

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: AL-VI-C-317

Name: MD 935 over Moores Run (#1020)

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 <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </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>

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MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. AL-VI-C-317

NAME AND SHA NO.: 1020

LOCATION

Road Name and Number: MD 935 over Moores Run

City/Town: Barton _ vicinity

County: Allegany

Ownership: State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway Water _ Land

Is bridge located within designated district?: _ yes 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 _ 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

Describe the Setting:

Located in Maryland's Appalachian Plateau physiographic zone, Bridge 1020 carries MD 935 over Moores Run in the town of Barton. Situated in southwestern Allegany County, Moores Run flows easterly forming the southern boundary of Barton while MD 935 stretches in a roughly north-south direction. Nineteenth- and twentieth-century dwellings stand scattered throughout the town on both sides of the bridge.

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

A single concrete-beam span of 32-feet total length, Bridge 1020 carries two lanes of traffic across its 30-feet of clear roadway flanked by w-beam guardrails. Concrete abutments and wing walls form the bridge's substructure.

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:

A 1933 inspection report drawing illustrates balustrade railings flanking the bridge's road surfaces. The balustrades were probably removed and replaced with the w-beam guardrails sometime after a 1959 report noted that the downstream balustrade had been damaged due to an automobile collision.

HISTORY

When Built: 1933

Why Built: Unknown

Who Built: State Roads Commission

Who Designed: Unknown

Why Altered: Destruction of original balustrade by automobile collision.

Was this bridge built as part of an organized bridge building campaign?: No. Documents have not indicated construction of the bridge occurred as part of any 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?

No. Research has not identified any significant events associated with Maryland or local history that precipitated construction of Bridge 1020.

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?

The zenith of Barton's evolution as a town center for surrounding coal mining areas of the Georges Creek valley occurred prior to construction of Bridge 1020.

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, Bridge 1020 is not located in an area potentially eligible for historic designation.

Is the bridge a significant example of its type?

As a result of the insensitive replacement of its balustrades, Bridge 1020 has lost significance as an example of its type.

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

Despite the loss of its balustrades, Bridge 1020's remaining character defining elements, the beams and slab, the abutments and wing walls, still possess fair integrity. The surviving elements do exhibit spalling and cracking however.

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

In its present condition Bridge 1020 does not represent a significant example of the State Roads Commission's bridge building.

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 1020 with any significant patterns, events or persons, or associations with significant engineering and/or methods of construction.

BIBLIOGRAPHY

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.

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

1994 *Historic Bridges in Maryland: Historic Context Report*. Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland

1933 *Financial Report of the State Roads Commission of Maryland for the Years 1929 - 1930 - 1931 - 1932 and Addenda 1933*. Baltimore.

1934 *Report of the State Roads Commission of Maryland. Operating Report for the Years 1933 - 1934*. Baltimore.

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

SURVEYOR INFORMATION

Name: Stuart Paul Dixon/Steven Linhart

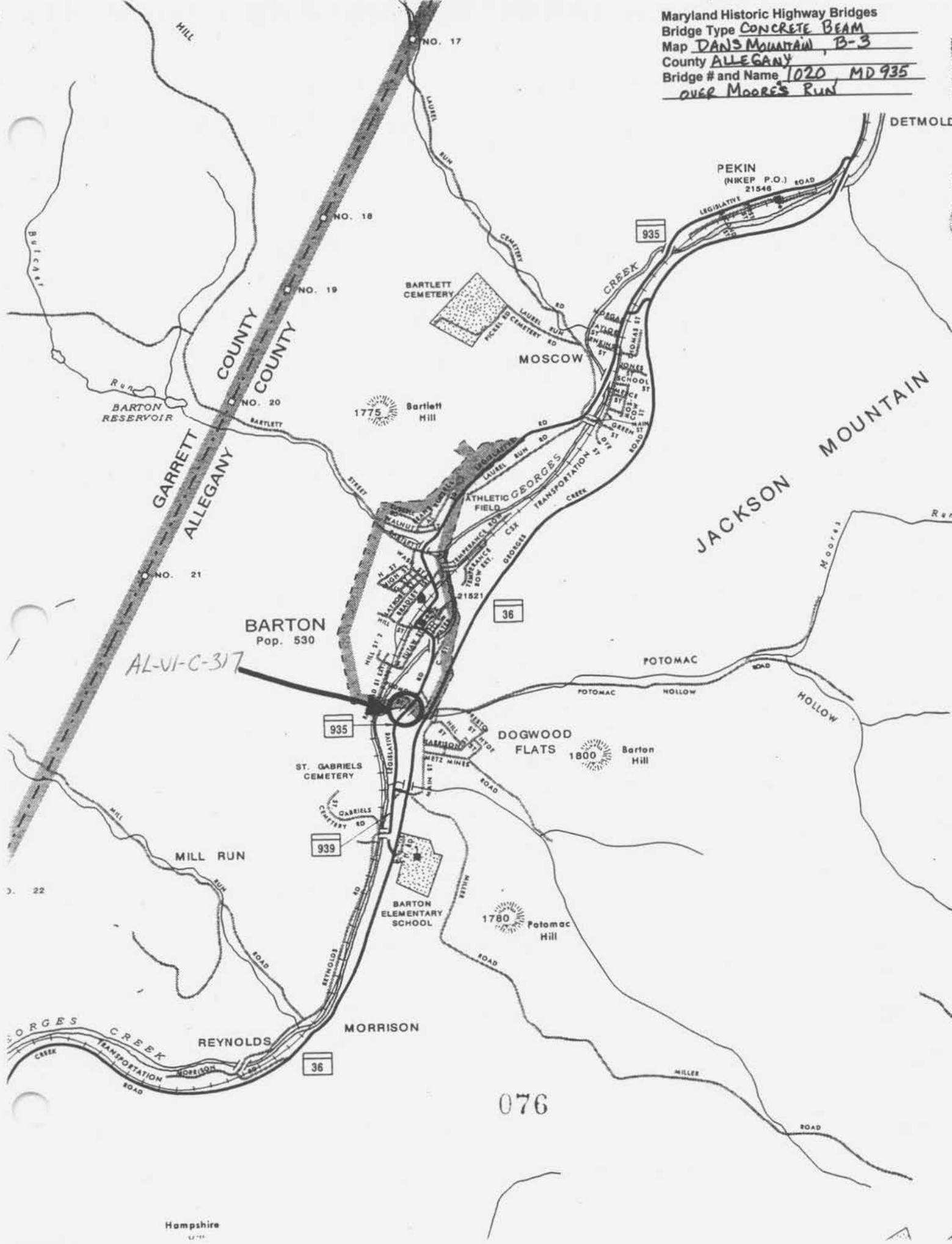
Organization: KCI Technologies, Inc.

Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Date: 13 May 1996

Telephone: (717) 691-1340

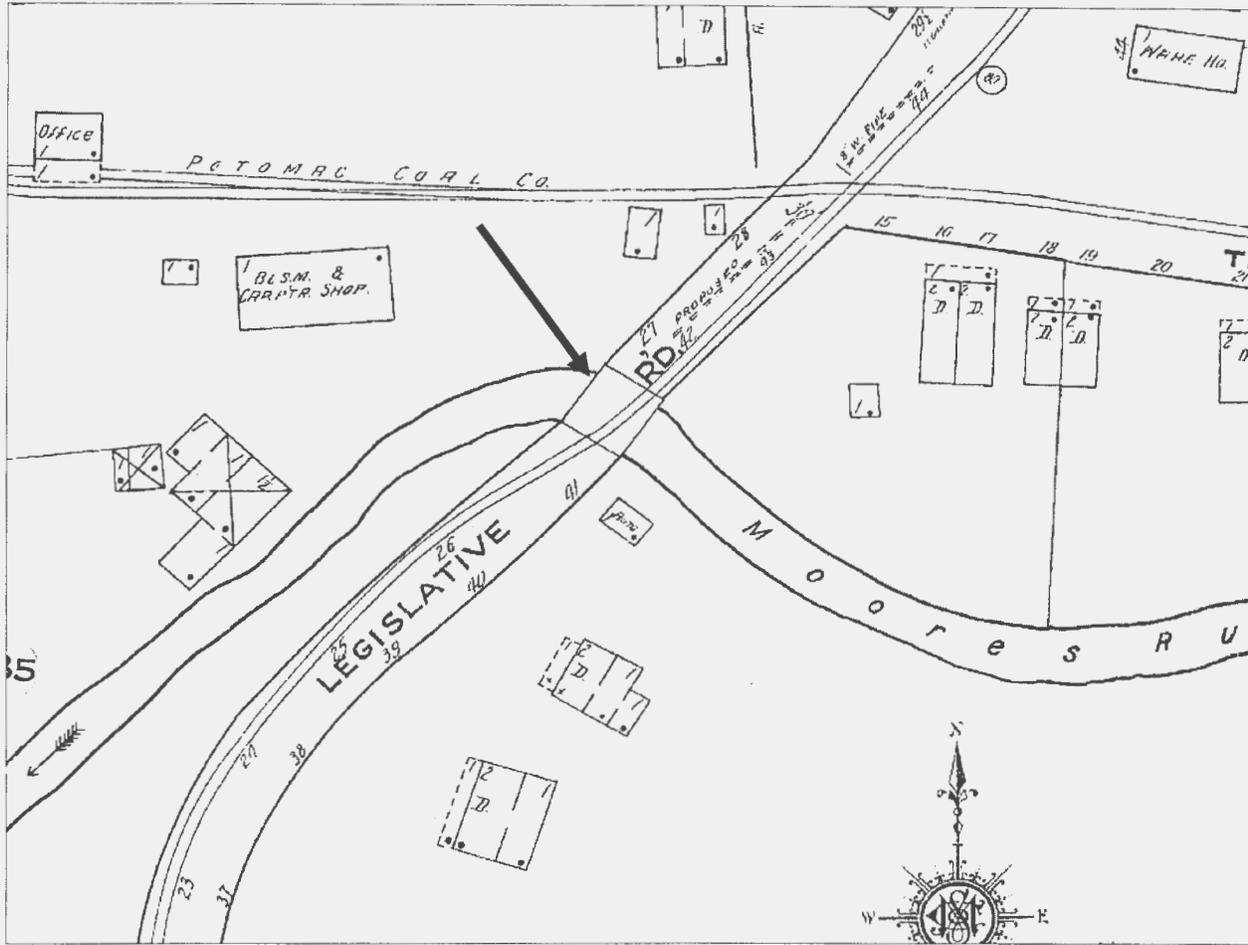
Maryland Historic Highway Bridges
 Bridge Type CONCRETE BEAM
 Map DAN'S MOUNTAIN, B-3
 County ALLEGANY
 Bridge # and Name 1020 MD 935
OVER MOORE'S RUN



AL-VI-C-317

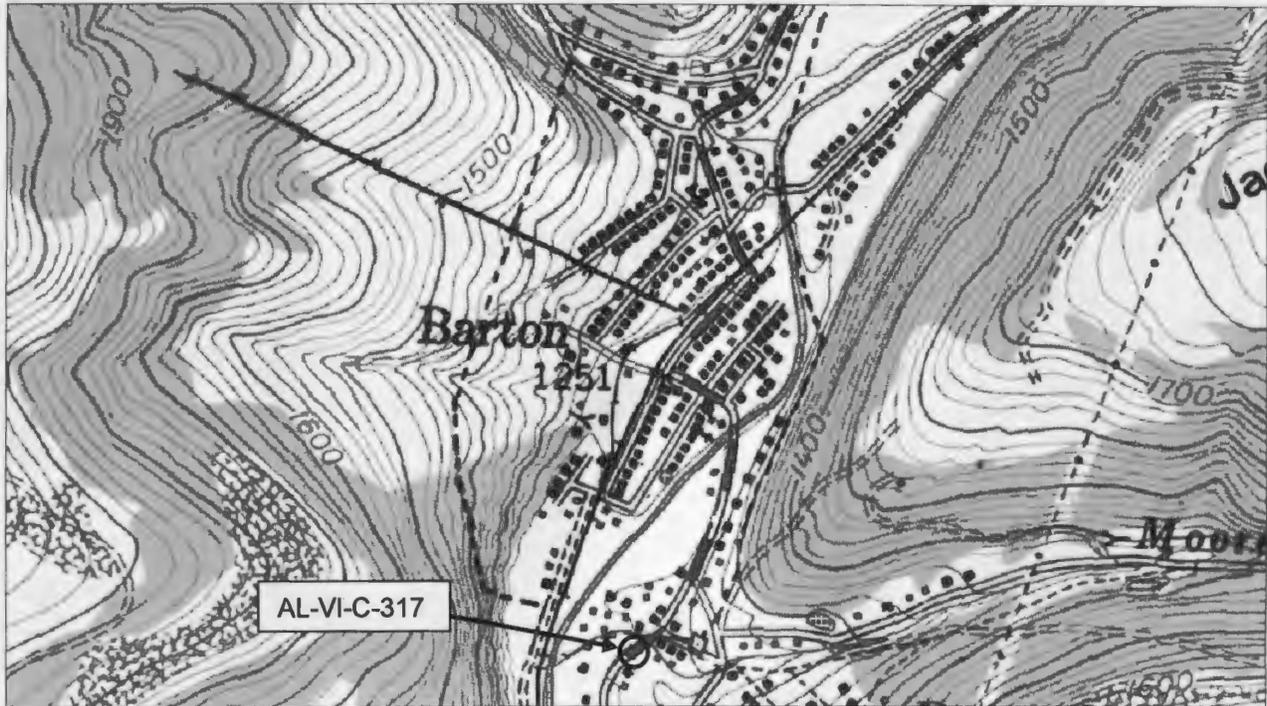
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AL-VI-C-317
Bridge 1020
Legislative Road (MD 935) over Moores Run, Barton
Sanborn Map, 1921-1936

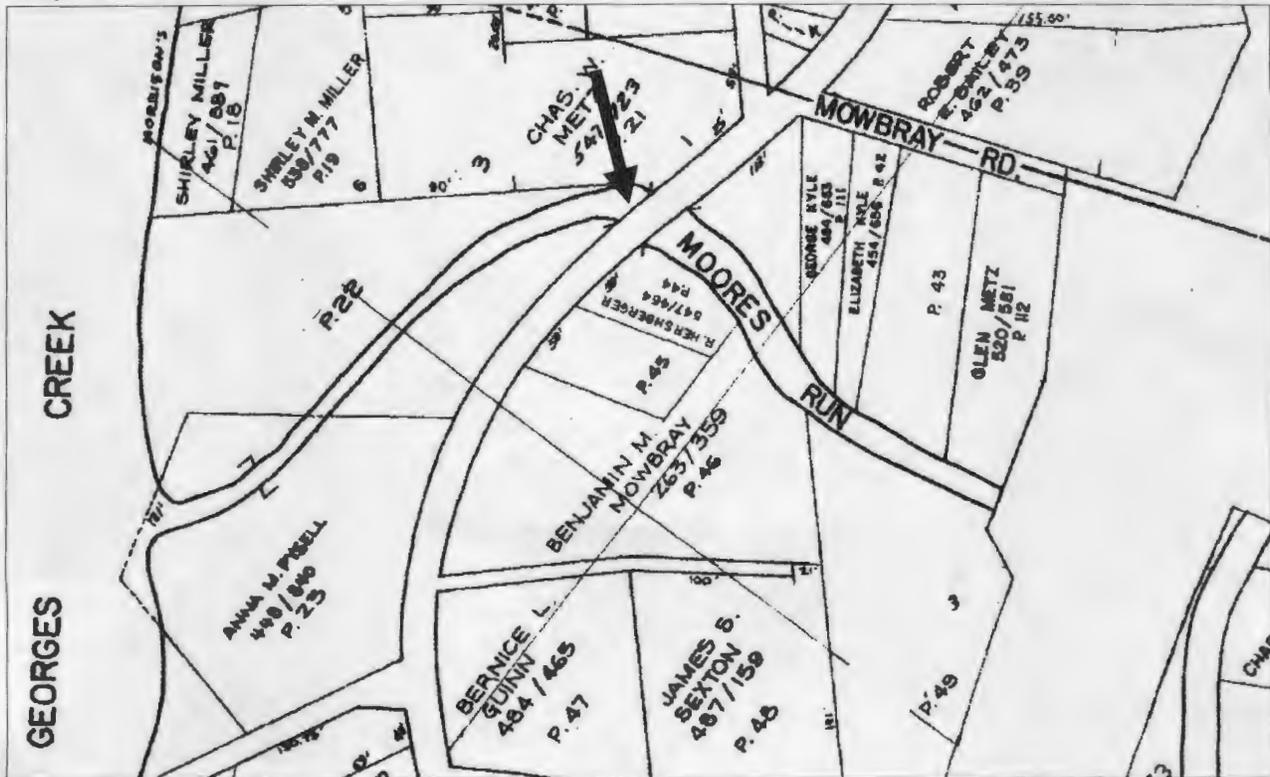


JKC 07/08/2015

AL-VI-C-317
Bridge 1020
Legislative Road (MD 935) over Moores Run, Barton
Barton Quadrangle 1947, Photorevised 1981



Allegany County Tax Map 3a



JKC 07/08/2015



BR# 1012010

AL-VI-C-317

Over Moores Run

Allegany Co Md

Dave King

1/27/95

SHA

SOUTH APPROACH

154

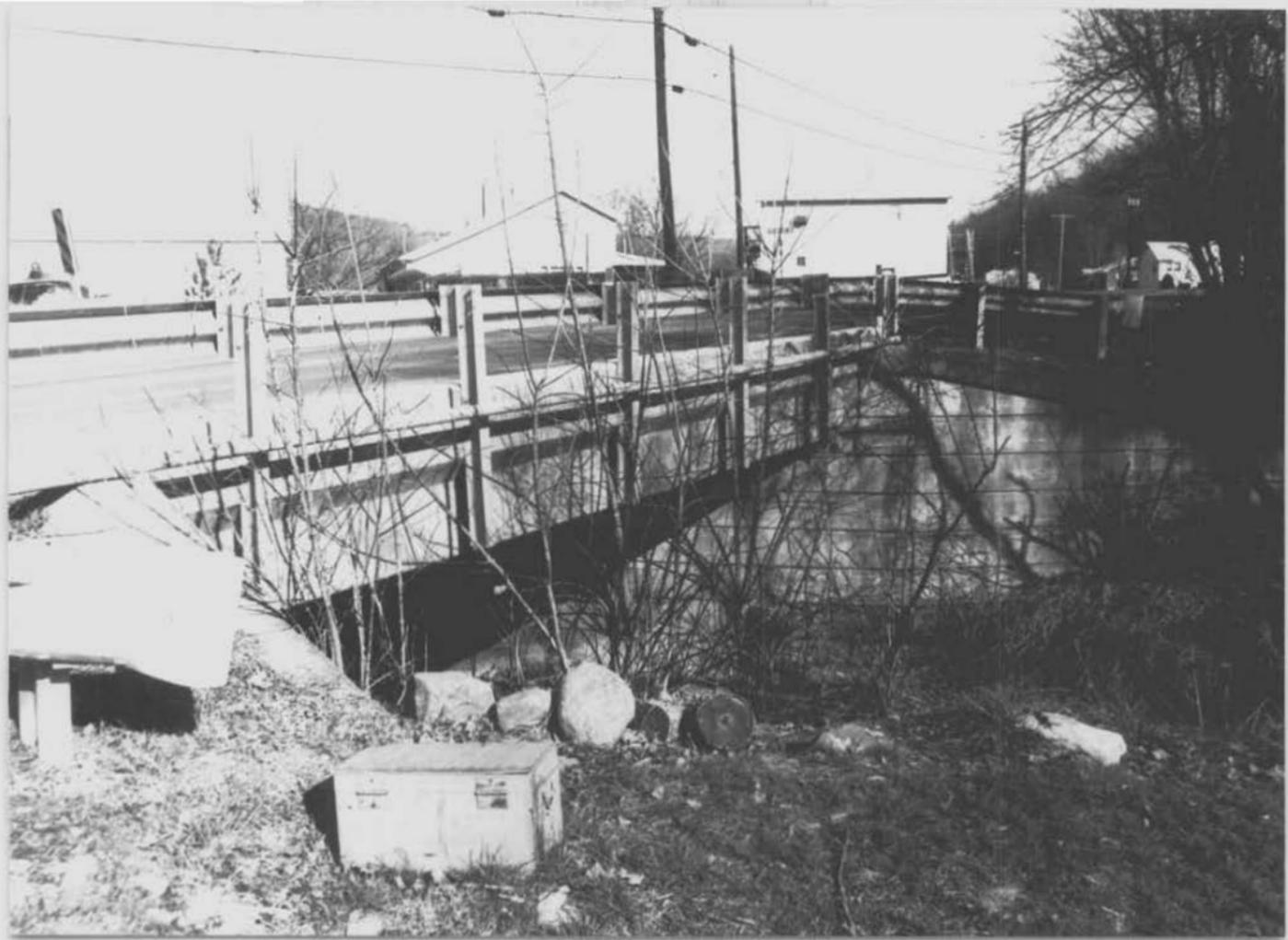


BR# 1012010
OVER MOORES RUN
ALLEGANY CO. MD
DAVE KING
112719K
SHA

AL-VI-C-317

NORTH APPROACH

2054



BR# 1012010 AL-VI-C-317

OVER MOORES RUN

ALLEGANY CO, MD

DAVE KING

1127195

SHA

EAST ELEVATION (UPSTREAM)

3094



BR# 101210

AL-VI-C-317

OVER MOORES RUN

ALLEGANY Co. MD

DAVE KING

1/27/95

S+A

WEST ELEVATION (DOWNSTREAM)

45 2/