State Level Historic Documentation Report

State Project: S312-50-6.13
Federal Project: STP-0050(365)DTC

STONY RIVER BRIDGE
Grant County

Prepared by:

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Division of Highways
Technical Support Division
NEPA Compliance & Permitting Section

April 17, 2023

STATE LEVEL HISTORIC DOCUMENTATION
STONY RIVER BRIDGE

Location:	US 50 over Stony River Grant County West Virginia USGS Gorman Quadrangle
Date of Construction:	1931
Builder:	Fairmont Mining Machine Company of Fairmont, WV (superstructure) Pocahontas Construction Company of Cass, WV (substructure)
Present Owner:	West Virginia Department of Transportation Division of Highways 1334 Smith Street Charleston, WV 25301
Present Use:	Vehicular Bridge
Significance:	Stony River Bridge is historically significant as a noteworthy representation of US 50 development in WV at the onset of the national interstate highway system and heightened auto tourism in the early 20th-century. Such resources are diminishing along early US 50 alignment.
Project Information:	The project has been undertaken due to the deteriorating condition of the bridge. 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

Stony River Bridge spans the Stony River and is located in the Mount Storm vicinity, northern Grant County, West Virginia (WV) on US 50, approximately 0.4 miles west of the County Route (CR) 50/3 junction with US 50. Stony River is a tributary of the North Branch Potomac River. The 2020 average daily traffic (ADT) count for the bridge is 1,700 vehicles per day.

Stony River Bridge, built 1931, 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 truss is supported on full height reinforced concrete abutments that were built by the Pocahontas Construction Company of Cass, WV. The overall measurements of the two-lane structure are 134 feet, three inches long (out to out of backwalls) by 26 feet, six inches wide (centerline to centerline of trusses). The roadway width is 23 feet, 10 inches (between curbs) and the horizontal clearance in 24 feet, five and one-quarter inch (between rails). The vertical clearance for the truss span is generally 14 feet, 11 inches.

Superstructure: The superstructure of this bridge is a riveted steel Pratt Through Truss. The truss span is 130 feet, one inch long, measured from center to center of the truss end bearing pins, and includes a total of seven panels. The width measurement from centerline of the north (downstream) truss to centerline of the south (upstream) truss is 26 feet, six inches. The width between the trusses in 25 feet, one-and-one-half inch. The steel superstructure consists of a pair of trapezoidal-shaped trusses – each composed of top (upper) and bottom (lower) chords, end posts, hip verticals, vertical posts and diagonal tension members – that are connected by floor beams and lower lateral bracing below and by portal struts, sway struts and upper lateral bracing above. Existing original steel-to-steel connection are all or mostly riveted and repair/rehabilitation connections are bolted. 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 west end and rocker/expansion bearings at the east end.

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 four L-shapes. All of the existing L-shapes are six-inch by three-and-one-half-inch, with varied thickness depending on location.

Trusses - Upper Chords. The upper (top) chord is composed of two 12-inch steel channel beams and steel plating at the upper/top side. In the 1970s the upper chords were strengthened by welding L-shape (angle) beam to the full length of all channels.

Trusses - End Posts. The diagonal/slanted end posts at the ends of each truss are each composed of two 12-inch steel channel beams, steel plating at the top side and steel flat bar lattice (criss-cross) bracing to the bottom side. All latticing was replaced in the 1970s and 1980s.

Trusses - Hip Verticals. Each hip vertical – the first vertical tension member in from each truss end – is composed of two eight-inch steel channels connect by evenly-spaced steel connector plates on two sides.

Trusses - Main Vertical Posts. The main vertical tension members/posts are each composed of two eight-inch steel channels and latticed (criss-cross) steel flat bar bracing on two sides. All latticing was replaced in the 1980s.

Trusses - Diagonal Tension Members. The diagonal tension members of each truss are composed of 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 om from each portal (hip vertical – main vertical) has a single diagonal member composed of four five-inch by three-and-one-half-inch L-shapes; the next panel inward has a single diagonal member composed of two six-inch by three-and-one-half-inch L-shapes; and the middle panel has two criss-crossed diagonal members, each composed of two three-inch by three-inch L-shapes.

Portal Struts. The portal strut at each end of the bridge is attached between the top of the end posts/portal of the two trusses and is composed of paired steel L-shapes and bracing. The more detailed composition of each portal struct follows. The top horizontal member is composed of two sets of paired four- by three-inch L-shapes with latticed (zig-zagged) steel flat bar bracing in between. The lower horizontal member was originally composed of two sets of paired three- by three-inch L-shapes with latticed (zig-zagged) steel flat bar bracing in between; in 2008, the lower horizontals of both portals were each replaced with a W-beam. Between the top and bottom horizontal members is lattices (zig-zagged) bracing; this bracing of similar composition as the horizontal members – paired L-shapes (three- by three- or four-inch, depending on location) with zig-zagged steel flat bar bracing in between.

According to available original plans, there was likely a diagonal brace attached from the bottom of each end of a portal strut to the end posts – creating an A-frame portal; if they existed, this bracing was removed sometime before 1994 likely to maintain equal vertical vehicular clearance for the entire roadway width of the bridge.

Sway Struts. There are five (5) sway struts at this bridge, each attached between the trusses at the matching upper chord/main vertical post intersections. Each sway strut is composed of two sets of paired steel L-shapes (each three- by five-inch) with zig-zagged steel bar bracing in between. According to available original plans, there was likely a diagonal brace attached from each end of a sway strut to the truss verticals; if they existed, they were removed sometime before 1994 likely to maintain equal vertical vehicular clearance for the entire roadway width of the bridge.

Top Lateral Bracing. Top lateral bracing is the two steel L-shapes (angle bars) that criss-cross between each upper panel (areas between struts) and are connected to the top chords of the trusses. According to original shop plans, it appears that all original top laterals are three-and-one-half-inch by three-and-one-half-inch L-shapes.

Bottom Lateral Bracing. Bottom lateral bracing is the two steel L-shapes (angle bars) that criss-cross between each lower panel (areas between floorbeams) and are connected to

the lower chords of the trusses. According to original shop plans, it appears that the original bottom laterals for the first two panels from each end of the bridge are five-and-one-half-inch by three-and-one-half-inch L-shapes and the L-shapes used at the three middle panels are three-and-one-half-inch by three-and-one-half-inch. Between the 1970s and 1980s all original lower lateral bracing was replaced.

Floorbeams. There are eight (8) equally-spaced steel floorbeams – each a 32-and seven-eighth-inch-deep Bethlehem I. The floorbeams are connected to the lower cord of each truss. In 1998 floorbeam bearing supports were added beneath the floorbeam at each abutment.

Stringers. There are six (6) original steel stringer alignments at each lower panel – each a 16" deep Bethlehem I. They are connected to the floorbeams via steel angle connectors. A seventh steel stringer was added to each panel in 1976; these new stringers are 16" W beams installed at the middle of each panel, between the original third and fourth stringers.

Railings. The original railings were posts with double (upper/hand rail & lower) rails; according to available original shop drawings, it appears that all components were steel L shapes (angle bar). The earlier railings were removed in the 1980s and replaced with a guardrail system and splashguards.

Plaques. There is an original builder's plaque on this bridge, on the West End Post of the South/Upstream Truss. It reads "BUILT BY / FAIRMONT / MINING / MACHINERY CO. / FAIRMONT, W. VA. / 1931" An informational plaque had also been affixed to the East End Post of the North/Downstream Truss; it was removed at an unknown date, possibly during renovation work on the bridge ca. 1970s or later.

Decking. The existing bridge deck/wearing surface is cast-in-place reinforced concrete and includes integral concrete curbs and four-inch diameter drains. The overall deck width, including curbs, is 25 feet, one inch; the bridge roadway width is 23 feet, 10 inches (between curbs). There are no sidewalks. This decking was constructed in 1976, replacing a similar original concrete deck that include three-inch diameter drains at the curbs.

Substructure. The bridge's substructure consists full height reinforce concrete abutments that were built by Pocahontas Construction Company. The abutments include wingwalls. The distance between the two abutments is 132 feet, three inches interior face to interior face of backwalls; a backwall – or curtain wall – is the portion of the abutment that extends up from the breastwall. (The main load-bearing portion of each abutment is called the breastwall; the breastwall ends at the bridge seat and the backwall extend up from the bridge seat).

The existing Stony River Bridge is rated in poor condition and demonstrates the following significant deficiencies: active corrosion and section loss throughout all steel members; at least two diagonal steel members have suffered vehicular impact/damage and are twisted; deterioration of bearing components (ie, pin, saddle); deterioration of rivets; extensive cracking, scaling and spalling of both abutments; deck deterioration and slight vertical movement at deck end panels; and some railing and splashguard deterioration and damage.

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Mt Storm & Vicinity

It is believed that the Mt Storm area had its earliest pioneer settlers by the late 18th century. One of the earliest known of the settlers was General Joseph Neville. He owned over 700 acres lying on both sides of Stony River. Other early family names to the area include Cosner, Aronhalt, Grove, Kitzmiller, Idleman, Schaeffer, Alkire, Shillingburg and Foley (Idleman 1927).

The Northwestern Turnpike (chartered 1827) was completed by the late 1830s-1840, including the portion that extended through the Gormania-to-Mount Storm area. Endlers Tavern was an established stopping point on the turnpike route, located to the east side of Stony River; at the time, the turnpike span/bridge at this location was at least 100 feet (and as much as 200-250 feet) downstream/north of the existing US 50 bridge over Stony River. Endlers Tavern was one of many taverns located about 6 miles apart along the turnpike route. The tavern no longer existed by time the 1930s US 50 construction came through the area. US 50 basically followed the Northwestern Turnpike route through Grant County, however deviated and was realigned at certain sections, including at Stony River (Idleman 1927; Schaeffer 1928; Sturm 2010; WV SRC 1922, 1932).

The community of Mount Storm was reportedly named due to inclement weather over a nearby mountain (Kenny 1945). The general area was mainly rural/farmland, with some coal and timbering activity over history. Lying within the Upper Potomac Coalfield, Mount Storm area historically was never amongst the most notable mining communities in the county; more successful efforts were to the west along the North Branch Potomac River, such as in Bayard and Henry. A post office was established at Mount Storm in September 1856, its first postmaster being

Wade Hampden Neville. By mid-20th century, central Mount Storm – about 1.3 miles east of the subject bridge - included a community building (built 1924; still exists), grade school, lodgings - such as Mount Storm Lodge (with restaurant & gas station), stores (ie, Elwood's/Minnick's Grocery), Methodist church and Presbyterian church (About.USPS.com; Cardcow.com; CoalCampUSA.com; Idleman 1927; Worthpoint.com; WVGS 1904, 1910, 1923). In the 1960s a power plant and Mt. Storm Lake were developed about 4.5-5 miles south of the subject bridge. It was around that time that local strip mining began east of the Stony River Bridge.

Gormania, about 7.4 miles west of central Mount Storm, was located at the crossing of the Northwestern Turnpike and the Western Maryland Railway (WM), thus making it historically important to the Mount Storm community as the closest railroad shipping point (Idleman 1927). The WM was built through the area in the 1880s, initially known at the West Virginia Central & Pittsburg Railway; it became the WM in 1902 and for the next 70 years until becoming part of the Chessie system in 1972-1973 and finally CSX in 1980 (Frey 2010, 2012).

Ca. 1920 Image of Northwestern Turnpike (prior to US 50 development), showing earlier bridge crossing and Endler's Tavern at left side of image (east side of river). The bridge and road alignment in the photo are about 200-250 feet north/downstream of the existing Stony River Bridge. (https://www.angelfire.com/wv2/gormania/misc.html [March 2023])

Northwestern Turnpike

"Transportation has always been an issue in the opening and the development of the area [Grant County]. The earliest settlers followed streams, animal paths, and Indian trails. Nearly a century passed before the first great road project, the construction of the Northwestern Turnpike (modern U.S. 50), opened the northern section of the county on its way to the Ohio River" (Garber 2023). "The Northwestern Virginia Turnpike [Northwestern Turnpike] was chartered by the General Assembly of Virginia in 1827, to connect Winchester to Parkersburg . . . Planned as the major rival to the National Road*, this route linked a significant portion of northwestern Virginia to Baltimore, via Winchester, rather than to Richmond and the Tidewater, contributing to Western Virginia's Unionist tendencies in the Civil War" (Sturm 2010).

"From the beginning, the Northwestern Turnpike and the Staunton-Parkersburg Turnpike were rivals in a race to the Ohio River. Winchester and Staunton both pressured the [Virginia] General Assembly for favorable treatment of 'their' routes. But the Northwestern Turnpike was better organized in that it was placed at the outset under control of a state board of directors including the governor. The last section was finished to Parkersburg in 1838, and all bridges were completed by 1840, a decade before the Staunton road was in continuous operation" (Sturm 2010). The completed Northwestern Turnpike started in Winchester and extended through Romney and Clarksburg before ending at Parkersburg.

Taverns/Inns were reportedly established about six miles apart along the turnpike. For example, east from the North Branch Potomac River crossing were Schaeffer's Inn in Gormania, Endler's Tavern at Stony River, Stone House at Hartmansville, Cobb's Tavern between Hartmansville and Claysville, and another near Ridgeville. (Riley 1908; Schaeffer 1928:64). Endler's Tavern was located to the east of the original/earlier Stony River bridge, at the south side of the turnpike road. Endler's Tavern no longer exists as it was removed just prior to the realignment of a section of the old turnpike to develop modern US 50.

"In spite of increasing competition from the [B&O] railroad, the [Northwestern] turnpike operated at a small profit and was able to meet its financial obligations throughout the 1850s. The Civil War was unkind to the Northwestern Turnpike. The new state of West Virginia was slow to assume responsibility, and by the end of the war the road was nearly impassable" (Sturm 2010). The route's poor condition persisted to the end of the 19th century; however, it would gain new life as part of the US highway system in the 20th century.

* The National Road (or Cumberland Road) was authorized by US Congress in 1806 in order to construct the nation's first all-weather route that extended from Cumberland, MD, through Pennsylvania (not far north of the WV border) to end in Wheeling, WV (Peyton 2018).

US 50

As part of the statewide Good Roads Movement the Northwestern Turnpike in WV from Parkersburg east to the Virginia state line was, in 1922, designated State Route No. 1. The route had its west terminus at Parkersburg, then traversed through West Union, Clarksburg, Grafton, Eglon, Gormania, Mt Storm, Junction and Romney before meeting its east terminus at Capon Bridge. Only a short time later, in the mid-1920s the US highway system was laid out, with the finalized list of designated US routes approved in November 1926. As a result, WV State Route No. 1 became US 50 and upgrade planning and construction commenced (FHWA.dot.gov; Peyton 2012; WVSRC 1926:15). As the completion of the entire US 50 route came close there was hype over the expectations of the road. The *Charleston Gazette* reported: "Second only to the Midland Trail, the Northwestern Turnpike [US 50], extending from Parkersburg to Winchester, VA will offer to tourists an outstanding highway on which are located many points of interest, historic, scenic and industrial" (*CG* 1927). A ceremony to celebrate the completion of the improvements to the Northwestern Turnpike (US 50) was held in Aurora, WV (in Preston Co) on August 9, 1928 (*CET* 1928).

Under the WV State Road Commission (WVSRC; WVDOH predecessor), the former Northwestern Turnpike route in Grant County was graded and drained in the early 1920s and paved with bituminous macadam by 1930 (WVSRC 1941:227). The existing 0.7-mile portion of US 50 that includes the subject Stony River Bridge is part of a realignment project completed in the 1930s. This was likely done to alleviate the significant curvature of the turnpike in the area. The re-route was from about 0.1 mile west of Stony River Bridge, near present Basswood Dr and Stormy Dr intersections, to about 0.6 miles east of the bridge near present Sweetpea Lane intersection. Therefore, this section of US 50 is not on the original Northwestern Turnpike alignment. Remaining original turnpike sections at this location are to the north side of existing US 50, reused as local access roads or disbanded.

Roadside Drinking Fountains. Roadside beautification became an important concept to increase tourism along state highways, such as US 50. An early phase of this in WV was the development of roadside drinking fountains. Construction of a total of 35 roadside drinking fountains in 20 different counties and on 15 routes were reported by WVSRC in 1932. They were built by WVSRC maintenance forces, typically in a Rustic-style with local materials and sometimes with help of another organization/group. The fountain idea reportedly originated in WV, the first one built in Preston County around 1930. Other roadside fountains built by WVSRC in the 1930s included those at the following locations: SR 3 in Pence Springs, Summers Co; SR 9, east of Shenandoah River in Jefferson Co; SR 29 at Pin Oak, Hampshire Co (NRHP-listed 2016).; US 30 in Hancock Co.; US 50 in Vanderslip vic., Hampshire Co.; US 50 in Mt Storm, Grant Co; US 50-US 220 junction

in Mineral Co; US 60 at Sewell Mtn, probably Fayette Co; and US 219 in Pocahontas Co. The fountain areas included landscaping and parking spaces (*CG* 1932; WVSRC 1930s Annual Reports). This early effort in WV led to roadside park development along the state's highways, beginning in the mid-1930s (Bakic 2019). Other states built similar drinking fountains along their highways, including California, Louisiana, North Dakota, and Oregon (Davis 1930; Martens 2010; MyCoastalCalifornia.com; RichlandRoots.com).

Mount Storm Roadside Drinking Fountain on US 50, built ca. 1931. Located about 3.7 miles east of Stony River Bridge. The left side image was taken ca. 1931 (Worthpoint.com). The right side image is clipped from Oct. 2015 Google Earth Street View imagery. The Mt Storm fountain structure still exists today.

George Washington Highway Designation. Proceedings to designate the US 50 route the "George Washington Highway" began as early as 1930 (*CET* 1930). In September 1930 the Geo. Washington Highway Association was formed (*BDT* 1930). In 1939 US 50 through WV was officially designated the George Washington Highway per Senate Concurrent Resolution No. 17 dated March 11, 1939 (WV 1939:797). In 1941 signs were posted along the WV portion of the route, identifying it as the George Washington Highway (*CN* 1941). This signage no longer exists along the route; reasons for removal may have been due to later roadwork or upgraded signage.

Stony River Bridge

The earlier span location over Stony River was roughly 200-250 feet north (downstream) of the existing bridge. It is known that a turnpike bridge over Stony River existed by the 1860s and that there were requests for bids in 1881 newspapers for a replacement bridge (VA 1863:36; *WR* 1881). The last bridge to be built at the historic turnpike route location was a single span, six-panel steel Pratt truss, 113 feet long with a 16-foot roadway width. It was built by the Concrete Steel Bridge Company of WV in 1914 (WVSRC 1922).

Bids were opened for the existing Stony River Bridge on May 13, 1931 and the low bidders were Fairmont Mining Machinery Company for the superstructure and Pocahontas Construction Company for the substructure (*CET* 1931). According to SRC annual reports these two companies did complete the work (WVSRC 1941). As well, the builder's plaque on the bridge confirms that Fairmont Mining Machinery Company built the superstructure.

Pratt Truss. The existing Stony River 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 Stony River 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 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 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 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, and at least one building in Fairmont – the former Fleming Building at 109-113 Adams St (Greco 2013:31). As well, the company built at least six 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). Bridge building is speculated to have been a later-added service by the company during its declined to dissolution. 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 currently known be built by the successor Fairmont Machinery Company.

Pocahontas Construction Company. The Pocahontas Construction Company of Cass, West Virginia won the bid to construct the substructure (reinforced concrete abutments) of Stony River Bridge. This company started as the Echols Construction Company of Marlinton, WV, being incorporated in 1922 by Frank Echols of Marlinton and J. F. Jackson and B. McCarty, both of Cass (*Manufacturer's Record* 1922; Sos.wv.gov). The company changed its location to Cass in 1926 and

changed its name to Pocahontas Construction Company in 1929. The company proceeded to change its office location to Charleston in 1938, then Lewisburg in 1940, and finally back to Marlinton in 1955. Pocahontas Construction Company was terminated in 1964 (Sos.wv.gov).

Pocahontas Construction Company's work appears to have been focused within WV and VA and included projects with WV State Road Commission (today's WVDOT/DOH), such as road work (ie, paving grading, draining) and bridge construction. Via perusal of NewspaperArchive.com and the WV Statewide Bridge Survey (KCI et al 2015), Pocahontas Construction Co's earliest foray into bridge construction seems to be around 1930. All existing WV bridges that exemplify the company's work are concrete T-beam, steel deck girder, concrete slab spans or substructures that tend to be very typical types of the periods built. At the time of the 2015 WV Historic Bridge Survey, 11 bridges were identified to have superstructures built by the company between 1930 and 1959; they are in the counties of Fayette, Harrison, Kanawha, Mercer, Pendleton, and Pocahontas.

This company should not be confused with two other similarly-named but separated companies – Pocahontas Construction Company of Marlinton (1971-1989) and Pocahontas Construction, Inc (chartered in KY 1999, terminated 2001 [Sos.wv.gov]).

Eligibility

Stony River Bridge has been determined eligible for listing in the National Register of Historic Places (NRHP) at a state level of significance as a noteworthy representation of US 50 development in WV at the early 20th-century onset of the national interstate highway system and heightened auto tourism. Such resources are diminishing along the early US 50 alignment. The period of significance for the bridge is 1931, the year it was built.

Stony River 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

Stony River Bridge
US Rt 50 over Stony River
Grant County, West Virginia

Photographer(s): Tracy D. Bakic April 5, 2021

STONY RIVER BR - 1	South/Upstream Elevation. View Northeast.
STONY RIVER BR - 2	South/Upstream Elevation. View Northeast.
STONY RIVER BR - 3	South/Upstream Elevation. View Northwest.
STONY RIVER BR - 4	North/Downstream Elevation. View Southwest.
STONY RIVER BR - 5	West Approach/Portal. View Southeast.
STONY RIVER BR - 6	East Approach/Portal. View West.
STONY RIVER BR - 7	Builder's Plaque on West End Post of South/Upstream Truss. Reads "BUILT BY / FAIRMONT / MINING / MACHINERY CO. / FAIRMONT, W. VA. / 1931." View East.
STONY RIVER BR - 8	Underside of Superstructure. View Westerly, toward West Abutment

Original bridge plans are on file with WV Division of Highways.

1. South/Upstream Elevation. View Northeast.

2. South/Upstream Elevation. View Northeast.

3. South/Upstream Elevation. View Northwest.

4. North/Downstream Elevation. View Southwest.

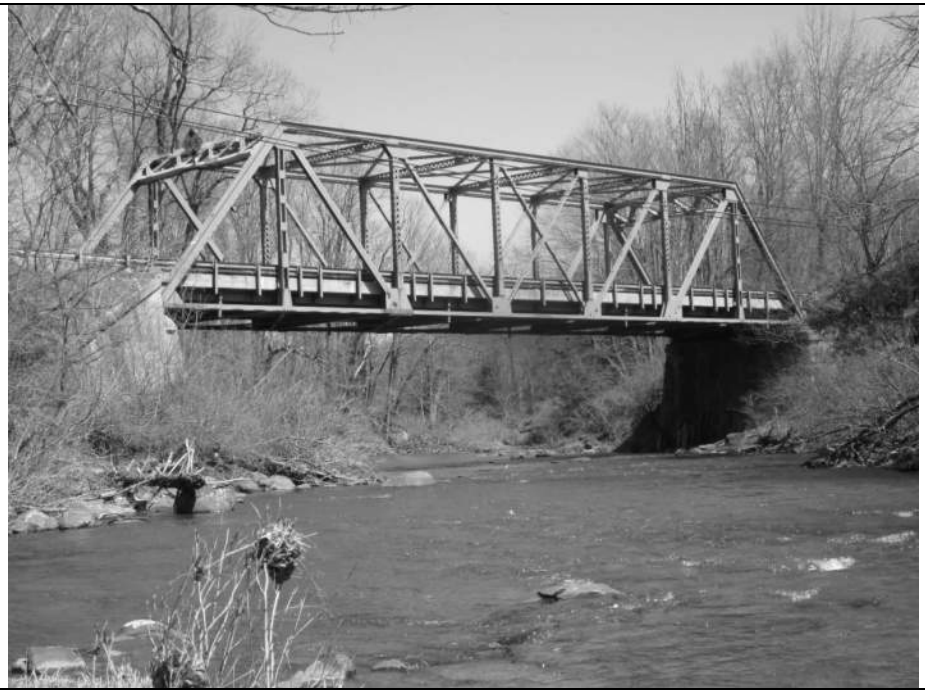
5. West Approach/Portal. View Southeast.

6. East Approach/Portal. View West.

7. Builder's Plaque on West End Post of South/Upstream Truss. View East.

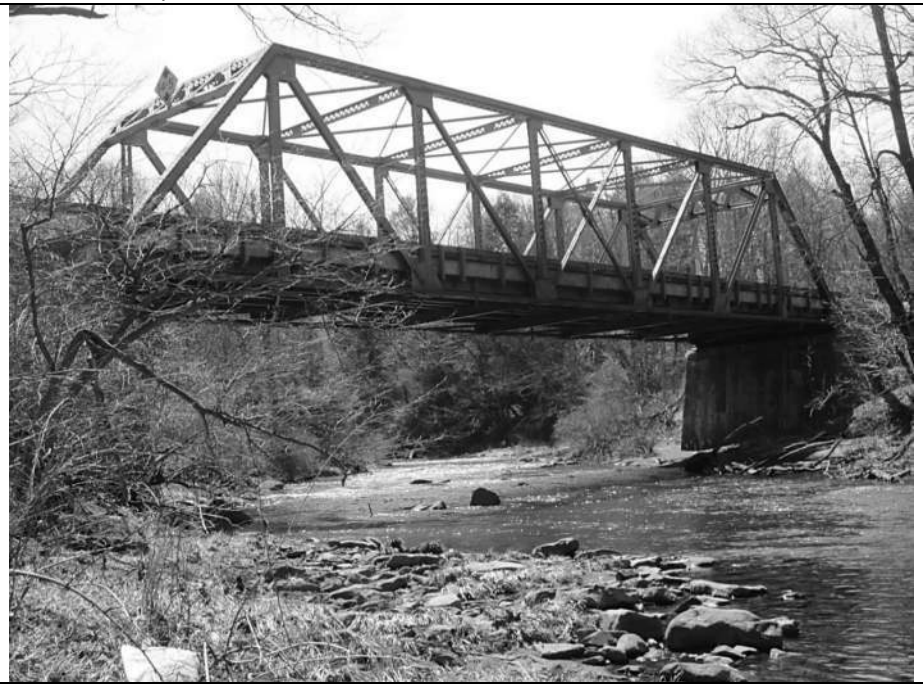
8. Underside of Superstructure. View Westerly, toward West Abutment

1. South/Upstream Elevation. View Northeast.



2. South/Upstream Elevation. View Northeast.

3. South/Upstream Elevation. View Northwest.



4. North/Downstream Elevation. View Southwest.

5. West Approach/Portal. View Southeast.

6. East Approach/Portal. View West.

7. Builder's Plaque on West End Post of South/Upstream Truss. View East.

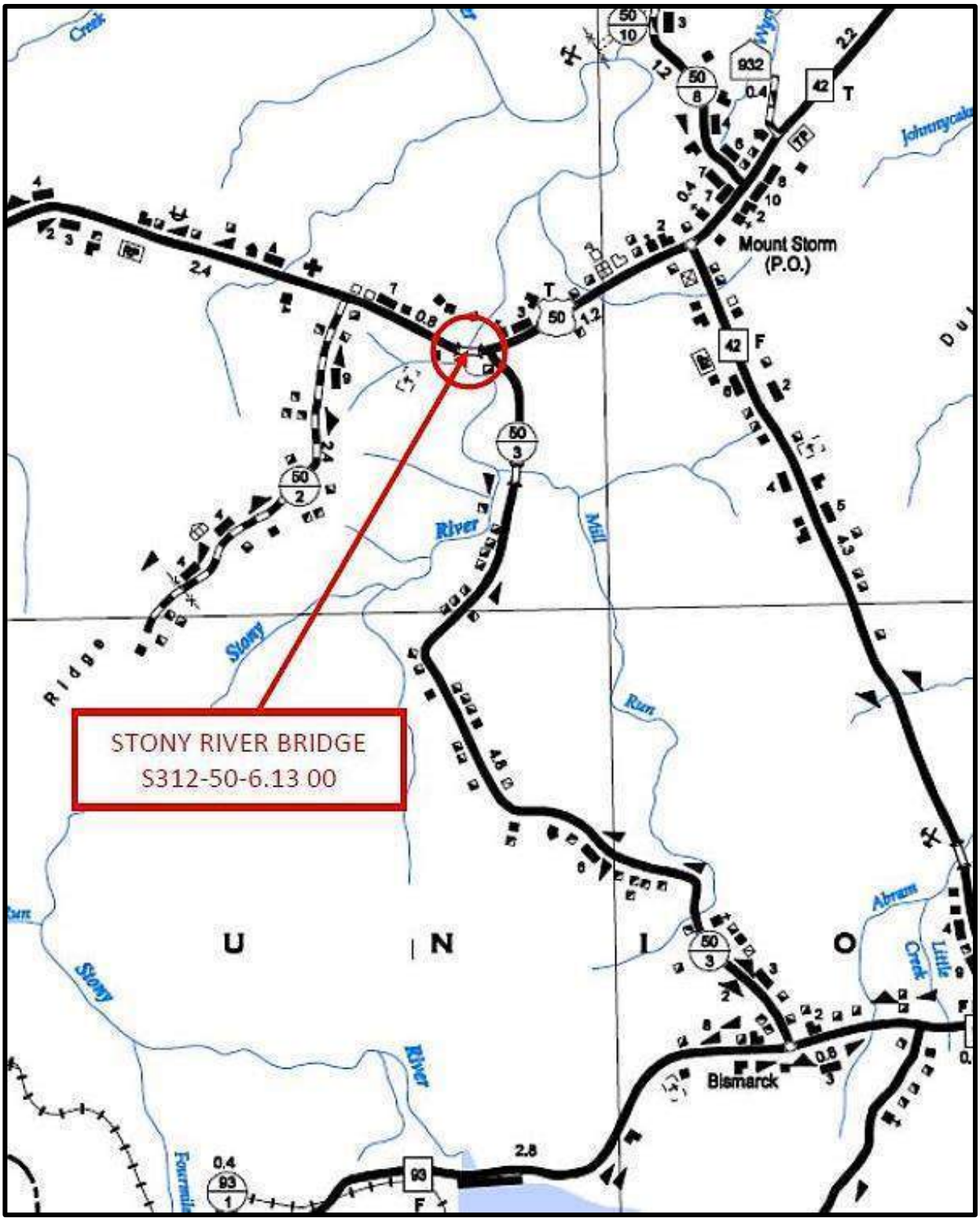
8. Underside of Superstructure. View Westerly, toward West Abutment

PROJECT LOCATION

STONY RIVER BRIDGE REPLACEMENT PROJECT

MOUNT STORM VICINITY, GRANT COUNTY

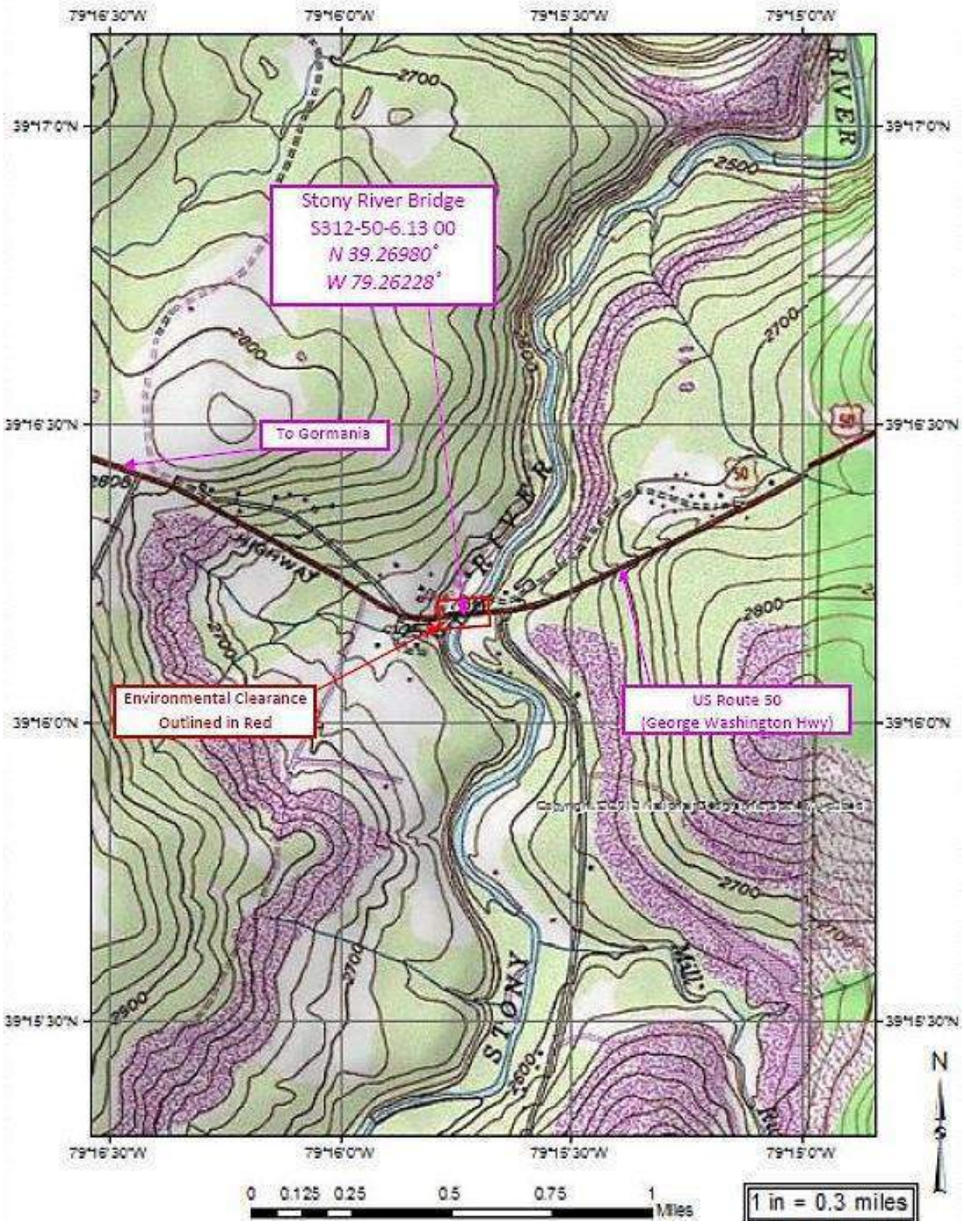
State Project S312-50-6.13



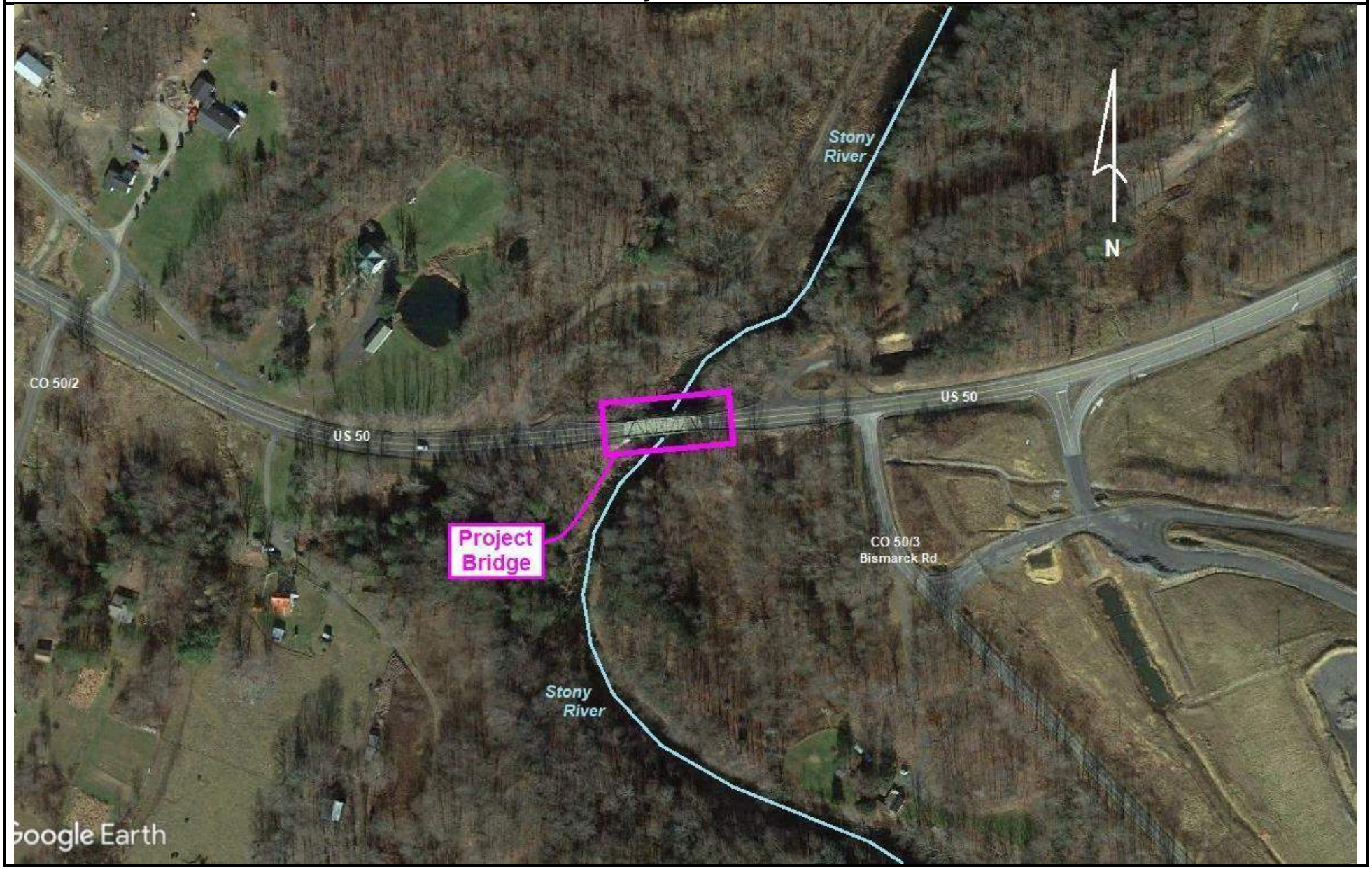
WEST VIRGINIA DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

PROJECT LOCATION
STONY RIVER BRIDGE REPLACEMENT PROJECT
MOUNT STORM VICINITY, GRANT COUNTY
State Project S312-50-6.13
Gorman 7.5" USGS Topographic Quadrangle Map
Bridge Coordinates: 39.26980, -79.26228



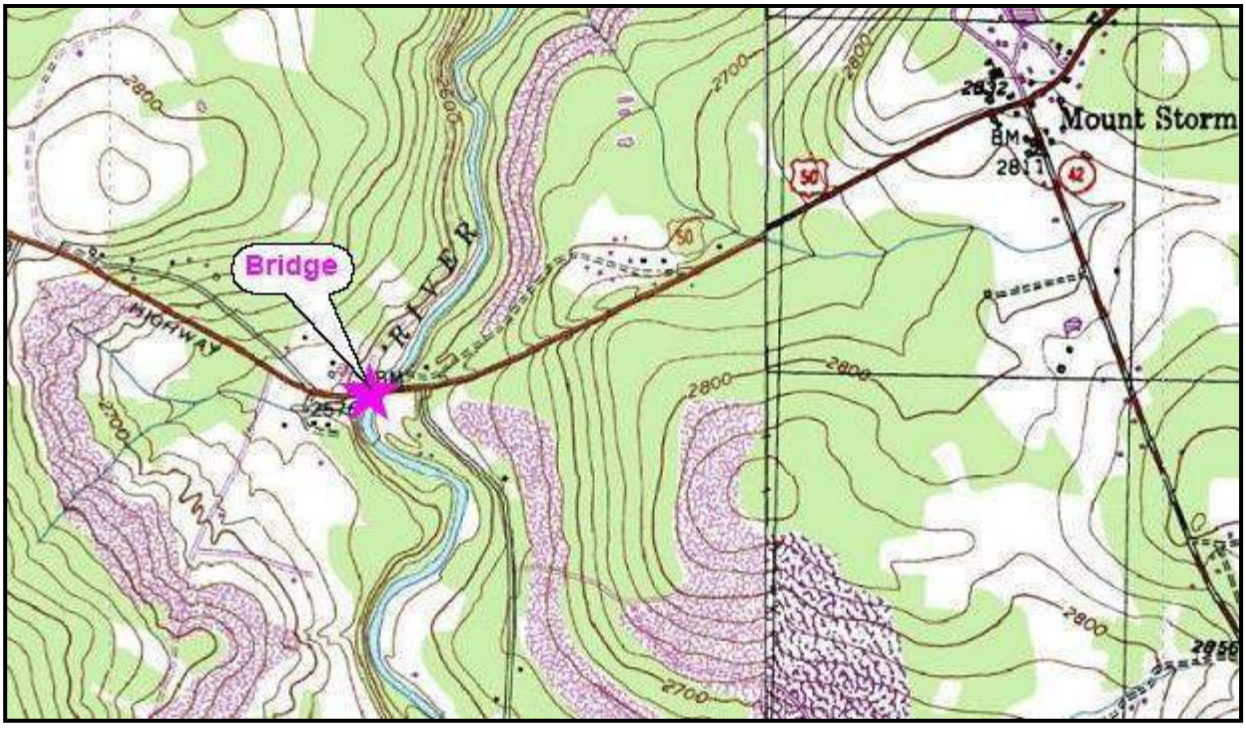
LOCATION MAP
STONY RIVER BRIDGE REPLACEMENT PROJECT
Mount Storm Vicinity, Grant County
State Project S312-50-6.13



Internal Rating: _____

WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address US 50 over Stony River	**Common/Historic Name/Both** ☐ ☐ ☒ Stony River Bridge	**Field Survey #** APE B1	**Site # *(SHPO Only)*** GT-0092
Town or Community Mount Storm vicinity	**County** Grant	**Negative No.**	**NR Listed Date**
Architect/Builder Fairmont Mining Mach Co (truss); Pocahontas Constr Co (abuts)	**Date of Construction** 1931	**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 649905E, 4348156N		
Survey Organization & Date WVDOH May 13, 2021	**Quadrangle Name** Gorman **Part of What Survey/FR#** Stony River Bridge Replacement Project State Proj # S312-50-6.13		



GT-0092

Site No.

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

Describe Setting ____ **Acres**

The Stony River Bridge takes US 50 over Stony River in Mount Storm vicinity, northern Grant County. US 50 also is called Northwestern Turnpike or George Washington Hwy. Stony River is a tributary of North Branch Potomac River. The span is 0.04 miles west of County Rt 50/3 (Bismarck Rd). The surrounding setting is hilly and wooded. There is rural residential architecture in the area that dates back at least to early 20th century. There are modern use (ca. 2000+) coal mining properties east of the bridge - former surface mines closest to the bridge and then Vindex/Arch Coal's Bismarck Mine, a deep/underground mine, a little further east.

☐ **Archaeological Artifacts Present**

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

Stony River Bridge, built 1931, 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 truss is supported on full height reinforced concrete abutments that were built by the Pocahontas Construction Company of Cass, WV. The overall measurements of the two-lane structure are 134 feet, three inches long (out to out of backwalls) by 26 feet, six inches wide (centerline to centerline of trusses). The roadway width is 23 feet, 10 inches (between curbs) and the horizontal clearance in 24 feet, five and one-quarter inch (between rails). The vertical clearance for the truss span is generally 14 feet, 11 inches.

Superstructure: The superstructure of this bridge is a riveted steel Pratt Through Truss. The truss span is 130 feet, one inch long, measured from center to center of the truss end bearing pins, and includes a total of seven panels. The width measurement from centerline of the north (downstream) truss to centerline of the south (upstream) truss is 26 feet, six inches. The width between the trusses in 25 feet, one-and-one-half inch. The steel superstructure consists of a pair of trapezoidal-shaped trusses – each composed of top (upper) and bottom (lower) chords, end posts, hip verticals, vertical posts and diagonal tension members – that are connected by floor beams and lower lateral bracing below and by portal struts, sway struts and upper lateral bracing above. Existing original steel-to-steel connection are all or mostly riveted and repair/rehabilitation connections are bolted. 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 west end and rocker/expansion bearings at the east end. ***(See Continuation Sheets)***

Alterations ☑ **Yes** ☐ **No** **If yes, describe**: Bracing beneath extant Portal Struts and Sway Struts removed sometime prior to 1994, possibly before 1976. Various other repairs have been made in 1976 and later.

(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)

Bibliographical References

(See Continuation Sheets)

Form Prepared By: Tracy D. Bakic **Date:** May 13, 2021
Name/Organization: West Virginia Division of Highways
Address: Capitol Complex
Building 5, Rm 450
Charleston, WV 25305
Phone #: 304-558-9676

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 four L-shapes. All of the existing L-shapes are six-inch by three-and-one-half-inch, with varied thickness depending on location.

Trusses - Upper Chords. The upper (top) chord is composed of two 12-inch steel channel beams and steel plating at the upper/top side. In the 1970s the upper chords were strengthened by welding L-shape (angle) beam to the full length of all channels.

Trusses - End Posts. The diagonal/slanted end posts at the ends of each truss are each composed of two 12-inch steel channel beams, steel plating at the top side and steel flat bar lattice (criss-cross) bracing to the bottom side. All latticing was replaced in the 1970s and 1980s.

Trusses - Hip Verticals. Each hip vertical – the first vertical tension member in from each truss end – is composed of two eight-inch steel channels connect by evenly-spaced steel connector plates on two sides.

Trusses - Main Vertical Posts. The main vertical tension members/posts are each composed of two eight-inch steel channels and latticed (criss-cross) steel flat bar bracing on two sides. All latticing was replaced in the 1980s.

Trusses - Diagonal Tension Members. The diagonal tension members of each truss are composed of 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 om from each portal (hip vertical – main vertical) has a single diagonal member composed of four five-inch by three-and-one-half-inch L-shapes; the next panel inward has a single diagonal member composed of two six-inch by three-and-one-half-inch L-shapes; and the middle panel has two criss-crossed diagonal members, each composed of two three-inch by three-inch L-shapes.

Portal Struts. The portal strut at each end of the bridge is attached between the top of the end posts/portal of the two trusses and is composed of paired steel L-shapes and bracing. The more detailed composition of each portal struct follows. The top horizontal member is composed of two sets of paired four- by three-inch L-shapes with latticed (zig-zagged) steel flat bar bracing in between. The lower horizontal member was originally composed of two sets of paired three- by three-inch L-shapes with latticed (zig-zagged) steel flat bar bracing in between; in 2008, the lower horizontals of both portals were each replaced with a W-beam. Between the top and bottom horizontal members is lattices (zig-zagged) bracing; this bracing of similar composition as the horizontal members – paired L-shapes (three- by three- or four-inch, depending on location) with zig-zagged steel flat bar bracing in between.

According to available original plans, there was likely a diagonal brace attached from the bottom of each end of a portal strut to the end posts – creating an A-frame portal; if they existed, this bracing was removed sometime before 1994 likely to maintain equal vertical vehicular clearance for the entire roadway width of the bridge.

Sway Struts. There are five (5) sway struts at this bridge, each attached between the trusses at the matching upper chord/main vertical post intersections. Each sway strut is composed of two sets of paired steel L-shapes (each three- by five-inch) with zig-zagged steel bar bracing in between. According to available original plans, there was likely a diagonal brace attached from each end of a sway strut to the truss verticals; if they existed, they were removed sometime before 1994 likely to maintain equal vertical vehicular clearance for the entire roadway width of the bridge.

Bridge Description (*cont'd)*:

Top Lateral Bracing - Top lateral bracing is the two steel L-shapes (angle bars) that criss-cross between each upper panel (areas between struts) and are connected to the top chords of the trusses. According to original shop plans, it appears that all original top laterals are three-and-one-half-inch by three-and-one-half-inch L-shapes.

Bottom Lateral Bracing – Bottom lateral bracing is the two steel L-shapes (angle bars) that criss-cross between each lower panel (areas between floorbeams) and are connected to the lower chords of the trusses. According to original shop plans, it appears that the original bottom laterals for the first two panels from each end of the bridge are five-and-one-half-inch by three-and-one-half-inch L-shapes and the L-shapes used at the three middle panels are three-and-one-half-inch by three-and-one-half-inch. Between the 1970s and 1980s all original lower lateral bracing was replaced.

Floorbeams. There are eight (8) equally-spaced steel floorbeams – each a 32-and seven-eighth-inch-deep Bethlehem I. The floorbeams are connected to the lower cord of each truss. In 1998 floorbeam bearing supports were added beneath the floorbeam at each abutment.

Stringers – There are six (6) original steel stringer alignments at each lower panel – each a 16" deep Bethlehem I. They are connected to the floorbeams via steel angle connectors. A seventh steel stringer was added to each panel in 1976; these new stringers are 16" W beams installed at the middle of each panel, between the original third and fourth stringers.

Railings. The original railings were posts with double (upper/hand rail & lower) rails; according to available original shop drawings, it appears that all components were steel L shapes (angle bar). The earlier railings were removed in the 1980s and replaced with a guardrail system and splashguards.

Plaques. There is an original builder's plaque on this bridge, on the West End Post of the South/Upstream Truss. It reads "BUILT BY / FAIRMONT / MINING / MACHINERY CO. / FAIRMONT, W. VA. / 1931" An informational plaque had also been affixed to the East End Post of the North/Downstream Truss; it was removed at an unknown date, possibly during renovation work on the bridge ca. 1970s or later.

Decking. The existing bridge deck/wearing surface is cast-in-place reinforced concrete and includes integral concrete curbs and four-inch diameter drains. The overall deck width, including curbs, is 25 feet, one inch; the bridge roadway width is 23 feet, 10 inches (between curbs). There are no sidewalks. This decking was constructed in 1976, replacing a similar original concrete deck that include three-inch diameter drains at the curbs.

Substructure. The bridge's substructure consists full height reinforce concrete abutments that were built by Pocahontas Construction Company. The abutments include wingwalls. The distance between the two abutments is 132 feet, three inches interior face to interior face of backwalls; a backwall – or curtain wall – is the portion of the abutment that extends up from the breastwall. (The main load-bearing portion of each abutment is called the breastwall; the breastwall ends at the bridge seat and the backwall extend up from the bridge seat).

Alterations (*cont'd*):

The maintenance history of the bridge includes:

1976	New concrete deck and deck drains; replaced deteriorated latticing on the end posts and vertical truss members; replaced deteriorated sections of lower lateral and connecting plates; replaced expansion assemblies and top 18" of the backwalls and adjacent wingwalls; strengthened upper and lower chord members; installed additional stringer in floor system; and cleaned and painted the structure. Work done by Lanford Brothers, Inc. of Hollins, VA.
1985	Replaced downstream (north) end post at abutment 2 (east abutment). Work completed by Blue Water Welding of Point Pleasant, WV.
1987	Replaced entire lower chord on up and downstream (north) sides; replaced all lower laterals and connecting plates; replaced deteriorated lacing on end posts and vertical truss members; replaced railing system and added splash guards; lengthened deck drains; and cleaned and painted entire steel structure. Work done by WVDOH Central Heavy Maintenance Division.
1998	Additional strengthening plates installed to pin bearing connection area at abutment 1 (west abutment), upstream (south). Floorbeam bearing supports were installed at both abutments. Some minor repairs were made to both truss portals. A new compression seal with neoprene expansion material was installed at both abutments. A new metal splash guard was installed along both sides of structure. Work done by WVDOH Central Heavy Maintenance Division.
July 1998	All steel cleaned and painted with zinc rich primer and water borne acrylic. Contractor was Damalos and Sons Inc.
Mar 28, 2003	The expansion angle over the backwall of abutment 1 (west abut) in the eastbound lane was removed after incurring damage from a snowplow. Timber blocking, foam expansion filler material and asphalt were all used to create a temporary patch from centerline of roadway to the upstream curb. Work was done by WVDOH District 5 Bridge Dept. and Grant County Maintenance.
2008	A WVDOH District 5 bridge crew repaired the damaged portal bracing members at each abutment due to over-height loads collision. They replaced the bottom lateral/horizontal angles with a new steel W beam and also replaced several damaged connection plates at each portal.
2010	A WVDOH District 5 bridge crew repaired the deteriorated deck end at abutment 2 (east abutment). They removed the expansion angle.
2011	A WVDOH District 5 bridge crew repaired the deteriorated deck end at abutment 1 (west abutment). The deck end was completely deteriorated and missing with the expansion angle suspended. They also patched a few spalled areas throughout the topside of deck (wearing surface) with MG Krete.
May 2013	West end lower chord gusset plate at north/downstream truss was strengthened by WVDOH District 5 Bridge Maint.
Aug 2015	West end lower chord gusset plat and south/upstream truss was strengthened by WVDOH District 5 Bridge Maint.
Sept 2016	The worst of heavily deteriorated rivets in lower connections were replaced with high strength bolts. Work done by WVDOH District 5 Bridge Maintenance with aid of the Reach-all Under Bridge Inspection Unit (UB-62).
July 13, 2018	WVDOH District 5 Bridge Dept bolted strengthening repair plates along the vertical leg (upstream/south side) of both lower chord angles and across the bottom of the horizontal lower chord angles below the L2 (west end, first main verticals) connection, to strengthen and compensate for up to 50% section loss.

Statement of Significance:

This bridge spans US 50 over the Stony River near unincorporated Mt Storm, northern Grant County. Grant County was established February 14, 1866 per act of West Virginia Legislature, being formed from west portion of Hardy County and named to honor Ulysses S. Grant, Civil War General and 18th President of the United States. The county seat was initially and briefly set in Laurelton near the center of the county, but then was moved about one mile east to Maysville where the first courthouse was built. In 1872, the seat was moved a little southward to its present location in Petersburg. Petersburg was incorporated as a city in 1910 (Callahan 1913:162; Garber 2013; WV 1866:17-18).

Grant County was initially divided into three townships – Union, Grant and Milroy (US Census Bureau 1872; WV Dept of Free Schools 1868; White, M. W. 1873). On April 9, 1872 a new state constitution was ratified, and each county's townships were reestablished as magisterial districts. In Grant Co, the districts kept the same names as the townships (Rand McNally 1924; US Census Bureau 1883). Sometime between 1990 and 2000, the boundaries of the three districts were reconfigured but still retained the same names (US Census Bureau 2003). The subject bridge has historically always been within Union District.

"Early settlers followed the valleys of the North Branch and South Branch Potomac River and of the tributary streams and cleared and opened up the bottoms and terraces, as they were best adapted to farming due to smooth topography and fertile soils. Later the adjacent uplands were cleared and put into fields. Settlers from Virginia, Pennsylvania and Maryland, pushing westward in search of new homes, better opportunities, and cheap farm lands, were the first to come into this region" (Phillips 1926: 986-87).

Agriculture was the main occupation of the early settlers of the county, with corn, wheat and rye the principal crops. By 1919 the principal crops for the county were corn, wheat, oats, rye, buckwheat, potatoes, hay/forage, apples and peaches, and cattle-raising was also an important endeavor (Phillips 1926:989-991). Farming is still a major occupation in the county.

Petersburg was the principal trading and shipping point of the county, being the southern terminus of the South Branch Line of the Baltimore & Ohio Railroad (now part of CSX). Smaller localized trading points within the county included Mt Storm, Maysville and Williamsport. Coal mining and timber industries brought prosperity to the county at various times in history. Bayard, Gormania and Henry were mining towns in the northwestern part of the county (Phillips 1926:986-87); coal transport was via the Western Maryland Railway (also now CSX). "Huge logging projects in the late 19th and early 20th centuries provided much lumber for urban expansion along the eastern seaboard. Another key commodity of the forest was the bark of the chestnut oak, which drew the leather tanning industry to the area. Tanneries sprang up throughout the region, with especially large plants in Petersburg and Gormania . . . Today forest industries remain important. Allegheny Wood Products is a leader in the industry, with a host of independent operators involved in timber production" (Garber 2013)

"A key boost to the economy was the construction in 1965–66 of a huge minemouth generating plant by Virginia Electric Power near Mount Storm. It continues to provide power to Vepco's regional network under the management of Dominion Resources. Other key industries include Adell Polymers, which specializes in extruded plastics. Prior to its closing several years ago, Allied Egry, a division of SCM Corporation, supported a large workforce engaged in the printing of business forms. Grant County Mulch is a large processor of forest byproducts for the Mid-Atlantic market" (Garber 2013).

"No brief history of the land and people of Grant County would be complete without acknowledging both the beauty and the destructive power of the South Branch. Major floods brought devastation in 1924, 1936, and 1949. Worst of all was the great flood of 1985, which left 13 people dead in Grant County and much property damage. In normal times, the South Branch is a peaceful neighbor and an important recreation resource" (Garber 2013).

The US census population of Grant County in 2010 was 11,937, having risen steadily from 8,607 in 1970. However, in recent years there appears to be a trend of slow decrease in population from 2010, being estimated at 11,816 in 2012 and then down to 11,568 in 2019. The current estimate for the 2020 population is 11,649, so there is recent slight rise. The county is 480.3 square miles in area.

Statement of Significance *(cont'd)*:

Mt Storm & Vicinity

It is believed that the Mt Storm area had its earliest pioneer settlers by the late 18th century. One of the earliest known of the settlers was General Joseph Neville. He owned over 700 acres lying on both sides of Stony River. Other early family names to the area include Cosner, Aronhalt, Grove, Kitzmiller, Idleman, Schaeffer, Alkire, Shillingburg and Foley (Idleman 1927)

The Northwestern Turnpike (chartered 1827) was completed by the late 1830s-1840, including the portion that extended through the Gormania-to-Mount Storm area. Endlers Tavern was an established stopping point on the turnpike route, located to the east side of Stony River; at the time, the turnpike span/bridge at this location was at least 100 feet (and as much as 200-250 feet) downstream/north of the existing US 50 bridge over Stony River. Endlers Tavern was one of many taverns located about 6 miles apart along the turnpike route. Reportedly the tavern was built by John Kitzmiller. One of the eventual owners of the tavern was Henry J. Endler (b. 1818, d. 1890). Henry's wife was Rebecca Kitzmiller; her father or grandfather may have built the tavern, being both were named Johannes (John) Kitzmiller. The tavern no longer existed by time the 1930s US 50 construction came through the area. US 50 basically followed the Northwestern Turnpike route through Grant County, however deviated and was realigned at certain sections, including at Stony River (FindaGrave.com; Idleman 1927; Schaeffer 1928; Sturm 2010; WV SRC 1922, 1932).

Ca. 1920 Image of Northwestern Turnpike (prior to US 50 development), showing earlier bridge crossing and Endler's Tavern at left side of image (east side of river). The bridge and road alignment in the photo are about 200-250 feet north/downstream of the existing Stony River Bridge. https://www.angelfire.com/wv2/gormania/misc.html (May 2021)

The community of Mount Storm was reportedly named due to inclement weather over a nearby mountain (Kenny 1945). The general area was mainly rural farmland, with some coal and timbering activity over history. Lying within the Upper Potomac Coalfield, Mount Storm area historically was never amongst the most notable mining communities in the county; more successful efforts were to the west along the North Branch Potomac River, such as in Bayard and Henry. A post office was established at Mount Storm in September 1856, its first postmaster being Wade Hampden Neville. By mid-20th century, central Mount Storm – about 1.3 miles east of the subject property - included a community building (built 1924; still exists), grade school, lodgings - such as Mount Storm

Statement of Significance *(cont'd)*:

Lodge (with restaurant & gas station), stores (ie, Elwood's/Minnick's Grocery), Methodist church and Presbyterian church (About.USPS.com; Cardcow.com; CoalCampUSA.com; Idleman 1927; Worthpoint.com; WVGS 1904, 1910, 1923). In the 1960s a power plant and Mt. Storm Lake were developed about 4.5-5 miles south of the subject bridge. It was around that time that local strip mining began east of the Stony River Bridge.

Gormania, about 7.4 miles west of central Mount Storm, was located at the crossing of the Northwestern Turnpike and the Western Maryland Railway (WM), thus making it historically important to the Mount Storm community as the closest railroad shipping point (Idleman 1927). The WM was built through the area in the 1880s, initially known at the West Virginia Central & Pittsburg Railway; it became the WM in 1902 and for the next 70 years until becoming part of the Chessie system in 1972-1973 and finally CSX in 1980 (Frey 2010, 2012).

Northwestern Turnpike

"Transportation has always been an issue in the opening and the development of the area [Grant County]. The earliest settlers followed streams, animal paths, and Indian trails. Nearly a century passed before the first great road project, the construction of the Northwestern Turnpike (modern U.S. 50), opened the northern section of the county on its way to the Ohio River" (Garber 2013). "The Northwestern Virginia Turnpike [Northwestern Turnpike] was chartered by the General Assembly of Virginia in 1827, to connect Winchester to Parkersburg . . . Planned as the major rival to the National Road*, this route linked a significant portion of northwestern Virginia to Baltimore, via Winchester, rather than to Richmond and the Tidewater, contributing to Western Virginia's Unionist tendencies in the Civil War" (Sturm 2010).

"From the beginning, the Northwestern Turnpike and the Staunton-Parkersburg Turnpike were rivals in a race to the Ohio River. Winchester and Staunton both pressured the [Virginia] General Assembly for favorable treatment of 'their' routes. But the Northwestern Turnpike was better organized in that it was placed at the outset under control of a state board of directors including the governor. The last section was finished to Parkersburg in 1838, and all bridges were completed by 1840, a decade before the Staunton road was in continuous operation" (Sturm 2010). The completed Northwestern Turnpike started in Winchester and extended through Romney and Clarksburg before ending at Parkersburg.

Taverns/Inns were reportedly established about six miles apart along the turnpike. For example, east from the North Branch Potomac River crossing were Schaeffer's Inn in Gormania, Endler's Tavern at Stony River, Stone House at Hartmansville, Cobb's Tavern between Hartmansville and Claysville, and another near . And another near Ridgeville. (Riley 1908; Schaeffer 1928:64). Endler's Tavern was located to the east of the original/earlier Stony River bridge, at the south side of the turnpike road. Endler's Tavern no longer exists as it was removed just prior to the realignment of the old turnpike to develop modern US 50.

"In spite of increasing competition from the [B&O] railroad, the [Northwestern] turnpike operated at a small profit and was able to meet its financial obligations throughout the 1850s. The Civil War was unkind to the Northwestern Turnpike. The new state of West Virginia was slow to assume responsibility, and by the end of the war the road was nearly impassable" (Sturm 2010). The route's poor state persisted to the end of the 19th century; however, it would gain new life as part of the US highway system in the 20th century.

* The National Road (or Cumberland Road) was authorized by US Congress in 1806 in order to construct the nation's first all-weather route that extended from Cumberland, MD, through Pennsylvania (not far north of the WV border) to end in Wheeling, WV (Peyton 2013).

Statement of Significance *(cont'd)*:

US 50

As part of the statewide Good Roads Movement the Northwestern Turnpike in WV from Parkersburg east to the Virginia state line was, in 1922, designated State Route No. 1. The route had its west terminus at Parkersburg, then traversed through West Union, Clarksburg, Grafton, Eglon, Gormania, Mt Storm, Junction and Romney before meeting the east terminus at Capon Bridge. Only a short time later, in the mid-1920s the US highway system was laid out, with the finalized list of designated US routes approved in November 1926. As a result, WV State Route No. 1 became US 50 and upgrade planning and construction commenced (Peyton 2012; US-highways.com; WV SRC 1926:15). As the completion of the entire US 50 route came close there was hype over expectations of the road. The *Charleston Gazette* reported: "Second only to the Midland Trail, the Northwestern Turnpike (US 50), extending from Parkersburg to Winchester, VA will offer to tourists an outstanding highway on which are located many points of interest, historic, scenic and industrial" (*CG* 1927). A ceremony to celebrate the completion of the improvements to the Northwestern Turnpike (US 50) was held in Aurora WV (in Preston Co) on August 9, 1928 (*CET* 1928).

Under the WV SRC, the former Northwestern Turnpike route in Grant County was graded and drained in the early 1920s and paved with bituminous macadam by 1930 (WV SRC 1941:227). The existing 0.7-mile portion route of US 50 that includes the subject Stony River Bridge is part of a realignment project completed in the 1930s. This was likely done to alleviate the significant curvature of the turnpike in the area. The re-route was from about 0.1 mile west of Stony River Bridge, near present Basswood Dr and Stormy Dr intersections, to about 0.6 miles east of the bridge near present Sweetpea Lane intersection. Therefore, this section of US 50 is not on the original Northwestern Turnpike alignment. Remaining original turnpike sections at this location are to the north side of existing US 50, reused as local access roads or disbanded.

Roadside Drinking Fountains. Roadside beautification became an important concept to increase tourism along state highways, such as US 50. An early phase of this in WV was the development of roadside drinking fountains. Construction of a total of 35 roadside drinking fountains in 20 different counties and on 15 routes were reported by SRC in 1932. They were built by SRC maintenance forces, typically in a Rustic-style with local materials and sometimes with help of another organization/group. The fountain idea reportedly originated in WV, the first one built in Preston County around 1930. Other roadside fountains built by SRC in the 1930s included those at the following locations: SR 3 in Pence Springs, Summers Co; SR 9, east of Shenandoah River in Jefferson Co; SR 29 at Pin Oak, Hampshire Co (NRHP-listed 2016).; US 30 in Hancock Co.; US 50 in Vanderslip vic., Hampshire Co.; US 50 in Mt Storm, Grant Co; US 50-US 220 junction in Mineral Co; US 60 at Sewell Mtn, probably Fayette Co; and US 219 in Pocahontas Co. The fountain areas included landscaping and parking spaces (*CG* 1932; SRC 1930s Annual Reports). This early effort in WV led to roadside park development along the state's highways, beginning in the mid-1930s (Bakic 2019). Other states built similar drinking fountains along their highways, including California, Louisiana, North Dakota, and Oregon (Davis 1930; Martens 2010; MyCoastalCalifornia.com; RichlandRoots.com)

Mount Storm Roadside Drinking Fountain on US 50, built ca. 1931. Located about 3.7 miles east of Stony River Bridge. The left side image was taken ca. 1931. The right side image is clipped from Oct. 2015 Google Earth Street View imagery.

Statement of Significance *(cont'd)*:

George Washington Highway Designation. Proceedings to designate the US 50 route the "George Washington Highway" began as early as 1930 (*CET* 1930). In September 1930 the Geo. Washington Highway Association was formed (*BDT* 1930). In 1939 US 50 through WV was officially designated the George Washington Highway per Senate Concurrent Resolution No. 17 dated March 11, 1939 (WV 1939:797). In 1941 signs were posted along the WV portion of the route, identifying it as the George Washington Highway (*CN* 1941). This signage no longer exists along the route; reasons for removal may have been due to later roadwork or upgraded signage.

Stony River Bridge

The earlier span location over Stony River was roughly 200-250 feet north (downstream) of the existing bridge. It is known that a turnpike bridge over Stony River existed by the 1860s (VA 1863:36) and that there were requests for bids in 1881 newspapers for a replacement bridge (VA 1863:36; *WR* 1881). The last bridge to be built at the historic turnpike route location was a single span, six-panel steel Pratt truss, 113 feet long with a 16-foot roadway width. It was built by the Concrete Steel Bridge Company of WV in 1914 (WV SRC 1922).

Bids were opened for the existing Stony River Bridge on May 13, 1931 and the low bidders were Fairmont Mining Machinery Company for the superstructure and Pocahontas Construction Company for the substructure (*CET* 1931). According to SRC annual reports these two companies did complete the work (WV SRC 1941). As well, the builder's plaque(s) on the bridge confirms that Fairmont Mining Machinery Company built the superstructure.

Pratt Truss. The existing Stony River 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" (PC & 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 Stony River 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 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 the 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 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).

Statement of Significance *(cont'd)*:

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 (Greco 2013:31). As well, the company built at least four truss bridges in WV which are listed just below.

Bridge Name	County	Town or Vicinity	Span Location	Year Blt	Bridge Type	Still Exists
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
Shady Sadie's Br (Cobb Bridge)	Kanawha	Elkview	CO 39 over Little Sandy Ck	1928	Pratt, Through	Yes
Man Pony Truss	Logan	Man	WV 10 over Buffalo Creek	1931	Camelback, Pony	No

The above four 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.

Pocahontas Construction Company. The Pocahontas Construction Company of Cass, West Virginia won the bid to construct the substructure (reinforced concrete abutments) of Stony River Bridge. This company started as the Echols Construction Company of Marlinton, WV, being incorporated in 1922 by Frank Echols of Marlinton and J. F. Jackson and B. McCarty, both of Cass (*Manufacturer's Record* 1922; Sos.wv.gov). The company changed its location to Cass in 1926 and changed its name to Pocahontas Construction Company in 1929. The company proceeded to change its office location to Charleston in 1938, then Lewisburg in 1940, and finally back to Marlinton in 1955. Pocahontas Construction Company was terminated in 1964 (Sos.wv.gov).

Pocahontas Construction Company's work appears to have been focused within WV and VA and included projects with WV State Road Commission (today's WVDOT/DOH), such as road work (ie, paving grading, draining) and bridge construction. Via perusal of NewspaperArchive.com and the WV Statewide Bridge Survey (KCI et al 2015), Pocahontas Construction Co's earliest foray into bridge construction seems to be around 1930. All existing WV bridges that exemplify the company's work are concrete T-beam, steel deck girder, concrete slab spans or substructures that tend to be very typical types of the periods built. At the time of the 2015 WV Historic Bridge Survey, 11 bridges were identified to have superstructures built by the company between 1930 and 1959; they are in the counties of Fayette, Harrison, Kanawha, Mercer, Pendleton, and Pocahontas.

This company should not be confused with two other similarly-named but separated companies – Pocahontas Construction Company of Marlinton (1971-1989) and Pocahontas Construction, Inc (chartered in KY 1999, terminated 2001; Sos.wv.gov).

Evaluation

Criterion A. Stony River Bridge was previously determined NRHP-eligible under Criterion A in 2013 when it was evaluated for the WV Statewide Historic Bridge Survey for its association with the Coal Boom. Noted coal associations were that Fairmont Mining Machinery Co. was the bridge builder and that the span was not far from the coal town of Bayard (KCI et al 2013, 2015). Per research for this form, Fairmont Mining Machinery Co. was a manufacturer of mining equipment. The company has not impacted the Stony River-Mount Storm area in any other way aside from building the subject bridge. Fairmont Mining Machinery Co. attempted involvement in steel bridge construction likely 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. Bayard is about eight miles distant from Stony River Bridge and the subject area has never had notable

Statement of Significance *(cont'd)*:

historical coal-related success within the county as the Gormania-Bayard-Henry area to the west. Although the bridge does not appear NRHP eligible related to the Coal Boom, the present evaluation that follows continues to find the bridge eligible under Criterion A, instead for its association with US 50.

The development of state and interstate highway systems was significant to national infrastructure and to Americans way of life in the early 20th century - in business and personal lives, including leisure. Not only did states improve existing routes to handle increased travel, such as realigning sections and building new bridges, but they also built artful drinking fountains and development roadside parks that enhanced the auto tourists experience. The stretch of US 50 from the VA-WV state line west through Hampshire, Mineral and Grant counties and into Taylor County to Grafton has remained relatively untainted by realignment efforts. Several sections from Grafton west to Parkersburg have been realigned; however, the disbanded portions of the early 20th-century route still exist, many of them referred to as "Old Route 50".

Grant County's approximately 12-mile section of US 50 currently includes two known notable features – Stony River Bridge and the Mount Storm Drinking Fountain, which are 3.7 miles apart. Other notable bridges that were built early in US 50 route development are: Capon Bridge, a steel Parker truss span built 1933 in Hampshire Co. (HM-0802; NRHP-eligible); New Creek Bridge, a concrete deck girder span built 1931 in Mineral Co. (MI-0172; NRHP-eligible); Macomber Truss, a steel Pratt thru truss built 1932 in Preston Co (PR-0262); and West Union Arch, concrete arched span built 1929 In Doddridge Co (DO-0035; NRHP-eligible). Per review of 1937 WV highway maps, the Rustic-style stone drinking fountain in Mt. Storm may be one of only three drinking fountains built along US 50, the others built in Mineral and Hampshire counties (WV SRC 1937); it is currently uncertain if the latter two exist. The resources above are vestiges of early interstate development in and by the State of WV.

Due to the above, Stony River Bridge meets Criterion A at a state level of significance as a noteworthy representation of US 50 development in WV at the onset of the national interstate highway system and heightened auto tourism in the early 20th-century. Such resources are diminishing along the early US 50 alignment. resource along the early 20th century US 50 route. The period of significance for the bridge is 1931, the year it was built.

Criterion B. Per research and public involvement to this point*, this span 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. Therefore, this bridge does not meet NRHP Criterion B.

Criterion C. The extant Stony River Bridge, built 1931, 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 2015). For this form, further research was accomplished related to the contractors that built the bridge. The Pratt truss design has been historically well-used throughout the US and WV and this bridge represents a late example of such a structure. It does not represent significant design, fabrication or construction technique.

Fairmont Mining Machinery Company was a company noted for proving mining equipment during its successful years. Only four bridges, all steel trusses, are known to have been built by the 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. Pocahontas Construction Company built common highway bridge types prevalent during its approximately 40-year tenure. Pocahontas only built the substructure/abutments for Stony River Bridge, exemplify common design/construction for the period built and do not represent significant work. The subject bridge does not represent a significant work for either former company.

Due to the above, this evaluation agrees with the previous finding that the Stony River Bridge does not meet NRHP Criterion C.

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.

Statement of Significance *(cont'd)*:

Summary: The Stony River Bridge is *NRHP-eligible* under Criterion A at a state level of significance as a noteworthy representation of US 50 development in WV at the onset of the national interstate highway system in the early 20th-century. 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: Preservation Alliance of West Virginia; Grant County Development Authority, and Grant County Historical Society.

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---. *Plan and Profile for Construction of State Road Project No 122-B-C, Union District, Grant County From Stony River Bridge towards Mt. Storm*. 1932.

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West Approach/Portal. View SE (WVDOH 4-5-2021)

East Approach/Portal. View W (WVDOH 4-5-2021)

North/Downstream Elevation/Truss. View SW (WVDOH 4-5-2021)

South/Upstream Elevation/Truss. View NE (WVDOH 4-5-2021)

South/Upstream Elevation/Truss. View NW (WVDOH 4-5-2021)

Builder's Plaque on West End Post of South/Upstream Truss. View E (WVDOH 4-5-21).
Reads "BUILT BY / FAIRMONT / MINING / MACHINERY CO. / FAIRMONT, W. VA. / 1931."

Underside of Superstructure, highlighting Floorbeams, Stingers and Lateral Bracing.
View Westerly, looking toward West Abutment (WVDOH 4-5-2021)

North/Downstream Truss, highlighting the Lower Chord arrangment.
View Westerly, looking toward West Abutment (WVDOH 4-5-2021)

North/Downstream Truss, highlighting the Lower Chord arrangment, This image is rotated 90-deg counterclockwise. Note that this view mostly shows the mid-span of the lower chord with the four L-shape (angle) beam arrangment. The upper image shows a portion with the two L-shape arrangment.
View Westerly, looking toward West Abutment (WVDOH 4-5-2021)

North/Downstream Truss, Roadway View, highligthing End Posts, Hip and Main Vertical Posts, and Diagonal Tension Members. View NW (WVDOH 4-5-2021)

Highlighting Top of Bridge with Portal and Sway Stuts and crossed Lateral Bracing. View NW (WVDOH 4-5-2021)

West Virginia
Historic Bridge Inventory Form

Bridge No. 12-050/00-006.19 **BARS No.** 12A056 **Federal Bridge No.** 00000000012A056 **Bridge Design No.** 1263.1

IDENTIFICATION INFORMATION

SHPO Survey No. GT-0092
Local Name STONY RIVER BRIDGE
Other Local Name

Owner State Highway Agency
Status Extant - in service

LOCATIONAL AND SETTING INFORMATION

District 05 **County** Grant
Location 0.04 MI W OF CR 50/3 SLS
Facility Carried By Structur US. 50 T
Features Intersected STONY RIVER

Latitude 39161200 **Longitude** 079155400
UTM-Northing
UTM-Easting
UTM Zone
Surrounding Land Use Forested
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) 134
Length of Maximum Span (ft) 130
Average Daily Traffic 002100 **Year** 2002
Sufficiency Rating 0364 **Skew** 00
(Note: Data current as of April 2006 database)

BRIDGE DESCRIPTIVE INFORMATION

Year Built 1931
Year Reconstructed
Truss Bridge Type Pratt
Alteration(s)
Replacement of main members

Arrangement Through
Connection Type Rivet
Truss Details
Date of Alterations (Year)
1985

Architectural Treatment(s)

Bridge Plate Text
(1) plaque. "BUILT BY, FAIRMONT, MINING, MACHINERY CO., FAIRMONT, W., VA., 1931"

BRIDGE HISTORY

Engineer or Designer
Builder or Fabricator Fairmont Mining and Machinery Company
Bridge Plan Location District
Additional Details: The top of the south portal is bent. Bridge contains a guardrail and concrete deck with asphalt overlay. Concrete substructure. According to inspection files, main members were replaced in 1985. The alterations appear in-kind. Bridge plaque notes the bridge was constructed by a mining company. Near coal town of Bayard. The bridge has a significant association with the Coal Boom context.

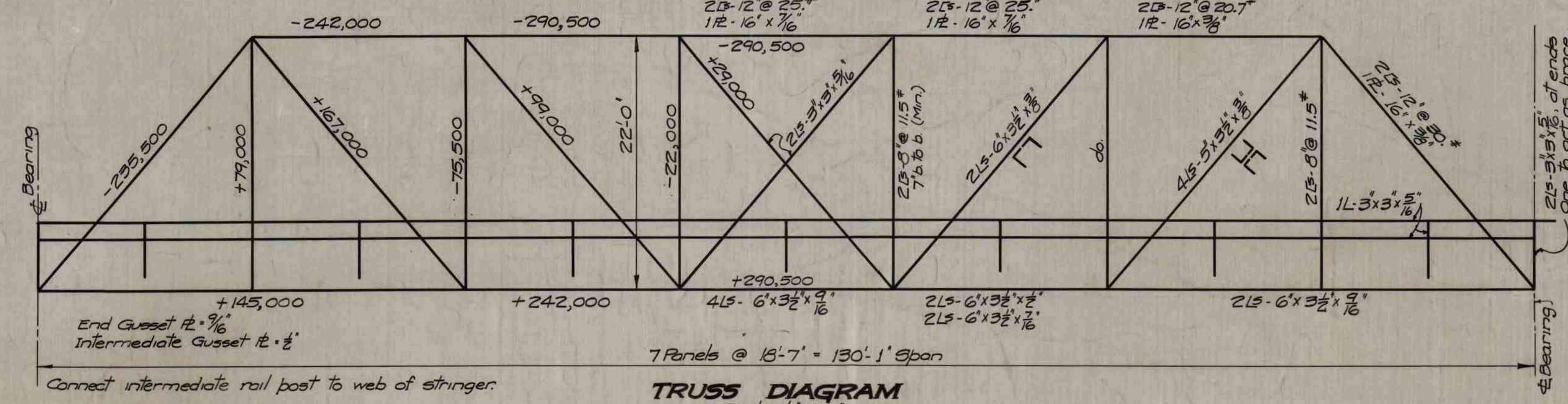
NATIONAL REGISTER EVALUATION INFORMATION

National Register Determination Eligible **Reason Not Evaluated**

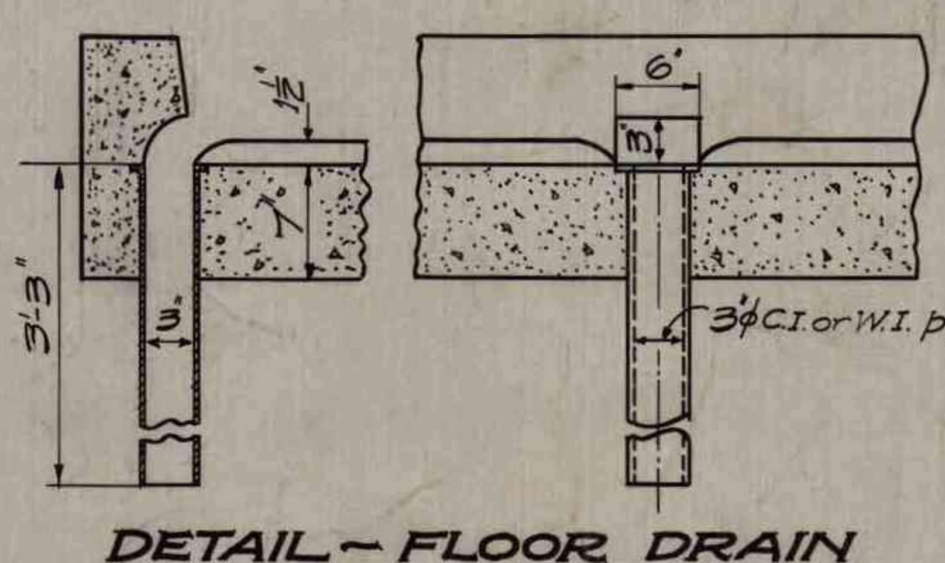
National Register Determination Date 2013

This bridge has a significant association with a historic transportation system, program, event, trend, or policy identified through contextual research and survey activities. Although this bridge has undergone alterations, it still retains the historic integrity necessary to convey its historic 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.

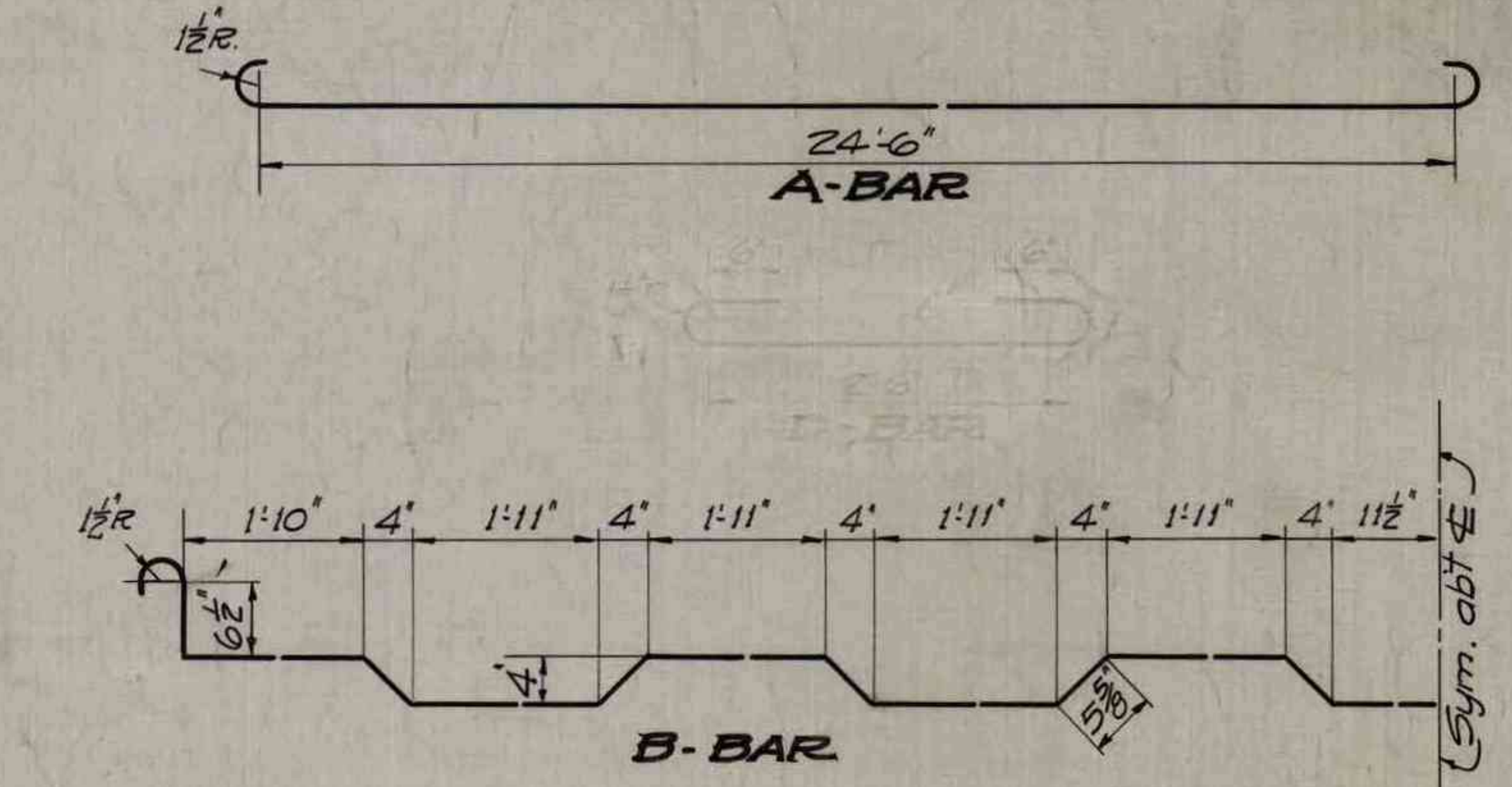
West Virginia Historic Bridge Inventory Form
Form Prepared By Mead & Hunt and KCI
Form Preparation Date 2013



TRUSS DIAGRAM
Scale: 1/8" = 1'-0"

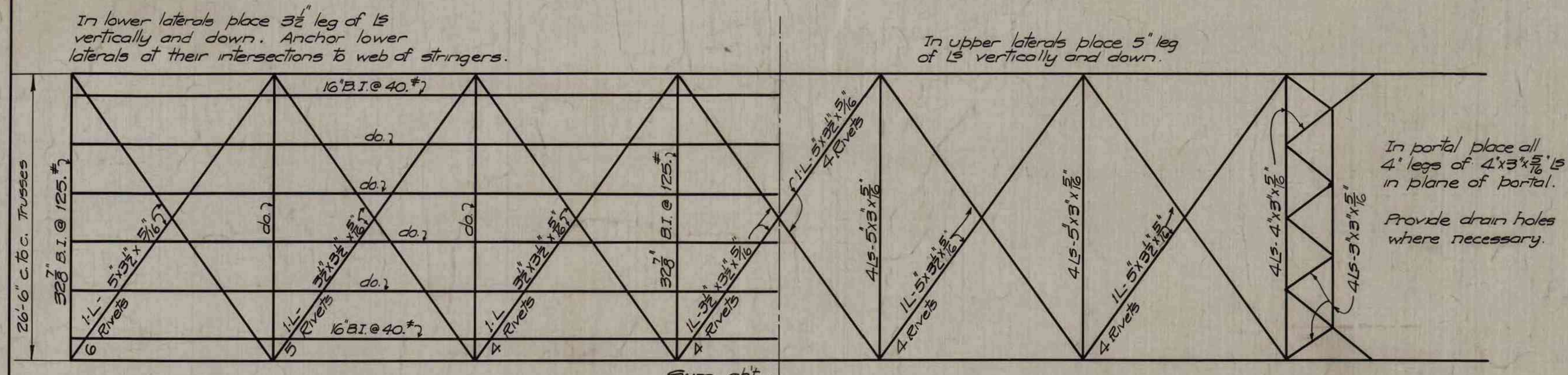


DETAIL – FLOOR DRAIN
Place in center of 1st and 3rd panels
8 Required
Scale: 1" = 1'-0"

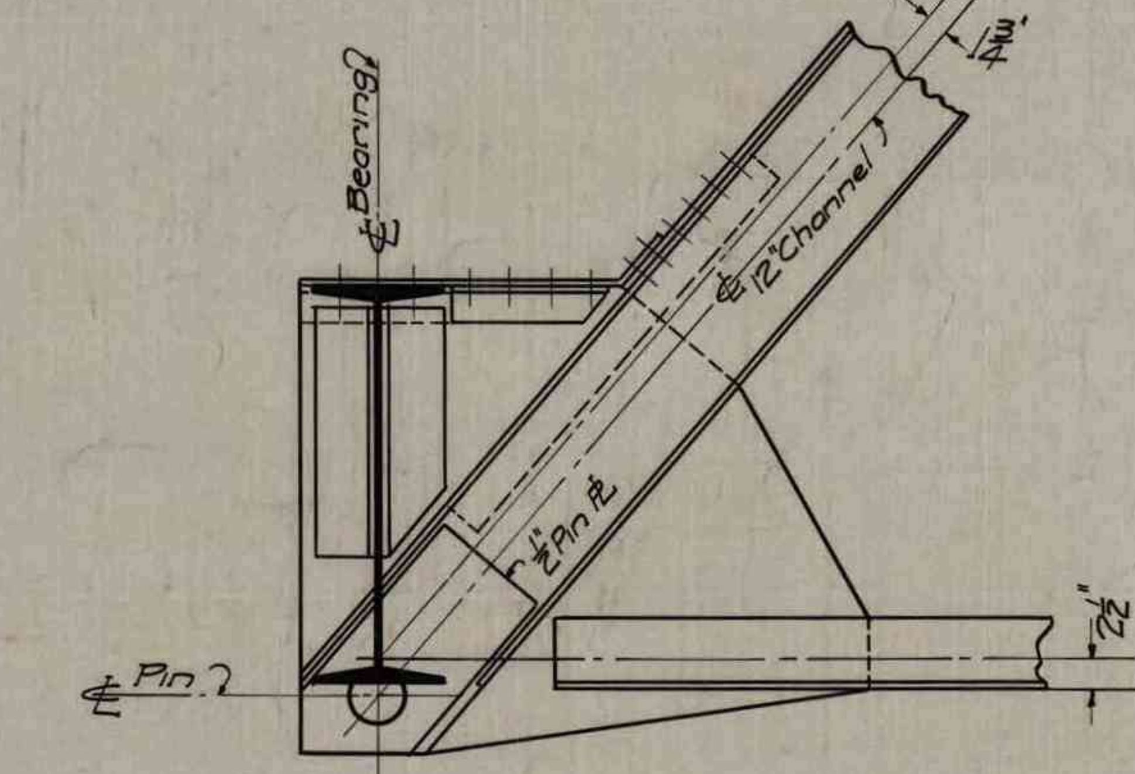


BILL OF REINFORCING STEEL

No	Letter	Size	Length
239	A	5/8" ϕ	25'-6"
128	B	5/8" ϕ	27'-8"
125	C	1/2" ϕ	28'-0"



HALF PLAN – LOWER LATERALS **HALF PLAN – UPPER LATERALS**
Scale: 1/8" = 1'-0"



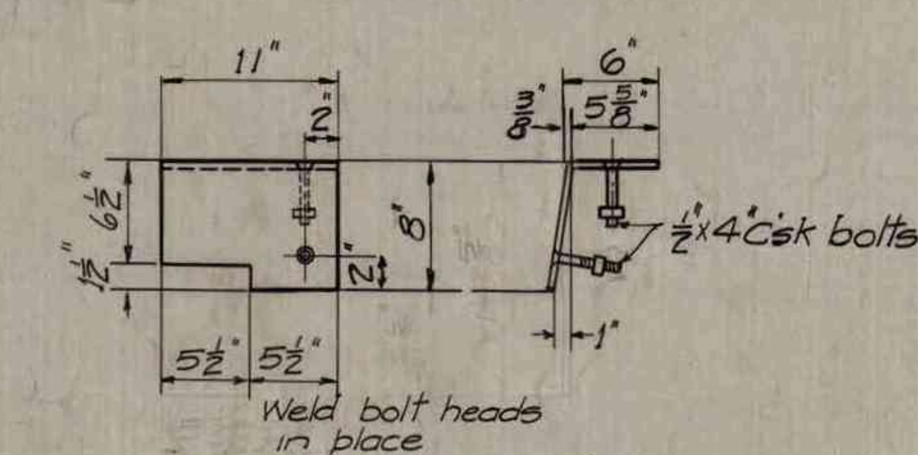
DETAIL @ END GUSSET PL.
Scale: 3/4" = 1'-0"

ASSUMED LOADING

Live Load – H15 Loading
Dead Load – 2050.# per lineal foot of truss.
Bridge designed for a wearing surface of 25.# per square foot of roadway, not included in this contract.

NOTES

Concrete in floor to be Class A.
The final coat of field paint to be a dark shade aluminum graphite to be approved by the Department of Tests.
Contractor to submit a lump sum bid on steel super. complete in place, including floor, except on Federal Aid projects.
On Federal Aid projects, contractor to submit a lump sum bid on steel superstructure complete in place excluding concrete floor, Item # 23 and a unit bid on other items shown in Estimate.
Specifications by State Road Commission, June, 1928.
Where Bethlehem beams are called for, beams of approved equivalents may be substituted.



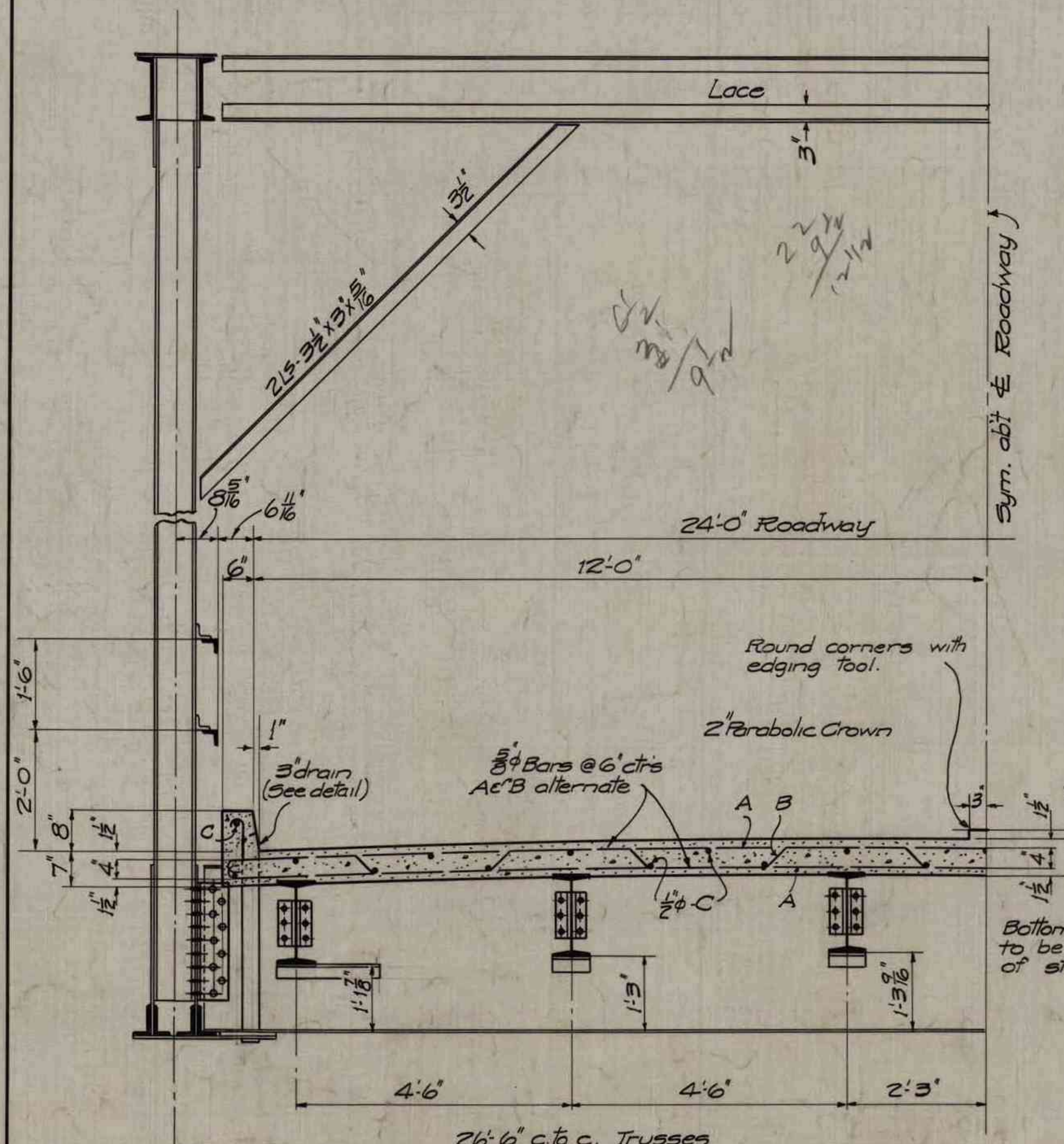
DETAIL – CURB PL.
4 Required
2 Rights & 2 Lefts
Scale: 1" = 1'-0"

ESTIMATE

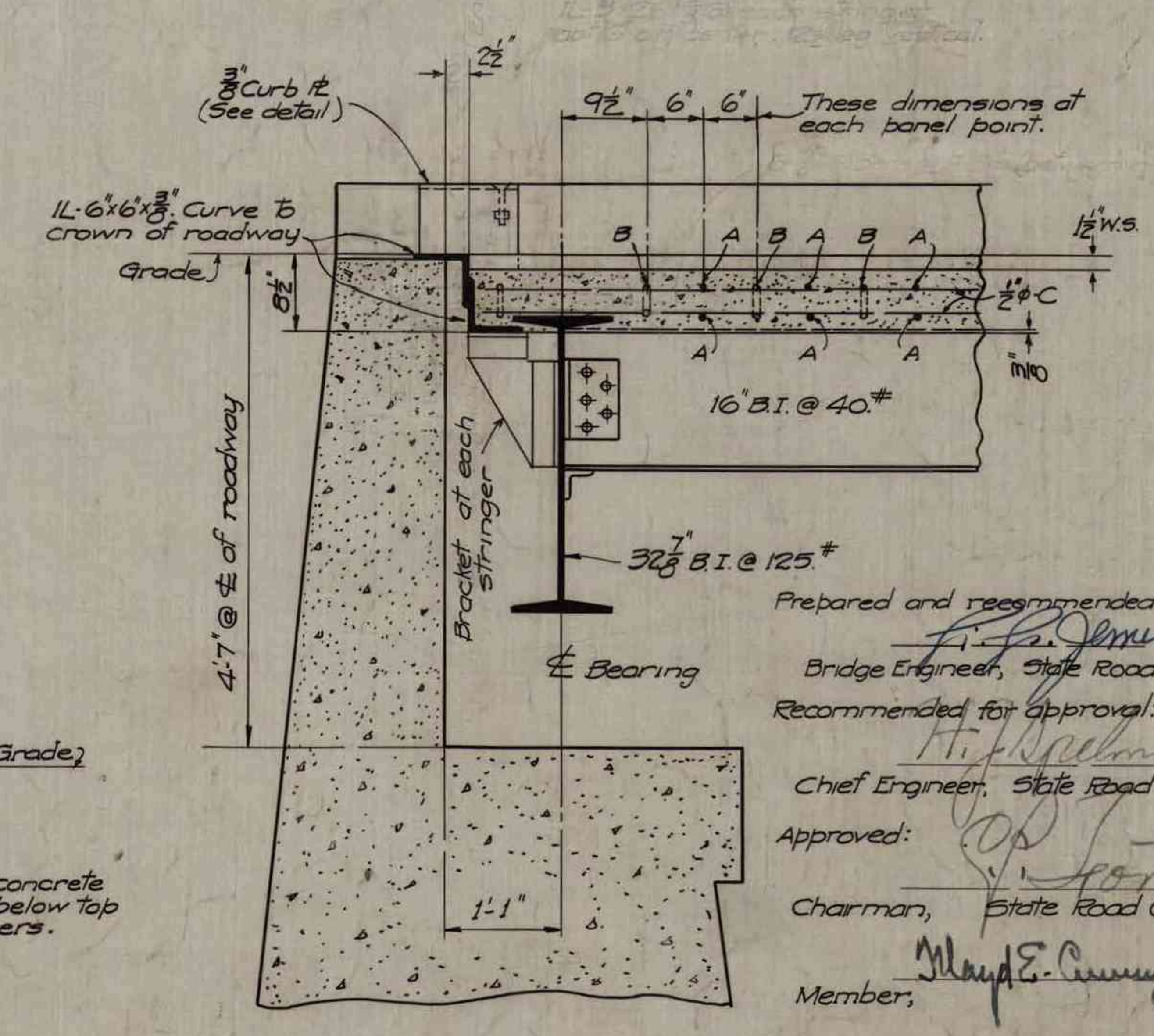
	Structural Steel	158,000. Lbs
	Cast Steel	2,530. Lbs
(22)	Sheet Lead Plate	200. Lbs
	Reinforcing Steel	12,430. Lbs
	Class A Concrete	75. Cu. Yd's

ESTIMATE (For Federal Aid Projects)

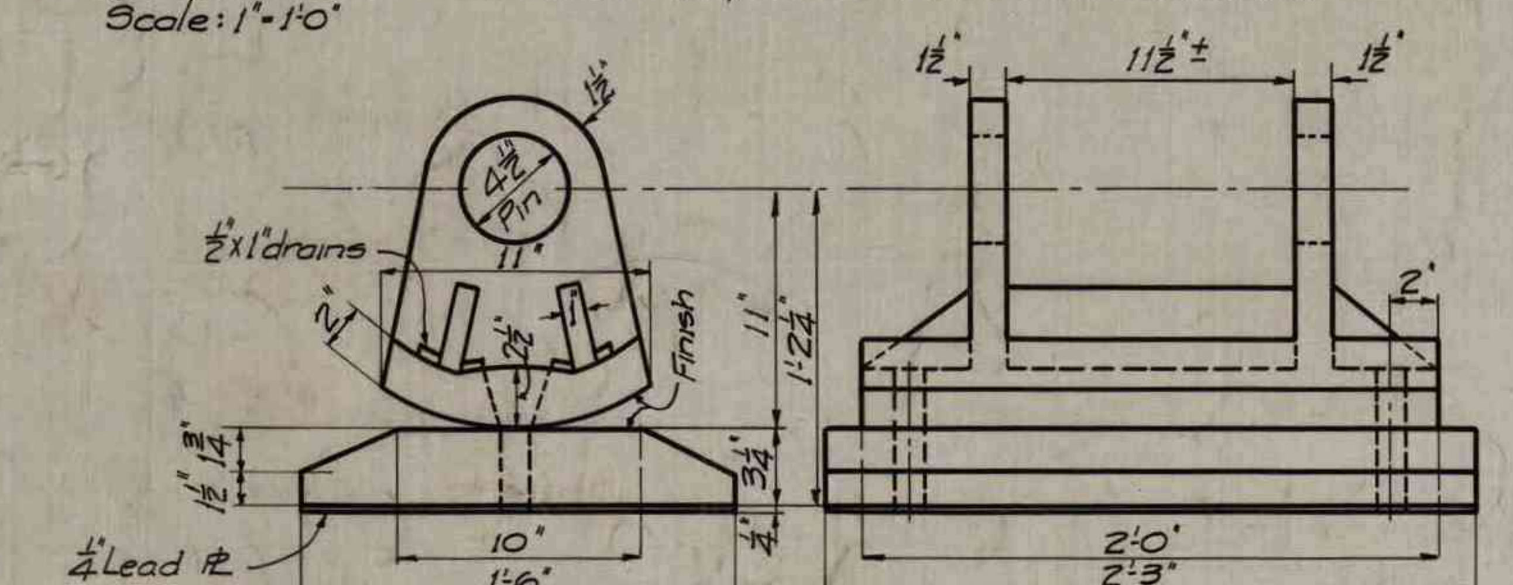
(5)	Class A Concrete	75. Cu. Yd's
(11)	Reinforcing Steel	12,430. Lbs
(23)	Structural Steel	158,000. Lbs
	Cast Steel	2,530. Lbs
	Sheet Lead Plates	200. Lbs



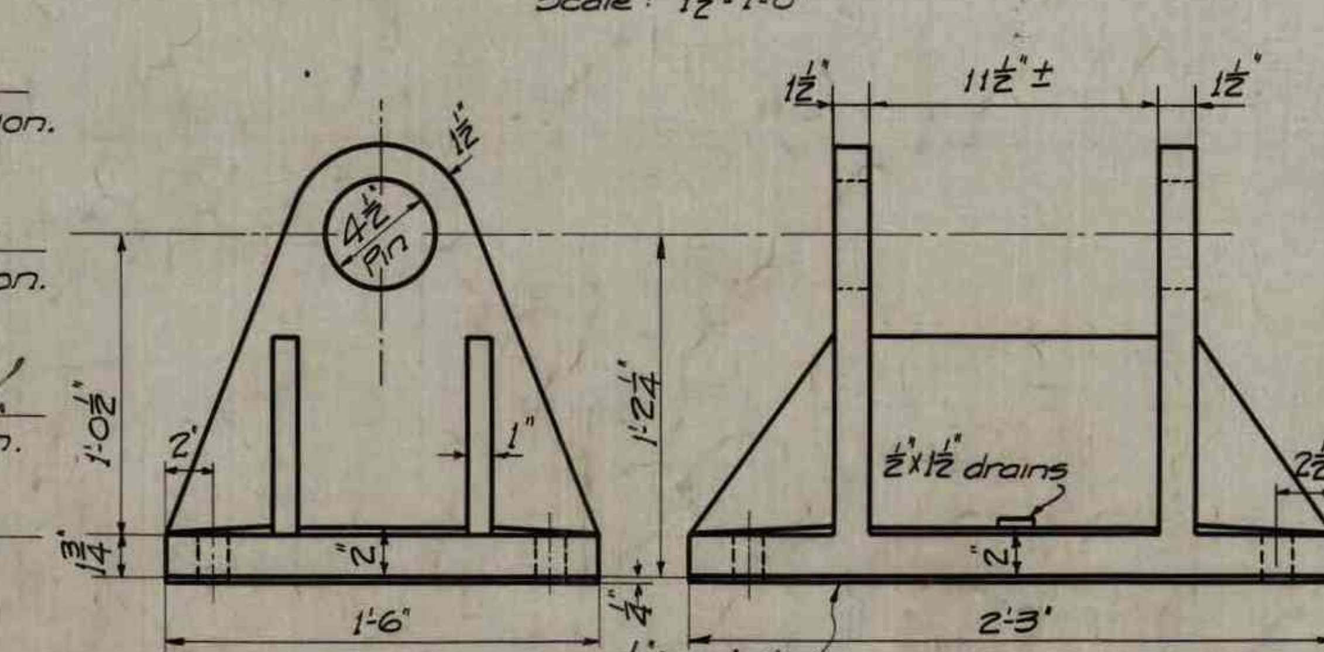
HALF SECTION
Scale: 1/2" = 1'-0"



SECTION THRU END FLOOR BEAM
Scale: 3/4" = 1'-0"



EXPANSION SHOE
Material - Cast Steel.
2 Required
Scale: 1 1/2" = 1'-0"



FIXED SHOE
Material - Cast Steel
2 Required
Scale: 1 1/2" = 1'-0"

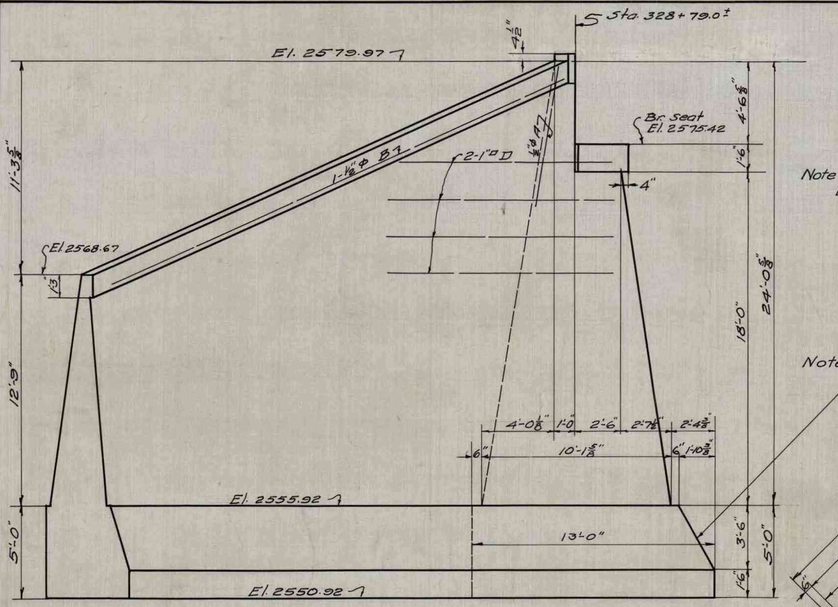
Prepared and recommended:
[signature]
Bridge Engineer, State Road Commission.
Recommended for approval:
[signature]
Chief Engineer, State Road Commission.
Approved:
[signature]
Chairman, State Road Commission.
Member, Mayd E. Cunningham
Member,
Approved by official order of the State Road Commission of W.Va. Entered 16th day of Aug. 1930
Secretary,

STANDARD SUPERSTRUCTURE
STEEL THRU TRUSS
130'-1" SPAN ~ 24'-0" RDW'Y
Designed by
WEST VIRGINIA STATE ROAD COMMISSION
CHARLESTON, W. VA.
Scale:- As Noted Date:- July, 1930

Revised, 12-26-30

J.E.M.

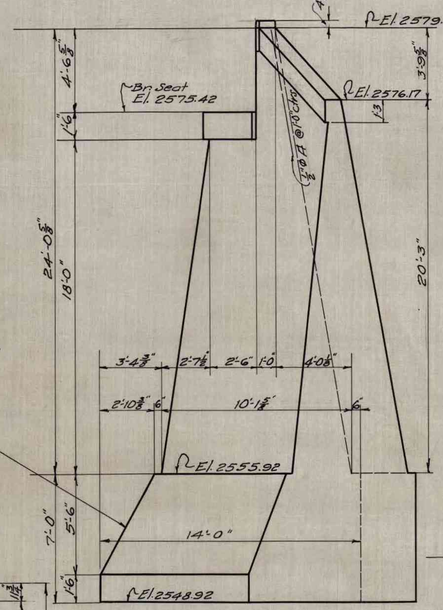
130' x 24' S.T.T.-'28



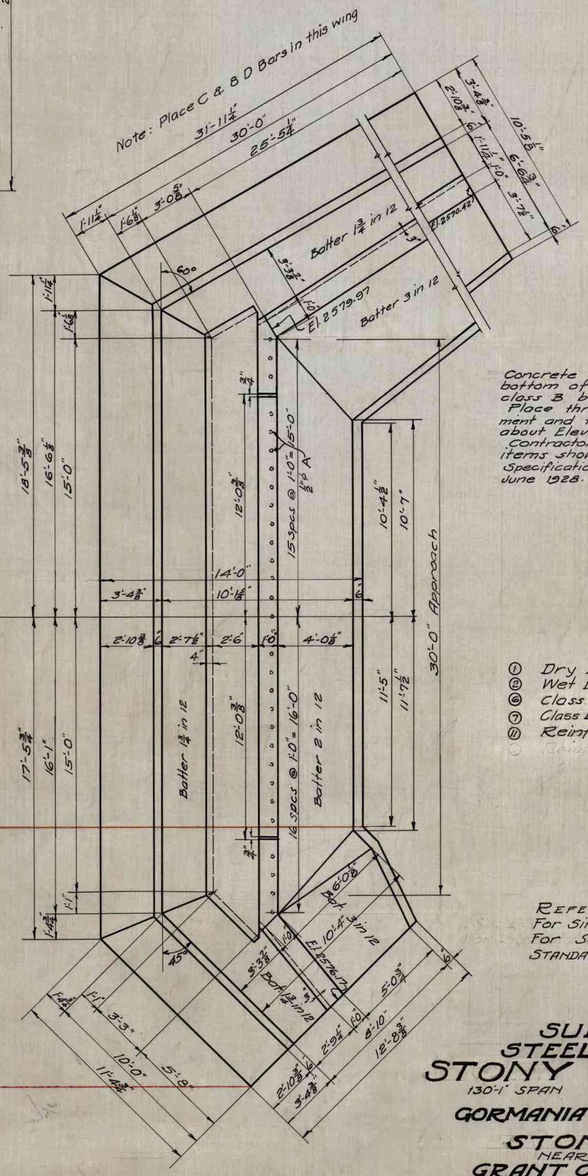
WEST ABUTMENT
Scale ¼" = 1'-0"

Note-
Extend D bars 4'-0" into abutments

Note:
If footing is carried deeper continue this slope and widen footing.

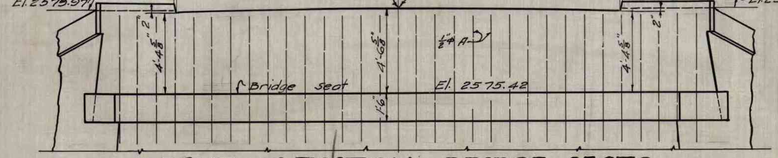


EAST ABUTMENT
Scale ¼" = 1'-0"

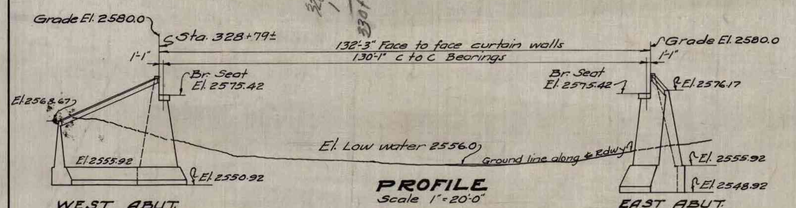


BILL OF REINF. STEEL

NO	LETTER	SIZE	LENGTH
64	A	⅛ø	7'-0"
1	B	"	32'-0"
1	C	"	27'-0"
16	D	1"□	18'-0"

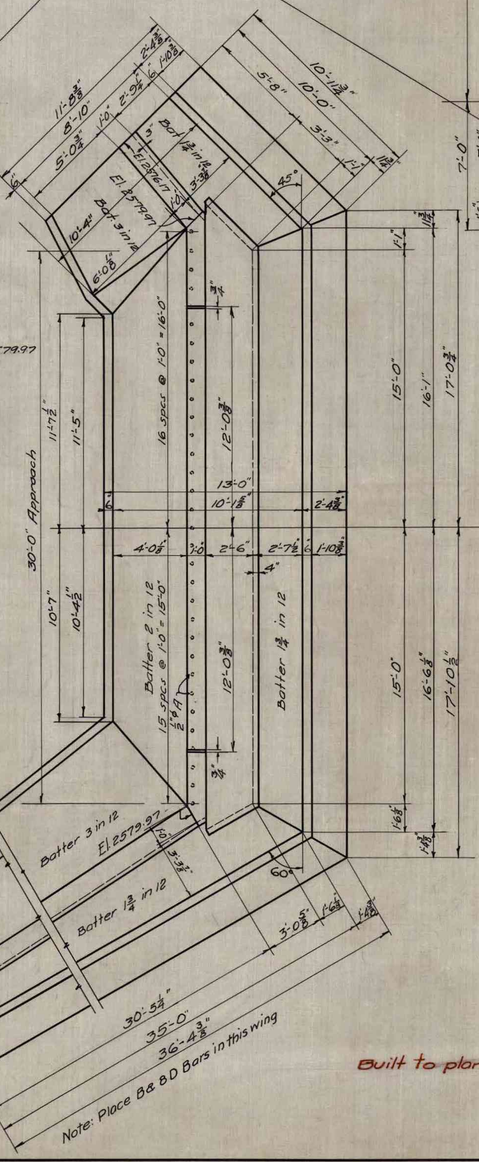


FRONT ELEVATION - BRIDGE SEATS
Scale ¼" = 1'-0"



PROFILE
Scale 1" = 20'-0"

WEST ABUT. EAST ABUT.



PLAN
Scale ¼" = 1'-0"

Footer is 1'-0" less than Plan Depth within these limits

Built to plan dimensions unless otherwise noted

Built as shown in red - August 26, 1933.

NOTES

Concrete to be class A above the bottom of Bridge Seat coping and class B below this elevation.
Place three 4" drains in each abutment and two in each long wing at about Elevation 2557.0
Contractor to submit unit bids on items shown in estimate.
Specifications by State Road Commission. June 1928.

ESTIMATE FINAL

①	Dry Excavation	479.5 ~~450~~	Cu. Yds.
②	Wet Excavation	500.0 ~~460~~	Cu. Yds.
⑥	Class A Concrete	407	Cu. Yds.
⑦	Class B Concrete	876.0 ~~882~~	Cu. Yds.
⑩	Reinf. Steel	1316.0 +320	Lbs.

Prepared and recommended
[illegible] Bridge Engineer

Recommended for Approval
[illegible]

Approved
[illegible] Chief Engineer, State Road Comm.

[illegible] Chairman, State Road Commission

[illegible] Member

[illegible] Member

Approved by official order of the State Road Commission of W. Va. Entered this 7th day of April 1931.
[illegible] Secretary

REFERENCE
For Situation Plan see 1263-A
For Superstructure plan see STANDARD SUPERSTRUCTURE 130'-24'-28

SUBSTRUCTURE STEEL THRU TRUSS STONY RIVER BRIDGE

130'-1" SPAN 24'-0" ROADWAY

ON GORMANIA - MT. STORM ROAD

OVER STONY RIVER

NEAR GORMANIA GRANT CO. WEST VIRGINIA

DESIGNED BY STATE ROAD COMMISSION CHARLESTON, W. VA.

Scale: As shown Project 122-B APRIL 1931

#1263

D.I.T.

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
STONY RIVER BRIDGE REPLACEMENT PROJECT
STATE PROJECT # S312-50-6.13
FEDERAL PROJECT # STP-0050(365)DTC
GRANT COUNTY, WEST VIRGINIA
OCTOBER 2021

WHEREAS, the Federal Highway Administration (FHWA), in cooperation with the West Virginia Division of Highways (WVDOH), proposes to replace the Stony River Bridge which spans over the Stony River on US Route 50 in Grant 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 Stony River 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, Grant County Historical Society, and Grant County Economic Development Authority regarding the Project. None of these groups chose to respond and/or establish ability in relation to reuse of the existing Stony River 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. Stony River Bridge

a. Stony River 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 Moomau-Grant County Public Library and Grant County Historical Society a copy of the Stony River Bridge State Level Historic Documentation for reference and educational purposes.

d. Color brochures about Stony River Bridge will be developed by the WVDOH and distributed to Moomau-Grant County Public Library and Grant County Historical Society. The WVSHPO will be given the opportunity to review all educational materials developed for this stipulation. A CD containing the brochure will also be provided to print brochures when the original total has been exhausted.

e. Stony River Bridge will be documented on the West Virginia historic bridge website.

f. Stony River Bridge's builder's plaque will be given to the Grant County Historical Society 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 Stony River 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: 2022.04.13 15:02:41 -04'00'

Federal Highway Administration — **Date**

Susan M Pierce — 10/26/2021

West Virginia Deputy State Historic Preservation Officer — **Date**

INVITED SIGNATORY:

Jimmy D Wotring, P.E. — 11-2-21

West Virginia Division of Highways — **Date**