

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: WA-U-63

Name: MD 56 OVER LITTLE CONOCOCHEAGUE 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 <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 BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. WA-V-63

SHA Bridge No. 21023 Bridge name MD 56 over Little Conococheague Creek

LOCATION:

Street/Road name and number MD 56 (Big Pool Road)

City/town Clear Spring Vicinity X

County Washington

This bridge projects over: Road Railway Water X Land

Ownership: State X County Municipal Other

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes No X
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 X:
Concrete Arch X Concrete Slab Concrete Beam Rigid Frame

Other Type Name

DESCRIPTION:Setting: Urban _____ Small town _____ Rural X **Describe Setting:**

Bridge 21023 carries MD 56 over Little Conococheague Creek in Washington County. MD 56 runs east-west and Little Conococheague Creek flows south. The bridge is located in the vicinity of Clear Spring, and is surrounded by open spaces and some scattered agricultural buildings.

Describe Superstructure and Substructure:

Bridge 21023 is a single-span, 1-lane, concrete arch bridge built in 1907. The structure is 50 feet long and has a clear roadway width of 12 feet 6 inches; there are no sidewalks. The out-to-out width is 14 feet 6 inches. The superstructure consists of 1 arch that supports a concrete deck and concrete parapets. The arch spans 50 feet and is of closed spandrel arch design. The concrete deck has a bituminous wearing surface. The structure has solid concrete parapets. A date plaque on the north parapet states that the bridge was built in 1907 by the Nelson Construction Company of Chambersburg and Pittsburgh, Pennsylvania. The substructure consists of 2 concrete abutments. There are 4 u-shaped concrete wingwalls. The bridge is posted for 12 tons, and has a sufficiency rating of 44.

According to the 1996 inspection report, this structure was in satisfactory condition with light deterioration. The asphalt wearing surface has light cracks. The concrete arch has irregular cracks with light efflorescence and delamination. The abutments have severe scaling at the waterline. The wingwalls have been repaired in the past, but have fine surface cracks and some small areas of delamination. Also, the concrete parapets are spalling and have vertical cracks.

Discuss Major Alterations:

There have been no major alterations to this bridge.

HISTORY:WHEN was the bridge built: 1907 This date is: Actual X Estimated _____Source of date: Plaque X Design plans ___ County bridge files/inspection form ___ Other (specify): ___**WHY was the bridge built?**

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

WHO was the designer? Unknown**WHO was the builder?** Nelson Construction Company**WHY was the bridge altered?** N/A**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 X

This bridge was determined eligible by the Interagency Review Committee in February, 1996.

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

The advent of modern concrete technology fostered a renaissance of arch bridge construction in the United States. Reinforced concrete allowed the arch bridge to be constructed with much more ease than ever before and maintained the load-bearing capabilities of the form. As the structural advantages of reinforced concrete became apparent, the heavy, filled barrel of the arch was lightened into ribs. Spandrel walls were opened, to give a lighter appearance and to decrease dead load. This enabled the concrete arch to become flatter and multi-centered, with longer spans possible. Designers were no longer limited to the semicircular or segmental arch form of the stone arch bridge. The versatility of reinforced concrete permitted development of a variety of economical bridges for use on roads crossing small streams and rivers.

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 that 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.

As the nation's automotive traffic increased in the early twentieth century, local road networks were consolidated, and state highway departments were formed to supervise the construction and improvement of state roads. With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction through the standardization of bridge designs.

The concept and practice of standardization was one of the most important developments in engineering of the twentieth century. In Maryland, as in the rest of the nation, the standardized concrete types became the predominant bridge types built. In the period 1911 to 1920 (the decade in which standardized plans were introduced), beams and slabs constituted 65 percent and arches 35 percent of the extant 29 bridges built in Maryland. In the following decade, 1921-1930, the beam (now the T-beam) and slab increased to 73 percent and the arch had declined to 27 percent of the 129 extant bridges; in the next decade (1931-1940), the beam and slab achieved 82 percent and arches had further declined, constituting only 18 percent of the total of extant bridges built on state-owned roads between 1931 and 1946.

Although beam and slab bridges became the utilitarian choice, it appears that the arch was selected when aesthetics as well as other site conditions were considered. The architectural treatment of extant arch bridges supports this assessment. Many of these bridges were multiple span structures with open spandrels or masonry facing. Another decorative feature of the concrete arch bridge was an open, balustrade-style parapet. Despite the popularity of ornamental arches and the increase in use of beam and slab bridges, examples of simpler, single and multiple span closed concrete arch bridges with solid parapets continued to be constructed throughout the early twentieth century.

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 that 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 that does not appear to be eligible for historic designation.

Is the bridge a significant example of its type?

The bridge is a significant example of its type, due to the early date of construction.

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

The bridge retains the character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including concrete parapets, closed spandrel walls, concrete abutments, and wingwalls.

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

This bridge is a significant example of the work of the Nelson Construction Company of Chambersburg and Pittsburgh, Pennsylvania.

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):

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.

Tyrrell, H. Grattan

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

SURVEYOR:

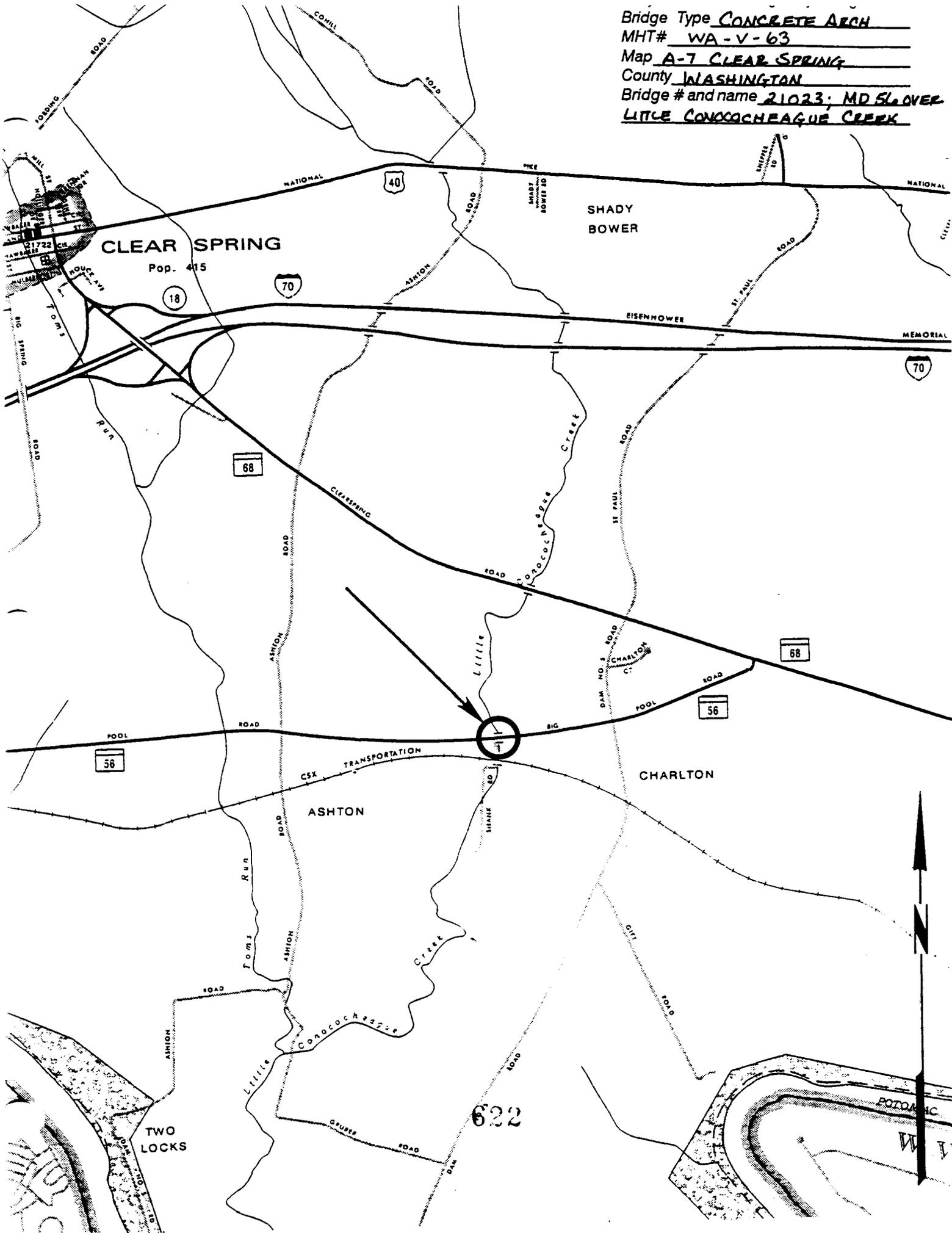
Date bridge recorded December 1997

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-V-63
Map A-7 CLEAR SPRING
County WASHINGTON
Bridge # and name 21023; MD SL OVER
LITTLE CONOCOCHEAQUE CREEK





SHANK RD

ED BRIDGE

LE UNIT

BS GVW

STOP

ON UNIT

S GCW

WA-V-63

BR # 2102310

LITTLE CONOCOCHEAQUE CREEK

WASHINGTON CO., MD

DAVID KING

2/22/95

S.H.A

NORTH ELEVATION (UPSTREAM)

1 OF 5



RESTRICTED BRIDGE
SINGLE UNIT
24 000 LBS GVW
COMBINATION UNIT
24 000 LBS GCW

WA-V-63

BR# 2102310

LITTLE CONOCOHEAGUE CREEK

WASHINGTON CO., MD.

DAVID KING

2/22/95

S. H. A

EAST APPROACH

2 OF 5



WAV-63

BR# 2102310

LITTLE CONOCOCHIEGUE CREEK

WASHINGTON CO., MD.

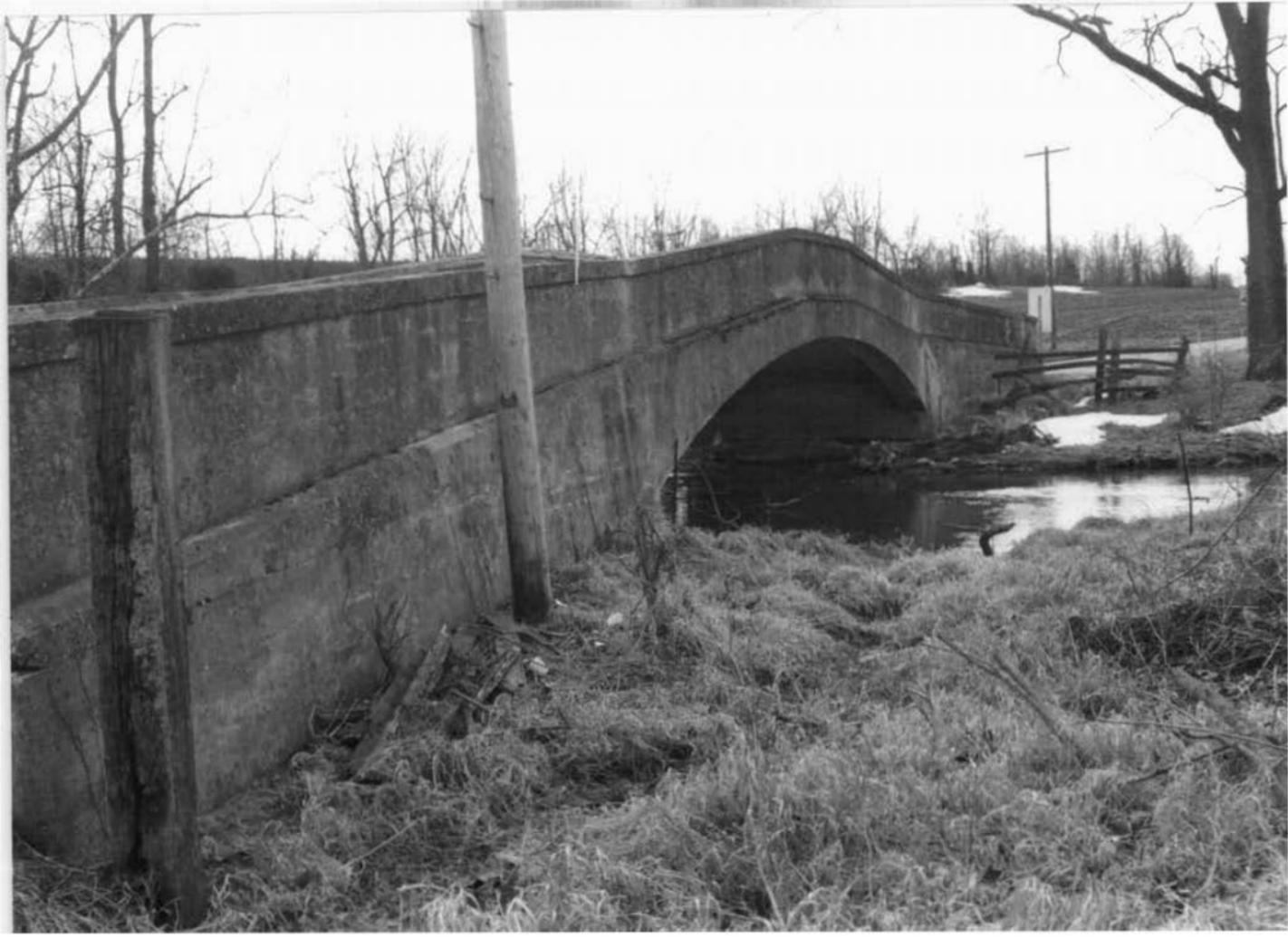
DAVID KING

2/22/95

S. H. A.

WEST APPROACH

3 OF 5



WA-V-63

BR # 2102310

LITTLE CONOCOHEAGUE CREEK

WASHINGTON CO., MD

DAVID KING

2/22/95

S. H. A.

SOUTH ELEVATION (UPSTREAM)

4 OF 5

BUILT BY

NEELSON CONSTRUCTION CO.

1907

CHAMBERG & PILTSBERG

WA-V-63

BR # 2102310

LITTLE CONOCOHEAGUE CREEK

WASHINGTON CO., MD.

DAVID KING

2/22/95

S. H. A.

PLAQUE ON NORTHERN PARAPET

5 OF 5

MARYLAND HISTORICAL TRUST

WA-V-063
 District 4
 Map 46
 MAGI # 2212093717

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Concrete Arched Bridge

2 LOCATION

STREET & NUMBER

Maryland Route 56 at Little Conococheague Creek

CITY, TOWN

VICINITY OF Clear Spring

CONGRESSIONAL DISTRICT

6

STATE

Maryland

COUNTY

Washington

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL	<input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL	<input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT	<input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT	<input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL	<input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Maryland State Highway Administration

Telephone #:

STREET & NUMBER

CITY, TOWN

Annapolis

___ VICINITY OF

STATE, zip code

Maryland

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC.

Washington County Court House

Liber #:

Folio #:

STREET & NUMBER

West Washington Street

CITY, TOWN

Hagerstown

STATE

Maryland 21740

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This reinforced concrete bridge has a single broad arch which carries Md. State Route 56 across the Little Conococheague Creek southeast of Clear Spring.

A tablet in its side wall is inscribed with the date 1907 and the builder's name, the Nelson Construction Co., of Chambersburg and Pittsburgh, Pa. A tablet on the opposite wall gives the names of the County Commissioners.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE COUNTY

STATE COUNTY

11 FORM PREPARED BY

NAME / TITLE

Paula Stoner, Architectural Historian

ORGANIZATION

Preservation Associates

DATE

July 1978

STREET & NUMBER

109 West Main Street, Box 202

TELEPHONE

301-432-5466

CITY OR TOWN

Sharpsburg

STATE

Maryland 21782

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438



Maryland Historical Trust

November 18, 1985

Mr. Louis H. Ege, Jr., Acting Chief
 Bureau of Project Planning
 Maryland Department of Transportation
 P.O. Box 717
 707 North Calvert Street
 Baltimore, Maryland 21203-0717

Re: Bridge No. 21023
 Maryland Route 56 over
 Little Conococheague Creek
 Washington County, Maryland
 P.D.M.S. No. 213106

Dear Mr. Ege:

Thank you for your August 27, 1985 letter concerning the concrete arch bridge (WA-V-063) which SHA proposes to replace.

As you know, this office provided our opinion as to the eligibility of this structure for listing in the National Register of Historic Places in a letter to Ms. Rita Suffness of your staff, dated August 12, 1985. It appears to be the oldest concrete arch span bridge left on Maryland's state highway system.

You are correct in noting that this bridge was left out of the report on all M/DOT properties produced as a result of work the Trust did to assist the Department in meeting its historic preservation responsibilities under the 1978 Board of Public Works Policy Statement on the Preservation of Properties of Historic and Archeological Significance Owned or to be Acquired by the State. But this was a simple omission on our part, as the bridge had been surveyed by our Washington County Historic Sites Surveyor in July, 1978 (see enclosed survey form). Somehow, it was inadvertently left out of the final report which was transmitted to you. Although it was omitted from this report, the bridge is still a significant built resource, and one we feel is NR-eligible.

We also disagree with your statement that "this bridge is contemporaneous with six other concrete bridges which are still extant and in use on the Maryland state road system." The dictionary defines contemporaneous as "occurring at the same time." Clearly, this bridge is the oldest example of this functional bridge type (at 1907), when you compare its construction dates with the dates of concrete bridges

Mr. Louis H. Ege, Jr., Acting Chief

November 18, 1985

Page 2

included in our survey:

1)	BA-2070	Glyndon Bridge	1949
2)	CAR-257	Sandy Island Bridge	1919
3)	CE-998	US 40 over AMTRAK	1939
4)	M:37-6	195 over Sligo Creek	1932
5)	WA-II-476	US 40/Beaver Creek Bridge	1936
6)	WA-V-211	US 40/Conococheague Creek	1936

We also examined records produced by our field surveyors in the late 1970s to verify the dates of the other bridges which you referenced in your letter. Although our files were nonexistent for your bridge # 16065, 21049, and 5018, we were able to find construction dates for the following bridges:

7)	Bridge No. 1017	MD 746 over Jones Falls	1930
8)	Bridge No. 11024	US 29 over Youghiogheny River	1927
9)	Bridge 6024		1932
10)	Bridge 1033		1935

Therefore, within the context of concrete bridges on the state highway system, we have determined that this bridge is in fact the oldest of its type in existence, and represents the earliest use of this construction material/technology for a bridge serving the Maryland road system. We disagree with you that the Keeper would not believe these factors important in examining the resource's eligibility for NR listing.

In any case, we urge you to complete full DOE documentation for this structure, and request a formal determination by the Keeper of the National Register in this matter, if you disagree with the opinion of the State Historic Preservation Officer.

Mr. Louis H. Ege, Jr., Acting Chief
November 18, 1985
Page 3

Should you have any further questions in this matter, do not
hesitate contacting me at 269-2440. Please advise us of how you
will proceed in this regard.

Sincerely,

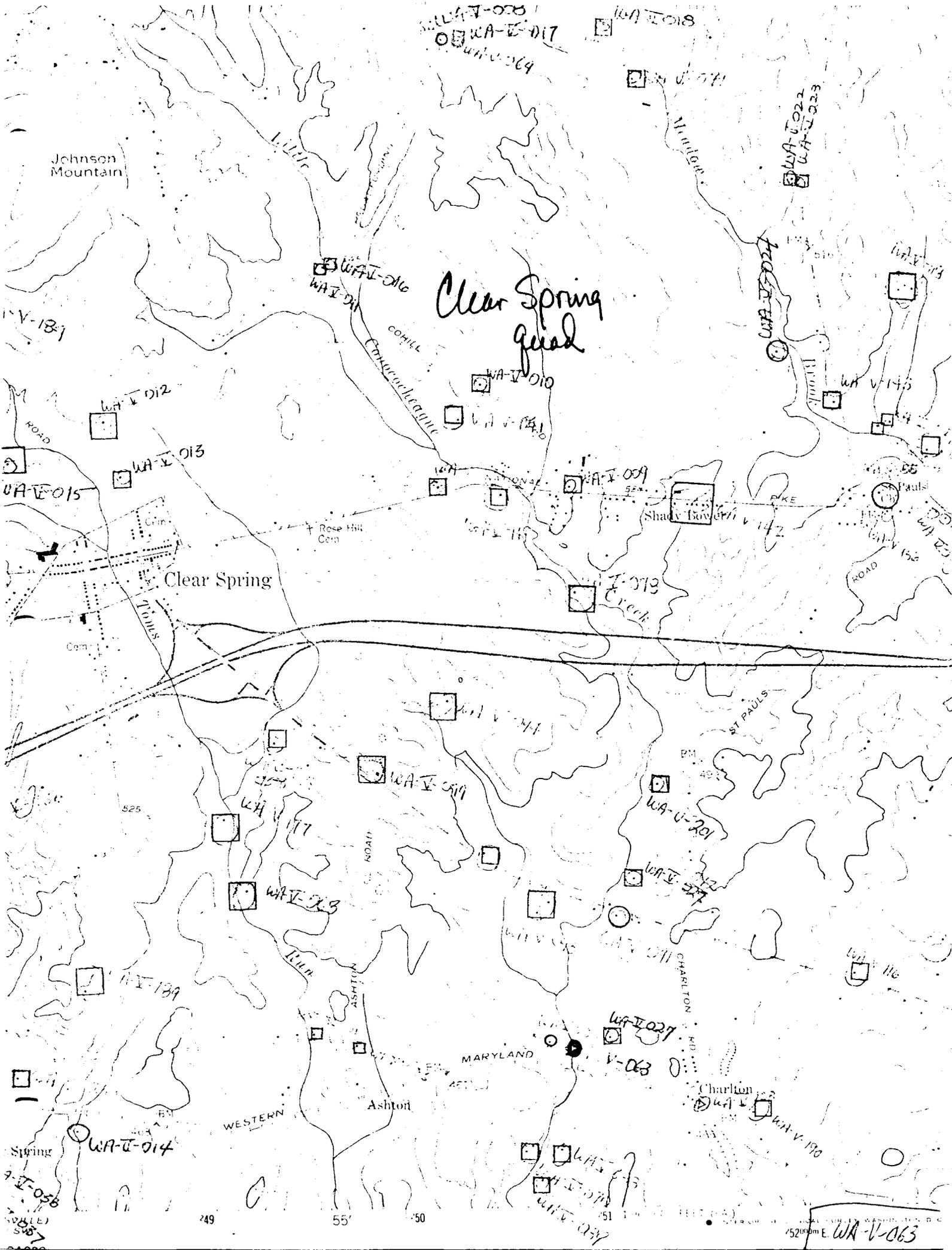


Mark R. Edwards
Deputy State Historic
Preservation Officer

Enclosure

MRE/bjs

cc: Mr. Douglass Reed
Mr. David T. Cottingham
Ms. Pam Pendergrass





WA-V-063

S.W.

March 1975

Concrete Arched Bridge

Md. Rt. 56 at Little Conococheague Creek
Clear Spring Vicinity

PAULA STONER DICKEY
CONSULTANT, WASHINGTON CO.
HISTORICAL SITES SURVEY

BUILT BY
NELSON CONSTRUCTION CO.
1907
CHAM. BC. & PITTSBURGH

WA-V-063

Detail, S. wall

March, 1975

Concrete Arched Bridge

Md. Rt. 56 at Little Conococheague Creek
Clear Spring Vicinity

PAULA STONER DICKEY
CONSULTANT, WASHINGTON CO.
HISTORICAL SITES SURVEY



WA-V-063

Detail, N. wall

March, 1975

Concrete Arched Bridge

Md. Rt. 56 at Little Conococheague Creek
Clear Spring Vicinity

PAULA STONER DICKEY
CONSULTANT, WASHINGTON CO
HISTORICAL SITES SURVEY