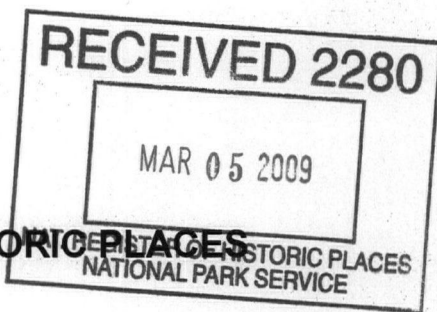


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United States Department of the Interior
National Park Service



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 Old Enon Road Stone Arch Culvert

Other names/site number Rocky Point Stone Arch Culvert; Stone Arch Culvert over Muddy Run on the Enon Road; County Bridge No. 1479; ODOT SFN 1253670

2. Location

street & number Rocky Point Road, about 185 feet West of Old Mill Road n/a not for publication

city or town Enon vicinity

state Ohio code OH county Clark code 023 zip code 45502

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 Ence Dept. Head, Inventory & Registration
Signature of certifying official

February 25, 2009
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): _____

Patricia Anderson
Signature of Keeper

4/16/2009
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	
0		buildings
0		sites
1 (one)		structures
0		objects
1 (one)	0	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0 (none)

6. Function or Use

Historic Functions

(Enter categories from instructions)

Category: TRANSPORTATION

Subcategory: Road-related (vehicular)

Current Functions

(Enter categories from instructions)

Category: TRANSPORTATION

Subcategory: Road-related (vehicular)

7. Description

Architectural Classification

(Enter categories from instructions)

No style

Materials

(Enter categories from instructions)

Foundation

roof

walls

other walls, vault: stone, dolimitic limestone

guard-rail: metal

Narrative Description

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

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CONTINUATION SHEET

Section number 7 Page 1

Old Enon Road Stone Arch Culvert, Clark County, Ohio

NARRATIVE DESCRIPTION

Summary Description. The Old Enon Road Stone Arch Culvert (historical name) was built in 1871 by Samuel S. Taylor, on contract with Clark County. The Culvert is located just west of the intersection of Old Mill Road and Rocky Point Road, in Mad River Township, at Rocky Point. The Culvert spans the intensely scenic uppermost gorge of Mud Run at Rocky Point, a craggy and lightly-wooded locale of scattered suburban housing in a predominantly rural setting.

The Culvert is a free-standing single-span pylon (anchored solidly on bedrock), approaches to which are filled (boulders, gravel, and recycled architectural stone). The Culvert is about 20 feet wide, 24 feet long, and 16 feet high, with a barrel vault 12 feet wide. Its arches lack prominent keystones. The Culvert is made entirely of locally-quarried dolomitic limestone. Its stonework is quarry-faced, mortar-laid, and generally well-coursed. Structurally, the stonework of the Culvert is in good condition. Alterations have been few, but insensitively done. Its stone side-rails have been replaced with steel guardrails, now in very poor condition (requiring weight-reduction to 70% and traffic-restriction to one lane). A concrete retaining wall and other concrete patches protect the Culvert on its north.

Presently, the historic Culvert is difficult to see owing to (1) topside alterations (where nothing historic remains), (2) stylish houses built to its south, and (3) overgrowth to its north. Its site (especially on the north) could be improved easily to render the Culvert more visible both from the public road and on foot up close.

Location and Setting. The Enon Road Stone Arch Culvert is situated in southwest Clark County, Ohio, on a township road in Mad River Township about 3 miles east of the Village of Enon, about midway between Enon, Yellow Springs, and Springfield, and a little more than a mile south of Interstate 70.

The Culvert spans the uppermost rocky gorge for Mud (or Muddy) Run. For most of its two miles upstream above the Culvert, Mud Run is intermittent, but drains a large and shallow upland basin. Once through the Culvert and the gorge, Mud Run wanders southwesterly, and joins the Mad River about 11.5 miles off.

The Rocky Point Road near the Culvert follows an east-west section line of the square-mile rectangular system of the Between-the-Miamis Survey. Rocky Point Road runs between Tecumseh Road and Fairfield Pike. The Culvert lies about midway on this 1.2-mile road, centered within its 60-foot right-of-way.

The Stonework of the Culvert. The Enon Road Stone Arch Culvert is a pylonic structure, oriented east-to-west, with battered (sloping) faces, pierced from north-to-south by a single barrel-vaulted passage for Mud Run. Batter of ends is about 1 in 18 (about 3.5 degrees), and of faces 1 in 12 (about 5 degrees). The stonework of the Culvert is about 16 feet high above the stream-bed (16.5 feet including modern asphalt pavement). The top of the stonework is 20.4 feet wide (N-S) and 24 feet long (E-W), and its base is wider (23.3 feet) and longer (25.8 ft). The Culvert was built directly upon the solid though slightly-modified and highly variable bedrock of the gorge; its approaches (i.e., between structure and gully-side) have been filled with a mix of stream-worn fieldstone, local gravel, subsoil, and assorted re-used massive building stones (alteration within past 30-40 years). The barrel-vaulted passage rises above the bedrock stream channel 11.6 feet at inlet, and 12.6 feet at outlet. The vault is 11.8 feet wide (E-W) and 23.3 feet long (N-S) where it rests upon the separate abutments that form the base of the Culvert. The interior faces of these abutments are themselves sloped, so that the passage at bedrock is reduced slightly to 11.4 feet.

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Old Enon Road Stone Arch Culvert, Clark County, Ohio

The original structure (1871) is built of well-coursed, mortar-laid, locally-quarried dolostone (a.k.a. dolomite or dolomitic limestone). Its appearance owes in part to the quality of this raw material, which when quarried seems to have broken rather evenly along its bedding planes. Mortar in the construction was obtained from a local lime kiln.

Stonework of the Culvert was built up in four stages: first, two separate abutments, next the half-barrel vault, then the remaining stonework above the vault, lastly (if once present) the parapets. The springers for the half-cylinder barrel vault rest directly on the edges of abutments rectangular in plan.

Twenty-nine courses of stone are visible at the Culvert's northwest (north face), their thicknesses varying between 3 inches to 1 foot; 33 appear at the southwest (south face), thicknesses varying from 4 to 6 inches. However, average stone thickness is almost the same, 5.7 inches (at NW) and 5.8 (at SW). Larger stones were used in certain places: first, in a single course along the top of the north face; second, as occasional random courses; and third, as hidden keystones along the nether crest of the barrel vault (intrados).

The arches are 18 inches wide over the 11.8-foot-wide passage, and lack differentiated keystones. In the south face, 28 trapezoidal voussoirs -- similar in shape, size, and workmanship -- occur in the arch. Each is 18 inches long, the width of the arch; and each tapers from about 10 inches down to 8 inches. On the north face, the arch contains 30 voussoirs, comprised of 25 similar to those in the south arch, and 5 narrower ones, each about 5 inches thick, all together at the northwest (north face). Voussoir margins comprising the interior edge of the arch are chisel-dressed back about an inch. Otherwise, individual building stones are minimally modified, invariably quarry-faced.

The Barrel Vault. As noted, the barrel vault is built upon -- and creates the single span between -- two abutments. The half-cylinder of the barrel vault is faced with about 44 courses of stone. Stonework of the vault -- stone size, selection, and coursing -- while not random, is less regular than the stonework of the culvert's north and south faces. Moreover, the nature of its stonework is of three sorts: (a) thick voussoirs on the end arches, (b) two arching flanks of about 20 narrow courses each on the lower sides of the vault, and (c) 4 or 5 rows of large stones making up the vault crest between the two flanks.

Stones of the flank courses are narrow, about 3-5 inches thick and 10-20 inches long. In the vault, usually, pairs of courses of these narrow flank stones interdigitate with the thick voussoirs of the arches, which alternate in depth into the vault either about 1 or 2 feet; single courses articulate with the 5 thin voussoirs found only at the northwest. In the few places where they could be seen, flank stones appear to be parallel-sided; if so, the wedge-shaped interstices between flank stone courses must have been filled with considerable mortar and/or stone chinking. Coursing of the flanks nowhere is corbelled.

In contrast, stones in the four crest rows are about 6 to 8 inches wide and about 8 to 22 inches long. Most crest rows run between and are end-matched with specific voussoirs mirrored in the north and south arches. Positions and widths of crest rows (where they meet voussoirs) together suggest that individual stones in crest rows are wedge-shaped too. Thus, the crest rows serve, essentially, as multiple parallel keystones forming a distinctive backbone for the vault.

The Approaches. The bottoms of the approaches are filled with water-worn slabs of dolostone taken from the stream-bed. This slab-fill is most apparent at the southeast. This fill probably dates to 1871, and was capped the same year with several feet of local gravel and subsoil. The gravel and subsoil fill has been replaced with a thick layer of massive architectural elements especially apparent on the southwest and northeast shoulders of the approaches. These sawn and polished stones include many massive architraves and plinths, as well as a segment of a sandstone column. They were brought here and re-used to replace the far less stable substrate, which eroded recurrently or washed away in specific flood events that went over the approaches. One such event may have occurred in 1886, when many of the township's bridges are known to have been damaged by floods (Matthews and Brown n.d.).

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Old Enon Road Stone Arch Culvert, Clark County, Ohio

Thus: The basal half of southeast shoulder is built up of stream-worn dolostone. The upper halves of the northeast and southwest shoulders are built of re-used massive architectural stone (emplaced within past 30-40 years). At the southwest, a thick layer of re-used architectural stone overlies obscured basal fill. At the northwest shoulder, slump and mortaring obscures the nature of fill there. In general, the basal fill at the southeast is thought to be original and probably remains obscured beneath later fills at the other three corners of the Culvert.

Alterations. Atop this original stone structure, and comprising its present deck, are arch steel sections, gravel, and asphalt pavement, and at sides, steel guard-rails fastened to steel I-beam posts attached to the buried sections. These are not original to the construction, and were added in or by 1972. Any low stone walls or parapets once topping the Culvert were removed by or at this time. (Less probably, the Culvert may have had a wooden deck and side-rails.)

As noted above, the two approaches to the Culvert, that is, the spaces between gully or gorge sides and the east and west ends of the Culvert, are filled or built with a variety of materials (stream cobbles, subsoil, re-used building stone, and concrete). These materials and their stratigraphic relationships derive from original construction, periodic if not regular maintenance, and sporadic attempts to stabilize the approaches and protect the superstructure.

Other alterations include the building of a concrete retaining wing-wall at the northeast, various mortar pours and patches, and some repointing, all done to stabilize and protect the Culvert. Much of this work on vertical surfaces is aesthetically disturbing, superficial, and easily reversed where not still wanted. The 6-foot-high concrete wing-wall was put up near the northeast corner to protect the base of the east approach from stream water. However, this wall diverts rainwater into the Culvert's east abutment, and is seated poorly upon rotting wooden forms (basal nailers).

Various retaining devices (cable-held board revetments, still evidenced at the southeast) probably only held back limited amounts of gravel, soil, and sod used to stabilize the uppermost several feet of the culvert's four shoulders, as well as to widen them slightly. These have rotted and fallen away, and the uppermost shoulders (particularly at the northwest) continue to subside and slough.

By 1972, arch steel sections were laid lengthwise atop the structure, steel guardrails anchored to these, and the roadway re-paved. These steel elements are becoming heavily corroded. A 3-inch gas-line runs along the high north side of the culvert, and also is buried along the north shoulders of its approaches. Presently, the Culvert's effective width is reduced to one lane, and 70% load capacity.

In 2006, the Culvert was inspected by Elwin Robison, a structural engineer with Wiss, Janney, Elstner Associates, Inc., on behalf of the Turner Foundation of Springfield. Robison's report is attached as ADDITIONAL ITEMS, No. 1.

"The... masonry arch bridge is in generally good condition... The curve of the arch is continuous and free from distortion... Cracks in the masonry are present between the extrados... of the arch and the spandrel, and some cracking is apparent in the spandrel itself."
"Repointed joints are visible in some areas of the arch." (Robison p. 1)

Despite the condition of the roadbed approaches and other recent alterations, the original stonework of the Enon Road Stone Arch Culvert fundamentally is sound and in good condition, and retains a high degree of historical integrity relative to similar structures pertaining to its historical contexts and basis of significance (q.v.).

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.
X 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)

Engineering

Period of Significance

1871

Significant Dates

1871

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Taylor, Samuel S. (1837-1930)

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
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: Tecumseh Land Trust (Yellow Springs, Ohio)

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Section number 8 Page 4 Old Enon Road Stone Arch Culvert, Clark County, Ohio

STATEMENT OF SIGNIFICANCE

The Old Enon Road Stone Arch Culvert (built 1871) is nominated for listing in the National Register of Historic Places under Criterion C.

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.

The significance of the Enon Road Stone Arch Culvert relative to the applicability of Criteria C has two distinct aspects.

First and foremost, the Enon Road Stone Arch Culvert (1871) is a fine and rare example of a mid-sized single-span barrel-vaulted stone arch culvert once commonly found on roads of all classes throughout the State of Ohio. The culvert (1871), a.k.a. Bridge No. 1479, is the oldest structure in the official inventory of 241 active bridges and culverts in Clark County (Table 1), and is the only remaining stone culvert in the Clark County inventory (Table 2). The other 51 extant culverts in this inventory are of steel, concrete, aluminum, and timber. No covered bridges remain in the county. (Source of these data: Clark County Engineer's Department 2006a, 2006b). The reasons for the culvert's preservation to date are: a general appreciation over many years -- by community and government -- of the scenic qualities of the locale and the bridge together, and the basic functionality of the bridge. Alterations to the bridge were done as well-meaning attempts to preserve a once-valued scenic and historical asset. However, as adjacent lands to the north were no longer grazed and grew up in brush, the bridge in recent decades has become obscured to the point that few newcomers had ever seen it. Ironically, lane width and load limits have been reduced for the bridge mostly as a result of the deterioration of elements added in 1972, than from any serious structural weakness in the stone superstructure itself.

In Ohio stone culverts and bridges were built during all of the 19th century and well into the 20th century. Culverts are small bridges (invariably single-span) and drains allowing small and intermittent streams to pass beneath roadways. Because of the great numbers of small stream courses in Ohio, incredible numbers of culverts were built under Ohio roads. The number of such culverts varied with road class and increased through time as more roads were improved. Better roads had more culverts and fewer fords. As late as 1957 a stream-ford persisted where Muddy Run crossed the Old Mill Road (just north of the Enon Road Stone Arch Culvert).

Stone culverts were of several subtypes: (a) stone box drains (corbelled or lintel), and (b) stone arches. While the numbers of stone culverts (and subtypes) built can not be estimated, the numbers surviving can be using sources as diverse as (a) the Ohio Historic Inventory, (b) the 1983 and 1990 ODOT Historic Bridge Inventories, (c) the Clark County Bridge Inventory (2006), (d) field-inspection of known sites of documented culverts along specific roads or built over time by specific contractors. All have their methodological biases and strengths. The last (see below -- "Structures Taylor Built") shows that only 1 of 8 of the arch culverts put up by this mason-builder survives, and it is the only one left in the County Engineer's entire inventory. The second stone culvert subtype (box drains) has been even more aggressively replaced by tile and pipe throughout the 20th century, to the point of near total elimination in Clark County.

The Enon Road Stone Arch Culvert itself replaced in 1871 an earlier bridge (wooden with stone abutments) built in 1842. This replacement in natural stone probably was appealing given the scenic locale of the rocky gorge. Also, certain practical considerations undoubtedly were important -- the short distance to be spanned between abutments, the firm seating of abutments on the rock bottom of the gorge, and the greater durability of a stone arch in accepting the repeated force of heavy traffic (loaded wagons, steam-powered farm equipment, etc.) descending into the gorge and onto the bridge from either direction. The survival of the Enon Road Stone Arch Culvert attests to the suitability of its design for its purpose and setting.

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Old Enon Road Stone Arch Culvert, Clark County, Ohio

A second facet of its significance under Criterion C is that the Enon Road Stone Arch Culvert represents the early work of Samuel S. Taylor (1837-1930), a long-forgotten but once-prominent local stone mason. Very few works attributable directly to him have survived. Loss of Taylor's few examples would preclude more careful study, comparison, analysis, and documentation beyond the scope of this present nomination.

Biography of Its Builder. Samuel S. Taylor (1837-1930) built the Enon Road Stone Arch Culvert in 1871. Taylor was born in Maryland to Nancy and Samuel Taylor Sr. In 1849, when Samuel S. was 12, the Taylor family moved to the vicinity of Enon. Samuel Taylor Sr. and, when older, his sons -- Samuel S., Stephen, and Alexander -- all were stone masons. During the Civil War, Samuel S. Taylor served first in the Union Navy (1863) and then the Army (1864). Taylor married Eleanor J. McClure in 1863, and bought property in Enon the same year. In 1873, Taylor bought property and a house in Springfield. In 1876 and 1877 Taylor sold his Enon property. Taylor bought his first quarry, probably more of a stone yard, in 1889, and lost it to creditors in 1910. He died, age 93, in Springfield's Arcade Hotel. (Beers 1881: 328, Clark County Auditor var., Clark County Court of Common Pleas 1910a and 1910b, Clark County Recorder var., Rerick Brothers 1894, Springfield Daily News 1930, U.S. Census Bureau var.)

Structures Taylor Built. Constructions attributed to Samuel S. Taylor include: (a) the Browns' Stone House at 191 W. Main Street, Enon (ca. 1870, at age 33), (b) the Enon Road Stone Arch Culvert (1871, at age 34), (c) stone abutments at Shellabarger's Mill Race, Mad R. Twp. (completed in 1873 by his brother Alexander), (d) stone abutments at Donnels Creek and Honey Run (1873, at age 36), (e) Christ Episcopal second church building (1874, at age 37), (f) Mill Run underground sewer, Springfield (1877, at age 40), (g) foundation and cut limestone work for the new County Jail and Sheriff's Residence, Springfield (1878, at age 41), (h) foundation work on the new addition to the County Infirmary, Springfield (1879, at age 42), (i) a culvert in Moorefield Twp. on the county line (1879), (j) repair of the Grisso Bridge on the Mad River (1879), (k) St. Paul's Methodist Episcopal Church, Springfield (1880 at age 43), (l) Champion's East Street Shops, Springfield (1881-82, at age 44-45), (m) stone abutments for three bridges, over Donnels Creek at Jerry Leffels, at North Hampton, and over Mad River on the St. Paris road (1883, at age 46), (n) the Arcade Hotel, Springfield (1883), (o) foundation and rubble masonry for the City Hall Building, Springfield (1890, at age 53), and (p) the Ferncliff sewer across McCreight Avenue, Springfield Twp. (1895, at age 58). (Clark County, Board of Commissioners var., Kinnison 1985, Laybourne 1998, Rockel 1908, Springfield City Building 1890, Springfield Daily News 1930) The Mill Run sewer (1877) was the first sewer built in the City of Springfield, and prepared the way for downtown development (Kinnison 1985, p. 42). For a while, Champion's East Street Shops (1883) were the largest industrial facility under one roof in the world (Laybourne 1998).

Extant and Lost Examples of Taylor's Work. Of the above 19 structures built by Taylor in whole or part, only four (4) are known to be extant: Brown Stone House (ca. 1870), Stone Arch Culvert (1871), St. Paul's (1880), and City Hall (1890). Seven (7) of his works absolutely have been destroyed: Shellabarger's (1873), Sheriff's Residence and Jail (1878), County Infirmary (1879), Moorefield culvert (1879), Grisso Bridge (1879), Arcade (1883), and East Street Shops (1881-82). The other eight (8) cannot be located, and are believed lost (obscured, razed). The Stone Arch Culvert over Muddy Run (1871) is the only known surviving example of Taylor's bridge, culvert, and sewer work.

Taylor specialized in foundations, abutments, work involving quarried and cut stone; there is no evidence that he subcontracted to others, or laid brick (except perhaps on small jobs). His obituary perhaps overstates and is not specific about his role in building St. Paul's, Champion's East Street Shops, the Arcade, and the City Building. Despite this, it can be said that Samuel S. Taylor was a competent, accomplished, and well-known local stone mason who between 1870s and 1890 played a fundamental role in helping to build many of the most important buildings in Springfield, Ohio. The Enon Road Stone Arch Culvert was his first public contract of many, and one of the very few constructions built entirely by him or entirely under his direct supervision. Its survival for the past 135 years, outlasting once-numerous other examples of this class of structure, attests to the skill and competence of its builder, and to the intrinsic beauty and functionality of the Enon Road Stone Arch Culvert.

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Old Enon Road Stone Arch Culvert, Clark County, Ohio

History of Its Construction. The Enon Road Stone Arch Culvert was built in 1871 on the Enon Road. Rocky Point Road formerly was just a part of the Enon Road. The Enon Road ran between Enon (founded 1838) on the Dayton-Springfield Road, and the Springfield-Xenia Road (present-day US Route 68), a distance of about 5 miles, trending west to east, albeit along a zig-zag course. It crossed the Fairfield Pike, opened in 1822 as Road 1, and the Broadford Road, opened in 1824 as Road 4 (now Tecumseh Road) (Clark County Engineer's Department 1895). The Enon Road itself was petitioned in 1841, was surveyed and laid out in 1842, and was opened to the public in 1843 (Clark County, Board of Commissioners var., 1842-1843, Clark County Engineer's Department var.). Running north-to-south at the intersection just east of the Culvert, Old Mill Road was opened in 1846. The Enon Road served as a farm-to-market road for local farms, as well as provided a more direct connection between Enon and the Mad River Railroad (locally opened in 1847).

Distinctive Characteristics of Taylor's Early Stonework. Distinctive characteristics of Taylor's early stonework -- as applied to his work with stone arch culverts -- are attested by two surviving examples of his work (1) the Enon Road Stone Arch Culvert, built 1871, and (2) the Browns' Stone House, built ca. 1870. First, he used local materials (dolostone), split (not sawn) from local quarries. Second, stones were minimally dressed or tooled by hand: selection and juxtaposition by thickness was important; the somewhat finer trimming seen on some stonework (such as within the barrel vault) may have been done only so that the stones would lie better against the wooden forms. Third, uniformity of coursing varied with circumstance: coursing on faces of the culvert was fairly uniform; coursing within the barrel vault and on the stone house was regular but not uniform or strictly parallel: some courses were pinched or feathered out to achieve an occasional leveling, correction, or squaring up; this allowed for more certain and economical use of quarried stones of various sizes. And fourth, area courses (for walls or vault flanks) interdigitate with the larger vertical edge/ corner stones as two or more thinner courses; this is found at the stone house where wall courses meet quoins, and at the culvert, where flank courses within the barrel vault meet the vault ends of the facade arch voussoirs. Overall, Taylor's early stonework seems entirely traditional: he did not innovate, but adapted traditional methods and local materials to particular situations. Distinctive features seen only in his arch culvert construction are the absence of oversized keystones on the facade arches, and the use of multiple parallel rows of oversized stones as the backbone for the vault; both features seem consistent with the other. Functionally, the larger stones undoubtedly imparted a necessary greater strength at the crest of the vault not far above which was the active road surface of the bridge. Comparison with other examples of Taylor's vault-work as these may be found, or with those by other contemporary masons may elucidate this matter. Study of Taylor's later work is made problematic by the fact of the involvement therein of architects and other contractors, by the use of materials quarried and worked elsewhere, and by the fact that it never seems clear where Taylor's work leaves off and someone else's begins. The Enon Road Stone Arch Culvert thus is significant as a precisely documented and confidently ascribed example of this competent mason's very own design and work. It is highly likely that his other abutment, culvert, and vault work done during the 1870s employed techniques represented by the Enon Road Stone Arch Culvert except as modified by particular requirements of specific clients.

Changes in the Road's Names. The name of the route on which the culvert was built has changed over time, older names coexisting with newer ones. As noted the road was laid out in 1842 and by 1871 was referred to as "the Enon Road". Later, this Enon Road came to be called "the Enon Cross Road", to distinguish it from two other roads that ran to Enon -- East Enon and West Enon Roads. The name Enon Cross Road was used officially through 1960, interchangeably with the name Enon Road (Commissioners Journals, 9: 521, 25: 404). Presently, the Enon Cross Road no longer exists. In the 1960s, sections of this road were renamed Broadway Road (near Enon), Rocky Point Road, Shank Road, and Collier Road (near US 68); short sections following Tecumseh Road and Fairfield Pike became part of these roads, which are long local roads with few stop signs along their lengths. The Rocky Point Road was named for its scenic locale, known as Rocky Point by the 1860s.

The Old Enon Road as a Farm-to-Market Road. The Enon Road Stone Arch Culvert is an in-line structure on a road of a particular sort, a farm-to-market road laid out along section lines of the rectangular survey. Locally, earliest roads ran between places, most often mill seats. Because these roads were laid out before extensive clearing of farmland, their routes were determined first by destination and secondly by topography, that is, as the easiest and most reliable routes between two central places. Later, as more and more farmland was cleared for cultivation, starting in the 1840s, and landowners petitioned county commissioners to have these roads

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Old Enon Road Stone Arch Culvert, Clark County, Ohio

altered, primarily to move the roads off good farmland, and to eliminate the many triangular fields created by the intersection of such roads and fields derived out of the rectangular survey. It was during the 1840s, locally, that many "dog-leg" kinks first were put into these older roads. This was particularly true of local roads running between hamlets and isolated mill seats. The Rocky Point Road is only a part of the former Enon Road, which was opened in 1843. The Enon Road was typical of the local roads laid out *de novo* in the 1840s. That is, its route went through farm lands it was intended to serve, as a farm-to-market road, following section lines, and not angling across farms and fields. The "dog-legs" along its 5-mile-long zig-zag course originate from its original survey and layout, not as the result of petitions for road changes. Today, its route is remarkably similar to its route when first laid out (1842). In particular, the present-day peculiar configuration of the intersection of Rocky Point Road and Old Mill Road at Rocky Point is shown identically on all historical maps of the locale (Clark County Auditor 1853 Plat Map Book, Everts 1875, Titus 1870, Rerick Brothers 1894, USGS 1968/ 1992, Clark County GIS 2006, etc.). *De novo* roads such as the Enon Road were laid out in a specific stage in the maturation of the local road network leading up to the rural population maximum (21,218, achieved in Mad River Township in 1880). The Enon Road Stone Arch Culvert represents one of the most important sporadic improvements along the course of the Enon Road. The Culvert's existence owes generally to the on-going process of improving such secondary farm service roads from the end of the Civil War to and through the time of maximum rural population. It also owes to public works projects fielded after the Civil War, to repair bridges ill-maintained during the war.

The Construction Contract and Its Fulfillment. The Enon Road Stone Arch Culvert was one of many bridges and culverts built throughout Clark County and the State of Ohio under provisions of acts of the General Assembly relating to roads and highways, such as that passed March 29, 1867, as amended March 31, 1868 (Clark County, Board of Commissioners, Journal E, p. 495). [Laws of 1867 and 1868 authorized County Commissioners to fund bridge and culvert construction on all classes of road (state, county, and township), but Townships were forbidden to erect bridges or culverts costing more than \$50 (Ohio General Assembly 1867, 1868)] County records further document that on Monday, February 6, 1871, "S.S. Taylor" [elsewhere "Samuel S. Taylor"] was awarded the contract to build "a Stone Culvert, to supplant the old Bridge over Muddy on the Enon Road in Mad River Township" in return for \$450 and "the old Bridge" (Commissioners Journal, Volume F, p. 179). At the same meeting, a road committee from Mad River Township assured the County Commissioners that if the county built the culvert that they would fill its approaches (p. 180). On April 4, 1871, Taylor was paid \$50 on his contract (p. 194), and, after the Commissioners had inspected his work, they ordered the Auditor to pay him the remainder (\$400) (p. 198). Township records document that, on July 15, "F. Daugherty" was awarded the contract for \$143.50 to fill the approaches to the culvert before August 13, 1871, "said fill to be within 18" of the top of the walls... ditches at the sides" (Mad River Township, Trustees 1871, pp. 83-84). "F. Daugherty" was Francis Daugherty (1815-ca.1889), listed as a Irish-born day-laborer in the 1870 census of Mad River Township (U.S. Census Bureau 1870), and as a street contractor in Springfield City Directories in and after 1873 (Williams' Directories 1870+).

These entries show that the 1871 culvert replaced an old bridge (1842?-1871), with certainty a wooden bridge on stone abutments, at the same location, materials from which were available for incorporation into the new structure, and suggest that fill was placed not only as the approach ramps, but also atop the stonework (as roadbed), and that the culvert once had stone walls (perhaps 2 feet high) along its north and south top edges.

The local road committee who were guarantors for the Township's filling of the approaches were prominent local landowners with farmland along the Enon Road within a half-mile of the Stone Arch Culvert: John Howell, S.J. McClure, W.B. Jenkins, Charles Swaney, John E. Jones, and Jonathan H. Shank. McClure was related by marriage to Samuel S. Taylor, and served as surety for Taylor's bond for building the Shellabarger abutments (Clark County, Board of Commissioners 1871, p. 105). Howell was a local representative in the State Legislature in 1860 and 1862, was a prosperous farmer and owner of extensive acreage, between 1856 and 1864 held various offices in the Clark County Agricultural Society, including its vice-presidency 1863-64, and in Springfield was a founder and director of the Lagonda National Bank, chartered in 1873 (Rockel 1908, p. 276).

The Culvert's stonework, existing in 2006, had an approximate cubic volume of over 6100 cubic feet, or about 240 perches of stone (each perch 16.5 feet long, 1 foot wide, and 1.5 feet deep). Given this, Taylor built the culvert and supplied the stone, for a rate of

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Section number 8 Page 8 Old Enon Road Stone Arch Culvert, Clark County, Ohio

around \$1.88 per perch. Similar culverts and abutments were laid up for a common rate of \$3.25 per perch. Taylor's low rate may have been the consequence of five factors, alone or in combination. First, Taylor may have bid low just to obtain his first public contract. Second, the quarry for the stone may have been close, allowing Taylor to avoid significant transport costs. Third, a nearby landowner may have provided the stone freely or at a reduced price. Fourth, the structure may have a rubble core, that is, is well-coursed only on its exterior. And/ or fifth, Taylor may have extensively re-used stone from the old bridge's dry-laid abutments, or even incorporated parts of these abutments into the 1871 design. The nearest known abandoned quarry is about 1/3 mile southwest of the Culvert (Enon Community Historical Society 2000, p. 119) on land along the Enon Road, and owned by H.G. Miller in 1870 (Titus 1870), now owned by James A. and Charles D. Swaney; other commercial quarries were over two miles away (Titus 1870).

Other Historical Features along the Old Enon Road. Despite the intrusion of frequent small-lot residential development (and the subdivision just west of the Culvert), the 5.5-mile length of the Old Enon Road is dominated by active farmland -- with four properties (totalling over 1100 acres) protected under conservation easements held by Tecumseh Land Trust. Noteworthy historic features along the old Enon Road include the three Howell farmsteads with farmhouses built 1827, 1830s and before 1848, the Shank brick farmhouses (with paired-end chimneys) from the 1820s, and the Shank Octagon Stone Barn (1884). Near and/ or slightly beyond the old road's west end are the Enon Adena Mound, the "Enon Log Cabin" (1830s; moved to site from within Enon), the Browns' Stone House (probably built ca. 1870 by Samuel S. Taylor), and the Knob Prairie Church (1851). Numerous farmsteads -- active, old, and former -- are scattered along the entire route, with their farmhouses, large barns, and outbuildings in various conditions. The Eppley House (1827) on the old Folger Howell Farm is being restored carefully to serve as a bed-and-breakfast. The most important features contemporary with the Enon Road Stone Arch Culvert are the Browns' Stone House and the farm of John Howell: Taylor built the Brown Stone House around the same time as the Culvert; and John Howell played a central role in having the culvert built.

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Section number 9 Page 9 Old Enon Road Stone Arch Culvert, Clark County, Ohio

Integrity. "The quality of significance in American history, architecture, archeology, engineering and culture is present in ... structures ... that possess integrity of location, design, setting, materials, workmanship, feeling, and association..."

The Enon Road Stone Arch Culvert (1871) retains integrity of location, design, materials, workmanship, feeling, and association overall but to varying degrees, based on evidence presented heretofore.

1 Location. The culvert has not been moved from its site since construction in 1871, where it remains an in-line feature of the same road where it was built, and the roads about its site have not been straightened nor their intersection reconfigured since the 1840s.

2 Design. The present shape, dimensions, and formal features of the stone arch structure are essentially those constructed in 1871, such that the stonework structure certainly would be recognized by its own builder. However, one or several rail courses were replaced by steel guardrails and related elements in 1972.

3 Setting. The terrain and topography of the locale at and around the culvert has been altered little. The profile along the road bed is similar to its profile in 1871, though its declivity has been lessened slightly at the approaches to the culvert. Characteristics of the stream valley for Muddy Run -- its particular winding course, its sloping valley sides, its rocky floor, and its mossy, craggy gorge -- remain unaltered, though the ford for Old Mill Road was bridged in 1957. Intrusive elements include two houses on the cliffs overlooking the gorge and bridge from the south, the pipeline high on the culvert's north face, and road signage.

4 Materials. The culvert consists only of its original stones, and much of its original mortar, except that it has been repointed, and patched lightly but not obtrusively. No stonework has been removed and replaced by other stonework or concrete. Intrusive materials include modern steel elements atop the culvert, the concrete retaining wall, and concrete pours on the stone floor beneath the vault.

5 Workmanship. Stone surfaces have not been painted or reworked in any way, though the stonework has been repointed. Original stones are in original positions, courses, and number of courses, and many exposed stones bear traces of tools used in quarrying and shaping them to their task. Certain stones at the northeast appear to have defoliated, but the problem is not extensive.

6 Feeling. The alteration and paving of the bridge's upper surface, removal of the bridge's original stone rails, addition of steel rails, now rusted, narrowing of the bridge with bumper-style guardrails, various signage -- all entirely obscure and obliterate the historic and scenic qualities of the bridge itself viewed from atop and along Rocky Point Road. Brush, weeds, and trees grown up just north the culvert hide it and its immediate locale from view along Old Mill Road. However, those who at closer range have been able to view the culvert and the natural scene it brackets immediately grasp and proclaim the culvert's venerable charm, apparent importance, and singular locale. The view of and through the culvert -- though not of enormous scale -- is one of the best in the township at least, and evokes a time long past when the countryside was full of farms on sleepy roads. As such, the culvert has integrity of feeling.

7 Association. Historical features contemporaneous with the culvert have been altered and obscured, but many remain. Most such features along the old Enon Road or near the culvert are in worse shape in terms of all considerations of integrity than the culvert itself.

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Old Enon Road Stone Arch Culvert, Clark County, Ohio

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Old Enon Road Stone Arch Culvert, Clark County, Ohio

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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 253722 4417040
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 Douglas L. Bailey, Documentation Specialist, Tecumseh Land Trust date August 28, 2007
street & number PO Box 417, 4627 US 68 N telephone (937) 767-9490
city or town Yellow Springs state Ohio zip code 45387-0417

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets included

Maps
A USGS map (7.5 or 15 minute series) indicating the property's location. included
A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs included
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 Clark County Engineer's Department
street & number 4075 Laybourne Road telephone (937) 328-2484
city or town Springfield state Ohio zip code 45505

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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VERBAL BOUNDARY DESCRIPTION

The Enon Road Stone Arch Culvert is in the center of its bounded area, a simple rectangle in plan, 120 feet east-to-west and 60 ft north-to-south. Its area is 7200 square feet, or 0.1653 acre.

The center of the rectangle is top dead center of the arch culvert's arch and deck defined by its stonework. Its south and north bounds are the edges of the township road's right-of-way, which here is 60 feet wide. Bearings and lengths of the right-of-way edges, beginning at the SW corner, moving clockwise, are (a) 3 degrees 42 minutes 39 seconds, 60 feet; (b) 93 degrees 42 minutes 39 seconds, 120 feet; (c) 183 degrees 42 minutes 39 seconds, 60 feet; and (d) 273 degrees 42 minutes, 39 seconds, 120 feet, to the place of beginning. This boundary includes about 48 feet of roadbed both east and west beyond the top of the mortared stonework of the 1871 culvert, and about 18 feet of right-of-way both north and south beyond the base of the stonework, more or less.

BOUNDARY JUSTIFICATION

These boundaries are selected in order to include the arch culvert per se, all alterations, its filled approaches, and its natural setting within the right-of-way, to the edges of the historical right-of-way, whose local route, bearing, and width was established in 1842 and was extant in and since 1871, the year of its construction, unto the present.

These boundaries include the bed and rocky shoulders of the gorge for Muddy Run (just upstream and downstream of the culvert) which comprise its immediate natural setting. The Muddy Run is tributary to the Mad River, and it to the Great Miami River.

These boundaries define an area entirely public in ownership, sufficient to include the aforementioned necessary elements, and not excessive. Moreover, the boundaries are easy to determine in the field.

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Section number Photographs Page 14 Old Enon Road Stone Arch Culvert, Clark County, Ohio

PHOTOGRAPHS

Page 1 of 1.

Negatives are held by Tecumseh Land Trust, PO Box 417, 4627 US 68 N, Yellow Springs, Ohio 45387. Photographs 1 through 7 were taken September 9, 2006, and Photographs 8 and 9, August 18, 2007. Douglas Bailey, photographer.

Black-and-White Roll #1 (Kodak 400 TMY)

1. The roadway of Rocky Point Road at and across the culvert. Looking E toward Old Mill Road. Exposure 33.
2. Entire culvert and its adjacent approaches (variously filled and rebuilt). Looking NNE. Exposure 19.
3. Culvert's north face. Looking S. Exposure 14.
4. Approach fills and rebuilding at the culvert's SW corner. Looking WNW. Shows at base (a) (?) older abutment for predecessor wooden bridge, and atop this (b) recycled massive building stones. Looking WNW. Exposure 17.
5. Fill at the culvert's SE corner. Slumped soil over weathered stream boulders used in 1871 to fill the approaches to the stonework. Looking E. Exposure 25.
6. Rebuilding of approaches and stabilization at the NE corner of the culvert. Recycled massive building stone was used to refill the eroded or washed-out approach ramp. More recently, a concrete block or wall was poured to stabilize this corner. Looking SE. Exposure 20.
7. Closer view of the recycled massive building stones used at the NE corner. Looking down and somewhat W. Exposure 30.

Black-and-White Roll #2 (Kodak 400 TMY)

8. The underside of the barrel vault of the arch culvert. This view shows how the uppermost four voussoirs of the south and north facade arches are continued through the vault as multiple parallel keystones which form the backbone of the vault. Looking up and South. Exposure 1.
9. Coursing of the barrel vault -- the ca. 20 narrower flank/shoulder courses and the ca. 4 wider crest rows. Looking up and SE. Exposure 2.

Table 1. The Distribution of Dates of Construction of Bridges and Culverts listed in the Clark County Engineer's Inventory.

Note: The Stone Arch Culvert over Muddy Run on the Enon Road is Bridge No. 1479.

In the Engineer's Inventory, Bridges and Culverts with the nominal date "1900" are older than about 1910, the year when the present bridge numbering system first seems to have been used.

Decade	All bridges in inventory		Dated bridges only		Numbers and dates of specific examples
	N	%	N	cum%	
	241	100.1	222	100	
No date	19	7.9			See note at bottom 1229 (1929), 1414 (1929), 1436 (1927), 1834 (1927) 1448 (1914) Oldest specifically dated bridge 1418 (1900), 1479 (1900), 1620 (1900)
2000s	16	6.6	16	7.2	
1990s	43	17.8	59	26.6	
1980s	25	10.4	84	37.8	
1970s	26	10.8	110	49.5	
1960s	53	22	163	73.4	
1950s	35	14.5	198	89.2	
1940s	3	1.2	201	90.5	
1930s	13	5.4	214	96.4	
1920s	4	1.7	218	98.2	
1910s	1	0.4	219	98.6	
1900s***	3	1.2	222	100	
1890s					
1880s					
1870s					
1860s					
1850s					

Number	Type & date built	Road Location	Township
1448	Steel beam, built "1914"	Repert Pike 0.5 mi E of Hagan Rd.	Mad River Twp.
1418	Prestress box, built "1900"	Enon-Xenia Road 0.25 mi S of Hunter Rd.	Mad River Twp.
1620	Steel beam, built "1900"	Nagley Road 1 mi N of Charleston-Clifton Rd.	Green Twp.
1479	Stone culvert, built "1900"	Rocky Point Road 100 ft W of Old Mill Rd.	Mad River Twp.

The undated examples (N=19) include: Steel beam (9), Concrete beam (1), Concrete slab (3), Prestress box (1), Steel culvert (5)

Source of data: Clark County Engineer's Department, Bridge Inventory.

old Enon Road Stone Arch Culvert, Clark Co., OH

Table 2. Classification by type and decade built of bridges and culverts in the Clark County Engineer's inventory.

Note: The Stone Arch Culvert over Muddy Run on the Enon Road is Bridge No. 1479.

N	Type	Date range	Oldest of type		O's	% O's	"1900"	1910s	1920s	1930s	1940s	1950s	1960s	1970s	1980s	1990s	2000s
			Br. no.	Built													
68	Steel beam	"1900"-2004	1620	"1900"	9	13.2	1	1	0	2	0	9	21	5	8	7	4
32	Prestress box	"1900"-2002	1418	"1900"	1	3.1	1	0	2	0	0	4	8	6	4	4	2
28	Steel culvert	1935-1997	1004	1935	5	17.9				2	0	2	7	7	2	3	0
21	Concrete slab	1938-1975	1630	1938	3	14.2				4	3	4	3	4	0	0	0
20	Steel truss	1927-1995	1834	1927					1	0	0	9	3	0	4	3	0
15	Pre-stress beam	1927-1997	1436	1927					1	1	0	3	3	4	2	1	0
13	Concrete culvert	1939-2002	32	1939						2	0	0	1	0	1	6	2
9	3-s. Concrete box	1991-2004	455	1991												5	4
7	Aluminum culvert	1964-1993	1421	1964									2	0	4	1	0
5	4-s. Concrete box	1997-2005	431	1997												3	0
5	Concrete beam	1937-1958	1228	1937	1	20				2	0	2	0	0	0	0	0
3	Concrete box beam	1992-1997	1406	1992												3	0
2	Concrete frame	1994-1995	226	1994												2	0
2	Timber culvert	1965-1967	25	1965									2	0	0	0	0
2	Con-span	1999-2004	1016	1999												1	1
2	Pre-stress box beam	1997-2001	1007	2001												1	1
2	Steel girder	1954-1993	288	1954								1	0	0	0	1	0
1	Truss	1991	1	1991												1	0
1	Culvert		9	1965									1	0	0	0	0
1	Stone culvert	"1900"	1479	"1900"			1										
0	[Covered Bridges]	[19th C]															
235	This classification				19		3	1	4	13	3	34	51	26	25	42	14
241	From chronological distribution table				19		3	1	4	13	3	35	53	26	25	43	16
6	Errors in counts above											1	2			1	2

Source of data: Clark County Engineer's Department, Bridge Inventory.

Old Enon Road Stone Arch Culvert, Clark Co., OH

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Old Enon Road Stone Arch Culvert
NAME:

MULTIPLE
NAME:

STATE & COUNTY: OHIO, Clark

DATE RECEIVED: 3/05/09 DATE OF PENDING LIST: 3/23/09
DATE OF 16TH DAY: 4/07/09 DATE OF 45TH DAY: 4/18/09
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 09000209

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 4/16/2009 DATE

ABSTRACT/SUMMARY COMMENTS:

*Significant and locally rare remaining example of 19th century
Stone barrel-vaulted stone arch culvert built by important stonemason.*

RECOM./CRITERIA Accept c

REVIEWER Patrick Andrus DISCIPLINE Historian

TELEPHONE _____ DATE 4/16/2009

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.

BRIDGE
LEGAL LIMIT
REDUCED
70%
FOR TOTAL WEIGHT
AND AXLE LOADS

NO TRUCKS
OVER
12
TONS

ROCKY POINT STONE ARCH CULVERT
CLARK COUNTY, OHIO

NO. 1



ROCKY POINT STONE ARCH CULVERT

CLARK COUNTY, OHIO

NO. 2



ROCKY POINT STONE ARCH CULVERT

CLARK COUNTY, OHIO

NO. 3



ROCKY POINT STONE ARCH CULVERT

CLARK COUNTY, OHIO

NO. 4



ROCKY POINT STONE ARCH CULVERT

CLARK COUNTY, OHIO

NO. 5



ROCKY POINT STONE ARCH CULVERT

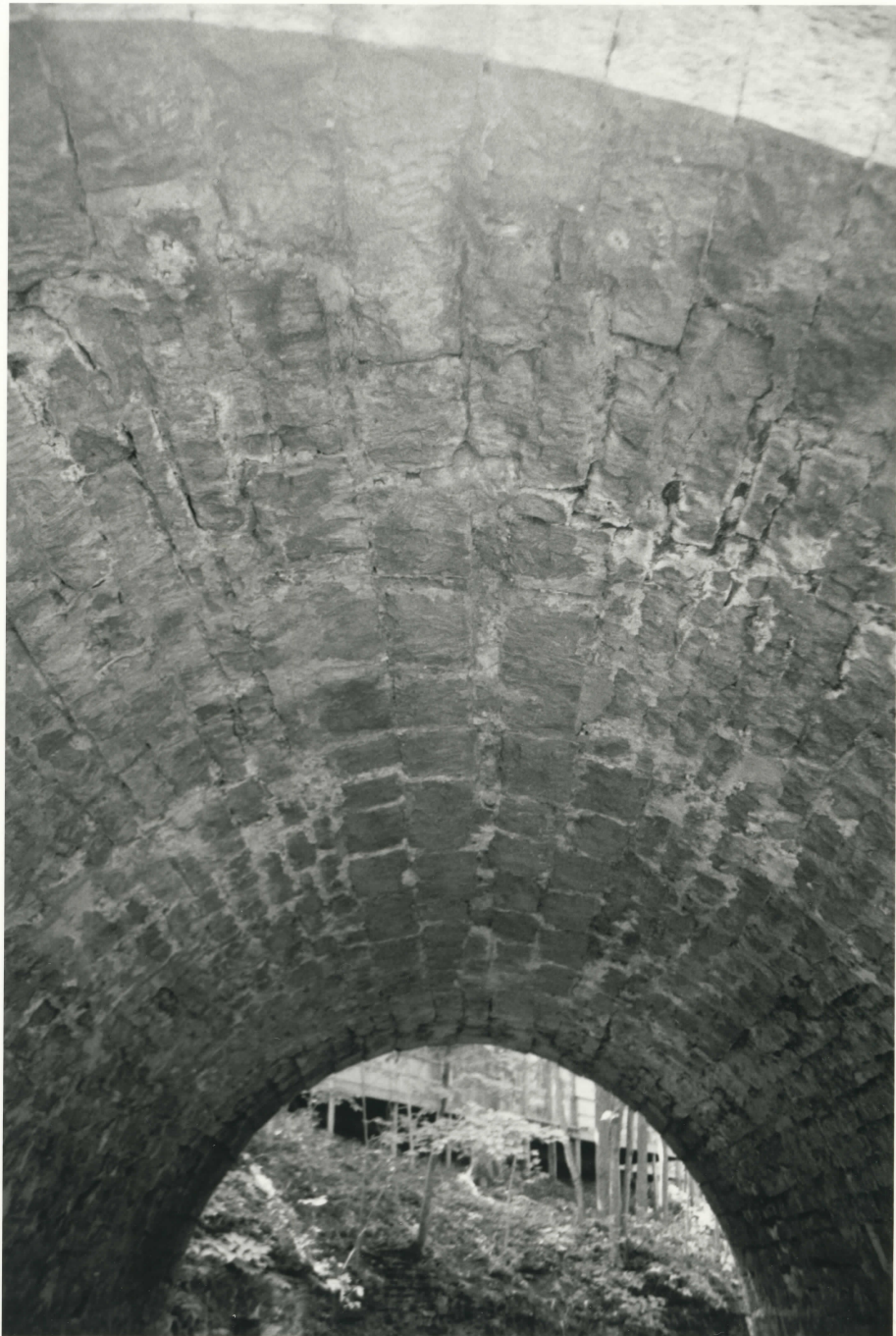
CLARK COUNTY, OHIO

NO. 6



ROCKY POINT STONE ARCH CULVERT
CLARK COUNTY, OHIO

NO. 7



ENON ROAD STONE ARCH CULVERT
(A.K.A. ROCKY POINT STONE ARCH CULVERT)

MAD RIVER TOWNSHIP, CLARK CO., OHIO

PHOTOGRAPH 8 ROLL #2, EXP. 1
LOOKING S.

AUGUST 18, 2007 D. BAILEY



ENON ROAD STONE ARCH CULVERT
(A.K.A. ROCKY POINT STONE ARCH CULVERT)
MAD RIVER TOWNSHIP, CLARK CO., OHIO

PHOTOGRAPH 9. Roll #2, EXP. 2. LOOKING SE.
AUGUST 18, 2007. D. BAILEY.

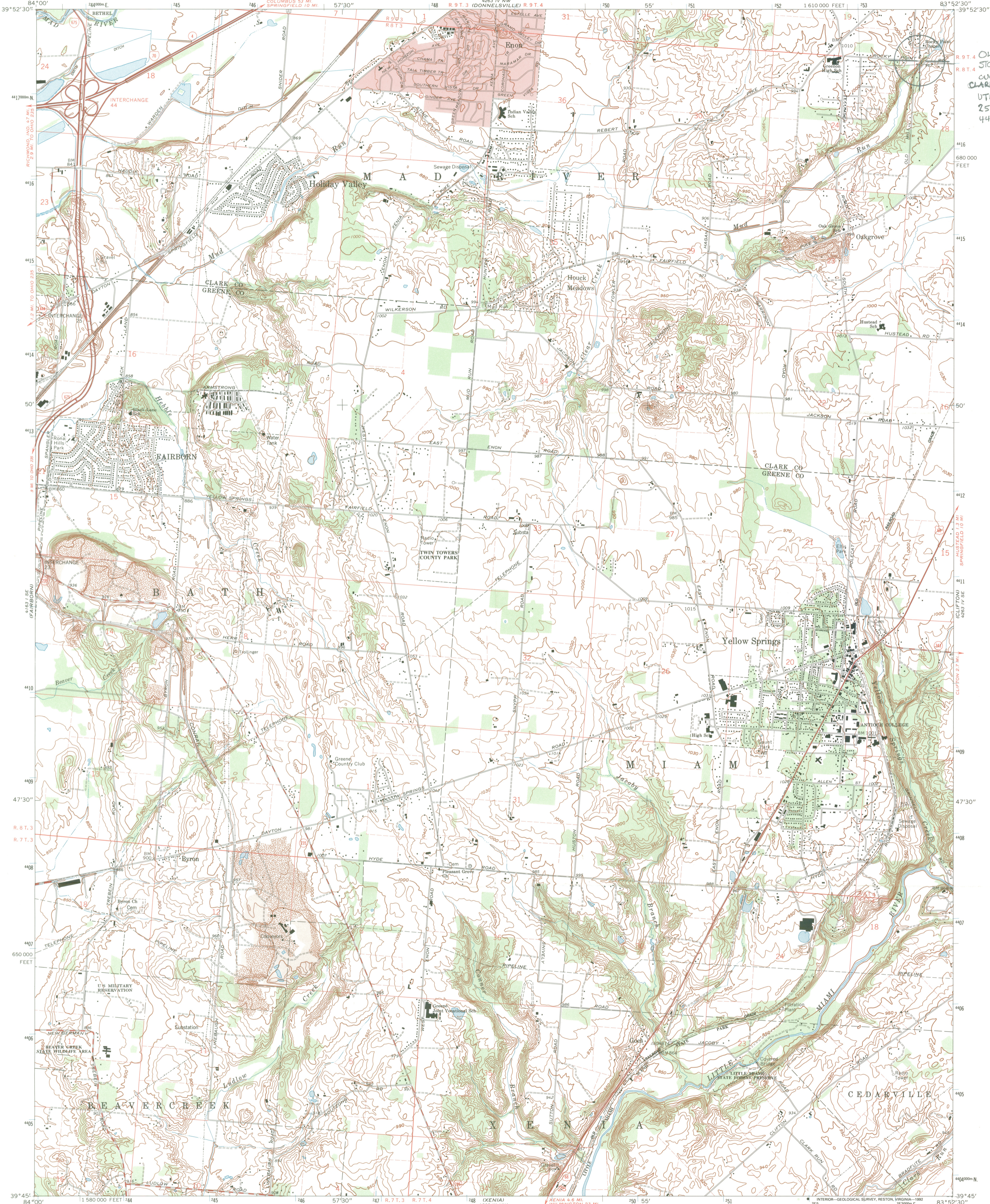
ROCKY POINT STONE ARCH CULVERT

YELLOW SPRINGS QUADRANGLE
OHIO
7.5 MINUTE SERIES (TOPOGRAPHIC)

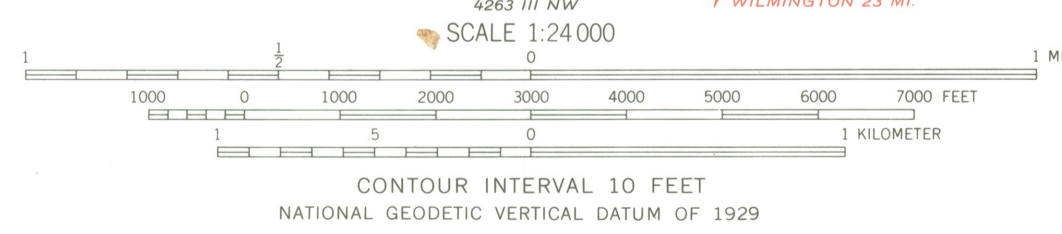
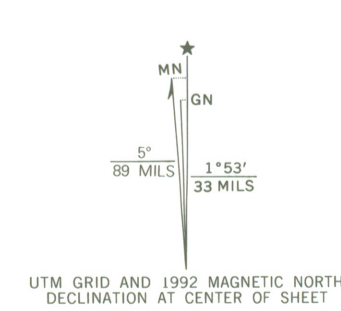
UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

4263 IV NW
SPRINGFIELD 10 MI

OLD ENON RD
STONE ARCH
CULVERT
CLARK COUNTY, OH.
UTM ZONE 17
253722 E
4417040 N



Mapped, edited, and published by the Geological Survey in cooperation with the Army Map Service. Revised in cooperation with State of Ohio agencies. Control by USGS and USC&GS. Topography by photogrammetric methods from aerial photographs taken 1954. Field checked 1955. Revised from aerial photographs taken 1968. Field checked 1968. Polyconic projection. 1927 North American datum. 10,000-foot grid based on Ohio coordinate system, south zone 1000-meter Universal Transverse Mercator grid ticks, zone 17, shown in blue. The difference between 1927 North American Datum and North American Datum of 1983 (NAD 83) for 7.5-minute intersections is given in USGS Bulletin 1875. The NAD 83 is shown by dashed corner ticks. Area east of the Little Miami River lies within the Virginia Military District. Area west of the Little Miami River lies within the Great Miami River Basin.



ROAD CLASSIFICATION

Primary highway, all weather, hard surface	Light duty road, all weather, improved surface	
Secondary highway, all weather, hard surface	Unimproved road, fair or dry weather	
Interstate Route	U.S. Route	State Route



THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS FOR SALE BY U.S. GEOLOGICAL SURVEY DENVER, COLORADO 80225 OR RESTON, VIRGINIA 22092 A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

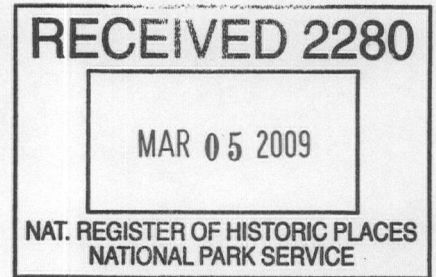
YELLOW SPRINGS, OHIO
39083-G8-TF-024

Revisions compiled in cooperation with State of Ohio agencies from aerial photographs taken 1988 and other sources. Contours not revised. This information not field checked. Map edited 1992.

1968
REVISED 1992
DMA 4263 IV SW - SERIES 7652

GENERAL SURPLUS
YELLOW SPRINGS
TOP
CAP 061310
USA 4.00

CLARK/
GREENE
CO's.



March 2, 2009

Ms. Jan Matthews, Associate Director and Keeper of the
National Register
National Park Service 2280
National Register of Historic Places
1201 "T" (Eye) Street, NW
Washington DC 20005

Dear Ms. Matthews:

Enclosed please find four (4) new National Register nominations for Ohio. All appropriate notification procedures have been followed for these new submissions.

NEW NOMINATION

Old Enon Road Stone Arch Culvert
Inglewood Historic District
Wells, Harvey, House
The Railway Chapel

COUNTY

Clark
Cuyahoga
Jackson
Tuscarawas

I am requesting a substantive review of the Old Enon Road Stone Arch Culvert. The Ohio Historic Preservation Office and the Ohio Historic Site Preservation Office concur that the property meets National Register Criteria and retains integrity. However, during the review of the nomination questions were raised regarding the impact of the changes to the approaches and the railing upon the overall integrity of the structure's significant features, namely the stone arch as the work of a local nineteenth century stonemason. We are seeking a substantive review to reaffirm our assessment of the integrity of the nominated property.

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,

for

Dr. William K. Laidlaw, Jr.
State Historic Preservation Officer

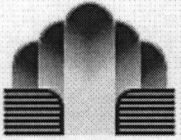
Enclosures

OHIO HISTORICAL SOCIETY

Ohio Historic Preservation Office

567 East Hudson Street, Columbus, Ohio 43211-1030 ph: 614.298.2000 fx: 614.298.2037

www.ohiohistory.org



Patrick Andrus/WASO/NPS

04/16/2009 06:59 AM

To Barbara Powers, Lisa Ruppel

cc

bcc

Subject Old Enon Road Stone Arch Culvert

Hi Barb and Lisa: At your request I have substantively reviewed the nomination for the Old Enon Road Stone Arch Culvert in Clark County, OH. Concerns were raised regarding the culvert's historic integrity due to alterations to its approaches and the modern deck railing. After review of the nomination I have concluded that the culvert meets National Register Criterion C for local engineering significance and that it retains historic integrity. The nomination does a good job in addressing the integrity issues and convincingly demonstrates that the alterations (while not keeping in character with the culvert) have not destroyed the culvert's historic integrity. The Old Enon Road Stone Arch Culvert was listed in the National Register on 4/16/2009.

Please feel free to share this email with any interested parties.

Sincerely,

Patrick W. Andrus
Historian
National Register of Historic Places
Patrick_Andrus@nps.gov