

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes  no

Property Name: SHA Small Structure 10211R0 Inventory Number: F-2-126  
 Address: South side of MD 180 approximately 400 yards south of Gene Hemp Road; adjacent to 2812 Jefferson Pik Historic district: yes  no  
 City: Jefferson Zip Code: 21755 County: Frederick  
 USGS Quadrangle(s): Point of Rocks  
 Property Owner: MD SHA Tax Account ID Number: N/A  
 Tax Map Parcel Number(s): \_\_\_\_\_ Tax Map Number: \_\_\_\_\_  
 Project: Remedial Repairs to SHA Small Structure 10211R0 Agency: MD SHA  
 Agency Prepared By: MD SHA  
 Preparer's Name: Jon Schmidt Date Prepared: 01/11/2013

Documentation is presented in: DOE Form  
 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  no Listed:  yes  no  
 Site visit by MHT Staff  yes  no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*  
 SHA Structure 10211R0 is a retaining wall running along westbound Jefferson Pike (MD 180). The uncoursed stone wall is approximately 14 feet high and 128 feet long. Constructed below grade, the wall bolsters the embankment beneath MD 180 which is cut into a ridge (known as Steiner's Hill) east of Catoctin Creek. It is situated approximately 400 yards west of Gene Hemp Road. The slightly pitched wall runs adjacent to a narrow tributary of Catoctin Creek that separates the road from the adjacent property. The wall is overgrown in several areas, exhibits cracking, spalling mortar and leaching stones. The majority of the stone in the complete sections of the wall is pointed flush imparting a smooth finish. Differences of color and texture indicate there are at least two different types of mortar on the wall - a sign that the wall was repointed sometime in the distant past. In several areas the mortar has disintegrated or been damaged revealing the rough edges of the rock. The physical integrity of the wall is at risk in these areas.  
 There is a three-inch ledge at the base of the wall. Both time and the adjacent tributary have eroded the earthen buttress beneath the ledge that once concealed the exposed rubble-stone footing. At the eastern end of the wall, the slope of the embankment falls away from behind the wall. Here, a broad section of the wall has collapsed into the stream. Approximately 15 feet to the east, a short section of the wall slopes into the ground. Adjacent to a small round arch-bridge that carries a private drive to the adjacent

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Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
<u>Jim J. Casuso</u> Reviewer, Office of Preservation Services	<u>4/23/13</u> Date
<u>[Signature]</u> Reviewer, National Register Program	<u>5/2/13</u> Date

property, the western terminus of the wall is also damaged. While the top section is intact, the base and footing have collapsed into the stream.

The retaining wall is a remnant feature of the turnpike operated by the Frederick and Harper's Ferry Road Company. The retaining wall dates to circa 1830 and is likely an improvement feature from the turnpike era of the road. Minutes from the Frederick and Harper's Ferry Road Proceedings dated July 28, 1833 indicate the retaining wall may have been stabilized in that year.(1) "[T]he embankment on the east side of bridge number 6 and the embankment opposite Joseph Easterdays [sic] are all too narrow, also the cut down the hill east of said Easterdays [sic] - and the road immediately west of Easterday's Springhouse will require widening and filling up..."(2) The house and spring to which the writer refers remain standing approximately 300 yards to the east. Small Structure 10211R0 is one of two retaining walls west of Easterday's springhouse.

The Frederick and Harper's Ferry Turnpike was constructed on the alignment of the Great Wagon Road. Most historians theorize the road was forged by wagons travelling across a geographically convenient path well worn by centuries of Native American travels.(3)(4)(5) Also known as the Ridge Road, Valley Road, or Monocacy Road, the Great Wagon Road originated in Philadelphia and connected to Lancaster before forging westward into the hills and valleys of central Pennsylvania. After crossing into Maryland and over Catoctin Mountain at Crampton's Gap, the road moved southwest through the Middletown Valley prior to crossing the Potomac River into the Shenandoah Valley of Virginia at Harper's Ferry.(6) The Great Wagon Road is well cited as the conduit for German, Scotch-Irish, and English settlers to populate the American Colonies west of the Appalachians.(7) In Maryland, the road not only moved goods and settlers, it fostered town growth and economic activity. In 1745, Daniel Dulany laid out the town of Frederick where the Great Wagon Road crossed Carroll Creek, a tributary of the Monocacy River.(8) Southwest of Frederick, small towns Jefferson and Petersville were established along the Great Wagon Road. During the 18th century and early 19th century, this southern portion of the road served as the primary overland route for travelers and goods between Frederick and Harper's Ferry on the Potomac River.(9)

The idea to construct a turnpike between Frederick and Harper's Ferry is an old one, first mentioned in the Laws of Maryland in 1790 in "an act to lay out several turnpike roads in Baltimore county [sic]; one other road from Frederick-town to Harper's ferry [sic]." (10) In 1807, the General Assembly referred to committee a petition by residents of Frederick County to authorize the Baltimore and Frederick Turnpike Company to sell stock "for the purpose of paving and turnpiking a road leading out of the Baltimore and Frederick-town turnpike road from thence to New-town, and from thence to Harper's ferry."(11) The petition made enough of an impression such that in December of 1809 the General Assembly discussed an act to incorporate a company to build a turnpike "from Frederick-town to and through Newtown Trap [Jefferson], from thence to cross the Catoctin creek [sic] at or near Jesse Matthew's Mill thence by or near John Hilleary's Mill to Harper's Ferry."(12) The new company was to be governed by the established Baltimore and Frederick Turnpike Company. The road was to be 60 feet wide with an 18 foot-wide paved section. The act passed on January 6, 1810.

The company apparently had not organized by 1811, as in December of that year the General Assembly passed an act to extend the prior year's incorporation act by three years.(13) Additional acts to incorporate a turnpike company were passed in 1812, 1817, 1824, 1827 and 1828. The final act met with success.(14) The Frederick and Harper's Ferry Turnpike Company organized in 1830 and in June of that year began making provisions to improve the colonial wagon road between the two towns.(15) By September the turnpike company had received proposals to construct five half-mile sections beginning at the western town limits of Frederick. The section of the turnpike between seven and ten miles from Frederick was constructed by John H. R. Stafford.(16) On May 27, 1831 Stafford sent an invoice in the amount of \$2100 to the turnpike company for the work.(17) SHA Structure 10211R0 is approximately 9.5 miles from the historical town limits of Frederick. It is possible that the retaining wall was constructed under the direction of Stafford.

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Around this time, there were a variety of transportation routes being constructed in the vicinity of the Frederick and Harper's Ferry Turnpike. Along the north bank of the Potomac River, approximately five miles to the south, both the Chesapeake and Ohio Canal (C & O Canal) and the Baltimore and Ohio Railroad (B & O RR) were taking shape. The C & O Canal began in Washington in 1828 as a commercial effort to link the city with the Ohio River Valley. The canal company constructed an aqueduct across the Catoctin Creek from 1832 to 1834.(18) Construction of the B & O RR also commenced in 1828. Service to Point of Rocks in the Middletown Valley began on April 2, 1832.(19)

Competition from these alternative transportation routes was a contributing factor in the economic failure of the Frederick and Harper's Ferry Turnpike. By the 1840s the company was heavily indebted to its creditors. One of the final acts of the company, however, was to construct a covered bridge over the Catoctin Creek.(20) On April 22 1847, the company authorized Rio Maught and Col. Henry Cullen, two local residents and officers in the company, to form a committee to build a bridge over the creek. The treasurer also allocated \$1500 for bridge construction.(21) On October 25, 1847 the contract to construct the bridge was awarded to Joseph H. Feagler and Robert and Henry McDaniel. The total amount of the contract was \$2200. A payment of \$1.75 to J. Feagler on August 18, 1848 was made so that he could record his bond.(22) This likely indicates that construction was about to commence. Payments of \$700 and \$1400 were made to J.Feagler on November 7, 1848 and February 14, 1849 respectively.(23) The covered bridge remained in service through 1928 when it was replaced by the current structure. The abutments for the old bridge remain in place. These abutments bear a visual resemblance to the retaining walls situated a few yards to the east. It is possible that Small Structure 10211R0 was built or rehabilitated at the same time the bridge was constructed.

On March 13, 1848 the Frederick and Harper's Ferry Turnpike became insolvent and transferred their corporate rights, franchises and real estate to the Frederick County Levy Court.(24) At the time of the transfer in ownership, the company owed \$1616 to Washington County for the repair and maintenance of the road and \$1684 to Colonel John Thomas. The court also vowed to pay no more than \$1000 in miscellaneous debts owed to stockholders (indicating the actual debt may have been greater) and use any additional proceeds of the company's lottery to settle unpaid dividends owed to stockholders. Toll rates were cut in half and Frederick County continued to operate the turnpike as a toll facility.(25) The county maintained the road through the 1909 when the road was marked for improvement by the State Roads Commission (SRC).

In 1911, the SRC purchased the turnpike right-of-way.(26) The next year the portion of the road from Jefferson to Knoxville was paved.(27) In 1915 the road from Frederick to Jefferson was straightened, widened, and paved.(28) The Frederick-Knoxville highway was widened to 17-foot (5.2 m) in width around 1926 and became part of US 340 in 1927.(29) In 1934 the road was widened to 20-feet. A new bridge over the Potomac River was constructed in 1948 and a new bridge across the Catoctin Creek was constructed in 1961 in advance of the US 340 relocation. Sections of the four lane highway from Frederick to Charles Town, West Virginia that would become modern day US 340 opened every year from 1964 to 1972.(30)

SHA Small Structure 10211R0 is evaluated for the National Register of Historic Places (NRHP) as a stone retaining wall. Retaining walls are typically not eligible for the NRHP. According to the historic context Small Structures on Maryland's Roadways, a small structure may be eligible for the NRHP under Criterion A if it stands on a roadway highly significant to the early growth and development of the state. Small Structure 10211R0 was built as a feature to support improvement of the Frederick and Harper's Ferry Turnpike circa 1830 as part of the turnpike movement in Maryland. The development of the Frederick and Harper's Ferry Turnpike is part of a historically significant trend of constructing privately funded turnpikes during the nineteenth century which connected Frederick to Baltimore (1805), Woodsborough (1832), Emmitsburg (1845), Buckeystown (1860). The turnpike is additionally an integral part of the broader history of the Great Wagon Road, which began in Philadelphia, travelled through the Middletown and Shenandoah Valleys south into western North Carolina. When the Maryland General Assembly incorporated the Frederick and Harper's Ferry Road Company in 1830, responsibility of maintaining a section of the road was transferred from Frederick County to a private company for the first time. Physical and documentary evidence indicate

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that Small Structure 10211R0 was constructed during the early improvements made to the turnpike right-of-way. For its association with the Frederick and Harper's Ferry Turnpike, SHA Small Structure 10211R0 is eligible for the NRHP under Criterion A. Its period of significance is 1830 to 1849, from the time the turnpike was operated by the Frederick and Harper's Ferry Road Company to the completion of the bridge across Catoctin Creek.

Research has identified a number of people associated with the local eighteenth and nineteenth century settlement around the Catoctin Creek, organization of the Frederick and Harper's Ferry Turnpike Company and construction of the road. However, examination of historical documents has not been able to directly associate these individuals with the construction or maintenance of Small Structure 10211R0. As such, the small structure is recommended not eligible for the NRHP under Criterion B.

Small Structure 10211R0 retains integrity of location, setting, feeling, and association, but lacks integrity of design. While the relative lack of maintenance during the functional history of the wall has preserved its integrity of feeling and association, it has also caused the wall to fall into a state of disrepair. Integrity of materials and workmanship are questionable because sections of the wall are overgrown, exhibit cracking and spalling mortar, and have even fallen into the creek below. Additionally, the wall appears to have been repointed in the distant past, potentially outside the period of significance. The retaining wall is indicative of mid-nineteenth century construction methods. However, in close proximity there is a better example of masonry construction from the time period. The 1979 nomination for the NRHP-listed Chesapeake and Ohio Canal (F-2-11) specifically identifies the "culvert face walls" as significant, in part for their "variations in stone texture." (NPS Section 8, Page 3) Because of the local presence of better examples of the nineteenth century masonry walls, Small Structure 10211R0 is not eligible for the NRHP under Criterion C.

The property was not evaluated under Criterion D as part of this assessment.

FOOTNOTES

- (1) Frederick County Levy Court. Frederick and Harper's Ferry Road Proceedings, 1830-1848. Maryland State Archives. C-790-1. Print.
- (2) Frederick County Levy Court, Road Proceedings.
- (3) Rice, James D. "Old Appalachia's Path to Interdependency: Economic Development and the Creation of Community in Western Maryland, 1730-1850." Appalachian Journal. Vol. 22. No. 4 (Summer 1995): 349. JSTOR. Web. Accessed 21 Dec. 2012.
- (4) Porter III, Frank W. "From Backcountry to County: The Delayed Settlement of Western Maryland." Maryland Historical Magazine. Vol. 70. No. 4 (1975): 334. Maryland Historical Society. Web. Accessed 3 Jan. 2013.
- (5) Bacon-Foster, Corra. "Early Chapters in the Development of the Potomac Route to the West." Records of the Columbia Historical Society. Vol. 15 (1912), 105. Historical Society of Washington, D.C. JSTOR. Web. Accessed 14 Dec. 2012.
- (6) Fry, Joshua. most inhabited parts of Virginia...18.2m to 1 inch. London: Thomas Jefferys, 1755.
- (7) Rice, "Old Appalachia's Path to Interdependence," 351.
- (8) Rice, "Old Appalachia's Path to Interdependence," 352.
- (9) Bacon-Foster, "Early Chapters," 105.
- (10) Laws of Maryland. Chapter 32. 22 December 1790. Archives of Maryland Online. Accessed 20 Nov. 2012.
- (11) Votes and Proceedings. November Session 1807, 28. Archives of Maryland Online. Accessed 20 Nov. 2012.
- (12) Laws of Maryland. Chapter 124. 6 January 1810. Archives of Maryland Online. Accessed 20 Nov. 2012.
- (13) Laws of Maryland. Chapter 59 November Session 1812. 12 December 1812. Archives of Maryland Online. Accessed 20 Nov. 2012.
- (14) Laws of Maryland. Chapter 142. 9 March 1829. Archives of Maryland Online. Accessed 20 November 2012.

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<p><b>MHT Comments:</b></p>          <div style="display: flex; justify-content: space-between; margin-top: 20px;"> <div style="width: 45%;"> <p style="text-align: center;"><b>Reviewer, Office of Preservation Services</b></p> <hr/> <p style="text-align: center;"><b>Reviewer, National Register Program</b></p> </div> <div style="width: 45%;"> <p style="text-align: center;"><b>Date</b></p> <hr/> <p style="text-align: center;"><b>Date</b></p> </div> </div>													

- (15) Frederick County Levy Court, Road Proceedings.
- (16) Frederick County Levy Court, Road Proceedings.
- (17) Frederick County Levy Court, Road Proceedings.
- (18) Louis Berger Associates. Catoctin Aqueduct Restoration: Public Review Draft Environmental Assessment. National Park Service, Chesapeake and Ohio National Historical Park (March 2008): 3.9.6. NPS Project Website. <http://parkplanning.nps.gov/projectHome.cfm?projectID=15279>. Accessed 12 Dec. 2012.
- (19) Lynch, John A. "Justice Douglas, the Chesapeake & Ohio Canal, and Maryland Legal History". University of Baltimore Law Forum Vol. 35 (Spring 2005): 112–125.
- (20) Frederick County Levy Court, Road Proceedings.
- (21) Frederick County Levy Court, Road Proceedings.
- (22) Frederick County Levy Court, Road Proceedings.
- (23) Frederick County Levy Court, Road Proceedings.
- (24) Laws of Maryland. Chapter 156. 25 Feb. 1848. Archives of Maryland Online. Accessed 10 Jan. 2013.
- (25) Laws of Maryland. Chapter 156.
- (26) Maryland Geological Survey. Map of Maryland, 1910.
- (27) Shoemaker, S.M.; Clark, William Bullock; Lloyd, Charles B. Annual Reports of the State Roads Commission of Maryland (1908–1911). Baltimore: Maryland State Roads Commission. (May 1912), 34.
- (28) Weller, O.E.; Parran, Thomas; Miller, W.B.; Perry, John M.; Ramsay, Andrew; Smith, J. Frank (May 1916). Annual Reports of the State Roads Commission of Maryland (1912–1915). Baltimore: Maryland State Roads Commission. (1916), 110.
- (29) Mackall, John N.; Darnall, R. Bennett; Brown, W.W. Annual Reports of the State Roads Commission of Maryland (1924–1926). Baltimore: Maryland State Roads Commission. (January 1927), 55.
- (30) Maryland State Roads Commission. Maryland: Official Highway Map (1964, 1965, 1966, 1967, 1968, 1969, 1970).

**MARYLAND HISTORICAL TRUST REVIEW**

**Eligibility recommended**

**Eligibility not recommended**

Criteria:         A         B         C         D    Considerations:         A         B         C         D         E         F         G

**MHT Comments:**

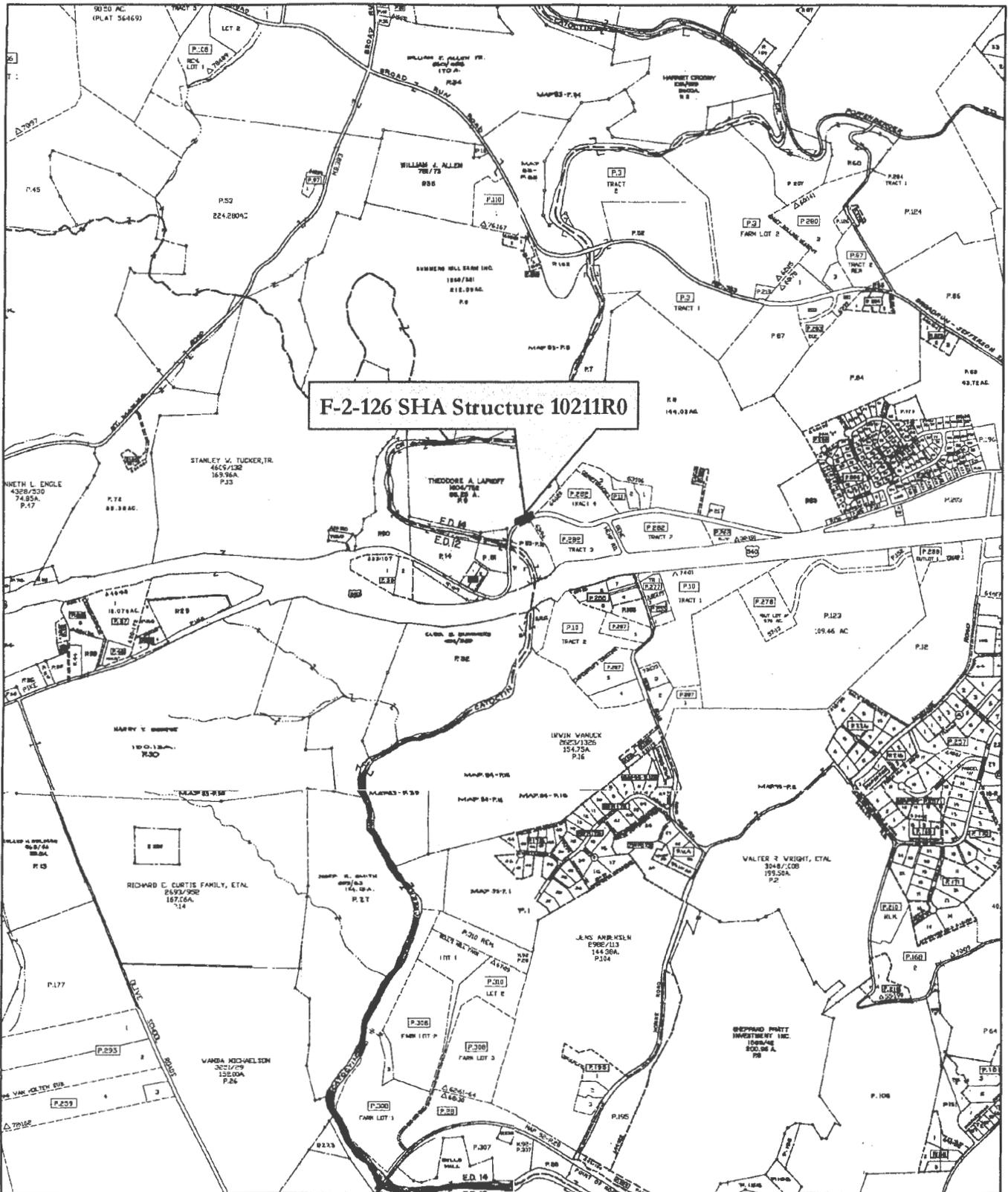
\_\_\_\_\_  
**Reviewer, Office of Preservation Services**

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**Date**

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**Reviewer, National Register Program**

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**Date**

# Cultural Resources Map

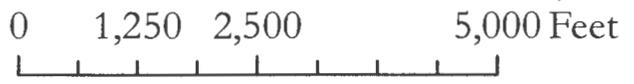


**F-2-126 SHA Structure 10211R0**

MD 180 at Structure 10211R0  
 Frederick County  
 USGS Point of Rocks Topo Quad

February 17, 2013

1:24,000





**Maryland State Highway Administration  
Cultural Resources Section  
Photo Log**

**Project No.:** 2380710-R211R0

**Project Name:** Maintenance of Structure No. 10211R0

**MIHP No.:** F-2-126

**MIHP Name:** Small Structure 10211R0

**County:** Frederick

**Photographer:** Jon Schmidt

**Date:** January 18, 2013

**Ink and Paper Combination:** Epson UltraChrome pigmented ink/Epson Premium Luster Photo Paper

**CD/DVD:** Verbatim, CD-R, Archival Gold

<b>Image File Name</b>	<b>Description of View</b>
F-2-0126_2013-01-18_01	Broad view of retaining wall, looking southeast.
F-2-0126_2013-01-18_02	Detail of a section showing the toe wall, looking south.
F-2-0126_2013-01-18_03	View of the central section of the retaining wall, looking southwest.
F-2-0126_2013-01-18_04	View of the east end of the retaining wall showing the collapsed section, looking south.



F-2-126

SHA SMALL STRUCTURE 10211RO

FREDERICK COUNTY, MD

PHOTOGRAPHER: JON SCHMIDT

DATE: 01/18/2013

DIGITAL FILE: MD SHA

B ROAD VIEW OF RETAINING WALL, LOOKING SOUTHEAST

F-2-126-2013-0118-01

1 OF 4



F-2-126

SHA SMALL STRUCTURE 10211RO

FREDERICK COUNTY, MD

PHOTOGRAPHER: JON SCHMIAT

DATE: 01/18/2013

DIGITAL FILE: MD SHA

DETAIL OF A SECTION OF THE TOE WALL, LOOKING SOUTH.

F-2-126\_2013-01-18\_02

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F-2-126

SHA SMALL STRUCTURE 10211RD

PHOTOGRAPHER: JON SCHMIDT

DATE: 01/18/2013

DIGITAL FILE: MD SHA

VIEW OF THE CENTRAL SECTION OF THE RETAINING WALL,  
LOOKING SOUTHWEST,

F-2-126-2013-01-18-03.TIFF

3 of 4



F-2-126

SHA SMALL STRUCTURE TOZIIRO

PHOTOGRAPHER: JON SCHMIAT

DATE: 01/18/2013

DIGITAL FILE: MD SWA

VIEW OF THE EAST END OF THE RETAINING WALL  
SHOWING THE COLLAPSED SECTION, LOOKING SOUTH

F-2-0126\_2013-01-18\_04.TIFF

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