

Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. G-I-A-202

Page 1 of 1

Name of Property: Avilton Lonaconing Road over Savage River

Location: Avilton-Lonaconing Road East of Lancaster Hill Road, Avilton, MD

The bridge numbered G-111 spanned the Savage River on Avilton-Lonaconing Road. The bridge was built in 1909 according to a plaque placed on it by the Luten Bridge Company of York, Pennsylvania. The bridge was a single-span reinforced concrete arch bridge. The bridge was 72 feet 10 inches long, and 25 feet wide. The bridge still retained its original parapets in 1995, when it was last surveyed.

The bridge was last surveyed in 1995 by the Maryland Highway Administration. At the time it was determined eligible by MHT. It is unknown exactly when this bridge was demolished.

G-I-A-202

Avilton-Lonaconing Road Over Savage River

GAI Consultants, Inc.

Previously Recorded Resources within Indirect APE – Fourmile Wind Energy Project

MIHP DOE Addendum

Garrett County, Maryland

Epson Premium Glossy Paper/Epson UltraChrome pigmented inks

G-I-A-0202_2013-08-22_01 – Replacement bridge, facing east

G-I-A-0202_2013-08-22_02 – Replacement bridge, facing southeast

G-I-A-0202_2013-08-22_03 – Replacement bridge, facing northwest



G-1-A-202

Avilton-Lonacawing Rd. Over Savage River
Garrett County, Maryland

Liz Williams

8-22-13

MD SHPO

Replacement bridge, facing east

1/3



Gr 1-A- 202

Avilton - Lonacoming Rd over Savage River

Garrett County, Maryland

Liz Williams

8-22-13

MD STRA

Replacement bridge, facing Southeast

2/3



G-1-A-282

Garrett County, Maryland

Liz Williams

B-22-13

MD SHPO

Replacement bridge, facing northwest

3/3

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: GI-A-202

Name: Quilton Loraoning Rd over Savage River

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 <input checked="" type="checkbox"/>	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> 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>

SHA Bridge No. G-111 **Name:** Avilton Lonaconing Road over Savage River

Location:

Street/Road Name and Number: Avilton Lonaconing Road

City/Town: Avilton **Vicinity** X

County: Garrett

Ownership: State County Municipal Other

This bridge projects over: Road Railway Water Land

Is the bridge located within a 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

Metal Truss

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 _____

Describe Setting:

Bridge G-111 carries Avilton Lonaconing Road over the Savage River in Garrett County. Avilton Lonaconing Road runs north-south over the northern flowing Savage River. The bridge is surrounded by sparse residential development and forest.

Describe Superstructure and Substructure:

Bridge G-111 is a single span filled concrete arch bridge. The length of the bridge is 72 feet 10 inches with a clear span measuring 50 feet at the springline. The spandrel walls are approximately 25 feet wide. A 5 by 4-inch ledge runs the entire length of the bridge. There is a clear roadway width of 14 feet 2 inches, with an overall width of 16 feet 6 inches. According to a 1995 inspection report the concrete arch has slight vertical cracking on each side with light damp efflorescence. However on the southern spandrel wall at the apex of the arch there is a crack which extends from the center of the arch into the southern parapet. The bridge is in critical condition, with a sufficiency rating of 58.5.

Bridge G-111 has its original parapets. The parapets are approximately 60 feet long and 3 feet high on both the eastern and western sides of the bridge. The parapet is a single section with no expansion joints. Each parapet has 8 symmetrical incised panels. Each panel is approximately 4 feet long by 22 inches wide and are approximately 10 inches apart. At either end of each parapet is a solid endblock. It does not appear that these 6-foot by 3-foot blocks were incised. The parapets have shifted up to 4 inches. The southern parapet at the center of the bridge has a large crack.

Discuss Major Alterations:

At an unknown date the county maintenance crews used tiebolts on the upstream and downstream sides of the eastern spandrel wall. The spandrel wall was shifting and the tiebolts assist in the prevention of shifting.

History:

When Built: 1909

Why Built: Expansion of infrastructure in Garrett County

Who Built: Luten Bridge Company, York, Pa.

Who Designed: Luten Bridge Company, York Pa.

Why Altered: Prevention of shifting in the spandrel wall.

Was this bridge built as part of an organized bridge building campaign? No, this bridge was not built as part of an organized bridge building campaign.

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events Person
 C Engineering/Architectural

This bridge was determined eligible by the Interagency Review Committee in February 1996.

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

Yes, as Garrett County expanded, it needed to improve its infrastructure. Founded in 1871, Garrett County relied heavy on the railroad and the National Pike as its transportation corridors even as early the first decade of the twentieth century. As the county expanded in population and made inroads into mineral exploration the county infrastructure needed improvement. The Garrett County Commissioners contracted the job to the Luten Bridge Company of York, PA, which was incorporated in 1909 as a contracting concern specializing in the designs of Daniel Luten. It grew to be the largest of Luten's loosely affiliated corporations and operated offices in Clarksburg, WV; Concord, NH; Columbus, OH; Chatsworth, GA; and Syracuse, NY. Daniel Luten

specialized in the reinforced concrete bridges. His designs dominated the market and were copied (under patent protection) and used throughout the eastern United States.

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

No, the bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

Yes, this bridge has a marble plaque that dates the bridge to 1909. The plaque also lists the builder as the Luten Bridge Company of York, PA. This was the parent company of Daniel Luten, one of the nation's pioneers in concrete bridge building. This bridge's construction date is identical to the year that his company was founded. Bridge G-111 appears to be among the Luten Company's first bridges constructed.

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

Although the bridge appears to be experiencing some shifting within the arch, it still retains the integrity of its character defining elements.

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

Yes, its is important to know how many of Luten's earliest structures are remaining throughout the region. There are very few that can be documented with a construction marker.

Bibliography:

County inspection/bridge files _____ X _____ SHA inspection/bridge files _____

Other (list):

Surveyor:

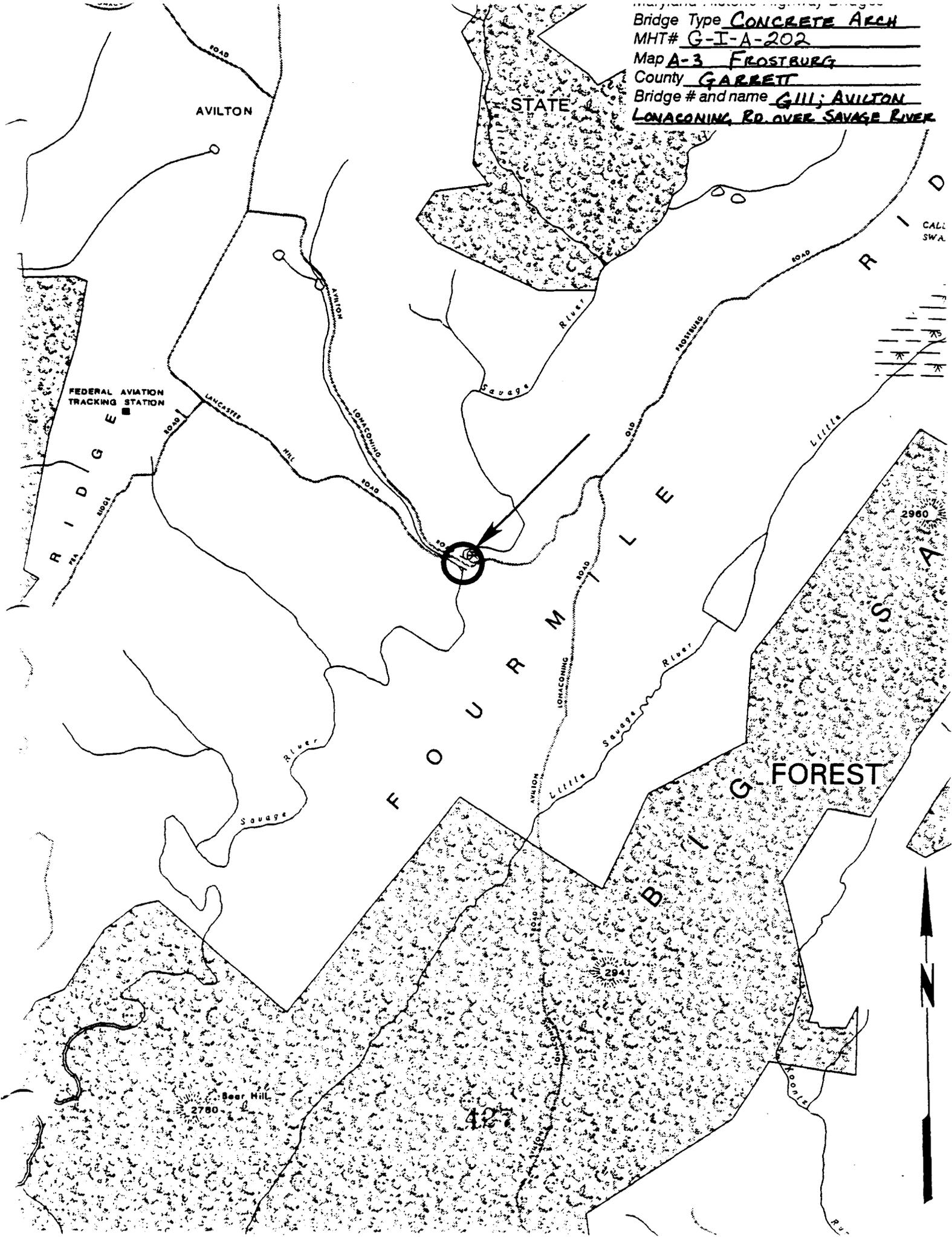
Name: Stacie Y. Webb **Date:** September 1995

Organization: State Highway Admin. **Telephone:** (410) 545-8559

Address: 707 N. Calvert Street, Baltimore, Maryland

Edited by P.A.C. Spero & Company, December 1996

Maryland Route Highway Bridge
Bridge Type CONCRETE ARCH
MHT# G-I-A-202
Map A-3 FROSTBURG
County GARRETT
Bridge # and name Gill; AVILTON
LANACONING RD. OVER SAVAGE RIVER





BR# 2061110

G-IA202

Over SAVAGE RIVER

GARRET CO. MD

DAVE KING

1/26/95

SXA

EAST APPROACH

1 OF 5



WEIGHT
LIMIT
10
TONS

BR# 2061110 G-I-A-202

OVER SAVAGE RIVER

GARRET CO, MD.

DAVE KING

1/26/95

SHA

WEST APPROACH

2 of 5

*Built for the Commissioners
of*

GARRETT CO.

1899.

*By the Luton Bridge Co.
York, Pa.*

BR# 2061110

G-I-A-202

OVER SAVAGE RIVER
GARRET CO. MD

DAVE KINL

1126195

SHA

PLAQUE ON NORTH PARAPET

3 of 5



G-I-A-202

BR# 20611 5

OVER SAVAGE RIVER

GARRET CO. MD.

DAVEY'S

1953

SHA

NORTH ELEVATION (UPSTREAM)

4/5



BR# 2061110
OVER SAVAGE RIVER
GARRETT CO MD

G-I-A-202

PAVE LINE

11-6-1967

SHA

SOUTH ELEVATION (DOWNSTREAM)

50/5