

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-6-112

Name: 10063/MD 140 over Middle 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 <u>      </u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>  3  </u> April 2001 <u>      </u>

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

MHT NO. F-6-112

NAME AND SHA NO.: 10063

LOCATION

Road Name and Number: MD 140 over Middle Creek

City/Town: Emmitsburg X vicinity

County: Frederick

Ownership: X State    County    Municipal    Other

Bridge projects over:    Road    Railway X Water    Land

Is bridge located within designated district?:    yes X 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
- X Concrete  
   Concrete Arch    Concrete Slab X Concrete Beam    Rigid Frame  
   Other      Type Name

**DESCRIPTION**

**Describe the Setting:**

Bridge #10063 carries MD 140 over Middle Creek approximately 1.3 miles east of Emmitsburg in Frederick County, near the border between Maryland's Appalachian and Piedmont physiographic regions. MD 140 runs in a generally east-west direction at this location. The western approach to the bridge is roughly level, while the eastern approach inclines downward toward the bridge. Farmland surrounds the area near the bridge.

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

Bridge #10063 carries two lanes of traffic over Middle Creek. The structure is a double-span concrete beam bridge with each span measuring 35', for a total length of 75.5', and a clear roadway width of 40'. The bridge consists of concrete girders and deck with a bituminous concrete and asphalt overlay, horizontally grooved concrete wingwalls, pier, and abutments, and open balustrade-style concrete parapets with incised spandrels. Modern metal guardrails line both approaches to the bridge but do not extend along the inside face of the parapet walls.

Bridge inspection reports note heavy deterioration, spalling, and exposed reinforcing bars on the bottoms of both spans, heavy to severe deterioration of the pier walls, and general deterioration involving cracking, spalling, scaling, and/or efflorescence on abutments, wingwalls, pier caps, and parapets.

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. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

**Discuss major alterations:**

This bridge was widened in 1932 according to SHA inspection reports. The earliest inspection report, which dates to 1931, describes the original bridge as a 2-span, 5-girder structure with a 21.8' clear roadway and a 21.8' travelled way. According to the inspection reports, abutments from the original bridge were used.

**HISTORY**

**When Built:** 1932

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

**Who Built:** State Roads Commission, contract #F191-3

**Who Designed:** Unknown; no as-built drawings were located in SHA files

**Why Altered:** Although the bridge was widened in 1932 according to SHA inspection reports, the reasons for this widening are not clear.

**Was this bridge built as part of an organized bridge building campaign?:** No, this bridge was built during the time of the Good Roads Movement but was not part of the primary corridors.

**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 #10063 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 which is 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?**

No, the bridge does not retain 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.

The bridge was widened in 1932, and although it retained portions of the earlier abutments, the other character-defining elements were altered to accommodate the widening.

**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?**

No, this bridge should not be given further study. Previous alterations have compromised its integrity.

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MARYLAND HISTORICAL TRUST**

**MHT NO. F-6-112**

**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.

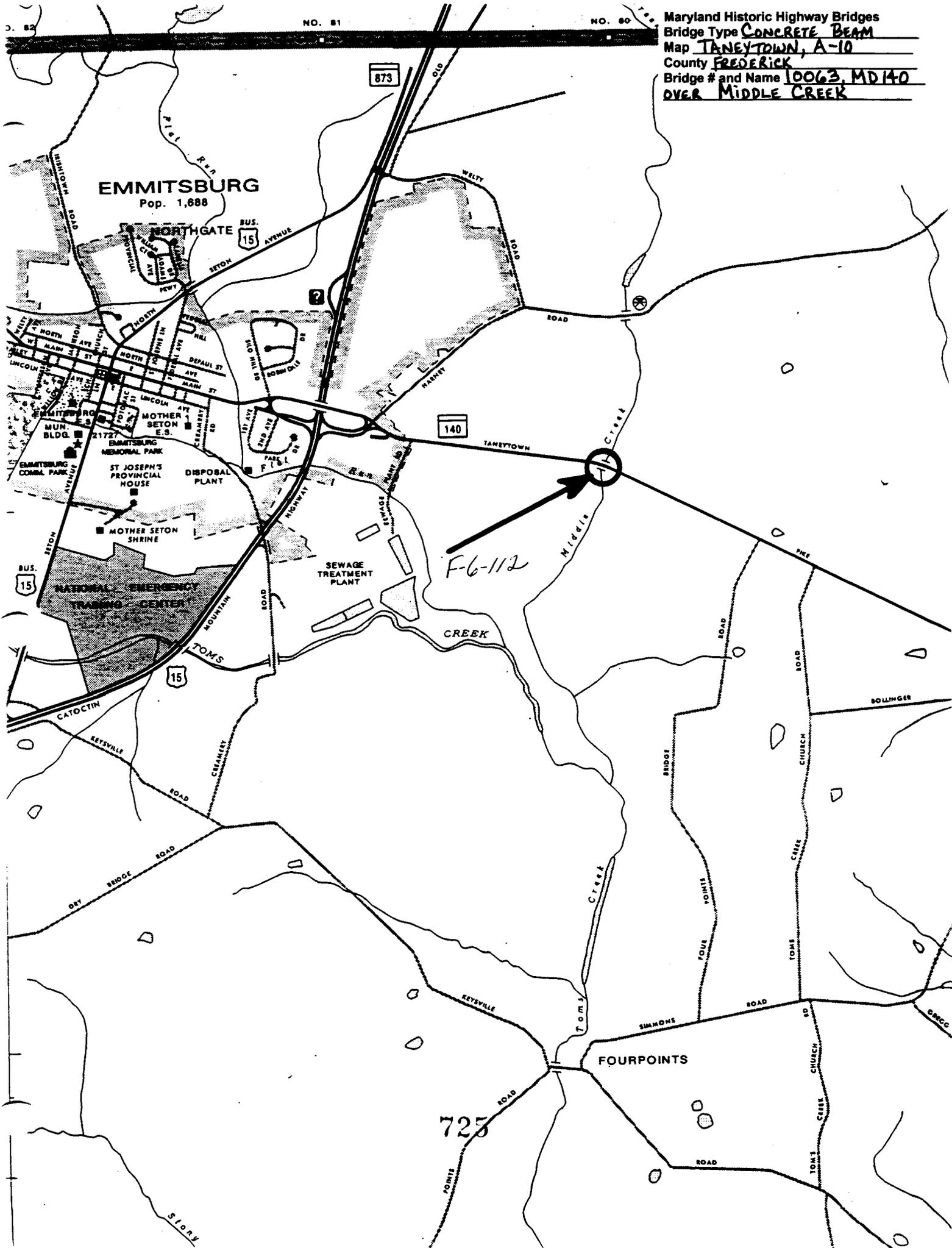
State Roads Commission of Maryland  
1958        *A History of Road Building in Maryland.* Baltimore.

**SURVEYOR INFORMATION**

**Name:**                    Gabrielle M. Lanier/Stuart P. 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 TANEYTOWN, A-10  
 County FREDERICK  
 Bridge # and Name 10063, MD140  
OVER MIDDLE CREEK





Inventory # F-6-112

Name 10063-MO 140 OVER MIDDLE CREEK

County/State FREDERICK COUNTY/MO

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH EAST

Number 13 of 34 4



Inventory # F-6-112

Name UDW3-MD 40 OVER MIDDLE CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING NORTH

Number 2 of 34 9



Inventory # F-6-112

Name 10063 MD140 OVER MIDDLE CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SIA

Description APPROACH WEST

Number 3 of 34 4



Inventory # F-6-112

Name 10063- MD 140. OVER MIDDLE CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JUVANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING

SOUTH

Number <sup>4</sup>6 of 34