

Maryland Historical Trust

Maryland Inventory of Historic Properties number: S-433

Name: MD 364 over Purding 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> |

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

MHT Number S-433

Name and SHA No. 19010 over Dividing Creek

Location:

Street/Road Name and Number: MD 364 over Dividing Creek

City/Town: Pocomoke City Vicinity X

County: Somerset

Ownership: X State 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

X Metal Girder

X 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 Setting:

Bridge No. 19010 carries MD Route 364 northeast-southwest over Dividing Creek between Worcester and Somerset Counties, Maryland. The northeast approach is level and curved. The southeast approach is slightly curved and level. There are W-beam guardrails extending approximately 50'± on both ends of the bridge. The area surrounding the bridge is rural and heavily wooded.

Describe Superstructure and Substructure:

Bridge No. 19010 is a three-span steel stringer bridge with a concrete slab deck, supported by timber pile bent piers and abutments. The span lengths are 16.3', 15.6' and 16.3', and has a clear roadway width of 30'±. The structure also has two concrete sidewalks and concrete railings. This bridge was built in 1933 with an H-20 design loading.

A 1982 bridge inspection report indicates that the abutment piles and caps had minor splitting and a soft outer layer. The sheeting at wings had top rot throughout abutment #2, and batter # 2 was rotten. The exterior stringers had areas of rust with some section loss. Overall the condition of the bridge was considered to be fair, with the heaviest wear occurring on the wingwalls. The structure was evaluated as in need of replacement in 10 to 15 years.

Discuss Major Alterations:

Recent repairs and maintenance include unknown repairs to portions of the substructure, and the removal of vegetation from the wingwalls.

History:

When Built: 1933

Why Built: Local transportation needs

Who Built: Unknown

Why Altered:

Was this bridge built as part of an organized bridge building campaign: Yes

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events Person
 X C Engineering/Architectural

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

Documentary research indicates that an earlier bridge was built in this same location in 1913. This bridge carried MD 364 from Pocomoke to old Furnace. The old bridge in this location was a 3 -15.5' spans steel beam bridge with a concrete deck and creosote piles. The bridge was 48' long and had a 30' wide traveled way. That bridge was replaced in 1933 with the existing bridge.

A re-appraisal was made of Maryland's bridges following World War I. Most were found to be structurally inadequate to support the growing quantity and weight of traffic. As a result, a long-range project was undertaken to reinforce and rebuild those inadequate bridges. The reconstruction program lasted into the 1930's.

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 and/or alteration of this bridge has had no significant impact on the growth and development of the area.

Is the bridge located in an area which 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 which may be eligible for historic designation.

Is the bridge a significant example of its type?

This bridge may be a significant example of its type.

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

This bridge appears to retain the integrity of its primary character defining elements.

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

Further study of this bridge is unnecessary. This bridge appears to have retained the integrity of its primary character defining elements, and is eligible for inclusion on the National Register of Historic Places.

Bibliography:

Greiner, Inc.
 1995 Maryland Inventory of Historic Bridges.

Jacob, John E. Jr.

1877 Atlas of Wicomico, Worcester and Somerset Counties.

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

1994 Historic Bridges in Maryland: Historic Bridge Context.

State Highway Administration

v.d. Bridge Inspection files.

State Roads Commission

1958 A History of Road Building in Maryland.

United States Geological Survey

1968 7.5' Pocomoke City Quadrangle, photorevised 1980.

United States Geological Survey

1901 15' Princess Anne Quadrangle.

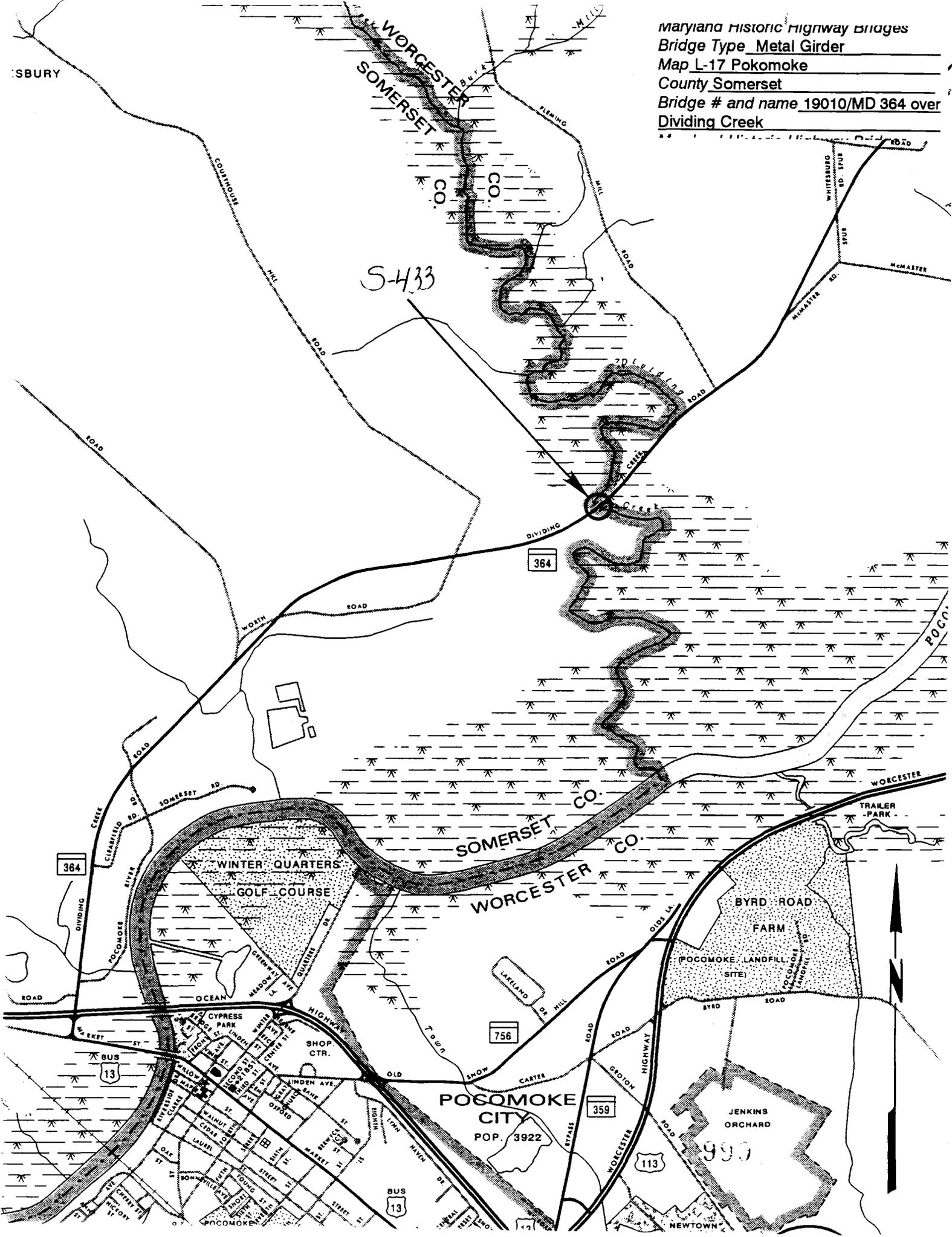
Surveyor:

Name: Jason D. Moser _____ **Date:** September 1995

Organization: State Highway Admin. **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map L-17 Pokomoke
County Somerset
Bridge # and name 19010/MD 364 over
Dividing Creek





S-433

SOMERSET COUNTY

MATT HICKSON

2-3-95

~~MARYLAND SHPD~~ S HYT

BRIDGE 19010, LOOKING NE ON MD 304

1 OF 5



S-433

SOMERSET COUNTY

MATT HICKSON

2-3-95

~~MARYLAND SHPO~~ SH7

BRIDGE 19010, LOOKING SW ON MD 364

2 of 5



S-433

Somerset County

Matt Hickson

2-3-95

~~MARYLAND SHPO SITE~~

BRIDGE 19010, LOOKING UPSTREAM (NW)

3 OF 5



5-433

Somerset County

MATT HICKSON

2-3-95

MARYLAND SUBD S HA

BRIDGE 19010, LOOKING DOWNSTREAM (SE)

4 of 5



S-433

Somerset County

Matt Hickson

2-3-95

Maryland SHPO - SH+

BRIDGE 19010, LOOKING UPSTREAM (2'N)

5 of 5

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

S-433

Property Name: Bridge No. 19010

Address:, MD 364 over Dividing Creek, vicinity of Cokesbury, Somerset County, Maryland

Owner: SHA

Tax Parcel Number: N/A Tax Map Number: N/A

Project: No. 2380219-B Agency: SHA

Site visit by SHA Staff: no yes Name _____ Date N/A

Eligibility recommended No Eligibility **not** recommended X

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Is property located within a historic district? X no ___ yes Name of district:

Is district listed? N/A no ___ yes Documentation on the property/district is presented in: Historic Bridge Inventory

Description of Property and Eligibility Determination

We have determined that this structure lacks the requisite integrity as well as a sufficient degree of intact character-defining characteristics to be considered eligible for inclusion in the National Register as a type of a steel beam structure. This structure was evaluated in light of the criteria in included in Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report (1995). Although the CDE's, as discussed in on pp. 48 to C-50, are present (longitudinal beams, plaques (if present), abutments, abutments and wing walls, and piers) these are in poor condition. The west abutment and its wing walls are soft and rotten in some areas with several piles exhibiting splits. The sheeting in the west abutment and its wing walls is also rotten and soft in several areas.. Behind the timber sheeting at the north wing wall, a repair was made to the structure (1989) where steel sheeting was driven behind the entire length of the west abutment and its wing walls. A gap at the joint between the north wing wall and the west abutment reveals the steel sheeting repair.

Beam #1, in span 1, has areas of severe rust and deterioration along the bottom flange that begins 30"± from the west abutment sole plate and measures 10'± in length. The outside edge of the bottom flange has deteriorated and knife-edged from 1/2"± down to 1/8"±. There are some areas of moderate rust extending up the beam web 4"± from the top of the bottom flange. No significant section loss was found in the web. At the mid-span of beam #8, span 1, 80"± from the west abutment sole plate, 3"± of the bottom exterior flange has deteriorated down to 3/16"± thickness. The deterioration measures 3'± in length.

Prepared by: SHA Architectural and Bridge Historian Rita M.Suffness.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended X
Criteria: ___A ___B XC ___D Considerations: ___A ___B ___C ___D ___E XF ___G ___None
Comments: _____

Reviewer, Office of Preservation Services [Signature] Date 11/21/00

Reviewer, NR program [Signature] Date 12/6/00 [Signature]

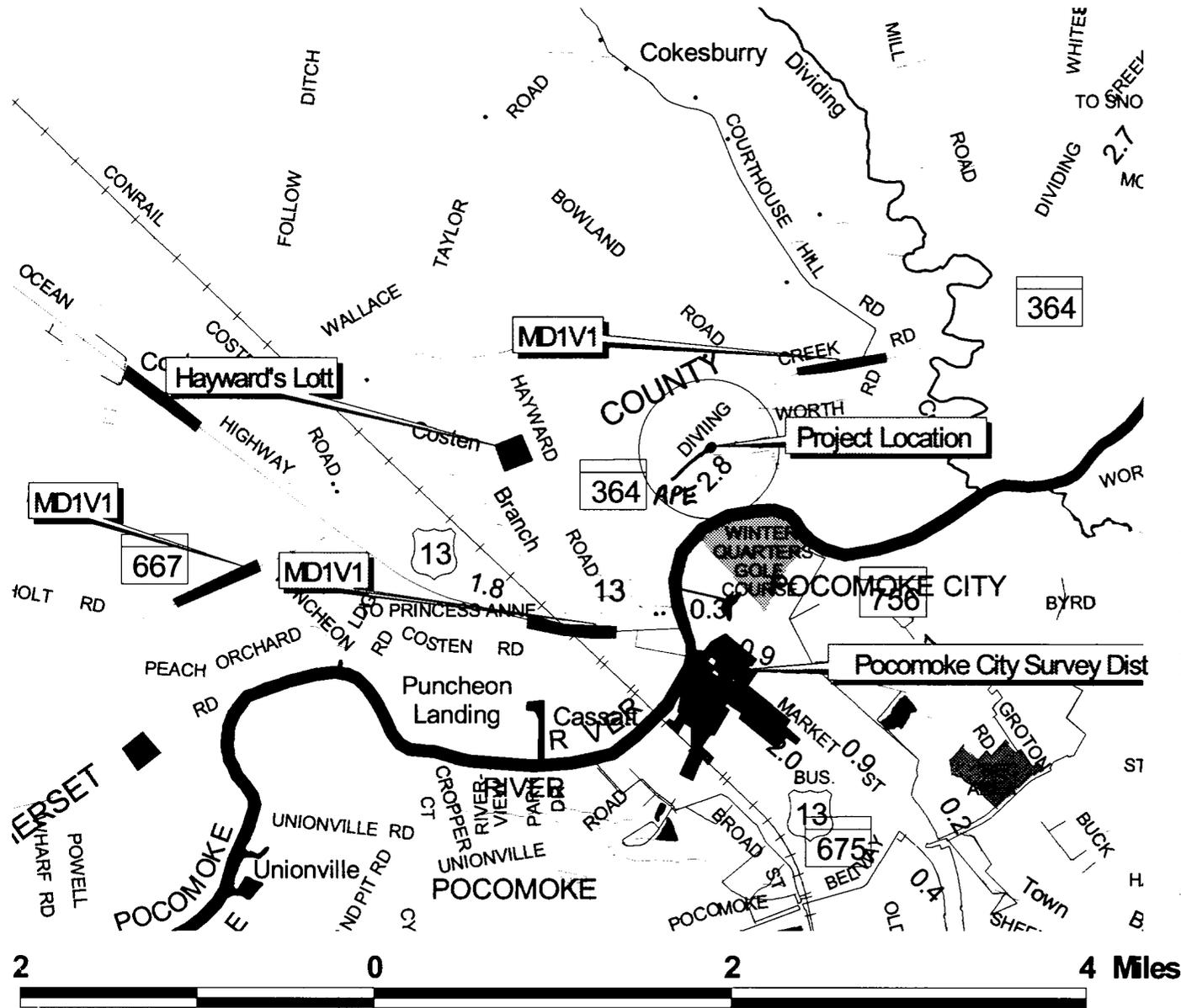
At pier #1, the bottom most timber connection, between the whaler and the pile, has moderate deterioration that runs the full length of the pier. Several of the bolts in the timber piles that are located near the waterline are severely deteriorated.

Span 2, beam #8, 3'± from the pier #2 sole plate, has severe deterioration along the bottom flange. The exterior 3"± of the bottom flange has knife-edged down to $\frac{1}{16}$ "± for a length of 1'±. The web for beam #8, span 2, just underneath the concrete diaphragm at pier #1, has complete section loss that measures 17"± in length and 1"± in depth. Span 2, beam #7 also has a 1"± diameter hole in the web at pier #1. All beam ends for both spans 1 and 2 at pier #1 have severely deteriorated sole plates and are supported on a single bearing plate.

Span 2, beam #1 has severe deterioration along the bottom flange at mid-span, 40"± from pier #2. The deterioration measures 91"± in length. This is where the greatest section loss in all of the beams bottom flanges was found. The flange has deteriorated down to $\frac{3}{32}$ "± for a 3"± width of the flange. The flange itself, has deteriorated in width from its original size. At pier #2, all of the sole plates are severely deteriorated for both spans 2 and 3 with heavy pitting and section loss. Beams #1, 3, 4, 6 and 8 have 1"± diameter rust holes in the webs at the beam ends for both spans 2 and 3. Beam #5 has rust holes in the web at the beam end of span 3. The bottom flange for the ends of each beam in spans 2 and 3 have some scale with minor section loss.

The concrete diaphragm in bay #7 of pier #2, span 3, has a $\frac{1}{16}$ "± open horizontal crack that begins at the top flange of beam #8. However, the concrete that is around the crack is sound.

MD 364 over Dividing Creek Bridge No. 190100



S-433



S-433

MD364 over Dividing Creek

Cokesburg Vic.



S-433

MD364 over Dividing Creek

Cokesburg vic.



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Cokesburg vic.



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Cokesburg vic.