

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-4-41

Name: MD 17 over 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>

Handwritten signature

F-4-41
Catoctin Creek Bridge/Maryland Route 17
Myersville vicinity
Public

1928

The Catoctin Creek Bridge on Md. 17 (Myersville Road) is a steel-reinforced concrete bridge with Classical Revival-inspired balustrades and molded end and pier panels built in 1928 by the State Roads Commission. It is virtually identical in design to the Catoctin Creek Bridge on U.S. 40A (F-4-26). The two structures show the economy of the design because it could be made any length as needed and the persistence of Classical Revival aesthetics in the simple version of a Classical balustrade. Several smaller versions of the same type of bridge are found at other crossings on Md. 17 and U.S. 40A.

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number F-4-41

Name and SHA No. MD 17 over Catoctin Creek/10176

Location:

Street/Road Name and Number: Maryland Route 17

City/Town: Myersville Vicinity x

County: Frederick

Ownership: x State __ County __ Municipal __ Other

This bridge projects over: __ Road __ Railway x Water __ Land

Is the bridge located within a 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

__ Metal Truss

__ Movable Bridge

__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf

__ Vertical Lift __ Retractable __ Pontoon

x Metal Girder

x 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 Setting: Bridge 10176 carries MD 17 over Catoctin Creek in Frederick County, Maryland. MD 17 runs generally north-south at this location; Catoctin Creek flows east-west. The bridge is located in a rural setting, with a 19th century farm complex and open pastures in view.

Describe Superstructure and Substructure: Bridge 10176 is a double span, steel I-beam bridge with a concrete deck and curbs, and Classical Revival inspired open concrete balustrades and molded end and pier panels with raised caps. The bridge has seven panels of streamlined Classical Revival balustrades. The panels are bas-relief, formed by incised outlines. On the west side of the bridge the center panel has a bronze plaque identifying its construction date of 1928 and the members of the State Roads Commission at the time. The substructure consists of two full height concrete abutments and two concrete solid shaft piers which are situated between the fourth and fifth balustrades from the south end of the structure. The span lengths are 27', with a total bridge length of 54'.

Discuss Major Alterations: There have been no major alterations made to this bridge.

History:

When Built: 1928

Why Built: local transportation needs

Who Built: State Roads Commission

Why Altered: n/a

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

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events Person

C Engineering/Architectural

Was this bridge constructed in response to significant events in Maryland or local history: no

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:no

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district:no

Is the bridge a significant example of its type:This bridge was built to standard state specifications of the time period, and is a typical example of these.

Does the bridge retain integrity of the important elements described in the Context Addendum:Because the bridge has not had major alterations, it is likely that it does retain its integrity.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why:No, it is a typical example of State Roads Commission structures in the early 20th century.

Should this bridge be given further study before significance analysis is made and why:This bridge has already been inventoried by the Maryland Historical Trust, therefore no further study is necessary.

Bibliography:

Greiner, Inc.

1995 Historic Bridge Inventory Form.

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

1994 Historic Bridges in Maryland: Historic Bridge Context.

State Highway Administration

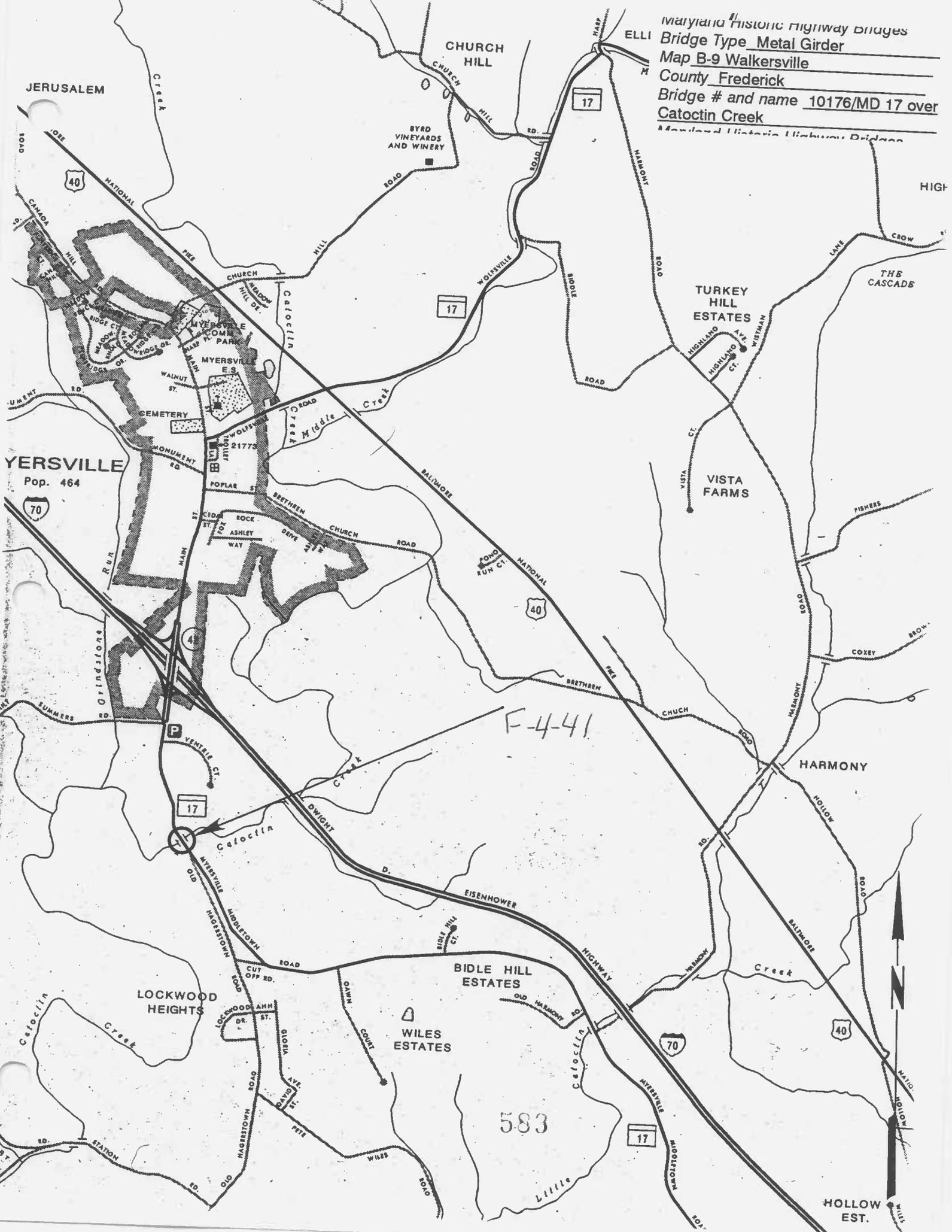
v.d. Bridge Inspection Files.

United States Geological Survey

1953 7.5' Middletown Quadrangle, photorevised 1979.

Surveyor:**Name:** Stephanie L. Bandy **Date:** September 1995**Organization:** State Highway Admin. **Telephone:** (410) 321-2213**Address:** 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map B-9 Walkersville
County Frederick
Bridge # and name 10176/MD 17 over
Catoctin Creek
Mansfield Historic Highway Bridges



F-4-41
Catoctin Creek Bridge/Md. 17 - Bridge
Myersville
Frederick County

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont
(Harford, Baltimore, Carroll, Frederick, Howard, Montgomery
Counties, and Baltimore City)

Chronological/Development Period:
Industrial Urban Dominance A.D. 1870-1930

Prehistoric/Historic Period Themes
Transportation

Resource Types:

Category: Structure

Historic Environment: Rural

Historic Function and Use:
Transportation/road-related/bridge

Known Design Source: None

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic

and/or common Catoctin Creek -Bridge/Md. 17 - Bridge No. 10176

2. Location

street & number Myersville Road (Md. 17) at Catoctin Creek not for publicationcity, town Myersville vicinity of congressional district 6th

state Maryland county

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

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

name State Highway Administration

street & number 707 N. Calvert Street telephone no.:

city, town Baltimore state and zip code Md. 21202

5. Location of Legal Description

courthouse, registry of deeds, etc. Frederick County Courthouse liber

street & number 100 W. Patrick Street folio

city, town Frederick state Md. 21701

6. Representation in Existing Historical Surveys

title

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. F-4-41

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

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

CONTRIBUTING RESOURCE COUNT: 1

The Catoctin Creek Bridge on Maryland Route 17 (Myersville Road) is a 1928 steel-reinforced concrete highway bridge with concrete balustrades on each side and molded end and pier panels with raised caps, which is located on Myersville Road at the crossing of Catoctin Creek about 1-1/2 miles south of Myersville, Frederick County, Maryland. The bridge is oriented generally north-south and is located in open agricultural fields.

The bridge has seven panels of streamlined Classical Revival balustrading separated by solid paneled piers at between the fourth and fifth balustrades from the south end of the structure. The ends of the bridge are terminated by the same type of panels. The panels are bas-relief, formed by incised outlines. On the west side of the bridge, the center panel has a bronze plaque identifying its date, 1928 and the State Road Commission members of the period. The road deck of the bridge is modern asphalt in two lanes. The bridge abutments are concrete. At each end of the bridge are the painted State Highway Administration ID numbers, 10176.

8. Significance

Survey No. F-4-41

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1900 - 1928 Builder/Architect

check: Applicable Criteria: A B C D
and/or

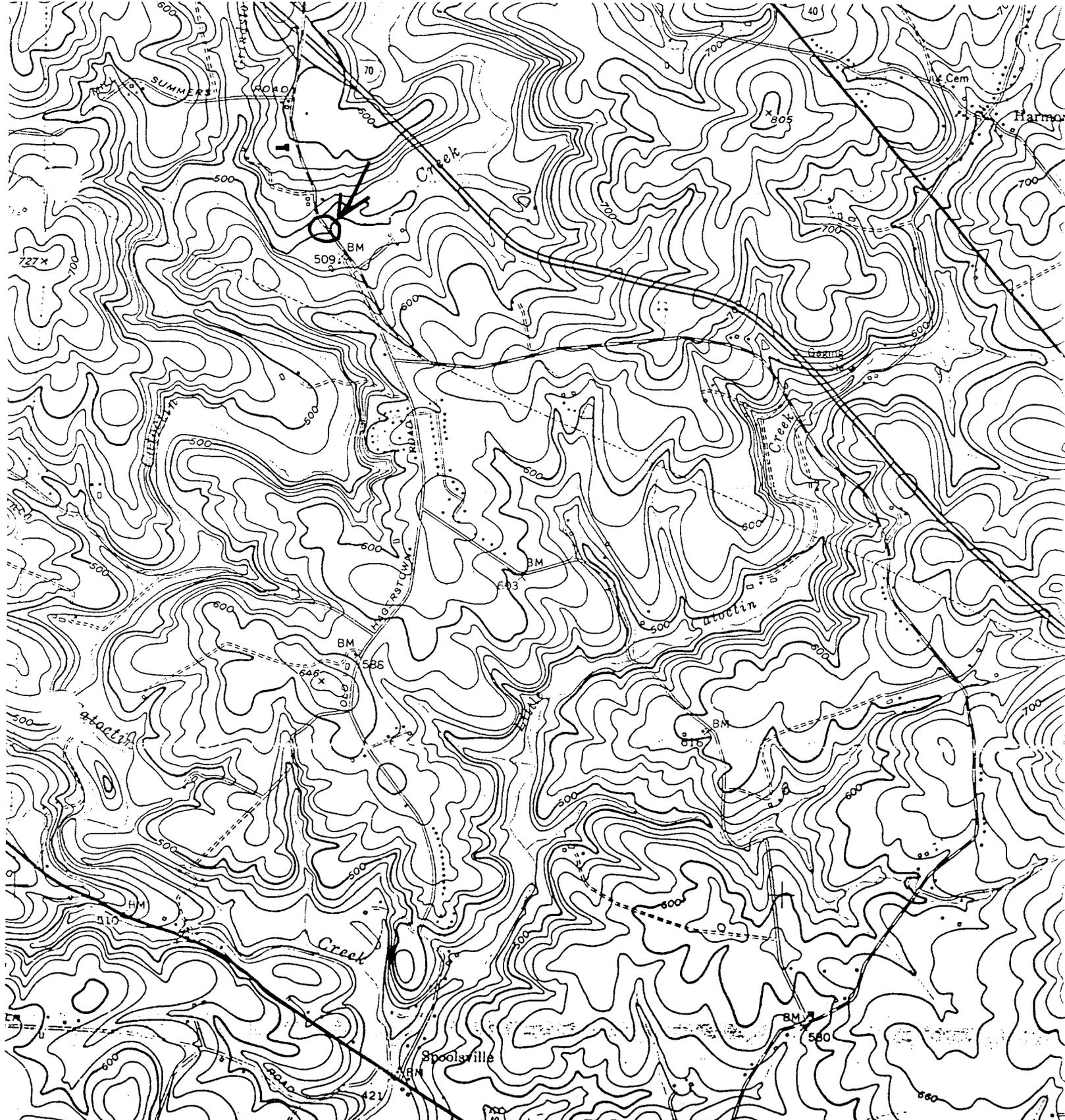
Applicable Exception: A B C D E F G

Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Catoctin Creek Bridge on Maryland Route 17 is a good example of the Classical Revival aesthetics which dominated early 20th century bridge design in Maryland. Virtually identical in design to the Catoctin Creek Bridge on U.S. Route 40A (F-4-26) (Old National Pike) near Middletown, which was built the same year, the design of the bridge was economical, because it could be reproduced in any number of panels for spans of different lengths, and visually pleasing in its simple reference to stone bridges in the Classical Revival style. Several smaller, unmarked versions of this design are found on other stretches of Maryland Route 17 and U.S. 40A.

A good contrast with the Catoctin Creek Bridges on Md. 17 and U.S. 40A are the Frederick County-built steel truss bridges of about 10 years previous to the concrete bridges. The best nearby example is the Harmony Road Bridge No. 16-24 (F-4-40) over Little Catoctin Creek, a dated 1918 pony Pratt truss bridge, which exemplifies the persistence of the steel Pratt truss bridge due to its economy and flexible design, qualities which are repeated in the medium of steel-reinforced concrete by the State Roads Commission bridges only 10 years later.



F-4-41
Catoclin Creek Bridge/Md. 17
Frederick County
USGS Middletown, Md.
1:24000

A black and white photograph of a two-lane road curving to the right. The road has a double white line down the center and a white edge line on the right. Metal guardrails line both sides of the road. On the left, there are several bare trees. On the right, there is a utility pole, a field, and a building in the distance. A sign on the right side of the road provides weight restrictions. The sky is overcast. The rear of a car is visible in the bottom right corner.

RESTRICTED WEIGHT
SINGLE UNIT
12000 LBS GVW
COMBINATION UNIT
16000 LBS GCW

Inventory # F-4-41

Name 10176-MD17 OVER CATOCTIN CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH SOUTH

Number 1 of 35 4



Inventory # F-4-41

Name 10176-MD17 OVER CATOCTIN CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING EAST

Number 2 of 38 4



RECOMMENDED SPEED
SINGLE UNIT
TRUCKS 40 MPH
COMBINATION UNIT
40 MPH LTR 50 MPH

Inventory # F4-41

Name 10M6 - M017 OVER CATOCTIN CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH NORTH

Number 3 of 357



Inventory # F-4-41

Name 10176-MD17 OVER CATOCTIN CREEK

County/State FREDERICK COUNTY MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING WEST
EAST

Number 4 of 354



1. 1. 1.

2. 2. 2.

3. 3. 3.

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5. 5. 5.

6. 6. 6.

7. 7. 7.

8. 8. 8.



F 4-20

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Erbae - Count

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11/11/20

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200-20-2000: 11/11/20. 1000's 1000

2/3



5.1

2000-2001 1000 H₂O

2000-2001 1000 H₂O