

Maryland Historical Trust

Maryland Inventory of Historic Properties number: G-V-A-177

Name: 11023/US 219 over Cherry Creek

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 <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>

MARYLAND INVENTORY OF HISTORIC BRIDGES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION/  
MARYLAND HISTORICAL TRUST

MHT No. G-V-A-177

SHA Bridge No. 11023 Bridge name U.S. 219 over Cherry Creek

**LOCATION:**

Street/Road name and number [facility carried] U.S. 219 (Elkins-Oakland Road)

City/town Gortner Vicinity X

County Garrett

This bridge projects over: Road  Railway  Water  Land

Ownership: State  County  Municipal  Other

**HISTORIC STATUS:**

Is the bridge located within a designated historic district? Yes  No

National Register-listed district  National Register-determined-eligible district

Locally-designated district  Other

Name of district \_\_\_\_\_

**BRIDGE TYPE:**

Timber Bridge \_\_\_\_\_:  
Beam Bridge \_\_\_\_\_ Truss -Covered  Trestle \_\_\_\_\_ Timber-And-Concrete \_\_\_\_\_

Stone Arch Bridge \_\_\_\_\_

Metal Truss Bridge \_\_\_\_\_

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 \_\_\_\_\_

**DESCRIPTION:**

Setting: Urban \_\_\_\_\_ Small town \_\_\_\_\_ Rural X

**Describe Setting:**

Bridge No. 11023 carries U.S. 219 (Elkins-Oakland Road) over Cherry Creek in Garrett County. U.S. 219 runs north-south and Cherry Creek flows east-west. The bridge is located in the vicinity of Gortner and is surrounded by farmland and a commercial property.

**Describe Superstructure and Substructure:**

Bridge No. 11023 is a 2-span, 2-lane concrete slab bridge. The bridge was built in 1922 on existing stone abutments, however, the date of construction of the earlier bridge is unknown. In 1922, the original abutments were extended with concrete and the wing walls were rebuilt with stones from the original wing walls; the current concrete slab superstructure was constructed on this reconfigured substructure. The 1922 parapets have been removed and the wing walls have been covered with gunite, however, it is not known when this occurred. The structure is 45 feet long and has a clear roadway width of 24 feet; there are no sidewalks. The out-to-out width is 25 feet, 4 inches. The concrete slab is 1 foot, 9 inches thick, and it has a bituminous wearing surface. The structure has steel guard rails and the roadway approaches have no shoulders and steel guard rails. The substructure consists of two (2) concrete abutments and gunite-covered stone wing walls. The northwest and southeast wing walls are flared, and the northeast and southwest wing walls are u-shaped. The bridge is not posted, and has a sufficiency rating of 58.6.

According to the 1995 inspection report, this structure was in fair condition with numerous cracks and severe concrete spalling at the expansion joints. The asphalt wearing surface has depressions in the traffic lanes. The concrete is scaling throughout the surface and is spalling severely at the joints. The concrete abutments and stone wing walls have had numerous gunite patches applied.

**Discuss Major Alterations:**

The bridge was constructed in 1922 on existing abutments. The abutments were extended with concrete and the wing walls were built with stone from the original wing walls. The parapets built in 1922 have been removed and the wing walls have been covered with gunite, however, the date of the alterations are unknown. There have been no other alterations.

**HISTORY**

WHEN was the bridge built: 1922  
This date is: Actual \_\_\_\_\_ X \_\_\_\_\_ Estimated \_\_\_\_\_  
Source of date: Plaque \_\_\_\_\_ Design plans X County bridge files/inspection form \_\_\_\_\_  
Other (specify): State Highway Administration bridge files/inspection form

**WHY was the bridge built?**

The bridge was constructed in response to the need for a more efficient transportation network and increased load capacity.

**WHO was the designer?**

State Roads Commission

**WHO was the builder?**

State Roads Commission

**WHY was the bridge altered?**

The bridge was altered to correct functional or structural deficiencies.

**Was this bridge built as part of an organized bridge-building campaign?**

There is no evidence that the bridge was built as part of an organized bridge building campaign.

**SURVEYOR/HISTORIAN ANALYSIS:**

**This bridge may have National Register significance for its association with:**

- A - Events \_\_\_\_\_
- B- Person \_\_\_\_\_
- C- Engineering/architectural character \_\_\_\_\_

The bridge does not have National Register significance.

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

Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-1904 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of \$3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's. Most improvements to local roads waited until the years after World War I.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer, stated in 1906, "the general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do away with the further expense

of the maintenance of expensive and dangerous wooden structures." Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

In 1930, the roadway width for all standard plan bridges was increased to 27 feet in order to accommodate the increasing demands of automobile and truck traffic (State Roads Commission 1930). The range of span lengths remained the same, but there were some changes designed to increase the load bearing capacities. The reinforcing bars increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

In 1933, a new set of standard plans were introduced by the State Roads Commission. This time their preparation was not announced in the Report; new standard plans were by this time nothing special - they had indeed become standard. Once again accommodating the ever-increasing demands of traffic, the roadway was increased, this time to 30 feet. The slab span's reinforcing bars remained the same diameter but were placed closer together to achieve still more load capacity.

**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?**

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

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

The bridge is located in an area which does not appear to be eligible for historic designation.

**Is the bridge a significant example of its type?**

A significant example of a concrete slab bridge should possess character-defining elements of its type, and be readily recognizable as an historic structure from the perspective of the traveler. The integrity of distinctive features visible from the roadway approach, including parapet walls or railings, is important in structures which are common examples of their type. In addition, the structure must be in excellent condition. This bridge, which is lacking such features as the original concrete parapets, is an undistinguished example of a concrete slab bridge.

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

This bridge was altered at an unknown date, resulting in the loss of such character-defining elements as the original parapets.

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

This bridge is not a significant example of the work of a manufacturer, designer, and/or engineer.

**Should the bridge be given further study before an evaluation of its significance is made?**

No further study of this bridge is required to evaluate its significance.

**BIBLIOGRAPHY:**

County inspection/bridge files \_\_\_\_\_ SHA inspection/bridge files  X   
 Other (list):

Ketchum, Milo S.

1908 *The Design of Highway Bridges and the Calculation of Stresses in Bridge Trusses.* The Engineering News Publishing Co., New York.

1920 *The Design of Highway Bridges of Steel, Timber and Concrete.* Second edition. McGraw-Hill Book Company, New York.

Lay, Maxwell Gordon

1992 *Ways of the World: A History of the World's Roads and of the Vehicles That Used Them.* Rutgers University Press, New Brunswick, New Jersey.

Maryland State Roads Commission

1930a *Report of the State Roads Commission for the Years 1927, 1928, 1929 and 1930.* State of Maryland, State Roads Commission, Baltimore.

1930b *Standard Plans.* State of Maryland, State Roads Commission, Baltimore.

Taylor, Frederick W., Sanford E. Thompson, and Edward Smulski

1939 *Reinforced-Concrete Bridges with Formulas Applicable to Structural Steel and Concrete.* John Wiley & Sons, Inc., New York.

Tyrrell, H. Grattan

1909 *Concrete Bridges and Culverts for Both Railroads and Highways.* The Myron C. Clark Publishing Company, Chicago and New York.

**SURVEYOR:**

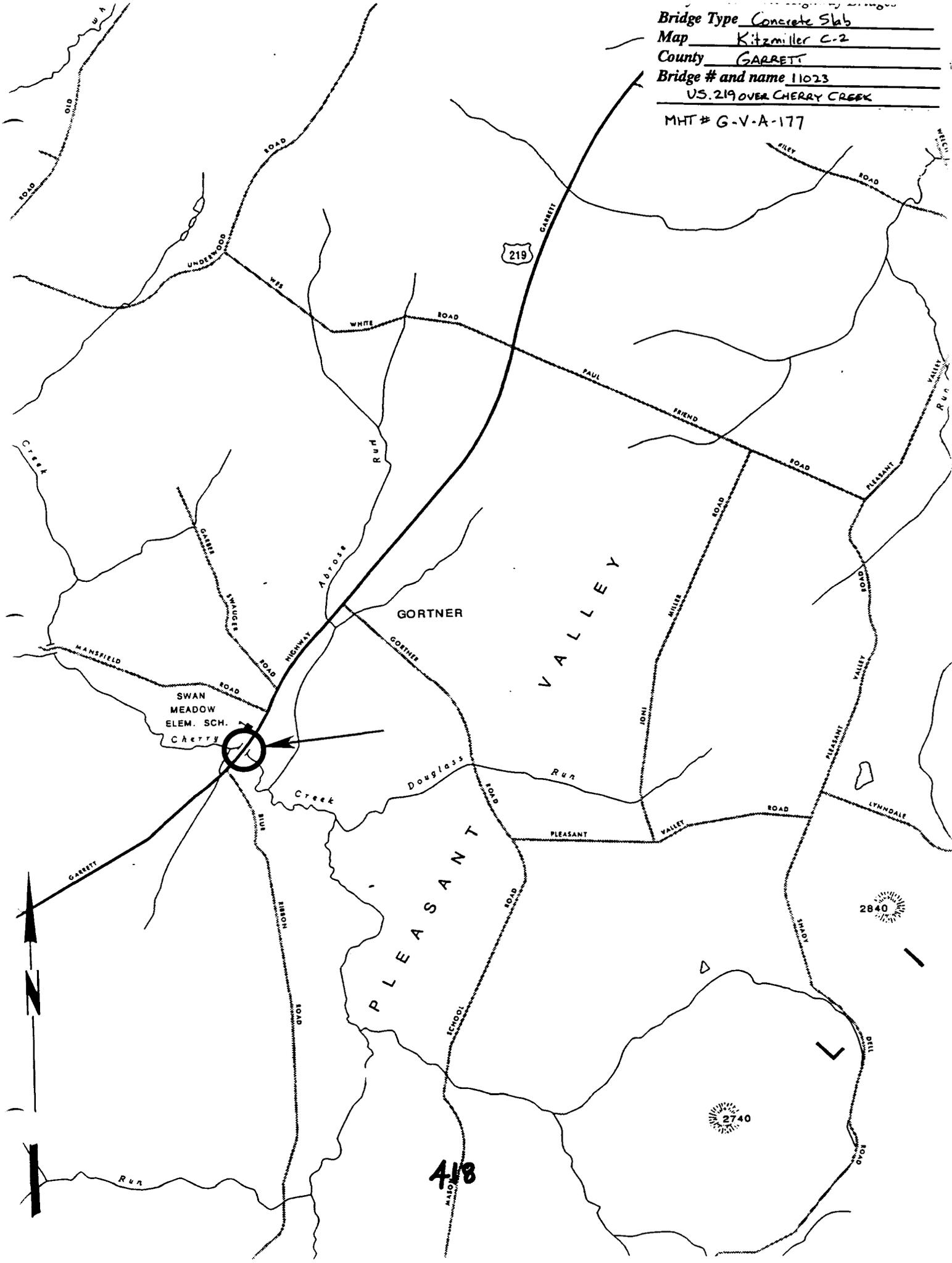
Date bridge recorded  3/3/97

Name of surveyor  Caroline Hall/Ryan McKay

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

Phone number  (410) 296-1685  FAX number  (410) 296-1670

Bridge Type Concrete Slab  
Map Kitz Miller C-2  
County GARRETT  
Bridge # and name 11023  
US. 219 OVER CHERRY CREEK  
MHT # G-V-A-177



418

9200144

INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Bridge #11023 Survey Number: G-V-A-177

Project: US 219 over Cherry Creek, Garrett County Agency: SHA

Site visit by MHT Staff:  no  yes Name \_\_\_\_\_ Date \_\_\_\_\_

Eligibility recommended \_\_\_\_\_ Eligibility not recommended

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  None

Justification for decision: (Use continuation sheet if necessary and attach map)

According to information prepared by SHA, Bridge #11023, a concrete slab structure composed of two 22' spans, constructed in 1922, does not meet the National Register criteria for individual listing. Concrete slab structures such as this were common by the 1920s and Bridge #11023 has no particular historical or engineering significance. Numerous examples of similar bridges remain in the state. Bridge #11023 is not located in any known district.

Documentation on the property/district is presented in: Project files

Prepared by: Rita Suffness

Elizabeth Hannold February 20, 1992  
Reviewer, Office of Preservation Services Date

NR program concurrence:  yes  no  not applicable

[Signature] 2-21-92  
Reviewer, NR program Date

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Survey No. G-V-A-177

**MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT**

**I. Geographic Region:**

- Eastern Shore (all Eastern Shore counties, and Cecil)  
 Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)  
 Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)  
 Western Maryland (Allegany, Garrett and Washington)

**II. Chronological/Developmental Periods:**

- Paleo-Indian 10000-7500 B.C.  
 Early Archaic 7500-6000 B.C.  
 Middle Archaic 6000-4000 B.C.  
 Late Archaic 4000-2000 B.C.  
 Early Woodland 2000-500 B.C.  
 Middle Woodland 500 B.C. - A.D. 900  
 Late Woodland/Archaic A.D. 900-1600  
 Contact and Settlement A.D. 1570-1750  
 Rural Agrarian Intensification A.D. 1680-1815  
 Agricultural-Industrial Transition A.D. 1815-1870  
 Industrial/Urban Dominance A.D. 1870-1930  
 Modern Period A.D. 1930-Present  
 Unknown Period (  prehistoric  historic)

**III. Prehistoric Period Themes:**

- Subsistence  
 Settlement  
  
 Political  
 Demographic  
 Religion  
 Technology  
 Environmental Adaption

**IV. Historic Period Themes:**

- Agriculture  
 Architecture, Landscape Architecture, and Community Planning  
 Economic (Commercial and Industrial)  
 Government/Law  
 Military  
 Religion  
 Social/Educational/Cultural  
 Transportation

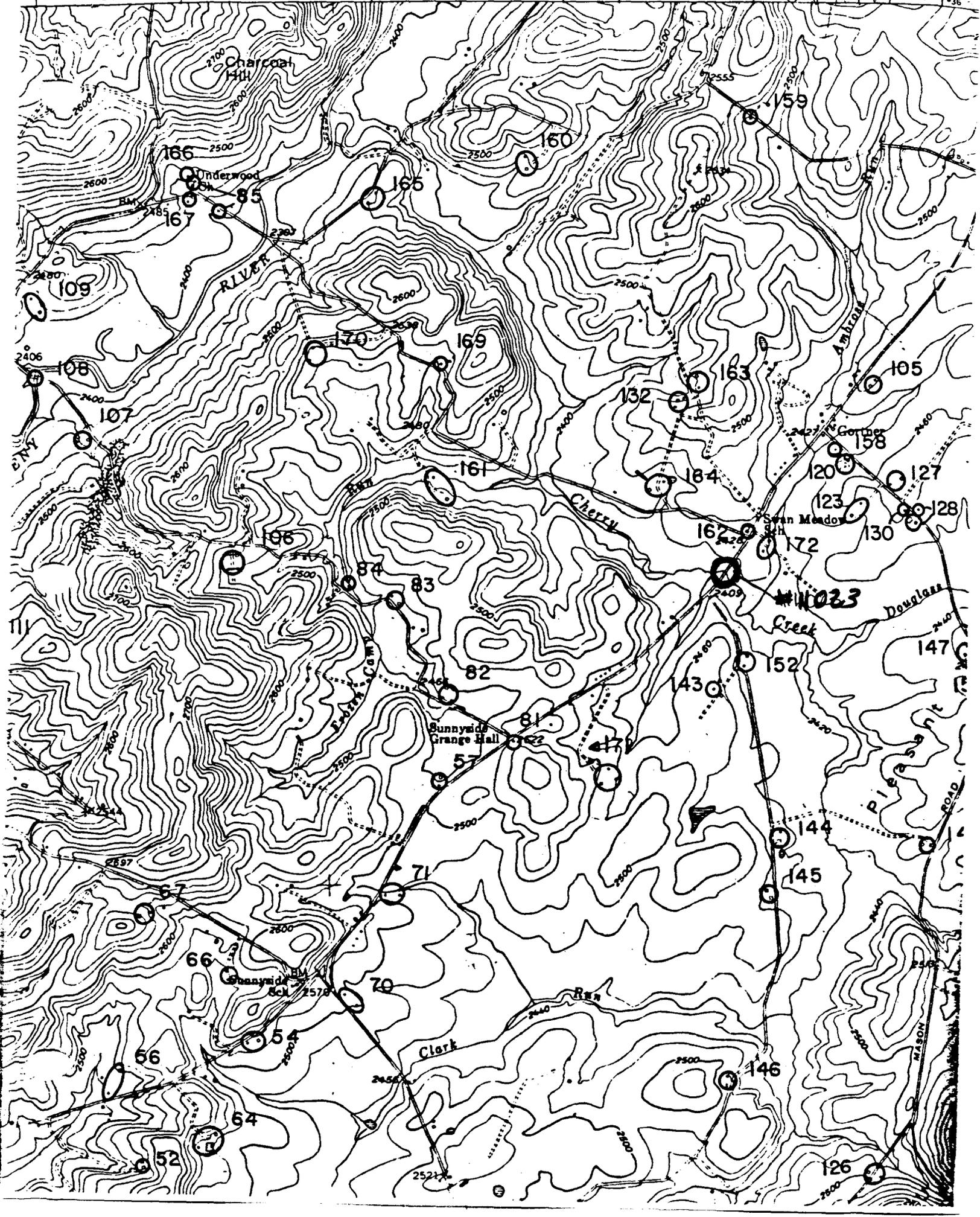
**V. Resource Type:**

Category: Structure

Historic Environment: rural

Historic Function(s) and Use(s): transportation

Known Design Source: unknown





1 G.V. 2-177  
2 MD 2-7 River (Longy Creek)

3 Garrett Co, MD

4 Ryan McKay

5 3/97

6 MD SHPO

7 North Appalachians

8. 1 of 2



6 U P 199

2 US 214. Over Cherry Creek

3 Sarrett Co, MO

4 Ryan Mc Kay

5 3/97

6 MO SHPO

7 Spilled Super Structure Detail

8 " 45



G - V A 1971

1. 1/2 mile Cherry Creek

2. 1/2 mile 190

3. 1/2 mile 200

5. 1/2 mile

6. 1/2 mile 190

7. 1/2 mile elevation

8. 1/2 mile 5



1 G V A. 1004

2 US 210 over Cherry Lane

3 Carroll Co, MD

4 Ryan Mc Kay

5 200

6 MC 5420

7 North approach

8 Ref 5



1 G B A 102

2 JS 219 over Cherry Creek/1023

3 Garrett Co, Md

4 Ryan Mr Kay

5 3147

6 MD SUPA

7 Downstream elevation

1 5 105