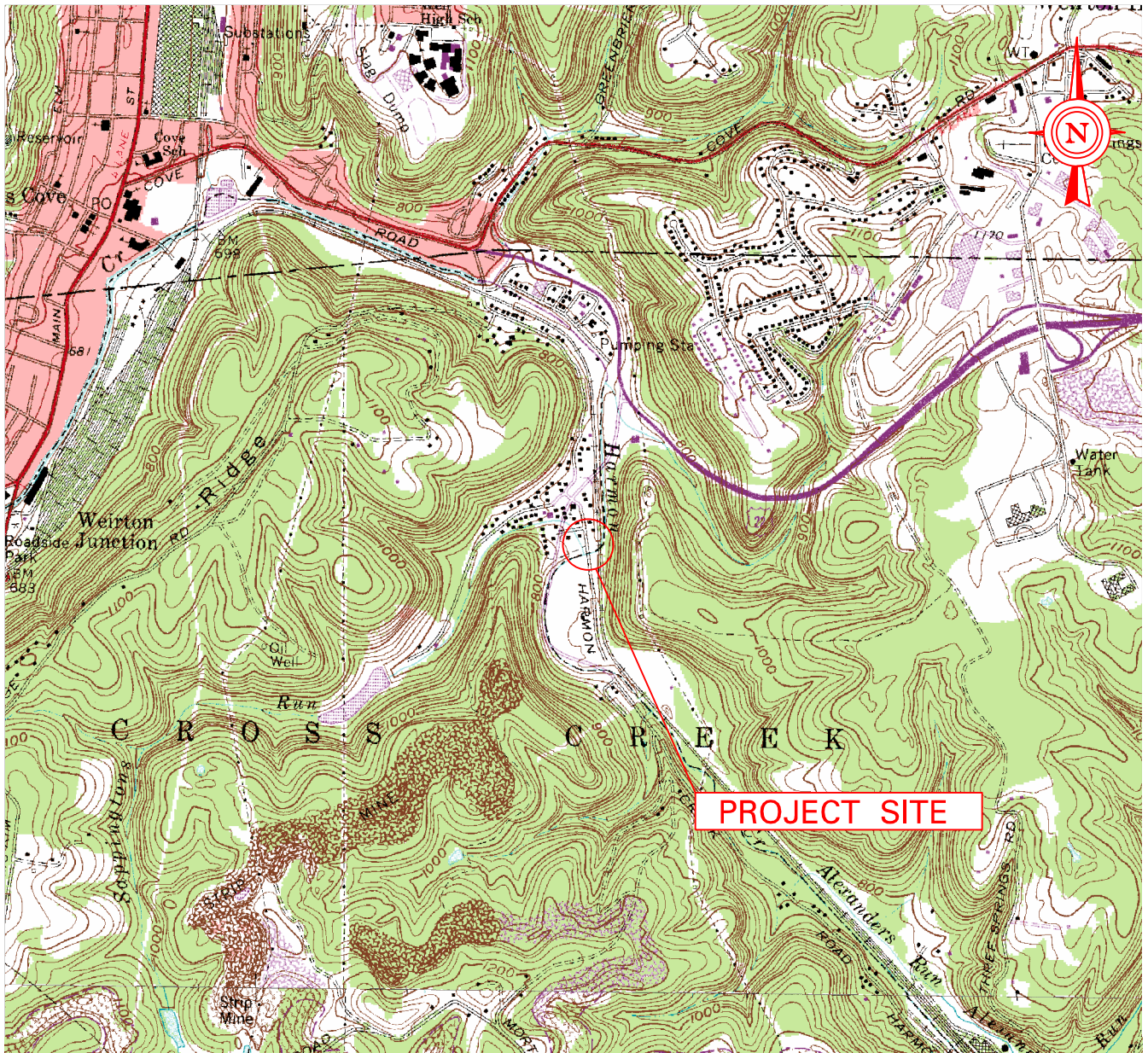
 _____ West Virginia Division of Highways	8/25/2025 _____ Date
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# Project Location Map

Log Cabin Br  
**CR 1/3**

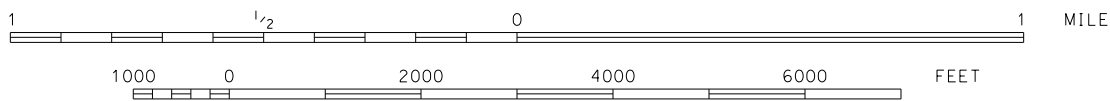
State Project: S305-1/3-0.29 00  
Federal Project: STBG-0103(009)D  
County: Brooke



USGS WEIRTON, WV QUADRANGLE

# TOPOGRAPHIC MAP

Project Name: LOG CABIN BR  
 State Project Number: S305-1/03-0.29 00 23  
 Federal Project Number: STBG0103009D  
 Latitude/Longitude: 40.38968, -80.56880  
 County: Brooke



CONTOUR INTERVAL 20 FEET  
 NATIONAL GEODETIC VERTICAL DATUM OF 1929



QUADRANGLE LOCATION



**WEST VIRGINIA**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**

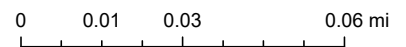













# WV SHPO Map-Log Cabin Bridge



May 1, 2024

1:2,257



- |   |  |
|---|--|
|  Architecture Survey - Area |  Cemeteries - Point |
|  Cemeteries - Area          | <b>National Register - Point</b>   |
| <b>National Register - Area</b>   | <b>Condition</b>   |
| <b>Condition</b>  |  Demolished         |
|  Demolished                 |  Active             |
|  Active                     | <b>Architecture Sites - Point</b>  |
| <b>Architecture Sites - Area</b>  | <b>Condition</b>   |
| <b>Condition</b>  |  Demolished         |
|  Demolished                 |  Active             |
|  Active                     |  |

**Notes:**

# West Virginia Historic Bridge Inventory Form

**Bridge No.** 05-001/03-000.29    
**BARS No.** 05A051    
**Federal Bridge No.** 0000000005A051    
**Bridge Design No.** 7458.0

## IDENTIFICATION INFORMATION

**SHPO Survey No.** BR-1602    
**Owner** State Highway Agency  
**Local Name** LOG CABIN BRIDGE    
**Status** Extant - in service  
**Other Local Name**

## LOCATIONAL AND SETTING INFORMATION

**District** 06    
**County** Brooke    
**Latitude** 40232400    
**Longitude** 080341200  
**Location** 0.11 MILE SOUTH JCT CR 1    
**UTM-Northing**  
**Facility Carried By Structure** COUNTY ROUTE 1/3    
**UTM-Easting**  
**UTM Zone**  
**Features Intersected** HARMON CREEK    
**Surrounding Land Use** Residential  
**Type of Development** Rural - (undeveloped area outside communities)

## STRUCTURAL INFORMATION

**Main Span Type** Concrete Arch - Deck    
**Structure Length (ft)** 65  
**Main Span Type Code** 111    
**Length of Maximum Span (ft)** 60  
**Number of Spans in Main Unit** 001    
**Average Daily Traffic** 000010    
**Year** 2003  
**Number of Approach Spans** 0000    
**Sufficiency Rating** 0250    
**Skew** 00  
(Note: Data current as of April 2006 database)

## BRIDGE DESCRIPTIVE INFORMATION

**Year Built** 1912    
**Arrangement**  
**Year Reconstructed**    
**Connection Type**  
**Truss Bridge Type**    
**Truss Details**  
**Alteration(s)**    
**Date of Alterations (Year)**  
Change in railing/parapet     1985

**Architectural Treatment(s)**    
**Bridge Plate Text**  
N/A

## BRIDGE HISTORY

**Engineer or Designer**    
**Builder or Fabricator** Luten Bridge Company

**Bridge Plan Location** Unknown

**Additional Details:** Portions of parapet missing and replaced with metal guardrail. Closed spandrel elliptical arch. Bridge possesses distinctive rounded arch ring detail and this feature indicates that bridge incorporates engineering design related directly to the work of Daniel B. Luten, a nationally recognized bridge designer.

**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.

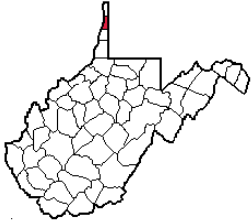
This bridge was designed or constructed by an engineer or firm whose work is distinguishable on the national level.

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

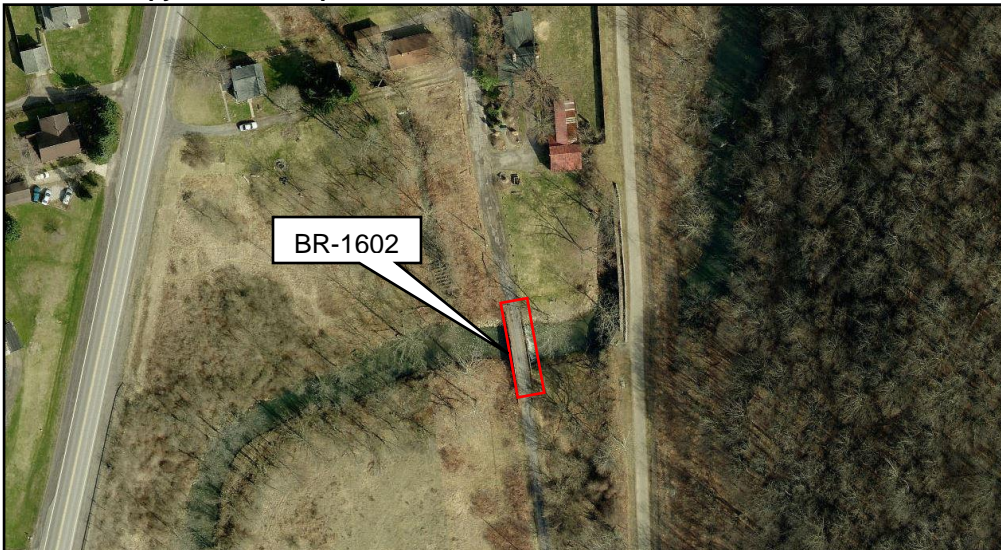
Internal Rating: \_\_\_\_\_



## WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

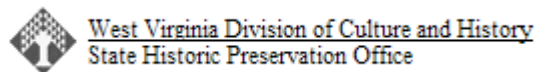
<b>Street Address</b> Worthington Lane over Harmon Creek, vicinity of Weirton-Colliers	<b>Common/Historic Name/Both</b> <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Log Cabin Bridge	<b>Field Survey #</b>	<b>Site # (SHPO Only)</b> BR-1602
<b>Town or Community</b> Colliers	<b>County</b> Brooke	<b>Negative No.</b>	<b>NR Listed Date</b> N/A
<b>Architect/Builder</b> Luten Bridge Company	<b>Date of Construction</b> 1912	<b>Style</b> Single span concrete elliptical arch	
<b>Exterior Siding/Materials</b> Concrete	<b>Roofing Material</b> Asphalt wearing surface	<b>Foundation</b> Concrete	
<b>Property Use or Function</b> <input type="checkbox"/> Residence <input type="checkbox"/> Commercial <input type="checkbox"/> Other <input checked="" type="checkbox"/> Transportation	<b>UTM#</b> Zone 17T, NAD83 536597 E , 4471098 N	<b>Photograph</b> 	
	<b>Survey Organization &amp; Date</b> WVDOH, November 2024		
	<b>Part of What Survey/FR#</b> Log Cabin Bridge Replacement S305-1/3-0.29 00		

Sketch Map of Property  
Or Attach Copy of USGS Map



Site No.

<b>Present Owners</b> West Virginia Division of Highways	<b>Owners Mailing Address</b> 1900 Kanawha Blvd Building Five Charleston WV 25305
<b>Describe Setting</b> _____ <b>Acres</b> <u>No</u> <b>Archaeological Artifacts Present</b> This bridge carries Three Arches Road (CR 1/3) over Harmon Creek in an exurban area in the vicinity of Weirton. Four lane, divided US Highway 22 is to the north. The Panhandle Rail Trail parallels Three Arches Road to the east. A small neighborhood of single-family houses is located along Police Lodge Road to the northwest. Three Arches Road terminates in a dead-end 0.3 miles to the south.	
<b>Description of Building or Site (Original and Present)</b> _____ <b>Stories</b> _____ <b>Front Bays</b> The Log Cabin Bridge is a single span, parabolic concrete arch bridge built in 1912 by the Luten Bridge Company. It has integral wingwalls and is supported on reinforced concrete stub abutments. The abutments are connected with a reinforced concrete tie in the stream bed. It has solid concrete parapets with an incised geometric pattern. The overall length of the bridge is 65 feet from end to end of the parapets, with a roadway width of 13 feet, six inches. The arch rings are rounded, a signature Luten detail. The parapets are significantly eroded and, in some places, damaged by collision. Steel W-beam guardrails are at the end of each parapet.	
<b>Alterations</b> <input checked="" type="checkbox"/> <b>Yes</b> <input type="checkbox"/> <b>No</b>	<b>If yes, describe</b> Guardrails added.
<b>Additions</b> <input type="checkbox"/> <b>Yes</b> <input checked="" type="checkbox"/> <b>No</b>	<b>If yes, describe</b>
<b>Describe All Outbuildings</b> N/A	
<b>Statement of Significance</b> (See Continuation Sheet)	
<b>Bibliographical References</b> (See Continuation Sheet)	
<b>Form Prepared By:</b> Ahleah Boise <span style="float: right;"><b>Date:</b> November 2024</span>	
<b>Name/Organization:</b> WVDOH <b>Address:</b> West Virginia Division of Highways 1900 Kanawha Blvd., Building Five Charleston WV 25305 <b>Phone #:</b> (304) 630-0248	



This program receives federal funds from the National Park Service. Regulations of the U. S. Department of the Interior prohibit unlawful discrimination in department Federally Assisted Programs on the basis of race, color, national origin, age or handicap. Any person who believes he or she has been discriminated against in any program, activity, or facility operated by a recipient of Federal Assistance should write to: Director, Equal Opportunity Program, U.S. Department of the Interior, National Park Service, P.O. Box 37127, Washington, D.C. 20013-7127.

# WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

**NAME:** Log Cabin Bridge  
**SURVEY NUMBER:** BR-1602

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**Statement of Significance:** Brooke County is one of four counties that makes up West Virginia's northern panhandle, a narrow sliver of land between Pennsylvania to the east and Ohio to the west. With a land area of 92.8 square miles, it is the second smallest county in the state after Hancock County, to the north. In prehistoric times, the area was occupied by mound building cultures and mounds still exist in the areas that are now the towns of Follansbee and Beech Bottom. The county seat is Wellsburg, located in the central west region of the county along the Ohio River. The county was established from part of Ohio County in what was then Virginia by an act of the General Assembly in 1796 and reduced in size by the establishment of Hancock County to the north in 1848.<sup>1</sup>

In the 19<sup>th</sup> century, the only other incorporated town in Brooke County, besides the county seat of Wellsburg, was Colliers, a village located along Harmon Creek about two and a half miles south of Holliday's Cove. Local accounts state that the town was named after Jacob Colliers, an early settler. Colliers was incorporated in 1843 and coal mines in the area were opened in the 1840s and 50s. Colliers, and the nearby village of Logrow, were bustling with employees of the mines and their families, supporting several grist mills, grocery and dry goods stores, a school, and four churches.<sup>2</sup> The Holliday's Cove Railroad was built through Colliers in 1860, and a station was built in 1886. The town thrived until the Great Depression, when a number of mines closed, and most of the population moved elsewhere. In 1935, Colliers Steel, a subsidiary of the Guarantee Specialty Company of Cleveland Ohio, opened to produce stamped steel products. Colliers Steel operated until the 1990s.

The land surrounding the Log Cabin Bridge was first settled by David and Catherine Snyder. In 1819, they bought 213 acres along Harmon Creek. The Snyders had 13 children and built a brick house at the bend of Harmon Creek (near the present three arch bridge) from bricks made on-site. David Snyder farmed the land as well as operating a grist mill and a cooperage. Snyder died intestate in 1846 and after years of family squabbling, the majority of the Snyder property was sold out of the family in 1883.<sup>3</sup> The property was later bought by Pasquale Petrelli of Follansbee from Cyrus Ferguson, an early industrialist in Brooke and Hancock counties.<sup>4</sup>

In 1905, industrialist Ernest T. Weir moved his sheet and tin plate factory from Clarksburg to a property just north of the village of Holliday's Cove in Hancock County. The company was renamed Weirton Steel in 1918 and the newly founded town of Weirton came to subsume the smaller northern Brooke county hamlets of Holliday's Cove, Edgington, and Danville. Strategically situated along the Ohio River and the Pittsburgh, Cincinnati, Chicago and St. Louis Railroad, Weirton Steel grew to become the state's largest employer and the world's largest producer of tin plate.<sup>5</sup>

The present neighborhood immediately north of the Log Cabin Bridge was established in the late 1930s when J. B. Ward laid out building plots on his land near the intersection of Sappington Run Road (now Police Lodge Road) and Colliers Road (now Harmon Creek Road). Census records from 1940 and 1950 indicate the people living in the neighborhood were generally employed in the steel industry. In 1970-1971, County Route 1 was rerouted to the west side of Harmon Creek, intersecting the newly built limited access State Highway 22 just to the north. The obsolete section of former County Route 1 was renamed Three Arches Road from the intersection of CR 1 to the Log Cabin Bridge and renamed Worthington Lane from the section beginning at the Log Cabin Bridge to the dead end of the road 0.3 miles to the south.

The Log Cabin Bridge over Harmon Creek was built in 1912. Its construction was likely following a devastating flood on September 1, 1912, that killed 29 people in the vicinity of Colliers and Holliday's Cove and swept away the smaller bridges over Harmon Creek.<sup>6</sup> The bridge is an elliptical concrete arch built by the Luten Bridge Company.

(cont.)

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<sup>1</sup> Frank S. Riddel, *The Historical Atlas of West Virginia*, pages 126-155.

<sup>2</sup> June Cambell Grossman and Kathryn Campbell Slasor, et. al., "Leaves of History: Colliers, Harmon Creek", Fort Vance Historical Society, 1997.

<sup>3</sup> Ibid.

<sup>4</sup> Pasquale Petrelli, Last Will and Testament, Brooke County Will Book 8, Page 36, 1939.

<sup>5</sup> Javersak, David T. "Weirton." e-WV: The West Virginia Encyclopedia. 22 July 2024. Web. 19 September 2024.

<sup>6</sup> Paul Zuros, "History in the Hills: Recalling the 1912 Flood" Weirton Daily Times, October 1, 2022.

# WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

**NAME:** Log Cabin Bridge

**SURVEY NUMBER:** BR-1602

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Daniel B. Luten was a civil engineer from Indiana who pioneered the use of concrete for short-span arch bridges. He established the American Bridge Company in Indianapolis in 1901, which eventually had field offices throughout the Midwest and Southeast. Luten designed and patented many designs for concrete arch bridges, which were marketed as cost-effective, quick to build, and indestructible. The company both built bridges and licensed their patented designs to other construction firms.<sup>7</sup> In 1909, a Luten bridge salesman, Alex Whittaker, incorporated the Luten Bridge Company of York, Pennsylvania, to sell and construct Luten patented designs. The Luten Bridge Company maintained West Virginia offices in Huntington and Clarksburg.<sup>8</sup>

**NRHP Criteria Evaluation:** Bridge inspection reports indicate this bridge was built in 1912. Other than a general association with area history, this bridge was not found to be associated with events that have made a significant contribution to the broad patterns of history at a local, state or national level. It is not eligible for listing in the National Register of Historic Places (NRHP) under Criterion A.

An association between this bridge and the lives 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 bridge was constructed by the Luten Bridge Company, a firm whose work is distinguishable on the national level. This bridge has a rounded arch ring, and a reinforced concrete tie joining the abutments in the stream bed, both features associated with the work of Daniel Luten. Although this bridge is significantly deteriorated and has undergone alterations, it retains the historic integrity necessary to convey its engineering significance and, therefore, is eligible for the National Register under Criterion C.

Built in the 20<sup>th</sup> century using commonplace tools, methods, and materials, this bridge 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.

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<sup>7</sup> Martha Carver, *Survey Report for Historic Highway Bridges*, Tennessee Department of Transportation, 2008.

<sup>8</sup> *West Virginia Statewide Historic Bridge Survey: Final Survey Report*, KCI Technologies and Mead & Hunt, Inc. April 2015.

# WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

**NAME:** Log Cabin Bridge  
**SURVEY NUMBER:** BR-1602

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# WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

**NAME:** Log Cabin Bridge

**SURVEY NUMBER:** BR-1602

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# WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

**NAME:** Log Cabin Bridge  
**SURVEY NUMBER:** BR-1602

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South approach to  
Log Cabin Bridge.



North Approach to  
Log Cabin Bridge.

# WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Log Cabin Bridge  
SURVEY NUMBER: BR-1602

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Detail of rounded arch ring feature.



Detail of superstructure and reinforced concrete tie in streambed.