

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Bridge 10058 Survey Number: F-2-89

Project: Replace Br 10058, MD 79 over Little Catoctin Cr. Agency: FHWA/SHA

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

Eligibility recommended _____ Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on information prepared by SHA, Bridge #10058 located north of Brunswick in Frederick County, does not appear to meet the National Register Criteria for individual listing. The bridge was determined "not eligible" at the August 28, 1995 meeting of the SHA/MHT Review Committee for the bridge inventory. The 1941 single span reinforced concrete rigid frame bridge was one of a small number of this type constructed in the state in the 1930s and 1940s. While the bridge represents an unusual engineering type for the state, it has been substantially altered by the replacement of the parapets. Other, better, examples of the type remain. Thus, due to its lack of integrity, the bridge is not significant under criterion C. It is not known to possess significance under any of the other criteria. It is not located in any known historic district.

Documentation on the property/district is presented in: Project File, Maryland Inventory
Form F-2-89

Prepared by: Greiner, Inc.

Elizabeth Hannold
Reviewer, Office of Preservation Services

October 31, 1995
Date

NR program concurrence: yes no not applicable

Almond Roberts
Reviewer, NR program

11-1-95
Date

James

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: Structure

Historic Environment: rural

Historic Function(s) and Use(s): transportation, vehicular

Known Design Source: unknown

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-2-89

Name: 10058 / MD 70 OVER LITTLE CATOCTIN 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>

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MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

*Not
Eligible*

MHT No. F-2-89

SHA Bridge No. 10058 Bridge name MD 70 over Little Catoctin Creek

LOCATION:

Street/Road name and number [facility carried] MD 79

City/town Rosemont Vicinity X

County Frederick

This bridge projects over: Road Railway Water Land

Ownership: State County Municipal Other

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes No

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 _____:

Concrete Arch _____ Concrete Slab _____ Concrete Beam _____ Rigid Frame

Other _____ Type Name _____

CRF-16

DESCRIPTION:

Describe Setting:

Bridge 10058 carries two lanes of traffic on MD Route 79 over Little Catocin Creek in Frederick County near Rosemont, Maryland. The bridge is situated in the east-west direction, while the creek flows from north to south. The bridge is set in a rural wooded area.

Describe Superstructure and Substructure:

This structure is a single span reinforced concrete rigid frame. The total width of the bridge is 45'-3" with 34'-6" of clear roadway between W-beam guardrails. The exterior fascia panel varies in height along the length of the 30'-0" span. A bituminous wearing surface covers the reinforced concrete deck slab. The substructure consists of two reinforced concrete abutments with reinforced concrete flared wingwalls, all supported by concrete spread footings.

Discuss Major Alterations:

No alterations have been made to this structure other than the addition of modern guardrails above its monolithic frame. *Replacement*

HISTORY:

WHEN was bridge built (actual date or date range) 1941
This date is: Actual X Estimated _____
Source of date: Plaque _____ Design plans X County bridge files/inspection form _____
Other (specify) _____

WHY was bridge built? To provide a reliable crossing of Route 70 over Little Catocin Creek, to meet local and regional transportation needs.

WHO was the designer State Roads Commission

WHO was the builder _____

WHY was bridge altered? [check N/A X if not applicable]

Was bridge built as part of organized bridge-building campaign? Yes X No _____
This bridge was built by the State Roads Commission as part of the Good Roads Movement.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events _____ B- Person _____
C- Engineering/architectural character X

Was bridge constructed in response to significant events in Maryland or local history? No__ Yes X
If yes, what event?

This bridge was built at the onset of the 1940s as part of the Good Roads Movement during the period.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area? No Yes

By providing a reliable crossing, as all concrete bridges did, this bridge promoted small-scale residential, commercial, agricultural, and industrial development along Route 79 and other thoroughfares that fed into it.

Is the bridge located in an area which may be eligible for historic designation? No Yes
Would the bridge add to or detract from historic & visual character of the possible district?

Is the bridge a significant example of its type? No Yes

Concrete bridges are the largest component of Maryland's historic bridges. Their numbers reflect how quickly they became popular after their introduction to the state and the country at the opening of the twentieth century. Many in Maryland are purely functional structures, but their plastic nature made them amenable to graceful curves and ornamental parapets that reflected the influence of the City Beautiful movement during the first part of the twentieth century. The versatility and strength of reinforced concrete bridges, along with their plasticity, made them the preferred choice for bridges by state and county highway departments in Maryland and throughout the country in the 1910s. The standard plans of the State Roads Commission of the teens, twenties, and thirties made their use almost universal during that period.

While concrete bridges as a whole are very common in Maryland, reinforced concrete rigid frame bridges make up one of the smallest groups of historic bridge types in the state. There are probably only about a dozen such structures standing in the state under county or state control that were erected prior to 1945. The rigid frame bridge, unlike other reinforced concrete spans, is monolithic. It is characterized by a superstructure and substructure, including abutments, designed as a continuous unit. (Concrete balustrades, cast afterwards, are not part of the monolithic design.) The rigid frame was an important engineering advance for reinforced concrete bridges. It was developed by German engineers and Brazilian Emilio Baumgart around 1920, and introduced to the United States primarily through the efforts of New York engineer Arthur G. Hayden in 1922-1923.

Concrete rigid frame bridges became increasingly popular in the 1930s and 1940s. It was during this period that Maryland's few examples of the type were erected. These include bridges 1030 (1937, 1992) in Allegany County; BC-1406 (1938) and BC-3402 (1940) in Baltimore City; 5013 (1936) in Caroline County (1936); 6031 (1934) in Carroll County; 10058 (1941) in Frederick County; 11018 (1937) in Garrett County; 13032 (1939) in Howard County; 21013 (1941), 21015 (1936), and 21016 (1936) in Washington County; and WO-801 (c.1930) in Worcester County. These bridges generally have one or two spans of between 30 and 60 feet; the longest, BC-1406, measures 68 feet. With the exception of WO-801, the history of which remains clouded, they were built by the state or the city of Baltimore.

This bridge essentially falls within the 1910-1940 period of significance for concrete bridges, during which reinforced concrete bridge construction was increasingly standardized in the state and particular subtypes, including the rigid frame, were introduced to the state road network.

Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum? No Yes

Is bridge a significant example of work of manufacturer, designer and/or engineer? No Yes

Should bridge be given further study before significance analysis is made? No Yes

It is believed that no further research is necessary to determine the eligibility of this bridge for listing in the National Register. It should be compared with the other concrete rigid frame bridges listed above and a determination should be made whether all of them (excluding 1030 in Allegany County, 13032 in Howard

County, and WO-081 in Worcester County, which have lost their integrity) are eligible to the Register because of their rarity and/or good representation of the type, or just the best examples. Additional research, however, which could be conducted as part of any future National Register nomination prepared for the bridge, might provide further information about its history and environs.

BIBLIOGRAPHY:

Bridge inspection reports and files of the Maryland State Highway Administration.

Condit, Carl. *American Building*. Chicago: University of Chicago Press, 1968.

County survey files of the Maryland Historical Trust.

P.A.C. Spero & Company and Louis Berger & Associates, Inc. *Historic Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration, September, 1994.

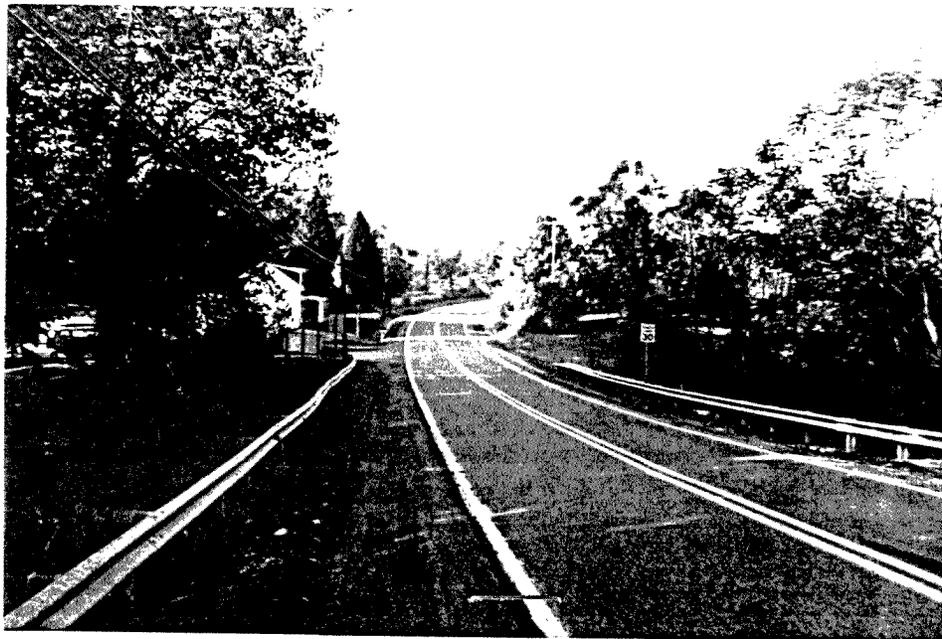
SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 1/31/95

Name of surveyor Frank Juliano/Marvin Brown

Organization/Address GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111

Phone number 410-561-0100 FAX number 410-561-1150



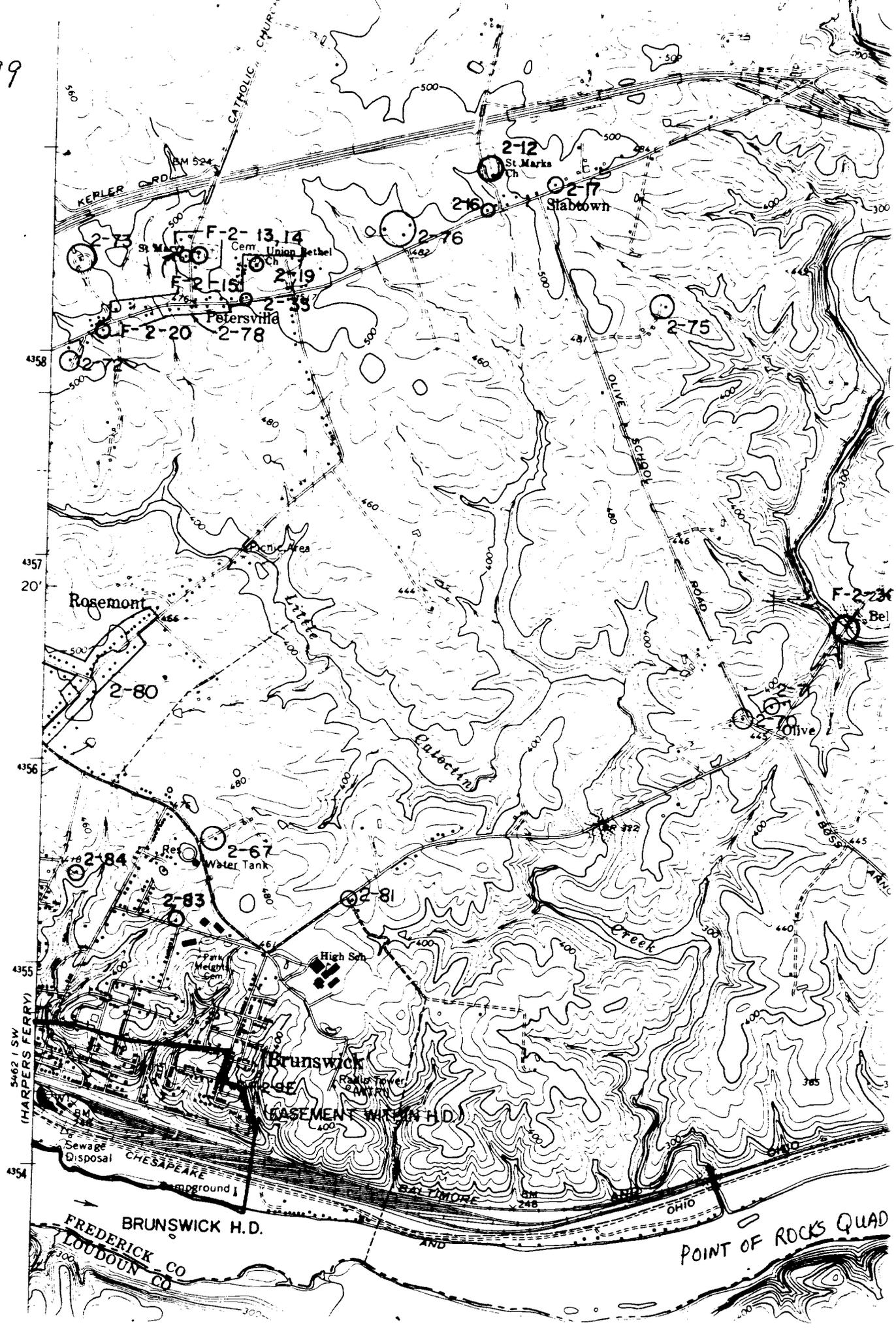
BRIDGE No 10058
MD 79 over Catoctin Crk.

F-2-89

Attachment 4
MD 79 over Little Catoctin Creek
Bridge 10058
Photographs

F-2-89

F-2-89



5462 (SW HARPER'S FERRY)

BRUNSWICK H.D.

POINT OF ROCKS QUAD

FREDERICK CO
LOUDOUN CO

BASEMENT WITHIN H.D.

CHESAPEAKE
Sewage Disposal

High Sch

Park Meigs Cem

Water Tank

Rosemont

Olive

Creek

Collect. 70

CATHOLIC CHURCH

KEPLER RD

Stabtown

Cem. Union Bethel

Petersville

OLIVE SCHOOL

F-2-234

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2-84

2-83

2-67

2-81

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F-2-13, 14

F-2-15

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MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. F-2-89

SHA Bridge No. 10058 Bridge name MD 7⁹ over Little Catoctin Creek

LOCATION:

Street/Road name and number [facility carried] MD 79

City/town Rosemont Vicinity X

County Frederick

This bridge projects over: Road Railway Water Land

Ownership: State County Municipal Other

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes No

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

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Concrete :

Concrete Arch Concrete Slab Concrete Beam Rigid Frame

Other Type Name _____

DESCRIPTION:**Describe Setting:**

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Discuss Major Alterations:

No alterations have been made to this structure other than the addition of modern guardrails, since 1970, above its monolithic frame.

HISTORY:

WHEN was bridge built (actual date or date range) 1941

This date is: Actual Estimated

Source of date: Plaque Design plans County bridge files/inspection form

Other (specify) _____

WHY was bridge built? To provide a reliable crossing of Route 70 over Little Catoctin Creek, to meet local and regional transportation needs.

WHO was the designer State Roads Commission

WHO was the builder _____

WHY was bridge altered? [check N/A if not applicable]

Was bridge built as part of organized bridge-building campaign? Yes No

This bridge was built by the State Roads Commission as part of the Good Roads Movement.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events B- Person

C- Engineering/architectural character

Was bridge constructed in response to significant events in Maryland or local history? No Yes

If yes, what event?

This bridge was built at the onset of the 1940s as part of the Good Roads Movement during the period.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area? No Yes

By providing a reliable crossing, as all concrete bridges did, this bridge promoted small-scale residential, commercial, agricultural, and industrial development along Route 79 and other thoroughfares that fed into it.

Is the bridge located in an area which may be eligible for historic designation? No Yes
Would the bridge add to or detract from historic & visual character of the possible district?

Is the bridge a significant example of its type? No Yes

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This bridge essentially falls within the 1910-1940 period of significance for concrete bridges, during which reinforced concrete bridge construction was increasingly standardized in the state and particular subtypes, including the rigid frame, were introduced to the state road network.

Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum? No Yes

Is bridge a significant example of work of manufacturer, designer and/or engineer? No Yes

Should bridge be given further study before significance analysis is made? No Yes

It is believed that no further research is necessary to determine the eligibility of this bridge for listing in the National Register. It should be compared with the other concrete rigid frame bridges listed above and a determination should be made whether all of them (excluding 1030 in Allegany County, 13032 in Howard County, and WO-081 in Worcester County, which have lost their integrity) are eligible to the Register because of their rarity and/or good representation of the type, or just the best examples. Additional research, however, which could be conducted as part of any future National Register nomination prepared for the bridge, might provide further information about its history and environs.

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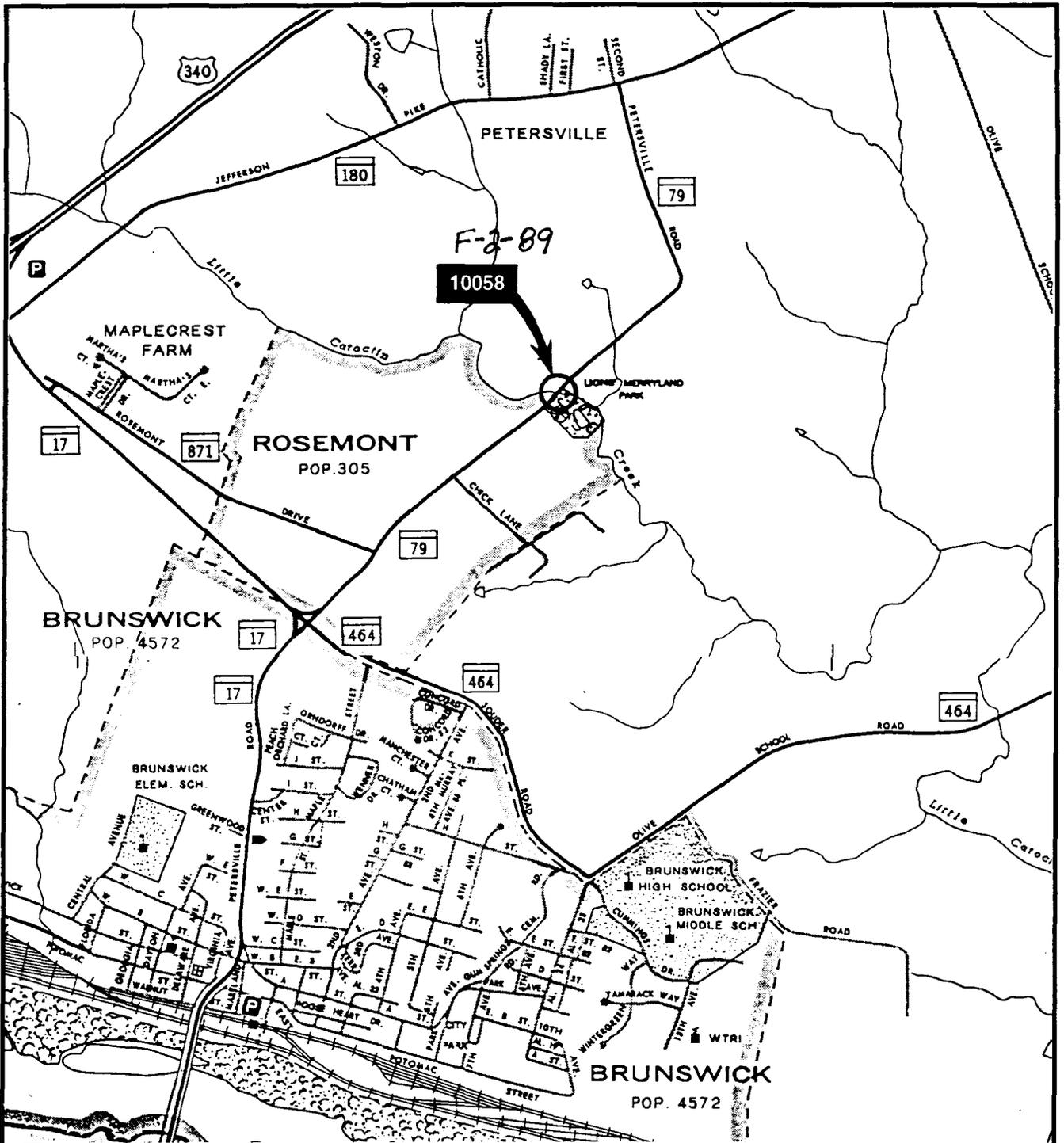
SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 1/31/95

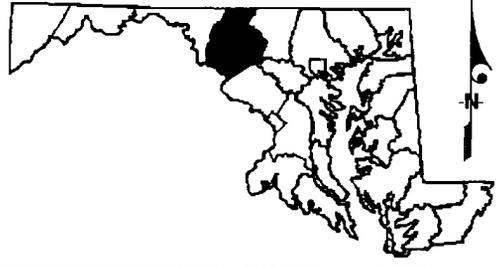
Name of surveyor Frank Juliano/Marvin Brown

Organization/Address GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111

Phone number 410-561-0100 FAX number 410-561-1150



Frederick County - Bridge Number 10058
 MD 70 over Little Catocin Creek, 1941





Inventory # F-2-89

Name 1058-MD 79 OVER LITTLE CATOCTIN CREEK

County/State FREDERICK COUNTY/MD

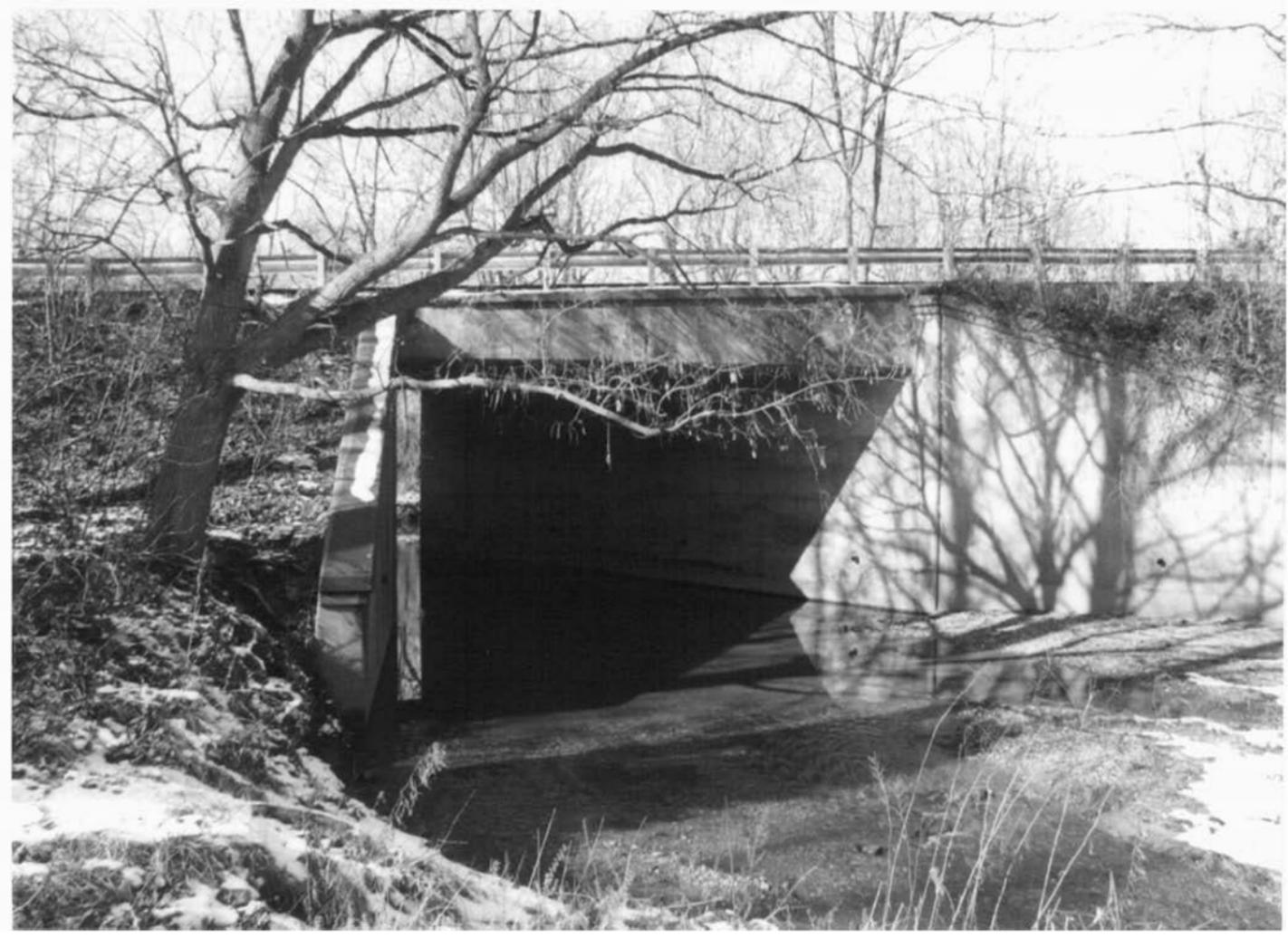
Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SNA

Description SOUTH APPROACH

Number 1 of 36 4



Inventory # F-2-89

Name 10058-MD79 OVER LITTLE CATOCTIN CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SHA

Description ELEVATION LOOKING WEST

Number 2 of 36 4



Inventory # F-2-89

Name 10058-MD 79 OVER LITTLE CATOCTIN CREEK

County/State FREDERICK COUNTY / MD

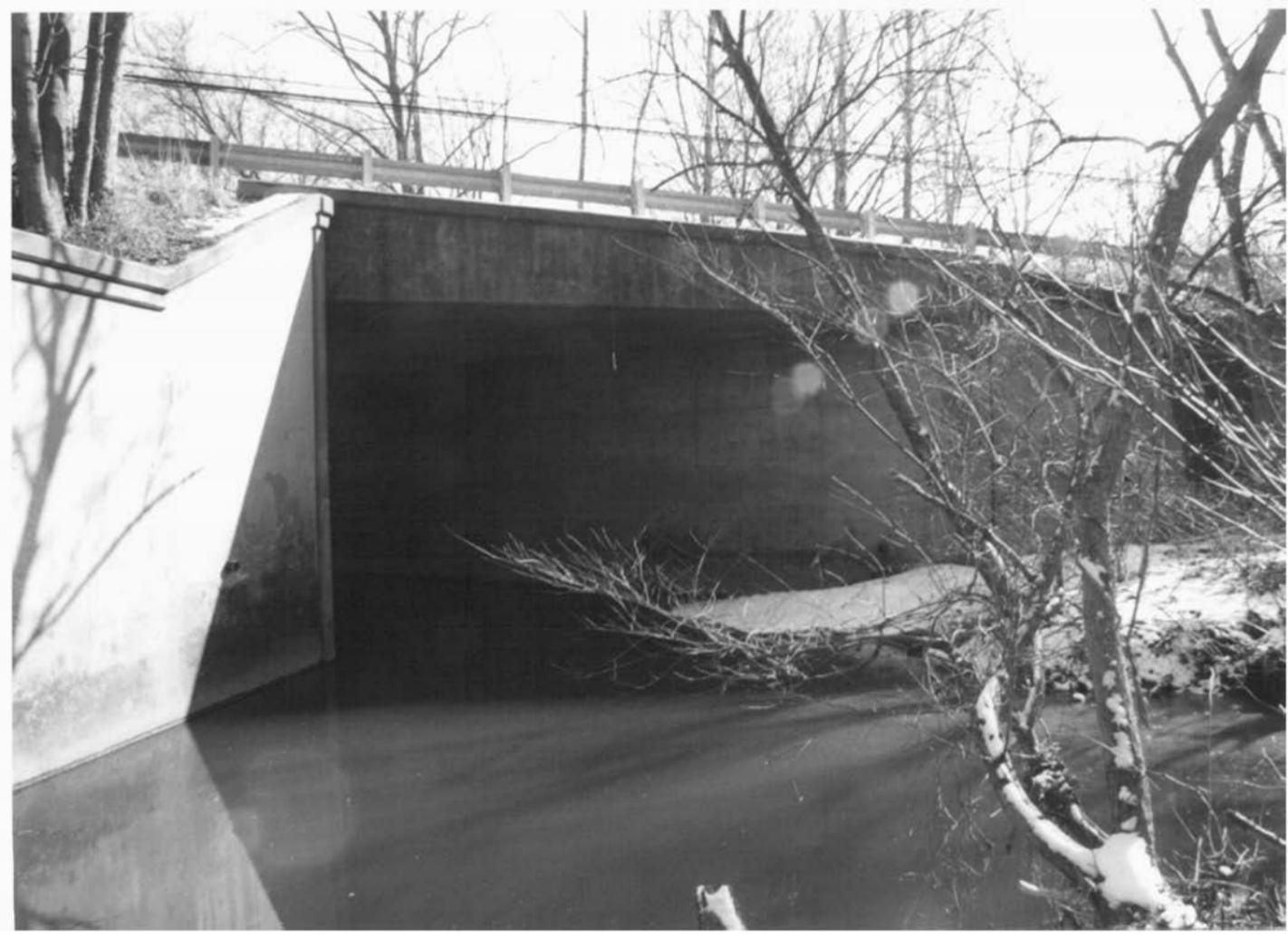
Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SHA

Description NORTH APPROACH

Number 3 of 36 4



Inventory # F-2-89

Name 10058-M079 OVER LITTLE CATOCTIN CREEK

County/State FREDERICK COUNTY MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SHA

Description ELEVATION LOOKING EAST

Number 4 of 4