

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: SHA Small Structure No. 01091X0 Inventory Number: AL-I-A-091
 Address: National Pike (US 40 SCN) over Tributary to Snib Hollow Run Historic district: yes no
 City: Piney Grove N of Little Orleans Zip Code: 21766 County: Allegany
 USGS Quadrangle(s): Artemas
 Property Owner: Maryland State Highway Administration Tax Account ID Number: NA
 Tax Map Parcel Number(s): NA Tax Map Number: 0010
 Project: US 40 Scenic from West Shipley Rd to Mann Rd Agency: Maryland State Highway Administration
 Agency Prepared By: Maryland State Highway Administration
 Preparer's Name: Consultant Architectural Historian Matt Manning Date Prepared: 08/23/2013

Documentation is presented in: _____

Preparer's Eligibility Recommendation: _____ Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: _____

Inventory Number: _____ Eligible: yes Listed: yes

Site visit by MHT Staff yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

SHA Small Structure No. 01091X0 is an 8-foot-span concrete slab small structure that carries US 40 Scenic over a tributary to Snib Hollow Run east of the Piney Grove community in Allegany County. The surrounding rural area includes single-family dwellings and small farmsteads constructed throughout the nineteenth and twentieth centuries. The tributary flows north to south, and the slab structure runs east-west with the highway. The structure comprises a mix of stone and concrete, including stone abutments and a concrete slab and parapet rails.

This segment of US 40 Scenic is a two-lane asphalt highway. The roadway width is approximately 24 feet, including two 10-foot lanes with 2-foot shoulders. The roadway is carried on a 42-foot long concrete slab supported by stone abutments. The abutments extend beyond the slab but do not form angled wingwalls. They are constructed of uncoursed rubble and display evidence of repeated patching and repair, including with Portland cement. At the south end, a concrete buttress reinforces the interior face of the east abutment and supports the concrete slab. The concrete slab spanning the abutments is steel reinforced; limited oxide jacking, in which rust causes the rebar to expand, has resulted in spalling along the slab's underside. Along the slab and both parapets, impressions have been left of the narrow wood boards used as the original formwork. The parapet rails are solid and unornamented. The south parapet parallels the shoulder; the north parapet, located over the end of the concrete slab and stone abutments, is set back several feet from the travel lanes and is angled to the northeast.

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MHT Comments:

Jim DeLorenzo
 Reviewer, Office of Preservation Services
[Signature]
 Reviewer, National Register Program

11/26/13
 Date
12/2/13
 Date

The parapets incorporate flat 16-inch-wide poured concrete capstones; the edges are beveled, and aggregate has been exposed in places. The aggregate used incorporates a dark colored stone and is similar to that used to pour the State Roads Commission Water Trough (AL-I-A-090) several hundred yards to the west. The trough is emblazoned "1915," which may also reveal the small structure's date of construction. Although the north parapet has squared corners, the south parapet's end walls and capstone are angled, resembling a parallelogram in plan.

W-beam guardrail obscures the interior face of both parapets. At the south parapet, the guardrail's vertical support posts are bolted to the north side. Notches have been cut along the capstone to allow the posts to abut the parapet wall. Although guardrail also shields the north parapet, it is not affixed to the wall. Instead, posts are offset from the south face and the guardrail curls around the parapet's east end. Other than the guardrail, the parapets show no evidence of alteration or repair.

History/Context

At the close of the eighteenth century, the poor condition of Maryland's western roads demonstrated the need for a new system of highways leading into Baltimore. In 1787, the state devised a series of county-controlled turnpikes. Although some progress was made on the roads, the strategy was ultimately unsuccessful. In its 1804-05 session, the Maryland General Assembly passed new legislation establishing three private turnpike companies: the Baltimore and Frederick Town Turnpike Road Company, the Baltimore and Reisterstown Turnpike Road Company, and the Baltimore and York Town Turnpike Road Company.

Later in 1805, when it came time for the federal government to select a route from the Atlantic to the new state of Ohio, Maryland's road building efforts were an important consideration to the Senate committee charged with the task. Aware of plans in Maryland to connect Baltimore and the District of Columbia with the state's western mountains, the committee selected a route to Ohio from Cumberland, Maryland. Initially termed the Cumberland Road, the route was more commonly referred to as the National Road. The establishment of this route left only a 74.5 mile gap in Maryland from Boonsboro to Cumberland between Baltimore and the Ohio River.

In 1812, the state passed legislation authorizing construction of a turnpike from the Conococheague River, through Hancock, and west to Cumberland. However, the ongoing War of 1812 had taken a toll on public and private finances, and funding for the new road was difficult to secure. A plan was conceived under which Maryland's banks would finance construction of the new road in exchange for renewal of their charters, set to expire in 1815. In 1813, the City Bank of Baltimore, the Hagerstown Bank, the Conococheague Bank, and the Cumberland Bank of Allegany incorporated to form the Cumberland Turnpike Road Company. The turnpike was completed by 1822; combined with a final link between Boonsboro and Hagerstown, the road was termed the Bank Road. The Bank Road was one segment of what became known as the National Pike, which encompassed the entire turnpiked extension of the National Road in Maryland between Baltimore and Cumberland.

From the early to mid-nineteenth century, the National Road, including the National Pike, was the primary route between the Atlantic Coast and the Ohio River. At its peak, a near constant stream of travelers, stage coaches, and Conestoga wagons followed the road between Wheeling and Baltimore. Taverns and wagon stands were located almost every mile along the highway.

With the advent of the railroad in the mid-nineteenth century, traditional roads lost importance; neglected, many fell into disrepair. The National Road was in better condition than most highways at the dawn of the twentieth century, and a combination of nostalgia and the efforts of the Good Roads Movement drew attention to the highway. Motorists and auto clubs praised the road for its scenery and historic value. The National Road was featured prominently in 1904 when the American Automobile Association used the route to travel to St. Louis for the World's Fair. In 1906, Representative George Pearre of Maryland introduced a Congressional bill to reconstruct the Cumberland Road and restore the landmarks along its route.

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Date

As driving increased, more motorists called for updates to the old roads, complaining of poor conditions and impassable segments. The Maryland General Assembly established the State Roads Commission (SRC) in 1908 and transferred responsibility of road construction and maintenance from the Maryland Geological Survey. The SRC developed plans for a state road system linking communities throughout Maryland. Many of the planned roads followed preexisting routes established by turnpikes, including the National Pike and the National Road.

Also in 1908, the SRC announced plans to build a state road from Redhouse in Garrett County to the Washington County line at Belle Grove; the route would improve much of the preexisting National Pike in Garrett and Allegany counties. The portion of the National Pike in Allegany County was reconstructed by the State Roads Commission between 1911 and 1915. A map of Maryland's road system from 1910 shows segments of the route as either under contract or in the planning stages. Among the sections completed in 1915 was a 7.81-mile, 14-foot wide macadamized segment between Green Ridge and the Washington County Line. This segment would have encompassed the Piney Grove area and SHA Small Structure No. 01091X0.

Between 1912 and 1947, the SRC developed and implemented standardized plans for bridges and other structures along Maryland's roadways. For concrete slab structures with spans up to 16 feet, the 1912 Standard Plans specified solid parapet rails with flat coping and road widths of 22 feet. The plans were updated with wider roadways in 1919, and in 1924, the SRC revised the plans to include parapets with an incised panel design and introduced ridged capstones. Open balustrade parapets were introduced in 1928, and horizontal scoring on the abutments and wing walls was added in the SRC's 1930 Standard Plans.

Records do not indicate SHA Small Structure No. 01091X0's date of construction, and its design does not appear to be based on any of the Standard Plans for concrete slab structures. However, the parapets' flat capstones and lack of incised panels suggests the small structure may have been constructed prior to 1924. A date of construction prior to 1924 could coincide with the SRC's original improvements to the National Pike from Green Ridge to the Washington County line in 1915.

The new concrete slab may have replaced an earlier wood superstructure. Although stone bridges were common in the Appalachian regions of the state, and earlier turnpike roads incorporated stone arch structures at waterways, such arches have not been documented along the Bank Road. In December 1818, Governor William Goldsborough's Executive Report on Turnpike Roads described the Cumberland Turnpike Road (the Bank Road) in the early stages of construction. At that time, the road surfaces were all of broken stone, but the report did not specify bridge types or materials. Multiple crossings along the route retain evidence of stone abutments, but the original spans appear to have been of timber construction. At Sideling Hill Creek west of Sideling Hill, original stone abutments remain in place next to a single-span concrete arch (US 40 Scenic over Sideling Hill Creek; AL-I-B-084) constructed as part of improvements during the 1920s. Thomas Searight in 1894 described the original structure spanning this creek as a covered wood bridge. Just west of Sideling Hill Creek, a 1920s postcard depicting a bridge over Bear Creek reveals a newly constructed concrete slab and parapets spanning stone abutments, similar to the reconstruction of SHA Small Structure No. 01091X0. These concrete replacement bridges became common along the National Pike during the 1920s as the SRC continued improvements to the original road. Other stone and concrete structures on the Bank Road segment of the National Pike include SHA Bridge No. W-381, Old US 40 over Tonoloway Creek (WA-VI-051), SHA Bridge No. 1037 (AL-I-B-082), and SHA Small Structure No. 01032X0 (DOE-AG-069).

The area along US 40 Scenic has undergone minor changes since the improvements made by the SRC in 1915. This segment of the National Pike became part of US Route 40 in 1927 and was designated US 40 Scenic in 1965 when US 40 was rerouted to the south. At that time, Orleans Road, which had intersected US 40 Scenic at SHA Small Structure No. 01091X0, was realigned to the west to form a T intersection with the highway. However, with traffic and development concentrated elsewhere, two-lane US 40 Scenic has retained much of its rural character; the route is part of Maryland's Historic National Road Scenic Byway. The slab

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structure itself shows limited alterations, consisting primarily of the addition of W-beam guardrail along both parapets.

Significance Evaluation

SHA Small Structure No. 01091X0 was evaluated for significance under National Register of Historic Places (NRHP) Criteria A, B, and C.

SHA Small Structure No. 01091X0 was built by the SRC as part of general highway improvements to the National Pike in Allegany County during the early twentieth century. The existing section of highway, known originally as the Cumberland Turnpike or the Bank Road, formed a final link in the route between Baltimore and the Ohio River via the National Road. As a concrete slab on stone abutments, SHA Small Structure No. 01091X0 is not representative of nineteenth-century structures on the Bank Road nor does it express twentieth-century advances in roadway planning and concrete construction technology. Although its construction demonstrates renewed interest in and subsequent revival of the National Road in the early twentieth century, the structure is one of many improved or replaced during the SRC's modernization of the highway upon the introduction of the automobile; larger structures elsewhere along the Bank Road better demonstrate these developments. Furthermore, the placement of guardrail along the parapets has permanently altered the early twentieth-century concrete slab. Therefore, SHA Small Structure No. 01091X0 is not eligible for the NRHP under Criterion A. Research did not identify significant persons associated with the structure, and it is not eligible for the NRHP under Criterion B.

According to the Small Structures on Maryland's Roadways Historic Context Report, unaltered concrete slab small structures constructed according to the SRC's Standard Plans could be eligible for the NRHP under Criterion C in association with the efforts of the state to standardize structural design. SHA Small Structure No. 01091X0 does not conform to any of the SRC's Standard Plans; furthermore, substantial alterations have been made to the structure's south parapet, an important character-defining feature.

A timber structure could be eligible under Criterion C if it retained all character-defining elements. SHA Small Structure No. 01091X0's original appearance is unknown; the superstructure has been replaced, leaving only stone abutments. As a result, the structure's integrity of design, materials, workmanship, feeling, and association have been compromised. Therefore, SHA Small Structure No. 01091X0 is not eligible for the NRHP under Criterion C.

NRHP Criterion D was not evaluated as part of this study. Based on the evaluated Criteria, SHA Small Structure No. 01091X0 is not eligible for listing in the NRHP.

The boundary is confined to the extents of SHA Small Structure No. 01091X0 within SHA's right-of-way limits for US 40 Scenic. The structure is approximately 45 feet wide by 15 feet long (675 square feet).

Works Consulted:

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Searight, Thomas B. The Old Pike. Edited by Joseph E Morse and R. Duff Green. Orange, Virginia: Green Tree Press, 1971.

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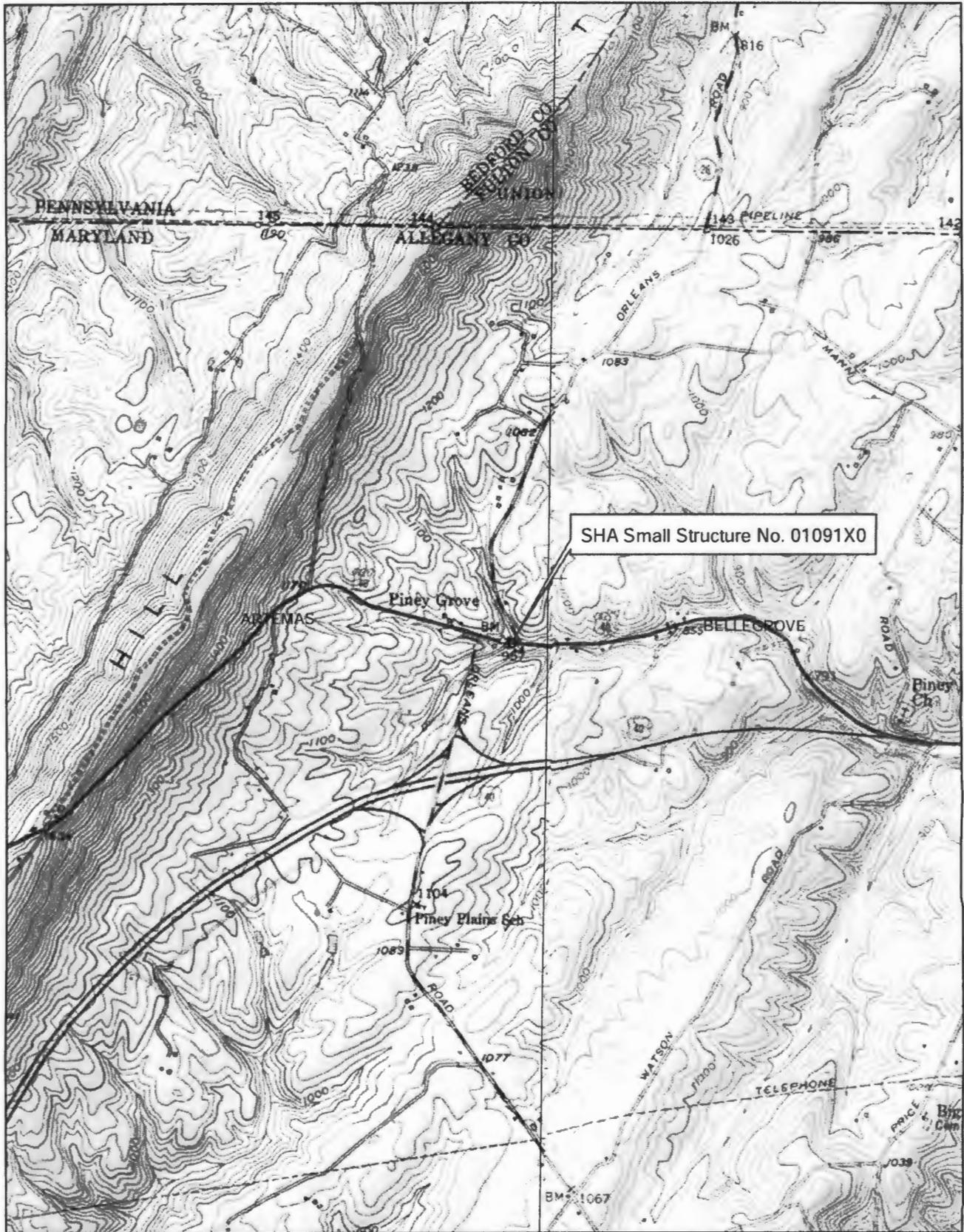
Date

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SHA Small Structure No. 01091X0 (AL-I-A-091)

US 40 Scenic over Trib. to Snib Hollow Run



USGS 7.5' Quadrangle - Artemas
1:24,000

Allegheny County





AL-1-A-091

SHA Small Structure No. 0109180

Allegheny Co. MD

M. Manning

8/2/2013

MD SHPO

View east along US 40 Scenic (National Pike)

1/11



12
68
12

AL-1-A-091

SHA Small Structure No. 01091X0

Allegany Co. MD

M. Manning

8/2/2013

MD SHPO

View west along US 40 Scenic (National Pike)

2/11



AL-1-A-091

SHA Small Structure No. 01091X0

Allegany Co MD

Mi Manning

8/2/2013

MD SHPO

South elevation

3/4



AL-1-A-091

SHA Small Structure No. 01091X0

Allegany Co MD

M. Manning

8/2/2013

MD SHPO

South elevation; detail

4/11



AL-1-A-091

SHA Small Structure No. 01091X0

Allegheny Co MD

Mr Manning

8/2/2013

MD SHPO

South parapet

5/11



AL-1-A-091

SHA Small Structure No 01091X0

Allegany Co. MD

M. Manning

6/2/2013

ND SHPO

North parapet

6/11



AL-1-A-091

SHA Small Structure No. 01091X0

Allegany Co. MD

M. Manning

8/2/2013

MD SHPo

North parapet and abutments; view southwest

7/11



AL-1-A-011

SHA Small Structure No. 01091X0

Allegany Co. MD

M. Manning

8/2/2013

MD SHPo

Concrete slab and stone abutments; view north

8/11



AL-1-A-091

SHA Small Structure No. 01091X0

Allegheny Co. MD

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MD SHPO

Stone abutment at NE end

9/11



AL-1-A-091

SHA Small Structure No. 01091X0

Allegany Co. MD

M. Manning

8/2/2013

MD SHPO

Rusted rebar and spalled concrete at
east abutment's south end

10/11



AL-1-A-091

SHA Small Structure No. 01091X0

Allegheny Co. MD

M. Manning

8/2/2013

MD SHPs

Poured concrete reinforcing at east abutment's
south end

11/11