

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-4-102

Name: 10033/US40 over Branch of 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 <input checked="" type="checkbox"/> X	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input 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 <input type="checkbox"/> 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>

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. F-4-102

NAME AND SHA NO.: 10033

LOCATION

Road Name and Number: US 40 over Branch of Little Catoctin Creek

City/Town: Myersville 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 10033 carries US 40 (Baltimore National Pike) over a Branch of the Little Catocin Creek in western Frederick County. US 40 runs in a generally east-west direction at this location; Little Catocin Creek flows north-south. This bridge is situated in a rural area that is comprised mostly of fields and farmland, although a group of houses is visible from the bridge on the southwest side. Bridge 10033 lies within the Appalachian Plateau, the mountainous region of the state that marks the eastern continental divide.

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

Bridge 10033 is a single-span concrete tee-beam bridge with a clear span length of 30' and an overall length of 35'. The 40' wide roadway covered with a bituminous surface and includes 8' shoulders. The open balustrade is divided into three sections with paneled posts at each end and steel W-beam guardrails attached to the ends. The substructure consists of concrete abutments, striated flared wing walls, and chamfered headwalls.

Inspection reports indicate that the bridge has shown evidence of cracking, deterioration, spalling and scouring of the abutments, wing walls, balustrades, and deck. These conditions have persisted since the early 1970s.

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:

This bridge does not appear to have undergone any major alterations since its construction.

HISTORY

When Built: 1936

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Roads Commission of Maryland

Who Designed: Unknown

Why Altered: N/A

Was this bridge built as part of an organized bridge building campaign?: Yes

Beginning in 1935, the State Roads Commission outlined plans to construct US 40 westward from Baltimore to Frederick, by extending the existing US 40, which ran eastward from Baltimore towards Philadelphia, in order to create a modern, dual-lane divided highway across Maryland. Following the pattern set by the earlier segment of the new road, the western portion was to be constructed on an entirely new alignment bypassing established towns and railroad crossings. Several new bridges, including 10033, became part of the highway as it extended further west through the mountainous region of the state.

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?

Erected in 1936, Bridge 10033 formed part of the modern US 40 built in response to increased automobile use on state roads and the growing inadequacy of the original road system improved by the State Road Commission (SRC) to handle larger traffic volumes. The SRC's major building effort during the 1930s, and one of the first on a new alignment designed to bypass towns and railroads slowing traffic movement, construction of the road marked a transition from the improvement of earlier roads and turnpikes characterizing the SRC's operations during the early twentieth century to an organization of highway and transportation planners.

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?

Yes. Construction of US 40 provided entry to previously sparsely populated areas in the western portion of the state and promoted commercial development along its route.

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?

Bridge 10033 may contribute to a potential historic district encompassing resources related to development along US 40 after its initial construction in the 1930s.

Is the bridge a significant example of its type?

Yes, due to its apparent lack of major alterations and fair condition, this bridge stands as a significant example of its type.

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

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, none of these character defining elements has been replaced or removed.

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

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

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

Yes. Further study may indicate whether a linear historic district encompassing resources associated with the construction of US 40 during the 30s and the surrounding area's subsequent development may exist.

BIBLIOGRAPHY

Crosby, Walter Wilson

1906 *First Report on State Highway Construction (May 1905-January 1906)*. The Johns Hopkins Press, Baltimore.

1908 *Second Report on State Highway Construction (January 1906-January 1908)*. The Johns Hopkins Press, Baltimore.

Johnson, A.N.

1903 *Third Report on the Highways of Maryland (1902-1903)*. The Johns Hopkins Press, Baltimore.

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HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST**

MHT NO. F-4-102

LeViness, Charles T.

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

Maryland State Highway Administration

1987-93 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

P.A.C. Spero and Company and Louis Berger and Associates, Inc.

1994 *Historic Bridges in Maryland: Historic Context Report.* Prepared for Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore.

State Roads Commission of Maryland

1930 *Reports of the State Roads Commission of Maryland for the Years 1927, 1928, 1929, and 1930.* State of Maryland, State Roads Commission, Baltimore.

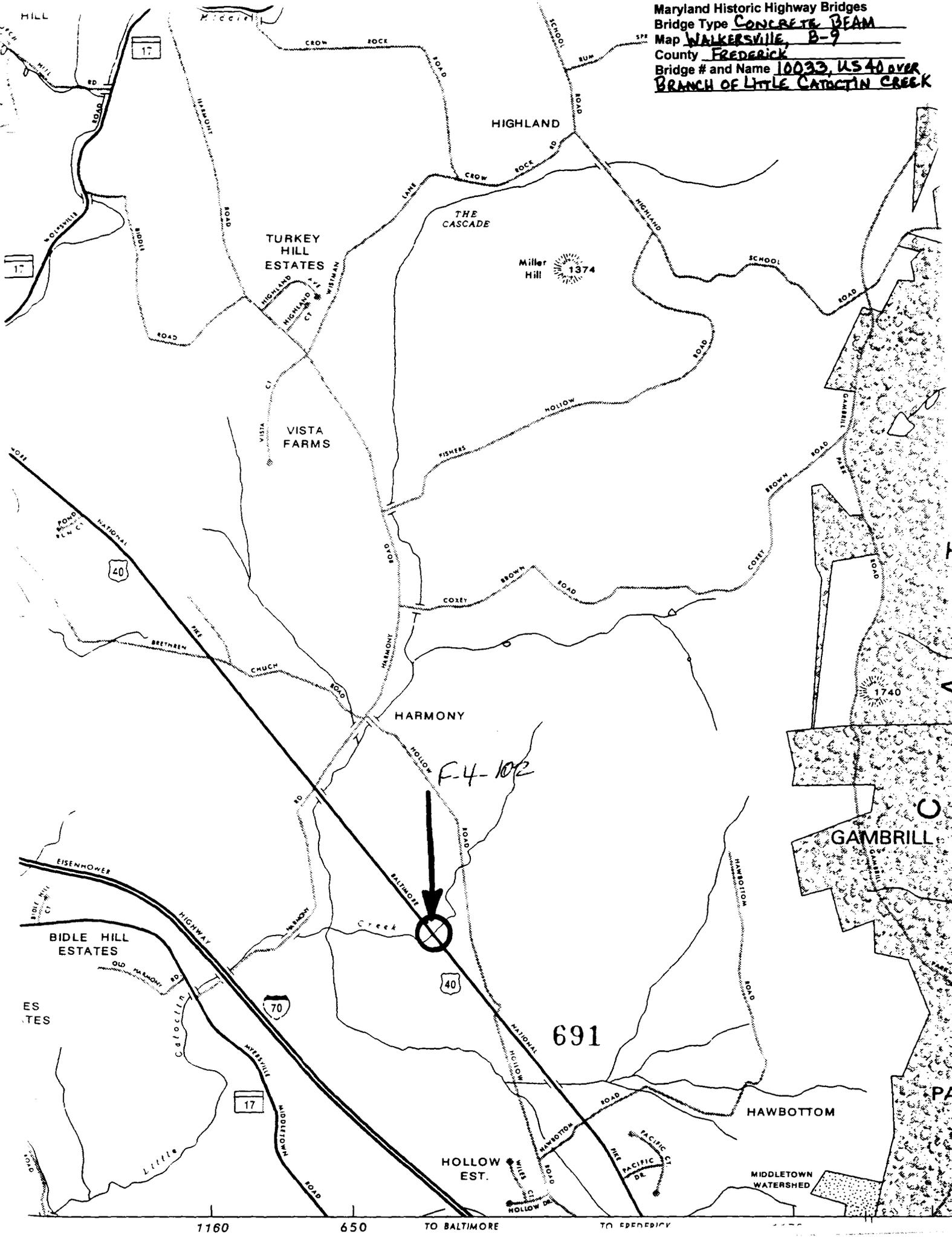
1935 As-built drawings. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

1935 Contract files. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

SURVEYOR INFORMATION

Name: Margaret A. Bishop and Michelle M. Lupien **Date:** 13 May 1996
Organization: KCI Technologies, Inc. **Telephone:** (717) 691-1340
Address: 5001 Louise Dr., Suite 201
 Mechanicsburg, PA 17055

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map WALKERSVILLE, B-9
County FREDERICK
Bridge # and Name 10033, US 40 over
BRANCH OF LITTLE CATOCTIN CREEK



F-4-102



691

1160

650

TO BALTIMORE

TO FREDERICK



Inventory # F-4-102

10033- US 40 WER. A BRANCH OF
Name LITTLE CATOCTIN CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative ~~SEA~~

Description APPROACH WEST

Number 127 of 36 4



Inventory # F-4-102

10033-US 40 OVER A BRANCH OF
Name LITTLE CATOCTIN CREEK

County/State FREDERICK COUNTY/MD

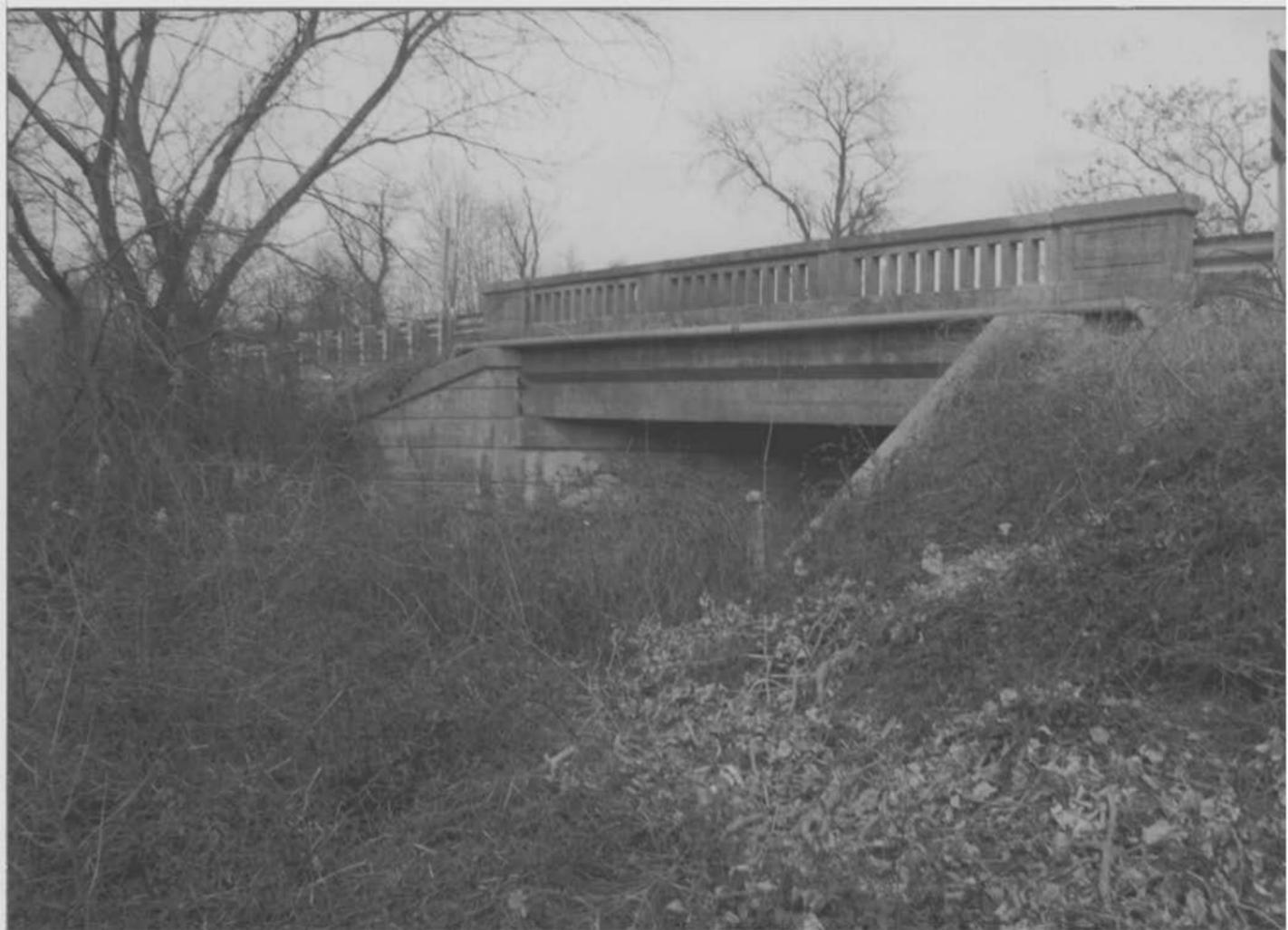
Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH EAST

2
Number 28 of 36 4



Inventory # F-4-102

10033-US40 OVER A BRANCH OF
Name LITTLE CATOCTIN CREEK

County/State FREDERICK COUNTY/MO

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative ~~SFA~~

Description ELEVATION LOOKING SOUTH

Number ³29 of 364



Inventory # F-4-102

10033-US40 OVER A BRANCH OF
Name LITTLE CATOCTIN CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING NORTH

Number 4 of 30 4

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

Property/District Name: Structure 10033, US 40 over Branch of Lil Catoctin Creek, Frederick County, MD
Survey Number: F-4-102

Project: SHA Proj #AW111B21 Agency: SHA

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

Eligibility recommended X Eligibility not recommended ___

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

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

US 40 Structure No. 10033 is a single span concrete girder (beam) bridge on U.S., built in 1936, as part of the National Road. It is a single span concrete T-beam bridge with an open balustrade divided by paneled posts at each end. The substructure consists of concrete abutments, striated flared wingwalls and chamfered headwalls. The bridge is not individually eligible for the National Register but is part of the prospective U.S. 40-National Road Historic District, should one ever be created. Therefore the bridge is a contributing resource and therefore is eligible under Criteria A and C as an example of a transportation project and for its architecture.

Documentation on the property/district is presented in: Review and Compliance files

Prepared by: Jill Dowling

Anne E. Bruder 2/20/98
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes ___ no ___ not applicable

Peter S. Kurtz 2/23/98
Reviewer, NR program Date

Jmg

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:

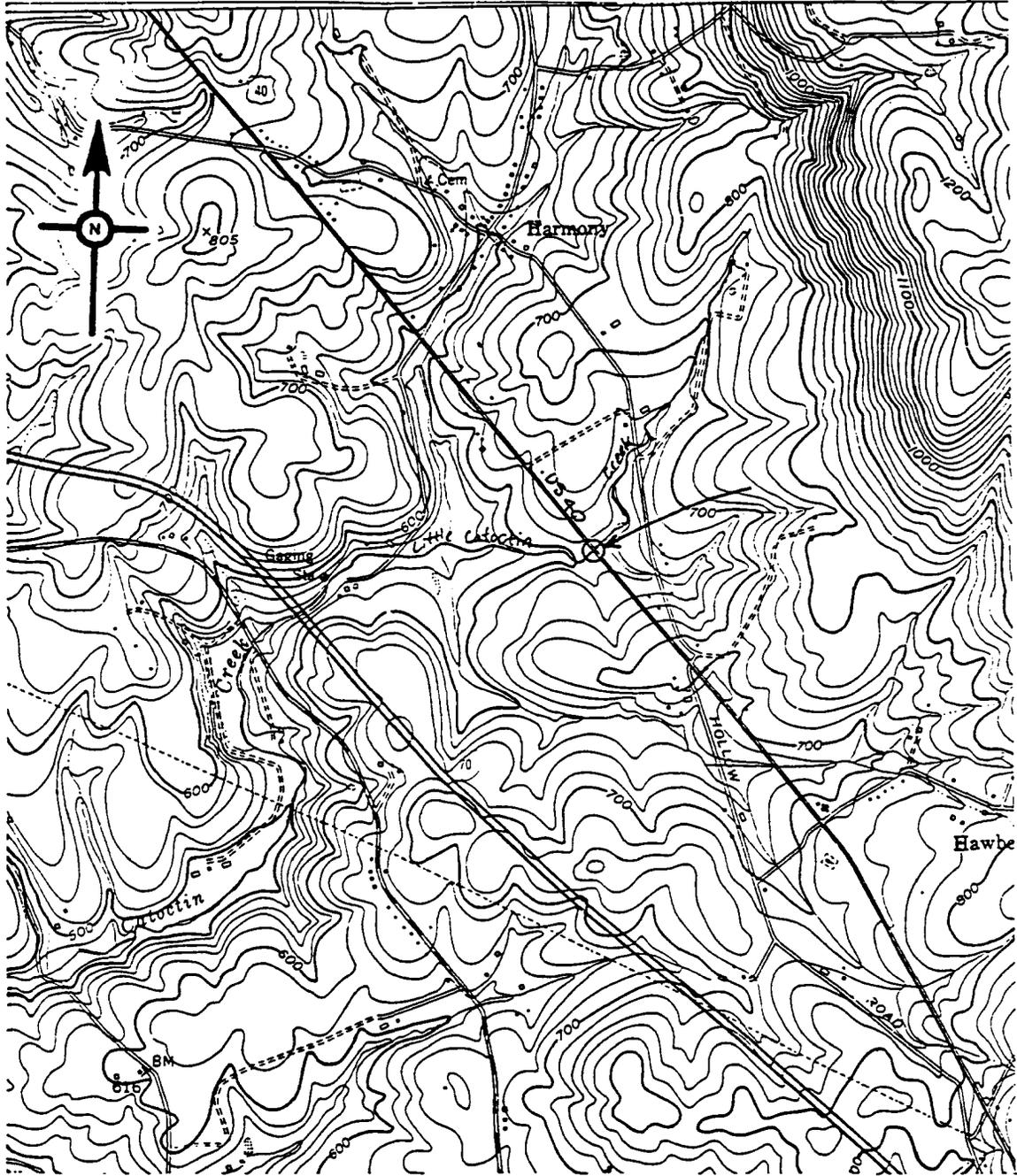
- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaptation

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): Bridge/ Transportation
 Known Design Source: _____



Bridge # 10033 (MHT # F-4-102)
US 40 over Branch of Little Catoctin Creek
Middletown, MD Quadrangle (USGS 1979)

F-4-102

