OHIO DEPARTMENT OF TRANSPORTATION

HISTORIC BRIDGE SURVEY REPORT

NO ATTACHMENT

1/10/2011

SFN #: 41XXXX1 **County:** JEFFERSON **Municipality:**

NR Rec: **Eligible** **Previous Inventory/Date:** **Status:**

ODOT District: **Owner:** **Lat/Long:** /

Location: @ SR 152 IN DILLONVALE **UTM:**

Feature On: PRIVATE DRIVE

Feature Intersected: PINEY CREEK

Type: PONY TRUSS **Design:** KING POST

Material: METAL

Railing Type: LATTICE

 # Spans: 1 **Overall Length:** ft. **Out to Out Width:** ft. **Roadway Width:** ft.

Year Built: 1895CA **Alteration (Date):** **Source:** Style

Designer/Builder CANTON BRIDGE CO (CANTON, OH)

Setting/Context:

The bridge carries a private drive over a stream west of SR 152 in Dillonvale. The driveway serves several residences (ca. 1950-1980).

Physical Description:

The 1 span, pony truss bridge functions as an inverted king-post truss. The upper chord is built up from a plate that is curved at its ends. Riveted to the bottom side of the plate are longitudinal angle stiffeners that also form connection points for the lattice bar railings. At the curved haunches of the upper chords are gusset plates to which are attached a pair of diagonal angles. At mid-span, the diagonals support a rolled floorbeam with vertical outrigger. The floorbeam is connected to the diagonals and the interior lattice bar railings by a gusset plate. The flooring system consists of rolled stringers and plank deck. There is a stringer approach span at the east end. The bridge has concrete abutments and pier.

Integrity:

Summary of Significance:

The short-span, inverted king post, pony truss bridge is a rare example of a distinctive type/design attributable to the Canton Bridge Co. of Canton, Oh. This is 1 of 3 identified examples (Phase 1B, July 2009). The bridge is off-system on a private drive, but may have been relocated here, since the substructure appears newer than the superstructure, but it has excellent integrity of original design and materials. There is no record of it in ODOT's prior inventories. It is technologically significant (Criterion C) because it represents the era of innovation and experimentation in metal-truss bridge design and an unusual solution to the need for short-span, metal-truss highway bridges in the late 19th century.

The Canton Bridge Company was established in 1876, but apparently struggled financially and was reorganized in 1891. One of the original 1891 stockholders was David Hammond, the founder of Canton's larger and better-known fabricator, the Wrought Iron Bridge Company in 1866. The Canton Bridge Company was perhaps best known for its successful sales network with offices in major cities from the Northeast to the Midwest with the offices headed by relatives or close associates of David Hammond. In 1901, the company erected over 800 bridges and claimed to have fabricated 25% of all highway bridges built in Ohio that year. The company remained in operation through at least the mid-1910s.

Reviewed By/ Date: JPH (6/09)

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Notes:

For Eligible Bridge:

Level of Significance: High

Justification:

The bridge is an uncommon type and has a high level of significance. Most complete example of type in the state.

In Management Plan (2009)? No