

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-6-107

Name: 10007 / MD 806A over Hunting 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  </u> April 2001
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>  3  </u> April 2001

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

MHT NO. F-6-107

NAME AND SHA NO.: 10007

**LOCATION**

**Road Name and Number:** MD 806 over Hunting Creek

**City/Town:** Catoctin Furnace  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 Catoctin Furnace National Register Historic 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 #10007 carries MD 806 over a branch of Hunting Creek near the border between Maryland's Piedmont and Appalachian physiographic regions. MD 806 runs in a north and south direction at this location, and this portion of Hunting Creek is oriented in an east-west direction. The bridge is adjacent to Cunningham Falls State Park. The surrounding area is wooded and residential.

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

Bridge #10007 is a single-span T-beam concrete girder bridge carrying two lanes of traffic over this branch of Hunting Creek. With a span length of 30'-0", a total length of 30'-0", and a clear roadway width of 24', the structure consists of concrete girders, a concrete floor, plain concrete abutments and wing walls, and incised solid concrete parapets. Guardrails line both approaches to the bridge and are attached to the ends of the parapets but do not extend along the inside surface of the parapets.

The earliest inspection report dating to 1931 notes that the bridge was in good condition. By 1958, reports indicated that the concrete girders were beginning to deteriorate and expose reinforcing steel. The 1970 report notes undermining of the abutments as well as cracks in one abutment and wingwall. By 1978, light scour had developed on the foundations, and the concrete beams had begun to spall further and expose their reinforcing steel. Inspectors that year also noted that the drainage devices were filled with silt and leaves, and the vegetation on the wingwalls needed to be controlled. The 1980 inspection report also cited cracked abutments and wingwalls as well as spalled beams with rusted and exposed rebar.

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:**

The 1988 inspection report indicated that the bridge showed evidence of extensive gunite repair. Later inspection reports record that the girders were covered with pneumatically applied concrete.

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**HISTORY**

**When Built:** 1927

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

**Who Built:** Maryland State Roads Commission, contract #F108

**Who Designed:** Unknown

**Why Altered:** While inspection reports indicate routine maintenance repairs to deteriorated sections of the current bridge, no evidence of major alterations can be located.

**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 State Roads Commission 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 #10007 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?**

Bridge #10007 may contribute to the Catoctin Furnace Historic District which it borders.

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

No, this bridge is not a significant example of its type. Several of the character-defining elements exist in a somewhat deteriorated state.

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

No, this bridge does not retain integrity of its character-defining elements. 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. The bridge has undergone extensive gunite repairs throughout. The girders have also been repaired with pneumatically applied concrete.

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

No, this structure is not a significant example of the work of the State Roads Commission.

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

Yes. Further study should indicate whether this bridge contributes to the Catoctin Furnace Historic District.

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**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/Stephen Linhart  
**Organization:** KCI Technologies, Inc.  
**Address:** 5001 Louise Dr., Suite 201  
Mechanicsburg, PA 17055

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

THURMONT

Maryland Historic Highway Bridges  
 Bridge Type CONCRETE BEAM  
 Map WALKERSVILLE, B-9  
 County FREDERICK  
 Bridge # and Name 10007, MDR06A  
OVER HUNTING CREEK

Pop. 3,398

SEWAGE TREATMENT PLANT

THURMONT WATERSHED

INGHAM

MAPLE RUN GOLF COURSE

JIMTOWN

BLUE MOUNTAIN

CATOCTIN MOUNTAIN ZOOLOGICAL PARK

MANORIAL AREA

ALLS

F-6-107

806

15

FISH PONDS

ATE

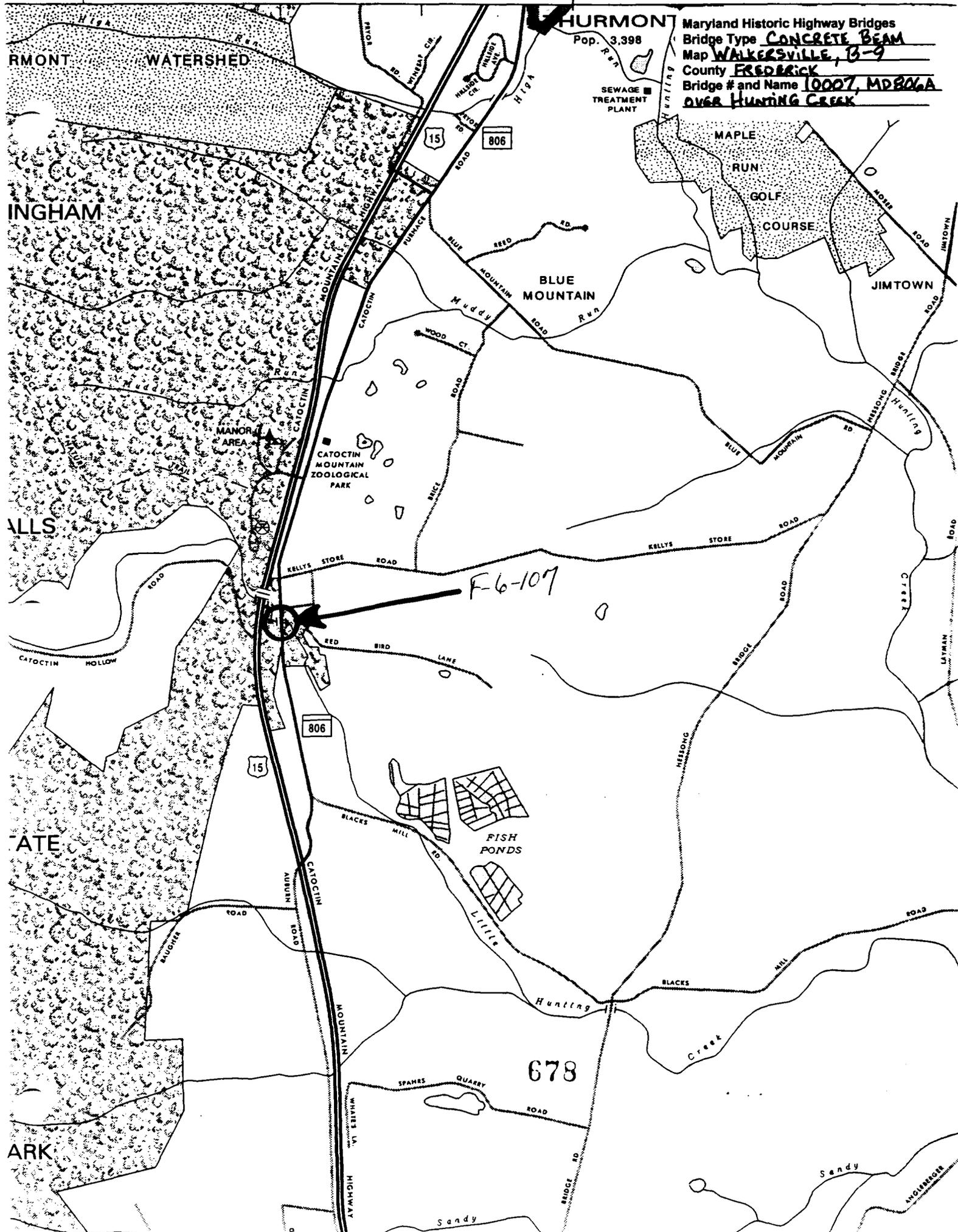
678

ARK

Sandy

Sandy

ANDLERBECKER





Inventory # F-6-107

Name 10007-MOBIWA OVER LITTLE HUNTING CREEK

County/State FREDERICK COUNTY/MD

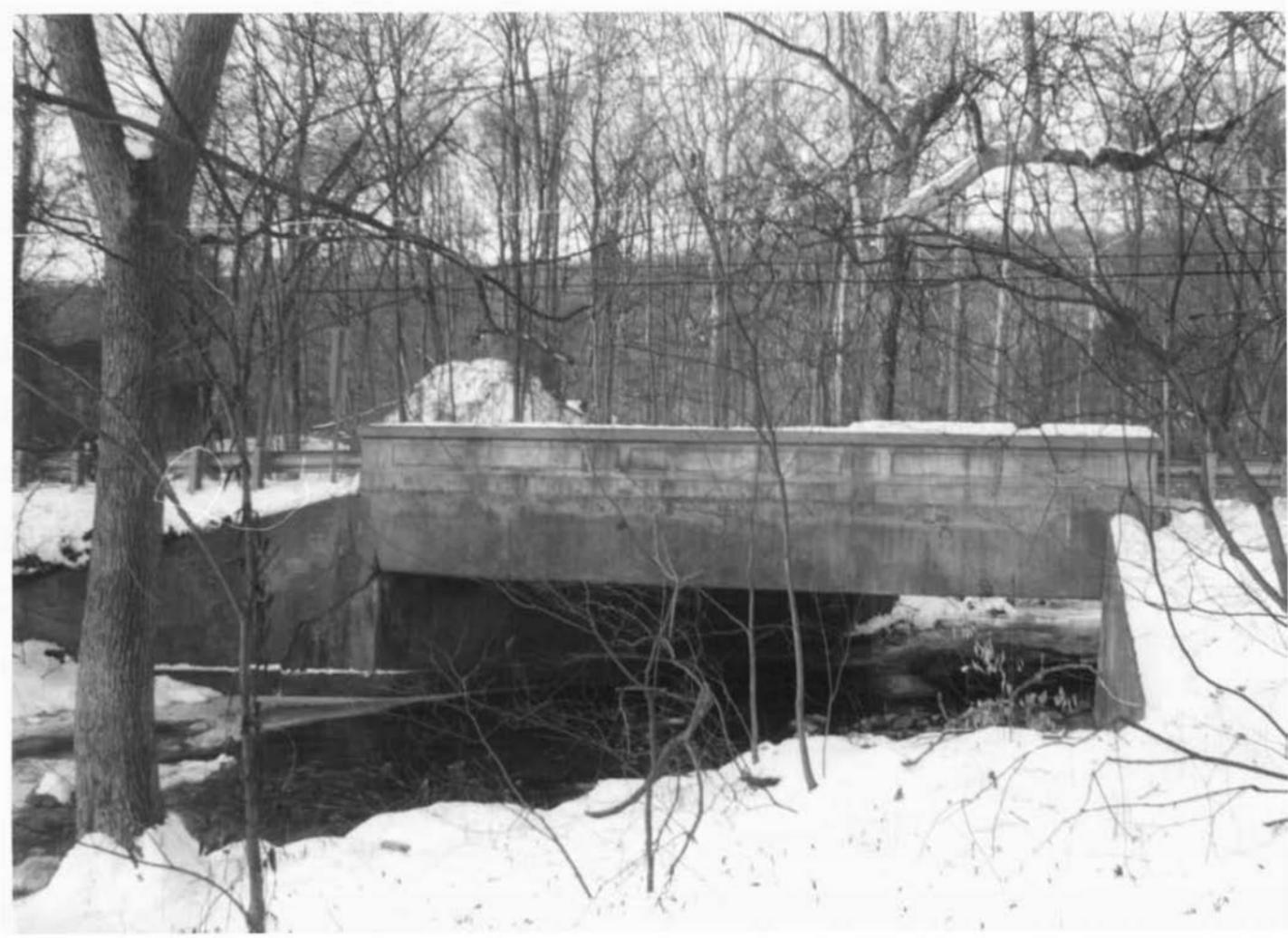
Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SFA

Description APPROACH SOUTH

Number 1 of 35 4



Inventory # F-6-107

Name 0007- MOBGA OVER LITTLE HUNTING CREEK

County/State FREDEICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative ~~SAA~~

Description ELEVATION LOOKING WEST

Number 2 of 4  
10 of 38



Inventory # F-6-107

Name 10007-MD806A OVER LITTLE HUNTING CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative ~~SNA~~

Description APPROACH NORTH

Number 3 of 35<sup>4</sup>



Inventory # F-6-107

Name 10057-M0806A OVER LITTLE HUNTING CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative ~~SNA~~

Description ELEVATION LOOKING EAST

Number 4 of 35 7