

Maryland Historical Trust

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

Name: 10033/US40 over Branch of Little Catectin 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"/>	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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**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  
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   Mechanicsburg, PA 17055





Inventory # F-4-102

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

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative ~~SEA~~

Description APPROACH WEST

Number 1 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 ~~SATA~~

Description ELEVATION LOOKING SOUTH

Number 3 of 36



Inventory # F-4702

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 SITA

Description ELEVATION LOOKING NORTH

Number 4 of 36



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
[X] Rural Agrarian Intensification A.D. 1680-1815
[X] Agricultural-Industrial Transition A.D. 1815-1870
[X] Industrial/Urban Dominance A.D. 1870-1930
[X] Modern Period A.D. 1930-Present
Unknown Period ( \_\_\_ prehistoric \_\_\_ historic)

III. Prehistoric Period Themes:

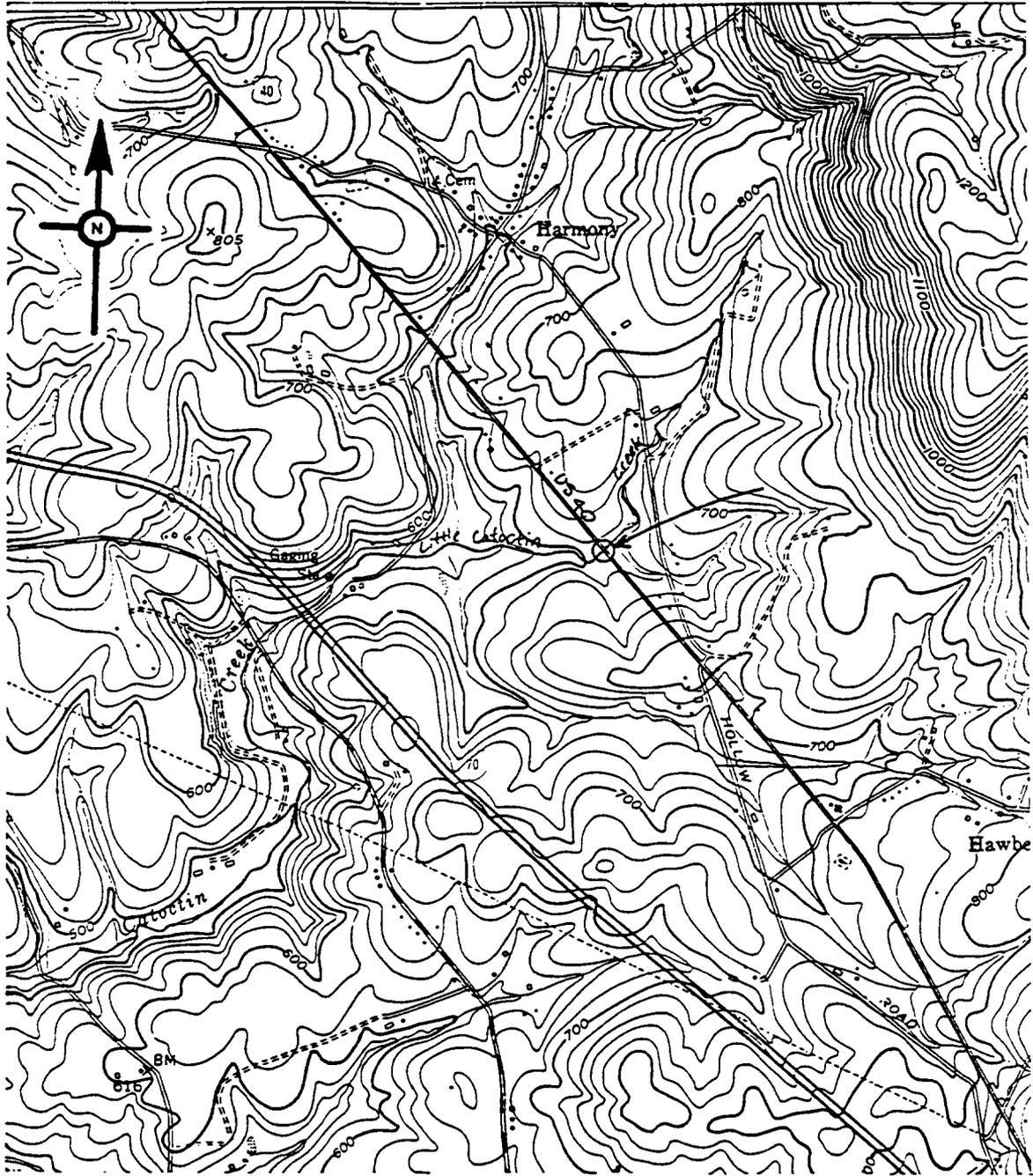
- Subsistence
Settlement
Political
Demographic
Religion
Technology
Environmental Adaptation

IV. Historic Period Themes:

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

