

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: G-II-C-362

Name: 11006/ALT. US 40 OVER BIG SHADE 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 _____	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. G-II-C-362

NAME AND SHA NO.: 11006

LOCATION

Road Name and Number: Alt. US 40 Over Big Shade Run

City/Town: Grantsville vicinity

County: Garrett

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:

Bridge 11006 carries Alternate US 40 over Big Shade Run near Grantsville in Garrett County. Alt. US 40 runs in a generally east-west direction at this location; Big Shade Run flows north-south. The creek flows through a rural area, and several houses are visible from the bridge. Bridge 11006 is located within the Appalachian Plateau physiographic province characterized by mountainous terrain.

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

Bridge 11006 is a single-span concrete girder bridge with a clear span length of 28'. Although the bridge closely matches the 5-girder 1932 standard, two additional beams undergird the structure. The clear roadway width of the bridge measures 24' and carries two lanes of traffic. The concrete open balustrade includes steel W-beam guardrails attached at the ends. The substructure consists of striated concrete abutments and wing walls topped with segmental sloping capstones.

The structure shows signs of spalling, cracking, and exposed, rusted rebar in the north headwall. Recent photographs also show a large vertical crack at the juncture between the northeast wing wall and the east abutment. According to current inspection reports, girders 1 and 7 were repaired at mid-span and the sidewall, backwall and wing walls on the north side have been repaired.

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 recent inspection report states that the old balustrades were removed leaving only the low headwall; this alteration was carried out within the past year and steel W-beam guardrails now protect the north and south sides of the bridge. No other major changes have occurred according to available documentary evidence.

HISTORY

When Built: 1932

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Roads Commission of Maryland

Who Designed: Unknown

Why Altered: Unknown

Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

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?

The improvement of Garrett County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

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, the construction of this bridge did not play an active role in the growth or development of this portion of Garrett County.

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, this bridge is not located within an area eligible for historic district designation.

Is the bridge a significant example of its type?

No. The original open balustrades have been replaced with steel W-beam guardrails. Due to the loss of this important element, the bridge does not stand as a significant example of its type.

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

No, this bridge does not retain integrity of its character defining elements. The original concrete parapets were replaced with steel W-beam guardrails within the past year.

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

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

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

No, this bridge should not receive further study.

BIBLIOGRAPHY

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State Roads Commission of Maryland

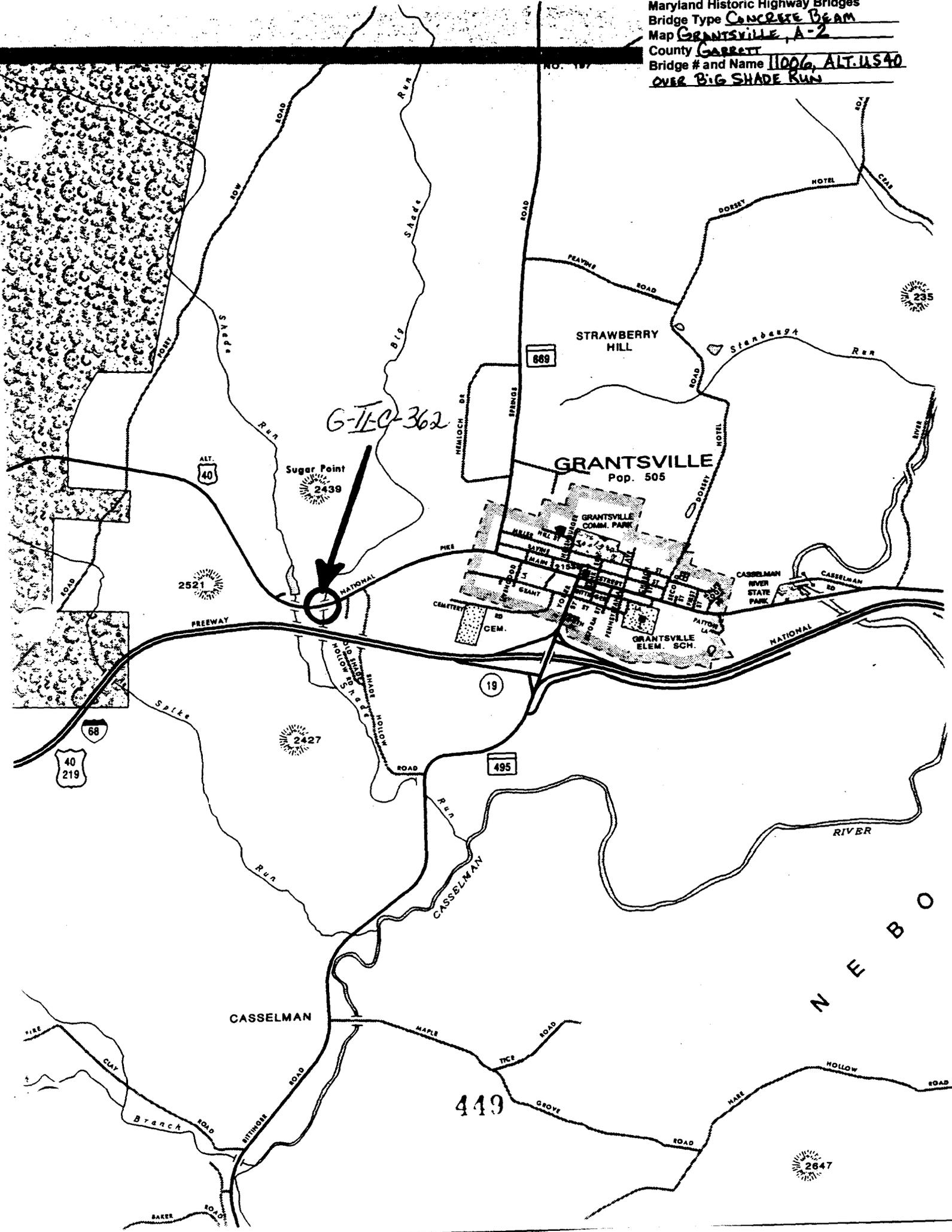
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SURVEYOR INFORMATION

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Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map GRANTSVILLE, A-2
County GARRETT
Bridge # and Name 11006, ALT. US 40
OVER BIG SHADE RUN





G-II-C-362
BRIDGE NO. 11006

US 40 Alt over Big Shade Run

Garrett Co, MD

Kim Anderson

5/6/96

SHA

East Approach

1 of 4

798-21A



G-II-C-362
BRIDGE No. 11006

US 40 Alt. over Big Shade Run
Garrett Co. MD

Kim Andersen

5/6/96

SHA

West Approach

2 of 4

798-13A



G-II-C-362 BRIDGE NO. 11006

US 40 Alt over Big Shade Run

Garrett Co, MD

Kim Anderson

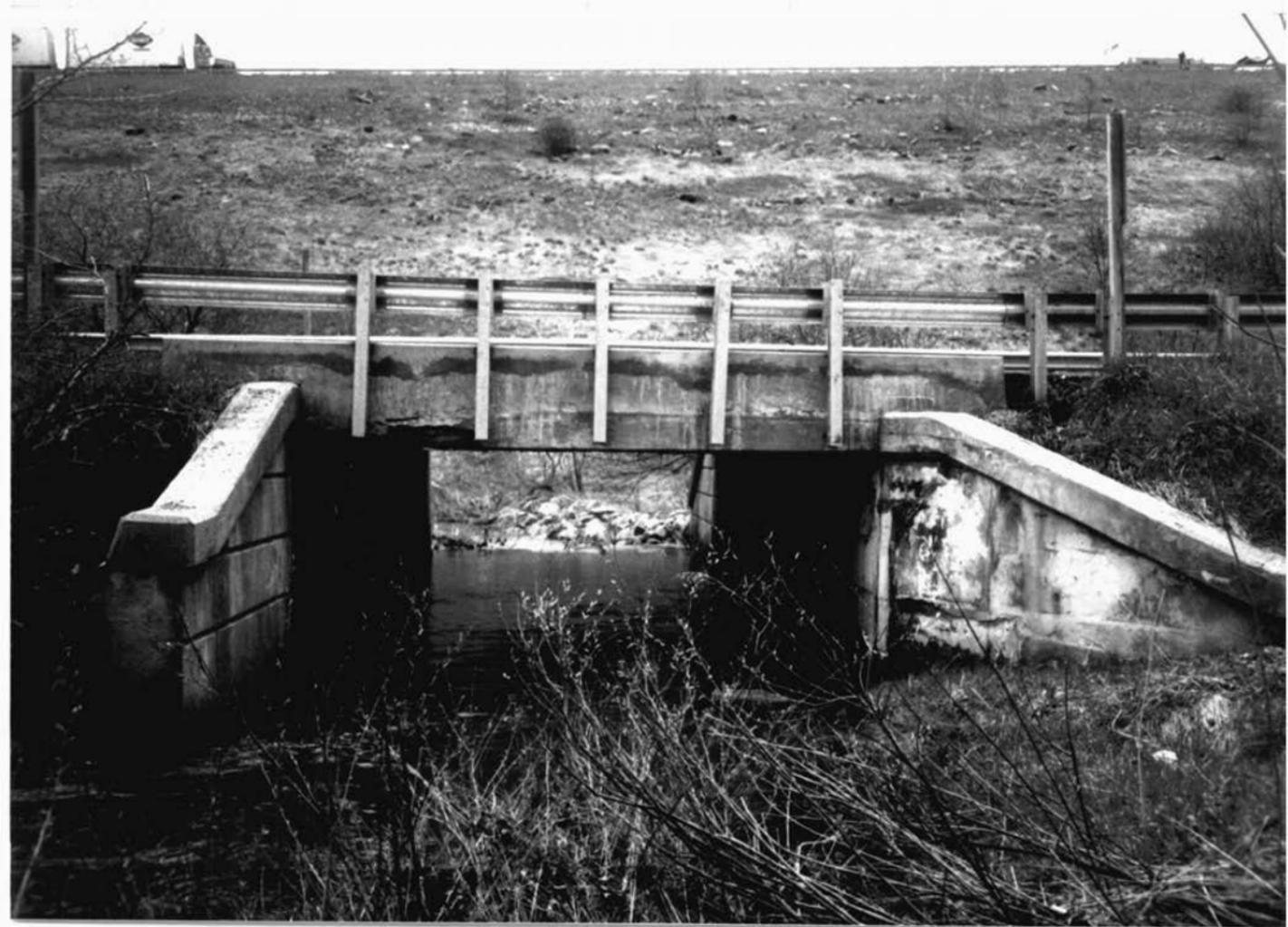
5/6/96

SLA

South Elevation (Downstream)

3 of 4

798-14A



G-11-C-362 BRIDGE NO 11006

US 40 Alt over Big Shade Run
Gorham Co., MT

Kim Anderson

5/6/96

SHA

North Elevation (Upstream)

4 of 4

798-17A