
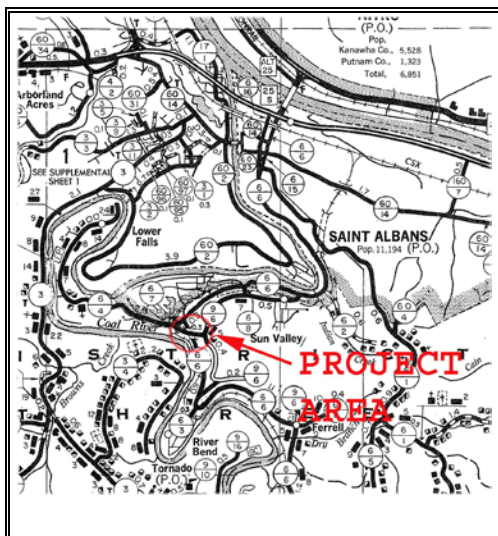


WEST VIRGINIA HISTORIC PROPERTY INVENTORY FORM

Street Address Kanawha County Route 6/6	Common/Historic Name/Both <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> Pennsylvania Avenue Tunnel Riverbend Tunnel Armstrong Tunnel	Field Survey # HPI #1	Site # (SHPO Only)
Town or Community Near St. Albans	County Kanawha	Negative No.	NR Listed Date
Architect/Builder Unknown Contractor	Date of Construction Circa 1900	Style (SHPO Only)	
Exterior Siding / Materials Timbers	Roofing Material Timbers	Foundation Unknown	
Property Use or Function Transportation	UTM Zone 17 NAD 1981 Easting 425897 Northing 4246573		
	Quadrangle Name Alum Creek		
Survey Organization & Date WVDOH May 29, 2008	Part of What Survey / FR# State County Route S320-6/6-3.05 Federal Route N/A		



Southern End of Tunnel

Name: Pennsylvania Avenue Tunnel (aka Riverbend Tunnel and Armstrong Tunnel)

Survey #:

Survey / FR#: State Project # S320-6/6-3.04

Present Owners WVDOH	Owners Mailing Address Bldg. 5 Capitol Complex Charleston, WV 25305
Describe Setting The tunnel is located outside the city limits of St. Albans on County Route 6/6. The existing tunnel crosses under Kanawha County Route 6/4.	
Description of Buildings or Site (Original and Present)	
<p>Unknown -- <1 Acres <input type="checkbox"/> Archaeological Artifacts Present</p>	<p>Stories Front Bays</p>
<p>The subject tunnel is estimated to have been built in circa 1900 by an unknown contractor. The structure consists of a simple span timber tunnel (STTU) constructed of 1'0" square timber on 3'0" centers with 3"x8" timber planks lining the exterior side of the timbers top. The timbers are set in soil down to bed rock, as no concrete is detected. The tunnel has no actual abutments; however timber headwalls/retaining walls exist at each end of the structure. The tunnel is 316' long and originally carried railroad traffic beneath County Route 6/4. The structure has a clear width of 15'-10 15/16" and has a maximum clear height of 17'-7". The horizontal alignment is a spiral curve while the vertical slope is relatively flat. Stop lights exist at each end of the tunnel to provide traffic control. Roadway lighting is attached to each end of the structure and the east side throughout the tunnel and the east side to provide interior lighting.</p>	
Alterations <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe Over the years the tunnel has been repaired several times. Several timbers have been replaced due to decay. In November 2006 the northern façade of the tunnel collapsed due to a large amount of storm water running down the face of the tunnel. A pile and lagging wall was installed. Another slide occurred in January 2007 and brought down the remainder of the façade along with two decayed supports. Additional work was done in 2008 on the southern end of the tunnel. Also traffic signal lights have been added.	
Additions <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, describe A pile and lagging wall has been added to the northern end of the tunnel.	
Describe All Outbuildings N/A	
Statement of Significance: See Continuation Sheet	
Bibliographical References WVDOH Bridge Inspection Report, Maintenance Division, May 2007. WVDOH District One, District Engineer, Anthony Carovillano. WVDOH Railroad Map, March 1930. Cohen, Stan and Richard Andre. <i>Kanawha County Images: A Bi-Centennial History 1788-1988</i> . Charleston, West Virginia: Pictorial Histories, 1987. Williams, J.W. <i>Rails and Rivers in the History of St. Albans</i> . WV Culture and History Archives, no date. <i>St. Albans History [1872-1993]</i> . St. Albans Historical Society. Charleston, West Virginia. 1992.	
Form Prepared By: Date: May 29, 2008 Name/Organization: Sondra Mullins Address: WV Division of Highways Capitol Complex Building 5, Rm. 463 Charleston, WV 25305 Phone #: 558-9487	

WEST VIRGINIA HISTORIC PROPERTY FORM CONTINUATION SHEET

Name **Pennsylvania Avenue Tunnel (aka Riverbend Tunnel and Armstrong Tunnel)**

Survey Number:

Project / FR#: State Project # S320-6/6-3.04

Background History

On October 9th, 1899 a group of Ohio financiers chartered the Pocahontas, Coal River and Kanawha Railway Company, with plans to start their own railroad from the mouth of Coal River to connect with the steamboats on the Kanawha River. The mayor gave them one year to construct a road up "A" street and across Main Street near the Coal River Bridge. They did not meet this requirement; they were unable to work out an agreement with the Chesapeake & Ohio Railway Company (C & O) to cross their tracks. Around 1901 the project was under new leadership and the plans were amended, stopping the railroad at Indian Creek and securing permission of the C & O to use their shortline as the connect with their main line. On November 10th, 1903 the company's name was changed to The Coal River & Western Railway Company. In 1907 the company was sold to C & O. The construction on the tunnel was started sometime in 1900 by an unknown contractor for the railroad. The right of way records indicate that the land was purchased from James T. Armstrong on February 5, 1900. The tunnel was used for the railroad for many years until a new tunnel was constructed some time around 1930. A new tunnel was drilled to replace the Old Armstrong Tunnel. This was done to decrease the grade on the roadbed. It was also made larger to accommodate the larger locomotives. These tunnels are adjacent to the Riverlake Estates. The old tunnel is now used for highway traffic and is listed as County Route 6/6.

Statement of Significance

The Armstrong Tunnel is eligible under Criterion A for its association with a railroad that served as the focus of a community's transportation system along the Coal River. This single event of the railroad in this area led to the prosperity of several communities and made a significant contribution to the broad patterns of our history. Therefore, this structure does meet National Register Criterion A of association with events at the national, regional, or local level.

The tunnel is also eligible under Criterion C for its representation of high artistic value. The tunnel does embody the distinctive characteristics of an architectural period. The inside of the tunnel is made of great workmanship that illustrates the early construction methods. Therefore, this structure does meet National Register Criterion C for type, period, and method of construction.