OHIO DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE SURVEY REPORT

1/21/2011

SFN #: 6533159 **County:** PICKAWAY **Municipality:** CIRCLEVILLE TWP

NR Rec: **Eligible** **Previous Inventory/Date:** FIRST INVENTORY, 1981 **Status:** Select

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ODOT District: 06 **Owner:** COUNTY **Lat/Long:** 39.380000 / 82.574200

Location: INTERSECTION OF ISLAND RD **UTM:** 17.331682.438862

Feature On: CR 4 (COMMERCIAL POINT ROAD)

Feature Intersected: SCIOTO RIVER

Type: THRU TRUSS **Design:** CAMELBACK (PINNED)

Material: STEEL

Railing Type: BEAM GUIDE RAILS WITH CONCRETE END POSTS

 # Spans: 3 **Overall Length:** 710 ft. **Out to Out Width:** 17.9 ft. **Roadway Width:** 17.5 ft.

Year Built: 1914 **Alteration (Date):** 1983-84 **Source:** ODOT Inspection Files/PLAQUE

Designer/Builder OREGONIA BRIDGE CO (LEBANON, OH)

Setting/Context:

The bridge carries a 2 lane road over a stream in a rural area of active farms. At the west end of the bridge are woods and fields. At the east end of the bridge are a hazardous waste site and scattered 20th-century residences.

Physical Description:

The 3 span, 710'-long, pin-connected Camelback thru truss bridge is traditionally composed of built-up compression members and eyebar tension members. It is supported on concrete abutments and piers.

Integrity:

Rehabilitated, 1984. Floorbeams strengthened with coverplate. Deck replaced.

Summary of Significance:

The 1914 Camelback thru truss bridge built by the Oregonia Bridge Co. is a complete and long-span example of its type/design. The 1983-84 rehabilitation project did not result in an adverse effect. The eligible recommendation of the prior inventory remains appropriate.

Camelback and Parker trusses are members of the Pratt-family of trusses with sloped top chords Technologically, Camelback and Parker trusses differ only in the number of top chord slopes (Camelbacks have exactly five slopes, and Parkers have more than five slopes.) The sloped-chord trusses provide the greatest depth at midspan where it is needed to accommodate the stresses, meaning that less material is needed in their construction as compared to a parallel chord truss of similar span, but fabrication is made more difficult due to the varying lengths of the members. The sloped-chord trusses are often associated with longer spans where the savings in material is great enough to be worth the additional fabrication costs. The practice of sloping the top chords dates to at least the 1840s and appeared early in the development of metal trusses. As with other truss designs, pin connections were used from the 1870s to 1900s, and mostly phased out during the 1910s. Rivet connections were being used by the early 1900s and were prevalent from the 1910s to 1940s. Standardized rivet-connected Camelback and Parker designs were used by many state highway departments, including the Ohio State Highway Department. There are 23 trusses (8 Camelback, 15 Parker) in the Ohio inventory (Phase 1A, 2008).

Reviewed By/ Date: JPH (2/08)

Notes:

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Rehabilitation completed 1984. SHPO reports 4/2010 that bridge is being or has been replaced.

For Eligible Bridge:

Level of Significance: Moderate

Justification:

The pin connected thru truss bridge is one of 13 extant examples of bridges with polygonal upper chords and/or subdivided panels in the state that date from 1888 until 1923. It is of moderate significance given that the numbers in the population.

In Management Plan (2009)? No