State Level Historic Documentation Report

State Project: S320-39-0.05
Federal Project: N/A

SHADY SADIE'S BRIDGE
Kanawha County

Prepared by:

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WV Department of Transportation
Division of Highways
Technical Support Division
NEPA Compliance & Permitting Section

April 17, 2023

STATE LEVEL HISTORIC DOCUMENTATION
SHADY SADIE'S BRIDGE

Location:	County Route 39 over Little Sandy Creek Kanawha County West Virginia USGS Big Chimney Quadrangle
Date of Construction:	1928
Builder:	Fairmont Mining Machine Company of Fairmont, WV (superstructure) Monty Brothers of WV (substructure)
Present Owner:	West Virginia Department of Transportation Division of Highways 1334 Smith Street Charleston, WV 25301
Present Use:	Vehicular Bridge
Significance:	Shady Sadie's Bridge is historically significant as a as a noteworthy remaining example of a bridge built within the county road system operated in West Virginia prior to the development of the comprehensive state road system into which the county system was absorbed.
Project Information:	The project has been undertaken due to the deteriorating condition of the bridge and the necessity for a structure that can accommodate two lanes of traffic. Any future deterioration of the bridge will result in its closure. Therefore, this bridge warrants replacement. This documentation was undertaken in April 2023 in accordance with a Memorandum of Agreement among the West Virginia Department of Transportation and West Virginia State Historic Preservation Office. These measures are required due to the replacement of this National Register eligible structure. Tracy D. Bakic, Structural Historian West Virginia Division of Highways Charleston, WV 25305 April 17, 2023

Shady Sadie's Bridge spans Little Sandy Creek and is located in the Elkview vicinity of northern Kanawha County, West Virginia (WV) on County Route (CR) 39, approximately 0.05 miles north of CR 43. Little Sandy Creek is a tributary of the Elk River.

Shady Sadie's Bridge, built 1928, is a single-span riveted steel Pratt Through Truss. The truss superstructure was fabricated/built by the Fairmont Mining Machinery Company of Fairmont, WV. The superstructure is supported on full height reinforced concrete abutments that were built by Monty Brothers, a WV contractor. The bridge was substantially repaired in 1997 by WVDOH Central Heavy Maintenance Division. Overall measurements of the single-lane structure are 124 feet, 8 inches long (out-to-out of backwalls) by 18 feet, 4 inches wide (center-to-center of trusses.

Superstructure: The superstructure of this bridge is a riveted steel Pratt Through Truss. Each trapezoidal truss span is 120 feet long by 20 feet, 5.5 inches tall (top of top chord to bottom of bottom chord). Each truss includes a total of seven panels. The width measurement from centerline to centerline of the two trusses is 18 feet, 4 inches. The entire steel superstructure consists of the pair of trapezoidal-shaped trusses – each composed of top (upper) and bottom (lower) chords, end posts, vertical posts and diagonal tension members – that are connected by floor beams and lower lateral bracing below and by portal struts, upper lateral struts and upper lateral bracing above. Existing original steel-to-steel connections are all or mostly riveted and repair/rehabilitation connections are mainly bolted and, in some cases, welded. Many connections between steel members are via steel gusset/connector plates or angles. The trusses are connected to the abutment bridge seats via fixed bearings at the north end abutment and rocker/expansion bearings at the south end abutment.

Bridge Components:

Trusses - Lower Chords. The original lower (bottom) chord of each truss is composed of steel L shapes (angle bar). The first two panels at each truss end have lower chords composed to two L-shapes and the three interior/middle panels are composed of L-shapes. All of the existing L-shapes are 5-inch by 3.5-inch and are replacements (late 1990s repairs/rehab).

Trusses - Upper Chords. The upper (top) chord is composed of two 9-inch steel channel beams with steel plating at the top side and flat bar lattice (zigzag) at the bottom side.

Trusses - End Posts. The diagonal/slanted end posts at the ends of each truss are each composed of two 9-inch steel channel beams, steel plating at the top side and steel flat bar lattice (zigzag) bracing to the bottom side.

Trusses - Vertical Posts. The vertical tension members/posts are each composed of two 8-inch steel channels and latticed (zigzag) steel flat bar bracing on two sides.

Trusses - Diagonal Tension Members. The diagonal tension members of each truss are composed of steel L-shapes held together with evenly spaced steel connector plates. Each member extends diagonally within a single panel (area between vertical tension members). For each truss: the first full panel in from each portal has a single diagonal member made of two 5-inch by 3.5-inch steel L-shapes; the second full panel in from each portal has a single diagonal made of two 5-inch by 3-inch L-shapes; and the middle panel has two criss-crossed diagonal members made, each made with two 5-inch by 3-inch L-shapes.

Portal Struts. The portal strut at each end of the bridge is attached between the top of the end posts and is composed of paired steel L-shapes and bracing. A more detailed composition of each portal strut follows. The top horizontal member is composed of two 4- by 3-inch L-shapes. The lower horizontal member is composed of two 3- by 3-inch L-shapes. Diagonal bracing is composed of paired 3-inch by 3-inch or 4-inch by 3-inch L-shapes. Original L-shapes at the south end portal strut were replaced during the late 1990s repair/rehab project in order to repair previous damage to the portal.

Top/Upper Lateral Struts. There are five (5) top/upper lateral struts at this bridge, each attached between the trusses at the matching upper chord/main vertical post intersections. Each strut is composed of two sets of paired steel L-shapes (each 3.5-inch by 3-inch) with zig-zagged steel bar bracing in between. Steel knee braces are attached from strut to its associated vertical truss posts. The knee braces act as simple forms of sway bracing. Each knee brace is composed of a pair of 3-inch by 3.5-inch steel L-shapes.

Top/Upper Lateral Bracing. Top lateral bracing are the two steel L-shapes (angle bars) that criss-cross between each upper panel (area bounded by the upper truss chords and portal/lateral struts). Lateral bracing is composed of 3.5-inch by 3-inch L-shapes.

Bottom Lateral Bracing. Bottom lateral bracing is the two steel L-shapes (angle bars) that criss-cross between each lower panel (area bounded by the lower truss chords floorbeams). The bottom laterals for the first panel in from each end of the bridge are 5.5-inch by 3.5-inch L-shapes and the L-shapes used at the five middle panels are 3.5-inch by 3-inch.

Floorbeams. There are eight (8) equally-spaced steel floorbeams – each a S22x68.5 beam (American Standard beam, 22-inch deep by 68.5 lbs per foot). The floorbeams are connected with the lower chord of each truss.

Stringers. There are six (6) evenly steel stringer alignments at each lower panel. The existing outer stringer alignments are W12x35 beam (Wide Flange, 12-inch deep by 35 lbs); these are late 1990s replacements for earlier W12x27 beams. All interior stingers are W12x27 beam.

Railings. The original railings for this bridge were likely steel, perhaps L-shapes; this was the case with another bridge built by Fairmont Mining Machine Co. – Stony River Bridge (SHPO No. GT-0092). The existing railings – standard flexbeam guardrail system and splashguards – was installed in the late 1990s, with the previous railing system removed.
Plaques. There are two original informational plaques on this bridge. On the South End Post of the East/Upstream Truss there is a plaque reads "1928 / COBB BRIDGE / KANAWHA CO. COURT / WESLEY H. O'DELL, PRES. / H.A. WALKER, COM. / OMER

GIVEN, COM. / CONRAD M. ROSS, CO. RD. ENGR. / COUNTY BRIDGE NO. 101". On the North End Post of the West/Downstream Truss there is a plaque that reads "1928 / BUILT BY / FAIRMONT / MINING / MACHINERY CO. / FAIRMONT, W. VA."

Decking. The existing bridge deck/wearing surface is cast-in-place reinforced concrete and includes integral concrete curbs (covered with splash guards). The overall deck width, including curbs, is 18 feet; the bridge roadway width is 17 feet (between curbs). The wearing surface in asphalt.

Substructure. The bridge's existing substructure consists of full height reinforced concrete abutments with backwalls and wingwalls. The abutments were originally built in 1928 by WV contractor Monty Brothers. As part of rehab/repairs in late 1990s, WVDOH Central Heavy Maintenance Division removed and rebuilt the upper exterior portions of each abutment, including backwalls and wingwalls. A backwall – or curtain wall – is the portion of the abutment that extends up from the breastwall, which is the main load-bearing portion of each abutment; the breastwall ends at the bridge seat, the "shelf" where the truss bearings are set, and the backwall extends up from the bridge seat.

The existing Shady Sadie's Bridge is rated in poor condition and includes significant deterioration of steel superstructure components and of the concrete deck.

Elk District & Elkview

The subject bridge is located in Elkview, one of many communities east of Charleston that extend along/near the Elk River within the historic boundaries of Elk District. The earliest settlers in future Elk District came in 1783. The first salt produced in the district was in 1817. Elk District was amongst the 10 magisterial areas delineated in Kanawha County when WV first became a state. The district became noted in the oil and gas industry with many wells, particularly in the Pinch and Blue Creek areas (E-BCHS GEN-93 pp11-12,35-42, MIS-G-93 p5). Two railroads historically traversed along the Elk River in Elk District – one on each side of the waterway:

Coal & Coke Railroad. This road extended along the south side of Elk River. It was initially chartered as the Charleston Clendenin & Sutton Railroad on May 1891 with construction started by 1892. The road was purchased in December 1902 by the Coal & Coke Railway and expanded by that company; the Coal & Coke Railway was incorporated May 1902. The Baltimore & Ohio Railroad purchased the Coal & Coke Railway in 1917. The route became part of Conrail by the 1980s (*Age of Steel* 1891; *Baltimore Sun* 1902; AbandonedOnline.net). In 1997 the line of acquired

by NS Corp (Conrail.com). The trackage was abandoned and by the 2000s started being developed into the Elk River Rail Trail park system.

Kanawha & West Virginia Railroad. This road was initially incorporated in January 1903 under the name Imboden & Odell Railroad and then the name was changed to Kanawha & West Virginia Railroad in 1905. The road was built 1903-1907 along the north side of Elk River from Charleston to Blue Creek, then crossed the river to go south along Blue Creek to Quick, Blakely and Swiss. In 1938 the road became part of the New York Central system. The portion along Elk River (Charleston-Blue Creek) was abandoned 1967 and trackage largely removed, but perhaps some sections still existing along Blue Creek (ICC 1930:495; NWNCrails.org).

Shady Sadie's Bridge is at the juncture of Little Sandy Creek and Aaron's Fork. Generally considered part of Elkview, this bridge/area historically is more closely surrounded by the former postal areas of Wills, Aarons, and Frame.

Elkview. An early settler to this area was Owen Jarrett; he purchased several hundred acres of land in Elk District and settled here with in family in 1812. The initial post office, established in 1840, was known as Jarrett or Jarrett's Ford. In 1909 the PO was re-established as Elkview, purportedly so-called since, in earlier days, the locale afforded a good view of where elk had gathered (E-BCHS ELC-F-93 p10; Kenny 1945; Postalhistory.com). Elkview was a designated stop on both the Coal & Coke and Kanawha & West Virginia railroads; the depot of the latter road still exists here. The main community of Elkview developed close to the Elk River, being set amongst the historic oil-gas boom areas of Pinch and Blue Creek.

Wills. This area is at the Wills Creek-Little Sandy Creek juncture, about 0.35 miles south of the subject bridge. According to early USGS maps, the area was earlier referred to as Hammick Hill. The Wills PO was established from 1908-1925 (Postalhistory.com). Today the Elkview I-79 interchange and The Crossings Shopping Center are located here.

Aaron's Fork (Aarons). Aaron's Fork is a waterway and locale that starts at the Little Sandy Creek juncture – where the subject bridge is located – and extends northward for about 7 miles along Aaron's Fork and to the top of Leatherwood Hill. Much of the property in this area was part of the 47,000-acre land grant of Alexander J. Bruen of NY, NY. The land was divided into tracts and Bruen sold the tracts in the mid/late 1880s to settlers who used the land for farming, raising cattle and timbering. The Aaron's PO was established from 1888-1916. The road up the fork (Aaron's Fork Rd) was previously a wagon road but was developed ca. 1930 for automobiles. A general store was located along this route for many years. There had been at least two one-room

schools up the road until they were replaced in 1928 with a two-room school. Teenage residents attended Elk District High School in central Elkview (E-BCHS AA-G-93, p1-2; Postalhistory.com).

1957 Charleston USGS Map

Little Sandy Creek (Frame). This is the rural area from Aaron's Fork juncture – where the subject bridge is located – thence along Little Sandy Creek to Frame at Poca Fork. Forks of Little Sandy PO was established in the Frame area from 1874 to 1905. The name was changed to Hunt from 1906 to 1920. The name changed again as Hunt was often being mistaken as an abbreviation of Huntington. Frame was chosen purportedly due to a nearby blacksmith by that name. The Frame PO was established from 1920 to 1955 (E-BCHS FR-G-HIS-93 p1; Postalhistory.com)

The Aaron's Fork and Little Sandy Creek juncture, where Shady Sadie's Bridge is, has always been a rural/farm setting. In earlier years the surrounding area was the Cobb farmstead. The family may have been that of William P. Cobb. The broader area appears to never have included a large coal or oil/gas industry as with the Blue Creek/Pinch area, although some properties may have had their own oil/gas well(s). Directly southeast of the bridge was a tavern (beer joint) called Shady Sadie's, owned by Sadie Myrtle Harper Summers. Summers had owned several local businesses prior to her death in 1982. The tavern was opened in the 1970s, reportedly reusing a former service station; the building was removed in 2006-07. Just a little further south on left side of Frame Road was Sams Grocery, owned by Hugh Duncan "Toots" Sams and operated for about 30 years prior to Sams' death in 2014. The grocery store was removed ca. 2004 to construct the building that Kermit Tyree Construction is currently located in. To the north of the of the bridge is Sandy Grove Missionary Baptist Church, built ca. 1974 to replace the congregation's earlier church that was removed during I-79 construction (Bashlor 2022; FamilySearch.org; FindAGrave.com. HaferFuneralHome.net; Kanawha.wvassessor.com; Nichols 2022).

Aaron's Fork Road (CR 39) & Nearby Frame Road (CR 43)

Shady Sadie's Bridge takes Aaron's Fork Rd (CR 39) over Little Sandy Creek. Aaron's Fork Road branches off of Frame Road (CR 43) at a point just south of the subject bridge. Both rural routes existed by the 1890s (USGS 1897, 1899); neither route is related to a historic turnpike (toll) road. Aaron's Fork Rd and Frame Rd were designated as CR 39 and CR 43 by 1933. Aaron's Fork Rd extends for about 10.3 miles, from Frame Rd north to CR 33 (Poca River Rd); heading west on CR 33 goes to Sissonville.

Shady Sadie's Bridge, originally called Cobb Bridge, was built in 1928. It appears to be part of overall improvements by the Kanawha County Court to both Aaron's Fork and Frame roads, both unimproved prior to this period. By 1933 Frame Rd was paved from US 119 in central Elkview to Frame (at Poca Fork). Aaron's Fk Rd (CR 39) was paved from Frame Rd to a point a little north of the subject bridge and then was graded (but unpaved) further north to Blundon (WVSRC 1933). This all likely occurred via the following contracts dispersed by the county:

<u>1928 – (Grading)</u>. Contracts awarded by the county for the grading of Aaron's Fork Rd from the subject bridge to Blundon. The lower four miles was awarded to Board & Board of Charleston, WV, and the upper 3.16 miles to Venable & Farkas of Charleston, WV (*CG* 2/1 & 2/18/1928, 9/1929). Earlier in 1928, a contract was awarded to grade CR 33 from US 21 (Sissonville) to connect to Aaron's Fork Road; this project was noted as "affording an intercounty link of no small importance" (*CG* 11/1928).

1929 – (Paving). After the subject bridge was completed, the county court awarded a contract in 1929 to Fuccy Brothers of Weston, WV to concrete-pave Frame Rd from Poca Fork to the newly construction approach to Cobb Bridge, aka Shady Sadie's Bridge (*CG* 8/2 & 8/19/1929).

By 1954 Aaron's Fork Rd (CR 39) and all but a small eastern section of Frame Rd (CR 43) were completely paved (WVSRC 1954). Most of this work for Aaron's Fork Rd seems to have occurred in the late 1930s-40s. In 1938 a contract was awarded by the State to Mirabile Construction Co. of Welch, WV to pave 5.8 miles of Aarons Fork Road (*CG* 7/1938; WVSRC 1941). This was likely done from a point just north of the subject bridge to Blundon. In 1941 a contract was awarded by the State to M. K. Topping Construction of Ironton, OH to grade the road from Blundon to Racoon Creek (WVSRC 1941); this section of road was likely paved shortly after.

Per discussion with an Elkview area local, Aaron's Fork Road's main purpose historically was as a byway between Elkview and Sissonville areas, important for farm- and school-related transport. It does not appear to have significant association with industrial development, such as coal, oil or gas (Bashlor 2022).

Shady Sadie's Bridge (Cobb Bridge)

Old topographic mapping depicts crossings at this location prior to the existing bridge (USGS 1897, 1899, 1901). The subject bridge was originally known as Cobb Bridge as it was, at that time, located adjacent to farmstead land owned by the Cobb family. Plans for the extant bridge were completed by the Kanawha County Engineering Department. The Kanawha County Court awarded the contract to build the bridge's substructure (abutments) to Monty Brothers, a WV contractor, in early September 1927 (*CG* 9/1927; Kanawha Co. 1927). The contract for the bridge superstructure was awarded by the county court to Fairmont Mining Machinery Company on August 9, 1928 (*CG* 8/10/1928). On December 30, 1928 it was reported that the concrete deck of the bridge was to be poured on Monday, Dec. 31 and the span was to be opened to traffic 21 days later (*CG* 12/1928). The bridge was repaired/rehabilitated in the late 1990s by the WVDOH Central Heavy Maintenance Division.

Pratt Truss. The existing bridge is of the Pratt-style through truss design. Engineer Thomas Pratt designed the first Pratt Truss in 1842. In 1844 Thomas and his father, Caleb, were granted the patent for the design (PB & EIH 2008:3-25). "Prevalent from the 1840s through the early twentieth century, the Pratt has diagonals in tension, verticals in compression, except for hip verticals immediately adjacent to the inclined end post of the bridge. Pratt trusses were initially built as a combination wood and iron truss, but were soon constructed in iron only. The Pratt type successfully survived the transition to iron construction as well as a second transition to steel usage" (P.A.C. Spero et al. 1995:72). The design became "the most popular span in America for lengths of less than 250 feet for highways and railroads" (PB & EIH 3-25). By the late 1920s, the Pratt Truss was superseded in prominence of use by the "more refined and economical" Warren Truss (PB & EIH 2005:2-27).

The Pratt design has been used for both pony truss and through truss bridges throughout the US. "In a pony truss the travel surface passes between trusses on either side that constitute the superstructure. These trusses are not connected above the deck, and are designed to carry relatively light loads" (PB & EIH:Chap.3, p4). In a through bridge the travel surface passes through the superstructure, which is connected both overhead and beneath the deck with lateral bracing. "Through trusses are designed to carry heavier traffic loads than the pony truss and are longer in span, some approaching 400 feet" (PB & EIH:Chap.3, p4).

Fairmont Mining Machinery Company. The Fairmont Mining Machinery Company of Fairmont, WV won the bid to construct the truss superstructure of the subject bridge. This company's charter was issued on January 2, 1906 with main purpose to manufacture mining machinery, mine cars, tipples and other machines, appliances, equipment and buildings (WV 1907:337). The company was located between Ninth and Tenth streets in Fairmont, along the B&O Railroad (now CSX). According to the company superintendent ca. 1913, the factory/plant was established on June 1, 1906 (Hennen & Reger 1913:32). That date is likely correct or close since there was an article in the June 28, 1906 *Industrial World* that the company had reconstructed on a former manufactory site and began manufacture of coal cars and mining machinery (*Industrial World* 1906). Along with the main plant, the company site included a large supply house, a small supply shed, and an electric shop (*West Virginian* 1918).

Fairmont Mining Machinery Co. built coal preparation plants and underground mining machinery and sold them throughout the nation (Workman et al. 1994:3). A noteworthy contract for the company was its mid-1920s construction of the new headhouse and conveyor at Nuttallburg (Fayette Co, WV) during that mining complex's Henry Ford/Fordson Coal Company era; these features are now contributors to the Nuttallburg Coal Mining Complex and Town Historic District, which was NRHP-listed in 2007 (Maddex 1991: 27-28,43; Walsh et al 2005; WVCulture.org).

The company has also been noted to have furnished the steel for construction of many coal mining operations, at least one building in Fairmont – the former Fleming Building at 109-113 Adams St in Fairmont (Greco 2013:31). As well, the Fairmont Mining Machinery Company built at least six steel truss bridges in WV which are listed just below.

Bridge Name	County	Town or Vicinity	Span Location	Year Blt	Bridge Type	Still Exists
Shady Sadie's Br (Cobb Bridge)	Kanawha	Elkview	CO 39 over Little Sandy Ck	1928	Pratt, Through	Yes*
Slaughters Creek	Kanawha	Chelyan	WV 61 over Slaughters Ck	1928	Pony Truss	No
Lens Creek Bridge	Kanawha	Marmet	WV 61 over Lens Creek	1928	Pony Truss	No
Stony River Bridge	Grant	Mt Storm	US 50 over Stony River	1931	Pratt, Through	Yes*
Sink's Bridge	Hardy	Wardenville	CO 55/20 over Lost River	1931	Pratt, Through	Yes
Man Pony Truss	Logan	Man	WV 10 over Buffalo Creek	1931	Camelback, Pony	No

**Bridge is currently slated to be removed/replaced in near future*.

The above six bridges were built just prior to or during the Fairmont Mining Machinery Company's entry into receivership, which began in October 1931 (*BPH* 1935). By 1934 the company was operating only four days a week "with layoffs imminent" (Greco 2013:31). In 1935 Fairmont Mining Machinery Company was dissolved and was succeeded by Fairmont Machinery Company, which by the 1960s was touted as the world's largest manufacture of coal mining machinery (*BPH* 1935; Historicpittsburgh.org; Mapco ca. 1967; Sos.wv.gov). Per the WV Historic Bridge Survey (KCI et al 2015) and review of online newspaper archives, there are no bridges known be built by successor Fairmont Machinery Company.

Monty Brothers. Monty Brothers won the bid to construct the substructure (reinforced concrete abutments) of the subject bridge. Little is presently known about Monty Brothers. The construction company appears to have been founded by brothers Joseph (Joe/Guiseppe) and Louis (Luis/Luigi) Monty, both born in Italy and initially coming to the US in 1914 and 1920, respectively (Ancestry.com; *CDM* 1961; *CG* 1971). It appears that the brothers started contracting in the mid-1920s. By 1928-1929, the company was located in Charleston and by 1942 in St. Albans

(WVSRC 1927:188; 1929:238; general NewspaperArchive.com search). It appears likely the company only contracted for WV projects during its tenure as no associations with projects in surrounding states were found.

Joseph Monty died in 1961. After Louis died in 1971 the Monty Brothers Construction Company was newly incorporated by John Monty, likely Joseph's son (Ancestry.com; *BRH* 2013; Companies-WestVirginia.com). The company was dissolved in 1985 (Sos.wv.gov).

Eligibility

Shady Sadie's Bridge has been determined eligible for listing in the National Register of Historic Places (NRHP) at both local and regional levels of significance as a noteworthy remaining example of a bridge built within the county road system operated in West Virginia prior to the development of the comprehensive state road system into which the county system was absorbed.

Shady Sadie's Bridge will eventually be removed as a result of the planned construction of a new bridge at the existing bridge location.

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STATE LEVEL HISTORIC DOCUMENTATION
INDEX TO PHOTOGRAPHS

Shady Sadie's Bridge
County Rt 39 over Little Sandy Creek
Kanawha County, West Virginia

Photographer(s): Tracy D. Bakic February 16, 2022

SHADY SADIES BR - 1	East/Upstream Elevation. View Southwest.
SHADY SADIES BR - 2	East/Upstream Elevation. View Northwest.
SHADY SADIES BR - 3	West/Downstream Elevation. View Northeast.
SHADY SADIES BR - 4	South Approach/Portal. View Northwest.
SHADY SADIES BR - 5	North Approach/Portal. View Southeast.
SHADY SADIES BR - 6	Underside of Superstructure. View Southeast.
SHADY SADIES BR - 7	Builder's Plaque on North End Post, West/Downstream Truss. Reads "1928 / BUILT BY / FAIRMONT / MINING / MACHINERY CO. / FAIRMONT, W. VA." View SE.
SHADY SADIES BR - 8	Plaque on South End Post of East/Upstream Truss. Reads "1928 / COBB BRIDGE / KANAWHA CO. COURT / WESLEY H. O'DELL, PRES. / H. A. WALKER, COM. / OMER GIVEN, COM. / CONRAD M. ROSS, BO. RD. ENGR. / COUNTY BRIDGE NO. 101". View NW.

Original bridge plans are on file with WVDOH.

1. East/Upstream Elevation. View Southwest.

2. East/Upstream Elevation. View Northwest.

3. West/Downstream Elevation. View Northeast.

4. South Approach/Portal. View Northwest.

5. North Approach/Portal. View Southeast.

6. Underside of Superstructure. View Southeast.

7. Builder's Plaque on North End Post, West/Downstream Truss. View SE.

8. Plaque on South End Post of East/Upstream Truss. View NW

1. East/Upstream Elevation. View Southwest.

2. East/Upstream Elevation. View Northwest.

3. West/Downstream Elevation. View Northeast.

4. South Approach/Portal. View Northwest.

5. North Approach/Portal. View Southeast.

6. Underside of Superstructure. View Southeast.

7. Builder's Plaque on North End Post, West/Downstream Truss. View SE.

8. Plaque on South End Post of East/Upstream Truss. View NW

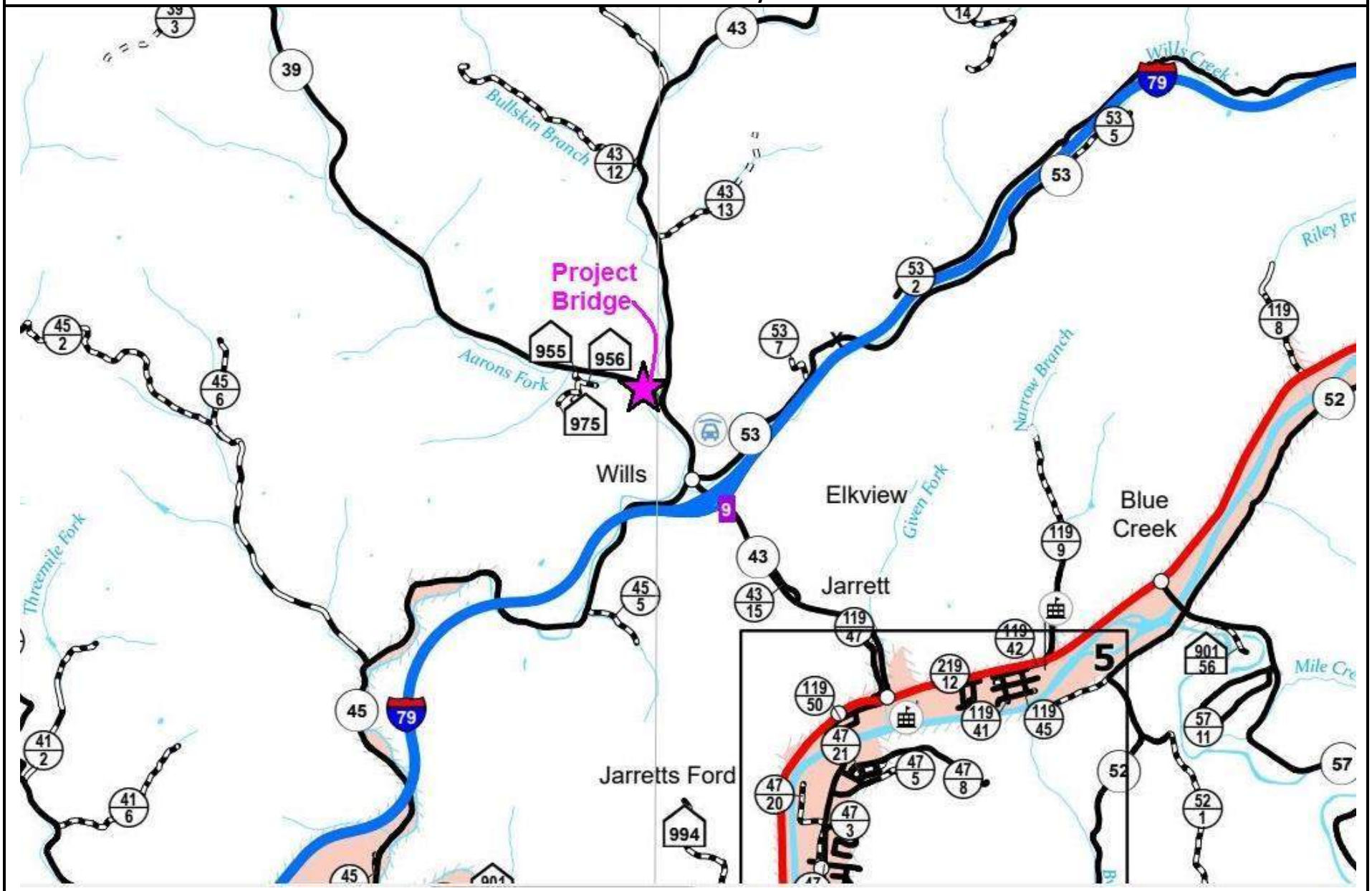
PROJECT AREA

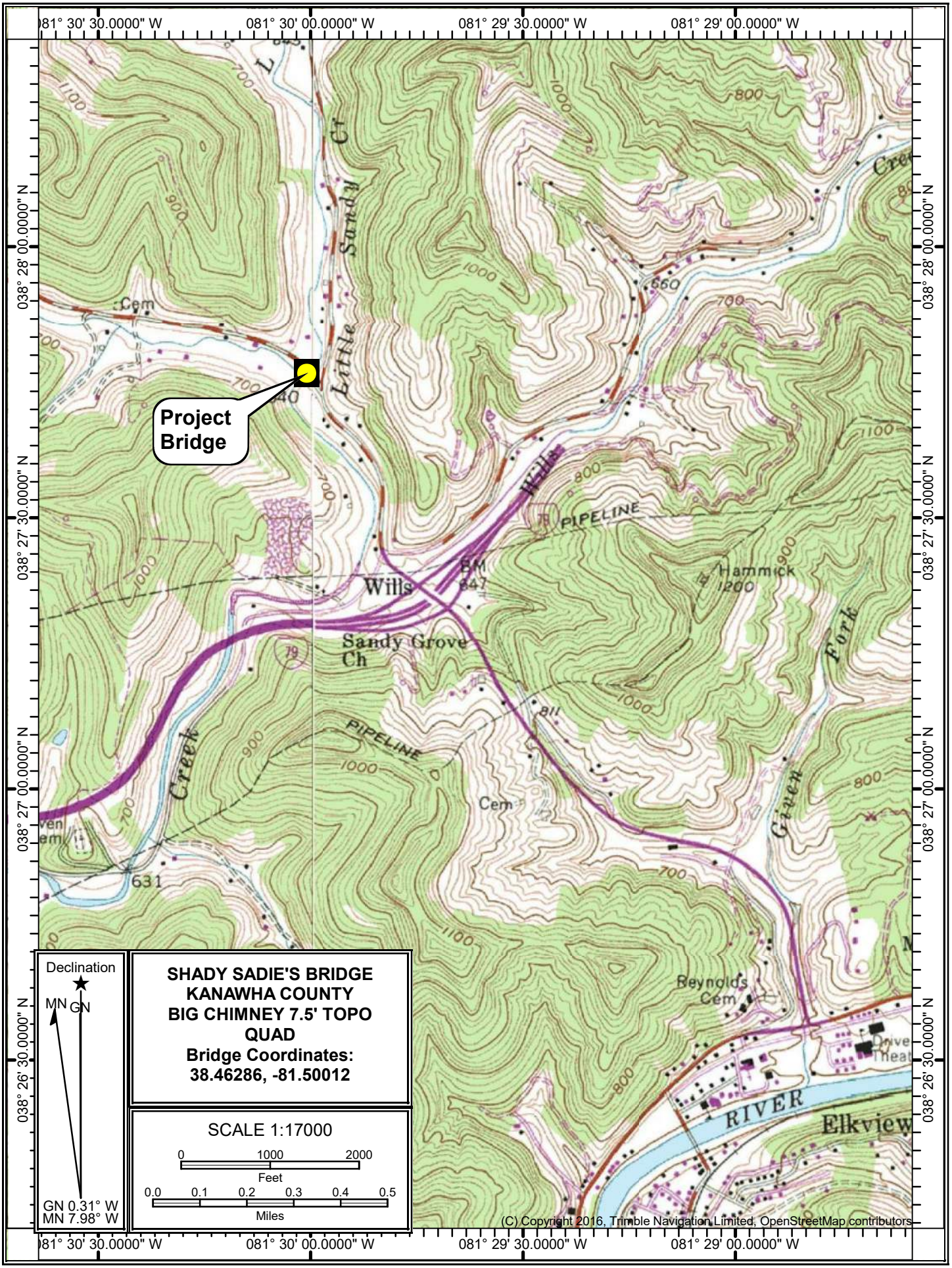
SHADY SADIE'S BRIDGE REPLACEMENT PROJECT

State Project S320-39-0.05

County Route 39 (Aaron's Fork Road) over Little Sandy Creek

Kanawha County

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038° 28' 00.0000" N
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038° 27' 00.0000" N
038° 26' 30.0000" N
Project Bridge
Little Sandy Cr
Wills
Sandy Grove Ch
PIPELINE
Hammick
Cem
Reynolds Cem
RIVER
Elkview
Declination
MN GN
GN 0.31° W
MN 7.98° W
SHADY SADIE'S BRIDGE
KANAWHA COUNTY
BIG CHIMNEY 7.5' TOPO QUAD
Bridge Coordinates:
38.46286, -81.50012
SCALE 1:17000
0 1000 2000
Feet
0.0 0.1 0.2 0.3 0.4 0.5
Miles
(C) Copyright 2016, Trimble Navigation Limited, OpenStreetMap contributors

PROJECT AREA

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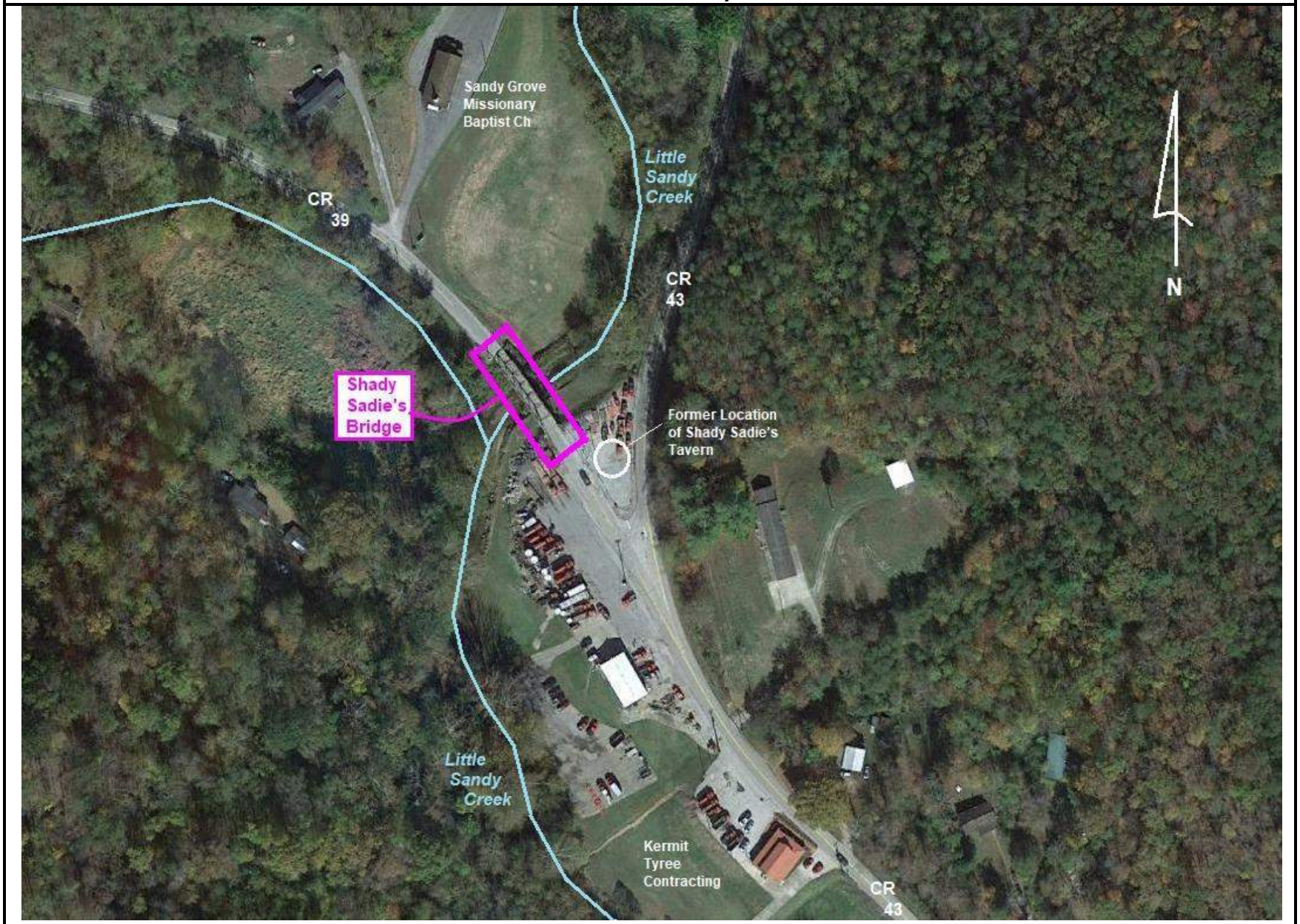
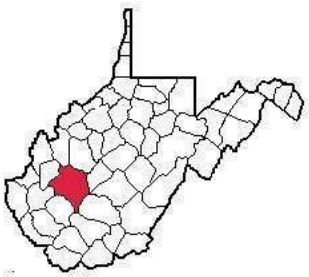
State Project S320-39-0.05

County Route 39 (Aaron's Fork Road) over Little Sandy Creek

Kanawha County



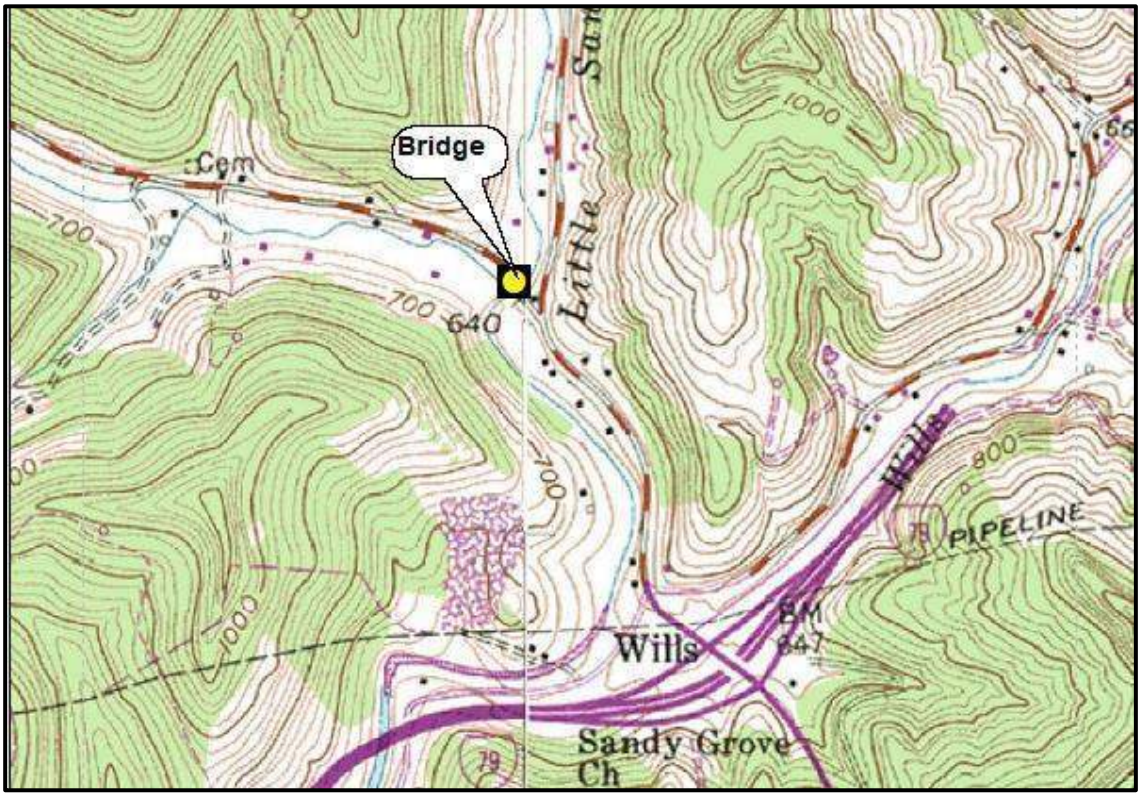


Internal Rating: CE (Crit. A)

3/30/2022

WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address	**Common/Historic Name/Both**	**Field Survey #**	**Site # *(SHPO Only)***
CR 39 over Little Sandy Creek	☒ ☒ ☐ Cobb Bridge (historic) Shady Sadie's Bridge (common)	APE B1	KA-5514
Town or Community Elkview	**County** Kanawha	**Negative No.**	**NR Listed Date**
Architect/Builder Fairmont Mining Mach Co (truss); Monty Brothers (abutments)	**Date of Construction** 1928	**Style** Pratt Steel Through Truss	
Exterior Siding/Materials Steel	**Roofing Material** Steel	**Foundation** Rein. Concrete	
Property Use or Function **Residence** ☐ **Commercial** ☐ **Other** ☒ *Transportation / Bridge*	**UTM#** Zone 17N NAD 1983 456370E, 4257287N		
Survey Organization & Date WVDOH February 24, 2022	**Quadrangle Name** Big Chimney **Part of What Survey/FR#** Shady Sadie's Bridge Replacement Project State Proj # S320-39-0.05		



KA-5514

Site No.

Present Owners WVDOT **Phone #**	**Owners Mailing Address**

Describe Setting ____ **Acres**

Shady Sadie's Bridge takes County Rt 39 (Aaron's Fork Rd) over Little Sandy Creek in Elkview vicinity, northern Kanawha County. Little Sandy Creek is a tributary of the Elk River. The span is 0.05 miles north of County Rt 43 (Frame Rd) and, as well, is at the juncture Aaron's Fork into Little Sandy Creek. The surrounding setting is hilly and wooded. In the vicinity of the bridge are a commercial business, a church, and some residences. The I-79 Elkview interchange and The Crossings shopping center are 0.5 miles to the south. ☐ **Archaeological Artifacts Present**

Description of Building or Site (Original and Present): __ **Stories** __**Front Bays**

Shady Sadie's Bridge, built 1928, is a single-span riveted steel Pratt Through Truss. The truss superstructure was fabricated/built by the Fairmont Mining Machinery Company of Fairmont, WV. The superstructure is supported on full height reinforced concrete abutments that were built by Monty Brothers, a WV contractor. The bridge was substantially repaired in 1997 by WVDOH Central Heavy Maintenance Division. Overall measurements of the single-lane structure are 124 feet, 8 inches long (out-to-out of backwalls) by 18 feet, 4 inches wide (center-to-center of trusses). The roadway width is 16 feet (b/w curbs). The vertical clearance for the truss span is generally 13 feet, 6 inches.

Superstructure: The superstructure of this bridge is a riveted steel Pratt Through Truss. Each trapezoidal truss span is 120 feet long by 20 feet, five-and-1/2 inches tall (top of top chord to bottom of bottom chord). Each truss includes a total of seven panels. The width measurement from centerline to centerline of the two trusses is 18 feet, four inches. The entire steel superstructure consists of the pair of trapezoidal-shaped trusses – each composed of top (upper) and bottom (lower) chords, end posts, vertical posts and diagonal tension members – that are connected by floor beams and lower lateral bracing below and by portal struts, upper lateral struts and upper lateral bracing above. Existing original steel-to-steel connections are all or mostly riveted and repair/rehabilitation connections are mainly bolted and, in some cases, welded. Many connections between steel members are via steel gusset/connector plates or angles. The trusses are connected to the abutment bridge seats via fixed bearings at the north end abutment and rocker/expansion bearings at the south end abutment. ***(See Continuation Sheets)***

Alterations ☑ **Yes** ☐ **No** **If yes, describe**: Railings were initially/earlier replaced in 1989-1991. Repair/Rehab project in late 1990s fully replaced several steel members, railings and portions of both abutments. Various other repairs have been made from 1989 to present. ***(See Maintenance History in continuation sheets)***

Additions ☐ **Yes** ☑ **No** **If yes, describe:** N/A

Describe All Outbuildings N/A

Statement of Significance

(See Continuation Sheets)

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(See Continuation Sheets)

Form Prepared By: Tracy D. Bakic **Date:** February 24, 2022

Name/Organization: West Virginia Division of Highways
Address: Capitol Complex
Building 5, Rm 450
Charleston, WV 25305

Phone #: 304-414-6407

Bridge Description (*cont'd)*:

Bridge Components:

Trusses - Lower Chords. The original lower (bottom) chord of each truss is composed of steel L shapes (angle bar). The first two panels at each truss end have lower chords composed to two L-shapes and the three interior/middle panels are composed of L-shapes. All of the existing L-shapes are 5-inch by 3.5-inch and are replacements (late 1990s repairs/rehab).

Trusses - Upper Chords. The upper (top) chord is composed of two 9-inch steel channel beams and steel plating at the upper/top side and flat bar lattice (zigzag) at the bottom side.

Trusses - End Posts. The diagonal/slanted end posts at the ends of each truss are each composed of two 9-inch steel channel beams, steel plating at the top side and steel flat bar lattice (zigzag) bracing to the bottom side.

Trusses - Vertical Posts. The vertical tension members/posts are each composed of two 8-inch steel channels and latticed (zigzag) steel flat bar bracing on two sides.

Trusses - Diagonal Tension Members. The diagonal tension members of each truss are composed of steel L-shapes held together with evenly spaced steel connector plates. Each member extends diagonally within a single panel (area between vertical tension members). For each truss: the first full panel in from each portal has a single diagonal member made of two 5-inch by 3.5-inch steel L-shapes; the second full panel in from each portal has a single diagonal made of two 5-inch by 3-inch L-shapes; and the middle panel has two criss-crossed diagonal members made, each made with two 5-inch by 3-inch L-shapes.

Portal Struts. The portal strut at each end of the bridge is attached between the top of the end posts and is composed of paired steel L-shapes and bracing. A more detailed composition of each portal strut follows. The top horizontal member is composed of two 4- by 3-inch L-shapes. The lower horizontal member is composed of two 3- by 3-inch L-shapes. Diagonal bracing is composed of paired 3-inch by 3-inch or 4-inch by 3-inch L-shapes. Original L-shapes at the south end portal strut were replaced during the late 1990s repair/rehab project in order to repair previous damage to the portal.

Top/Upper Lateral Struts. There are five (5) top/upper lateral struts at this bridge, each attached between the trusses at the matching upper chord/main vertical post intersections. Each strut is composed of two sets of paired steel L-shapes (each 3.5-inch by 3-inch) with zig-zagged steel bar bracing in between. Steel knee braces are attached from strut to its associated vertical truss posts. The knee braces act as simple forms of sway bracing. Each knee brace is composed of a pair of 3-inch by 3.5-inch steel L-shapes

Top/Upper Lateral Bracing - Top lateral bracing are the two steel L-shapes (angle bars) that criss-cross between each upper panel (area bounded by the upper truss chords and portal/lateral struts). Lateral bracing is composed of 3.5-inch by 3-inch L-shapes.

Bottom Lateral Bracing – Bottom lateral bracing is the two steel L-shapes (angle bars) that criss-cross between each lower panel (area bounded by the lower truss chords floorbeams). The bottom laterals for the first panel in from each end of the bridge are 5.5-inch by 3.5-inch L-shapes and the L-shapes used at the five middle panels are 3.5-inch by 3-inch.

Floorbeams. There are eight (8) equally-spaced steel floorbeams – each a S22x68.5 beam (American Standard beam, 22-inch deep by 68.5 lbs per foot). The floorbeams are connected with the lower chord of each truss.

Stringers – There are six (6) evenly steel stringer alignments at each lower panel. The existing outer stringer alignments are W12x35 beam (Wide Flange, 12-inch deep by 35 lbs); these are late 1990s replacements for earlier W12x27 beams. All interior stingers are W12x27 beam.

Bridge Description (*cont'd)*:

Railings. The original railings for this bridge were likely steel, perhaps L-shapes; this was the case with another bridge built by Fairmont Mining Machine Co. – Stony River Bridge (SHPO No. GT-0092). The existing railings – standard flexbeam guardrail system and splashguards – was installed in the late 1990s, with the previous railing system removed.

Plaques. There are two original informational plaques on this bridge. On the South End Post of the East/Upstream Truss there is a plaque reads "1928 / COBB BRIDGE / KANAWHA CO. COURT / WESLEY H. O'DELL, PRES. / H.A. WALKER, COM. / OMER GIVEN, COM. / CONRAD M. ROSS, CO. RD. ENGR. / COUNTY BRIDGE NO. 101". On the North End Post of the West/Downstream Truss there is a plaque that reads "1928 / BUILT BY / FAIRMONT / MINING / MACHINERY CO. / FAIRMONT, W. VA."

Decking. The existing bridge deck/wearing surface is cast-in-place reinforced concrete and includes integral concrete curbs (covered with splash guards). The overall deck width, including curbs, is 18 feet; the bridge roadway width is 17 feet (between curbs). The wearing surface in asphalt.

Substructure. The bridge's existing substructure consists full height reinforced concrete abutments with backwalls and wingwalls. The abutments were originally built in 1928 by WV contractor Monty Brothers. As part of rehab/repairs in late 1990s, WVDOH Central Heavy Maintenance Division removed and rebuilt the upper exterior portions of each abutment, including backwalls and wingwalls. A backwall – or curtain wall – is the portion of the abutment that extends up from the breastwall, which is the main load-bearing portion of each abutment; the breastwall ends at the bridge seat, the "shelf" where the truss bearings are set, and the backwall extends up from the bridge seat.

Alterations (*cont'd)*:

The maintenance history of the bridge includes:

1989-1991	Various repairs to exterior stringers by plating bottom flanges and webs. Upstream (east side) endposts reinforced with plate. Helper angles attached to lower chord gusset plates at upstream/east side. Hand railing and post replaced.
Late 1990s	Work completed by WVDOH Central Heavy Maintenance Division. Replaced: all lower chords; all exterior stringers; one floorbeam connection at west side; all horizontal gusset plates; some interior and exterior vertical gusset plates; railings and splash shields; and upper portions of both abutments, incl. backwall and wingwalls. Also, repair damaged portal at the south end of bridge; extend all scuppers,
ca. 2009	Plate repairs were made to three floorbeams and one stringer.
ca. 2011	One floorbeam-stringer angle connection repaired; plate repair to one floorbeam; plate-repairs to web and bottom flange to section of one stringer.
ca. 2013	Repairs to one upstream/east side endpost.
ca. 2017	Placed pedestals under specified floorbeam(s. Repair angles installed at flange and web of one stringer. Plate repairs to specified stringers and one downstream/west endpost.
2021	Placed pedestal under several stringers. Plated full length of one floorbeam bottom flange. Plated a section of web and other repairs to one stringer.

Statement of Significance:

This bridge spans County Route 39 (Aaron's Creek Rd) over Little Sandy Creek in the unincorporated Elkview area in northern Kanawha County. Kanawha County was established per Virginia Act of November 14, 1788 and took effect on October 1, 1789. The first county court convened on October 5, 1789. The county was formed from parts of Greenbrier and Montgomery counties and was named for the Kanawha River, itself purportedly named after a small Native American tribe that live along its upper banks (Atkinson 1876:80; Harper 2019; Hening 1823: 670; WVHAS 1902:76; Wintz 2015), The official county seat has always been in Charleston, which became West Virginia's state capital in 1870-75 and then continuously since 1885.

Kanawha County was initially divided into 10 townships – Big Sandy, Cabin Creek, Charleston, Elk, Jefferson, Loudon, Malden, Poca, Union, and Washington (US Census Bureau 1872; WV Dept of Free Schools 1868). On April 9, 1872 a new state constitution was ratified, and each county's townships were reestablished as magisterial districts. In Kanawha Co, the districts kept the same names as the townships (Rand McNally 1924; US Census Bureau 1883; White 1873). Sometime between 1990 and 2000, the districts were reconfigured into four districts – Districts 1, 2, 3 & 4 (US Census Bureau 2003). The subject bridge has historically always been within Elk District.

Although the earliest white visitors are suspected to have come as early as the 1670s, the first credited settlement of the county was 1773 at Cedar Grove situated where Kelly's Creek enters Kanawha River. George Clendenin settled at present Charleston in 1788 (Harper 2019). Charleston was originally established per charter passed on Dec. 19, 1794, being called "Charlestown," and having been laid off on 40 acres of Clendenin's landholdings (Hening 1835:322). The future city is considered to have been named to honor George Clendenin's father, Charles. The name was changed to present form "Charleston" when it was incorporated as a town per Virginia act passed Jan 9, 1818 (VA 1818:160). A town charter amendment passed March 21, 1861 established mayoral elections and Charleston's first mayor was elected that year (VA 1861:174). Charleston was incorporated/chartered as a city in 1871, just after it entered its first stint as the WV state capital from 1870-75 (WV 1869:41; 1871:77). In 1875 the original WV capital – Wheeling – achieved that honor again until 1885 when Charleston became the capital again, a distinction that has lasted to the present (WV 1875:5; 1877:79-82).

By the 1870s-90s, the principal industries of the county were farming, lumbering, coal mining and salt manufacture, and the main crops were corn, wheat, oats, rye and tobacco (Maury & Fontaine 1876:384; USDA 1981:1). Transportation developments included: steamboats along Kanawha River and the James River & Kanawha Turnpike (to Ohio River) in the 1820s-30s; Chesapeake & Ohio Railway in 1873 to the south side of Kanawha River and Kanawha & Michigan Railroad in 1880s-90s to the north side; and the Coal & Coke Railway and Kanawha & West Virginia Railroad along Elk River at the turn of the century. By the early 20th century larger industries were coming to Kanawha valley. "Attracted by abundant water, salt brines, coal, gas, and petroleum, the government [during WWI] built the explosives plant at Nitro and ordnance facilities in South Charleston, while small chemical firms located in the valley . . . [F]urther stimulated by World War II, large chemical complexes were developed . . " (Harper 2019).

Elk District & Elkview

The subject bridge is located in Elkview, one of many communities east of Charleston that extend along/near the Elk River within the historic boundaries of Elk River District. The earliest settlers in Elk District came in 1783. The first salt produced in the district was in 1817. The district became noted in the oil and gas industry with many wells, particularly in the Pinch and Blue Creek areas (E-BCHS GEN-93 pp11-12,35-42, MIS-G-93 p5). Two railroads historically traversed along the Elk River in Elk District – one on each side of the waterway:

> Coal & Coke Railroad. This road extended along the south side of Elk River. It was initially chartered as the Charleston Clendenin & Sutton Railroad on May 1891 with construction started by 1892. The road was purchased in December 1902 by the Coal & Coke Railway and expanded by that company; the Coal & Coke Railway was incorporated May 1902. The Baltimore & Ohio Railroad purchased the Coal & Coke Railway in 1917. The route became part of Conrail by the 1980s (*Age of Steel* 1891; Baltimore Sun 1902; AbandonedOnline.net). In 1997 the line of acquired by NS Corp (Conrail.com). The trackage was abandoned and by the 2000s started being developed into the Elk River Rail Trail park system.

Statement of Significance *(cont'd)*:

Kanawha & West Virginia Railroad. This road was initially incorporated in January 1903 under the name Imboden & Odell Railroad and then the name was changed to Kanawha & West Virginia Railroad in 1905. The road was built 1903-1907 along the north side of Elk River from Charleston to Blue Creek, then crossed the river to go south along Blue Creek to Quick, Blakely and Swiss. In 1938 the road became part of the New York Central system. The portion along Elk River (Charleston-Blue Creek) was abandoned 1967 and trackage largely removed, but perhaps some section still existing along Blue Creek (ICC 1930:495; NWNCrails.org).

Shady Sadie's Bridge is at the juncture of Little Sandy Creek and Aaron's Fork. Generally considered part of Elkview, this bridge/area historically is more closely surrounded by the former postal areas of Wills, Aarons, and Frame.

Elkview – An early settler to this area was Owen Jarrett; he purchased several hundred acres of land in Elk District and settled here with in family in 1812. The initial post office, established in 1840, was known as Jarrett or Jarrett's Ford. In 1909 the PO was re-established as Elkview, purportedly so-called since, in earlier days, the locale afforded a good view of where elk had gathered (E-BCHS ELC-F-93 p10; Kenny, H. T. 1945, p227; Postalhistory.com). Elkview was a designated stop on both the Coal & Coke and Kanawha & West Virginia railroads; the depot of the latter road still exists here. The main community of Elkview developed close to the Elk River, being set amongst the historic oil-gas boom areas of Pinch and Blue Creek.

Wills – This area is at the Wills Creek-Little Sandy Creek juncture, about 0.35 miles south of the subject area. According to early USGS maps, the area was earlier referred to as Hammick Hill. The Wills PO was established from 1908-1925 (Postalhistory.com). Today the Elkview I-79 interchange and The Crossings Shopping Center are located here.

Aaron's Fork (Aarons) – Aaron's Fork is a waterway and locale that starts at the Little Sandy Creek juncture and extends northward for about 7 miles along Aaron's Fork and to the top of Leatherwood Hill. Much of the property in this area was part of the 47,000-acre land grant of Alexander J. Bruen of NY, NY. The land was divided into tracts and Bruen sold the tracts in the mid/late 1880s to settlers who used the land for farming, raising cattle and timbering. The Aaron's PO was established from 1888-1916. The road up the fork (Aaron's Fork Rd) was previously a wagon road but was developed ca. 1930 for automobiles. A general store was located along this route for many years. There had been at least two one-room school up the road until they were replaced in 1928 with a two-room school at the center of the fork. Teenage residents attended Elk District High School in central Elkview (*ERC* AA-G-93, p1-2; Postalhistory.com).

Little Sandy Creek (Frame) – This is the rural area from Aaron's Fork juncture, thence along Little Sandy Creek to Frame at Poca Fork. Forks of Little Sandy PO was established in the Frame area from 1874 to 1905. The name was changed to Hunt from 1906 to 1920. The name changed again as Hunt was often being mistaken as an abbreviation of Huntington. Frame was chosen purportedly due to a nearby blacksmith by that name. The Frame PO was established from 1920 to 1955 (ERC FR-G-HIS-93 p1; Postalhistory.com)

The Aaron's Fork and Little Sandy Creek juncture, where Shady Sadie's Bridge is, has always been a rural/farm setting. In earlier years the surrounding area was the Cobb farmstead. The family may have been that of William P. Cobb. The broader area appears to never have included a large coal or oil/gas industry as with the Blue Creek/Pinch area, although some properties may have had their own oil/gas well(s). Directly southeast of the bridge was tavern called Shady Sadie's, owned by Sadie Myrtle Harper Summers. Summers had owned several local businesses prior to her death in 1982. The tavern was opened in the 1970s, reportedly reusing a former service station; the building was removed in 2006-07. Just a little further south on left side of Frame Road was Sams Grocery, owned by Hugh Duncan "Toots" Sams and operated for about 30 years prior to Sams' death in 2014. The grocery store was removed ca. 2004 to build the current business at that spot – Kermit Tyree Construction. To the north of the of the bridge is Sandy Grove Missionary Baptist Church, built ca. 1974 to replace the earlier congregation church removed during I-79 construction (Bashlor 2022; FamilySearch.org; FindAGrave.com. HaferFuneralHome.net; Kanawha.wvassessor.com; Nichols 2022)

Statement of Significance *(cont'd)*:

Aaron's Fork Road (CR 39) & Nearby Frame Road (CR 43)

Shady Sadie's Bridge takes Aaron's Fork Rd (CR 39) over Little Sandy Creek. Aaron's Fork Road branches off of Frame Road (CR 43) at a point just south of the subject bridge. Both rural routes existed by the 1890s (USGS 1897, 1899); neither route is related to a historic turnpike (toll) road. Aaron's Fork Rd and Frame Rd were designated as CR 39 and CR 43 by 1933. Aaron's Fork Rd extends for about 10.3 miles, from Frame Rd north to CR 33 (Poca River Rd); heading west on CR 33 goes to Sissonville.

Shady Sadie's Bridge, originally called Cobb Bridge, was built in 1928. It appears to be part of overall improvements by the Kanawha County Court to both Aaron's Fork and Frame roads, both unimproved prior to this period. By 1933 Frame Rd was paved from US 119 in central Elkview to Frame (at Poca Fork). Aaron's Fk Rd (CR 39) was paved from Frame Rd to a point a little north of the subject bridge and then was graded (but unpaved) further north to Blundon (WV SRC 1933). This all likely occurred via the following contracts dispersed by the county:

- 1928 – (Grading). Contracts awarded by the county for the grading of Aaron's Fork Rd from the subject bridge to Blundon. The lower four miles was awarded to Board & Board of Charleston, WV, and the upper 3.16 miles to Venable & Farkas of Charleston, WV (*CG* 2/1 & 2/18/1928, 9/1929). Earlier in 1928, a contract was awarded to grade CR 33 from US 21 (Sissonville) to connect to Aaron's Fork Road; this project was noted as "affording and intercounty link of no small importance" (*CG* 11/1928).

- 1929 – (Paving). After the subject bridge was completed, the county court awarded a contract in 1929 to Fuccy Brothers of Weston, WV to concrete-pave Frame Rd from Poca Fork to the newly construction approach to Cobb Bridge, aka Shady Sadie's Bridge (*CG* 8/2 & 8/19/1929).

By 1954 Aaron's Fork Rd (CR 39) and all but a small eastern section of Frame Rd (CR 43) were completely paved (WV SRC 1954). Most of this work for Aaron's Fork Rd seems to have occurred in the late 1930s-40s. In 1938 a contract was awarded by the State to Mirabile Construction Co. of Welch, WV to pave 5.8 miles of Aarons Fork Road (CG 7/1938; WV SRC 1941). This was likely done from a point just north of the subject bridge to Blundon. In 1941 a contract was awarded by the State to M. K. Topping Construction of Ironton, OH to grade the road from Blundon to Racoon Creek (WV SRC 1941); this section of road was likely paved shortly after.

Per discussion with an Elkview area local, Aaron's Fork Road's main purpose historically is as a byway between Elkview and Sissonville areas, important for farm- and school-related transport. It does not appear to have significant association with industrial development, such as coal, oil or gas (Bashlor 2022).

Shady Sadie's Bridge (Cobb Bridge)

Old topographic mapping of this location depicts crossings at location prior to the existing bridge (USGS 1897, 1899, 1901). The subject bridge was originally known as Cobb Bridge as it was, at that time, located adjacent to a farmstead land owned by the Cobb family. Plans for the extant bridge were completed by the Kanawha County Engineering Department. Kanawha County Court awarded the contract to build the bridge's substructure (abutments) to Monty Brothers, a WV contractor, in early September 1927 (*CG* 9/1927; Kanawha Co. 1927). The contract for the bridge superstructure was awarded by the county court to Fairmont Mining Machinery Company on August 9, 1928 (*CG* 8/1928). On December 30, 1928 it was reported that the concrete deck of the bridge was to be poured on Monday, Dec. 31 and the span was to be opened to traffic 21 days later (*CG* 12/1928). The bridge was repaired/rehabilitated in the late 1990s by the WVDOH Central Heavy Maintenance Division.

Pratt Truss. The existing bridge is of the Pratt-style through truss design. Engineer Thomas Pratt designed the first Pratt Truss in 1842. In 1844 Thomas and his father, Caleb were granted the patent for the design (PB & EIH 2008:3-25). "Prevalent from the 1840s through the early twentieth century, the Pratt has diagonals in tension, verticals in compression, except for hip verticals immediately adjacent to the inclined end post of the bridge. Pratt trusses were initially built as a combination wood and iron truss, but were soon constructed in iron only. The Pratt type successfully survived the transition to iron construction as well as a second transition to steel usage" (P.A.C. Spero et al. 1995:72). The design became "the most popular span in America for lengths of less than 250 feet for highways and railroads" (PB & EIH 3-25). By the late 1920s, the Pratt Truss was superseded in prominence of use by the "more refined and economical" Warren Truss (PB & EIH 2005:2-27).

Statement of Significance *(cont'd)*:

The Pratt design has been used for both pony truss and through truss bridges throughout the US. "In a pony truss the travel surface passes between trusses on either side that constitute the superstructure. These trusses are not connected above the deck, and are designed to carry relatively light loads" (PB & EIH:Chap.3, p4). In a through bridge the travel surface passes through the superstructure, which is connected both overhead and beneath the deck with lateral bracing. "Through trusses are designed to carry heavier traffic loads than the pony truss and are longer in span, some approaching 400 feet" (PB & EIH:Chap.3, p4).

Fairmont Mining Machinery Company. The Fairmont Mining Machinery Company of Fairmont, WV won the bid to construct the truss superstructure of the subject bridge. This company's charter was issued on January 2, 1906 with main purpose to manufacture mining machinery, mine cars, tipples and other machines, appliances, equipment and buildings (WV 1907:337). The company was located between Ninth and Tenth streets in Fairmont, along the B&O Railroad (now CSX). According to the company superintendent ca. 1913, the factory/plant was established on June 1, 1906 (Hennen & Reger 1913:32). That date is likely correct or close since there was an article in the June 28, 1906 *Industrial World* that the company had reconstructed on a former manufactory site and began manufacture of coal cars and mining machinery (*Industrial World* 1906). Along with the main plant, the company site included a large supply house, a small supply shed, and an electric shop (*West Virginian* 1918).

Fairmont Mining Machinery Co. built coal preparation plants and underground mining machinery and sold them throughout the nation (Workman et al. 1994:3). A noteworthy contract for the company was its mid-1920s construction of the new headhouse and conveyor at Nuttallburg (Fayette Co, WV) during that mining complex's Henry Ford/Fordson Coal Company era; these features are now contributors to the Nuttallburg Coal Mining Complex and Town Historic District, which was NRHP-listed in 2007 (Maddex 1991: 27-28,43; Walsh et al 2005; WVCulture.org).

The company has also been noted to have furnished the steel for construction of many coal mining operations, at least one building in Fairmont – the former Fleming Building at 109-113 Adams St in Fairmont (Greco 2013:31). As well, the Fairmont Mining Machinery Company built at least six steel truss bridges in WV which are listed just below.

Bridge Name	County	Town or Vicinity	Span Location	Year Blt	Bridge Type	Still Exists
Shady Sadie's Br (Cobb Bridge)	Kanawha	Elkview	CO 39 over Little Sandy Ck	1928	Pratt, Through	Yes
Slaughters Creek	Kanawha	Chelyan	WV 61 over Slaughters Creek	1928	Pony Truss	No
Lens Creek Bridge	Kanawha	Marmet	WV 61 over Lens Creek	1928	Pony Truss	No
Stony River Bridge	Grant	Mt Storm	US 50 over Stony River	1931	Pratt, Through	Yes*
Sink's Bridge	Hardy	Wardenville	CO 55/20 over Lost River	1931	Pratt, Through	Yes
Man Pony Truss	Logan	Man	WV 10 over Buffalo Creek	1931	Camelback, Pony	No

**Bridge is currently slated to be removed/replaced in near future*.

The above six bridges were built just prior to or during the Fairmont Mining Machinery Company's entry into receivership, which began in October 1931 (*BPH* 1935). By 1934 the company was operating only four days a week "with layoffs imminent" (Greco 2013:31). In 1935 Fairmont Mining Machinery Company was dissolved and was succeeded by Fairmont Machinery Company, which by the 1960s was touted as the world's largest manufacture of coal mining machinery (*BPH* 1935; Historicpittsburgh.org; Mapco ca. 1967; Sos.wv.gov). Per the WV Historic Bridge Survey (KCI et al 2015) and review of online newspaper archives, there are no bridges known be built by Fairmont Machinery Company.

Monty Brothers. Monty Brothers won the bid to construct the substructure (reinforced concrete abutments) of the subject bridge. Little is presently known about Monty Brothers. The construction company appears to have been founded by brothers Joseph (Joe/Guiseppe) and Louis (Luis/Luigi) Monty, both born in Italy and initially coming to the US in 1914 and 1920, respectively (Ancestry.com; *CDM* 1961; *CG* 1971). It appears that the brothers started contracting in the mid-1920s. By 1928-1929, the company was located in Charleston and by 1942 in St. Albans (WV SRC 1927:188; 1929:238; general NewspaperArchive.com search). It appears likely the company only contracted for WV projects during its tenure as no associations with projects in surrounding states were found.

Statement of Significance *(cont'd)*:

Joseph Monty died in 1961.After Louis died in 1971 the Monty Brothers Construction Company was newly incorporated by John Monty, likely Joseph's son (Ancestry.com; *BRH* 2013; Companies-WestVirginia.com). The company was dissolved in 1985 (Sos.wv.gov).

Monty Brothers worked on bridge project where they built superstructure and/or substructure. They are associated with bridges that have been determined NRHP-eligible, such as the following two Warren Pony Truss Bridges: Whiteoak Bridge in Boone County (blt 1932) and Cheat Bridge in Randolph County (blt 1934).

Evaluation

Criterion A. Shady Sadie's Bridge was previously determined NRHP-eligible under Criterion A in 2013 when it was evaluated for the WV Statewide Historic Bridge Survey for "association with the Coal Boom context" with no specific reasoning for this context (KCI et al 2013, 2015). The bridge was built by Fairmont *Mining* Machinery Co. and it was perhaps mistaken that the bridge was built by a mining company that had interests in this area. As it turns out, Fairmont Mining Machinery Co. was primarily a manufacturer of mining equipment and it did not operate mining facilities. The company has not impacted this area of Kanawha County in any other way aside from building the subject bridge. The company likely attempted involvement in steel bridge construction to sustain itself during its years of decline just prior to dissolution. Based on locations of the few other bridges built by this company, local coal industry does not appear to be a main impetus for their construction either. Thus, this bridge does not appear NRHP eligible related to the Coal Boom.

County Rt 39 (Aaron's Fork Rd), including Shady Sadie's Bridge, represents 20th century local road development common throughout the state and nation. The route is not associated with a historic turnpike route. Other than general association with the history of the area, there is no reason to believe that this bridge has an important link with events or trends, transportation-relate or other, that have made a significant contribution to the broad patterns of history. Due to the above, this bridge does not meet NRHP Criterion A for association with events at a national, regional or local level.

Criterion B. Per research and public involvement to this point*, this bridge is not known to have been associated with the significant productive period of some notable person's life, nor to have been associated for any length of time with such a person, nor to be the best representation of such a person's historic contribution. Originally known as Cobb Bridge, it is one of many older bridges throughout the state that was so-named simply due to the adjacent land being owned by a party with that name, typically a surname, at the time of the bridge project. In this case the adjacent surrounding land was the farmstead of the Cobb family. Starting no earlier than the 1970s, the bridge became identified with a modern landmark, an adjacent tavern called Shady Sadie's which was owned by Sadie Summers; the business/building no longer exists. No information was found or shared related to notable significance of Cobb family members or Sadie Summers. Therefore, this bridge does not meet NRHP Criterion B.

Criterion C. The extant Shady Sadie's Bridge, built 1928, is a single-span Pratt steel through truss structure. This bridge was previously determined not eligible for NRHP listing under Criterion C per the WV Statewide Historic Bridge Survey (KCI et al 2013, 2015). The Pratt truss design has been historically well-used throughout the US and WV and this bridge represents a later example of such a structure. It does not represent significant design, fabrication or construction technique.

Fairmont Mining Machinery Company was a company noted for providing mining equipment during its successful years. Only six bridges, all steel trusses, are currently known to have been built by Fairmont Mining Machinery Co., appearing to have been a late-added service to sustain the company during its decline leading to dissolution. Thus, the Fairmont firm is not considered a master bridge designer/builder. Monty Brothers is a WV contractor that is associated with many bridge projects in the state, building both superstructures and substructures. Monty Brothers only built the substructure (abutments) for the subject bridge which exemplify common design/construction for the period built; as well, the upper portions of the abutment were reconstructed in the 1990s. The subject bridge does not represent significant work for either company involved in its construction.

Due to the above, this evaluation agrees with the previous finding that Shady Sadie's Bridge does not meet NRHP Criterion C.

Statement of Significance *(cont'd)*:

Criterion D. This span is not likely to have important information that will contribute to our understanding of human history or prehistory. Construction appears to have utilized commonly known techniques, tools and materials. The potential for information is minimal and, therefore, this span does not meet NRHP Criterion D.

Summary: Shady Sadie's Bridge is ***not*** *NRHP-eligible* under Criterion A, B, C or D. Due to inconsistent periods of construction and/or lack of integrity or cohesiveness of the surrounding built environment, this structure is not a contributor to a historic district.

* Correspondence was conducted with the Preservation Alliance of West Virginia and the Elk River Communities in Kanawha County.

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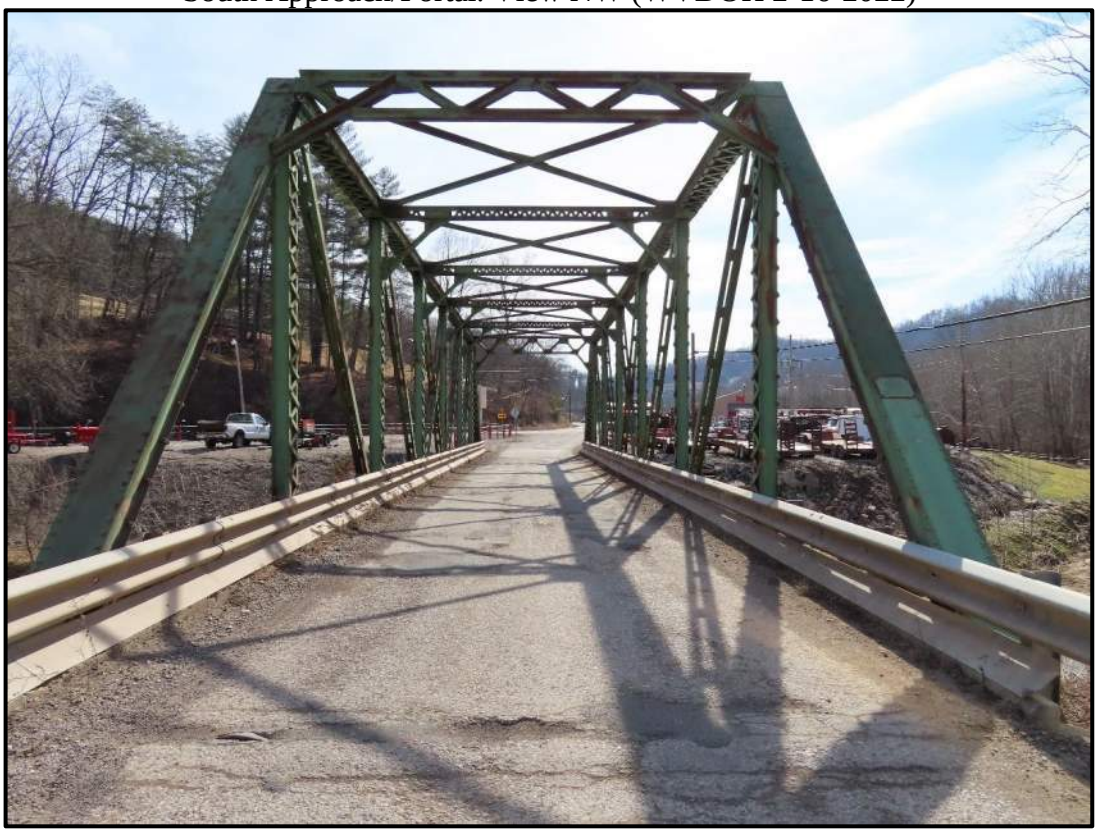
South Approach/Portal. View NW (WVDOH 2-16-2022)



North Approach/Portal. View SE (WVDOH 2-16-2021)

East/Upstream Elevation. View SW (WVDOH 2-16-2022)

East/Upstream Elevation. View NW (WVDOH 2-16-2022)

West/Downstream Elevation. View NE (WVDOH 2-16-2022)

West/Downstream Elevation. View ESE (WVDOH 2-16-2022)

Builder's Plaque on North End Post of West/Downstream Truss. View SE (WVDOH 2-16-2022). Reads "1928 / BUILT BY / FAIRMONT / MINING / MACHINERY CO. / FAIRMONT, W. VA."

Builder's Plaque on South End Post of East/Upstream Truss. View NW (WVDOH 2-16-2022). Reads "1928 / COBB BRIDGE / KANAWHA CO. COURT / WESLEY H. O'DELL, PRES. / H. A. WALKER, COM. / OMER GIVEN, COM. / CONRAD M. ROSS, BO. RD. ENGR. / COUNTY BRIDGE NO. 101"

South End Abutment. View SE (2-16-2022)

Rocker Bearing at South End Abutment. View E (2-16-2022)

North End Abutment. View W (2-16-2022)

Fixed Bearing at North End Abutment. View W (2-16-2022)

Underside of Superstructure, highlighting Floorbeams, Stingers and Lateral Bracing.
View SE, looking toward South Abutment (WVDOH 2-16-2022)

West/Downstream Truss, highlighting the Lower Chord arrangment.
View SE, looking toward Soutn Abutment (WVDOH 2-16-2022)

End Post and Vertical Post Details. View N (WVDOH 2-16-2022)

East/Upstream Truss, Roadway View, highligthing End Posts.Vertical Posts, and Diagonal Tension Members. View NNW (WVDOH 2-16-2022)

Highlighting Top of Bridge with Portal, Struts and Lateral Bracing.
View NNW (WVDOH 2-16-2022)

Highlighting Top of Bridge.View East/Up (WVDOH 2-16-2022)

West Virginia
Historic Bridge Inventory Form

Bridge No. 20-039/00-000.05 **BARS No.** 20A094 **Federal Bridge No.** 00000000020A094 **Bridge Design No.** 1975.1

IDENTIFICATION INFORMATION

SHPO Survey No. KA-5514
Local Name SHADY SADIE'S BRIDGE
Other Local Name Cobb Bridge
Owner State Highway Agency
Status Extant - in service

LOCATIONAL AND SETTING INFORMATION

District 01 **County** Kanawha
Location 0.05 MI N OF CR 43
Facility Carried By Structur CR 39
Features Intersected LITTLE SANDY CREEK
Latitude 38283600 **Longitude** 081300000
UTM-Northing
UTM-Easting
UTM Zone
Surrounding Land Use Residential
Type of Development Rural - (undeveloped area outside communities)

STRUCTURAL INFORMATION

Main Span Type Steel Truss - Through/Riveted
Main Span Type Code 310
Number of Spans in Main Unit 001
Number of Approach Spans 0000
Structure Length (ft) 124
Length of Maximum Span (ft) 120
Average Daily Traffic 001200 **Year** 2004
Sufficiency Rating 0599 **Skew** 00
(Note: Data current as of April 2006 database)

BRIDGE DESCRIPTIVE INFORMATION

Year Built 1928
Year Reconstructed 1997
Truss Bridge Type Pratt
Alteration(s)
Stringers replaced, bolt repairs
Arrangement Through
Connection Type Rivet/bolt
Truss Details
Date of Alterations (Year)
Unknown

Architectural Treatment(s)

Bridge Plate Text
(2) plaques. "1928, COBB BRIDGE KANAWHA CO. COURT, WESLEY H. O'DELL, PRES., H.A. WALKER, COM., OMER GIVEN, COM., CONRAD M. ROSS, CO. RD. ENGR., COUNTY BRIDGE NO. 101" and "1928 BUILT BY FAIRMONT MINING MACHINERY CO., FAIRMONT, W. VA."

BRIDGE HISTORY

Engineer or Designer
Builder or Fabricator Central Heavy Maintenance/Fairmont Mining Machinery Co.

Bridge Plan Location Unknown
Additional Details: Guardrails. Concrete abutments and deck with asphalt overlay. Some stringers may have been replaced in the 1997 reconstruction. Many of the deteriorated rivets have been replaced with bolts. Bridge plaque notes that a mining company constructed the bridge. The bridge has a significant association with the Coal Boom context.

Bridge No.	20-039/00-000.05	BARS No.	20A094	Federal Bridge No.	00000000020A094	Bridge Design No.	1975.1

NATIONAL REGISTER EVALUATION INFORMATION

National Register Determination Eligible **Reason Not Evaluated**

National Register Determination Date 2013

This bridge has a significant association with a historic transportation system, program, event, trend, or policy identified through contextual research and survey activities. It retains the historic integrity necessary to convey its historical significance, and, therefore, 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.

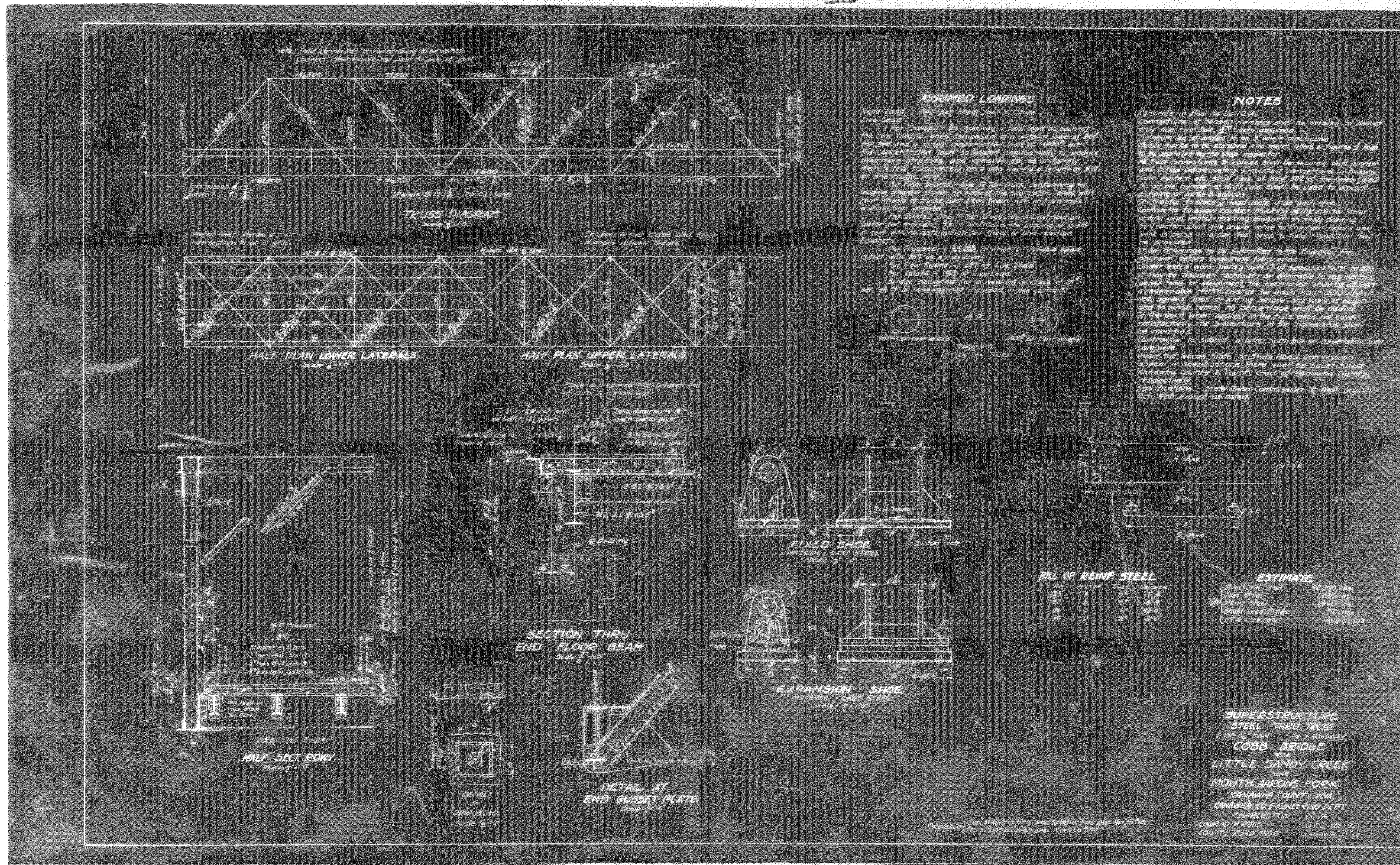
West Virginia Historic Bridge Inventory Form

Form Prepared By Mead & Hunt and KCI

Form Preparation Date 2013

1176

20-39-0.05



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
SHADY SADIE'S BRIDGE REPLACEMENT PROJECT
STATE PROJECT # S320-39-0.05
FEDERAL PROJECT # N/A
KANAWHA COUNTY, WEST VIRGINIA
JUNE 2022

WHEREAS, the Federal Highway Administration (FHWA), in cooperation with the West Virginia Division of Highways (WVDOH), proposes to replace the Shady Sadie's Bridge which spans over the Little Sandy Creek on County Route 39 in Kanawha County, hereinafter referred to as the Project. The Project will 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 Shady Sadie's 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 has contacted the Preservation Alliance of West Virginia and Elk River Communities in Kanawha County regarding the Project. None of these groups chose to respond and/or establish ability in relation to reuse of the existing Shady Sadie's Bridge; 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); and

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. Shady Sadie's Bridge

a. Shady Sadie's 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 NRHP and National Historic Landmarks Survey Photo Policy of May 2013. 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.

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 Kanawha County Public Library and Elk River Communities in Kanawha County a copy of the Shady Sadie's Bridge State Level Historic Documentation for reference and educational purposes.

d. Color brochures about Shady Sadie's Bridge will be developed by the WVDOH and distributed to Kanawha County Public Library and Elk River Communities in Kanawha County. The brochure will also be provided via an electronic data storage device to print brochures when the original total has been exhausted. The WVSHPO will be given the opportunity to review all educational materials developed for this stipulation.

e. Shady Sadie's Bridge will be documented on the West Virginia historic bridge website.

f. Shady Sadie's Bridge's informational/builder's plaques will be given to the Elk River Communities in Kanawha County per that organization's request.

II. Duration

This Memorandum of Agreement (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.

EXECUTION of the Memorandum of Agreement by the FHWA, WVSHPO, the WVDOH and the ACHP, and implementation of its terms evidence that the FHWA has afforded the ACHP an opportunity to comment on the Shady Sadie's 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

JASON WORKMAN

Digitally signed by JASON WORKMAN
Date: 2022.08.17 07:31:49 -04'00'

Federal Highway Administration — Date

Susan M Pierce

Susan M Pierce

West Virginia Deputy State Historic Preservation Officer — July 15, 2022 — Date

INVITED SIGNATORY:

Jimmy Wriston, P.E.

West Virginia Division of Highways — 7-18-2022 — Date