NPS Form 10-900
(Rev. 10-90)

082

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United States Department of the Interior
National Park Service

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NATIONAL REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "X" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

Historic name: Blaine Hill "S" Bridge

Other names/site number: Blaine Bridge, Blaine Hill Bridge, Ohio Bicentennial Bridge

2. Location

street & number: Township Road 649 — n/a ☐ not for publication

city or town: Blaine, Pease Township — ☐ vicinity

state: Ohio code: OH county: Belmont code: 013 zip code: 43912

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of1986, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register Criteria. I recommend that this property be considered significant ☐ nationally ☒ statewide ☐ locally. (☐ See continuation sheet for additional comments.)

Barbara Ewer — Department Head — January 6, 2010

Signature of certifying official — Inventory & Registration — Date

Ohio Historic Preservation Office, Ohio Historical Society

State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of commenting or other official — Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

☑ entered in the National Register
☐ See continuation sheet.
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register
☐ removed from the National Register
☐ other (explain): _____

per Edson H. Beall

Signature of Keeper — Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)
- ☐ private
- ☒ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(Check only one box)
- ☐ building(s)
- ☐ district
- ☐ site
- ☒ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count)

Contributing	Noncontributing	
		buildings
		sites
1		structures
		objects
1	0	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions)
TRANSPORTATION/road-related (vehicular)

Current Functions
(Enter categories from instructions)
TRANSPORTATION/pedestrian-related

7. Description

Architectural Classification
(Enter categories from instructions)

No Style

Materials
(Enter categories from instructions)

Foundation	Stone
roof	N/A
walls	Stone
other	Paver brick bridge surface

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

7. Description

The Blaine Hill "S" Bridge is a three-span stone arch bridge that crosses Wheeling Creek in Pease Township, Belmont County, Ohio. Built as part of the National Road, it is located upstream from an eastward bend in the creek and at the eastern foot of Blaine Hill. East of the bridge are three residences and a commercial building. Crossing the creek just south of the "S" Bridge is the Blaine Viaduct, a reinforced concrete open spandrel arch bridge built in 1932-1933 that soars from the town of Blaine to the top of Blaine Hill.

The Bridge

The Blaine Hill "S" Bridge is 356 feet in length, and has three segmental arches with spans of 30, 40, and 50 feet[1] (Photo 4). The east abutment is a long approach to the bridge. The west abutment is built into the rock-faced mountain called Blaine Hill (Photo 5). There are two piers in the creek. The round-edged piers extend up- and down-stream from the sides of the bridge, strengthening it and deflecting tree limbs that may float down the creek (Photo 7). The springline is based on the piers and a row of voussoirs topped by a keystone forms the barrel vault for each of the three arches (Photo 6). The spandrels are filled and the sides of the bridges are irregular courses of dressed sandstone. The colors of the sandstone range from tan to gray. There is one stringcourse of narrow dark stone at the top of the arch, and a second row of dark stone at the top of the bridge wall.

On the east approach, the stone side walls begin opposite each other. On the west approach, the downstream wall joins the stony edge of Blaine Hill, while the upstream wall continues up the hill (Photo 2).

The deck of the bridge is paved with bricks. There are two narrow rows of concrete that define the roadway of the bridge (Photo 2). Bricks are placed perpendicular to the sides of the bridge in this center portion. Bricks are placed lengthwise, parallel to the sides of the bridge, on the "shoulder" portion of the bridge deck. The walls of the bridge are topped with dark gray stones that are shaped to slant downward and drain rainwater out to the creek. Near the center of the bridge, on the inside of the upstream parapet wall, is a concrete "plaque" that says, "Built 1828 Rebuilt 1916".[2]

The curving shape of the bridge gives it its designation as an "S" bridge. There are three other "S" bridges on the National Road in Ohio, and this design was used to ease the steep approach to the

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[1] The Ohio Historical Inventory form (BEL-4-4) states that the length of the bridge is 345 feet and that the three arches are 25, 40, and 50 feet wide. The engineering drawings for ODOT's rehabilitation of the bridge show the length of the bridge from the edge of its northwest parapet wall to the edge of its northeast parapet wall as being 356 feet in length and the arches as being 30, 40, and 50 feet wide. See plan and elevation views in Section 10, Geographical Data.

[2] The OHI form shows photos of a similar plaque with the inscription "Built 1826 Rebuilt 1915." This may be the same plaque with the dates re-carved.

bridge in this mountainous region. The "S" design allowed the bridge to stand perpendicular to the creek, thereby allowing water to flow directly through the arches, and to provide a longer, gentler approach to and from the bridge, rather than a direct downhill drive or a steep uphill climb.[3]

The character-defining features of this bridge include the arch rings with their voussoirs and keystones, the stone-lined barrel arches, the spandrel walls, parapets, headwalls, wingwalls, and piers. The largest arch has been re-built and has a smooth barrel arch and concrete ring with lines drawn in the concrete that represent voussoir stones (Photo 12). The other two arches have their original arch rings with keystones and barrel arches (Photo 10). The spandrel walls have the original placement of stones. The piers, wingwalls, and parapets have their original appearance.

From its construction in the 1820s until it was bypassed by a high-level viaduct in 1933, the Blaine Bridge carried the road for travellers passing through the town of Blaine and climbing Blaine Hill toward the county seat of St. Clairsville.

Today there is a brick-paved remnant of the National Road leading to the Blaine Bridge from the east. The recently restored bridge is blocked by bollards at both ends. There are three houses and a one-story brick commercial building[4] on the north side of the road approaching the bridge from the east (Photo 2).

South of the bridge and towering almost over it is the Blaine Viaduct, also known as the "Arches of Memory" Bridge, a segment of U.S. Route 40 (Photo 1). This reinforced concrete open spandrel arch bridge, completed in 1933, was designed by D. H. Overman, head of the Bureau of Bridges in the Ohio Department of Highways (today known as the Ohio Department of Transportation). Like the earlier bridge, it passes through the town of Blaine, but soars about 80 feet above the ground to the top of the hill.[5] While the Blaine Viaduct has been called an intrusion on the historic setting of the Blaine Hill "S" Bridge, it illustrates in stark contrast the modes of transportation built a century apart. U.S. Route 40 is still an active highway, but it too has been eclipsed by the newer Interstate Highway system, with Interstate Route 70 visible to the south and up the mountain from the location of the Blaine Hill "S" Bridge and Blaine Viaduct (Photo 13).

The Blaine Hill "S" Bridge provides a crossing over Wheeling Creek. This creek begins near Flushing in northwest Belmont County and winds east through Blaine to Bridgeport, eventually flowing east into the Ohio River. It is usually a narrow stream that flows through only one of the Blaine Hill "S" Bridge's three arches.

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[3] Norris F. Schneider, *The National Road: Main Street of America* (Columbus, OH: The Ohio Historical Society, 1975), 12.
[4] This building is in the Ohio Historic Inventory, BEL-970-4.
[5] C. C. Brooking, "Realignment of Old National Road," *Engineering News-Record* (March 8, 1934): 311. Mr. Brooking states that the height of the viaduct over Wheeling Creek is 89 feet from the low water level to the roadway.

Setting

Westward travelers on the National Road entered Ohio from Wheeling, Virginia (West Virginia, after 1863), and followed a relatively level road until they passed the town of Blaine. Then they encountered Blaine Hill, the steepest rise on the National Road in Ohio (Figure 1). They had been following Wheeling Creek since entering Ohio, but now had to cross it and climb the hill toward St. Clairsville. In addition to providing a crossing of the creek, the Blaine Bridge begins the ascent up the hill. In contrast to the Casselman Bridge in Maryland (Figure 2) and the Elm Grove Bridge in West Virginia (Figure 3) which crossed relatively flat areas and were shaped like broad triangles with roadways that go up from one side of the river and down to the other side, the asymmetrical Blaine Bridge is built on arches that get larger as the bridge approaches the hill and the roadbed continues an upward slope around the steep hill.

In the immediate area of the Blaine Bridge, the National Road is locally known as Pasko (or Pasco) Road. On the north side of Pasko Road, east of Wheeling Creek, there are three early twentieth-century residences and a brick building originally used as an automobile repair shop there also. The repair shop, built around 1925, was inventoried in the Ohio Historic Inventory (BEL-970-4). On the south side of Pasko Road the supports of the Blaine Viaduct are clearly visible (Photo 2).

The bridge's setting and the Blaine area are described in one of Norris F. Schneider's passages about various segments of the National Road:

> West of Bridgeport on the Ohio side the traveler rode through hilly country. When he was not rollercoastering up and down, he was zigging and zagging through the S bridges. On the way he passed through St. Clairsville, where work on the road in Ohio began in 1825.[6]

The *Centennial History of Belmont County* also describes the Blaine Bridge in a section about the string of taverns along the National Road :

> Then followed Chambers' [tavern], not far distant from the great stone bridge, with its arched stone pillars and massive buttresses, that spans Wheeling Creek.[7]

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[6] Schneider, 18-19.
[7] A. T. McKelvey, ed., *Centennial History of Belmont County, and representative citizens* (Chicago:Biographical Publishing Company, [1903]) 69-70.

Repairs to the Blaine Bridge in 2005

In 1998, a portion of the largest of the Blaine Hill "S" Bridge's three arches collapsed after serious flooding in the area. In 1999, the Ohio Department of Transportation (ODOT) funded a project to reconstruct the arch. The fallen and remaining stones were numbered, photographed, and set aside for later use. The arch was built with concrete (colored to match the sandstone). The interior and spandrel walls of the arch were then rebuilt using the salvaged stones.

In 2004, the Sheldon Gantt contracting firm was hired to carry out the rehabilitation plans drawn up by Lichtenstein Consulting Engineers. Funded by major grants from the Federal Highway Administration and the Bel-O-Mar Council of Interstate Planning, the rehabilitation work on the Blaine Bridge lasted from 2004 to 2005.[8] Following the Secretary of the Interior's Standards for Rehabilitation, the work included excavating the inside of the structure and pouring concrete arches on top of the existing stone arches, installing drainage, repairing the stone spandrel walls to their original alignment, and re-paving the roadway with brick (as it had been paved in the 1920s.)[9] A ribbon-cutting and rededication ceremony took place at the bridge on Saturday, September 17, 2005.

[8] "Renovating a famous bridge from the inside out," *Ohio Concrete 24/1* (May 2005): 6-7.
[9] Brett Walters (project manager), "The 1928 Blaine 'S' Bridge: A 3-arch Stone Spaon on the Historical National Road." Unpublished slide presentation. A copy is filed with the Ohio Historic Preservation Office.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

☒ **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.

☐ **B** Property is associated with the lives of persons significant in our past.

☒ **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.

☐ **D** Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations
(Mark "X" in all the boxes that apply.)

Property is:

☐ **A** owned by a religious institution or used for religious purposes.

☐ **B** removed from its original location.

☐ **C** a birthplace or a grave.

☐ **D** a cemetery.

☐ **E** a reconstructed building, object, or structure.

☐ **F** a commemorative property.

☐ **G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance
(Enter categories from instructions)

TRANSPORTATION
EXPLORATION/SETTLEMENT
ENGINEERING

Period of Significance
1826-1933

Significant Dates
1826

Significant Person
(Complete if Criterion B is marked above)

Cultural Affiliation
N/A

Architect/Builder

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)
Previous documentation on file (NPS)

☐ preliminary determination of individual listing (36 CFR 67) has been requested.
☐ previously listed in the National Register
☐ previously determined eligible by the National Register
☐ designated a National Historic Landmark
☒ recorded by Historic American Buildings Survey # HABS OH-2108 & HABS OH-2109
☐ recorded by Historic American Engineering Record # _____

Primary location of additional data

☒ State Historic Preservation Office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other
Name of repository: _____

8. Statement of Significance

The Blaine Hill "S" Bridge, one of the stone bridges built on the National Road in Ohio, facilitated the settlement of Ohio by providing the safe crossing of a small but difficult waterway, and served travelers on this route for over a century. Built in 1826, the Blaine Bridge is a masterful example of the prevailing technology of arched stone bridges using local materials tailored to the needs of the crossing. It is historically significant under Criterion A, as a segment of the National Road, and under Criterion C, as an example of bridge-building on the frontier.

The National Road

In 1802, the United States Congress passed an act allowing Ohio's statehood in 1803. This act included provisions for constructing roads in the new state of Ohio and connecting Ohio to the eastern states. After some debate about the location of the road's starting point, Cumberland, Maryland, was selected. Cumberland, because it had also been the starting point of earlier trail-blazing and road-building efforts, won out over Washington, D.C., Richmond,Virginia, and Philadelphia, Pennsylvania.[10]

In 1806, Congress passed the "Act to Regulate the Laying Out and Making a Road from Cumberland, in the State of Maryland, to the State of Ohio". Three road commissioners were appointed to be impartial deciders of the best route for the new road to take.[11] For the road's entry to Ohio, eight possible approaches were identified. Steubenville and Wellsburg (then called Charlestown) vied for the honor, but Wheeling, which had been the Ohio River's primary crossing point as well as the starting point of Zane's Trace, was selected.[12] With construction beginning in 1811, the National Road to Wheeling was completed in 1818.

In 1824, the extension of the National Road westward into Ohio began when President James Monroe signed a bill appropriating funds for the construction of the road west of the Ohio River.[13] The following year, after surveys and planning, a ground-breaking ceremony was held in St. Clairsville. Engineers from the nation's War Department directed the construction of the road. After the experience of the roads on Pennsylvania and the maintenance problems generated by roads paved with gravel, the engineers decided to use the method advocated by John L. McAdam, a Scot. The McAdam method layers of broken stone which because of its angularity would not shift into deep ruts the way rounded gravel had done on earlier sections of the road.[14]

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[10] Schneider, 4.
[11] Schneider, 6.
[12] Schneider, 6-7.
[13] Schneider, 9-10.
[14] Schneider, 11.

Bridge-building in the early Nineteenth Century

Stone arch bridges were often used in the 1820s and 1830s on the turnpikes, canals, and railroads that were being developed. At this time, patents were also being issued for various wooden trusses used in covered bridges, and the earliest suspension bridges had been erected in Europe. In the late 1700s, Thomas Paine, the American patriot, had designed a cast iron bridge and patented it in England. For permanence and reliability, however, especially in the frontier environment, the builders of the National Road quarried local stone and built arched bridges.

The design of the Blaine Bridge followed the traditional building method seen in the earlier stone bridges on the National Road. When rivers or streams in Maryland, Pennsylvania, and (West) Virginia needed to be crossed during this period of construction, bridges made of stone were the typical choice. For example, a large one-arch stone bridge was built over the Casselman River at Grantsville, in western Maryland, in 1813 (Figure 2). This 80-foot span was the largest bridge of its type in the United States when it was built.[15] The Casselman Bridge's arch is longer and taller than the arches of the Blaine Bridge, but the two bridges share several characteristics. The stones of the walls and spandrels are set in a random ashlar pattern. The arch is edged with voussoirs and a keystone. There is a stringcourse of projecting stones at the height of the pavement, and the parapet walls are topped with flat stones that parallel the stringcourse and also project slightly from the wall surface.

According to Thomas B. Searight, the Casselman River Bridge was known as "Little Crossings." A bridge known as "Big Crossings" was a triple-span stone arch bridge that crossed the Youghiogheny River at Somerfield, Pennsylvania.[16] Built from 1815 to 1818, it has many similarities to the Blaine Bridge (Figure 4). In addition to the rounded piers, projecting stringcourse, and parapet walls similar to "Little Crossings," its three arches are progressively larger as the bridge slants upward to higher ground on the other side of the water. Sadly, this bridge "now lies submerged under the deep waters of the Youghiogheny Lake at the former site of the old pike town."[17]

The three-arch stone bridge built at Elm Grove, near Wheeling, in 1817 is another example (Figure 3). Like the Casselman bridge, its profile is a broad triangle that peaks in the center of the bridge over its largest arch.[18] This bridge is still in service, but has been repaired and modernized with a layer of stucco over the stone structure and a widened deck to allow additional lanes of traffic.

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[15] Eric DeLony, *Landmark American Bridges* (Boston, MA: Little, Brown and Company, 1993), 6.
[16] Joseph E. Morse and R. Duff Green, eds., *Thomas B. Searight's The Old Pike, an illustrated narrative of The National Road* (Orange, VA: Green Tree Press, 1971), 36-37, 41.
[17] Raitz, 135.
[18] Philip D. Jordan, *The National Road* (Indianapolis: Bobbs-Merril Company, 1948) photograph facing page 158.

Norris F. Schneider described the construction of bridges in the Ohio portion of the road :

> On the eastern Ohio section of the road the stonemasons built several S-shaped bridges. According to a folk story, John McCartney, an Irish stonemason, met the English architect, Benjamin H. Latrobe, an engineer for the government, at an inn one night and solicited the contract for a bridge. Latrobe quickly drew a sketch and handed it to McCartney with the sneering challenge, "Build that if you can." And McCartney built the S-shaped structure. Another legend relates that the bridges were built to stop runaway horses.
>
> The true explanation is less romantic. Either the stonemasons did not have the skill or they did not want to take the time to cut huge sandstone blocks in the helicoidal shape to cross the stream on the skew. They built an arch at a right angle with the stream and curved the approaches into it. The resulting shape resembled the letter S.[19]

In 2006, Glenn Harper explained that the reason for building 'S' bridges was that it was the 'alternative to the technical-and more expensive-challenge of an oblique, or skewed, masonry arch. '[20]

In Ohio, stone bridges appear to have been built only on the eastern half of the National Road. The western half of the state is less hilly, and different types of bridges were employed for crossings in that region. Between Bridgeport (on the eastern border of Ohio) and Columbus (near the state's center), there are currently twelve stone bridges that were built for the National Road.

Going from east to west, the twelve stone bridges are located at:

1. Blaine, crossing Wheeling Creek
2. Lloydsville, crossing a tributary of Wheeling Creek
3. East of Morristown, crossing Barkcamp Creek
4. Middlebourne, crossing Salt Fork Creek
5. East of Cambridge, crossing a branch of Leatherwood Creek
6. Cambridge, crossing Crooked Creek
7. Cassell, crossing Peters Creek
8. New Concord, crossing Fox Run
9. West of Zanesville, crossing a tributary of Timber Run
10. Mount Sterling, crossing Timber Run
11. Gratiot, crossing Valley Run
12. Near Amsterdam, crossing a tributary of Bowling Green Creek

Of these twelve, four are S-bridges. With the exception of the three-arch Blaine bridge, all are single-arch bridges. Two are listed in the National Register, and nine were evaluated as eligible for the National Register in the Ohio Department of Transportation's 1983 inventory. See chart in the Additional Information section for locations and documentation of these bridges (Figure 7).

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[19] Schneider, 11-12.
[20] Glenn Harper, "The National Road: Helping Build America," *Timeline* 23/4 (October-December 2006):8.

Building the National Road in Belmont County

The National Road in Ohio was built in sections starting on the eastern side of the state in Belmont County. Ground was broken for the project in St. Clairsville, the county seat, on July 4, 1825.[21] The first three sections of the road, those through the thirty miles of Belmont County, were expected to be completed in 1826. Casper W. Wever, the superintendent of the project, said in a report dated October 24, 1825, that he thinks he can complete the first 30 miles "by the first day of September next," which would have been September 1, 1826.[22]

Forces beyond his control, however, forced the delay of the road's completion. The February 10, 1827 edition of the *St. Clairsville Gazette* carried a portion of the superintendent's report on "the causes assigned which prevented the first three Divisions of the road, extending from Bridgeport to Fairview, from being completed within the time stipulated in the contracts." The problems were 1) wet weather, 2) the "novelty of the plan" (the new McAdam method), and 3) an insufficient number of workers to find and crush the stone. Mr. Wever's report also stated: "It is nevertheless confidently expected that the greater portion of the line will be finished in the course of two months."[23]

The completion of the road was noted in the July 7, 1827 edition of the *St. Clairsville Gazette*. An item of local news on page 3 announced under the heading "National Road":

> We understand that the whole line of the National Road, between Canton (Bridgeport,) and Cambridge, a distance of about 53 miles, has been opened for the admission of traveling of every description. The line from the river to Fairview, 30 miles, is paved; that between Fairview and Cambridge is graded but not paved.[24]

This announcement indicates that the portion of the road that includes the Blaine Bridge was completed by July of 1827. The newspaper did not report on bridges or individual sections of the road, so there is no clear indication from the press as to the completion date of the Blaine Bridge itself. Various sources provide dates of 1826 or 1828.

It is reasonable to agree with the authors who say the bridge was completed in 1826. The work agreements for bridges and segments of the road were awarded to various contractors.[25] The men who had the contract for the Blaine Bridge, James Lloyd and Robert Wilson, were committed to a completion date in 1826.[26] The problems that Casper Wever listed as reasons for the delayed

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[21] Karl Raitz, ed., *The National Road* (Baltimore: The Johns Hopkins University Press, 1996), 143.
[22] "Public Documents, National Road, Mr. Wever's Report," *St. Clairsville Gazette*, March 4, 1826, p. 1.
[23] "Mr. Wever's Report," *St. Clairsville Gazette*, February 10, 1827, p. 3.
[24] "National Road," *St. Clairsville Gazette*, July 7, 1827, p. 3.
[25] In an advertisement to "Road Makers and Bridge Builders", Casper Wever requested proposals, saying that the road "will be divided into small and convenient Sections." *St. Clairsville Gazette*, August 5, 1826, p. 1.
[26] Glenn Harper, "The National Road: Helping Build America," *Timeline 23/4* (October-December 2006): 7.

completion of the road did not apply to bridge-building. While the wet weather could have slowed the construction crew, the technique they were using was traditional and familiar. The source of their material may have come from Blaine Hill itself.[27] The quarrying, cutting, and dressing of the sandstone may well have taken place in the immediate vicinity of the bridge. Therefore, the problems of learning a new construction method and having too few workers did not apply to the bridge-builders and they very likely completed their contract by the 1826 date specified.

Travel and New Settlement

The purpose of the National Road was to improve travel, increase trade, and facilitate settlement in the western lands. It was an instant success in 1818, according to Norris Schneider :

> The National Road immediately became a well traveled highway. Stagecoaches carrying passengers and mail ran on schedule between Cumberland and Wheeling, and by branching off, to Washington, D.C., and other cities. Conestoga wagons loaded with freight rumbled over cobblestones to landings to meet steamboats which chugged up and down the Ohio River. From Wheeling, emigrants to the western states also could embark on flatboats down the Ohio or could cross the river by ferry and bump over Zane's Trace or the Ohio state road to new farms.[28]

After 1830, when the National Road was being completed in Ohio, travel, trade, and immigration increased even more. Norris Schneider quoted from Mrs. Carroll Miller's 1927 article, "The Romance of the Pike": "Indiana and Ohio received more than ninety thousand inhabitants a year for a generation and at least ninety percent of them came by way of the Pike. "[29]

Decline and Resurgence of the National Road

As important as the National Road was for overland travel, trade, and settlement in the first half of the nineteenth century, it was eclipsed by canals and railroads in the second half of the century. The canal systems in Ohio created primarily north-south connections between Lake Erie and the Ohio River. The railroad competed directly with the National Road, and within a few decades became the clear winner.

The Baltimore and Ohio Railroad had been constructed as far as Cumberland, Maryland, by 1842. By 1853, it served Wheeling, West Virginia.[30] Norris Schneider writes:

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[27] John Crnkovich, an engineer and bridge enthusiast who resides in Hudson, Ohio, suggests that the sandstone for the Blaine Bridge was quarried from Blaine Hill and cut to size at the construction site. His unpublished article titled "The Ohio Bicentennial Bridge At Blaine And Construction Of The National Road" was written in 2006 after numerous visits to the bridge during the restoration activity in 2004-2005. Further geological research might confirm this theory.
[28] Schneider, 7.
[29] Schneider, 28.
[30] Schneider, 27-28.

> Within ten years the railroads had captured all the cross-country passenger and freight traffic to the Mississippi River. No longer did the National Road echo with the shouts of drovers, the clatter of six-horse teams hitched to Conestoga wagons, or the shrill notes of the stagecoach driver's horn. Instead, the silence of the road that has been called the Appian Way of America was broken only by the wagon of a local farmer driving to market with no other vehicle in sight.[31]

By the 1880s, after decades without maintenance, the National Road was in "deplorable" condition. The road was filled with ruts and potholes that the local farmers and landowners preferred to tolerate rather than pay to repair.[32] The invention and development of bicycles and automobiles in the late nineteenth century, however, created the demand for better roads and generated new funding and new uses for the National Road.

After years of lobbying from bicyclists and automobile owners, in 1916 Congress passed the first Federal Highway Act, a law funding the repair and construction of roads and establishing the Bureau of Public Roads. Before long, major improvements were made, and the traveling public, many now in automobiles, were enjoying smooth new pavement on the route now known as the National Old Trails Road. Philip D. Jordan described the improvements:

> The year 1923 was a banner one for the National Road. Its nineteenth-century surface of dirt and remnants of stone had disappeared. And no longer was it a forgotten farmers' lane with busy sections only where it ran through industrial centers. The old pike proudly displayed new paving all the way from Cumberland to Indianapolis.... And, with gaps here and there, the road was surfaced to Terre Haute. Motorists congratulated one another that pavement extended westward, with but a single small gap, to St. Louis. Its route marked by red, white and blue bands on the wayside posts, the old pike had become a spick-and-span highway in little more than a half century after most folks thought it dead and forgotten.
>
> Renamed the National Old Trails Road, because a twentieth-century Congress had continued it to the Pacific coast, the highway still clung to its memories of the stagecoach and the drover. It still was the most romantic national road in the Union. But it had changed dramatically since young Major Washington pushed through wilderness toward the Forks of the Ohio. It bore no resemblance to the much-traveled highway that foreigh travelers knew in the 1840's. It was even different from the rough-and-tumble roadbed that Congressman Douglas drove over just past the turn of the new century.
>
> Thousands of speed-crazy Americans now drove cars.... They whipped along the highway, not at the bewildering speed of 25 miles an hour that they were cautioned to observe a few years earlier, but at the terrifying rate of 50 miles an hour. They took a long, fast run for hills and sailed up on high.[33]

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[31] Schneider, 28.
[32] In 1875, the State of Ohio transferred ownership of the National Road to the counties through which it passed. Caldwell, 82.
[33] Jordan, 388.

Throughout the first century of the National Road, from its construction, heyday, decline, and resurgence, the Blaine Hill "S" Bridge served the traveling public by providing passage over Wheeling Creek and a start up the steep Blaine Hill. The stone bridge was bypassed in 1933, when the new Blaine Viaduct was completed. The stone bridge continued to serve a township road until it was closed in 1994. Today it is open to pedestrians, and plans are under way to make it the focal point of an historical park.

Engineering Significance

In 2005, three transportation research organizations published a study of historic bridge types that provided a nationwide context that could be used for the evaluation of historic bridges.[34] The purpose of the study was to provide a context for evaluating examples of fifty historic bridge types so that the best examples could be identified and preserved.

The study provided this summary of the history of stone arch bridges in the United States as:

> The immigrants who settled America came from European countries where masonry arch bridge construction was well established. Though our earliest stone arch bridge dates from 1697, and there is a scattering of early stone arch bridges in the original thirteen colonies, consistent stone arch construction did not appear until the third decade of the nineteenth century and was limited to major public work projects such as the canals, turnpikes, railroads and water supply systems.
>
> Our most distinctive collection of stone arch bridges are found on the early, eastern trunkline railroads such as the B&O (Thomas Viaduct) and Erie (Starrucca Viaduct) railroads, and intrastate railroads such as the Providence & Boston (Canton Viaduct). These railroad structures are the American equivalent of Roman stone arch aqueducts.
>
> Early turnpikes such as the National Road had impressive stone arch bridges in Maryland. Along the road in Ohio, the famous S-bridges were built.[35]

The research study defined the following criteria for assessing significance:

> Generally, stone arch bridges built during the nineteenth century are found today in areas where good stone was available. Stone arches were common in the first half of the nineteenth century, and a number of these structures still exist.

---

[34] Parsons Brinckerhoff and Engineering and Industrial Heritage, *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15, Prepared for The National Cooperative Highway Research Program, Transportation Research Council, National Research Council.* October 2005.
[35] Parsons Brinckerhoff, 3-48.

> Stone arch bridges from the late eighteenth and first half of the nineteenth century are highly significant within the context of this study if they retain their character-defining features. Character-defining features include the arch ring with keystone, barrel, spandrel wall, parapet, headwalls and abutments/wingwalls. Piers may also be a character-defining feature.
>
> Many of these stone arch structures possess both engineering and historical significance, the latter for associations with early and important infrastructure projects, such as the turnpikes, railroads and canals.[36]

The Blaine Hill "S" Bridge has both engineering and historical significance. It is an example of a large and complex bridge built in the first half of the nineteenth century using stone arch technology and it was built as part of the National Road.

Integrity

The Blaine Hill "S" Bridge has undergone some changes since it was built 180 years ago. The greatest change has been the re-building of the largest arch after its partial collapse in 1998. The reconstruction of the arch preserves the appearance of the three-arched bridge, although that barrel vault is made of smooth concrete.

The cement plaque at the center of the bridge's north parapet states that the bridge was built in 1828 and rebuilt in 1916. As the National Road (and other roads) were improved in the 1910s, some sections were paved with concrete and some were paved with brick. The brick paving of the Blaine Bridge's surface may have been added at that time.[37] A plaque similar to Blaine's appears on the stone arch bridge near Mount Sterling. Harley J. McKee's interpretation of it may apply as well to the Blaine Bridge:

> On the inner side of the north parapet there is a panel bearing the inscription "Rebuilt in 1915." Observation of the masonry, which is in good condtion, leads one to believe that the so-called rebuilding consisted only of nominal repairs and paving.[38]

Two Historic American Building Surveys (HABS) of the Blaine Bridge were done "after 1933." Survey numbers HABS OH-2108 and HABS OH-2109 (Figures. 4 and 5) show three photographs of the bridge. The first, labeled "a side elevation of bridge" shows nearly the full length of the bridge from a point northwest of the bridge, facing southeast, with the Blaine Viaduct in the background. The second and third photographs show the mile marker that was attached to the parapet of the bridge, on the upstream, east side of the bridge. It had a rectangular base and a cylindrical top. The words

---

[36] Parsons Brinckerhoff, 3-50.
[37] E-mail and telephone consultation in February 2009 revealed that neither ODOT nor the Belmont County Engineer's Office have information as to work done on the Blaine Bridge in the 1910s.
[38] Harley J. McKee, "Original Bridges on the National Road in Eastern Ohio," *Ohio History* 81 (Spring 1972): 143.

"Wheeling" and "Cumberland" can be discerned in the photographs (Figures. 4 and 5). According to the OHI form for this marker (BEL-2-4), it was moved from the Blaine Bridge "sometime between 1934 and 1974" to the Blaine Viaduct.

The bridge, however, is in its original **location**. Its original **design** is visible and unchanged. The **setting** today has become more rural, in comparison to the structures that lined the road in two of the HABS photos of the bridge. The Blaine Viaduct, which opened in 1933, is a major visual "companion" to the Blaine Hill "S" Bridge.

The **materials** of the bridge, local sandstone, are the same, although concrete was used for the reconstruction of the largest arch. The **workmanship** of the original bridge is evident in the irregular courses of stone, the surface treatments that added texture to the stones, and the two barrel arches that remain.

The **feeling** of being at the bridge remains, especially as one faces west at the road that curves upward around Blaine Hill. With the new viaduct at one's back, the challenge of nineteenth-century westward travel can be felt. While the bridge is now part of a township road, the Blaine Hill "S" Bridge retains its **association** with the National Road.

Ohio's Bicentennial Bridge

As Ohio was planning the celebration of its 200th anniversary of statehood (1803-2003), the Blaine Hill "S" Bridge was given special recognition as the state's oldest bridge. In 2002, the Ohio Legislature designated the Blaine Hill "S" Bridge as the Ohio State Bicentennial Bridge. This was in recognition of the bridge's long presence in the state and of its role in the state's development as many new settlers used the bridge on their journey to Ohio.

The legislative resolution reads:

> The Blaine Hill bridge in Belmont county, which was constructed in 1828 as part of the national road and is the oldest bridge in the state, is hereby designated the bicentennial bridge of the state.[39]

[39] Ohio Legislature, [§ 5.07.2] § 5.072. State bicentennial bridge. HISTORY: 149 v S 16. Eff 3-15-2002.

9. Major Bibliographical References

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McKelvey, A. T., ed. *Centennial History of Belmont County, Ohio, and representative citizens.* Chicago: Biographical Publishing Company, [1903].

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McKee, Harley J. "Original Bridges on the National Road in Eastern Ohio." *Ohio History* 81 (Spring 1972): 131-144.

"Renovating a famous bridge from the inside out." *Ohio Concrete*, 24/1 (May 2005): 6-7.

Reports:

Miller, Orloff, Adrienne B. Cowden, Rita Walsh. *National Road/U.S. 40 Historic Properties Inventory in Ohio.* Cincinnati: Gray & Pape, Inc., 1998.

The Ohio Historic Bridge Inventory, Evaluation, and Preservation Plan. Columbus: The Ohio Department of Transportation, 1983. http://www.dot.state.oh.us/Divisions/Planning/Environment/Cultural_Resources/HISTORIC_BRIDGES/Documents/First%20Ohio%20Historic%20Bridge%20Inventory1983.pdf (accessed May 9, 2009)

Parsons Brinckerhoff and Engineering and Industrial Heritage. *A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15. Prepared for the National Cooperative Highway Research Program, Transportation Research Council, National Research Council, October 2005.* http://www.trb.org/NotesDocs/25-25(15)_FR.pdf (accessed May 9, 2009)

10. Geographical Data

Acreage of Property less than one acre

UTM References
(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing
1	17	515263	4434982
2			
3			
4			

☐ See continuation sheet.

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title organization Michael G. Peppe and Nancy H. Campbell date May 9, 2009

street & number 2000 E. Henderson Rd., Suite 500 telephone 614-457-6650

city or town Columbus state OH zip code 43220

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white** photographs of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Pease Township Trustees, Belmont County Courthouse

street & number 101 W. Main St. telephone 740-695-2121

city or town St. Clairsville state OH zip code 43950

10. Geographical Data

Verbal Boundary Description

The boundary of the Blaine Hill "S" Bridge is the bridge itself and the roadway bordered by its stone-walled approaches from the east and west. Figure 8

.

Boundary Justification

While the brick-paved road continues beyond the bridge's roadway, the historic boundary encompasses only the portions that include the bridge and its stone-bordered structure. Figure 9 and 10

Photo List

Photographs taken by Don Feenerty
Ground photographs taken on November 5, 2008
Aerial photographs taken on October 22, 2008

1. Overview of the Blaine Hill "S" Bridge, facing west.
2. View of the bridge surface from the western side, facing east
3. View of the bridge surface from the eastern side, facing west
4. View of the upstream arches on the north side of the bridge, facing southwest
5. View of the downstream arches on the south side of the bridge, facing northwest
6. Detail view of a springline
7. Detail view of a pier
8. Detail view of brick and wall
9. Detail view of brick deck
10. Detail view of arch ring
11. Comparison of the center arch and the repaired western arch
12. Detail view of repaired western arch
13. Aerial view showing three generations of roads (Interstate Route 70, U.S. Route 40, and the National Road)
14. Aerial view of the Blaine Hill "S" Bridge and the Blaine Viaduct

Figures

List of Figures

Figure 1: National Road Geographic Profile

Figure 2: Photo of Casselman Bridge, also known as "Little Crossings"

Figure 3: Photo of Elm Grove Bridge

Figure 4: Photos of "Big Crossings," the now-submerged bridge over the Youghiogheny River at Somerfield, Pennsylvania

Figure 5: HABS OH-2108 (two photos)

Figure 6: HABS OH-2109 (one photo)

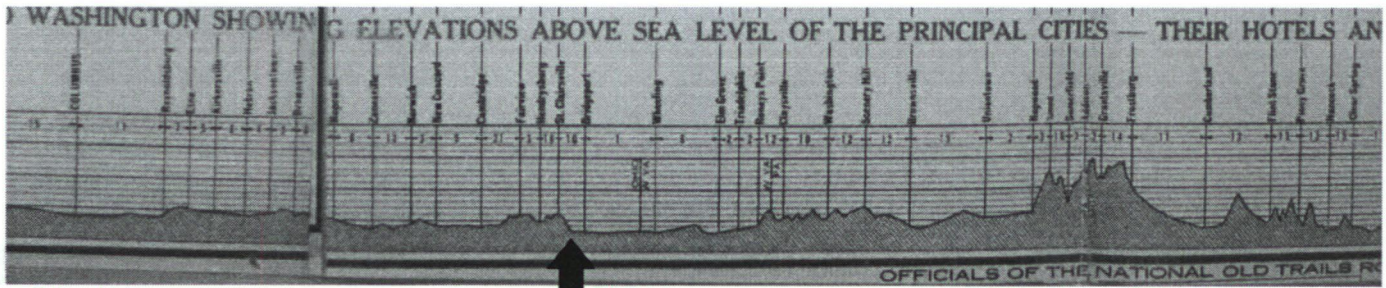
Figure 7: Chart of National Road Stone Bridges in Ohio

Figure 8 : Elevation diagram

Figure 9 : Site plan view

Figure 10:Sketch map of historic boundary

Figure 1: National Road Geographic Profile



Columbus

Blaine

Mountains of Maryland
and Pennsylvania

Figure 2: Photo of Casselman Bridge ("Little Crossings")

http://www.historicbridges.org/maryland/casselman/index.htm (accessed May 9, 2009)

1813

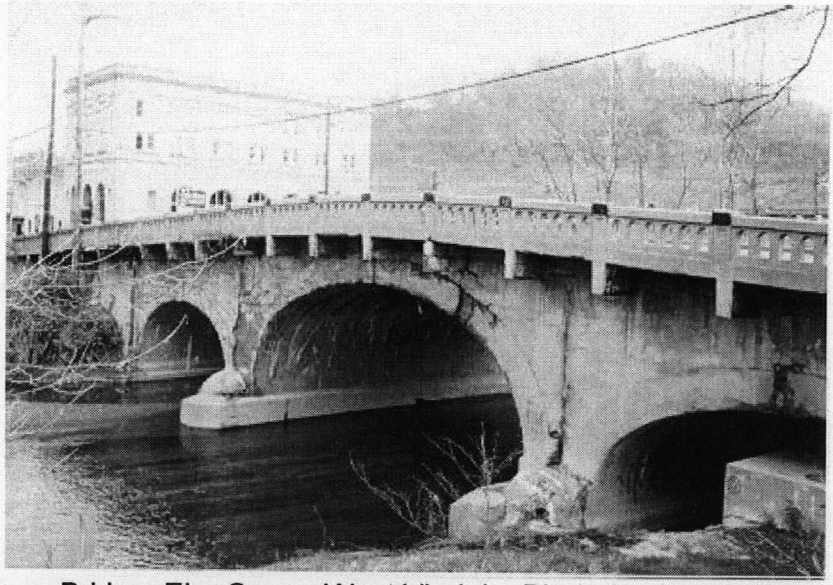
Casselman Bridge, National Road
Grantsville vicinity
Public (restricted)

Spanning the Casselman River, the Casselman Bridge was built in 1813 as part of this country's effort to construct a National Road. The bridge, built of ashlar stone laid irregularly, spans some 354 feet. It is approximately 30 feet high, at the chord of the arc to the waterline below, while its width, at the entrances of the bridge, is about 48 feet. At the time of its construction, it was the largest single span stone bridge in America.

The bridge, listed on the National Register of Historic Places and designated by the U. S. Department of the Interior as a National Historic Landmark in 1964, is now owned by the Department of Natural Resources, State of Maryland. It is the focal point of a public park and picnic area which surrounds it. The bridge was recently restored, using both federal and state funds, made available through the Maryland Historical trust.

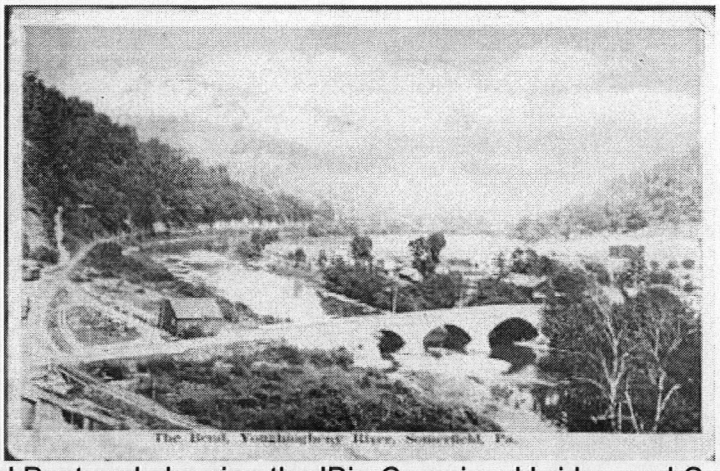
http://www.historicbridges.org/maryland/casselman/nomination.pdf (accessed May 9, 2009)

Figure 3: Photo of Elm Grove Bridge

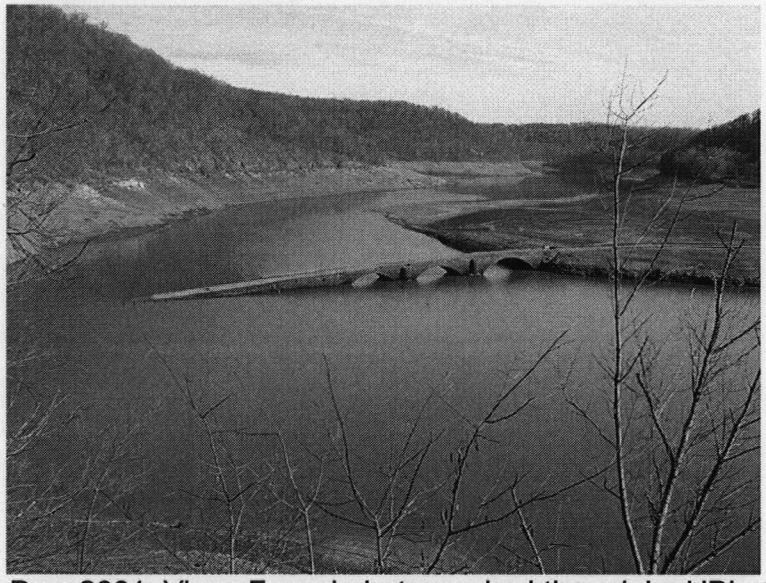


Old Stone Bridge, Elm Grove, West Virginia, Photo by James Janos, 1998
http://wheeling.weirton.lib.wv.us/history/landmark/bridges/stonebr2.htm (accessed May 9, 2009)

Figure 4: Photographs of "Big Crossings," the now-submerged bridge over the Youghiogheny River at Somerfield, Pennsylvania



Historical Postcard showing the 'Big Crossings' bridge and Somerfield
http://www.gribblenation.com/swparoads/essays/nationalrd/mdtoyough.html (accessed May 9, 2009)



On Thanksgiving Day, 2001, Vince Ferrari photographed the original 'Big Crossings' bridge
http://www.gribblenation.com/swparoads/essays/nationalrd/mdtoyough.html (accessed May 9, 2009)
"In autumn, when water is released down river, bridge becomes partially visible."[38]

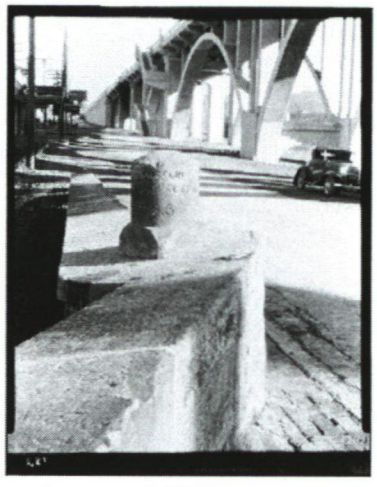
[38] Morse and Green, 41.

Figure 5: HABS OH-2108

1. Historic American Buildings Survey, SIDE ELEVATION OF BRIDGE.
HABS OHIO,7-BLA.V,3-1

Larger reference image (JPEG - 121K bytes)
Highest resolution image (TIFF - 17580K bytes)

2. Historic American Buildings Survey, CLOSEUP OF MILESTONE ON BRIDGE 'WHEELING...CUMB...3/87).5'
HABS OHIO,7-BLA.V,3-2



Larger reference image (JPEG - 121K bytes)
Highest resolution image (TIFF - 16243K bytes)

Figure 6: HABS OH-2109

Stone Bridges on the National Road in Ohio - 2009-Figure 7

	Bridge Location	County	Feature Intersected (per OHI form)	Other Names	NR / NHL	HABS/HAER	References in the Literature					ODOT Bridge Number (SFN)
							McKee article (1972)	State Bridge Inventory (1983)	Gray & Pape Survey (1998)	Harper & Smith Guide (2005)	ODOT Re-evaluation (2008)	
1	Blaine	Belmont	Wheeling Creek	Blaine Hill "S" Bridge; Bicentennial Bridge		HAER # ?; HABS OH-2107; OH-2108; OH-2109	p. 135, 136, 137, 139	Select, p. 22	p. 61; Table C1	p. 7, 10, 11	Eligible	0732141
2	Lloydsville	Belmont	Tributary of Wheeling Creek			HABS OH-2110	p. 139	Select, p. 23	p. 63; Table C1	p. 13	Eligible	733504
3	East of Morristown	Belmont	Barkcamp Creek				p. 139	Select, p. 24	p. 66; Table C1	p. 13	Eligible	733806
4	Middlebourne	Guernsey	Salt Fork Creek	Salt Fork "S" Bridge; S-Bridge, National Road	NR (1966) & NHL (1965)	HABS #0-2113	p. 139	Listed, p. 229	p. 70; Table C2	p. 16	Listed	3030970
5	East of Cambridge	Guernsey	Branch of Leatherwood Creek	Cook's Run Stone Bridge		HABS #0-2144, per McKee	p. 140	Select, p. 25	Table C2.	p. 17	?	3032868
6	Cambridge	Guernsey	Crooked Creek			HABS #0-2112	p. 140-142	Select, p. 26	p. 76	p. 18	Eligible	3031691
7	Cassell	Guernsey	Peters Creek	Cassell "S" Bridge		HABS #0-2106C, per McKee	p. 142, 143	Select, p. 27	p. 77, 80	p. 18	Eligible	30XXXX2
8	New Concord	Muskingum	Fox Run / Fox Creek	Fox Run "S" Bridge; "S" Bridge II	NR (1973)	HABS #0-2114	p. 143	Listed, p. 230	p. 82; Table C3	p. 20	Listed	60XXXX3
9	West of Zanesville	Muskingum	Tributary of Timber Run	John Carnahen Stone Bridge			p. 143	Select, p. 28	p. 29, 90	p. 22	?	6040349
10	Mount Sterling	Muskingum	Timber Run	Reciprocity Bridge		HABS #0-43	p. 143	Select, p. 29	p. 29-30, 92, 94; Plate 2, p. 22; Table C3.	p. 22	Further Research	60XXXX2
11	Gratiot	Muskingum	Valley Run				p. 143, 144	Select, p. 30	p. 29, 96; Table C3	p. 23	Eligible	6039154
12	Near Amsterdam	Licking	Tributary of Bowling Green Creek				N/A	N/A	p. 100; Table C4	p. 23	?	?

Blain Hill "S" Bridge

Belmont County, Ohio

Figure 8 : As shown in the elevation diagram below, the boundary includes the three arches, the two piers, and the full extent of the masonry walls that form the outside structure of the bridge. The northern side of the bridge (not shown) extends further up Blaine Hill. This is about 356 feet in length and about 30 feet in width

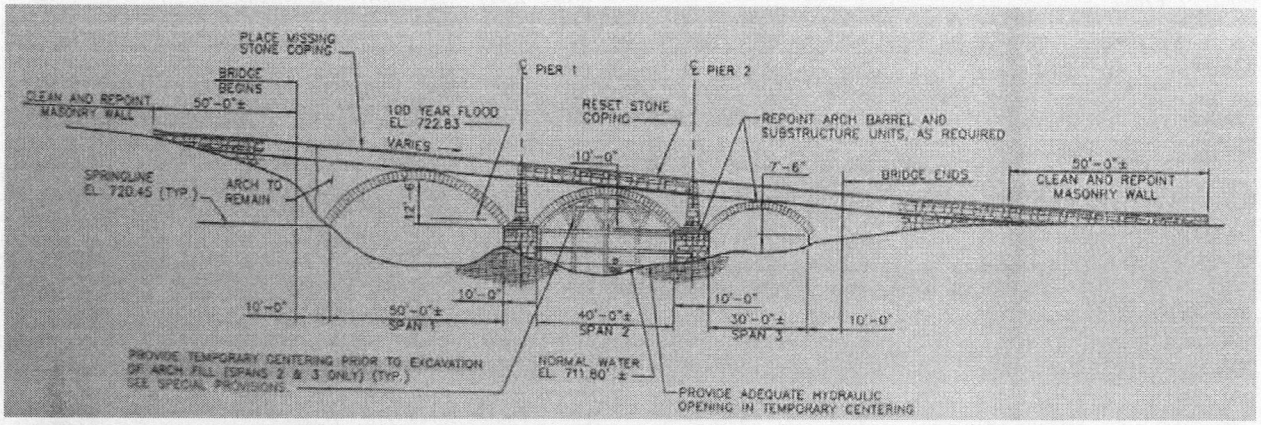


Figure 9: This is a plan view of the bridge's site:

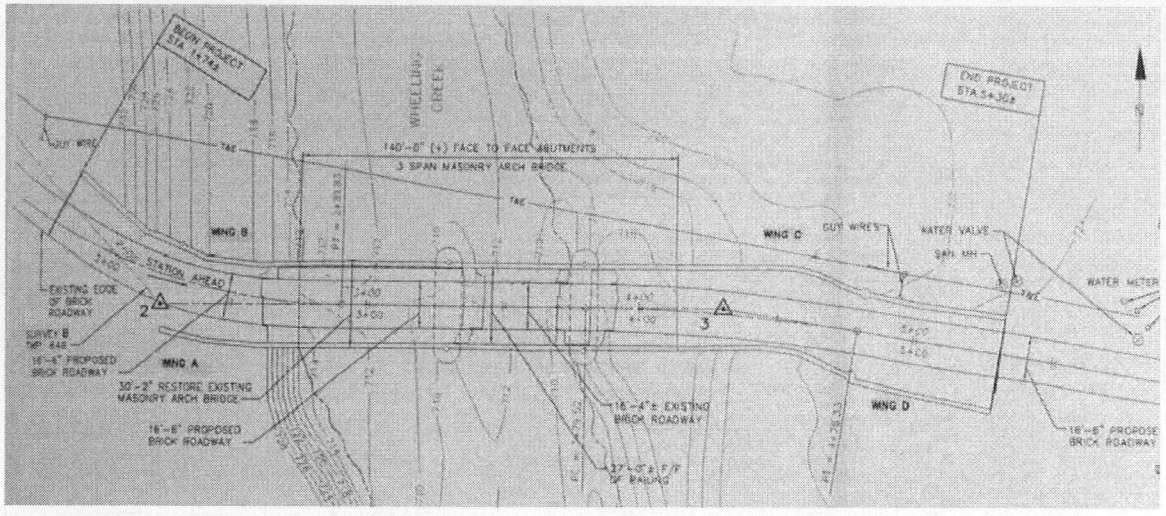
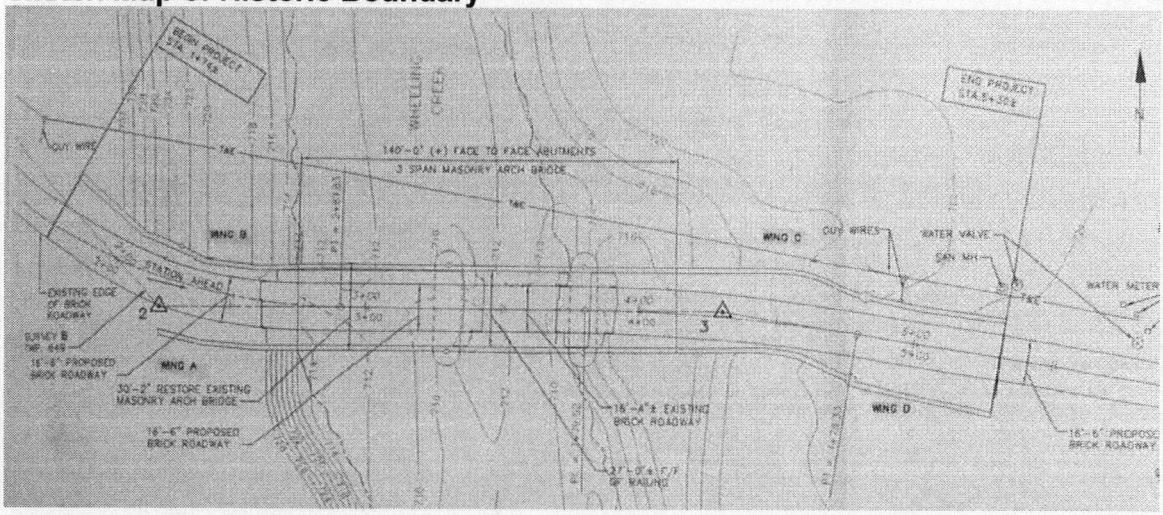


Figure 10:

Sketch Map of Historic Boundary



UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Blaine Hill "S" Bridge

MULTIPLE NAME:

STATE & COUNTY: OHIO, Belmont

DATE RECEIVED: 2/05/10 DATE OF PENDING LIST: 2/24/10
DATE OF 16TH DAY: 3/11/10 DATE OF 45TH DAY: 3/22/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10000082

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

√ ACCEPT ___RETURN ___REJECT 3-17-10 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in
The National Register
of
Historic Places

RECOM./CRITERIA_____

REVIEWER_____ DISCIPLINE_____

TELEPHONE_____ DATE_____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

Blaine Hill "S" Bridge
Belmont County, Ohio
Don Feenerty
Nov. 5, 2008
OHPO
Facing West
#1

Blaine Hill "S" Bridge
Belmont County, Ohio
Don Feeherty
Nov. 5, 2008
OHPO
Facing east
#2


NO
MOTOR
VEHICLES
ROAD
CLOSED

Blaine Hill "S" Bridge
Belmont County, Ohio
Don Feeneraty
Nov. 5, 2008
OHPO
Facing West
#3

Blaine Hill "S" Bridge
Belmont County, Ohio
Don Feeneny
Nov. 5, 2008
OHPO
Facing Southwest
#4

Blaine Hill "S" Bridge
Belmont County, Ohio
Don Feeney
Nov. 5, 2008
OHPO
Facing northwest
#5

Blaine Hill "S" Bridge
Belmont County, Ohio
Don Feeney
Nov. 5, 2008
OHPO

#6

Blaine Hill "S" Bridge
Belmont County, Ohio
Don Feeney
Nov. 5, 2008
OHPO

#7

Blaine Hill "S" Bridge
Belmont County, Ohio
Don Feeneny
Nov. 5, 2008
OHPO

#8

Blaine Hill "S" Bridge
Belmont County, Ohio
Don Feenerty
Nov. 5, 2008
OHPO

#9

Blaine Hill "S" Bridge
Belmont County, Ohio
Don Feenerty
Nov. 5, 2008
OHPO

#10

Blaine Hill "S" Bridge
Belmont County, Ohio
Don Feenerty
Nov. 5, 2008
OHPO

#11

Blaine Hill "S" Bridge
Belmont County, Ohio
Don Feenerty
Nov. 5, 2008
OHPO
#12

Blaine Hill "S" Bridge

Belmont County, Ohio

Don Feenerty

Oct. 22, 2008

OHPO

#13

Blaine Hill "S" Bridge
Belmont County, Ohio
Don Feenerty
Oct. 22, 2008
OHPO

#14

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DEPARTMENT OF NATURAL RESOURCES
DIVISION OF GEOLOGICAL SURVEY

LANSING QUADRANGLE
OHIO–BELMONT CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

4864 II NW (HARRISVILLE) · 4864 III NW (TILTONSVILLE) · 4864 III NE (DILLONVALE) · 4864 III SW (ST. CLAIRSVILLE) · 4864 II SW (WHEELING) · (ARMSTRONGS MILLS) 4863 IV NW · (BUSINESSBURG) 4863 IV NE · 4863 I NW (MOUNDSVILLE)

Blaine Hill "S" Bridge
Belmont County
OH
17 515263 4434982

Produced by the United States Geological Survey

Topography compiled 1958. Planimetry derived from imagery taken 1988. Photoinspected using imagery dated 1994; no major culture or drainage changes observed. Survey control current as of 1960 Boundaries, other than corporate, verified 1997

North American Datum of 1927 (NAD 27). Projection and 10 000-foot ticks: Ohio coordinate system, south zone (Lambert conformal conic)
1000-meter Universal Transverse Mercator grid, zone 17

North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

Land lines based on the Ohio River Base
Entire area lies within the Old Seven Ranges

UTM GRID AND 1997 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000

CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
TO CONVERT FROM FEET TO METERS, MULTIPLY BY 0.3048

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX 25286, DENVER, COLORADO 80225
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

OHIO
QUADRANGLE LOCATION

INTERIOR–GEOLOGICAL SURVEY, RESTON, VIRGINIA–1998

ROAD CLASSIFICATION
Primary highway, hard surface
Secondary highway, hard surface
Light-duty road, hard or improved surface
Unimproved road
Interstate Route · U. S. Route · State Route

LANSING, OHIO

1994

NIMA 4864 III SE–SERIES V852

ISBN 0-607-87358-2

HISTORIC NATIONAL ROAD

Ohio National Road Association

President: *Cyndie Gerken*
Vice President: *Doug Smith*

Byway Coordination Services
C/O Clark Co. – Springfield TCC
3130 East National Road– Suite 2A
Springfield, Ohio 45505

Phone: 937-521-2132
Email: gmassie@clarkcountyohio.gov
Web-site: www.ohionationalroad.org

★★★ *An All – American Road National Scenic Byway* ★★★

Barbara A. Powers
Head, Inventory and Registration Dept.
Ohio Historic Preservation Office
1982 Velma Avenue
Columbus, OH 43211-2497

17 August 2009

Dear Ms. Powers,

The Board of Trustees of the Ohio National Road Association enthusiastically supports the nomination of the Blaine Hill "S" Bridge to the National Register of Historic Places.

The Blaine Bridge is an important asset/feature of the Historic National Road in Ohio, and we hope that it will receive this special recognition of its significance in American history.

Sincerely,

Cyndie L. Gerken

Cyndie L. Gerken
President
Ohio National Road Association

OHIO HISTORIC BRIDGE ASSOCIATION
1982 VELMA AVENUE
COLUMBUS, OHIO 43211-2497

August 25, 2009

Barbara Powers
Inventory & Registration
Ohio Historic Preservation Office
1982 Velma Avenue
Columbus, OH 43211-2497

Dear Barbara:

I am writing to offer my enthusiastic support for the proposed listing of the Blaine Hill "S" Bridge on the National Register of Historic Places. It represents both Ohio's and the nation's early engineering heritage and can be counted among the most sophisticated examples of National Road stone arches remaining in the state. While the western-most arch was rebuilt in concrete in the 1990s, care was taken to incorporate as much of the original stone as possible in the spandrel walls and railings. Even if discounting this portion, a significant historic masonry structure remains.

Sincerely,

David A. Simmons
President
Ohio Historic Bridge Association

OHIO HISTORY

January 27, 2010

Ms. Carol D. Shull, Keeper of the
National Register
National Park Service
National Register of Historic Places
1201 Eye Street, NW (2280)
Washington DC 20005

Dear Ms. Shull:

Enclosed please find three (3) new National Register nominations for Ohio. All appropriate notification procedures have been followed for these new submissions.

NEW NOMINATION	COUNTY
Blaine Hill "S" Bridge	Belmont
Harvey One-Room School	Crawford
Grafton-Rockwood Historic District	Montgomery

If you have questions or comments about these documents, please contact the National Register staff in the Ohio Historic Preservation Office at (614) 298-2000.

Sincerely,

Barbara Powers

for James D. Strider
Director of Outreach and Historic Preservation Services
State Historic Preservation Officer

Enclosures

OHIO HISTORICAL SOCIETY
Ohio Historic Preservation Office
1982 Velma Avenue, Columbus, Ohio 43211-2497 ph: 614.298.2000 fx: 614.298.2037
www.ohiohistory.org