Maryland Historical Trust

Maryland Inventory of Historic Properties Number: AL-VI-B-335

Name: MD 36 (Georges Creek Rd) #1012

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

MHT No. AL-VI-B-335

SHA Bridge No. 1012 **Bridge name** MD 36 over Georges Creek

LOCATION:
Street/Road name and number [facility carried] MD 36 (Georges Creek Road)

City/town Gilmore **Vicinity** _____

County Allegany

This bridge projects over: Road____ **Railway**_____ **Water** X **Land** ____

Ownership: State X **County** _____ **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 _____

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** X **Rigid Frame** _____
Other _____ **Type Name** _____

DESCRIPTION:

Setting: Urban _____ **Small town** ___X___ **Rural** _____

Describe Setting:

Bridge No. 1012 carries MD 36 (Georges Creek Road) over Georges Creek in Allegany County. MD 36 runs east-west and Georges Creek flows north-south. The bridge is located in the town of Gilmore, and is surrounded by single family dwellings.

Describe Superstructure and Substructure:

Bridge No. 1012 is a 3-span, 2-lane, concrete beam bridge. The bridge was originally built in 1927, and the original concrete parapets have been removed, however, the date of removal is unknown. The structure is 93 feet, 8 inches long and has a clear roadway width of 24 feet; there are no sidewalks. The out-to-out width is 26 feet, 3 inches. The bridge was built on a 56° skew. The superstructure consists of five (5) T-beams which support a concrete deck and steel guard rails. The beams measure 15 inches x 30 inches and are spaced 5 feet, 3 inches apart. The concrete deck, an integral part of the T-beams, is 9 inches thick and it has a bituminous wearing surface. The structure has steel guard rails and the roadway approaches have narrow shoulders and steel guard rails. The substructure consists of two (2) concrete abutments and two (2) intermediate concrete piers. There are four (4) concrete wing walls. The southeast wing wall is u-shaped, and the remaining wing walls are flared. The bridge is not posted, and the sufficiency rating is 70.5.

The inspection reports for this bridge are not available. During the 1997 field survey by P.A.C. Spero & Company, is was noted that this structure is in poor condition. The concrete superstructure has large areas of spalled concrete on the downstream side, cracked, scaling, and spalling concrete on both the substructure and superstructure, exposed reinforcing bars on the deck and beams, deposits of rust and efflorescence on the concrete, and severe deterioration at the base of the west pier. The asphalt wearing surface has cracks and there are depressions in the travel lanes.

Discuss Major Alterations:

The available drawings indicate that the bridge originally had pierced concrete parapets. The parapets have been removed, however, the date of removal is unknown. The bridge files and inspection reports for this bridge are not available.

HISTORY:

WHEN was the bridge built: ___1927___
This date is: Actual ___X___ **Estimated** _____
Source of date: Plaque ____ **Design plans** _X_ **County bridge files/inspection form** __
Other (specify)

WHY was the bridge built?

The bridge was constructed when Georges Creek Road was widened and realigned in the 1920s.

WHO was the designer?

State Roads Commission

WHO was the builder?

Unknown

WHY was the bridge altered?

The bridge was altered to correct functional or structural deficiencies.

Was this bridge built as part of an organized bridge-building campaign?

There is no evidence that the bridge was built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

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

The bridge does not have National Register significance.

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

The earliest concrete beam bridges in the nation were deck girder spans that featured concrete slabs supported by a series of longitudinal concrete beams. This method of construction was conceptually quite similar to the traditional timber beam bridge which had found such widespread use both in Europe and in America. Developed early in the twentieth century, deck girder spans continued to be widely used in 1920 when noted bridge engineer Milo Ketchum wrote *The Design of Highway Bridges of Steel, Timber and Concrete* (Ketchum 1920).

Although visually similar to deck girder bridges, the T-beam span features a series of reinforced concrete beams that are integrated into the concrete slab, forming a monolithic mass appearing in cross section like a series of upper-case "T"s connected at the top. Thaddeus Hyatt is believed to have been the first to come upon the idea of the T-beam when he was studying reinforced concrete in the 1850s, but the first useful T-beam was developed by the Belgian Francois Hennebique at the turn of the present century (Lay 1992:293). The earliest references to T-beam bridges refer to the type as concrete slab and beam construction, a description that does not distinguish the T-beam design from the concrete deck girder. Henry G. Tyrrell was perhaps the first American bridge engineer to use the now standard term "T-beam" in his treatise *Concrete Bridges and Culverts*, published in 1909. Tyrrell commented that "it is permissible and good practice in designing small concrete beams which are united by slabs, to consider the effect of a portion of the floor slab and to proportion the beams as T-beams" (Tyrrell 1909:186).

By 1920, reinforced concrete, T-beam construction had found broad application in standardized bridge design across the United States. In his text, *The Design of Highway Bridges of Steel, Timber and Concrete*, Milo S. Ketchum included drawings of standard T-beam spans recommended by the U.S. Bureau of Public Roads as well as drawings of T-beam bridges built by state highway departments in Ohio, Michigan, Illinois, and Massachusetts (Ketchum 1920). By the 1930s the T-beam bridge was widely built in Maryland and Virginia.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commission's

establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic , with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of $3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's. Most improvements to local roads waited until the years after World War I.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer, stated in 1906, "the general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do away with the further expense of the maintenance of expensive and dangerous wooden structures." Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

In 1930, the roadway width for all standard plan bridges was increased to 27 feet in order to accommodate the increasing demands of automobile and truck traffic (State Roads Commission 1930). The range of span lengths remained the same, but there were some changes designed to increase the load bearing capacities. The reinforcing bars increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

In 1933, a new set of standard plans were introduced by the State Roads Commission. This time their preparation was not announced in the Report; new standard plans were by this time nothing special - they had indeed become standard. Once again accommodating the ever-increasing demands of traffic, the roadway was increased, this time to 30 feet. The slab span's reinforcing bars remained the same diameter but were placed closer together to achieve still more load capacity.

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?

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this 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?

The bridge is located in an area which does not appear to be eligible for historic designation.

Is the bridge a significant example of its type?

A significant example of a concrete beam bridge should possess character-defining elements of its type, and be readily recognizable as an historic structure from the perspective of the traveler. The integrity of distinctive features visible from the roadway approach, including parapet walls or railings, is important in structures which are common examples of their type. In addition, the structure must be in excellent condition. This bridge, which is lacking such features as the original concrete parapets, is also in deteriorated condition, and is an undistinguished example of a concrete beam bridge.

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

The bridge retains some character-defining elements such as the original beams, abutments, and wing walls. However, this bridge was altered at an unknown date, resulting in the loss of the original parapets.

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

This bridge is not a significant example of the work of a manufacturer, designer, and/or engineer.

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

No further study of this bridge is required to evaluate its significance.

BIBLIOGRAPHY:

County inspection/bridge files _____ **SHA inspection/bridge files** ___X___
Other (list):

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1908 *The Design of Highway Bridges and the Calculation of Stresses in Bridge Trusses.* The Engineering News Publishing Co., New York.

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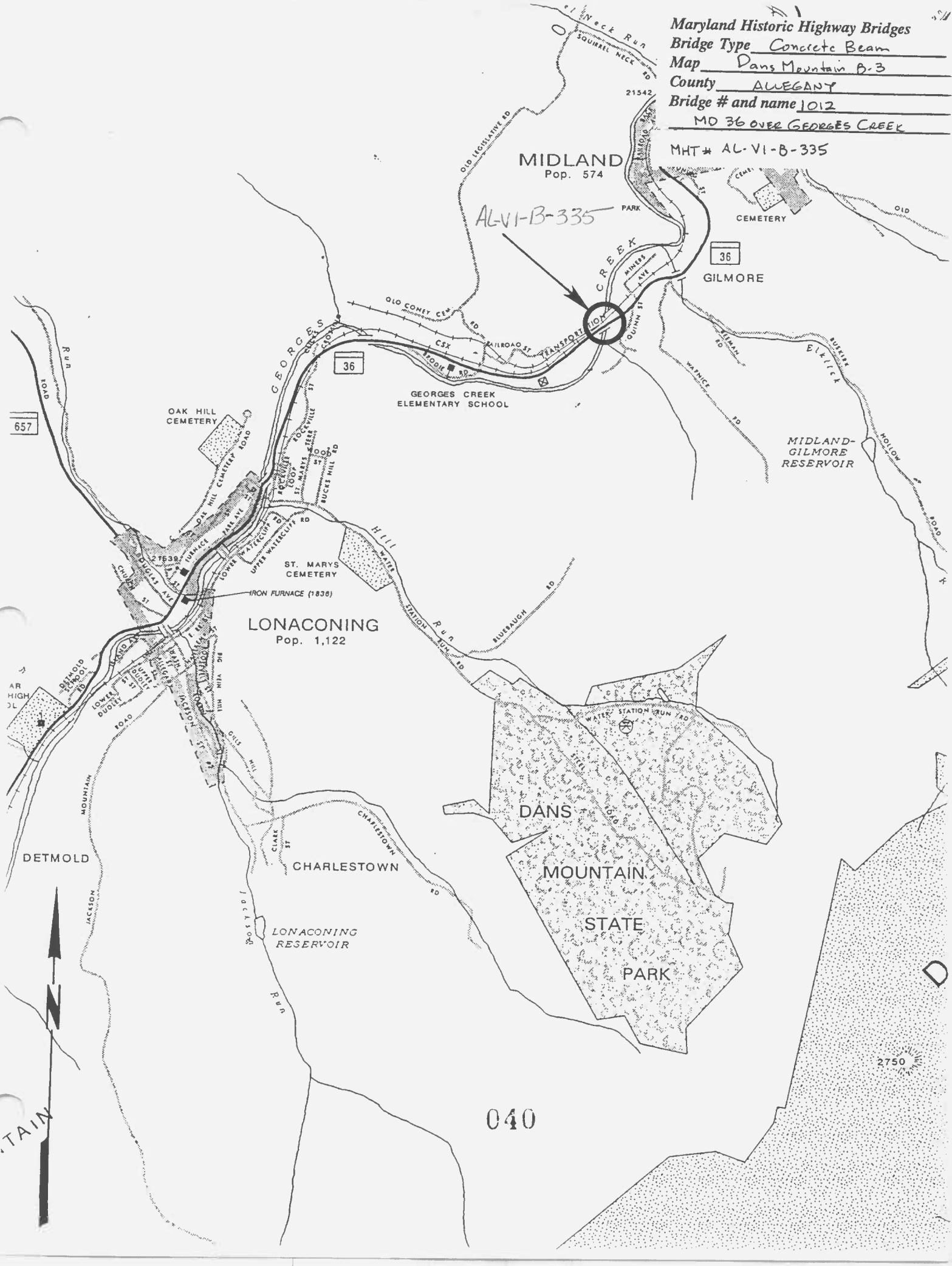
Tyrrell, H. Grattan
1909 *Concrete Bridges and Culverts for Both Railroads and Highways*. The Myron C. Clark Publishing Company, Chicago and New York.

SURVEYOR:

Date bridge recorded 2/28/97
Name of surveyor Caroline Hall/Ryan McKay
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204
Phone number (410) 296-1685 **FAX number** (410) 296-1670

Maryland Historic Highway Bridges
Bridge Type Concrete Beam
Map Dans Mountain B-3
County ALLEGANY
Bridge # and name 1012
MD 36 OVER GEORGES CREEK
MHT# AL-VI-B-335



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1 AL-VII-B-335
2 MD 36 over George's Creek
3 Allegany
4 Ryan McKay
5 3-97
6 MD SHPD
7 Upstream elevation
8 1 of 5

1. AL-VI-13-335
2. MD 36 over George's Creek
3. Washington
4. Ryan McKay
5. 3-97
6. MD SHPO
7. North approach
8. 2 of 5

1 AL-VI-B-335

2 MD 36 over Georges Creek

3. Allegany Co, MD

4. Ryan Mc Kay

5 3/97

6. MD SHPO

7. Deconstruction elevation

8. 3 of 5

1. AL-VI-B-325
2. MD 36 over George's Creek
3. Allegany Co. MD
4. Ryan McKay
5. 3-7
6. MD 36 PO
7. Detail of bars and west pier
8. 4 of 5

1 AL-VI-B-335

2 MD 36 over George's Creek

3 Allegany Co, MD

4 Ryan McKay

5 3/97

6 MD SHPO

7 Detail of west pier

8 1 of 2