

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WA-VI-052

Name: MD 744 OVER LITTLE TONOLOWAY 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 Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number WA-VI-052

SHA Bridge No. 21008 Name: MD 144 over Little Tonoloway Creek

Location:

Street/Road Name and Number: MD 144 (East Main Street)

City/Town: Hancock Vicinity _____

County: Washington

Ownership: State County Municipal Other

This bridge projects over: Road Railway Water Land

Is the bridge located within a designated district: yes 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
- 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 _____

Describe Setting:

Bridge 21008 carries MD 144 over Little Tonoloway Creek in Washington County. MD 144 runs in a generally east-west direction over the southern flowing Little Tonoloway Creek. The bridge is located in a very developed and commercialized area of Hancock near the C&O Canal National Historic Park. The bridge carries 3 lanes of traffic and is located adjacent to the Wichert truss bridge carrying US 522 and Hook Mill Road.

Describe Superstructure and Substructure:

Bridge 21008 is a single span, filled concrete arch bridge consisting of the original 1925 arch, a 1932 arch extension of 6 feet 2 inches on the north side, and a 1952 skewed extension of the south side. No dimension for the south side extension was listed on the plans, but the width is approximately 18 feet on the west end and 15 feet on the east end of the structure. The concrete arch is tied into rubble abutments and wingwalls at each end, which may indicate that a stone bridge was located here previously. The walls are composed of neatly dressed limestone. The southwest concrete wingwall built in 1952 protects the pier for the US 522 bridge. The original south wingwalls of the concrete arch had their top section removed to 2 feet below the widened roadway.

The concrete arch is oriented on a 90-degree skew and is 51 feet 8 inches long on the south side and 63 feet long on the north side. The bridge has a clear arch span of 43 feet 3 inches, and rises 15 feet 9 inches above the springline. The original concrete arch carried a 24-foot roadway, while the extended arch bridge carries a 34-foot roadway section with 2 5-foot exterior sidewalks. The clear roadway width is 37 feet, with an overall width of 50 feet 2 inches. The exterior side faces of the bridge have an inscribed arch section.

When the arch was extended in 1932, the existing north parapet was not removed, but became a front barrier to the newly constructed sidewalk. When the arch was extended in 1952, the original south parapet was removed. Until 1995, the bridge had 2 interior and 1 exterior pierced railing parapets. The parapets are identical except that the interior one has a short curb section. The parapets had 3 units with 14 posts each, which were divided by short solid sections all with top coping. The parapets are framed with solid inscribed paneled endposts. The 1952 south parapet is extended across the wingwalls on each end, after the solid endpost, with another 14-post parapet section, followed by another solid inscribed paneled endblock. The parapet has an integral 5-foot concrete sidewalk.

The 1952 wingwall sections are of reinforced concrete. The 1932 north side widening was constructed out from the existing concrete arch face, utilizing 4 short rectangular ties. Both sidewalk and roadway sections are concrete slabs over earthen fill.

According to a 1997 inspection report, the bridge is in good condition with a sufficiency rating of 97.0. There is some cracking in the concrete deck, fine cracks on the sidewalks, small spalls and cracking in the arch, scaling at the abutment, scaling and efflorescence at the wingwalls, cracks in to mortar joints of the stone walls, and fine cracking with light efflorescence and the spandrel walls and parapets.

Discuss Major Alterations:

The bridge was widened in 1932 and 1952, using an arch section. In November 1995, the north side interior parapet was removed and replaced with a curb.

When Built: 1925, 1932, 1952

Why Built: Widening and geometric improvement to MD 144 in Hancock

Who Built: State Roads Commission

Who Designed: State Roads Commission

Why Altered: To widen the bridge to meet approach roadway section.

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

Yes, this bridge was built as part of the improvements to MD 144 in Hancock.

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

- A Events Person
 C Engineering/Architectural

This bridge was determined not eligible by the Interagency Review Committee in January 1998.

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

The improvement of Washington County roads and bridges resulted from several events that occurred during the first 3 decades of the twentieth century. The original Good Roads Movement was aimed towards improving the primary routes such as the New Columbia Pike throughout the state, as well as the connecting routes between the counties. This era saw the transformation of an antiquated nineteenth-century system of unimproved roadways to a modern twentieth century infrastructure consisting of the first modern designed highways and bridges. A later impact of this movement included the widening and upgrading of the secondary roads system, including the replacement of substandard nineteenth-century structures so that the rebuilt system could handle the demands of the motorized vehicle. During the 1920s, the State Roads Commission focused on the improved safety and comfort of the main routes while rebuilding the secondary road system and the farmer-to-market network of feeder roads. By the 1930s, bridges that were once adequate when initial reconstruction began were also being replaced.

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?

During the time period when the bridge was built, Washington County was a rural, agricultural region. The bridge was probably constructed to serve the needs of the town of Hancock.

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 a concrete arch bridge as it has been widened twice.

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

No, Bridge No. 21008 does not retain the integrity of its character defining elements. Its parapets have been partially replaced, and it has been widened twice.

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

No, the bridge 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):

Surveyor:

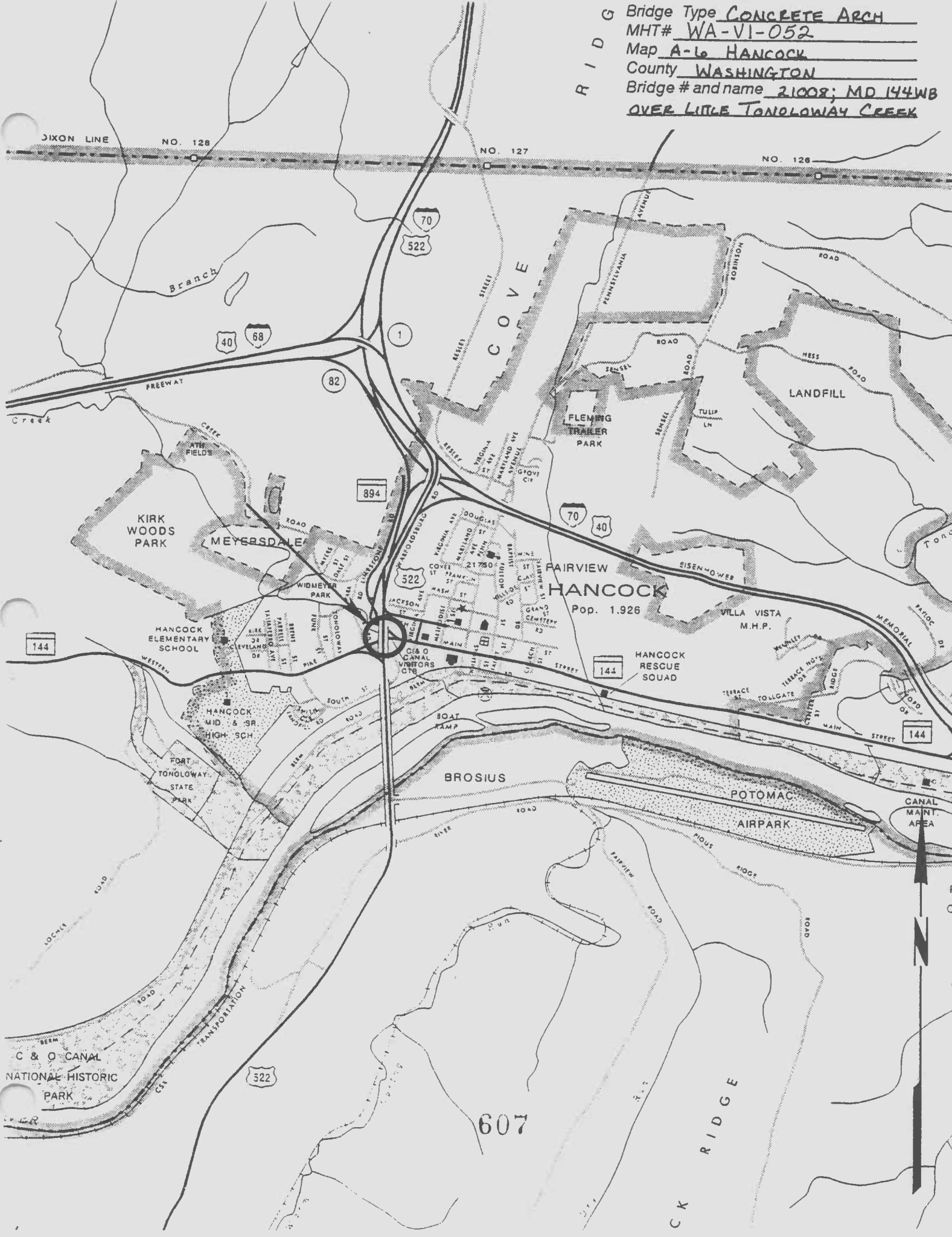
Name: James T. Aguirre **Date:** August 30, 1996

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Address: 707 N. Calvert Street, Baltimore, Maryland

Edited by P.A.C. Spero and Company, December, 1997.

RIDG
 Bridge Type CONCRETE ARCH
 MHT# WA-VI-052
 Map A-6 HANCOCK
 County WASHINGTON
 Bridge # and name 21008; MD 144WB
OVER LITTLE TONOLOWAY CREEK





1. WA-VI-052

2. 21008, MD 144 WB OVER LITTLE TONOLOWAY CREEK

3. WASHINGTON COUNTY

4. WALLACE, MONTGOMERY & ASSOC.

5. 12/97

6. MD SHPO

7. ELEVATION LOOKING DOWNSTREAM

8. 1 OF 4



1. WA - VI - 052
2. 21008, MD 144 WESTBOUND OVER LITTLE
TONGLOWAY CREEK
3. WASHINGTON COUNTY, MD
4. WALLACE - MONTGOMERY
5. 12/97
6. MD SHPO
7. ELEVATION LOOKING UPSTREAM
8. 2 OF 4



1. WA-VI-052
2. 21008, MD 144 WB OVER LITTLE TONOLOWAY CREEK
3. WASHINGTON COUNTY
4. WALLACE, MONTGOMERY & ASSOC.
5. 12/97
6. MD SHPO
7. LOOKING WEST
8. 3 OF 4.



1. WA-VI-052

2. 21008, MD 144 WB OVER LITTLE TONOLOWAY CREEK

3. WASHINGTON COUNTY

4. WALLACE, MONTGOMERY & ASSOC.

5. 12/97

6. MD SHPO

7. LOOKING EAST

8. 4 OF 4