Maryland Historical Trust

Maryland Inventory of Historic Properties number: AC-II-A-149

Name: MD 144 E over Town 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 ___X___ Eligibility Not Recommended _____

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 AL-II-A-149
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

SHA Bridge No. 1035 **Name:** MD 144 E over Town Creek

Location:
Street/Road Name and Number: MD 144E (National Pike)

City/Town: Flintstone **Vicinity** ___X

County: Allegany

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 1035 carries MD 144E over Town Creek in Allegany County. MD 144E runs east over the southern flowing Town Creek. The bridge is surrounded by forest and limited development. Most of the residential dwellings in the area are up to one-quarter mile away.

Describe Superstructure and Substructure:

Bridge 1035 is a single-span filled concrete arch. The bridge is 73 feet long with a clear arch span of 71 feet and a rise of 11 feet 3 ½ inches from springline to the crown. The spandrel walls are approximately 17 feet wide. The bridge rests on cut stone wingwalls. There is a clear roadway width of 24 feet, with an overall width of 27 feet 2 inches. According to a 1997 inspection report, the bridge is in satisfactory condition with a sufficiency rating of 88.8.

Bridge 1035 has its original parapets. The parapets are 71 feet wide on both the eastern and western sides of the bridge. The parapets are separated into 5 sections. The first, second, fourth, and fifth sections from the northern and southern approaches are 14 feet 4 inches wide and 3 feet high. The middle section is approximately 11 feet long and 3 feet high. A ¼-inch felt joint separates each section from its expansion joint. Each expansion panel is 3 inches by 6 inches by 7 inches. The parapet is an open paneled design. Each section has 15 open balustrades that are poured into the deck. All of the parapets are topped with a concrete cap measuring approximately 4 inches by 6 inches.

The concrete deck has a longitudinal crack in the shoulder area and open transverse cracks in the pavement. In addition the pavement is peeling in the shoulder areas. The arch barrel has small spalls along the construction joint with water coming through the barrel. The barrel has heavy efflorescence in the construction joints and heavy scaling at the waterline. The abutments have heavy scaling at the waterline with large spalls at all four corners of the joint between the arch and the abutment. The spalls measure between 6 feet by 1 foot to 8 feet by 1 foot by 10 inches. The wingwalls have fine vertical cracks and irregular cracking in the areas repaired with gunite. The spandrel walls have fine irregular cracks with light efflorescence. The parapets have small areas of spall, with exposed rebar and large open cracks. The caps have fine irregular cracks.

Discuss Major Alterations:

In 1983 the wingwalls had a blow out and they were repaired and repointed. Repairs included the removal of the loose rubble, compacting existing soil and replacing it with mortar. In addition, a section of P.V.C. pipe was added to assist in the drainage of the wingwall.

History:
When Built? 1925
Why Built? Eliminated a single lane, dangerous bridge along the National Pike. Eliminated a stone arch.
Who Built? State Roads Commission
Why Altered? Preserve wingwall
Was this bridge built as part of an organized bridge building campaign? Yes, the State Roads Commission made an effort to modernize and eliminate narrow one lane and dangerous curves on the National Pike.

Surveyor Analysis:
This bridge may have NR significance for association with:
X A Events **__ B Person**
X C Engineering/Architectural

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

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

Yes, the State Roads Commission made an effort to modernize and eliminate narrow one-lane and dangerous curves on the National Pike. Maryland originally chartered the road in 1792 as a turnpike from Frederick to Cumberland; it was a segment of the Baltimore-Cumberland Turnpike. The road, eventually known as the National Pike (as distinct from the National Road), was financed by various Maryland banks, and construction began in 1816. The road was completed to Cumberland by 1823. The turnpike ceased operations in 1889, when a storm wrecked bridges on the road, and the bridges were not rebuilt. The road had fallen into disrepair by the early-twentieth century, when the "Good Roads" Act of 1916 provided federal funding for road improvements. The National Pike was designated US 40 in the mid-1920s. Efforts at improvement of the road included widening, road relocation, re-grading, and bridge replacement. This effort started early in the State Roads Commission's first 7-year plan and continued until the 1930s with the widening of US 40. MD 144 follows the old route of the National Pike while the current US 40 follows the same route as Interstate 68, the National Freeway from Hancock to Cumberland.

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, the resources surrounding the bridge do not warrant a possible district. However if the National Pike is ever nominated as a linear district, then the bridge would contribute to that district.

Is the bridge a significant example of its type?

Yes, this bridge is a significant example of concrete arches built by the State Roads Commission in a continuing effort to modernize and widen the National Pike from Baltimore and Cumberland from 1908 until 1940.

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

Yes this bridge retains integrity of its character defining elements. Although some repairs were made to the wingwalls, the barrel, the spandrel walls, the parapets, and the abutments are original and have moderate deterioration.

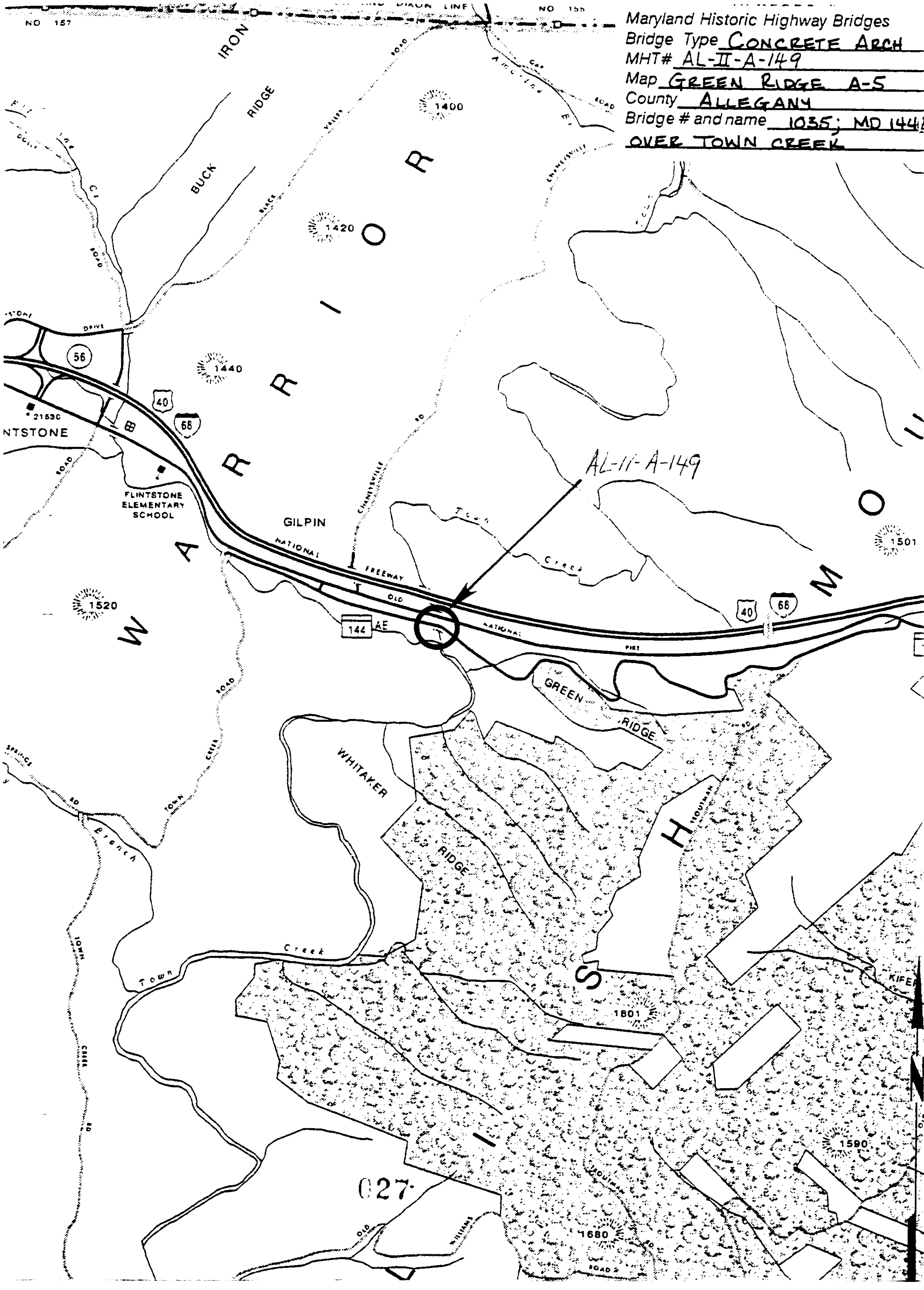
Should this bridge be given further study before significance analysis is made and Why?

Yes, eventually the concrete arches, which were built by the State Roads Commission along the National Pike, should be studied as examples of the state using a single bridge type to widen and modernize an old route.

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

Surveyor:
Name: Stacie Y. Webb **Date:** September 1995
Organization: State Highway Admin. **Telephone:** (410) 545-8559
Address: 707 N. Calvert Street, Baltimore, Maryland
Edited by P.A.C. Spero & Company, December 1997

Maryland Historic Highway Bridges
Bridge Type CONCRETE ARCH
MHT# AL-II-A-149
Map GREEN RIDGE A-5
County ALLEGANY
Bridge # and name 1035; MD 144E OVER TOWN CREEK



AL-IHA-149

BR# 1013510

OVER TOWN CREEK

ALLEGANY CO. MD.

DAVID KING

2/3/95

S. H. A.

EAST APPROACH

1 OF 4

AL-IHA-149

BR#1013510

OVER TOWN CREEK

ALLEGANY CO., MD.

DAVID KING

2/3/95

S.H.A.

WEST APPROACH

2 OF 4

AL-11-A-149

BR#1013510

OVER TOWN CREEK

ALLEGANY CO., MD

DAVID KING

2/3/95

S.H.A.

SOUTH ELEVATION

3 OF 4

AL-II-A-149

BR # 1013510

OLER TOWN CREEK

ALLEGANY CO., MD

DAVID KING

2/3/95

S. H. A.

NORTH ELEVATION

4 OF 4