

Maryland Historical Trust

M:18-48

Maryland Inventory of Historic Properties number: _____

Name: Montevideo Rd. over Dry Seneca 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 <u> X </u> | Eligibility Not Recommended _____ |
| Criteria: <u> </u> A <u> </u> B <u> X </u> C <u> </u> D | Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None |
| Comments: _____ | |
| | |
| Reviewer, OPS: <u>Anne E. Bruder</u> | Date: <u>3 April 2001</u> |
| Reviewer, NR Program: <u>Peter E. Kurtze</u> | Date: <u>3 April 2001</u> |

mgf

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

MHT No. M:18-48

SHA Bridge No. M-30

Bridge name Montevideo Road over Dry Seneca Creek

LOCATION:

Street/Road name and number [facility carried] Montevideo Road

City/town Dawsonville

Vicinity X

County Montgomery

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

Ownership: State _____ County X Municipal _____ Other _____

HISTORIC STATUS:

Is the 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 X

Movable Bridge _____:
Swing _____ Bascule Single Leaf _____ Bascule Multiple Leaf _____
Vertical Lift _____ Retractable _____ Pontoon _____

Metal Girder _____:
Rolled Girder _____ Rolled Girder Concrete Encased _____
Plate Girder _____ Plate Girder Concrete Encased _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete _____:
Concrete Arch _____ Concrete Slab _____ Concrete Beam _____ Rigid Frame _____
Other _____ Type Name _____

DESCRIPTION:

Setting: Urban _____ Small town _____ Rural X

Describe Setting:

Bridge M-30 carries Montevideo Road over Dry Seneca Creek approximately 2-1/2 miles south of the town of Dawsonville. Montevideo Road runs generally in a north-south direction in the area while Dry Seneca Creek flows to the east. The bridge is situated in a treed valley. The area is relatively undeveloped with few residential buildings around the bridge.

Describe Superstructure and Substructure:

Bridge M-30 is a single span, Warren pony truss measuring 51 feet in total length. It has 4 panels. The top chord is a built-up section of 2 channels with cover plates and stay bars. The bottom chord is a built-up section of angles and stay plates. The floor system has I beam stringers and floorbeams. The verticals and diagonals consist of angles and plates. All connections are riveted with gusset plates. The clear width of the roadway is 12'-5" feet. There is no sidewalk on the bridge and the truss members are protected by a "w" section guardrail. The bridge has a 90 degree alignment to the streambed. The abutments are masonry with new concrete caps; the wingwalls are masonry. There are no plaques on the bridge.

Discuss Major Alterations:

In 1989, a new deck was installed over the stringers. It consists of corrugated metal plank filled with asphalt. Some of the structural members were replaced at that time.

HISTORY:

WHEN was the bridge built 1910

This date is: Actual _____ Estimated X

Source of date: Plaque _____ Design plans _____ County bridge files/inspection form X

Other (specify): _____

WHY was the bridge built? To provide a reliable crossing for Montevideo Road over Dry Seneca Creek.

WHO was the designer? Unknown.

WHO was the builder? Unknown.

WHY was the bridge altered? To improve the deck.

Was this bridge built as part of an organized bridge-building campaign? YES _____ NO X

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events X B- Person _____

C- Engineering/architectural character _____

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

This bridge was one of a large number of metal truss bridges built in Maryland in the late nineteenth and early twentieth centuries. Metal trusses built in the late nineteenth century were frequently of wrought iron construction and featured pinned connections. By the turn of the century, steel was the material of choice and connections were sometimes pinned and sometimes rivetted. By 1920, the truss type exhibited more heavily configured members and rivetted connections.

General Truss Bridge Trends

The first metal truss bridges in the United States were built to carry rail and canal traffic. A rapidly expanding railroad network, with needs for long spans, heavy load capacity and rapid construction, served as the impetus for advances in metal truss technology from the mid-nineteenth century to its close. The earliest metal truss forms of the United States were patented and introduced between 1830 and the Civil War, including the popular Pratt (1844) and Warren (1848) types.

From the Civil War through the end of the century metal truss technology improved in response to increasing loads and speeds, and new transportation needs; steel began to replace iron; numerous "bridge works" and "iron works" were established in the eastern U.S. for fabricating and shipping the truss components to the bridge site; and expanding road networks required a low cost, expedient bridge type.

General Trends in Maryland

In Maryland, the earliest metal truss bridges carried rail lines, including the Baltimore & Ohio (B&O) and the Baltimore and Susquehanna Railroads. As early as 1849, B&O Chief Engineer Benjamin H. Latrobe recommended the construction of metal truss bridges for "large crossings"; in 1850 he reported "much satisfaction" with the future of iron bridges after constructing the metal truss bridge at Savage.

Numerous metal truss bridges were manufactured in Baltimore, the early industrial hub of bridge building activity in the state, from the 1850s through the 1880s. Among the early bridge builders in the 1850s and 1860s were former B&O employees, B.H. Latrobe and Wendell Bollman, founders of competing Baltimore bridge building companies. Historical research identified more than twenty-five bridge companies that built truss bridges in the state between 1850 and 1920. Among these were the Wrought Iron Bridge Company, King Iron Bridge Company, Patapsco Bridge and Iron Works, Baltimore Bridge Company, Pittsburg Bridge Company, Penn Bridge Company, Smith Bridge Company, Groton Bridge and Manufacturing Company, Roanoke Iron and Bridge Company, York Bridge Company, Vincennes Bridge Company, Bethlehem Steel Company, American Bridge Company.

The location of the Baltimore & Ohio Railroad, Baltimore bridge fabricators, and the urban needs of the city and its environs resulted in the erection of numerous early truss bridges in Baltimore and the surrounding area. Initially constructed for the railroads, their use quickly came to replace the earlier timber bridges on Baltimore roads.

From Baltimore, the use of the metal truss spread to other parts of the state, with County Commissioners in the Piedmont and Appalachian Plateau counties erecting numerous metal trusses from the 1870s to the early twentieth century.

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? Yes _____ No X

Metal truss bridges were reliable spans, providing safe crossings throughout the year in most weather conditions. In rural areas, such as this one, they served to facilitate local travel, and probably did not have a significant impact on the growth and development of the area.

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

There is a National Register eligible farmstead near the bridge, but the bridge is not related to the complex. The bridge is not located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type?

The bridge is a significant example of a rivetted structured Warren truss.

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

This bridge retains integrity of location, design, setting, materials, workmanship, feeling and association. The deck was replaced but the truss components appear to be intact.

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

Unknown.

Should the bridge be given further study before an evaluation of its significance is made?

No further study is required before an evaluation of significance can be made.

BIBLIOGRAPHY:

County inspection/bridge files X SHA inspection/bridge files
Other (list):

County survey files of the Maryland Historical Trust

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

SURVEYOR INFORMATION:

Date bridge recorded February 1996

Name of surveyor P.A.C. Spero/Colin Farr

Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Suite 412, Baltimore, Maryland 21204

Phone number 410-296-1635

FAX number 410-296-1670

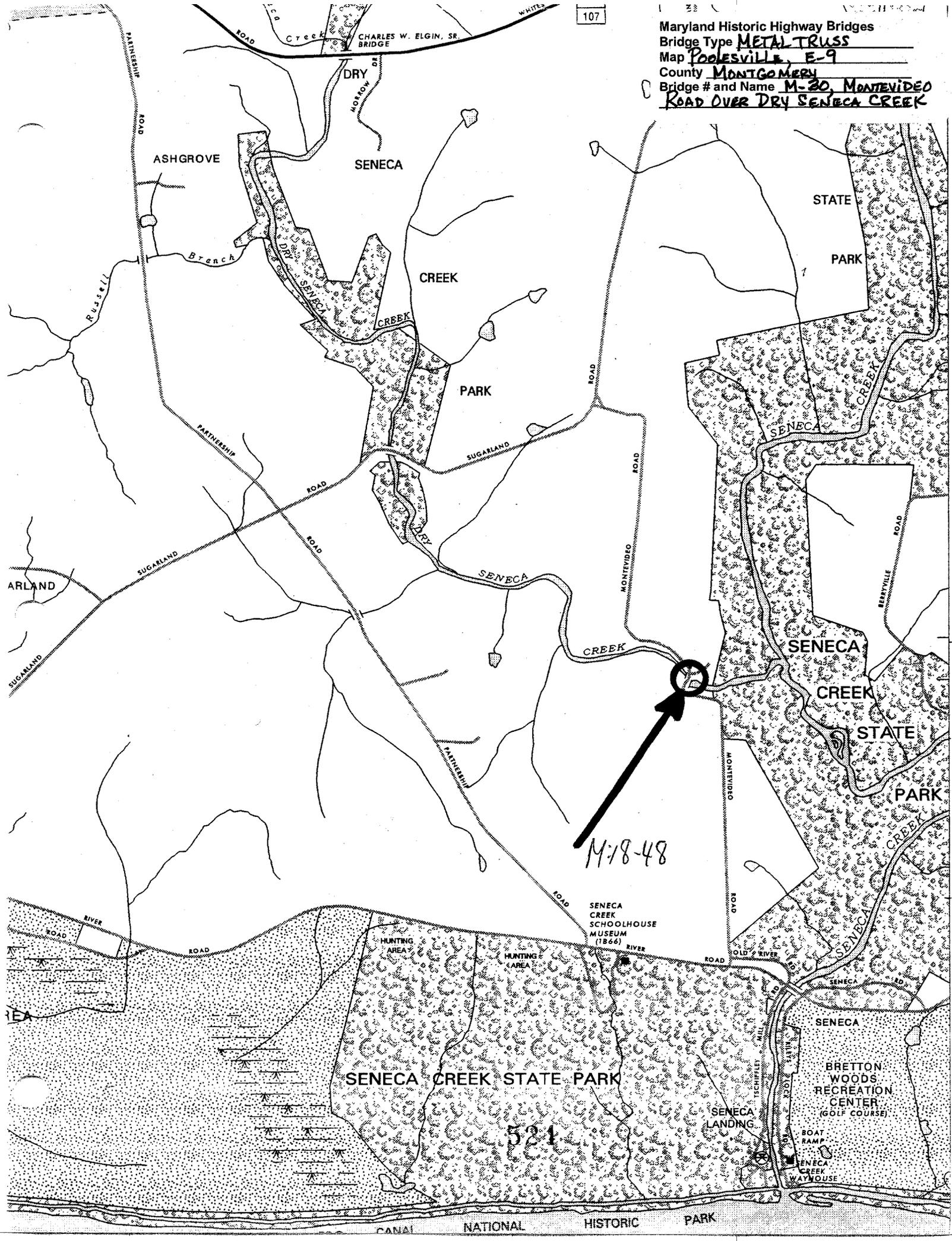
Bridge Type METAL TRUSS

Map POOLESVILLE, E-9

County MONTGOMERY

Bridge # and Name M-30, MONTEVIDEO ROAD OVER DRY SENECA CREEK

107



M:18-48

524

SENECA CREEK STATE PARK

BRETTON WOODS RECREATION CENTER (GOLF COURSE)

SENECA CREEK SCHOOLHOUSE MUSEUM (1866)

Russell ROAD

ASHGROVE

SENECA

CREEK

PARK

SUGARLAND

SENECA

CREEK

STATE

PARK

SENECA

CREEK

STATE

PARK

HUNTING AREA

HUNTING AREA

SENECA

SENECA LANDING

BOAT RAMP

SENECA CREEK WAYHOUSE

CANAL NATIONAL HISTORIC PARK



WEIGHT
LIMIT
7
TONS

M: 18-48

1130

- 1)
- 2) MONTEVIDEO RD OVER DRY SENECA CREEK
- 3) MONTGOMERY COUNTY
- 4) COLIN FARR
- 5) FEB 1996
- 6) P.A.C. SPERO & COMPANY, TOWSON, MD
21204
- 7) MONTEVIDEO RD OVER DRY SENECA CREEK
NORTH APPROACH
- 8) ONE OF FIVE



- 1) M: 18-48
- 2) MONTEVIDEO ROAD OVER DRY SENECA CREEK
- 3) MONTGOMERY COUNTY
- 4) COLIN HIRE
- 5) FEB 1996
- 6) P.A.C. SPERO + COMPANY, TOWSON, MD, 21204
- 7) MONTEVIDEO RD OVER DRY SENECA CREEK
SOUTH APPROACH
- 8) TWO OF FIVE



1) M: 18-48

M30

2) MONTEVIDEO RD OVER DRY SENECA CREEK

3) MONTGOMERY COUNTY

4) COLIN FARR

5) FEB 1996

6) P.A.C. SPERG + COMPANY, TOWSON, MD, 21204

7) MONTEVIDEO RD OVER DRY SENECA CREEK
EAST ELEVATION

8) THREE OF FIVE



1) M: 18-48

1130

2) MONTEVIDEO RD OVER DRY SENECA CREEK

3) MONTGOMERY COUNTY

4) COLIN FARR

5) FEB 1996

6) P.A.C. SPERO + COMPANY, TOWSON, MD 21284

7) MONTEVIDEO RD OVER DRY SENECA CREEK
JOINT U.S.

8) FOUR OF FIVE



M-30

- 1) M:18-48
- 2) MONTEVIDEO ROAD OVER DRY JENECA CREEK
- 3) MONTGOMERY COUNTY
- 4) COLIN FARR
- 5) FEB 1996
- 6) P.A.C. SPERO + COMPANY, TOWSON, MD 21204
- 7) MONTEVIDEO ROAD OVER DRY JENECA CREEK
FLOOR BEAM + LOWER JOINT
- 8) FIVE OF NINE