

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: G-II-B-368

Name: Chet Kelly Ed. over Mill 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 bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>
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>

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number G-II-B-368

SHA Bridge No. G-084 Name: Chet Kelly Road over Mill Run

Location:

Street/Road Name and Number: Chet Kelly Road

City/Town: Mineral Springs Vicinity _____

County: Garrett

Ownership: __ State X County __ Municipal __ Other

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

Is the bridge located within a designated district: __ yes X 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

X Concrete

X Concrete Arch __ Concrete Slab __ Concrete Beam __ Rigid Frame

__ Other Type Name _____

Describe Setting:

Bridge G-084 carries Chet Kelly Road over Mill Run in Garrett County. Chet Kelly Road runs north-south over western flowing Mill Run. The bridge is in a sparsely settled area. The bridge is surrounded by forest.

Describe Superstructure and Substructure:

Bridge G-084 is a single span filled concrete arch bridge. The length of the bridge is 23 feet with a clear span of equal length. The crown is approximately 1-½ feet. The spandrel walls are approximately 7 feet high and 4 feet wide. There is a clear roadway width of 14 feet 1 inch, with an overall width of 15 feet 5 inches. The spandrel wall has heavy scaling. The wingwalls on both the northern and the southern sides of the bridge are made of concrete. Each wingwall is of varying length and width. The wingwalls are approximately 6 feet by 15 feet by 3 feet. According to a 1995 inspection report, the bridge is in serious condition with a sufficiency rating of 20.1.

The builders used a solid reinforced concrete panel parapet. This type of reinforced concrete railing consists of vertical posts securely fastened by dowels to the structure, horizontal rails, and solid panels that fill the space between the posts and the railings. The panels are precast, and the posts and rails were built in place. However, this structure does not have posts separating its paneled sections. The parapets of Bridge G-084 are single panel across the length of the bridge. Each parapet is approximately 23 feet across and 3 feet high. Each section has 2 different types of incised panels. The long incision is approximately 1 foot by 4 feet with 1 foot separating each panel. The short incision is approximately 1 foot by 1 foot with 1 foot separating each panel. The entire pattern of incisions is long, long, short, long, long,. The parapet was replaced at the northeast corner at an unknown date.

Discuss Major Alterations:

At an unknown date the southeast parapet and spandrel wall were repaired using pneumatically applied mortar. The northeast corner parapet was replaced at an unknown date.

When Built: 1917

Why Built: Expansion of Garrett County infrastructure. Replacement of an earlier structure.

Who Built: Garrett County Commissioners

Who Designed: Concrete Steel Bridge Company

Why Altered: Unknown.

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 **P**erson

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?

The bridge was built by the Concrete Steel Bridge Company of Clarksburg, WV, a partnership between P.M. Harrison and Frank Duff McEnteer. Mr. Harrison was the representative of the York Bridge Company in Clarksburg, WV and had direct access to the plans and patented designs of Daniel Luten. Mr. McEnteer had come to Clarksburg to build the Palace Furniture Company, a new building made of monolithic frame and "mushroom" floor system. In 1914 McEnteer was appointed to superintend the construction of the Fourth Street Bridge, designed by Luten Bridge Company, and that same year, he and Harrison incorporated their partnership into the Concrete Steel Bridge Company. By 1925, the company had 52 crews in the field and

offices in Pennsylvania in Pittsburgh and Harrisburg, Huntington, West Virginia, and Knoxville, Tennessee and a subsidiary company in Jacksonville, Florida. The Companies' bridges could be found from Florida to New York. Most of the Company's contracts were for structures under 60 feet but, they did build several large spans. A 4 arch bridge with spans of 110 feet each crossed the Greenbriar at Alderson, WV. The Concrete Steel Bridge Company diversified its assets to the point of no return. An effort was made to save Clarksburg's sagging construction industry using the company assets to form the Clarksburg Supply and Equipment Company (a consolidation of the bridge company and two other firms that supplied concrete and concrete blocks). The bridge company attempted to build the large multi-span bridge at Hyner, PA, however, problems with the bridge's foundation caused cost overruns that the company could not absorb. The Concrete Steel Bridge Company liquidated in September 1931. Following the failure of his company, McEnteer joined the West Virginia Road Commission and served as district engineer from 1932 to 1938. In 1942, McEnteer joined the firm of Johnson, Piper and Drake as a project manager for the firm's Middle East contract. In 1943, he was made Chief Engineer of the Construction Division of the US Armed Forces in the Middle East stationed in Cairo. After the war, McEnteer opened a small design firm and worked as an independent consultant until his death in 1957. He designed everything from concrete slabs to coal depots. It is estimated that the time of his death, McEnteer had overseen the construction of a least a thousand bridges through his company alone. He probably built an additional five hundred as a highway engineer and independent contractor. Because McEnteer built small to medium size structures in mostly rural areas his work is not fully known. (Kemp 1990)

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, this 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 is a representative type of structure built in the early part of the twentieth century. The bridge retains the characteristic defining elements of an arch bridge.

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

Yes this structure retains its character defining elements, including its parapets, wingwalls, abutments, spandrel walls, and barrel.

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

Yes, it is important to know how many structures constructed by the Concrete Steel Bridge Company are remaining in 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):

Frank Duff McEnteer Collection - Institute for the History of Technology and Industrial Archeology

Emory L and Janet E. Kemp
1990 Frank Duff McEnteer: Builder of a Thousand Bridges

Johnson, Arthur Newhall
1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland*. Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

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

1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

State Roads Commission

1958 *A History of Road Building in Maryland.* State Roads Commission of Maryland, Baltimore, Maryland.

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 December 1997

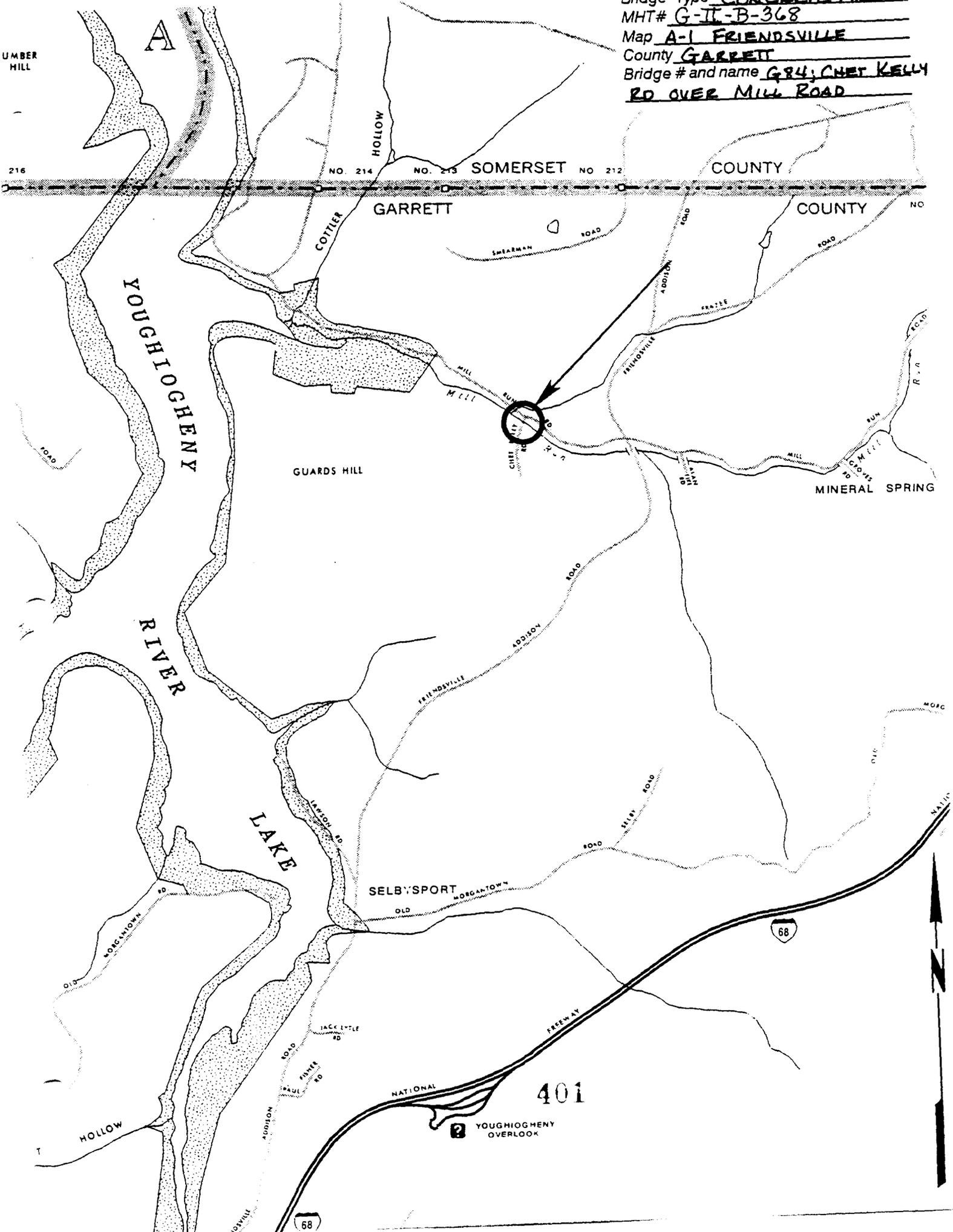
Name of surveyor Wallace, Montgomery & Associates / P.A.C. Spero & Company

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

Phone number (410) 296-1635

FAX number (410) 296-1670

Maryland Historic Highway Bridges
 Bridge Type CONCRETE ARCH
 MHT# G-II-B-368
 Map A-1 FRIENDSVILLE
 County GARRETT
 Bridge # and name G84; CHET KELLY
RD OVER MILL ROAD





PR ZIEGLER

G-II-B-368

OVER MILL RUN
GARRETT CO. MD
CHARLES ZIEGLER

1126195
SHA

NORTH APPROACH

1 of 5



BR# 2068410
OVER MILL RUN
GARRETT CO. Md.
Charles Ziegler
1126/95
SHA

G-TI-B-368

SOUTH APPROACH

2 of 5

THE CONCRETE STEEL
BRIDGE CO.

DESIGNERS AND BUILDERS
CLARKSBURG W. VA.

2068110

G-II-B-368

OVER MILL RUN

GARRETT CO. Md.

Charles Ziegler

1/26/95

SHA

PLAQUE ON WEST PARAPET

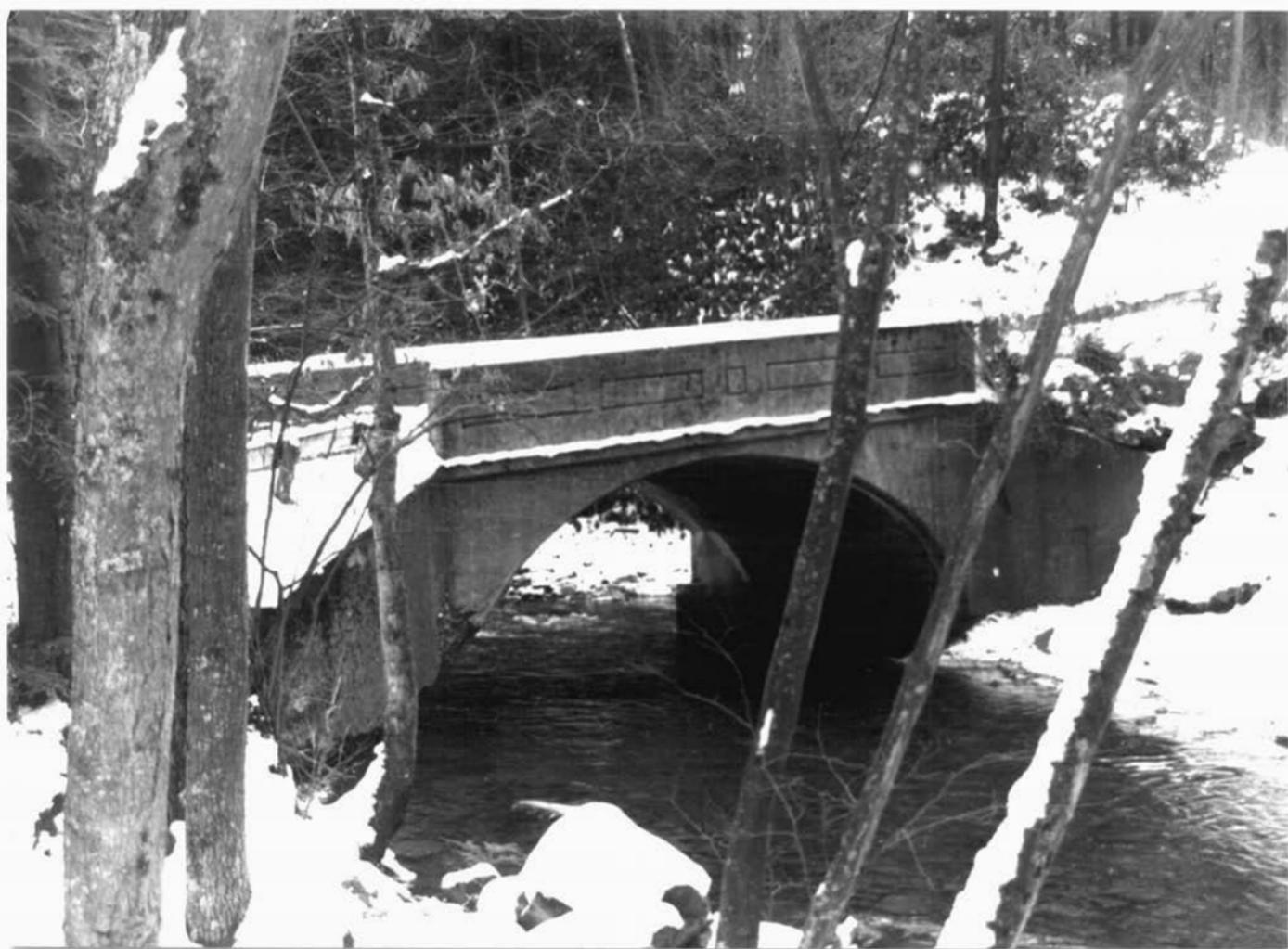
3015



CR# 2068410 G-TF-B-368
OVER MILLER
GREEN + D. M.
CHARLES ZIEGLER
112619K
SHA

EAST ELEVATION (UPSTREAM)

4015



32# 2068410

G-TT-B-368

OVER MILLPUN

GARRETT Co. Md.

Charles Ziegler

1/26/95

SHA

WEST ELEVATION (DOWNSTREAM)

595