Maryland Historical Trust

Maryland Inventory of Historic Properties Number: WA-II-264

Name: MD 844 over Beaver 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 bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended ___X___
Criteria: ____A ____B ____C ____D	Considerations: ___A ___B ___C ___D ___E ___F ___G __None
Comments:_____	
_____	
_____	
Reviewer, OPS:__Anne E. Bruder_____	Date:__3 April 2001_____
Reviewer, NR Program:_Peter E. Kurtze_____	Date:___3 April 2001_____

Maryland Inventory of Historic Properties MHT Number WA-IV-264
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

SHA Bridge No. 21049 **Name:** MD 844 over Beaver Creek

Location:
Street/Road Name and Number: MD 844 (Cavetown Church Road)

City/Town: Smithsburg **Vicinity** X

County: Washington

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 _Retractile _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 21049 carries MD 844 over Beaver Creek in Washington County. MD 844 runs east-west over the southern flowing Beaver Creek. The area immediately adjacent to the bridge has light residential development.

Describe Superstructure and Substructure:

Bridge 21049 is a single-span filled concrete arch. The length of the bridge is 27 feet and has a 22-foot clear span. The spandrel wall has a 2-inch cove molding around the arch. The spandrel walls are approximately 5 feet high and 5 feet wide. The bridge has a rise of approximately 5 feet 4 inches from springline to the crown. The abutments are approximately 11 feet wide and 2 feet high. There is a clear roadway width of 11 feet 7 inches, with an overall width of 13 feet 7 inches. The bridge has a single w-beam attached to the bridge with metal posts. According to a 1997 inspection report, the bridge is in satisfactory condition with a sufficiency rating of 63.5.

There are fractures located in the spandrel walls and run parallel to the barrel of the arch. These cracks are open up to 1 inch with a slight wall misalignment of ¼-inch. Additionally, the spandrel walls and wingwalls exhibit moderate surface scaling with exposed aggregate. The tops of the spandrel walls are heavily scaled. The arch is concrete exhibiting only light deterioration. There is efflorescence spilling through the joint between the bottom of the arch and the west abutment. Both abutments have heavy efflorescence and a few fine irregular cracks throughout.

Discuss Major Alterations:

At an unknown date the original parapets were replaced with w-beam guardrails.

When Built: circa 1900
Why Built: Unknown
Who Built: State Roads Commission
Who Designed: Unknown
Why Altered: Safety concerns.
Was this bridge built as part of an organized bridge building campaign? There are no records to determine when and why this bridge was built.

Surveyor Analysis:
This bridge may have NR significance for association with:

__A Events __Person
__C Engineering/Architectural

This bridge does not have National Register significance due to the replacement of its parapets and the generally poor condition of the bridge.

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

No records exist for this bridge explaining when and why it was built. The State Highway Administration estimates its construction date as 1900, however, this bridge resembles other concrete arch bridges built by the State Roads commission around 1915..

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?

No, this bridge is not a significant example of its type. This bridge is similar to those structures built in the first 2 decades of the twentieth century. However, its present condition and its lack of original parapets lower its value as a good example of a type.

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

No, this bridge does not retain the integrity of its character defining elements. The spandrel walls are extremely deteriorated and misaligned. The wingwalls and abutments are heavily scaled and spalling. The original parapets are missing.

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

No, this is not a significant example of the work of a manufacturer, designer, or engineer.

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

No this bridge should not be given further study.

Bibliography:

County inspection/bridge files _____ **SHA inspection/bridge files** X
Other (list):

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.

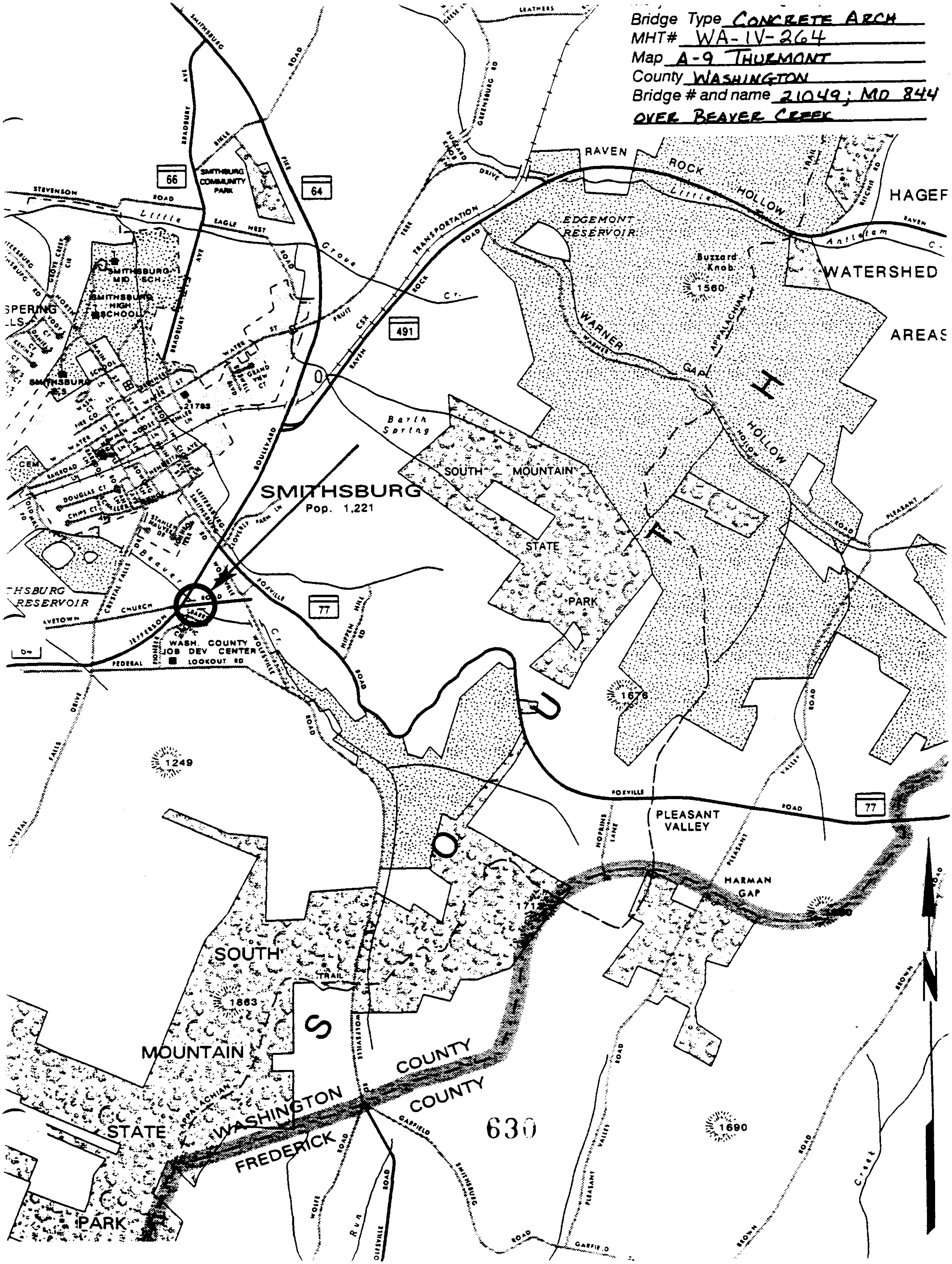
State Roads Commission
1958 *A History of Road Building in Maryland.* State Roads Commission of Maryland, Baltimore, Maryland.

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

Bridge Type CONCRETE ARCH
MHT# WA-IV-264
Map A-9 THURMONT
County WASHINGTON
Bridge # and name 21049; MD 844 OVER BEAVER CREEK



WA-IV-264 BR # 2104910

OVER BEAVER CREEK

WASHINGTON CO., MD.

DAVID KING

2/23/95

S. H. A

WEST APPROACH

1 OF 3

WA-IV-264 BR# 2104910

OVER BEAVER CREEK

WASHINGTON CO., MD

DAVID KING

2/23/95

S.H.A

SOUTH ELEVATION (UPSTREAM)

2 OF 3

WA-IV-264

BR# 2104910

OVER BEAVER CREEK

WASHINGTON CO., MD.

DAVID KING

2/23/95

S. H. A.

NORTH ELEVATION (DOWNSTREAM)

3 OF 3