

Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-VI-A-328

Name: MD 636 OVER WASSAHOE RUN

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 <u>X</u>
Criteria: <u> </u> A <u> </u> B <input checked="" type="checkbox"/> 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>

Handwritten signature

Metal Suspension

Metal Arch

Metal Cantilever

Concrete

Concrete Arch Concrete Slab Concrete Beam

Rigid Frame

Other Type Name _____

Description:

Describe Setting: Bridge 1061 (1016110) carries MD 636 over Warrior Run in Allegany County, Maryland. MD 636 runs generally north-south at this location; Warrior Run flows east-west. The bridge is located in a small town setting with 19th and 20th century structures in view.

Describe Superstructure and Substructure: Bridge 1061 (1016110) is a single span steel beam with a concrete deck with bituminous overlay, concrete curbs and W-beam guardrails. The span length and total bridge length is 30'. The substructure is concrete abutments and wing walls. The structure is extended to the south by a concrete box culvert with concrete encased beams, probably installed some time in the 1980's. This extension structure supports a private parking lot and may not be the property or responsibility of the State Highway Administration. The bridge files indicate an attempt to determine ownership in 1995; however, there is no further paperwork as to what decision, if any, was made. The super and substructure are both in fair condition.

Discuss Major Alterations: In 1992 the deck was extensively rehabilitated. This entailed removal of the concrete deck, repair and replacement of several beams, and installation of a new concrete deck and wearing surface, curbs and guardrails. The remaining beams and the rest of the structure was cleaned and repainted at this time as well. A June 1995 inspection of the structure notes that a stone masonry wall adjacent to the southeast wing wall was failing. A 4' section of this wall (at the junction with the wing wall) had already collapsed and the rest of the wall was in a severe state of disrepair. This inspection report also notes that the extension box culvert has heavy efflorescence, rust staining and spalling. The report recommends repair of spalling, underpinning of the floor of the culvert with grout bags and installing rip rap along the slope at the end of the southeast wingwall, if it is determined that SHA is responsible for the culvert as well. At the very least, and if SHA has no responsibility for maintenance of the culvert, the report recommends underpinning the apron in front of the east abutment with grout bags. None of this work has been done, pending determination of responsibility for the concrete box culvert.

History:**When Built:**1936**Why Built:**local transportation needs**Who Built:**State Roads Commission**Why Altered:**structural and safety improvements**Was this bridge built as part of an organized bridge building campaign:**yes**Surveyor Analysis:****This bridge may have NR significance for association with:** **A Events** **Person** **C Engineering/Architectural****Was this bridge constructed in response to significant events in Maryland or local history:**no**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**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district:**no**Is the bridge a significant example of its type:**no**Does the bridge retain integrity of the important elements described in the Context Addendum:**Major alterations have been made to the deck and floor system of 1061 (1016110), considered primary CDE's. There have also been alterations made to the abutments of this structure, also considered a primary CDE. This, coupled with the recent addition of the concrete box culvert adjacent to the south of the original structure, raises doubts as to the integrity of the bridge.**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why:**no**Should this bridge be given further study before significance analysis is made and why:**Further study is not warranted for bridge 1061 (1016110) because of extensive modifications to the structural elements.

Bibliography:

Greiner, Inc.

1995 Historic Bridge Inventory Form

Spero, P.A.C. & Company, and Louis Berger & Associates

1994 Historic Bridges in Maryland: Historic Bridge Context

United States Geological Survey

1949, 7.5' Cresaptown Quadrangle, photorevised 1974

State Highway Administration

v.d. Bridge Inspection Files

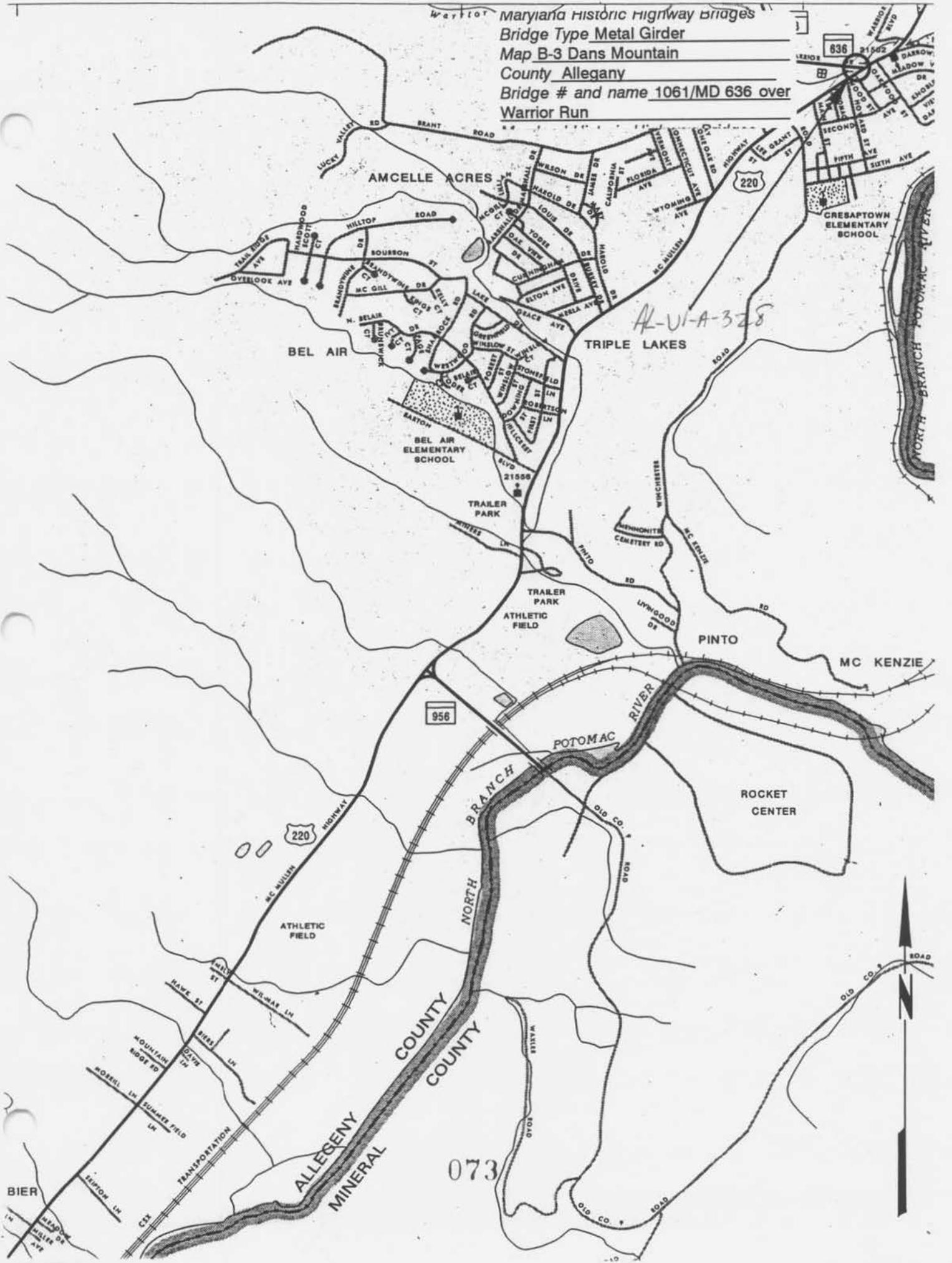
Surveyor:

Name: Stephanie L. Bandy **Date:** September 1995

Organization: State Highway Admin. **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road Brooklandville, MD 21022

Warrior Run
Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map B-3 Dans Mountain
County Allegany
Bridge # and name 1061/MD 636 over
Warrior Run



A-U-A-328

073





AL-VI-A-328

BR#1016110 (1061)

WARRIOR RUN

ALLEGANY CO., MD

CHARLES ZIEGLER

1/27/95

SHA

NORTH ELEVATION (DOWNSTREAM)

1 OF 4



AL-VI-A-328

BR # 1016110 (1061)

WARRIOR RUN

ALLEGANY CO, MD

1/27/95

SHA

WEST APPROACH

2 OF 4



AL-VI-A-328

BR#1016110 (1061)

WARRIOR RUN

ALLEGANY CO., MD

CHARLES ZIEGLER

1/27/95

SHA

SOUTH ELEVATION (UPSTREAM)

3 OF 4



AL-VI-A-328

BR # 1016110 (1061)
WARRIOR RUN
ALLEGANY CO, MD
CHARLES ZIEGLER
1/27/95
SHA

EAST APPROACH

4 OF 4