

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes no

Property Name: SHA Bridge No. 1003803 Inventory Number: F-3-205
 Address: MD 144 over Monocacy River Historic district: yes no
 City: Frederick, MD Zip Code: _____ County: Frederick
 USGS Quadrangle(s): Walkersville
 Property Owner: MD SHA Tax Account ID Number: _____
 Tax Map Parcel Number(s): _____ Tax Map Number: _____
 Project: Mid-20th Century Highway Bridges of Maryland (1948-1960) Agency: MD SHA
 Agency Prepared By: _____
 Preparer's Name: Fred Holycross URS Corporation Date Prepared: 09/10/2004
 Documentation is presented in: Project Review and Compliance Files
 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)*

Description

The MD 144 Bridge over the Monocacy River (MIHP # F-3-205, Bridge 1003803) in Frederick County was constructed in 1955 as part of improvements undertaken by the State Roads Commission to upgrade roads and bridges throughout the state. The bridge was built in 1955 according to standardized plans of the State Roads Commission dated May, 1954 and was intended to carry the eastbound lane of the new dual highway US 40 over the river. The bridge's design is significant, as it is one of only two metal deck truss highway bridges built in Maryland during the 1948-1960 period. While the bridge has undergone emergency stringer repairs in 1986 and replacement of the road deck and approach roadways in 1987, its primary character-defining elements as a metal deck truss bridge, especially its arched Warren truss system and concrete supports, remain largely intact. It is also significant for its association with US 40, one of the country's important intercontinental highways of the early twentieth century prior to the introduction of the interstate system.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" 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><i>Jim Talumbo</i></u> Reviewer, Office of Preservation Services	<u>6/2/2011</u> Date
<u><i>P. K. [Signature]</i></u> Reviewer, National Register Program	<u>6/3/11</u> Date

Determination of Eligibility

The MD 144 Bridge over the Monocacy River (MIHP # F-3-205, Bridge 1003803) in Frederick County is eligible for listing in the National Register under Criterion A on the state level with a period of significance of 1955 to 1970, for its association with US 40, one of the early transcontinental highways built prior to the construction of the interstate highway system. The bridge is the third at this location that spanned the Monocacy River and that were components of historic roads, including the Baltimore to Frederick Town Turnpike, Baltimore Turnpike and US 40, linking the local community to Baltimore and to the Western United States, thereby supporting economic development of the region.

The MD 144 Bridge over the Monocacy River is not National Register-eligible under Criterion B, as it is not associated with an individual significant on the local, state, or national level.

The MD 144 Bridge is National Register-eligible under Criterion C on the local level with a period of significance of 1955. It is one of only three deck truss highway bridges built in Maryland during this period, and is distinguished by its arched Warren truss design. Although the MD 144 Bridge has undergone some alterations to the road deck and stringers during rehabilitations in 1986 and 1987, the bridge retains its integrity of location, design, setting, association, materials, and feeling. Replacement of its original railings and parapets has affected the bridge's integrity of workmanship.

National Register-eligibility under Criterion D was not investigated as part of this study.

SHA concurs with the consultant's recommendation of eligible for this bridge.

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

Date

Reviewer, National Register Program

Date

MIHP# F-3-205
MD 144 Bridge over the Monocacy River
Frederick vic.
1955

Bridge No. 1003803, built in 1955 and reconstructed in 1987, carries MD 144 over the Monocacy River in Frederick County. The bridge runs northwest-southeast just west of the highway's intersection with Linganore Road, just east of the city of Frederick. The structure is a three-span Warren truss with arched lower chords and a top-mounted steel deck. The center span is about 208 feet long, and the east and west spans are about 156 feet long. The end trusses widen towards the center of the bridge. The outer end of each of the side span trusses sits on a concrete abutment, while the inner edges are supported on two sets of twin reinforced concrete columns on spread footings with steel noses. Each truss support consists of a concrete base, with two columns rising out of the base. The columns are joined at the middle by a concrete beam, and support a concrete slab. The bridge truss sits on this slab on steel rockers. The center span widens at its outer edges and narrows at the center. This truss supports steel stringers framed into steel floor beams connected to the truss panel points. The sides of the road deck are lined with a 14-inch wide concrete parapet and standard metal railing that were replaced in a 1987 reconstruction of the bridge. The bridge carries a standard 24 foot wide concrete road bed with two traffic lanes and one emergency lane.

The MD 144 Bridge over the Monocacy River (MIHP # F-3-205, Bridge 1003803) in Frederick County was constructed in 1955 as part of improvements undertaken by the State Roads Commission to upgrade roads and bridges throughout the state. The bridge was built in 1955 according to standardized plans of the State Roads Commission dated May, 1954 and was intended to carry the eastbound lane of the new dual highway US 40 over the river. The bridge's design is significant, as it is one of only two metal deck truss highway bridges built in Maryland during the 1948-1960 period. While the bridge has undergone emergency stringer repairs in 1986 and replacement of the road deck and approach roadways in 1987, its primary character-defining elements as a metal deck truss bridge, especially its arched Warren truss system and concrete supports, remain largely intact. It is also significant for its association with US 40, one of the country's important intercontinental highways of the early twentieth century prior to the introduction of the interstate system.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. F-3-205

1. Name of Property (indicate preferred name)

historic MD 144 Bridge over the Monocacy River
 other Bridge No. 1003803

2. Location

street and number MD 144 at Monocacy River N/A not for publication
 city, town Walkersville x vicinity
 county Frederick

3. Owner of Property (give names and mailing addresses of all owners)

name Maryland State Highway Administration
 street and number 707 N. Calvert Street telephone 410-545-0300
 city, town Baltimore state MD zip code 21202

4. Location of Legal Description

courthouse, registry of deeds, etc. liber folio
 city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

- Contributing Resource in National Register District
- Contributing Resource in Local Historic District
- Determined Eligible for the National Register/Maryland Register
- Determined Ineligible for the National Register/Maryland Register
- Recorded by HABS/HAER
- Historic Structure Report or Research Report at MHT
- Other: Statewide Inventory by SHA

6. Classification

Category	Ownership	Current Function	Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	<input type="checkbox"/> structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<input type="checkbox"/> objects
		<input type="checkbox"/> government	<input type="checkbox"/> unknown	<input type="checkbox"/> Total
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> industry	<input type="checkbox"/> other:	
				Number of Contributing Resources previously listed in the Inventory <u>0</u>

7. Description

Inventory No. F-3-205

Condition

excellent deteriorated
 good ruins
 fair altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The MD 144 Bridge over the Monocacy River (MIHP # F-3-205, Bridge 1003803), built in 1955, is located in Frederick County to the east of the city of Frederick and to the west of the town of Bartonsville in a suburban setting. The banks of the Monocacy River are covered with vegetation. The bridge runs from northwest to southeast west of the highway's intersection with Linganore Road. Pine Cliff Park is located southwest of the bridge along the east bank of the Monocacy River. The bridge was reconstructed in 1987.

The structure is a three-span Warren truss with arched lower chords and a top-mounted steel deck. The center span is about 208 feet long, and the east and west spans are about 156 feet long. The end trusses widen towards the center of the bridge. The outer end of each of the side span trusses sits on a concrete abutment, while the inner edges are supported on two sets of twin reinforced concrete columns on spread footings with steel noses. Each truss support consists of a concrete base, with two columns rising out of the base. The columns are joined at the middle by a concrete beam, and support a concrete slab. The bridge truss sits on this slab on steel rockers. The center span widens at its outer edges and narrows at the center. This truss supports steel stringers framed into steel floor beams connected to the truss panel points.

The sides of the road deck are lined with a 14-inch wide concrete parapet and standard metal railing that were replaced in a 1987 reconstruction of the bridge. The bridge carries a standard 24 foot wide concrete road bed with two traffic lanes and one emergency lane. The bridge likely augmented a three span combination open spandrel reinforced concrete parabolic arch and reinforced concrete slab bridge constructed in 1942. The 1942 bridge was designated "westbound" while the 1955 bridge was designated "eastbound." The 1942 bridge is currently closed but still sits intact just to the north of the 1955 bridge. North of the 1942 bridge is a stone abutment that likely supported an even earlier bridge over this crossing.

8. Significance

Inventory No. F-3-205

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1955 **Architect/Builder** Maryland State Highway Commission

Construction dates 1955

Evaluation for:

National Register Maryland Register not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Statement of Significance

The MD 144 Bridge over the Monocacy River (MIHP # F-3-205, Bridge 1003803) in Frederick County was constructed in 1955 as part of improvements undertaken by the State Roads Commission to upgrade roads and bridges throughout the state. The bridge was built in 1955 according to standardized plans of the State Roads Commission dated May, 1954 and was intended to carry the eastbound lane of the new dual highway US 40 over the river. The bridge's design is significant, as it is one of only two metal deck truss highway bridges built in Maryland during the 1948-1960 period. While the bridge has undergone emergency stringer repairs in 1986 and replacement of the road deck and approach roadways in 1987, its primary character-defining elements as a metal deck truss bridge, especially its arched Warren truss system and concrete supports, remain largely intact. It is also significant for its association with US 40, one of the country's important intercontinental highways of the early twentieth century prior to the introduction of the interstate system.

History and Support

The MD 144 Bridge was constructed in 1955 over the Monocacy River to serve US 40. The bridge replaced at least two earlier bridges that spanned the river at the same location. The MD 144 Bridge is located in Frederick County, Maryland southeast of the City of Frederick and northwest of the village of Bartonsville. MD 144 is the contemporary state road designation given to all old sections of US 40 that are not otherwise marked Alt., Bus., or Scenic 40, from US 1 in Southwest Baltimore to the City of Cumberland in Allegany County.¹ Just north of the present bridge stands a 1942 three span concrete open spandrel parabolic arch bridge that served the earlier two-lane US 40. An even older bridge, whose remains include stone abutments just north of the 1942 bridge, was likely a component of the Baltimore and Fredericktown Turnpike.

The roads that these bridges served were significant in Maryland's history as routes that provided internal communication and transportation locally and across the state and that were part of national efforts to connect the East coast and its markets with the west. The roads connected to the city of Baltimore with western markets, making transportation of goods and people easier in both directions, thereby sustaining the growth and financial stability of the area by linking with a statewide and national transportation network. The stone abutments represent the turnpike era in Maryland and the eastern part of the state's connection to the first federally funded highway built to the west from Cumberland, called the Cumberland or National Road. The 1942 bridge represents the US 40 era when the Federal Highway Act of 1921 enabled the construction of transcontinental automobile highways.

The 1955 bridge also represents the US 40 era (1926 to 1970). The road continued its role as a primary east-west route across the state and country until the completion of Interstate 70 (I 70) from east of Frederick to Ellicott City in the late 1970's. The 1950's was the most active period of road and bridge construction in the state's history to date. Increased traffic and deferred maintenance during

¹ Online at: MD Roads/ MD 144: Online at: <http://www.mdroads.com/routes/140-159.html#md144>; accessed 9-28-04.

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World War II focused efforts in the state to rebuild the road system to enable business to prosper.² In 1951, Maryland Governor Theodore R. McKeldin, commissioned a study that found 67 percent of the state's roads in need of improvement. The study recommended a 12-year program to rebuild Maryland's highway system.³ Bridge building and design was a major part of this effort as old bridges were in need of replacement or repair as part of the overall upgrade of the state's road system. During 1947 and 1948, the Division of Bridge Design completed preliminary studies, estimates, and plans to construct more than 50 new or improved bridges.⁴

A 1937 highway map shows a two-lane highway at this location; a 1957 highway map shows a dual highway; both labeled as US 40.⁵ A comparison of the two maps shows that the dual lane US 40 replaced the US 40 of 1937 and was built immediately to its south. The upgrade of US 40 into a dual highway from Baltimore and around Frederick as a bypass, was part of the statewide road and bridge improvement effort inspired by the McKeldin study. The 1955 bridge was designed to service the eastbound lane of a new dual highway and the 1942 bridge remained in place and served as the westbound lanes.⁶ It is not known how long the two bridges served these functions or when the 1942 bridge was abandoned. The present bridge serves both east and west bound lanes of today's MD 144.

The construction of I 70 diminished the road's role in cross-country transportation and the road became a local and regional thoroughfare but this highway remained part of the primary cross-country route until at least 1970 as I 70 was built in sections and did not provide true uninterrupted interstate service until that time. The interstate did not bypass the dual US 40 west of Baltimore until 1970 when it connected to I 695 (the Baltimore Beltway) and was designated I 70N. In 1973, I 70N changed to I 70. US 40 from east of Frederick to Ellicott City was upgraded to limited access in stages during the late 1970s. As late as 1985, there were still at grade intersections on I 70 a few miles east of Frederick, roughly Exits 56 to 59, but these were upgraded by the early 1990s.⁷

The 1957 map also shows US 40 as the "Baltimore National Pike" and a portion of the earlier road from Meadow Road, east of the bridge, to the town of New Market as MD 144 and the "Old National Pike."⁸ Both "Pikes" refer to a turnpike, or toll road, from Baltimore to western Maryland that was part of a system of early nineteenth century turnpikes constructed to improve internal communications and commerce across the state.

The Baltimore and Fredericktown Turnpike was one of three turnpikes chartered by the State legislature in 1805. It was operated by the Baltimore and Frederick Town Turnpike Company and followed a westward course from Baltimore through Ellicott's Mills, New Market, Frederick, and Middletown to Boonsboro. It passed through this location and is likely the road that used the bridge that rested on the abandoned stone bridge abutments described above. The Turnpike connected with the National Road at Cumberland in 1809 by

² Public Administration Service. *Maryland's Highways: A Report on an Administrative Survey*. Washington, D.C., 1952: 6

³ Charles T. LeViness. *A History of Road Building in Maryland*. Edited by J. William Hunt. State Roads Commission of Maryland, Baltimore, 1958: 165-167.

⁴ State Roads Commission. *Report of the State Roads Commission of Maryland*. Biennial Report including an Operating Report and Financial Report for Fiscal Years 1949-1950: 65 – 66.

⁵ General Highway Map of Frederick County, 1937. Library of Congress, Geography and Map Division; F-3-205. General Highway Map of Frederick County, 1957. Library of Congress, Geography and Map Division; F-3-205.

⁶ State Roads Commission. Plan and Elevation of Steel Truss Bridge on East Bound Lane – MD 144 – Over Monocacy River. May 1954.

⁷ MD Roads: I-70. Online at: <http://www.mdroads.com/routes/is070.html>. Accessed 9-29-04.

⁸ General Highway Map of Frederick County, 1937. Library of Congress, Geography and Map Division; F-3-205. General Highway Map of Frederick County, 1957. Library of Congress, Geography and Map Division; F-3-205.

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new roads extending west from Frederick.⁹ The Baltimore and Fredericktown Turnpike operated until the State Roads Commission bought the entire road from Baltimore to Boonsboro in December 1910.¹⁰

The National Road was the nation's first multi-state, federally funded highway, approved by Congress in 1806 as the Cumberland Road, and later called the National Road. Construction of the road began at Cumberland, Maryland in 1811. It was built in sections into the 1820's when the road was completed as far west as Vandalia, Illinois. People and merchandise traveled the National Road by Conestoga wagon, stagecoach, horse and by foot, with farmers using the road to move livestock. Entrepreneurs built taverns, inns, and stagecoach businesses along the road to serve the traveler. The Federal government transferred ownership of the National Road to the states through which it passed in the 1830's and the name was officially changed to the National Pike, as some of the states erected tollhouses to collect fees, as was already the case on the Baltimore and Frederick Turnpike portion of the road. The 1840's were the peak years for travel along the National Pike until the railroad reduced its prominence and prosperity in the 1850s. Traffic along the National Pike slowed, stagecoach lines went out of business, inns and taverns were converted into private homes, and commercial businesses related to the road disappeared. The National Pike lost its "national" significance and became part of local road networks.¹¹

The Post Office Appropriation Act of 1912 and the Rural Road Act of 1916 made federal funds available for rebuilding the road and the Federal Highway Act of 1921 provided federal aid for the construction of transcontinental automobile highways. The road was realigned and incorporated as part of one of the first of these new interstate highways and was designated as US 40 in 1926.¹² US 40 again connected this area to a larger transportation network. US 40 was built from the junction of State Road 13 in Delaware to San Francisco, California starting in 1926 and became one of the country's busiest highways. The highway again connected this area and the state of Maryland to a dynamic national transportation network.¹³

The historic National Road and National Pike corridor, including this portion of MD 144, was designated as an All-American Road by the Federal Highway Administration under the National Scenic Byways Program on June 13, 2002. The program's website explains that

[t]he National Scenic Byways Program is part of the U.S. Department of Transportation, Federal Highway Administration. The program is a grass-roots collaborative effort established to help recognize, preserve and enhance selected roads throughout the United States. Since 1992, the National Scenic Byways Program has provided funding for almost 1500 state and nationally designated byway projects in 48 states. The U.S. Secretary of Transportation recognizes certain roads as All-American Roads or National Scenic Byways based on one or more archeological, cultural, historic, natural, recreational and scenic qualities.¹⁴

⁹ Joseph Austin Durrenberger. *Turnpikes: A Study of the Toll Road Movement in the Middle Atlantic States and Maryland*. Coslob, Connecticut, 1968: 66.

¹⁰ William Hollifield. *Difficulties Made Easy: History of the Turnpikes in Baltimore City and County*. Baltimore County Historical Society, ND: 16, 22.

¹¹ National Road Heritage Corridor. *The Road that Built the Nation*. Online at: <http://www.nationalroadpa.org>. Accessed 9-30-04.

¹² Frank Brusca. "US Route 40: America's Golden Highway". Online At: <http://www.route40.net/history/compare.shtml>. Accessed 9-28-04.

¹³ Brusca. Online at: <http://www.route40.net/history/alignments.shtml>. Accessed 9-28-04.

¹⁴ United States Department of Transportation. *America's Byways: The National Road*. Online at: <http://www.byways.org/browse/byways/2278/>. Accessed 9-29-04.

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Design and Construction

Designed and built in 1955, the structure is a three-span steel deck truss bridge with reinforced concrete piers and abutments on spread footings.¹⁵ The bridge runs northwest to southeast just west of the highway's intersection with Linganore Road. The bridge uses three Warren trusses with two 156' spans on the east and west and a center span 208' in length. The truss supports consist of a concrete base with two columns rising out of the base joined at the middle by a concrete beam and supporting a concrete deck. Emergency stringer repairs, due to stringer failure at existing connections, were undertaken in 1986. The bridge underwent deck replacement during rehabilitation in 1987 and the sides of the road deck were replaced with a concrete parapet and standard metal railings during that rehabilitation.¹⁶ The bridge is located in a semi-urban setting near Pine Cliff Park that is southwest of the bridge along the east bank of the Monocacy River.

The MD 144 Bridge is a deck truss that uses a Warren truss system with a curved lower chord and a deck mounted on top of the truss. The structure was built according to State Highway specifications dated 1948 and 1951 for materials and construction, and using Standard Specifications for design dated 1953. Truss bridges are structures with individual components connected in a series of triangles. The deck truss represents one of three truss bridge types (the others are the through truss and the pony truss). A deck truss is designed for vehicular or pedestrian traffic to travel on the deck, which is supported from beneath by the truss. The truss form has been used since early in the nineteenth century and was first built using timbers, later combined wood and metal, and finally using all metal construction. The truss can span even greater distances and carry heavy loads; it is therefore commonly used for railroad bridges. In its original form, the Warren Truss form consisted of a series of equilateral triangles and was one the earliest and simplest of truss types. Later forms added a subdivision of vertical members or alternate diagonals. The Warren truss was widely built in the United States from about 1860 into the early twentieth century.¹⁷

The MD 144 Bridge is distinguished by its curved lower chord that gives each section the form of an arch. Bridge design had undergone considerable change in the twentieth century and steel truss bridges were used less often for highway projects after 1940. Engineers continued to specify trusses for highway bridges until about 1940. After that, the availability of large concrete and steel beams (and the ability to transport them to any site) made trusses largely obsolete for highway bridges.¹⁸ Reinforced concrete had

¹⁵ Wallace, Montgomery and Associates. Underwater Bridge Inspection Contract No. BCS 2001-17B, Bridge No. 10038-03 MD 144 Over the Monocacy River Frederick County, MD. Towson, MD 2002.

¹⁶ State Highway Administration. Bridge # 1003803. SHA Drawing Database. Bridge Engineering Department: Baltimore, MD.

¹⁷ Pennsylvania Department of Transportation. *Historic Highway Bridges in Pennsylvania*. Commonwealth of Pennsylvania, 1986: 120.

¹⁸ "Connecticut's Historic Metal Truss Bridges". Online at: <http://www.past-inc.org/historic-bridges/Metaltruss.html>. Accessed 10-19-04.

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advantages over metal for bridge applications, as it was stronger, less expensive, and easier to maintain. Concrete became the most popular materials for bridge construction through and after the Second World War.¹⁹

¹⁹ Charles K. Hyde. *Historic Highway Bridges of Michigan*. Wayne State University Press, 1993: 89.

9. Major Bibliographical References

Inventory No. F-3-205

See Continuation Sheet

10. Geographical Data

Acreage of surveyed property _____

Acreage of historical setting _____

Quadrangle name Walkersville, MDQuadrangle scale: 1:24,000

Verbal boundary description and justification

MD 144 Bridge carries the MD 144 over the Monocacy River in Frederick County. The bridge is located just west of the highway's intersection with Linganore Road. The bridge has been associated with this site since its construction.

11. Form Prepared by

name/title	Fred Holycross / Roy Hampton and Amy Chase		
organization	URS Corporation / Hardlines Design Company	date	October 2004
street & number	200 Orchard Ridge Drive / 4608 Indianola Avenue	telephone	301-258-9780 / 614-784-8733
city or town	Gaithersburg / Columbus	state	MD / OH

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

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Brusca, Frank. *US Route 40: America's Golden Highway*. Online At: <http://www.route40.net/history/compare.shtml>. Accessed 9-28-04.

"Connecticut's Historic Metal Truss Bridges". Online at: <http://www.past-inc.org/historic-bridges/Metaltruss.html>. Accessed 10-19-04.

Durrenbarger, Joseph Austin. *Turnpikes: A Study of the Toll Road Movement in the Middle Atlantic States and Maryland*. Coslob, Connecticut, 1968.

General Highway Map of Frederick County, 1937. Library of Congress, Geography and Map Division; F-3-205. General Highway Map of Frederick County, 1957. Library of Congress, Geography and Map Division; F-3-205.

Hollifield, William. *Difficulties Made Easy: History of the Turnpikes in Baltimore City and County*. Baltimore County Historical Society.

Hyde, Charles K. *Historic Highway Bridges of Michigan*. Wayne State University Press, 1993.

LeViness, Charles T. *A History of Road Building in Maryland*. Edited by J. William Hunt. State Roads Commission of Maryland, Baltimore, 1958.

"MD Roads: I-70". Online at: <http://www.mdroads.com/routes/is070.html>. Accessed 9-29-04.

"National Road Heritage Corridor. The Road that Built the Nation". Online at: <http://www.nationalroadpa.org>. Accessed 9-30-04.

"MD Roads/ MD 144": Online at: <http://www.mdroads.com/routes/140-159.html#md144>; accessed 9-28-04.

Pennsylvania Department of Transportation. *Historic Highway Bridges in Pennsylvania*. Commonwealth of Pennsylvania, 1986.

Public Administration Service. *Maryland's Highways: A Report on an Administrative Survey*. Washington, D.C., 1952.

State Highway Administration. Bridge # 1003803. SHA Drawing Database. Bridge Engineering Department: Baltimore, MD.

State Roads Commission. Plan and Elevation of Steel Truss Bridge on East Bound Lane – MD 144 – Over Monocacy River. May 1954.

State Roads Commission. *Report of the State Roads Commission of Maryland*. Biennial Report including an Operating Report and Financial Report for Fiscal Years 1949-1950.

United States Department of Transportation. *America's Byways: The National Road*. Online at: <http://www.byways.org/browse/byways/2278/>. Accessed 9-29-04.

Wallace, Montgomery and Associates. Underwater Bridge Inspection Contract No. BCS 2001-17B, Bridge No. 10038-03 MD 144 Over the Monocacy River Frederick County, MD. Towson, MD 2002.

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Sources Consulted:

Maryland SHA Cultural Resource Library and Bridge Engineering Department, Baltimore - Reports published by or for the State Roads Commission, bridge files

Maryland Historical Trust Library, Crownsville - Inventory of Historic Places, National Register Nominations, Determinations of Eligibility, Cultural Resource Reports

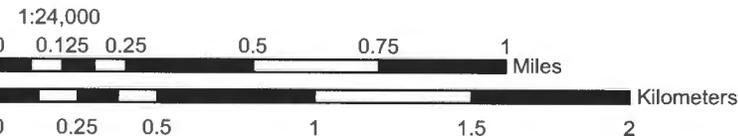
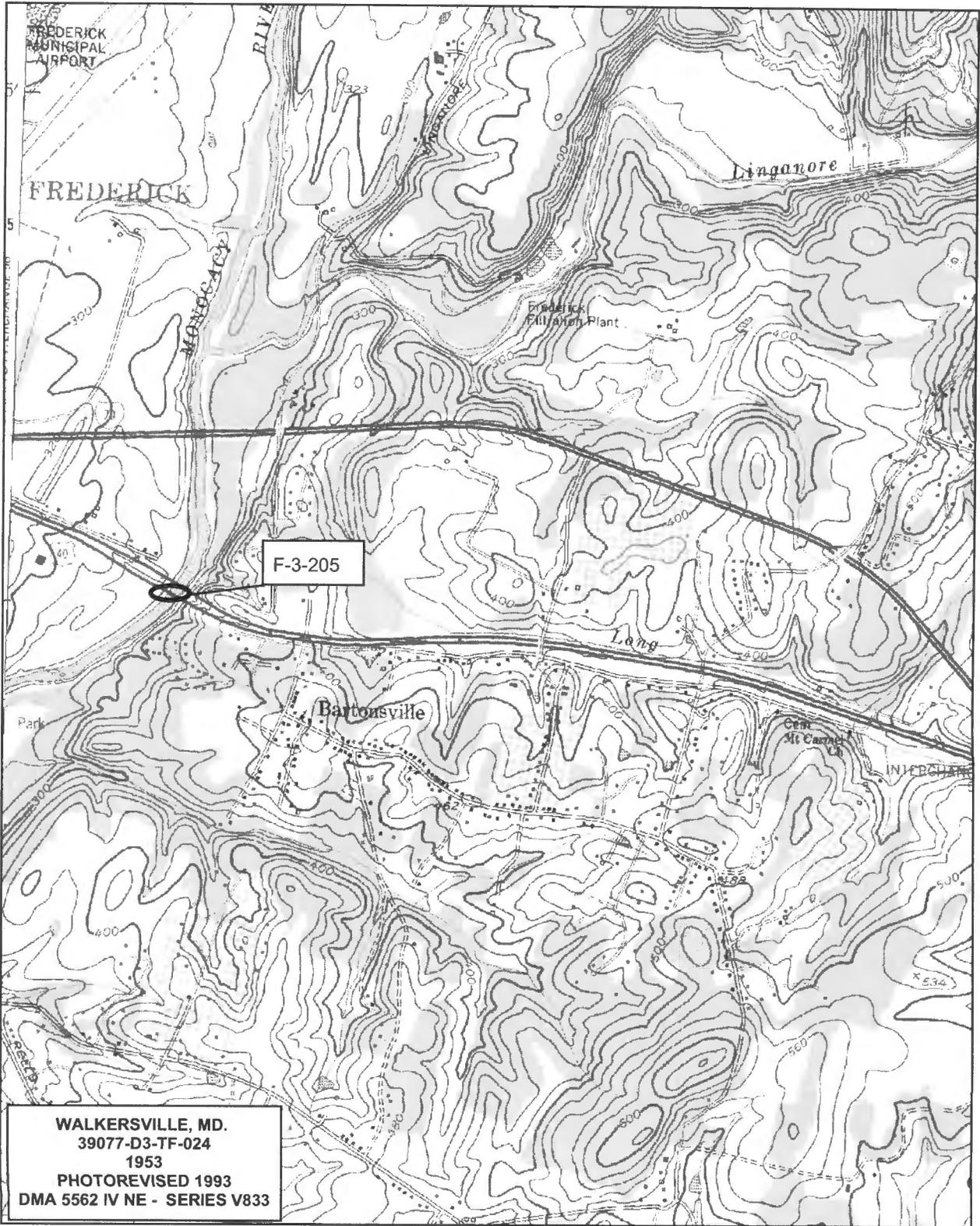
Maryland State Archives, Annapolis - photographs from the Sarikas Collection and materials published by the State Roads Commission

Enoch Pratt Library (Maryland Room), Baltimore - vertical files dealing with Maryland bridges

Library of Congress, Washington, DC - General information on bridges and additional Maryland bridge material

New Jersey State Library, Trenton - Engineering News-Record on microfilm

New York Public Library, (Science, Business, and Industry Library), New York - Additional SHA annual reports



MIHP # F-3-205
 Bridge 1003803
 MD 144A EB over Monocacy River
 Frederick Vicinity
 Frederick County
 Walkersville, MD. Quadrangle



Monocacy
Scenic River

MHP # F-3-205

Bridge # 1003803, MD 144FA EB over Monocacy River

Frederick County, MD

Photographer: Roy Hampton, Hardlines Design Company

6/10/03

Location of negative: MD SHPO

bridge deck, looking east

1/11



MIHP# F-3-205

Bridge # 1003803, MD 144 FA EB over Monocacy River
Frederick County, MD

Photographer: Roy Hampton, Hardlines Design Company

6/10/03

Location of negative: MO SHPO

oblique south elevation, looking west

2/11



MIHP # F-3-205

Bridge # 1003803, MD 144FA EB over Monocacy River
Frederick County, MD

Photographer: Rby Hampton, Hardlines Design Company
6/10/03

Location of negative: MD SHPO

oblique south elevation, looking east

3/11



MHP # F-3-205

Bridge # 1003803, MD 144FA EB over Monocacy River
Frederick County, MD

Photographer: Roy Hampton, Hardlines Design Company
6/10/03

Location of negative: MD SHPO

detail of stringer on north elevation-east end, looking
4/11 Southeast



MHP # F-3-205

Bridge # 1003803, MD 144FA EB over Monocacy River
Frederick County, MD

Photographer: Roy Hampton, Hardlines Design Company
6/10/03

Location of negative: MD SHPO

detail of Stringer on north elevation west end, looking
southwest

5/11



MIHP # F-3-205

Bridge # 1003803, MD 149 FA EB over Monocacy River
Frederick County, MD

Photographer: Roy Hampton, Hardlines Design Company
6/10/03

Location of negative: MD SHPO

North elevation, looking southeast
6/11



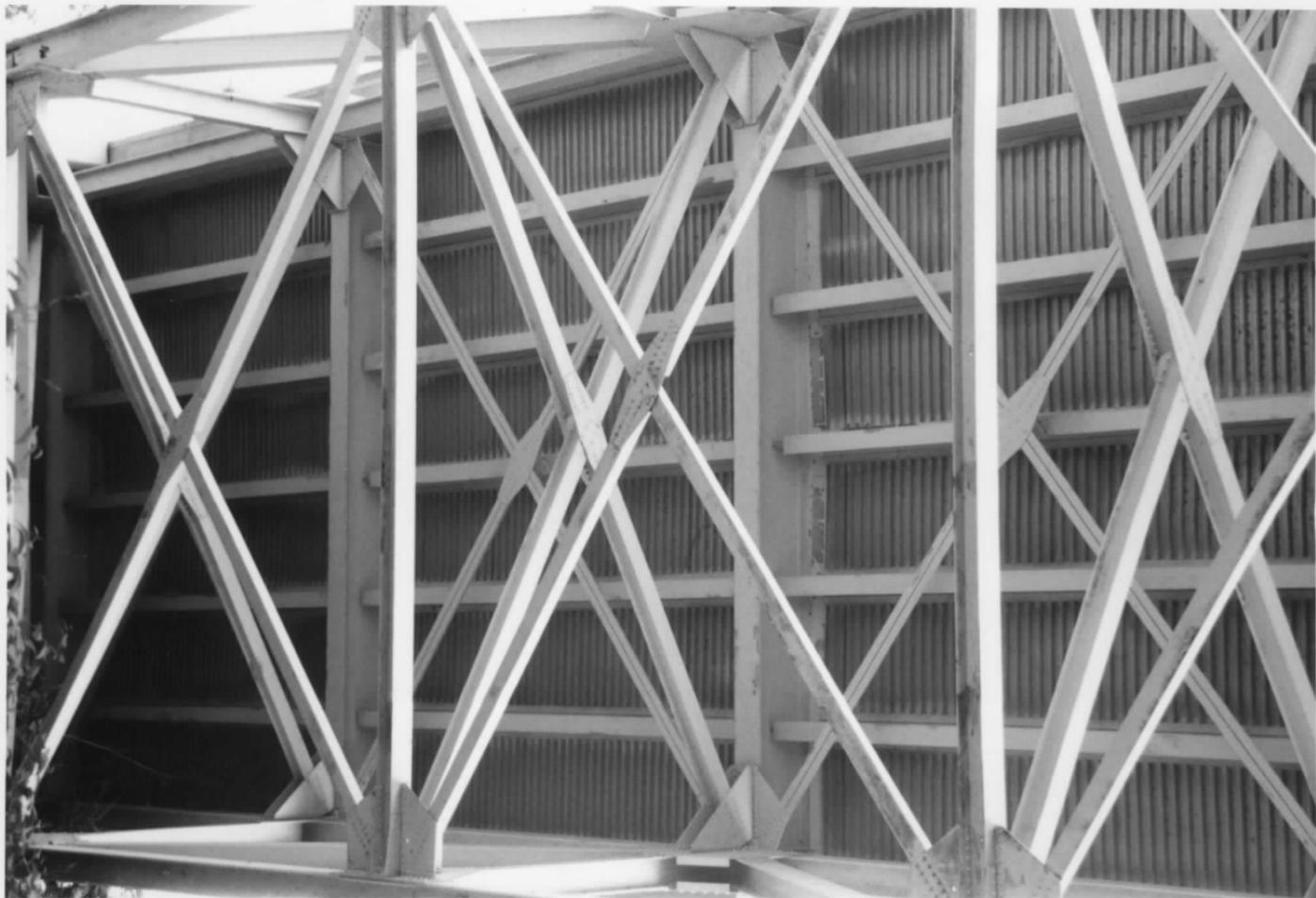
MHP # F-3-205

Bridge # 1003863, MD 144 FA EB over Monocacy River
Frederick County, MD

Photographer: Roy Hampton, Hardlines Design Company
6/10/03

Location of negative: MD SHPO
underside of bridge, looking west

711



MIMP # F-3-205

Bridge # 1003803, MD 144 FA EB over Monocacy River
Frederick County, MD

Photographer: Roy Hampton, Hardlines Design Company

6/10/03

Location of negatives: MD SHPO
underside of bridge, looking west

8/11



MIHP # F-3-205

Bridge # 1003803, MO 144FA EB over Monocacy River
Frederick County, MD

Photographer: Roy Hampton, Hardlines Design Company
6/10/03

Location of negatives: MO SHPO
detail of pier and locker, looking east
9/11

A black and white photograph of a concrete guardrail on a road. The guardrail has a date stamp '1954-87' and a number '10038'. There are two horizontal metal pipes on top of the guardrail. The background is dark foliage.

1954-87

10038

MHP # F-3-205

Bridge # 1003803, MD 144FN EB over Monocacy River

Frederick County, MD

Photographer: Roy Hampton, Hardlines Design Company

6/10/03

Location of negatives: MD SHPO

detail of date at northeast corner

10/11



MIMP # F-3-205

Bridge # 1003803, MD 144 FA EB over Monocacy River
Frederick County, MD

Photographer: Roy Hampton, Hardlines Design Company
6/10/03

Location of negatives: MD SHPO

old pier to north of bridge, looking northwest

11/11