

HISTORY

Preserved

THE STONELICK-WILLIAMS CORNER COVERED BRIDGE RESTORATION IS COMPLETE

One of Clermont County's most beloved landmarks, the barn-red Stonelick-Williams Corner Covered Bridge, has been restored and is once again open to the public. For more than 120 years, this one-lane bridge has charmed local residents as a treasured symbol of years past, while also serving as a necessary transportation connection in Clermont County.

Today, the 140-foot long bridge is the only surviving covered bridge in Clermont County. It has not been without challenges, however. Over-sized vehicles, fire damage, stream erosion and age have all contributed to its growing deterioration. In May 2010, the bridge was closed to all traffic after its floor and supporting structure were severely damaged by an overweight truck, and rehabilitation plans were set in motion.

Historic preservation and safety were guiding tenets for the bridge's restoration. Planners worked closely with the Ohio Historic Preservation Office to ensure that though fortified, the bridge would remain a historic structure.

The restored Stonelick-Williams Corner Covered Bridge reopened on April 15, 2015. Clermont County residents and visitors can now enjoy this important part of our heritage for many more years to come.



CIRCA
1878

BRIDGE
WEIGHT
LIMIT
8
TONS



View through the completed bridge



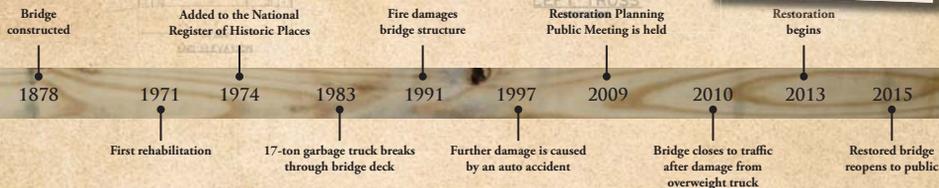
Replacing the existing floor boards of the bridge



Close-up of truss construction

"Our goal was to complete the project using as many original elements as possible while ensuring the safety of those traveling across the bridge. The Stonelick-Williams Corner Covered Bridge is an important part of Clermont County's history and my office has been committed to restoring it in a manner that highlights the bridge's long and historic past."

- Pat Manger, Clermont County Engineer



Howe Trusses undergoing construction

Fun Facts

Bridge location: Stonelick-Williams Corner Road, near US 50 in Stonelick Township

Creek crossing: Stonelick Creek
Support structure: 12-panel covered Howe Truss

Dimensions: Length of largest span: 136.2 ft
 Total length: 140.0 ft
 Deck width: 16.4 ft

Vertical clearance above deck: 15.0 ft

Recognition: Added to the National Register of Historic Places in 1974

- Restoration facts:**
- More than 57% of the original timber was salvaged and reintegrated into the bridge (the remaining timber was broken and not usable)
 - The bridge was repainted using its original barn-red color
 - Added safety features include a thicker wooden floor, additional bracing, a guardrail, new lighting and video surveillance
 - The bridge's weight limit was increased from three tons to eight
 - Estimated project cost: \$900,000

Also known as: Perintown Covered Bridge

Approximate latitude, longitude: 39°07'53"N, 84°11'14"W

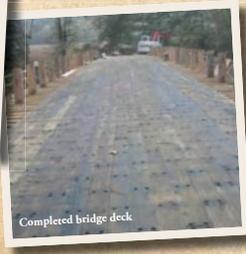
Estimated Average Daily Traffic: 530 vehicles



Howe Trusses being reassembled prior to installation



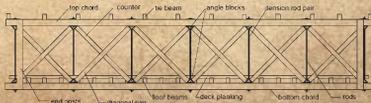
Steel tension rods support the Howe Truss design

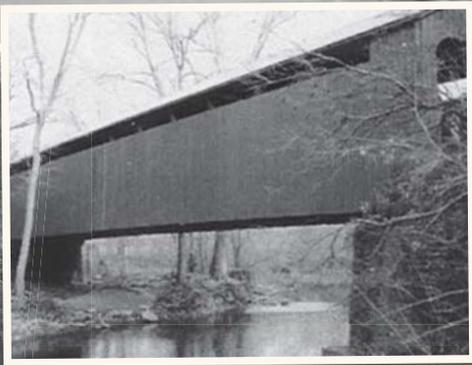


Completed bridge deck

WHAT IS A HOWE TRUSS?

The Stonelick-Williams Corner Covered Bridge is supported by a 12-panel Howe Truss. A relatively rare bridge design, the Howe Truss was patented in 1840, and includes vertical and diagonal pieces that slope up towards the center of the structure. There are about 143 bridges supported by the Howe Truss, or about 15 percent of all covered bridges in the U.S. The Stonelick-Williams Corner Covered Bridge's original Howe Truss configuration was preserved throughout the restoration process.





Special Thanks

The rehabilitation of the Stonelick-Williams Corner Covered Bridge was made possible by the following project partners:

Clermont County Commissioners

- Edwin H. Humphrey – *President*
- Robert L. Proud – *Vice President*
- David H. Uible – *Member*

Clermont County Engineer

Patrick J. Manger

Stonelick Township Trustees

- Kermit Beckworth
- John Hanley
- Skeets Humphries

Design Engineer

Smolen Engineering, LTD

General Contractor

The Righter Company, Inc.

The passions of many went into the restoration of this treasured Clermont County landmark including those of local Clermont County citizens, representatives from local historic organizations, the Clermont County Engineer's Office, the Clermont County Board of Commissioners, Stonelick Township Trustees and the Ohio Historic Preservation Office. Thank you to all who have worked so hard to preserve this piece of Clermont County's history.



Who Knew?

WHY ARE COVERED BRIDGES COVERED?

Popular legend would tell you that it's because in years past, the resemblance of the bridge to a barn soothed the horses traveling over it, and it protected the horses from being frightened by the bridge's height and the water below. But the real reason bridges were covered is that its wooden supports last longer when protected from the weather.

COVERED BRIDGES IN AMERICA

It is estimated that more than 10,000 covered bridges were built in the United States from 1805 until 1885, but many of these bridges came down as quickly as they went up. Their wooden frames were vulnerable to fires, floods, and natural disasters. By 1954, there were less than 2,000 left in the country.

The Stonelick-Williams Corner Covered bridge rehabilitation project was managed by the Clermont County Engineer's Office. The project was funded by the Ohio-Kentucky-Indiana Regional Council of Governments, the National Historic Covered Bridge Preservation Program, and the Ohio Public Works Commission.