AL-V-B-303

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: AL-V-B-303

Name: Jennings Run Bridge (1003)

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 bridged received the following determination of eligibly.

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-V-B-303
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

NAME AND SHA NO.: Jennings Run Bridge, 1003

LOCATION
Road Name and Number: MD 831C over Jennings Run
City/Town: Corriganville _ vicinity
County: Allegany

Ownership: X State _ 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:

Situated in Maryland's Appalachian Plateau physiographic province, Bridge 1003 carries MD 831C over Jennings Run in northern Allegany County. MD 831C runs in a generally east-west direction while Jennings Run, a tributary of Willis Creek, flows primarily northward. Bridge 1003 spans Jennings Run on the east side of the village of Corriganville a short distance downstream of Bridge 1004 which carries MD 36 over Jennings Run. MD 831C intersects with MD 36 southeast of the two bridges. Several late-nineteenth and early-twentieth century buildings stand adjacent to Bridge 1003's west abutment and wing walls.

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

Bridge 1003 consists of two 31-feet, concrete beam spans constructed by the State Roads Commission in 1930 according to a plaque affixed to its north abutment. The bridge provides a 24-foot clear roadway for two lanes of traffic across its 70 feet total length. A four-foot wide sidewalk extends along the downstream side of the structure. Concrete balustrades enframe both sides of the bridge. Bituminous asphalt covers the original concrete road bed. A w-beam traffic barrier protects the southeast approach. Concrete and stone compose the west abutment while the northwest wing wall, the east abutment and wing walls and the central pier utilize concrete construction. The southwest wing wall and retaining wall is made of stone. The use of stone in the west abutment indicates that the State Roads Commission probably reused the location of an earlier bridge.

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. Nearly one-quarter (26) of that total were double-span bridges; 38 bridges (34%) were multiple span.

Much of the super- and substructure components display spalling, cracking and scaling. One of the concrete beams possesses excessive cracking and spalling that has exposed reinforcing bars. An underwater inspection report from July 1994 noted scour, medium scale, and a vertical hairline crack on the breastwall of the west abutment. Inspection reports from May and September 1988 indicated that the bridge displayed general deterioration of the concrete girders at the piers and abutments, as well as large spalled areas, open and irregular cracks, effloresence, delamination, hollow-sounding areas, and exposed rusted rebars on the abutments, wing walls, piers, and girders.

Discuss major alterations:

Inspection reports note that in September 1988 repairs were made to the west abutment breastwall, pier cap, and gunite was used to repair the concrete over exposed rebars.

HISTORY

When Built: 1930
Why Built: Unknown
Who Built: State Roads Commission
Who Designed: Unknown
Why Altered: Does not apply
Was this bridge built as part of an organized bridge building campaign?: No, historic documents do not indicate that this bridge was erected as part of an organized building campaign.

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?

Research has not identified any significant events or trends in Maryland or local history that contributed to Bridge 1003's construction.

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?

Construction of Bridge 1003 had a negligible impact on the surrounding area's development and growth.

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?

Research at the Maryland Historical Trust indicates that Bridge 1003 is encompassed within the Maryland Coal Heritage Survey, which included all of Garrett County and the western portion of Allegany County. A book discussing the survey (Ware 1991) included a section on concrete bridges within the survey area, however, Bridge 1003 was not singled out as a representative example of this type of structure.

Is the bridge a significant example of its type?

No, this bridge is not a significant example of its type. Although most of its character defining elements survive with good integrity, the structure is a commonplace example of a standard bridge type.

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

Despite evidence of spalling, cracking and scaling of many super- and substructure elements, Bridge 1003 appears to retain good integrity of its character defining elements. Inspection records do not indicate that any prior insensitive repairs or major alterations have occurred to the bridge.

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

Although probably a variant of the State Roads Commission's 1930 standard plan for concrete girder bridges, Bridge 1003 is neither a significant example of that type nor of the Commission's bridge construction efforts in general.

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

No. Further study is unlikely to reveal any additional information linking Bridge 1003 with any significant patterns, events or persons, or associations with significant engineering and/or methods of construction.

BIBLIOGRAPHY

Maryland Inventory of Historic Properties
Survey information on file at Maryland Historical Trust, Crownsville, MD.

Maryland State Highway Administration
As-Built Drawings. On file at 707 North Calvert Street, Baltimore.

Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

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1930 *Report of the State Roads Commission of Maryland for the Years 1927, 1928, 1929 and 1930*. Baltimore.

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1958 *A History of Road Building in Maryland*. Baltimore.

Ware, Donna M.
1991 *Green Glades and Sooty Gob Piles: The Maryland Coal Region's Industrial and Architectural Past, A Preservation Guide to the Survey and Management of Historic Resources*. Maryland Historical Trust, Crownsville, Maryland.

SURVEYOR INFORMATION

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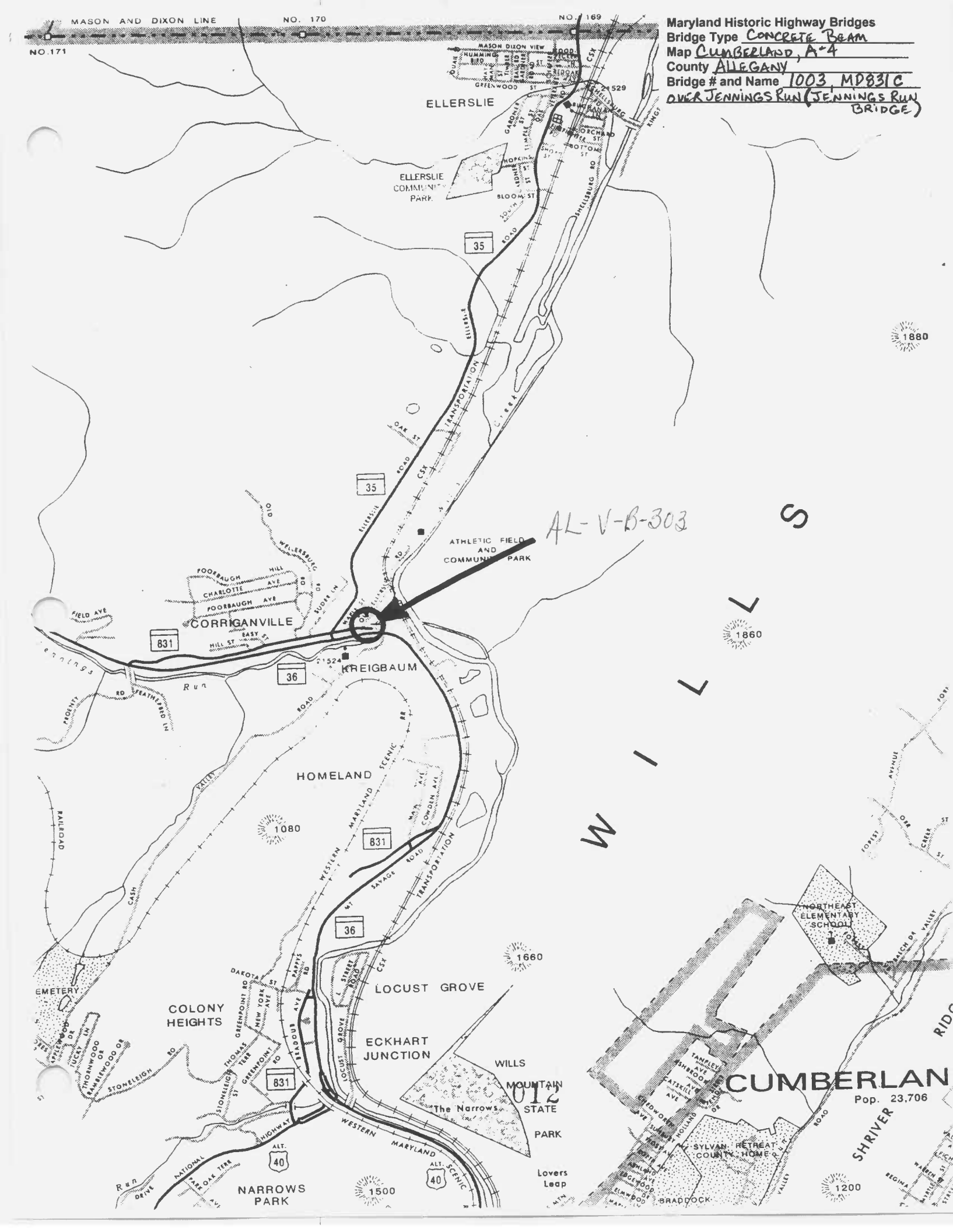
Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map CUMBERLAND, A-4
County ALLEGANY
Bridge # and Name 1003, MD831C
OVER JENNINGS RUN (JENNINGS RUN BRIDGE)
AL-V-B-303
MASON AND DIXON LINE
NO. 170
NO. 169
NO. 171
ELLERSLIE
ELLERSLIE COMMUNITY PARK
ATHLETIC FIELD AND COMMUNITY PARK
CORRIGANVILLE
KREIGBAUM
HOMELAND
LOCUST GROVE
COLONY HEIGHTS
ECKHART JUNCTION
WILLS MOUNTAIN
The Narrows
012 STATE PARK
NARROWS PARK
Lovers Leap
NORTHEAST ELEMENTARY SCHOOL
SYLVAN RETREAT COUNTY HOME
CUMBERLAND
Pop. 23,706
SHRIVER
BRADDOCK
1880
1860
1660
1500
1200
1080
35
831
36
40
529
1524

Br# 10310
OVER JENNINGS RUN
ALLEGANY CO. Md.
CHARLES ZIEGLER
2/2/95
SHA

AL-V-B-303

NORTH APPROACH

1015


RC

BR # 10150

AL-II-B-303

Over Jennings Run
Allegany Co. Md
Charles Ziegler
2/2/95
SHA

SOUTH APPROACH

205

BR# 101310

AL-V-B-303

OVER JENNINGS RUN
Allegany Co. Md
Charles Ziegler
2/2/95
SHA

EAST ELEVATION (DOWNSTREAM)

3 of 5

AL-I-B-303

BR# 101310
Over Jennings Run
Allegany Co Md.
Charles Ziegler
2/2/95
SHA

WEST ELEVATION (UPSTREAM)

495


JENNINGS RUN BRIDGE
BUILT — 1930
STATE ROADS COMMISSION
S. CLINTON HILL — CHAIRMAN.
HOWARD BRUCE
JOHN M. SHAW
H. D. WILLIAR, JR. — CHIEF ENGINEER.
W. C. HOPKINS — BRIDGE ENGINEER.

Br# 101310 AL-I-B-303

over Jennings Run
Allegany Co. Md
Charles Ziegler
7/2/95

SHA

PLAQUE ON EAST PARAPET

595