Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-III-C-164

Name: #1030/I 68 OVER ENITS CREEK

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments:_____

Reviewer, OPS:_Anne E. Bruder_____ Date:__3 April 2001____

Reviewer, NR Program:__Peter E. Kurtze_____ Date:__3 April 2001____

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. AL-III-C-164

SHA Bridge No. 1030 Bridge name I-68 over Evitts Creek

LOCATION:

Street/Road name and number [facility carried] I-68

City/town Wolf Mill Vicinity ____

County Allegany

This bridge projects over: Road ____ Railway ____ Water X Land ____

Ownership: State X County ____ Municipal ____ Other ____

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes ____ No X

National Register-listed district ____ National Register-determined-eligible district ____

Locally-designated district ____ Other ____

Name of district ____

BRIDGE TYPE:

Timber Bridge ____:

Beam Bridge ____ Truss -Covered ____ Trestle ____ Timber-And-Concrete ____

Stone Arch Bridge ____

Metal Truss Bridge ____

Movable Bridge ____:

Swing ____ Bascule Single Leaf ____ Bascule Multiple Leaf ____

Vertical Lift ____ Retractile ____ Pontoon ____

Metal Girder ____:

Rolled Girder ____ Rolled Girder Concrete Encased ____

Plate Girder ____ Plate Girder Concrete Encased ____

Metal Suspension ____

Metal Arch ____

Metal Cantilever ____

Concrete X:

Concrete Arch ____ Concrete Slab ____ Concrete Beam ____ Rigid Frame X

Other ____ Type Name ____

DESCRIPTION:

Describe Setting:

Bridge 1030 carries Interstate 68 over Evitts Creek in a east/west direction. Evitts Creek flows north/south. The bridge is located just east of Cumberland, Maryland in the vicinity of Wolf Mill. The area is generally built up; however in the immediate area of the bridge, only an inn is located to the southwest of the bridge along with scattered residential buildings.

Describe Superstructure and Substructure:

Bridge 1030 is a two-span reinforced concrete rigid frame, each span of which is 46'-8" long. The deck has 1½" concrete overlay. The original parapets were balustrade. The original width of bridge was 95'-5½".

Discuss Major Alterations:

In 1992 this bridge was widened. On the south side it was widened by 36'-8" for the ramp and shoulder. On the north side it was widened by 10'-2½" for shoulder. Portions of existing deck concrete were removed and replaced. The bridge was installed with Lithodin Protection System and overlay, a trademark for a high-density concrete system to protect against de-icing salts.. The parapets were replaced with Jersey type parapets. The frame and abutments were also widened.

HISTORY:

WHEN was bridge built (actual date or date range) 1937, 1992
This date is: Actual X **Estimated** _____
Source of date: Plaque _____ **Design plans** _____ **County bridge files/inspection form** X
Other (specify) _____

WHY was bridge built? To provide a reliable crossing of over Evitts Creek to meet local and regional transportation needs.

WHO was the designer State Roads Commission

WHO was the builder _____

WHY was bridge altered? [check N/A _____ if not applicable] Reconstructed and expanded as part of I-68

Was bridge built as part of organized bridge-building campaign? Yes X **No** _____
This bridge was built by the State Roads Commission as part of the Good Roads Movement.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events ____ **B- Person** _____
C- Engineering/architectural character _____

Was bridge constructed in response to significant events in Maryland or local history? No __ **Yes** X
If yes, what event? This bridge was built during the 1930s as part of the period'sGood Roads Movement.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area? No ____ Yes _X_

By providing a reliable crossing, as all concrete bridges did, this bridge promoted small-scale residential, commercial, agricultural, and industrial development along its route and other thoroughfares that fed into it.

Is the bridge located in an area which may be eligible for historic designation? No_X_ Yes _____
Would the bridge add to _____or detract from _____historic & visual character of the possible district?

Is the bridge a significant example of its type? No _X_ Yes _____

Concrete bridges are the largest component of Maryland's historic bridges. Their numbers reflect how quickly they became popular after their introduction to the state and the country at the opening of the twentieth century. Many in Maryland are purely functional structures, but their plastic nature made them amenable to graceful curves and ornamental parapets that reflected the influence of the City Beautiful movement during the first part of the twentieth century. The versatility and strength of reinforced concrete bridges, along with their plasticity, made them the preferred choice for bridges by state and county highway departments in Maryland and throughout the country in the 1910s. The standard plans of the State Roads Commission of the teens, twenties, and thirties made their use almost universal during that period.

While concrete bridges as a whole are very common in Maryland, reinforced concrete rigid frame bridges make up one of the smallest groups of historic bridge types in the state. There are probably only about a dozen such structures standing in the state under county or state control that were erected prior to 1945. The rigid frame bridge, unlike other reinforced concrete spans, is monolithic. It is characterized by a superstructure and substructure, including abutments, designed as a continuous unit. (Concrete balustrades, cast afterwards, are not part of the monolithic design.) The rigid frame was an important engineering advance for reinforced concrete bridges. It was developed by German engineers and Brazilian Emilio Baumgart around 1920, and introduced to the United States primarily through the efforts of New York engineer Arthur G. Hayden in 1922-1923.

Concrete rigid frame bridges became increasingly popular in the 1930s and 1940s. It was during this period that Maryland's few examples of the type were erected. These include bridges 1030 (1937, 1992) in Allegany County; BC-1406 (1938) and BC-3402 (1940) in Baltimore City; 5013 (1936) in Caroline County (1936); 6031 (1934) in Carroll County ; 10058 (1941) in Frederick County; 11018 (1937) in Garrett County; 13032 (1939) in Howard County; 21013 (1941), 21015 (1936), and 21016 (1936) in Washington County; and WO-801 (c.1930) in Worcester County. These bridges generally have one or two spans of between 30 and 60 feet; the longest, BC-1406, measures 68 feet. With the exception of WO-801, the history of which remains clouded, they were built by the state or the city of Baltimore.

This bridge falls within the 1910-1940 period of significance for concrete bridges, during which reinforced concrete bridge construction was increasingly standardized in the state and particular subtypes, including the rigid frame, were introduced to the state road network. It has, however, absolutely lost its integrity.

Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum? No _X_ Yes _____

This bridge apparently, somewhere at an all but invisible core, retains its original 1937 concrete rigid frame. Major rebuilding, however, has entirely transformed it into a modern bridge.

Is bridge a significant example of work of manufacturer, designer and/or engineer? No_X_ Yes __

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Should bridge be given further study before significance analysis is made? No X Yes _____

This bridge has clearly lost all vestiges of its integrity.

BIBLIOGRAPHY:

Bridge inspection reports and files of the Maryland State Highway Administration.

Condit, Carl. *American Building*. Chicago: University of Chicago Press, 1968.

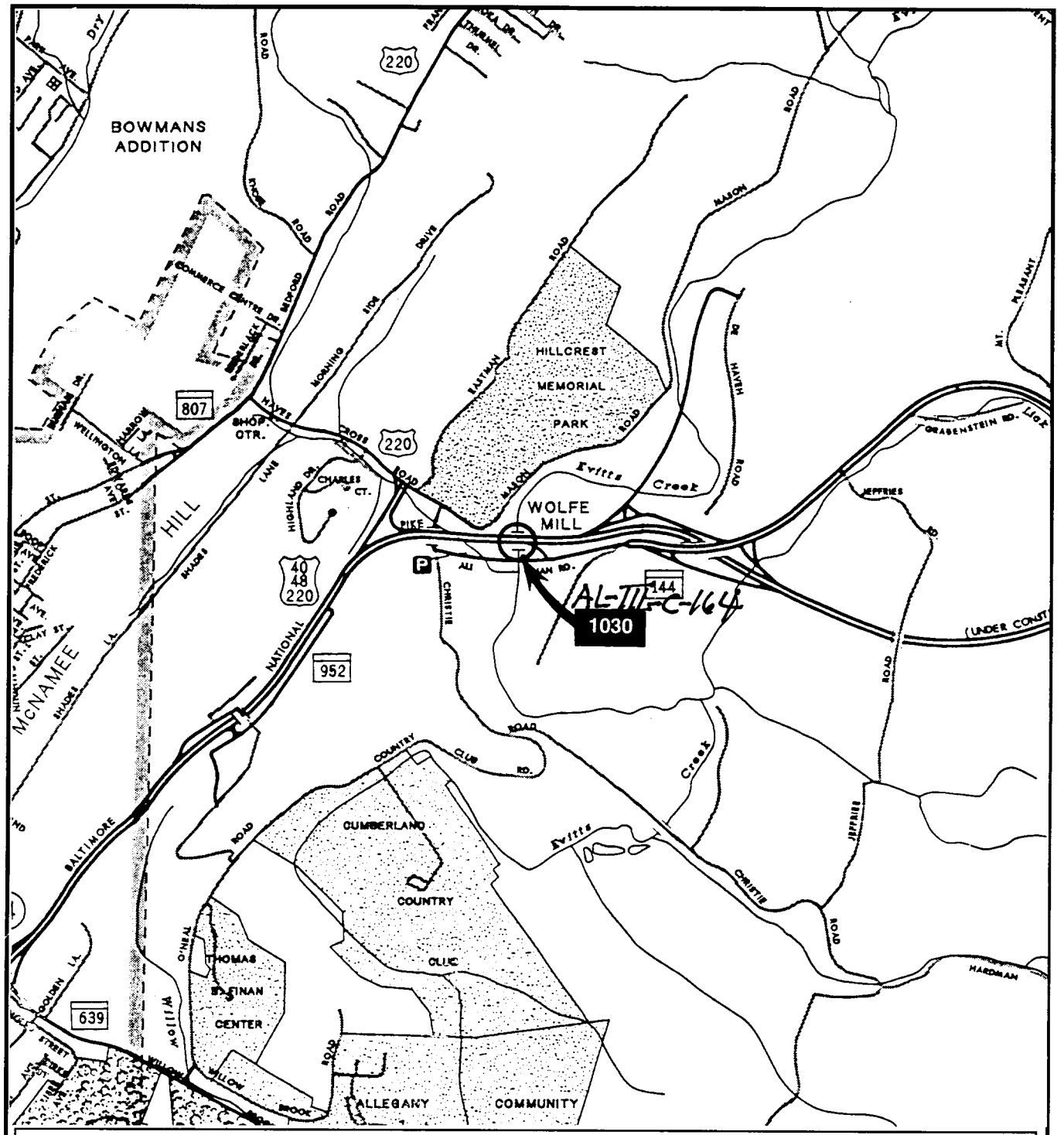
County survey files of the Maryland Historical Trust.

P.A.C. Spero & Company and Louis Berger & Associates, Inc. *Historic Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration, September, 1994.

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 2/2/95

Name of surveyor Charles Ziegler/Marvin Brown
Organization/Address GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111
Phone number 410-561-0100 **FAX number** 410-561-1150



Allegany County - Bridge Number 1030

I-68 over Evitts Creek, 1937

Scale 0 1000 2000 feet
0 0.5 kilometer

AL-III-C-164

BR # ~~1013840~~ 1030

EVITTS CREEK
ALLEGANY CO., MD.
CHARLES ZIEGLER
2/2/95
SHA

NORTH ELEVATION (UPSTREAM)

1 OF 5

AL-III-C-164

BR # ~~1015040~~ 1030

EVITTS CREEK
ALLEGANY CO., MD.
CHARLES ZIEGLER
2/2/95

SHA

SOUTH ELEVATION (DOWNSTREAM)

2 OF 5

EXIT 46
220 NORTH
Bedford

AL-III-C-164

BR # ~~1015040~~ 1030

EYITTS CREEK
ALLEGANY CO., MD
CHARLES ZIEGLER
2/2/45

SHA

WEST APPROACH

3 OF 5

AL-III-C-164

BR # ~~1013090~~ 1030

EVITTS CREEK

ALLEGANY CO. MD

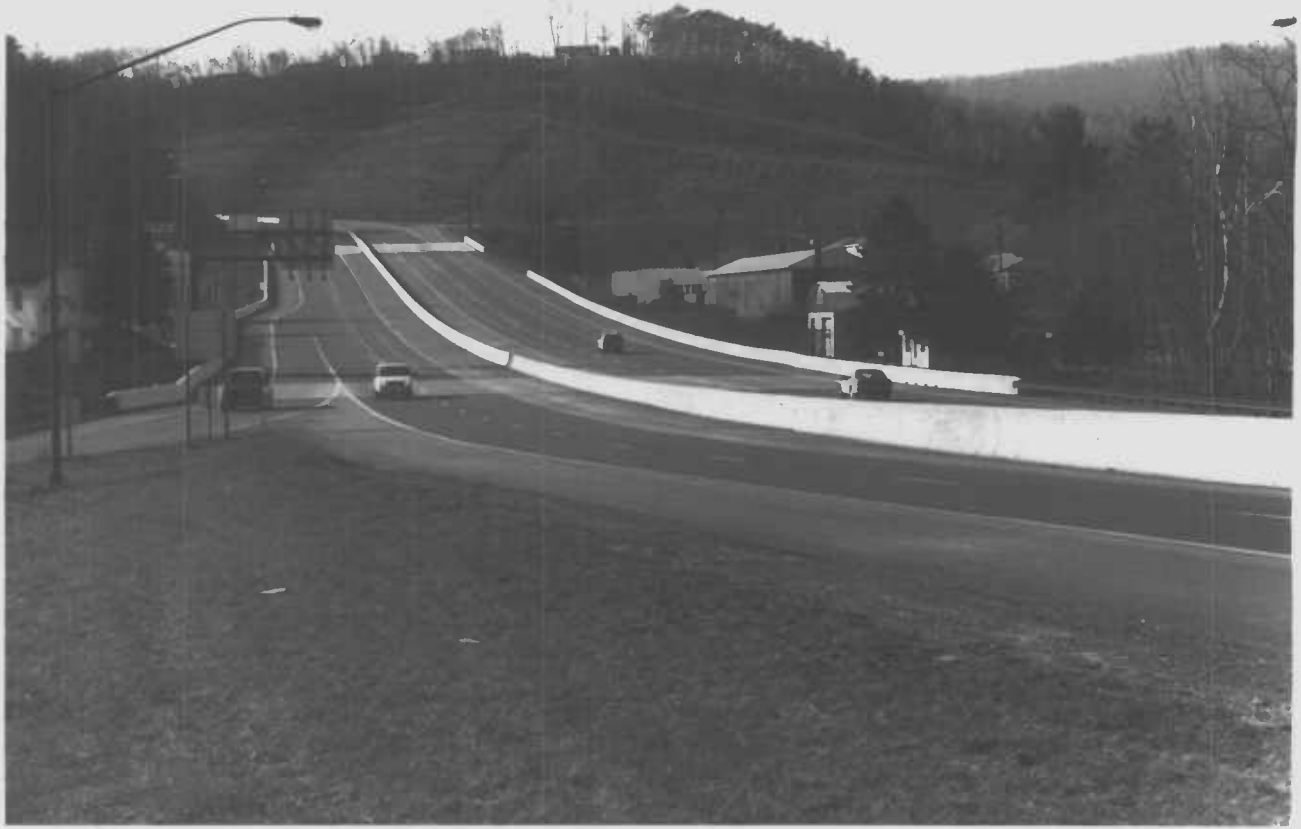
CHARLES ZIEGLER

2/2/95

SHA

INN ON THE SOUTHWEST SIDE OF ROAD

4 OF 5



AL-III-C-164

BR # 1030

EVITTS CREEK
ALLEGANY CO MD

CHARLES ZIEGLER
2/2/95
SHA

EAST APPROACH

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