9502713

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

Property/District Name: Bridge 10058 Survey Number: F-2-89

Project: Replace Br 10058, MD 79 over Little Catoctin Cr. Agency: FHWA/SHA

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

Eligibility recommended _____ Eligibility **not** recommended X

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)

Based on information prepared by SHA, Bridge #10058 located north of Brunswick in Frederick County, does not appear to meet the National Register Criteria for individual listing. The bridge was determined "not eligible" at the August 28, 1995 meeting of the SHA/MHT Review Committee for the bridge inventory. The 1941 single span reinforced concrete rigid frame bridge was one of a small number of this type constructed in the statein the 1930s and 1940s. While the bridge represents an unusual engineering type for the state, it has been substantially altered by the replacement of the parapets. Other, better, examples of the type remain. Thus, due to its lack of integrity, the bridge is not significant under criterion C. It is not known to possess significance under any of the other criteria. It is not located in any known historic district.

Documentation on the property/district is presented in: Project File, Maryland Inventory Form F-2-89

Preparedby: Greiner, Inc.

Elizabeth Hannold — October 31, 1995
Reviewer, Office of Preservation Services — Date

NR program concurrence: ✓ yes ___ no ___ not applicable

Reviewer, NR program — Date

Survey No. F-2-89

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)
X	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
X	Modern Period	A.D. 1930-Present
____	Unknown Period (___ prehistoric	___ historic)

III. Prehistoric Period Themes:

____	Subsistence
____	Settlement
____	Political
____	Demographic
____	Religion
____	Technology
____	Environmental Adaption

IV. Historic Period Themes:

X	Agriculture
____	Architecture, Landscape Architecture, and Community Planning
____	Economic (Commercial and Industrial)
____	Government/Law
____	Military
____	Religion
X	Social/Educational/Cultural
____	Transportation

V. Resource Type:

Category: Structure

Historic Environment: rural

Historic Function(s) and Use(s): transportation, vehicular

Known Design Source: unknown

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-2-89

Name: 10058 / MD 70 OVER 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 _____ Eligibility Not Recommended __X____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments:_____

_____

_____

Reviewer, OPS: Anne E. Bruder_____ Date: 3 April 2001____

Reviewer, NR Program: Peter E. Kurtze_____ Date: 3 April 2001____

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

Not Eligible

MHT No. F-2-89

SHA Bridge No. 10058 Bridge name MD 70 over Little Catoctin Creek

LOCATION:

Street/Road name and number [facility carried] MD 79

City/town Rosemont Vicinity X

County Frederick

This bridge projects over: Road ____ Railway ____ Water X Land ____

Ownership: State X County ____ Municipal ____ Other ____

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes ____ No X

National Register-listed district ____ National Register-determined-eligible district ____

Locally-designated district ____ Other ____

Name of district ____

BRIDGE TYPE:

Timber Bridge ____:

Beam Bridge ____ Truss -Covered ____ Trestle ____ Timber-And-Concrete ____

Stone Arch Bridge ____

Metal Truss Bridge ____

Movable Bridge ____:

Swing ____ Bascule Single Leaf ____ Bascule Multiple Leaf ____

Vertical Lift ____ Retractile ____ Pontoon ____

Metal Girder ____:

Rolled Girder ____ Rolled Girder Concrete Encased ____

Plate Girder ____ Plate Girder Concrete Encased ____

Metal Suspension ____

Metal Arch ____

Metal Cantilever ____

Concrete X:

Concrete Arch ____ Concrete Slab ____ Concrete Beam ____ Rigid Frame X

Other ____ Type Name ____

CRF-16

Attachment 3
MD 79 over Little Catoctin Creek
Bridge 10058
Bridge Inventory Form

DESCRIPTION:

Describe Setting:

Bridge 10058 carries two lanes of traffic on MD Route 79 over Little Catoctin Creek in Frederick County near Rosemont, Maryland. The bridge is situated in the east-west direction, while the creek flows from north to south. The bridge is set in a rural wooded area.

Describe Superstructure and Substructure:

This structure is a single span reinforced concrete rigid frame. The total width of the bridge is 45'-3" with 34'-6" of clear roadway between W-beam guardrails. The exterior fascia panel varies in height along the length of the 30'-0" span. A bituminous wearing surface covers the reinforced concrete deck slab. The substructure consists of two reinforced concrete abutments with reinforced concrete flared wingwalls, all supported by concrete spread footings.

Discuss Major Alterations:

No alterations have been made to this structure other than the addition of modern guardrails above its monolithic frame. Replacement

HISTORY:

WHEN was bridge built (actual date or date range) 1941
This date is: Actual X **Estimated** _____
Source of date: Plaque _____ **Design plans** X **County bridge files/inspection form** _____
Other (specify) _____

WHY was bridge built? To provide a reliable crossing of Route 70 over Little Catoctin Creek, to meet local and regional transportation needs.

WHO was the designer State Roads Commission

WHO was the builder _____

WHY was bridge altered? [check N/A X **if not applicable]**

Was bridge built as part of organized bridge-building campaign? Yes X **No** _____
This bridge was built by the State Roads Commission as part of the Good Roads Movement.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events ____ **B- Person** _____
C- Engineering/architectural character X

Was bridge constructed in response to significant events in Maryland or local history? No__ **Yes** X
If yes, what event?

This bridge was built at the onset of the 1940s as part of the Good Roads Movement during the period.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area? No ____ Yes X

By providing a reliable crossing, as all concrete bridges did, this bridge promoted small-scale residential, commercial, agricultural, and industrial development along Route 79 and other thoroughfares that fed into it.

Is the bridge located in an area which may be eligible for historic designation? No X Yes _____
Would the bridge add to _____or detract from _____historic & visual character of the possible district?

Is the bridge a significant example of its type? No __ Yes X

Concrete bridges are the largest component of Maryland's historic bridges. Their numbers reflect how quickly they became popular after their introduction to the state and the country at the opening of the twentieth century. Many in Maryland are purely functional structures, but their plastic nature made them amenable to graceful curves and ornamental parapets that reflected the influence of the City Beautiful movement during the first part of the twentieth century. The versatility and strength of reinforced concrete bridges, along with their plasticity, made them the preferred choice for bridges by state and county highway departments in Maryland and throughout the country in the 1910s. The standard plans of the State Roads Commission of the teens, twenties, and thirties made their use almost universal during that period.

While concrete bridges as a whole are very common in Maryland, reinforced concrete rigid frame bridges make up one of the smallest groups of historic bridge types in the state. There are probably only about a dozen such structures standing in the state under county or state control that were erected prior to 1945. The rigid frame bridge, unlike other reinforced concrete spans, is monolithic. It is characterized by a superstructure and substructure, including abutments, designed as a continuous unit. (Concrete balustrades, cast afterwards, are not part of the monolithic design.) The rigid frame was an important engineering advance for reinforced concrete bridges. It was developed by German engineers and Brazilian Emilio Baumgart around 1920, and introduced to the United States primarily through the efforts of New York engineer Arthur G. Hayden in 1922-1923.

Concrete rigid frame bridges became increasingly popular in the 1930s and 1940s. It was during this period that Maryland's few examples of the type were erected. These include bridges 1030 (1937, 1992) in Allegany County; BC-1406 (1938) and BC-3402 (1940) in Baltimore City; 5013 (1936) in Caroline County (1936); 6031 (1934) in Carroll County ; 10058 (1941) in Frederick County; 11018 (1937) in Garrett County; 13032 (1939) in Howard County; 21013 (1941), 21015 (1936), and 21016 (1936) in Washington County; and WO-801 (c.1930) in Worcester County. These bridges generally have one or two spans of between 30 and 60 feet; the longest, BC-1406, measures 68 feet. With the exception of WO-801, the history of which remains clouded, they were built by the state or the city of Baltimore.

This bridge essentially falls within the 1910-1940 period of significance for concrete bridges, during which reinforced concrete bridge construction was increasingly standardized in the state and particular subtypes, including the rigid frame, were introduced to the state road network.

Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum? No ____ Yes X

Is bridge a significant example of work of manufacturer, designer and/or engineer? No X Yes __

Should bridge be given further study before significance analysis is made? No X Yes _____

It is believed that no further research is necessary to determine the eligibility of this bridge for listing in the National Register. It should be compared with the other concrete rigid frame bridges listed above and a determination should be made whether all of them (excluding 1030 in Allegany County, 13032 in Howard

County, and WO-081 in Worcester County, which have lost their integrity) are eligible to the Register because of their rarity and/or good representation of the type, or just the best examples. Additional research, however, which could be conducted as part of any future National Register nomination prepared for the bridge, might provide further information about its history and environs.

BIBLIOGRAPHY:

Bridge inspection reports and files of the Maryland State Highway Administration.

Condit, Carl. *American Building*. Chicago: University of Chicago Press, 1968.

County survey files of the Maryland Historical Trust.

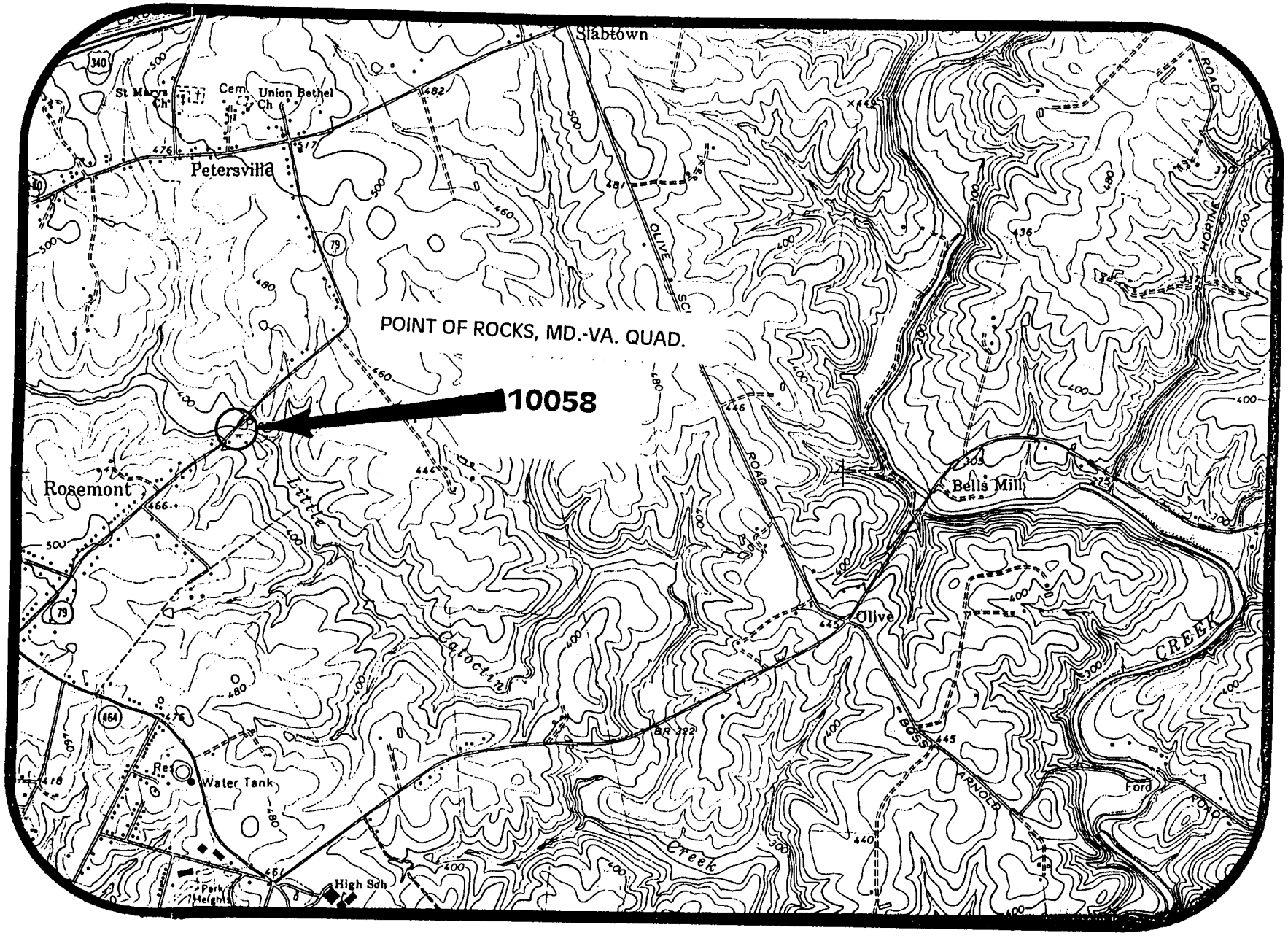
P.A.C. Spero & Company and Louis Berger & Associates, Inc. *Historic Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration, September, 1994.

SURVEYOR/SURVEY INFORMATION:

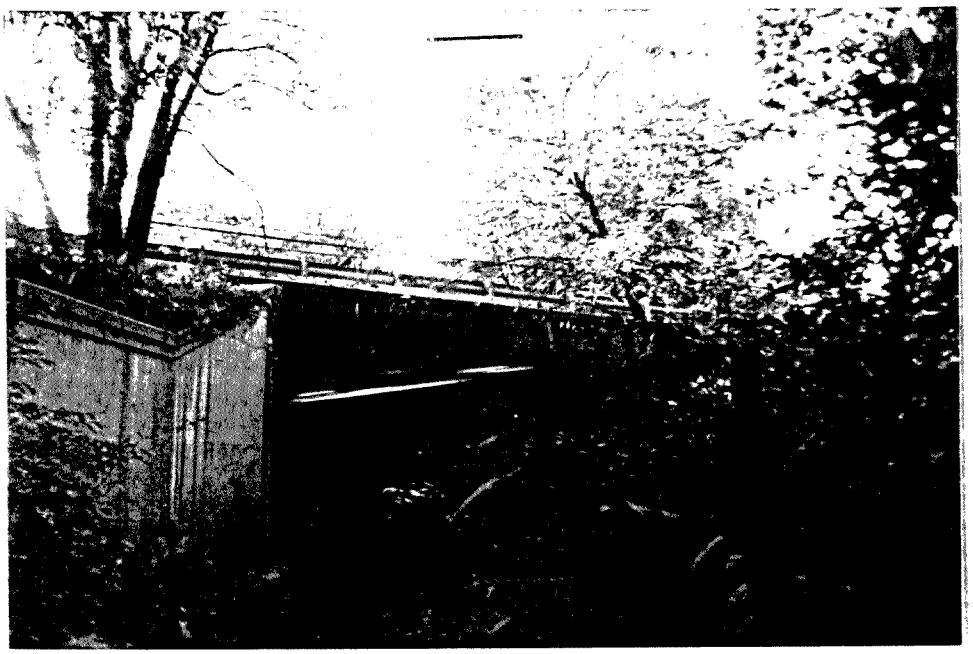
Date bridge recorded 1/31/95

Name of surveyor Frank Juliano/Marvin Brown
Organization/Address GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111
Phone number 410-561-0100 **FAX number** 410-561-1150

F-2-89


POINT OF ROCKS, MD.-VA. QUAD.
10058
Slabtown
St Marys Ch
Cem
Union Bethel Ch
Petersville
Rosemont
Little
Catoctin
Creek
Water Tank
High Sch
Park Heights
Olive
Bells Mill
OLIVE
ROAD
BOSS
ARNOLD
ROAD
CREEK
Ford
HORNE
ROAD
BR 322
340
79
464

CRF-20



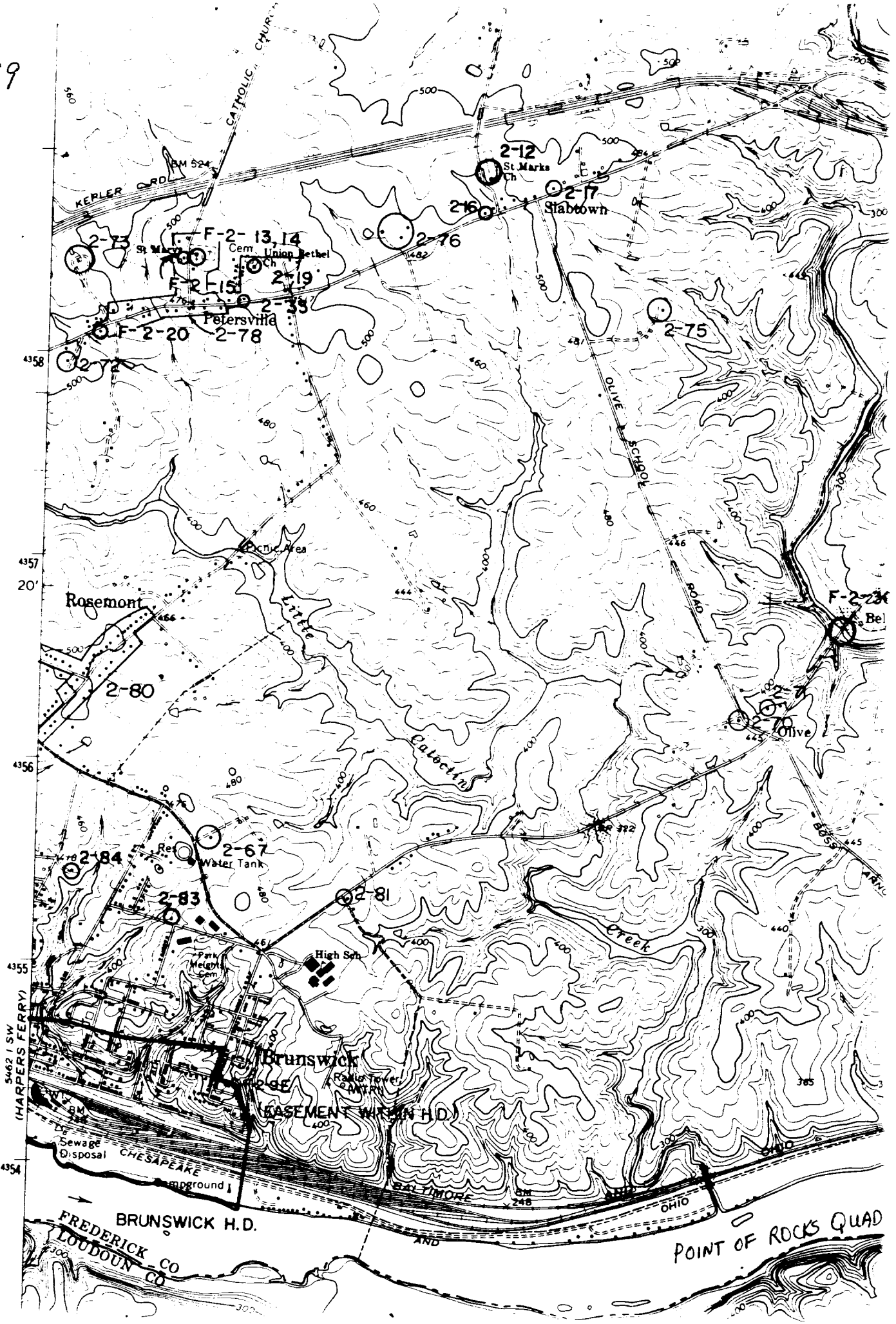
BRIDGE No 10058
MD 79 over Catoctin Crk.

F-2-89

Attachment 4
MD 79 over Little Catoctin Creek
Bridge 10058
Photographs

F-2-89

F-2-89



CATHOLIC CHURCH
KEPLER RD
BM 524
2-12
St Marks Ch
2-17
Slabtown
2-16
2-76
2-73
St Marys
F-2-13, 14
Cem
Union Bethel Ch
F-2-15
2-19
2-33
Petersville
F-2-20
2-78
2-72
2-75
OLIVE SCHOOL ROAD
Picnic Area
Rosemont
Little Catoctin Creek
2-80
2-70
Olive
2-67
Water Tank
2-84
2-83
2-81
High Sch
Park Heights Cem
Brunswick
Radio Tower
(EASEMENT WITHIN H.D.)
Sewage Disposal
CHESAPEAKE
BALTIMORE
AND
OHIO
BRUNSWICK H.D.
FREDERICK CO
LOUDOUN CO
5462 I SW (HARPERS FERRY)
POINT OF ROCKS QUAD

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. F-2-89

SHA Bridge No. 10058 Bridge name MD 79 over Little Catoctin Creek

LOCATION:

Street/Road name and number [facility carried] MD 79

City/town Rosemont Vicinity X

County Frederick

This bridge projects over: Road ____ Railway ____ Water X Land ____

Ownership: State X County ____ Municipal ____ Other ____

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes ____ No X

National Register-listed district ____ National Register-determined-eligible district ____

Locally-designated district ____ Other ____

Name of district ____

BRIDGE TYPE:

Timber Bridge ____:

Beam Bridge ____ Truss -Covered ____ Trestle ____ Timber-And-Concrete ____

Stone Arch Bridge ____

Metal Truss Bridge ____

Movable Bridge ____:

Swing ____ Bascule Single Leaf ____ Bascule Multiple Leaf ____

Vertical Lift ____ Retractile ____ Pontoon ____

Metal Girder ____:

Rolled Girder ____ Rolled Girder Concrete Encased ____

Plate Girder ____ Plate Girder Concrete Encased ____

Metal Suspension ____

Metal Arch ____

Metal Cantilever ____

Concrete X:

Concrete Arch ____ Concrete Slab ____ Concrete Beam ____ Rigid Frame X

Other ____ Type Name ____

F-2-89

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Discuss Major Alterations:

No alterations have been made to this structure other than the addition of modern guardrails, since 1970, above its monolithic frame.

HISTORY:

WHEN was bridge built (actual date or date range) 1941
This date is: Actual X **Estimated** _____
Source of date: Plaque _____ **Design plans** X **County bridge files/inspection form** _____
Other (specify) _____

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WHO was the builder _____

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A - Events ____ **B- Person** _____
C- Engineering/architectural character X

Was bridge constructed in response to significant events in Maryland or local history? No__ **Yes** X
If yes, what event?

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Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum? No _____ Yes X

Is bridge a significant example of work of manufacturer, designer and/or engineer? No X Yes __

F-2-89

Should bridge be given further study before significance analysis is made? **No** X ___ **Yes** _____

It is believed that no further research is necessary to determine the eligibility of this bridge for listing in the National Register. It should be compared with the other concrete rigid frame bridges listed above and a determination should be made whether all of them (excluding 1030 in Allegany County, 13032 in Howard County, and WO-081 in Worcester County, which have lost their integrity) are eligible to the Register because of their rarity and/or good representation of the type, or just the best examples. Additional research, however, which could be conducted as part of any future National Register nomination prepared for the bridge, might provide further information about its history and environs.

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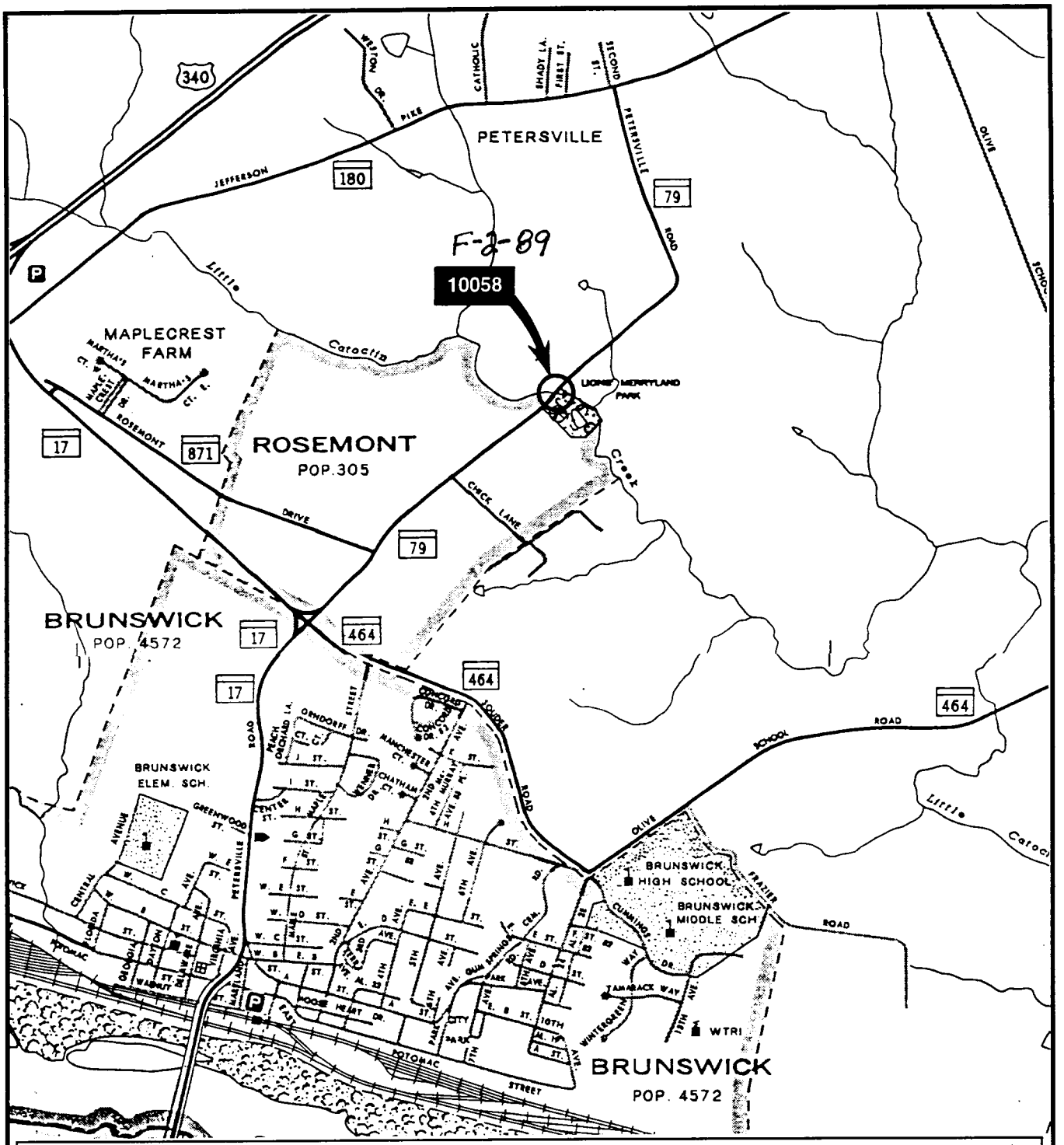
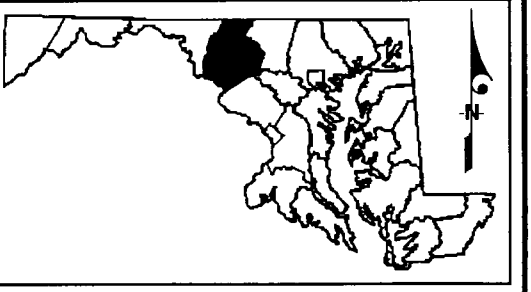


Frederick County - Bridge Number 10058

MD 70 over Little Catoctin Creek, 1941



Scale 0 1000 2000 feet
0 0.5 kilometer

SPEED
LIMIT
40

Inventory # F-2-89

Name 10058 - MD 79 OVER LITTLE CATOCTIN CREEK
County/State FREDERICK COUNTY / MD
Name of Photographer FRANK JULIANO
Date 1/95

Location of Negative SHA

Description SOUTH APPROACH

Number 1 27 of 36 4

Inventory # F-2-89

Name 10058 - MD 79 OVER LITTLE CATOCTIN CREEK
County/State FREDERICK COUNTY/MD
Name of Photographer FRANK JULIANO
Date 7/95

Location of Negative SHA

Description ELEVATION LOOKING WEST

Number ~~28~~ 2 of 36 4

30

Inventory # F-2-89

Name 10058-MD 79 OVER LITTLE CATOCTIN CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SHA

Description NORTH APPROACH

Number ~~30~~ 3 of ~~36~~ 4

Inventory # F-2-89

Name 10058-MD79 OVER LITTLE CATOCTIN CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SHA

Description ELEVATION LOOKING EAST

Number ~~29~~ 4 of ~~36~~ 4