

United States Department of the Interior
National Park Service

National Register of Historic Places
Inventory—Nomination Form

For NPS use only

received DEC 5 1985

date entered JAN 16 1986

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic BRECKSVILLE-NORTHFIELD HIGH LEVEL BRIDGE

and/or common

2. Location

street & number OH State Route 82 and Cuyahoga River not for publication

city, town Brecksville; Northfield vicinity of

state Ohio code 039 county Cuyahoga; Summit code 035; 153

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Warren Smith, Director, Ohio Department of Transportation

street & number 25 S. Front St., P.O. Box 899

city, town Columbus vicinity of state Ohio 43215-0899

5. Location of Legal Description

courthouse, registry of deeds, etc. Cuyahoga County Administration Building

street & number 1219 Ontario

city, town Cleveland state Ohio 44114

6. Representation in Existing Surveys

title Ohio Historic Inventory has this property been determined eligible? yes ☒ no

date 1976 federal ☒ state county local

depository for survey records Ohio Historical Society

city, town Columbus state Ohio

7. Description

Condition

☐ excellent
☒ good
☐ fair

☐ deteriorated
☐ ruins
☐ unexposed

Check one

☒ unaltered
☐ altered

Check one

☒ original site
☐ moved

date _____

Describe the present and original (if known) physical appearance

The Brecksville-Northfield High Level Bridge carries State Route 82 across the Cuyahoga River Valley and stands half in Cuyahoga County and half in Summit County. It is located within the boundaries of the Cuyahoga Valley National Recreation Area and contributes to the scenic quality of the valley, especially when viewed from below, where the Ohio and Erie Canal and the Valley Railway parallel the river.

This is a double-ribbed, open-spandrel concrete arch bridge, consisting of seven spans. Five arches have a span of 181 feet 3 inches, one arch a span of 135 feet 4.5 inches, and one arch a span of 90 feet 7.5 inches. The arches are parabolic in shape and support slender vertical members which carry the roadway on flattened arches spanning the spandrels between each post. Two of the vertical posts are concentrated at each major pier, so that the two springing arches at the deck create a small pointed arch. The total structure is 1,132 feet long and 145 feet high. The bridge is 40 feet wide with a 30-foot roadway and a 3 foot 6 inch sidewalk on each side. The railings are cast concrete balustrades. The roadway, originally paved with brick, has been surfaced with asphaltic concrete. The present lamp posts are later replacements. The structure is in good condition, although there is some spalling of concrete from the railings and the underside of the deck.

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Brecksville-Northfield High Level Bridge, Cuyahoga and Summit Counties, Ohio

Continuation sheet

Item number

4

Page

1

Ownership:

Cuyahoga County Commissioners
1219 Ontario
Cleveland, OH 44114

Marilyn L. Hysell
Clerk of County Council
Summit County Commissioners
175. S. Main Street
Akron, OH 44308

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1931 **Builder/Architect** Alfred M. Felgate

Statement of Significance (in one paragraph)

Criterion C

The Brecksville-Northfield High Level Bridge represents one of the high points in the development of the multiple-span concrete arch bridge; it possesses special artistic values compared to those of other bridges of the same class; it was designed by a major Ohio bridge engineer; and it is situated in the context of three historic 19th century transportation systems.

The bridge was erected in 1930–1931 and designed by Alfred M. Felgate, civil engineer, deputy county surveyor, and bridge engineer for Cuyahoga County for over twenty years. The contractor was the Highway Construction Company of Cleveland. Felgate designed the Detroit-Rocky River Bridge between Lakewood and Rocky River, the longest masonry arch in the world when completed in 1910, which was listed in the National Register in 1973 but demolished in 1981 with the concurrence of the Advisory Council. He was design engineer for the Detroit-Superior High Level Bridge in Cleveland, the longest double-deck reinforced concrete bridge in the world in 1918 (NR). He designed the Hilliard Road Bridge in Lakewood (1926), another multiple-span concrete arch bridge.

Other multiple-span concrete arch bridges in Greater Cleveland were the Brooklyn-Brighton Bridge (1916), designed by the county engineer's office and undoubtedly involving Felgate; the Chagrin River Bridge in Willoughby (1921; demolished); the Fulton Road Bridge (1932); the Northfield Road Bridge in Bedford (1932; demolished); and the Brookpark Road Bridge (1933, shown in the Ohio Historic Bridge Inventory, Evaluation, and Preservation Plan).

The concrete bridge in America had developed in the three decades previous to the Brecksville bridge. Originally considered to be an artificial stone masonry, concrete was soon realized to have its own characteristic properties which demanded new engineered forms. Because of its plasticity and the tensile strength which resulted from the steel reinforcing embedded within, the architectural forms tended more and more toward slender proportions. But although there came to be general agreement that concrete should not imitate mortar joints, keystones, and quoins, there remained considerable difference of opinion on the degree to which concrete forms should depart from the massiveness of stonework.

Felgate's bridges were among those that became more and more attenuated. The Brecksville-Northfield bridge embodies the distinctive characteristics

9. Major Bibliographical References

Ohio Historic Bridge Inventory, Evaluation & Preservation Plan (Columbus, 1983)
David Billington, The Tower and the Bridge (New York, 1983).
Sarah Ruth Watson and John R. Wolfs, Bridges of Metropolitan Cleveland (Cleve., 1981)
Office of the Cuyahoga County Engineer.

10. Geographical Data

Acreage of nominated property Two

Quadrangle name Northfield

Quadrangle scale 1:24,000

UTM References

A

1	7
---	---

 Zone

4	5	0	8	4	0
---	---	---	---	---	---

 Easting

4	5	7	4	3	8	0
---	---	---	---	---	---	---

 Northing

B

--	--

 Zone

--	--	--	--	--	--

 Easting

--	--	--	--	--	--

 Northing

C

--	--

 Zone

--	--	--	--	--	--

 Easting

--	--	--	--	--	--

 Northing

D

--	--

 Zone

--	--	--	--	--	--

 Easting

--	--	--	--	--	--

 Northing

E

--	--

 Zone

--	--	--	--	--	--

 Easting

--	--	--	--	--	--

 Northing

F

--	--

 Zone

--	--	--	--	--	--

 Easting

--	--	--	--	--	--

 Northing

G

--	--

 Zone

--	--	--	--	--	--

 Easting

--	--	--	--	--	--

 Northing

H

--	--

 Zone

--	--	--	--	--	--

 Easting

--	--	--	--	--	--

 Northing

Verbal boundary description and justification

The property consists of the structure described in (7.) and its right-of-way, which is 80 feet wide, being the property under single ownership.

List all states and counties for properties overlapping state or county boundaries

state Ohio code 039 county Cuyahoga code 035

state Ohio code 039 county Summit code 153

11. Form Prepared By

name/title Eric Johannesen, Preservation Officer

organization Western Reserve Historical Society date May 1985

street & number 10825 East Boulevard telephone 216-721-5722

city or town Cleveland state Ohio 44106

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature W. Ray Luce

title SHPO date 11/18/85

For NPS use only

I hereby certify that this property is included in the National Register

Patrick Anderson date 1/16/86
Keeper of the National Register

Attest: _____ date _____

Chief of Registration

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
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Brecksville-Northfield High Level Bridge, Cuyahoga/Summit Counties, Ohio

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date entered

Continuation sheet Significance Item number 8 Page 2

of concrete bridge construction in the 1920s; however, it also displays the tendency to develop thinner supporting members which is an expression of efficiency in weight, mass, and cost. This balance between thinness and safety gives the structure an elegance that is sought and prized by engineers.

Because of its solid masonry construction, Felgate's Detroit-Rocky River Bridge was at the lower end of this development toward thinness. His Hilliard Road and Detroit-Superior bridges stand at the midpoint of the development, and their proportions are those of the most typical bridges of the period. The same is true of the other five bridges in the region listed above. But Felgate's Brecksville-Northfield Bridge carries this development to a logical conclusion, with its elegant proportions, its parabolic arches springing lightly, its slender supports bearing the deck with breathtaking ease, and the double verticals at each pier culminating in a pointed arch to add a further refinement. It is Alfred M. Felgate's most artistic bridge and possesses high artistic values.

The aesthetic criteria of the Ohio Department of Transportation Bridge Inventory bear out this conclusion. The overall dimensions of the bridge relate well to the surrounding natural environment; it fits coherently with the valley width and depth and the approach landscape; and it fits coherently with the stream width. The texture and massing of the bridge relate well to the details of the natural setting.

Furthermore, the various elements of the bridge relate well to each other in size, spacing, height, and width. The only element that could be called decorative is the slender pointed arch of each pier, and they are appropriate in size, distribution, and character. Finally, the overall shape of the bridge functions as a cohesive entity; its symmetry is well suited to its shape.

In addition, the bridge stands within the Cuyahoga Valley National Recreation Area. From the point of view of historical interpretation by the National Park Service, the bridge is the product of one of a series of events that have made a significant contribution to the broad patterns of our history; a) the use of the Indian trail and waterway along the Cuyahoga River; b) the construction of the Ohio and Erie Canal (1827, NR); c) the construction of the Valley Railway (1880, NR approval by SHPO, 1985); and d) the development of 1920s public highway technology. The relationship between these four historic transportation systems up to 1931 is a significant part of the interpretation of the valley and considered to be of considerable importance by the Cuyahoga Valley staff of the National Park Service.

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Brecksville-Northfield High Level Bridge, Cuyahoga/Summit Counties, Ohio

Continuation sheet

Significance

Item number 8

Page 3

The bridge is included in the Ohio Historic Bridge Inventory (File Number 7706871). It is one of sixteen open-spandrel concrete arches selected for a reserve pool, which means that if the bridge is programmed for replacement, guidelines for evaluating the bridge in relation to others in the same category will be followed by ODOT.

86000078

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

Substantive Review

Brecksville-Northfield High Level Bridge
Cuyahoga County
OHIO

Working No. DEC 5 1985
Fed. Reg. Date: 2/3/87
Date Due: 1/3/86 - 1/19/86
Action: ☒ ACCEPT 1-16-86
☐ RETURN
☐ REJECT
Federal Agency: _____

- ☐ resubmission
☐ nomination by person or local government
☐ owner objection
☐ appeal

Substantive Review: ☐ sample ☒ request ☐ appeal ☐ NR decision

Reviewer's comments:

The Brecksville-Northfield High Level Bridge is an historically significant example of early 20th century concrete bridge engineering / construction. The bridge is a fine example of the culmination in the use of increasingly thinner concrete components - the bridge has

Recom./Criteria accept C
Reviewer Patrick Adams
Discipline Historian
Date 1/16/85
_____ see continuation sheet

Nomination returned for: _____ technical corrections cited below high aesthetic value both in its design and in its relationship
_____ substantive reasons discussed below to its environment (spanning a valley)

1. Name

2. Location

3. Classification

Category	Ownership	Status	Present Use
	Public Acquisition	Accessible	

4. Owner of Property

5. Location of Legal Description

6. Representation in Existing Surveys

Has this property been determined eligible? ☐ yes ☐ no

7. Description

Condition

- ☐ excellent ☐ deteriorated
☐ good ☐ ruins
☐ fair ☐ unexposed

Check one

- ☐ unaltered
☐ altered

Check one

- ☐ original site
☐ moved date _____

Describe the present and original (if known) physical appearance

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ alterations/integrity
☐ dates
☐ boundary selection

8. Significance

Period _____ Areas of Significance—Check and justify below

Specific dates _____

Builder/Architect _____

Statement of Significance (*in one paragraph*)

- ☐ summary paragraph
☐ completeness
☐ clarity
☐ applicable criteria
☐ justification of areas checked
☐ relating significance to the resource
☐ context
☐ relationship of integrity to significance
☐ justification of exception
☐ other

9. Major Bibliographical References

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____

UTM References _____

Verbal boundary description and justification _____

11. Form Prepared By

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

____ national ____ state ____ local

State Historic Preservation Officer signature

title _____

date _____

13. Other

- ☐ Maps
☐ Photographs
☐ Other

Questions concerning this nomination may be directed to _____

Signed _____ Date _____ Phone: _____



Brecksville-Northfield High

Level Bridge OHIO

Brecksville/Northfield CUY/SUM

1985 Ed Adelman CVNRA

1. South elevation, looking
North.

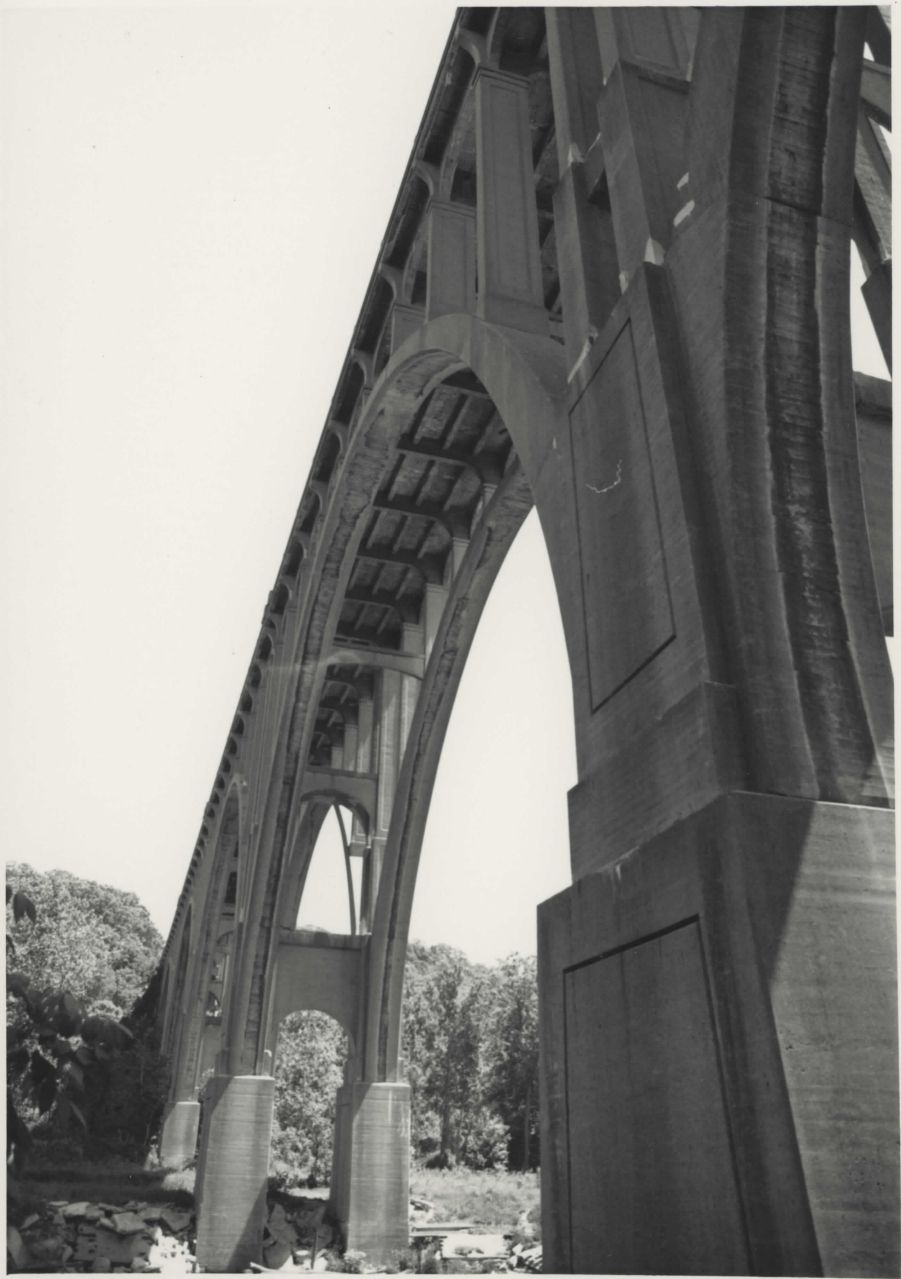


Brecksville-Northfield High
Level Bridge OHIO

Brecksville Northfield CUY/SUM

1985 Ed Adelman CVNRA

2. West arch over railroad,
looking North.



Brecksville-Northfield High

Level Bridge

OHIO

Brecksville/Northfield CUY/SUM

1985 Ed Adelman CVNRA

3. North elevation and deck,
looking Southeast.



Brecksville-Northfield High
Level Bridge OHIO

Brecksville/Northfield CUY SUM

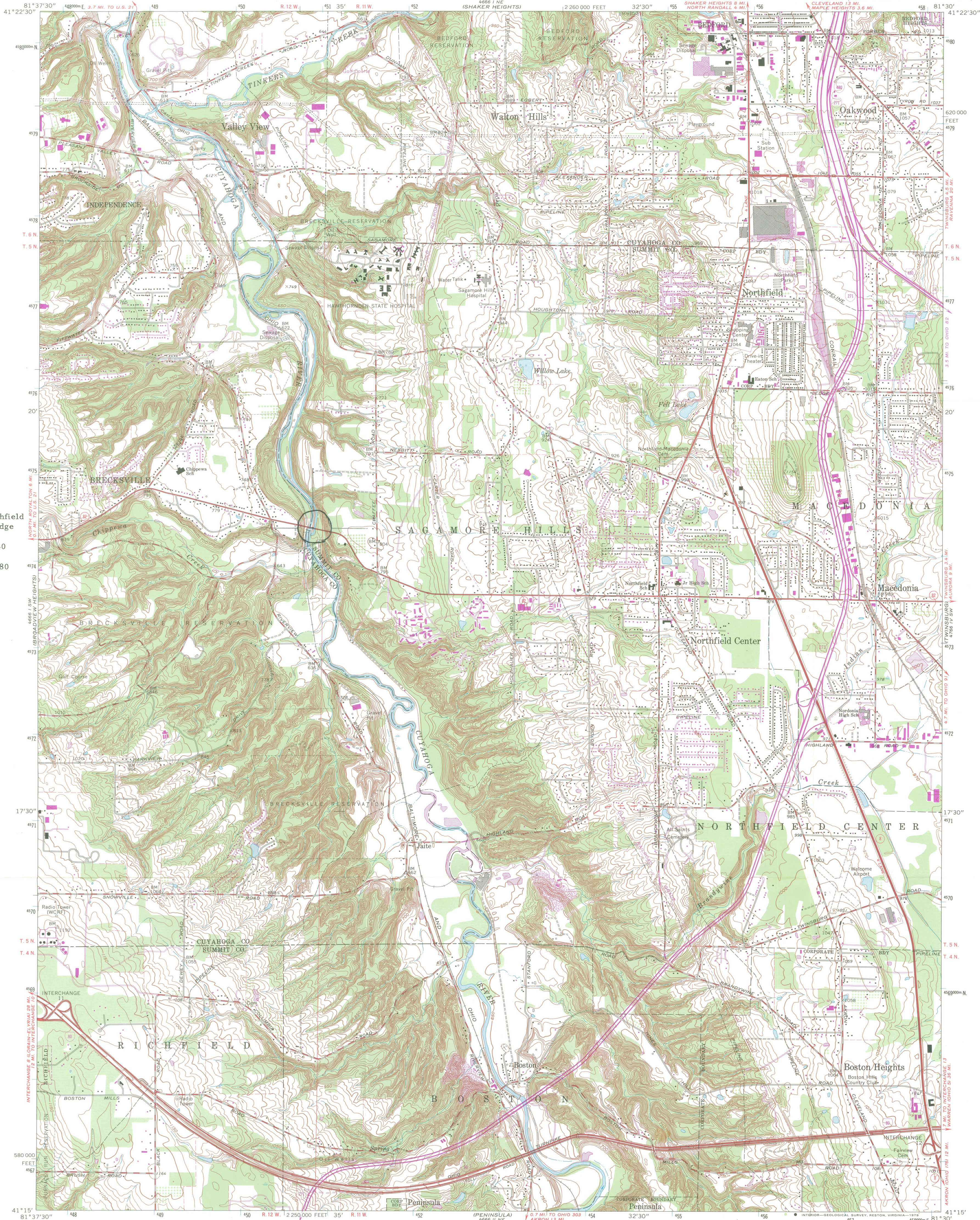
1985 Ed Adelman CVNRA

4. Condition of balustrade,
looking North.

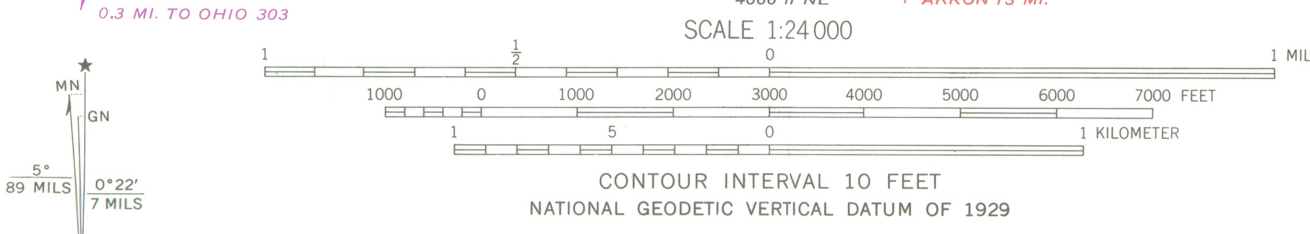
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY



NORTHFIELD QUADRANGLE
OHIO
7.5 MINUTE SERIES (TOPOGRAPHIC)



Mapped, edited, and published by the Geological Survey
Revised in cooperation with State of Ohio agencies
Control by USGS, USC&GS, and Cleveland Regional Geodetic Survey
Topography by photogrammetric methods from aerial photographs
taken 1949, and by Cleveland Regional Geodetic Survey. Field checked 1953.
Revised from aerial photographs taken 1962. Field checked 1963
Polyconic projection. 1927 North American datum
10,000-foot grid based on Ohio coordinate system, north zone
1000-meter Universal Transverse Mercator grid ticks,
zone 17, shown in blue
Fine red dashed lines indicate selected fence and field lines where
generally visible on aerial photographs. This information is unchecked
Entire area lies within the Connecticut Western Reserve
Dotted land lines established by private subdivision of the
Connecticut Western Reserve



ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
Interstate Route ——— State Route ———
NORTHFIELD, OHIO
N4115—W8130/7.5
1963
PHOTOREVISED 1979
AMS 4666 I SE—SERIES V852

Ohio House of Representatives

RECEIVED JUL 15 1985



ROBERT W. JASKULSKI

9295 Highland Drive
Brecksville, Ohio 44141

(216) 526-7132 - Home
(614) 466-7251 - Office

13th House District
Cuyahoga County (part)

Columbus
43215

COMMITTEES:

Transportation and Urban Affairs,
Vice Chairman
Energy and Environment
Civil & Commercial Law
Economic Affairs and Federal
Relations

July 11, 1985

Mr. W. Ray Luce
State Historic Preservation Officer
1985 Velma Avenue
Columbus, Ohio 43211

Dear Mr. W. Ray Luce:

I have received your communication dated June 20, 1985, in reference to the proposed nomination of the Brecksville-Northfield Level Bridge by the Ohio Historic Site Preservation Advisory Board to the National Register of Historic Places. I am writing to give my endorsement of this proposed nomination. The Brecksville-Northfield High Level Bridge is a vital aspect of the inter-city transportation network in my district. At the same time, this bridge provides individuals and communities with a historic and aesthetic value. The benefits received by the Historic Site from the National Register would greatly improve on both the utilitarian and the aesthetic values of this bridge.

Thank you very much for taking the time and effort to write to me concerning this proposal: Again, I whole-heartedly endorse the proposed nomination of the Brecksville-Northfield High Level Bridge to the National Register of Historic Places. If I can be of any future assistance please do not hesitate to contact me.

Yours truly,

A handwritten signature in cursive script that reads "Robert W. Jaskulski".

ROBERT W. JASKULSKI
State Representative
House District #13

RWJ/ssr



Richard F. Celeste/Governor

OHIO DEPARTMENT OF TRANSPORTATION

25 South Front Street
P.O. Box 899
Columbus, Ohio 43216-0899

RECEIVED JUL 26 1985

July 23, 1985

Mr. W. Ray Luce
State Historic Preservation Officer
The Ohio Historical Society
Interstate 71 and 17th Avenue
Columbus, Ohio 43211

RE: Brecksville-Northfield High Level Bridge
Objection to National Register Listing

Dear Mr. Luce:

In response to the letter dated June 28, 1985, from Mr. David Simmons of your office to the Cuyahoga County Commissioners regarding the nomination of the Brecksville-Northfield High Level Bridge to the National Register of Historic Places we offer the following comments.

All the data presented by Mr. Johannesen has been available for the past nine years, during which time the bridge was twice reviewed and determined not to be eligible for the National Register. In 1976 the bridge was inventoried by Carol Poh Miller, a recognized bridge expert, who concluded that it was not eligible for the National Register (OHI CUY-SUM 73-1-93). This conclusion was reached without benefit of the statewide survey of all bridges in this category which would strongly support our position that the bridge should not be considered for nomination to the National Register. In 1982, as part of the Historic Bridge Inventory, staff members from your office and our office evaluated the bridge using the evaluation system developed by both staffs and again it was determined not to be eligible for the National Register. In this third and latest evaluation no new information has been added by Mr. Johannesen. In this most recent assessment of the bridge your staff cited the same basic criteria utilized in the Historic Bridge Inventory which in fact related the selected bridges to having statewide significance in the history of bridge technology in Ohio. Using this established criteria our mutual evaluation indicated that this bridge did not qualify as a selected bridge but did warrant identification as a reserve pool structure where sympathetic rehabilitation would insure its preservation and promotion if a selected structure were lost.

Your staff recommended re-evaluating the bridge and we have attached a rating sheet denoting both the 1982 evaluation and a comparison re-rating the structure today (1985). As noted above all the facts about this structure were known at the time of the 1982 evaluation. Based on Mr. Johannesen's narrative we have allowed the maximum points for aesthetics, which in itself is an arbitrary assignment inconsistent with the system we jointly developed for evaluating aesthetics. With this re-evaluation it would receive 30 points, still four points below the cut-off.

It appears that your staff is rejecting The Historic Bridge Inventory, Evaluation and Preservation Plan, a plan developed in cooperation with your staff, ODOT and Federal Highway Administration (FHWA). This \$420,000 project was financed with federal and state funds to comply with federal laws and National Register criteria for the preservation of identified bridges. From the initiation of the bridge inventory your staff was involved in the two year process which included:

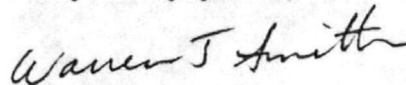
1. Development and final approval of the inventory form.
2. Training the consultants who completed the form.
3. Development of a bridge evaluation system for historic significance.
4. Selection of thirty-nine categories.
5. Evaluation of the bridges.
6. Review of the bridges selected for each category and a personal review by Mr. Simmons of several categories (stone, concrete and bowstring arches) after the initial evaluation and the addition of bridges chosen personally by him to be added to the selected list.
7. Development of and agreement with a Preservation Plan which was written jointly by our staffs. Included in the plan was the treatment of reserve pool bridges. The subject bridge is a reserve pool bridge.

Since our original contact regarding the rehabilitation of this bridge ODOT has determined that we cannot save the present deck and still ensure the long term preservation of the arches. We are confident that we can agree on an acceptable parapet design, similar to that used on the Blaine Hill Viaduct or the Lorain Carnegie Bridge, that will be sympathetic to the existing configuration.

Mr. W. Ray Luce
July 23, 1985
Page 3

Persuing the National Register nomination of the SR 82 bridge not only abrogates our past cooperative approach to the preservation of bridges but could result in delaying the proposed rehabilitation to a point where additional damage to the bridge would warrant a more drastic amount of work.

Very truly yours,

A handwritten signature in cursive script, reading "Warren J. Smith".

Warren J Smith
Director

WJS:dln

[illegible]

R E S O L U T I O N

Opposing the Nomination of County Bridge No. 114
(Chippewa Road - West Aurora Road Bridge) to the
National Register of Historic Places.

WHEREAS, the County of Cuyahoga owns and maintains the west portion of the above captioned bridge, in conjunction with the County of Summit, which owns the remaining east portion of the bridge;

WHEREAS, the Ohio Historic Preservation Office, by communication dated June 28, 1985, has informed this Board that the bridge is being considered for nomination to the National Register of Historic Places;

WHEREAS, the above communication referred to the bridge as the Brecksville-Northfield Bridge;

WHEREAS, the Ohio Department of Transportation, by letter dated July 23, 1985, has informed the State Historic Preservation Office that there are significant reservations and objections to the proposed nomination;

AND, WHEREAS, this Board agrees with the findings of the Director of the Ohio Department of Transportation in his letter.

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of Cuyahoga County, Ohio, that:

SECTION I. - In accordance with the National Historic Preservation Act of 1966 as amended, and Federal regulations 36 CFR Part 60, this Board objects to the proposed listing or nomination of the above captioned bridge to the National Register of Historic Places, by action as co-owner of the bridge.

SECTION II. - This Board further recommends that the State of Historic Preservation Officer rescind that proposed nomination action, complying fully with intent and findings of the statewide Historic Bridge Inventory, Evaluation and Preservation Plan.

SECTION III. - This Board further recommends expeditious processing of plans to rehabilitate the bridge.

SECTION IV. - This Board directs the Clerk of the Board to certify the above, and officially submit this resolution to the State of Ohio Historic Preservation Officer with copies to officials of Summit County, the City of Brecksville, and the Cuyahoga County Engineer, on or before September 6, 1985.

On Motion of Commissioner Brown, seconded by Commissioner Hagan, the foregoing resolution was duly adopted.

Ayes: Brown, Hagan.

Nays: None.

Resolution Adopted.

Jeri E. Chaikin, CLERK OF THE BOARD OF COUNTY
COMMISSIONERS OF CUYAHOGA COUNTY, OHIO, DO HEREBY
CERTIFY THAT THE FOREGOING IS A TRUE, CORRECT AND
EXACT COPY OF THE ORIGINAL OF A RESOLUTION DULY
ADOPTED BY SAID BOARD ON THE 22 DAY OF

Jeri E. Chaikin
Clerk of the Board

Journal 207
August 22, 1985
533206
ee

August 22, 1985

Jeri E. Chaikin
Clerk of the Board



OHIO
HISTORICAL
SOCIETY
SINCE 1885

August 9, 1985

Mr. Warren J. Smith
Director
Ohio Department of Transportation
25 South Front Street
P. O. Box 899
Columbus, Ohio 43216-0899

Dear Director Smith:

Thank you for your letter concerning the Brecksville-Northfield High Level Bridge. Frankly, I was a little surprised at the tone of the letter; although it clearly illustrates a basic difference of interpretation relative to the bridge survey, a difference which certainly needs to be clarified.

The major area of concern relates to "reserve pool" bridges. The negotiations leading to the designation of that group of bridges is, I think, instructive. Examination of the bridges by the Ohio Department of Transportation and the Ohio Historic Preservation Office quickly led to agreement that certain bridges (those "selected") were eligible for the National Register of Historic Places and that other bridges were not. Disagreement developed, however, over a group of bridges some of which were included in the original report as backup bridges (a reserve pool) that would be moved into the selected category if a selected bridge were destroyed. ODOT wanted these bridges determined not eligible for the National Register. We did not feel that we could make that recommendation, and wanted those bridges judged on an individual basis when the need arose. Those bridges would then be individually evaluated to see if they were eligible. That evaluation would certainly take into account the condition and number of bridges remaining in the selected category as ODOT suggested, but those would not be the only categories evaluated or the original system of moving a "reserve pool" bridge into the selected category would have been adequate. We wanted to examine each of those bridges individually with as much expectation that they might be judged eligible as that they might be judged ineligible. The continued use of the term "reserve pool" after the group was more than a pool to be tapped if selected bridges were destroyed may have created some confusion and perhaps that category should be renamed. The Brecksville-Northfield bridge is in the "reserve pool" and so a proper candidate for evaluation for the National Register without any threat to the system we have established.

In addition, the system developed through the bridge inventory project, was not, in our opinion, a rigid system which allowed no variances or flexibility to account for new research on historic Ohio bridges. There were several methods written into the system to allow flexibility. One was through periodic updates and review. New information not contained in the original survey could cause a re-evaluation of a bridge's significance as it did in the case of the Broadway Street bridge in Greenville.

Additionally, it was recognized at the time of the survey that the inventory centered on an evaluation of the bridge's engineering significance on a state level. It was recognized that there may be bridges that were part of an historic district or significant locally (a level of significance that meets National Register criteria) whose significance would not have been adequately evaluated under the evaluation system. Provisions were therefore made that we would notify the Department of Transportation before nominating such a bridge and that we would include information on how it ranked in the inventory to the members of Ohio Historic Site Preservation Advisory Board (OHSPAB) to assist in their evaluation. This agreement clearly indicated that bridges from the "reserve pool" and those judged ineligible under the survey might be nominated and listed in the National Register. Thus, this type of nomination far from subverting the process, was provided for in the agreement.

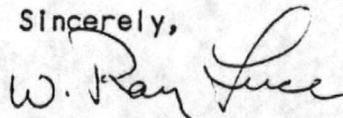
In relation to the Brecksville-Northfield Bridge, the 1976 evaluation form by Carol Poh Miller, concluded that the bridge was ineligible for the National Register because it was less than 50 years old, a fact which is no longer true. Ms. Miller, I understand, would be willing to provide a current re-evaluation of the bridge if contacted. It is also, as I explained above, really not correct to say that it was judged not eligible during the bridge inventory. It was not judged eligible (a selected structure), but it was also not determined to be ineligible.

I have difficulty addressing the issues regarding the effect of listing on the proposed rehabilitation because I have not seen the plans. I assume, however, that the impact would not be too dramatic since we and Representative John Selberling have been assured that the rehabilitation will respect the character of the bridge. Hopefully, a finding of "no effect" might be possible. It is likely that additional paperwork will be required, but I hope that avoidance of those requirements would not be the criterion on which listing was proposed or resisted. We will, of course, assist and expedite the review of any materials dealing with the bridge.

We will also be happy to meet with ODOT and perhaps the FHWA who were involved in the original negotiations if you think that would be useful to clarify the agreement.

We look forward to continuing to work closely with ODOT.

Sincerely,



W. Ray Luce
State Historic Preservation Officer

WRL:kms

RECEIVED AUG 15 1985



CUYAHOGA COUNTY ENGINEER

THOMAS J. NEFF, P.E., P.S.

1370 Ontario Street • Cleveland, Ohio 44113 • (216) 348-3800

AUG 14 1985

Mr. W. Ray Luce
Ohio Historic Preservation Officer
The Ohio Historical Society
1985 Velma Avenue
Columbus, Ohio 43211

Re: (Chippewa Road - West Aurora Road Bridge)
Cuyahoga County Bridge No. 114
over the Cuyahoga River Valley.

Dear Sir:

The staff of this office has reviewed Mr. David Simmons' letter dated June 28, 1985, regarding the above captioned bridge. We offer the following comments:

1. The bridge is owned jointly by the Counties of Cuyahoga and Summit, and there is no indication that the Summit County Executive or County Council have been properly notified of the proposed nomination action.
2. The bridge is located in the City of Brecksville, not in Brecksville Township.
3. The proper designation for this bridge is not the Brecksville-Northfield High Level Bridge. Proper designations include the following:
 - A. CUY - 082 - 1564
 - B. SUM - 082 - 0000
 - C. Chippewa Road - West Aurora Road BridgeThe original plans for the project described the bridge as the Twinsburg-Elyria Road Bridge in 1930. Since then, road names have changed, and the bridge now connects Chippewa Road on the west with West Aurora Road on the east. Since there are several Northfield Road bridges and Brecksville Road bridges located elsewhere in Cuyahoga County, there was confusion during the review of your letter.
4. The bridge is already listed on the "Reserve Pool" of bridges in the recently completed Historic Bridge Inventory, Evaluation and Preservation Plan.

We fail to see the advantage of advancing this bridge to a listing on the National Register of Historic Places since the structure is already afforded protection under the "Reserve Pool" status. The latter means that any work must be coordinated with your office to assure sensitivity in the design of repairs and attention to preserving key architectural elements of significance. With reference to this bridge, the seven arched spans are the major reason for the "Reserve Pool" status.

Mr. W. Ray Luce
The Ohio Historical Society
Re: Chippewa Road - West Aurora Road Bridge

- 2 -

The key difference between the "Reserve Pool" status and National Registry Nomination is the Section 4(f) processing needed to document the project, and this processing typically involves two or more years of paperwork and reviews, including Federal agency processing.

The proposed nomination action, if successful, may significantly delay State of Ohio plans to rehabilitate the bridge, which in turn would result in increased deterioration of the bridge. This increased deterioration will mean that repairs will be more extensive and costly.

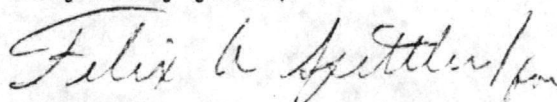
Cuyahoga County possesses an abundance of fine bridges, many of which are listed on, or nominated to, the National Register of Historic Places. Several reinforced concrete arched structures have been recently rehabilitated with the input and cooperation of your office.

Sensitivity to preserving important elements of architectural and historic design has been a mainstay of this office, and we are unaware of any proposed work that would endanger these features at the Chippewa Road - West Aurora Road Bridge.

It does not appear that the proposed nomination affords any advantage in the preservation or functional repair of the bridge, and therefore, we recommend that the nomination be rescinded. Future attempts should be directed to expediting the rehabilitation work before important architectural elements fall beyond the capacity for repairs.

We would appreciate your review of this matter, and we look forward to your reply.

Very truly yours,



Thomas J. Neff, P.E., P.S.
Cuyahoga County Engineer

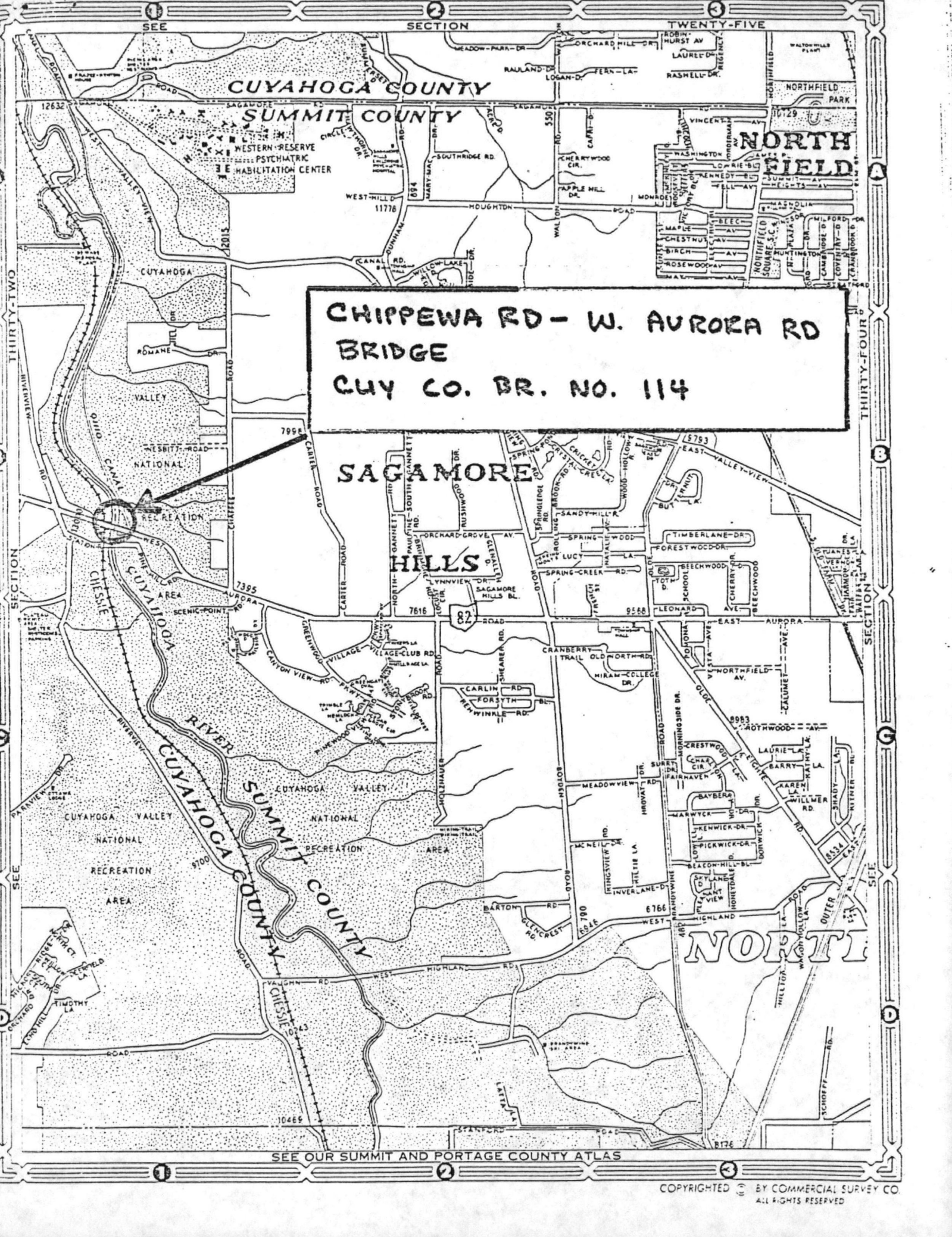
CRT/jelK
Chip-Aur.crt

cc: Paul Swanson P.E., P.S.
Summit County Engineer

Martin A. Gallito, District 12, ODOT

John M. Motl, District 12, ODOT

Francis V. Fischer, District, 4 ODOT

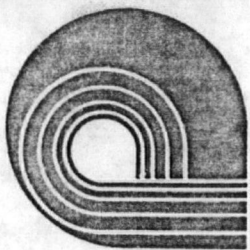


CHIPPEWA RD - W. AURORA RD
BRIDGE
CUY CO. BR. NO. 114

SAGAMORE
HILLS

NORTH

SEE OUR SUMMIT AND PORTAGE COUNTY ATLAS



COUNTY OF
CUYAHOGA

RECEIVED AUG 27 1985

Jeri E. Chaikin
Clerk of the Board

Commissioners

Mary O. Boyle
Virgil E. Brown
Timothy F. Hagan

August 23, 1985

Mr. W. Ray Luce
State Historic Preservation Officer
The Ohio Historical Society
Interstate 71 and 17th Avenue
Columbus, Ohio 43211

Dear Mr. Luce:

Attached please find the following certified resolution adopted by the Board of County Commissioners on August 22, 1985:

533206 - (one certified resolution) Opposing the nomination of County Bridge No. 114 (Chippewa Road - West Aurora Road Bridge) to the National Register of Historic Places.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

JEC
Jeri E. Chaikin,
Clerk of the Board

JEC/mm
5/20/85

RECEIVED

DISTRIBUTION

Executive-3 File
Auditor
Prosecutor
Historic Preservation Officer
Cuyahoga County-County Engineers
& Engineer
Sagamore Hills Twp.
County Engineer
Planning & Economic Development

RESOLUTION NO. 85-630

SPONSOR (Mr. Morgan)

DATE September 10, 1985

A RESOLUTION OF THE COUNTY EXECUTIVE AND COUNTY COUNCIL OPPOSING THE NOMINATION OF STATE ROUTE 82 BRIDGE (CHIPPEWA ROAD - WEST AURORA ROAD BRIDGE) TO THE NATIONAL REGISTER OF HISTORIC PLACES.

WHEREAS, the above bridge is owned by the County of Summit in conjunction with the County of Cuyahoga as indicated on approved improvement plans dated June 30, 1930, which certified the right of way for the bridge, and,

WHEREAS, the County Executive and County Council have been recently informed that the bridge is being considered for nomination to the National Register of Historic Places; and,

WHEREAS, the State of Ohio Department of Transportation, by letter dated July 23, 1985, has informed the State Historic Preservation Officer that there are significant reservations and objections to the proposed nomination; and,

WHEREAS, the County Executive and County Council agree with the findings of the Director of the Ohio Department of Transportation in his letter; now,

THEREFORE BE IT RESOLVED by the Council of the County of Summit:

SECTION 1

Pursuant to Federal Regulations 36 CFR Part 60 and the National Historic Preservation Act of 1966 as amended, the County Executive and County Council, by action as co-owner of the bridge, object to the proposed listing or nomination of State Route 82 Bridge to the National Register of Historic Places.

SECTION 2

The County Executive and County Council further recommend that the Ohio Historic Preservation Officer rescind the proposed nomination action, accepting the findings of the statewide Historic Bridge Inventory, Evaluation and Reservation Plan which classify the bridge as a "Reserve Pool" structure.

SECTION 3

The County Executive and County Council further recommend that the processing of plans to rehabilitate the bridge be expedited to minimize delays.

SECTION 4

The County Executive and County Council direct the County Clerk to certify the above and officially submit this resolution to the State of Ohio Historic Preservation Officer with copies to officials of Cuyahoga County, the trustees of Sagamore Hills Township and the County Engineer.

SECTION 5

Provided this resolution receives the affirmative vote of four members and the approval of the Executive, it shall take effect and be in

ADOPTED September 16, 1985

Kay H. Gaffney
CLERK OF COUNCIL

James Casano
PRESIDENT OF COUNCIL

APPROVED

9-18-85

Joe R. Morgan
EXECUTIVE

ENACTED EFFECTIVE October 17, 1985

On roll call: Six affirmative votes;
one absent-Mr. Gaffney.

This is to certify that this is a true and exact copy of the
original resolution/ordinance adopted by the Council.

of the County of Sept. 16, 1985

Kay H. Gaffney, Clerk of Council
Title

Date Sept. 23, 1985

Ohio Historic Preservation Office

1985 Velma Avenue
Columbus, Ohio 43211
614/466-1500



OHIO
HISTORICAL
SOCIETY
SINCE 1885

August 29, 1985

Jeri Chaikin
Clerk of the Board
County of Cuyahoga
1219 Ontario Street
Cleveland, Ohio 44113

Dear Ms. Chaikin:

Thank you for transmitting the resolution from the County Commissioners objecting to the listing of the Brecksville-Northfield High Level Bridge also called the Chippewa Road-West Aurora Road Bridge.

The review of this nomination will be scheduled for the October 25th meeting of the Ohio Historic Site Preservation Advisory Board. It was deleted from the September 6th meeting due to a question about our notification procedure. We will present the Commissioner's resolution to the Board at that time for their consideration.

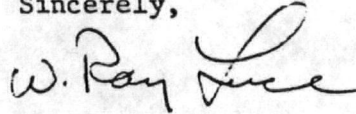
The bridge was identified in the Ohio Historic Bridge Inventory, Evaluation and Preservation Plan as a "reserve pool" structure. This project was extremely useful in identifying three groups of bridges: The first called "selected," were on a statewide basis clearly were the most significant and included a comparatively small number out of the 3,000 structures evaluated. A much larger body were the thousands of structures determined to not be eligible for the National Register. A third group fell between these two groups and were not clearly eligible or ineligible. These were the "reserve pool" bridges which we felt should be evaluated on a case by case basis. The form preparer made, in our opinion, an excellent case for its inclusion on the National Register using in part, the specific criteria of the Bridge Plan devised by the Ohio Department of Transportation. The proposed nomination of the bridge is therefore, entirely in keeping with the spirit and letter of the project.

According to our information the bridge is owned by the Ohio Department of Transportation and not Cuyahoga and Summit counties. In addition, the right to object to National Register listings as outlined in 36 CFR Part 60 applies only to private and not public owners.

Jeri Chaikin
County of Cuyahoga
August 29, 1985
Page 2

If I can answer any other questions, please do not hesitate to contact me.

Sincerely,

A handwritten signature in cursive script that reads "W. Ray Luce". The signature is written in dark ink and is positioned above the printed name.

W. Ray Luce
State Historic Preservation Officer

WRL/DAS:kms

xc: Eric Johannesen
Byrd Finley, ODOT



Richard F. Celeste/Governor

OHIO DEPARTMENT OF TRANSPORTATION

25 South Front Street
P.O. Box 899
Columbus, Ohio 43216-0899

September 25, 1984

SEP 27 1984

Mr. W. Ray Luce
State Historic Preservation Officer
The Ohio Historical Society
Interstate 71 and 17th Avenue
Columbus, Ohio 43211

RE: Reserve Pool Structure 7706871

Dear Mr. Luce:

Reference is made to Mr. David Simmons telephone call to our office September 12, 1984, regarding the subject bridge. Mr. Simmons inquired as to whether this bridge had been included in the Ohio Historic Bridge Inventory and if so how it compared to other bridges in its category.

The subject bridge, a concrete open spandrel arch over the Cuyahoga River, in Brecksville, Summit and Cuyahoga Counties, was included in the Ohio Historic Bridge Inventory (Structure File Number 7706871). There were 37 bridges in this category and six were selected. The cut off for this category was 34 points. The subject bridge, which scored 28 points, is one of sixteen concrete open spandrel arches selected for the reserve pool.

This bridge had previously been inventoried by Ms. Carol Poh Miller who indicated on the OHI that in her opinion the bridge was not eligible for the National Register of Historic Places.

The six selected concrete open spandrel arch bridges are intact and none have been removed. In view of this we would object to any proposal to nominate the bridge to the National Register at this time.

Very truly yours,

Byrd Finley, Jr., P.E.
Administrator
Bureau of Environmental Services

BF:dln

Ohio Historic Preservation Office

1985 Velma Avenue
Columbus, Ohio 43211
614/466-1500



October 2, 1985

Gerry Cerarolo
President
Council of County of Summit
175 S. Main Street
Akron, OH 44308

OHIO
HISTORICAL
SOCIETY
SINCE 1885

Dear Mr. Cerarolo:

Thank you for transmitting the resolution from the County Council objecting to the listing of the Brecksville-Northfield High Level Bridge also called the Chippewa Road-West Aurora Road Bridge.

The review of this nomination will be scheduled for the October 25th meeting of the Ohio Historic Site Preservation Advisory Board. It was deleted from the September 6th meeting due to a question about our notification procedure. We will present the Council's resolution to the Board at that time for their consideration.

The bridge was identified in the Ohio Historic Bridge Inventory, Evaluation and Preservation Plan as a "reserve pool" structure. This project was extremely useful in identifying three groups of bridges: the first called "selected," were on a statewide basis clearly the most significant and included a comparatively small number out of the 3,000 structures evaluated. A much larger body were the thousands of structures determined to not be eligible for the National Register. A third group fell between these two groups and were not clearly eligible or ineligible. These were the "reserve pool" bridges which we felt should be evaluated on a case by case basis. The form preparer made, in our opinion, an excellent case for its inclusion on the National Register using in part, the specific criteria of the Bridge Plan devised by the Ohio Department of Transportation. The proposed nomination of the bridge is therefore, entirely in keeping with the spirit and letter of the project.

According to our information the bridge is owned by the Ohio Department of Transportation and not Cuyahoga and Summit counties. In addition, the right to object to National Register listings as outlined in 36 CFR Part 60 applies only to private and not public owners.

If I can answer any other questions, please do not hesitate to contact me.

Sincerely,

W. Ray Luce
State Historic Preservation Officer

WRL/DAS:rs

xc: Eric Johannesen
Byrd Finley, ODOT
Paul Swanson

Ohio Historic Preservation Office

1985 Velma Avenue
Columbus, Ohio 43211
614/466-1500



OHIO
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SOCIETY
SINCE 1885

December 2, 1985

Ms. Carol Shull, Chief
National Register of Historic Places
National Park Service
Department of the Interior
1100 L Street, N.W.
Washington, D.C. 20240

Dear Carol:

Enclosed are five new National Register nominations. All of the appropriate notification procedures have been followed for these new submissions. Please give the Brecksville-Northfield High Level Bridge, Cuyahoga/Summit Counties, Ohio a substantive review.

New Submissions

Brecksville-Northfield High Level Bridge
Middleport Public Library
"Crescent Hill"
Sacred Heart of Jesus Churches
Armstrong Farm

County

Cuyahoga/Summit
Meigs
Muskingum
Richland
Wyandot

Please contact me if you have any questions.

Sincerely,

W. Ray Luce
W. Ray Luce

State Historic Preservation Office

WRL:bp
Enclosures

DEC 5 1985

Ohio Historic Preservation Office

1985 Velma Avenue
Columbus, Ohio 43211
614/466-1500



OHIO
HISTORICAL
SOCIETY
SINCE 1885

December 13, 1985

Ms. Carol Shull, Chief
National Register of Historic Places
National Park Service
Department of the Interior
P.O. Box 37127
Washington, D.C. 20013-7127

Dear Carol:

Enclosed is a continuation sheet to be included with the Brecksville-Northfield High Level Bridge, Cuyahoga and Summit Counties, Ohio. The continuation sheet corrects an error in ownership of the bridge which appeared on the previously submitted nomination form.

Please contact me if you have any questions.

Sincerely,

W. Ray Luce
State Historic Preservation Officer

WRL/BAP:dwm

Enclosures

DEC 23 1985