

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-2-93

Name: 10090/MD 464 over 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 <u>  X  </u>	Eligibility Not Recommended <u>      </u>
Criteria: <u>  A  </u> <u>  B  </u> <u>  C  </u> <u>  D  </u>	Considerations: <u>  A  </u> <u>  B  </u> <u>  C  </u> <u>  D  </u> <u>  E  </u> <u>  F  </u> <u>  G  </u> <u>None</u>
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 NO. F-2-93

NAME AND SHA NO.: 10090

LOCATION

Road Name and Number: MD 464 over Catoctin Creek

City/Town: Rosemont  vicinity

County: Frederick

Ownership:  State  County  Municipal  Other

Bridge projects over:  Road  Railway  Water  Land

Is bridge located within 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 Bridge

Metal Truss Bridge

Moveable 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

### DESCRIPTION

#### **Describe the Setting:**

Bridge 10090 carries MD 464 over Little Catoctin Creek in the Rosemont vicinity of Frederick County near the Olive School House. This area borders Maryland's Piedmont and Appalachian physiographic regions. MD 464 runs in a roughly east-west direction at that location; Little Catoctin Creek flows roughly north-south under the bridge.

#### **Describe the Superstructure and Substructure: (Discuss points identified in Context Addendum, Section C)**

Bridge 10090 carries two lanes of traffic over Little Catoctin Creek. The bridge is a *circa* 1933, single-span concrete beam bridge with a span length of 41', a total length of 44', and a clear roadway width of 24'. The structure consists of a concrete floor with bituminous concrete surface, plain concrete abutments and wingwalls, and concrete parapets. Modern metal guardrails flank both approaches but do not extend along the inside face of the parapets. There are narrow dirt shoulders measuring approximately 1' wide along both approaches.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

#### **Discuss major alterations:**

While the inspection report from 1981 notes that the "whole structure with the exception of the abutments has moved 4 inches west," and subsequent inspection reports noted spalling and/or cracking on girders, abutments, backwalls, wingwalls, and railings, no evidence of any major alterations could be located in the inspection files at the State Highway Administration. No drawings relating to either rebuilding or alteration of this bridge were on file. As of May 1995, Bridge 10090 is not on SHA's schedule for repairs in 1997.

### HISTORY

**When Built:** *Circa* 1933 (According to the Maryland SHA bridge inventory, the structure was built in 1933; according to inspection reports dating to 1931, it was built in 1930. No drawings of this bridge could be located to corroborate either of these dates).

**Why Built:** Statewide road improvement programs and local transportation needs

**Who Built:** Unknown; SHA contract #F154

**Who Designed:** Unknown

**Why Altered:** No evidence of any alterations could be located in SHA files.

**Was this bridge built as part of an organized bridge building campaign?:** No

SURVEYOR ANALYSIS

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

A (Events)    B (Person)    C (Engineering/Architectural Character)

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

Road improvements in Frederick County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the SRC established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

**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?**

Bridge #10090 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

**Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?**

No, the bridge is not located in an area eligible for historic designation.

**Is the bridge a significant example of its type?**

No, the bridge is not a significant example of its type.

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

Yes, the bridge retains integrity of the primary character-defining elements of a concrete beam bridge. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers, and wing walls. No evidence of any previous major alterations to any of these elements could be located in SHA records.

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

No; the name of the manufacturer, designer, and/or engineer is unknown at this time.

**Should this bridge be given further study before significance analysis is made, and why?**

No, this structure should not be given further study.

### **BIBLIOGRAPHY**

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

State Highway Administration  
Bridge Inspection Reports. On file 707 North Calvert Street, Baltimore.

As-Built Drawings. On file 707 North Calvert Street, Baltimore.

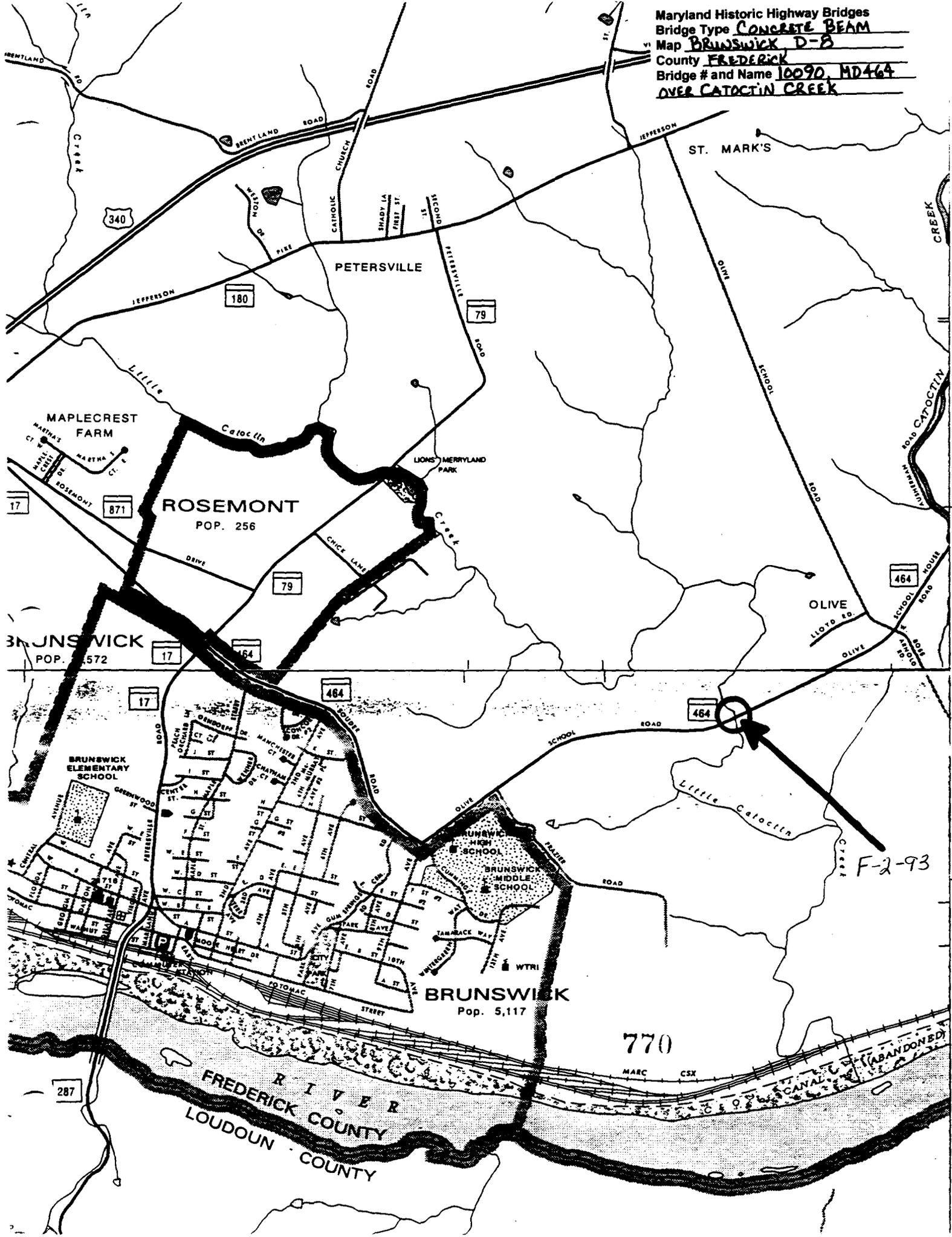
State Roads Commission of Maryland  
1958 *A History of Road Building in Maryland.* Baltimore.

### **SURVEYOR INFORMATION**

**Name:** Gabrielle M. Lanier/Stuart Paul Dixon  
**Organization:** KCI Technologies, Inc.  
**Address:** 5001 Louise Dr., Suite 201  
Mechanicsburg, PA 17055

**Date:** 13 May 1996  
**Telephone:** (717) 691-1340

Maryland Historic Highway Bridges  
Bridge Type CONCRETE BEAM  
Map BRUNSWICK D-8  
County FREDERICK  
Bridge # and Name 10090, MD464  
OVER CATOCTIN CREEK





Inventory # F-2-93

Name ~~10090~~ MD 464 OVER LITTLE CATOCTIN CREEK

County/State FREDE RICK COUNTY / MD

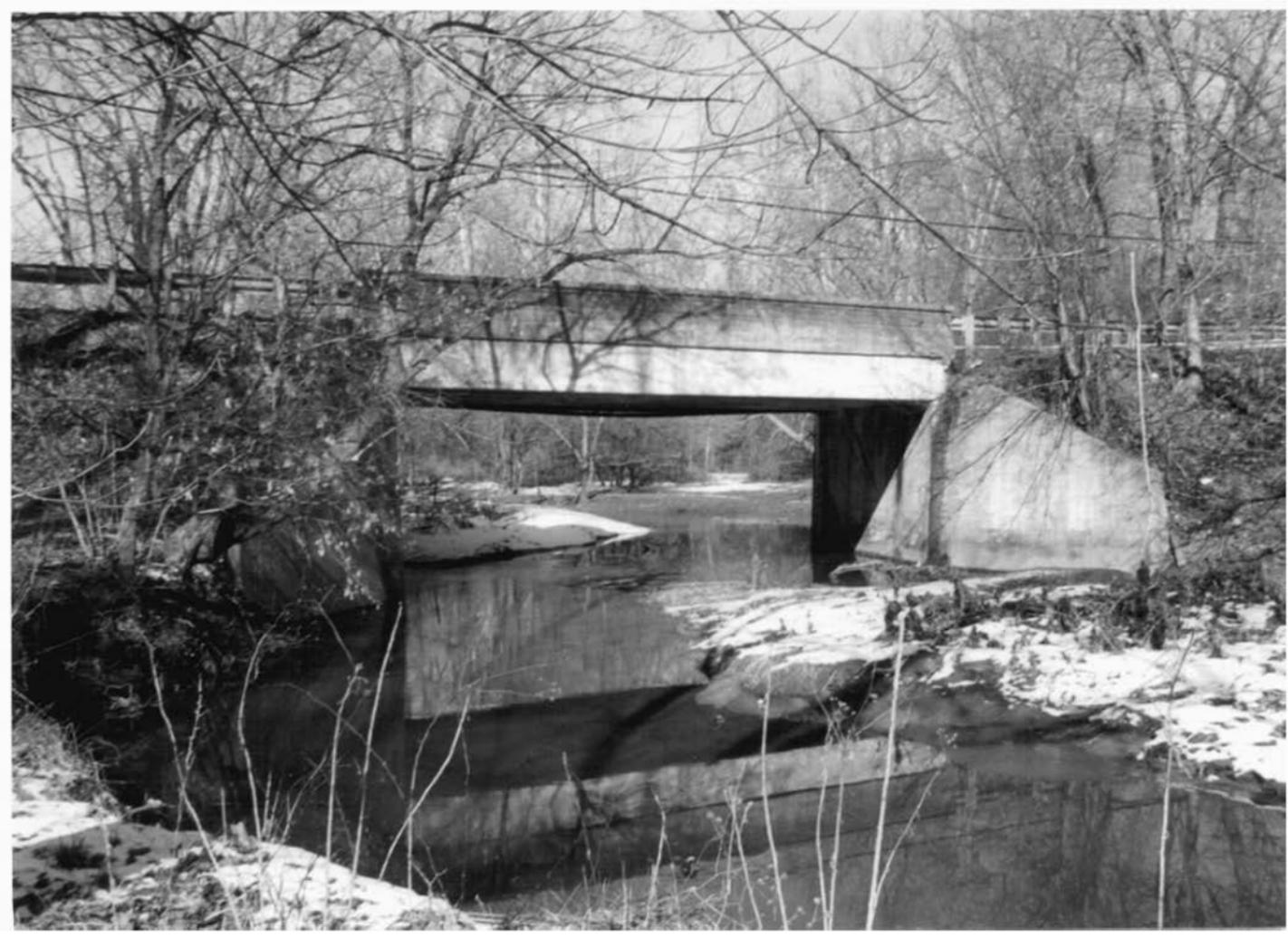
Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SHA

Description WEST APPROACH

Number <sup>1</sup>22 of ~~30~~ 4



Inventory # F-2-93

Name W990-MD 4104 OVER LITTLE CATOCTIN CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SHA

Description ELEVATION LOOKING NORTH

Number 2 of 36 4



Inventory # F-2-93

Name 10090-MD461 OVER LITTLE CATCUTIN CREEK

County/State FREDERICK COUNTY/MO

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SHA

Description EAST APPROACH

Number 3 of 364



Inventory # F-2-93

Name 10090-M0464 OVER LITTLE CATOCTIN CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SWA

Description ELEVATION LOOKING SOUTH

Number 4 of ~~34~~ A