

**STATE LEVEL HISTORIC DOCUMENTATION REPORT
HALLSBURG ROAD STONE CULVERT
CLAY COUNTY, WEST VIRGINIA
STATE PROJECT No. 8-42-1.21**



Prepared by:

Ahleah Boise, Historian

West Virginia Department of Transportation
Division of Highways
Technical Support Division
NEPA Compliance Section

June 2021

STATE LEVEL HISTORIC DOCUMENTATION
HALLSBURG ROAD STONE CULVERT

Location: County Route 42, over an unnamed tributary of Big Otter Creek, near the unincorporated community of Servia, Clay County, West Virginia.

USGS Strange Creek Quadrangle

Date of Construction: Ca. 1860

Builder: Unknown

Present Owner: West Virginia Department of Transportation
Division of Highways
1900 Kanawha Boulevard, Building 5, Room A-110
Charleston, WV 25305

Present Use: Culvert

Significance: The Hallsburg Road Stone Culvert is significant for its association with antebellum road construction in Western Virginia and as an early vernacular engineering structure.

Project Information: The project has been undertaken due to the poor condition of the culvert and collapse of the north inlet leading to overtopping. Future deterioration of the culvert could result in its collapse, thus effectively closing Clay County Route 42, which has no outlet. This documentation was undertaken in June 2021 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 prior to replacement of this National Register eligible structure. The culvert is scheduled for replacement in 2021.

Ahleah Boise, Historian
West Virginia Division of Highways
Charleston, WV 25305
June 3, 2021



Image 1: Hallsburg Road Stone Culvert, exterior, outlet side, and interior.

The Hallsburg Road Stone Culvert is located in a rural agricultural setting along County Route 42 in the northwestern tip of Clay County. The surrounding landscape has rolling hills with areas of pasture and woodlands. Interstate 79 is located south of the bordering parcels.

The culvert is 20 feet long and constructed of massive, dry-stacked, rectangular sandstone blocks. The culvert is approximately 5 feet, 2 inches tall, with slabs which measure 5 feet, 3 inches. Interior dimensions are approximately 4 feet high by 3 feet wide. The road alignment was changed at an unknown date and the north end of the culvert is collapsed or was destroyed by previous road construction. Polyethylene and corrugated metal pipes were added to the north outlet of the culvert. Mortar has been applied to the joints of the east wall. The culvert provides drainage of an unnamed tributary of Big Otter Creek (essentially a ditch) beneath CR 42 (Hallsburg Road).

Clay County was formed in 1858 from parts of Nicholas County to the west and Braxton County to the north. The county seat, also called Clay, was established along the Elk River near the site of the first permanent Euro-America settlement.¹ Clay County was divided into five magisterial districts, including Otter, Buffalo, Henry, Union and Pleasant. The land west of the Elk River was suitable for farmland, while that on the east was rugged and forested.² Prior to the industrialization of eastern Clay County that took place around the turn of the 20th century, residents were primarily engaged in subsistence farming.

Hallsburg is the historical name for an unincorporated community located in the Otter magisterial district, the northernmost district of Clay County. The area was part of a larger settled agricultural community which included Frametown, Duck, and Servia. Servia was at one time the location of a blacksmith shop, three stores, a school, a Baptist church, and a gristmill.³ Products included wheat and vegetables as well as wool and linen fabric.⁴ The prominent settler families of Servia and Hallsburg were the Mollohans and the Halls. Rueben Hall reportedly settled land on Big Otter Creek in 1845.

¹ Mack Samples, "Clay County", e-WV: The West Virginia Encyclopedia, May 31, 2013, accessed August 3, 2018.

² ----*Hickory and Lady Slippers: Life and Legend of Clay County People, Volume IV, Book 2*. Clay County High School, Clay, West Virginia, 1979, p. 7.

³ John Davison Sutton, *History of Braxton County and Central West Virginia*. Sutton, West Virginia, 1919, p. 116.

⁴ *Ibid*, 210.

The culvert may have been a structure associated with the Elk River Turnpike, which was incorporated on February 27 of 1860, with a capital of \$20,000. The company proposed to build a turnpike from the Kanawha County Courthouse to the Braxton County Courthouse at Suttonville (Sutton) following the route of the Big Sandy Creek to the mouth of the Birch River near present-day Glendon. The route was to also have a branch road connecting it to the Roane County Courthouse.⁵

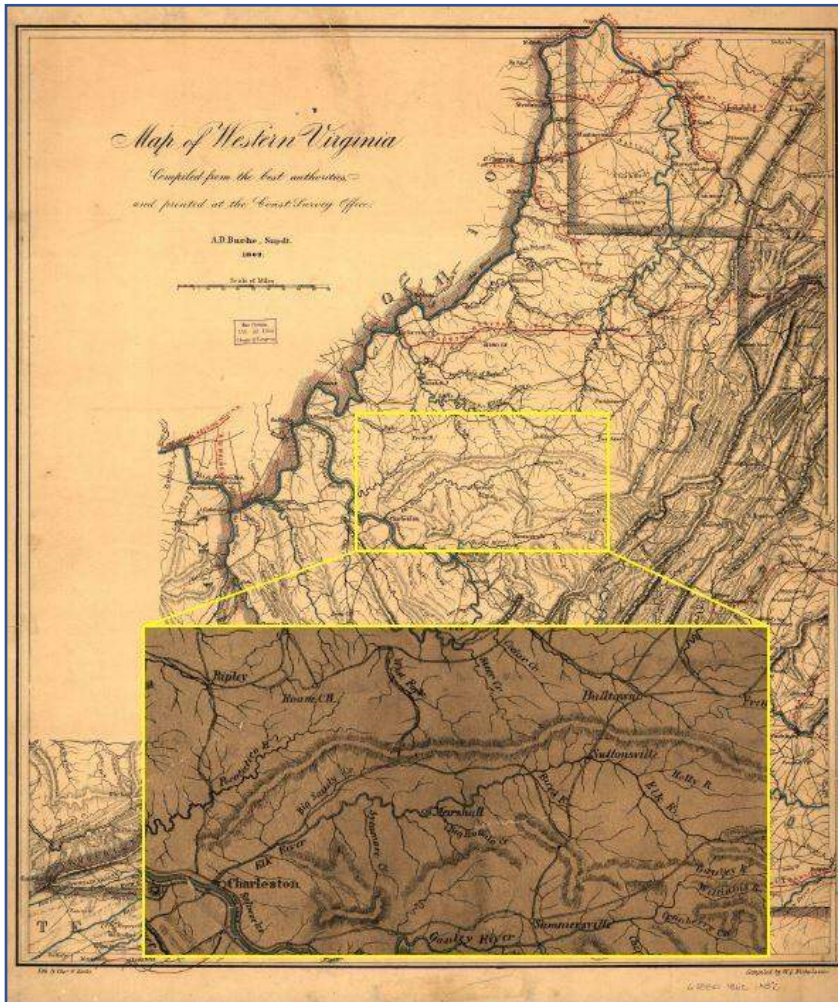


Image 2: 1862 Map of Western Virginia for the U. S. Coast Survey Office, showing the road between Sutton and Charleston.

The 1862 Map of Western Virginia drafted by the U.S. Coastal Survey indicated the route of the Elk River Turnpike, however, it is likely that the route was not completed as first chartered.⁶ Road and infrastructure development were curtailed during the Civil War, and turnpike companies, which were public-private partnerships between companies and the state of Virginia, were dissolved. In the post bellum period, road development in the new state fell to the counties. This route became County Route 42 after the standardization of road numbers and maintenance under the West Virginia State Road Commission was established in 1917.

Following the Civil War, economic activity in Clay County was concentrated in the eastern districts which contained coal and timber resources. Railroads were built through the county

between 1890 and 1910 to address the lack of transportation routes and to extract natural resources. The Charleston, Clendenin, & Sutton Railroad was completed from Charleston to Clay in 1895, and 12 miles north to Ivydale by 1900. In 1903 the line was purchased by Henry Gassaway Davis and incorporated as the Coal & Coke Railroad, which ultimately extended from Elkins to Charleston, connecting with the Baltimore & Ohio Railroad at Flatwoods.⁷ Otter District

⁵ Acts of the General Assembly of Virginia, 1859-60, p. 288-289.

⁶ Biennial Report of the Virginia Board of Public Works, 1859-60 & 1860-61.

⁷ WV Railroads, Charleston, Clendenin & Sutton Railroad, last modified December 16, 2005, accessed July 2018. http://www.wvrailroads.net/index.php/Charleston%2C_Clendenin_%26_Sutton_Railroad.

was not located along a railroad, and wagon roads remained an important mode of transportation for the agricultural communities on the west side of Clay County.

Prior to the construction of Interstate 79 in the 1960s and 70s, County Route 42 was a through-road which linked State Route 4 from Frametown in Braxton County with State Route 16 at Big Otter in Clay County. It was first paved c. 1935. In 1970, Interstate 79 subsumed much of the route between Servia and Big Otter. Historic topographic maps indicate that Bucks Fork Road, which intersects Hallsburg Road immediately west of the stone culvert, was built in the 1950s as a communal driveway.

The Hallsburg Road Stone Culvert is a rare example of an extant dry-stacked stone block culvert built in the mid-19th century. In early road construction, bridges and culverts could be built of wood or stone, depending on the availability of funds and materials. There is limited information about the construction of early stone culverts in western Virginia, but this type of dry stacked stone culvert was also used in places along the James River and Kanawha Turnpike in the 1830s.⁸ The technique of dry-stacking stones was brought to the United States by Scots-Irish settlers, many of whom were employed as road builders in western Virginia in the 19th century.⁹ It is likely that this culvert was built c. 1850-1860 due to settlement patterns of the area where it is located, but it utilizes a similar construction.

Character defining features of this culvert include the massive native sandstone blocks which are split with a hammer and chisel, the construction technique of stacking stones without the use of mortar to form the walls and placing stone slabs across the walls to form the span. Due to the size of the rocks, it is assumed that a derrick of some sort was used to lift and swing the massive stone slabs into place. The culvert illustrates the skill of road builders in the construction of enduring stone structures using indigenous materials and hand tools.

The Hallsburg Road Stone Culvert has historic significance as an early engineering structure, possibly related to the Elk River Turnpike, one of many turnpike companies chartered in Virginia between 1819-1860. It is associated with the broad trend of road construction in antebellum western Virginia to link county seats and provide transportation of goods to outside markets. For these reasons, it is eligible for listing in the National Register under Criterion A.

It is also eligible for listing in the National Register under Criterion C. The culvert embodies the distinctive characteristics of a type, period, and method of construction of utilitarian cut stone box culverts that is not well represented among documented historic engineering resources in West Virginia.

⁸ See WV Historic Inventory Form Site No. GB-0439, "James River and Kanawha Turnpike Cut Stone Box Culvert"

⁹ Margaret Brennan, "Irish", e-WV: The West Virginia Encyclopedia, last modified April 22, 2013, accessed August 28, 2018.

References

----*Acts of the General Assembly of the State of Virginia, Passed in 1859-60, in the Eighty-Fourth Year of the Commonwealth*. Richmond: William F. Ritchie, Public Printer, 1860.

----Biennial Report of the Board of Public Works to the General Assembly of Virginia, 1859-60 & 1860-61. Richmond, 1861.

Brennan, Margaret. "Irish". e-WV: The West Virginia Encyclopedia. Last modified April 22, 2013. Accessed August 28, 2018.

Fint, Courtney. "West Virginia's Historic Turnpikes: Research and Survey Methods". West Virginia Division of Highways. Charleston, West Virginia. 2008.

Hennen, Ray V. *West Virginia Geological and Economic Survey: Braxton and Clay Counties*. Wheeling: West Virginia Geological Survey. 1917.

----*Hickory and Lady Slippers: Life and Legend of Clay County People, Volume IV, Book 2*. Clay County High School: Clay, West Virginia. 1979.

Hunter, Robert F. "The Turnpike Movement in Virginia, 1816-1860." *The Virginia Magazine of History and Biography* 69, no. 3 (1961): 278-89. <http://www.jstor.org/stable/4246760>.

James, Mrs. Link and T. P. Rollyson. "History of Frametown and Vicinity". WV GenWeb Project. Last modified ----. Accessed August 3, 2018.
<http://www.wvgenweb.org/braxton/firstfamilies/index.htm>

Mullins, Sondra. West Virginia Historic Property Inventory Form: "James River and Kanawha Turnpike Cut Stone Box Culvert". WV SHPO Site Number GB-0439. 2008.

New Hampshire Department of Transportation, Bureau of the Environment. "Historic Stone Highway Culverts in New Hampshire: Asset Management Manual". Prepared by Historic Documentation Company Inc.. September 2009.

Peyton, Billy Joe "Turnpikes." e-WV: The West Virginia Encyclopedia. Last modified December 19, 2017. Accessed August 16, 2018.

Rice, Donald L. "Coal & Coke Railway." e-WV: The West Virginia Encyclopedia. Last modified January 30, 2012. Accessed August 2, 2018.

Samples, Mack "Clay County." e-WV: The West Virginia Encyclopedia. Last modified May 31, 2013. Accessed August 3, 2018.

Sutton, John Davison. *History of Braxton County and Central West Virginia*. Sutton, West Virginia: Published by the Author. 1919.

United States Army Corps of Engineers. "A History of the Weston and Gauley Bridge Turnpike".
By E.L. Kemp and J.K. Kemp. Morgantown: West Virginia University. 1979.

United States Bureau of the Census. Washington D. C.

1870 Census Volume 1. The Statistics of the Population of the United States. Table III.
Population 1870-1880 in each State and Territory, by Civil Divisions less than Counties.

1880 Census Volume 1. The Statistics of the Population of the United States. Table III.
Population of Civil Divisions less than counties.

1890 Census Volume 1. The Statistics of the Population of the United States. Minor Civil
Divisions-Table 5.

1900 Census Volume 1. Population, Part 1. Minor Civil Divisions-Table 5.

USGS Historical Topographic Map Explorer.

Sutton Quadrangle, 1893, 1:125,000

Gassaway Quadrangle, 1908 1:48,000

Gassaway Quadrangle, 1910, 1:62,500

Strange Creek Quadrangle, 1965, 1976, 1:24,000

WV Railroads. "Charleston, Clendenin & Sutton Railroad". Last modified December 16, 2005.
Accessed July 2018.

http://www.wvrailroads.net/index.php/Charleston%2C_Clendenin_%26_Sutton_Railroad

West Virginia State Historic Preservation Office Interactive Map. West Virginia Division of Culture
and History. Accessed July-August 2018. <https://mapwv.gov/shpo/viewer/index.html>.

STATE LEVEL HISTORIC DOCUMENTATION
INDEX TO PHOTOGRAPHS

Hallsburg Road Culvert
County Route 42 over tributary to Big Otter Creek
Clay County, West Virginia

Photographer: Ahleah Boise, WVDOH

July 11, 2018

Hallsburg Road 1	South approach to culvert
Hallsburg Road 2	North approach to culvert
Hallsburg Road 3	Culvert outlet
Hallsburg Road 4	Culvert inlet
Hallsburg Road 5	Interior view of culvert
Hallsburg Road 6	Elevation view



Photo #1



Photo #2



Photo #3



Photo #4



Photo #5



Photo #6

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE WEST VIRGINIA STATE HISTORIC PRESERVATION OFFICER, THE WEST
VIRGINIA DIVISION OF HIGHWAYS, AND
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION**

**REGARDING IMPLEMENTATION OF THE HALLSBURG ROAD CULVERT
REPLACEMENT, STATE PROJECT # 8-42-1.21
FEDERAL PROJECT #N/A
CLAY COUNTY, WEST VIRGINIA
OCTOBER 2018**

WHEREAS, the Federal Highway Administration (FHWA), in cooperation with the West Virginia Division of Highways (WVDOH), proposes to remove and replace the stone culvert which provides drainage of an unnamed tributary of Otter Creek beneath County Route 42 in Clay County, West Virginia, hereinafter referred to as the Project; and

WHEREAS, the FHWA has determined that the Project will have an adverse effect upon the Hallsburg Road Culvert, an engineering structure eligible for listing in the National Register of Historic Places (NRHP); and

WHEREAS, the FHWA has consulted with the West Virginia State Historic Preservation Officer (WVSHPO) pursuant to 36 CFR Part 800 Implementing Section 106 of the National Historic Preservation Act; (54 U.S.C. § 306108); and

WHEREAS, the WVDOH has participated in the consultation and is an invited signatory to this Memorandum of Agreement (MOA); and

WHEREAS, the WVDOH has contacted the Preservation Alliance of West Virginia, the Clay County Historical Society and the Central West Virginia Genealogy and History Library and Museum and no responses have been received; 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 is a signatory to the MOA;

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 with the assistance of WVDOH shall ensure that the following stipulations are carried out:

Hallsburg Road Culvert Replacement Project

- I. The Hallsburg Road Culvert will be documented in its present historic setting. The documentation package will include a brief history of the structure and 5" x 7" black and white digital prints in accordance with the National Register of Historic Places and National Historic Landmarks Survey Photo Policy Expansion of 2009. To be distributed to the Clay County Historical Society and the Clay County Public Library.
- II. WVDOH will incorporate stones from the Hallsburg Road Culvert in the construction of the headwalls of the replacement structure to be built at the same location.
- III. 50 color brochures of the Hallsburg Road Culvert will be developed by the WVDOH and distributed to the Clay County Historical Society and the Clay County Public Library. The WVSHPO will be given the opportunity to review all educational materials developed for this stipulation. A CD containing the brochure will also be given the City and Library to print brochures when the original total has been exhausted.
- IV. The Hallsburg Road Culvert will be documented on the West Virginia historic bridge website: Highways Through History (<http://www.highwaysthroughhistory.com>).

V. Duration

This MOA will expire if its stipulations are not carried out within five (5) years from the date of its execution. At such time, and prior to work continuing on the undertaking, the FHWA shall either (a) execute 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. Prior to such time, FHWA may consult with other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation VIII below. FHWA shall notify the signatories as to the course of action it will pursue.

VI. Post-Review Discoveries

If any unanticipated discoveries of historic properties or archaeological sites, including human burial sites and/or skeletal remains, are encountered during the implementation of this undertaking, work shall be suspended in the area of the discovery until the WVDOH has developed and implemented an appropriate treatment plan in consultation with the WVSHPO pursuant to 36 CFR § 800.13(b).

VII. 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.

VIII. 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.

IX. 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.

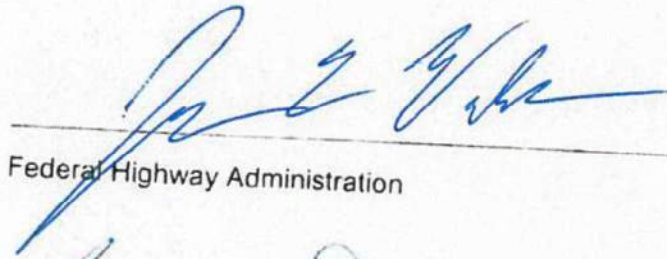
X. Termination

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 VIII, 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.

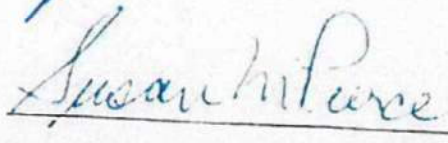
EXECUTION of the Memorandum of Agreement by the FHWA, WVSHPO, and the WVDOH and the Council, and implementation of its terms evidence that the FHWA has afforded the Council an opportunity to comment on the Hallsburg Road Culvert Replacement and its effects on historic properties, and that the FHWA has taken into account the effects of the undertaking on the historic properties.

Signatories:



Federal Highway Administration

5/28/19
Date



West Virginia Deputy State Historic Preservation Officer

3/6/19
Date

Advisory Council on Historic Preservation

Date

Invited Signatories:



West Virginia Division of Highways

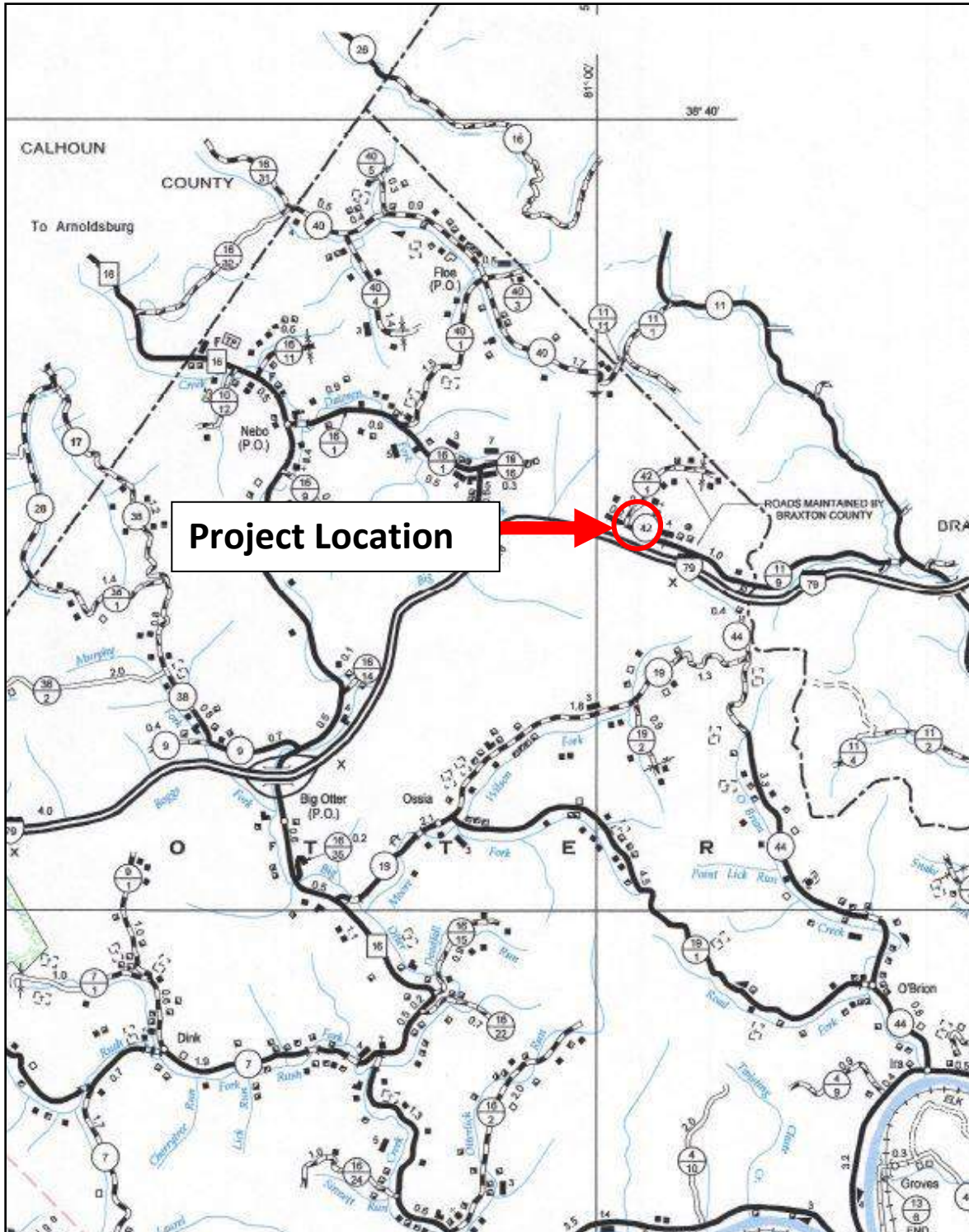
4/15/19
Date

HIGHWAY MAP

HALLSBURG ROAD CULVERT REPLACEMENT

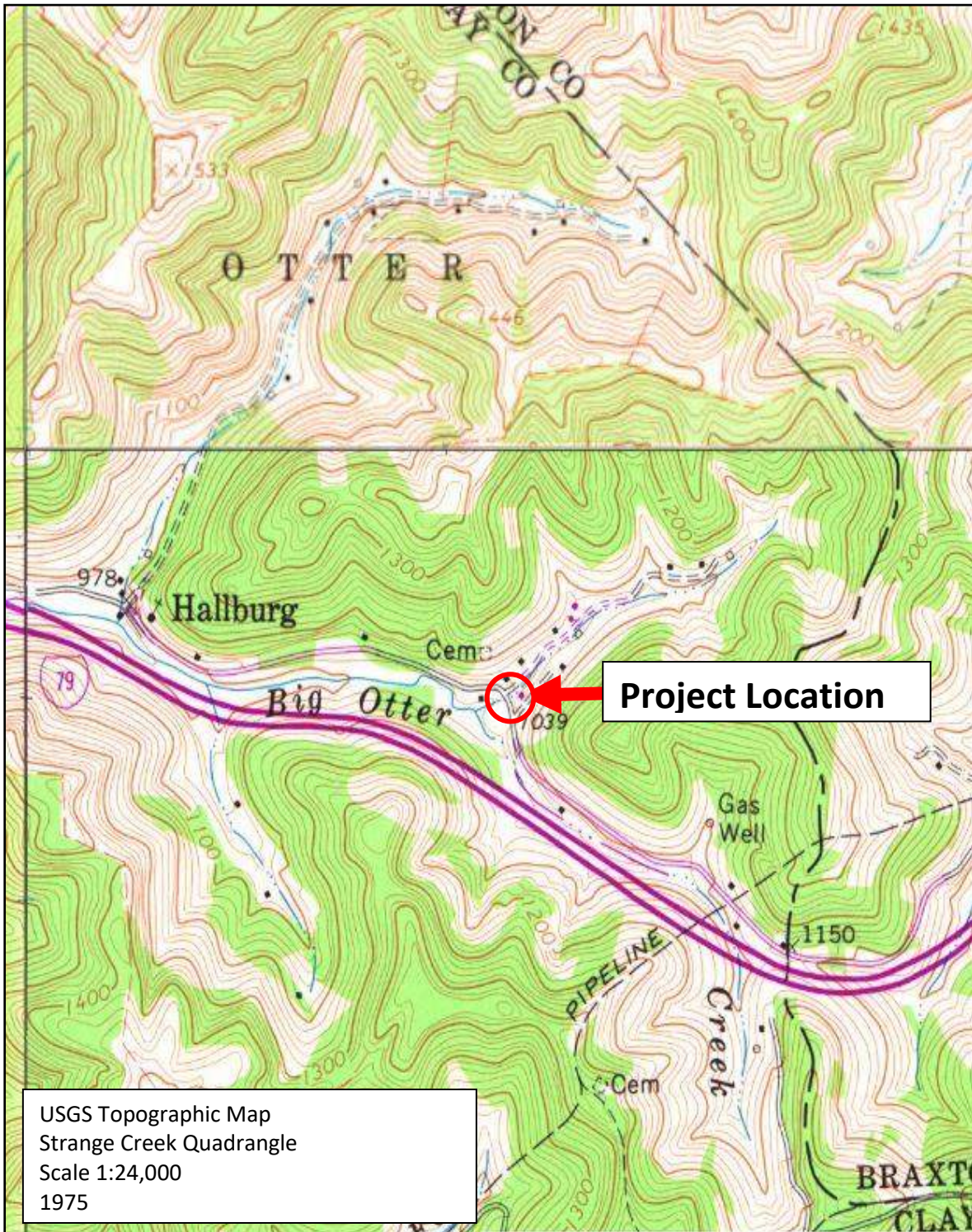
STATE PROJECT NO. 8-42-1.21

CLAY COUNTY



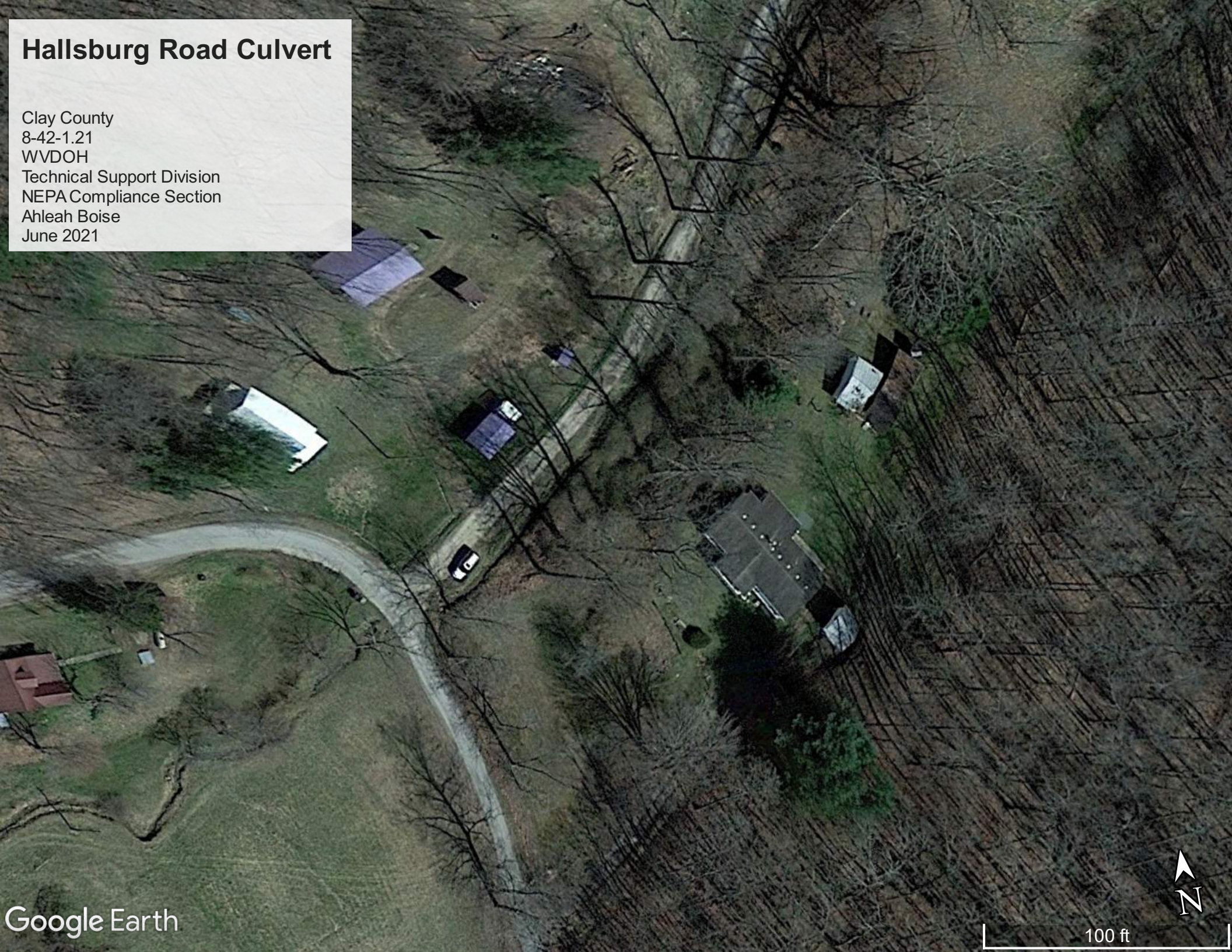
LOCATION MAP

HALLSBURG ROAD CULVERT REPLACEMENT
STATE PROJECT NO. 8-42-1.21
CLAY COUNTY



Hallsburg Road Culvert

Clay County
8-42-1.21
WVDOH
Technical Support Division
NEPA Compliance Section
Ahleah Boise
June 2021



WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Hallsburg Road Box Culvert

SURVEY NUMBER: CY-0220

PROJECT/FR NUMBER: 8-42-1.21

Statement of Significance

Area history: Clay County was formed in 1858 from parts of Nicholas County, to the west and Braxton County to the north. The county seat, also called Clay, was established along the Elk River near the site of the first permanent Euro-America settlement.¹ Clay County was divided into five magisterial districts, including Otter, Buffalo, Henry, Union and Pleasant. The land west of the Elk river was good farmland, while that on the east was rugged and forested.² Before the industrialization that took place around the turn of the 20th century, the residents of Clay County were primarily subsistence farmers.

Hallsburg is the historical name for an unincorporated community located in Otter magisterial district, the northernmost point of Clay County. The community was part of a larger settled area which included Frametown, Duck, and Servia. Servia was at one time the location of a blacksmith shop, three stores, a school, a Baptist church, and a gristmill.³ These communities were removed from the resource extraction industries and were primarily agricultural. Products included wheat and vegetables as well as wool and linen fabric.⁴ The prominent settler families of Servia and Hallsburg were the Mollohans and the Halls. Rueben Hall reportedly settled land on Big Otter Creek (also called Boggs's Fork) in 1845.

Transportation history: Two major turnpike routes through what was then western Virginia had been completed to Ohio by 1840, and many more short turnpikes intended to link county seats were chartered. On February 27 of 1860, the Elk River Turnpike Company was incorporated with a capital of \$20,000. The company proposed to build a turnpike from the Kanawha County Courthouse to the Braxton County Courthouse following the route of the Big Sandy Creek⁵ to the mouth of the Birch River near present-day Glendon. The route was to also have a branch road connecting it to the Roane County Courthouse.⁶

The *1862 Map of Western Virginia* drawn by the Confederate Engineer Bureau in Richmond, Va. indicated the route of the Elk River Turnpike, however, it is likely that the route was not completed as first chartered.⁷ Road and infrastructure development were curtailed during the Civil War, and turnpike companies, which were public-private partnerships between companies and the state of Virginia, were dissolved. In the post-bellum period, road development in the new state fell to the counties. This route became County Route 42 after the standardization of road numbers and maintenance under the State Road Commission was established in 1917.

Commercial and economic growth in the Otter District of Clay County had been limited by the lack of transportation routes. The railroads which were built through the county between 1890 and 1910 veered northeast from Clay as their primary purpose was to transport coal and lumber extracted from the eastern districts of the county. In 1895 the Charleston, Clendenin & Sutton Railroad was completed from Charleston to Clay, and 12 miles north to Ivydale by 1900. In 1903 the line was purchased by Henry Gassaway Davis and incorporated as the Coal & Coke Railroad, which ultimately extended from Elkins to Charleston, connecting with the Baltimore & Ohio Railroad at Flatwoods.⁸

Prior to the construction of Interstate 79 in the 1960s and 70s, Hallsburg Road, (County Route 42) was a through-road which linked State Route 4 from Frametown in Braxton County with State Route 16 at Big Otter in Clay County. It was first paved c. 1935; in 1970, Interstate 79 subsumed much of the route between Servia and Big Otter. Historic topographic maps indicate that Bucks Fork Road, which intersects Hallsburg Road immediately west of the stone culvert, was built in the 1950s as a communal driveway.

¹ Mack Samples, "Clay County", e-WV: The West Virginia Encyclopedia, May 31, 2013, accessed August 3, 2018.

² ----*Hickory and Lady Slippers: Life and Legend of Clay County People, Volume IV, Book 2*. Clay County High School, Clay, West Virginia, 1979, p. 7.

³ John Davison Sutton, *History of Braxton County and Central West Virginia*. Sutton, West Virginia, 1919, p. 116.

⁴ *Ibid*, 210.

⁵ Not to be confused with the Big Sandy River which forms the part of the southern boundary between West Virginia and Kentucky between Fort Gay and Kenova.

⁶ Acts of the General Assembly of Virginia, 1859-60, p. 288-289.

⁷ Biennial Report of the Virginia Board of Public Works, 1859-60 & 1860-61.

⁸ WV Railroads, Charleston, Clendenin & Sutton Railroad, last modified December 16, 2005, accessed July 2018. http://www.wvrailroads.net/index.php/Charleston%2C_Clendenin_%26_Sutton_Railroad.

WEST VIRGINIA HISTORIC PROPERTY FORM

CONTINUATION SHEET

NAME: Hallsburg Road Stone Culvert

SURVEY NUMBER: CY-0220

PROJECT/FR NUMBER: 8-42-1.21

Hallsburg Road Stone Culvert: The Hallsburg Road Stone Culvert is a rare example of an extant dry-stacked stone block culvert built in the mid-19th century. It provides drainage of Big Otter Creek beneath Hallsburg Road (County Route 42) at the intersection of Buck Fork Road. The builder is unknown; however, the surrounding land was settled in the 1850s by the Mollohan and Hall families.

In early road construction, bridges and culverts could be built of wood or stone, depending on the availability of funds and materials. There is limited information about the construction of early stone culverts in western Virginia, but this type of dry stacked stone culvert was also used in places along the James River and Kanawha Turnpike in the 1830s.⁹ This culvert is presumed to have been built later than the 1830s due to settlement patterns of the area where it is located, but it utilizes a similar construction, illustrating the skill of road builders in the construction of enduring stone structures using indigenous materials.

Character defining features of this culvert include the massive native sandstone blocks which are split with a hammer and chisel, the construction technique of stacking stones without the use of mortar to form the walls, and placing stone slabs across the walls to form the span. Due to the size of the rocks, it is assumed that a derrick of some sort was used to lift and swing the massive stone slabs into place.

Criteria evaluation: The Hallsburg Road Stone Culvert has historic significance as an early engineering structure, possibly related to the Elk River Turnpike, one of many turnpike companies chartered in Virginia between 1819-1860. It is associated with the broad trend of road construction in antebellum western Virginia to link county seats and provide transportation of goods to outside markets. For these reasons, the Hallsburg Road Stone Culvert is eligible for listing in the National Register under Criterion A.

A substantive link associating the Hallsburg Road Stone Culvert with the life of a person significant in the past has not been established through research and public outreach. The Hallsburg Road Stone Culvert is not eligible for listing in the National Register under Criterion B.

The Hallsburg Road Stone Culvert is a simple engineering structure with walls built of dry stacked sandstone blocks. The span consists of sandstone slabs 5'2" in length, and the structure is approximately 5' tall. The overall length of the culvert beneath Hallsburg Road is around 20 feet. The culvert embodies the distinctive characteristics of a type, period and method of construction of rustic utilitarian stone box culvert that is not well represented among documented historic engineering resources in West Virginia. The Hallsburg Road Stone Culvert is eligible for listing in the National Register under Criterion C.

As an engineering structure, the Hallsburg Road Stone Culvert is not likely to yield information important to history or prehistory. It is not eligible for listing in the National Register under Criterion D.

⁹ See WV Historic Inventory Form Site No. GB-0439, "James River and Kanawha Turnpike Cut Stone Box Culvert"

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Hallsburg Road Stone Culvert

SURVEY NUMBER: CY-0220

PROJECT/FR NUMBER: 8-42-1.21

References

----*Acts of the General Assembly of the State of Virginia, Passed in 1859-60, in the Eighty-Fourth Year of the Commonwealth.* Richmond: William F. Ritchie, Public Printer, 1860.

---Biennial Report of the Board of Public Works to the General Assembly of Virginia, 1859-60 & 1860-61. Richmond, 1861.

----*Hickory and Lady Slippers: Life and Legend of Clay County People, Volume IV, Book 2.* Clay County High School: Clay, West Virginia. 1979.

Hunter, Robert F. "The Turnpike Movement in Virginia, 1816-1860." *The Virginia Magazine of History and Biography* 69, no. 3 (1961): 278-89. <http://www.jstor.org/stable/4246760>.

Mullins, Sondra. West Virginia Historic Property Inventory Form: "James River and Kanawha Turnpike Cut Stone Box Culvert". WV SHPO Site Number GB-0439. 2008.

Peyton, Billy Joe "Turnpikes." e-WV: The West Virginia Encyclopedia. Last modified December 19, 2017. Accessed August 16, 2018.

Rice, Donald L. "Coal & Coke Railway." e-WV: The West Virginia Encyclopedia. Last modified January 30, 2012. Accessed August 2, 2018.

Samples, Mack "Clay County." e-WV: The West Virginia Encyclopedia. Last Modified May 31, 2013. Accessed August 3, 2018.

Sutton, John Davison. *History of Braxton County and Central West Virginia.* Sutton, West Virginia: Published by the Author. 1919.

WV Railroads. "Charleston, Clendenin & Sutton Railroad". Last modified December 16, 2005. Accessed July 2018. http://www.wvrailroads.net/index.php/Charleston%2C_Clendenin_%26_Sutton_Railroad

Bibliography

Fint, Courtney. "West Virginia's Historic Turnpikes: Research and Survey Methods". West Virginia Division of Highways. Charleston, West Virginia. 2008.

New Hampshire Department of Transportation, Bureau of the Environment. "Historic Stone Highway Culverts in New Hampshire: Asset Management Manual". Prepared by Historic Documentation Company Inc.. September 2009.

Hennen, Ray V. *West Virginia Geological and Economic Survey: Braxton and Clay Counties.* Wheeling: West Virginia Geological Survey. 1917.

James, Mrs. Link and T. P. Rollyson. "History Of Frametown and Vicinity". WV GenWeb Project. Last modified ----. Accessed August 3, 2018. <http://www.wvgenweb.org/braxton/firstfamilies/index.htm>

United States Army Corps of Engineers. "A History of the Weston and Gauley Bridge Turnpike". By E.L. Kemp and J.K. Kemp. Morgantown: West Virginia University. 1979.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Hallsburg Road Box Culvert

SURVEY NUMBER: CY-0220

PROJECT/FR NUMBER: 8-42-1.21

Bibliography Cont.

United States Bureau of the Census. Washington D. C.

1870 Census Volume 1. The Statistics of the Population of the United States. Table III. Population 1870-1880 in each State and Territory, by Civil Divisions less than Counties.

1880 Census Volume 1. The Statistics of the Population of the United States. Table III. Population of Civil Divisions less than counties.

1890 Census Volume 1. The Statistics of the Population of the United States. Minor Civil Divisions-Table 5.

1900 Census Volume 1. Population, Part 1. Minor Civil Divisions-Table 5.

USGS Historical Topographic Map Explorer.

Sutton Quadrangle, 1893, 1:125,000

Gassaway Quadrangle, 1908 1:48,000

Gassaway Quadrangle, 1910, 1:62,500

Strange Creek Quadrangle, 1965, 1976, 1:24,000

West Virginia State Historic Preservation Office Interactive Map. West Virginia Division of Culture and History. Accessed July-August 2018. <https://mapwv.gov/shpo/viewer/index.html>.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Hallsburg Road Box Culvert

SURVEY NUMBER: CY-0220

PROJECT/FR NUMBER: 8-42-1.21



South outlet of Hallsburg Road Culvert.



Culvert interior (lightened photo) Blocks on ground are likely from the demolition of the north inlet.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Hallsburg Road Box Culvert

SURVEY NUMBER: CY-0220

PROJECT/FR NUMBER: 8-42-1.21



East approach to culvert on
CR 42.



West approach to culvert on
CR 42.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Hallsburg Road Box Culvert

SURVEY NUMBER: CY-0220

PROJECT/FR NUMBER: 8-42-1.21



Overview looking south from project site.



Detail of top and east elevation of the stone culvert.

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

NAME: Hallsburg Road Box Culvert

SURVEY NUMBER: CY-0220

PROJECT/FR NUMBER: 8-42-1.21



North outlet.



Photo 1
Hallsburg Road Culvert
Clay County
County Route 42 over tributary of Big Otter Creek
South approach to culvert



Photo 2
Hallsburg Road Culvert
Clay County
County Route 42 over tributary of Big Otter Creek
North approach to culvert



Photo 3
Hallsburg Road Culvert
Clay County
County Route 42 over tributary of Big Otter Creek
Culvert outlet



Photo 4
Hallsburg Road Culvert
Clay County
County Route 42 over tributary of Big Otter Creek
Culvert inlet



Photo 5
Hallsburg Road Culvert
Clay County
County Route 42 over tributary of Big Otter Creek
Interior view of culvert



Photo 6
Hallsburg Road Culvert
Clay County
County Route 42 over tributary of Big Otter Creek
Elevation view