Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-III-C-165

Name: Grabenstein Rd over Elk Lick Run

A-0122

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 PROPERTIES **MHT NO. AL-III-C-165**
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

NAME AND SHA NO.: A-0122

LOCATION
Road Name and Number: Grabenstein Road over Elk Lick Run
City/Town: Broadwater Addition _ vicinity
County: Allegany

Ownership: _ State X County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: _ yes X no
__ NR listed district _ NR determined eligible district
__ locally designated _ other
Name of District _

BRIDGE TYPE

__ Timber Bridge
__ Beam Bridge __ Truss-Covered __ Trestle __ Timber-and-Concrete

__ Stone Arch Bridge

__ Metal Truss Bridge

__ Moveable 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

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name __

DESCRIPTION

Describe the Setting:

Bridge A-0122 carries Grabenstein Road over Elk Lick Run in eastern Allegany County. Grabenstein Road, a dead-end street, runs north and south in this location as it turns from the eastbound lanes of I-68, while Elk Lick Run flows east to west. Located in the mountainous region of western Maryland which is part of the Appalachian Plateau physiographic province, the bridge is surrounded by wooded land, open fields, and scattered residential development to the east.

Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

Bridge A-0122, a single-span concrete beam structure skewed 10 degrees, has a clear span length of 21' and a total bridge length of 24'. The 24'(out-to-out) wide roadway carries two lanes of traffic. The solid concrete parapets with rectangular panels and the concrete slab are integrated with the girders. The substructure consists of concrete abutments and flared concrete wing walls at the northeast and southeast corners; wing walls at the northwest and southwest corners are straight.

Inspection reports from 1987 through 1993 detail the deterioration of this structure. In 1989, the bridge displayed deterioration of the southeast wing wall and erosion behind the northeast wing wall was threatening to undermine the roadway. By 1991, all of the wing walls showed signs of distress including separation of the southwest and southeast wing walls from the breastwall such that the wing walls were tipped outward and shifted horizontally. Further, had scour exposed the abutments' footings. Sometime between 1989 and 1991, riprap had been placed along the southwest embankments. The 1993 report stated that the substructure of this bridge is in serious condition, with the most serious deterioration occurring at the southeast and southwest wing walls and severe erosion of the channel. Photographs dated February 1995 indicate that no repairs have been undertaken and the structure continues to decline.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

According to available documentary evidence, this bridge has not undergone any major alterations.

HISTORY

When Built: 1940
Why Built: Statewide road improvement programs and local transportation needs.
Who Built: State Roads Commission of Maryland
Who Designed: Unknown
Why Altered: N/A
Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built at the end of the Good Roads Movement era.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

_ A (Events) _ B (Person) _ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

The improvement of Allegany County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, the SRC focused on improving the safety and comfort of the main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, the construction of this bridge did not play an active role in the growth or development of this portion of Allegany County.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, this bridge is not located within an area which is eligible for historic district designation.

Is the bridge a significant example of its type?

No. Despite the fact that the bridge apparently has not undergone any major alterations, this bridge cannot stand as a significant example of its type due to the severe deterioration and poor condition of the super- and substructure.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No. The poor condition and severe defects of the bridge's character defining elements compromise its integrity.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

Should this bridge be given further study before significance analysis is made, and why?

No, this bridge should not receive further study.

BIBLIOGRAPHY

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SURVEYOR INFORMATION

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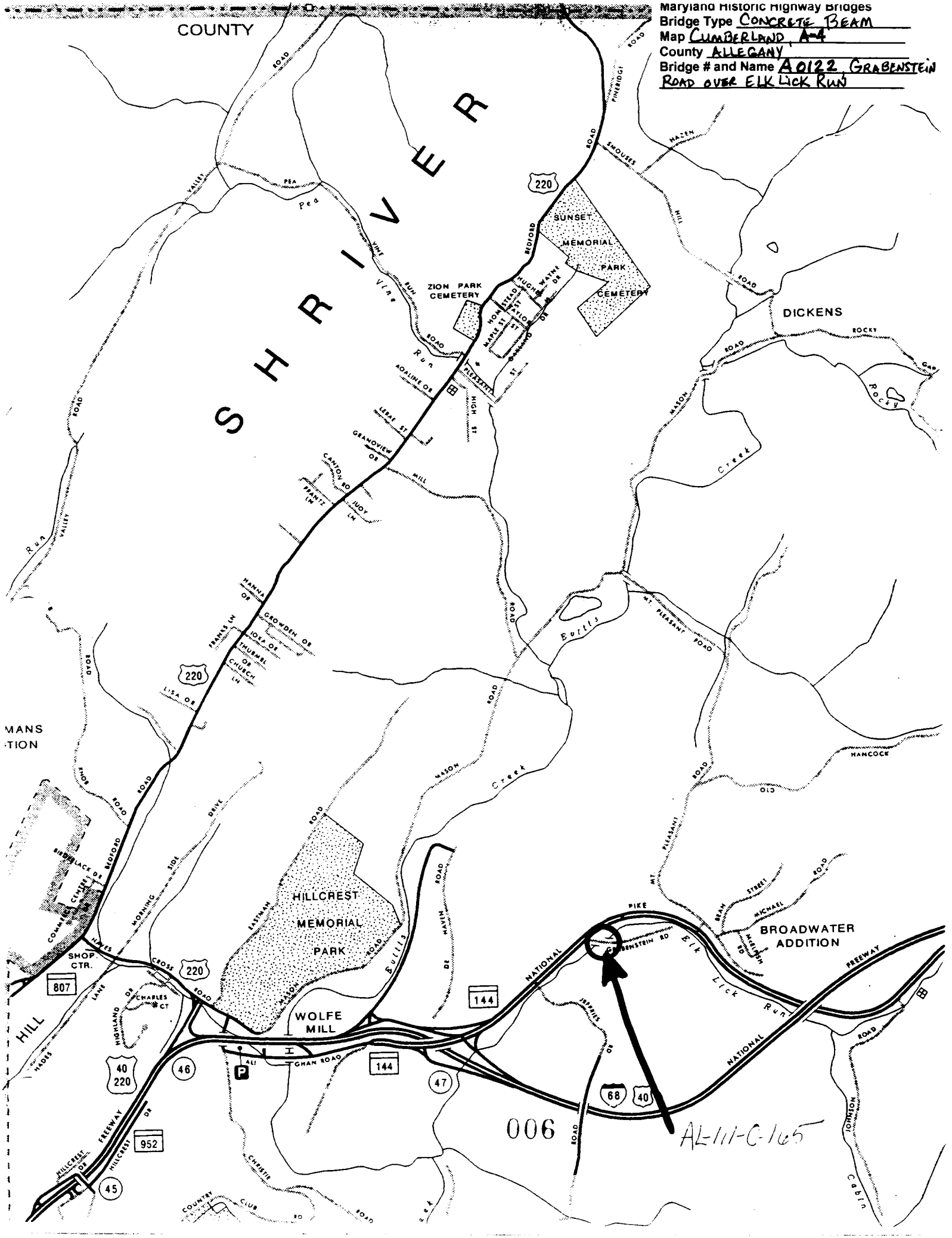
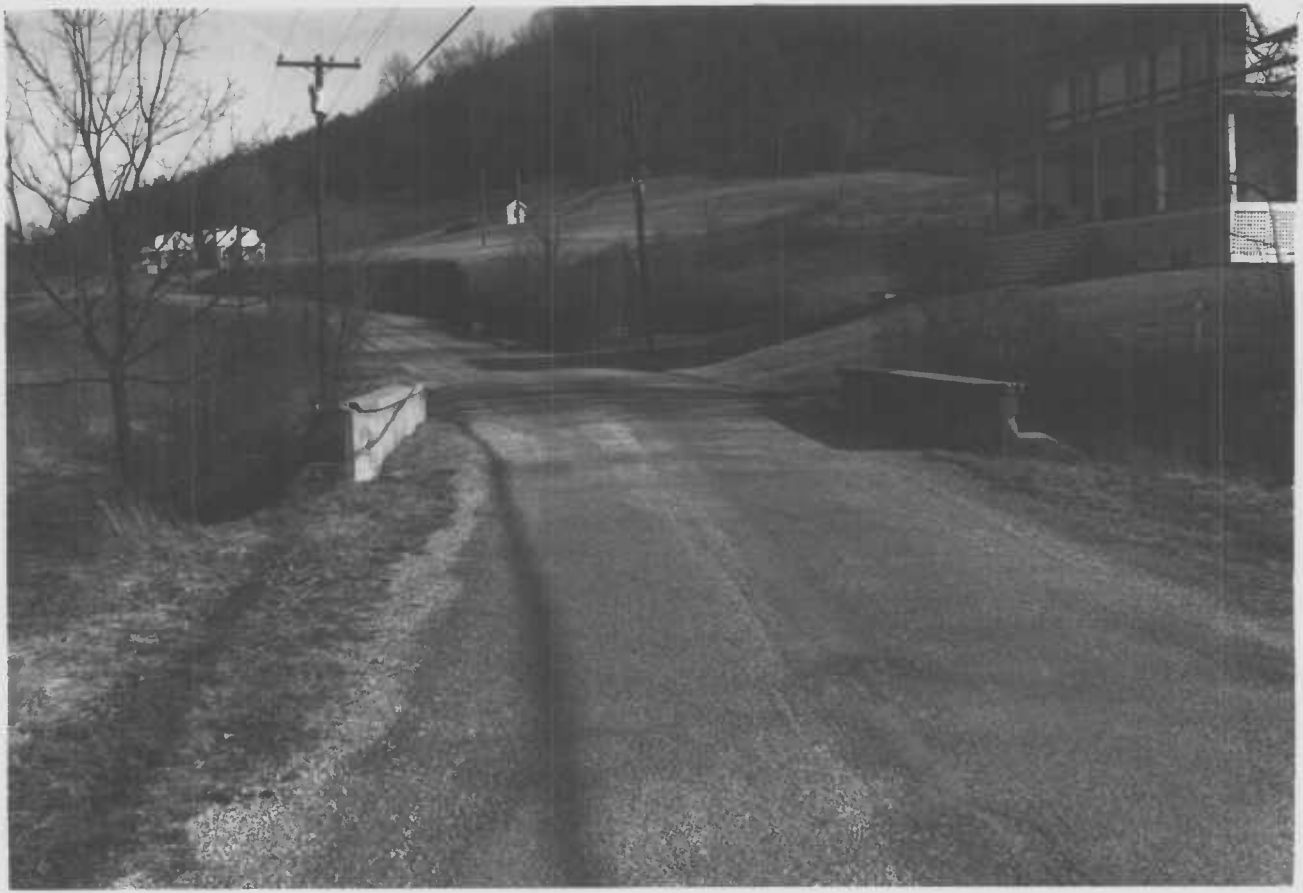
Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map CUMBERLAND, A-4
County ALLEGANY
Bridge # and Name A0122, GRABENSTEIN ROAD OVER ELK LICK RUN





AL-III-C-165

BR #20A12210
ELK LICK RUN
ALLEGANY CO, MD.
DAVID KING
2/2/95
S. H. A.

WEST APPROACH

1 OF 4

AL-III-C-165

BR#20A12210

ELK LICK RUN

ALLEGANY CO., MD

DAVID KING

2/2/95

S.H.A.

EAST APPROACH

2 OF 4

BR # 20A12210 AL-III-C-165

ELK LICK RUN

ALLEGANY CO, MD

DAVID KING

2/2/95

S. H. A.

NORTH ELEVATION (DOWNSTREAM)

3 OF 4

BR #20A12210 AL-III-C-165

ELK LICK RUN

ALLEGANY CO., MD

DAVID KING

2/2/95

S.H.A.

SOUTH ELEVATION (DOWNSTREAM)

4 OF 4