

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-4-103

Name: 10068/MD17 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 <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>

DESCRIPTION

Describe the Setting:

Bridge #10068 carries MD 17 over Middle Creek in Frederick County. The bridge is located at the intersection of MD 17 and Middlepoint Road, near the eastern border of Maryland's Appalachian physiographic region. Route 17 runs in a generally north-northwest direction in this area. Middle Creek is oriented in a north-south direction and drains into Catoctin Creek. The area is rural-residential in nature.

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

Bridge #10068 carries two lanes of traffic over Middle Creek. The bridge is a single-span concrete girder bridge with a total length of 24'-0" and a clear roadway width of 27'. The structure consists of horizontally grooved concrete abutments and wingwalls and open, balustrade-style concrete parapets. Modern metal guardrails flank both approaches and are attached to the ends of the parapets but do not extend along the inside faces of the parapets.

A 1984 inspection report noted that this bridge was in an advanced state of deterioration.

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:

According to available documentary evidence, Bridge #10068 has not received any major alterations since its construction.

HISTORY

When Built: 1932

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Roads Commission, contract #F 190

Who Designed: Matches 1932 standard plans for concrete girder bridges

Why Altered: N/A

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 #10068 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.

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

MHT NO. F-4-103

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

Yes, this bridge retains 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. A search of State Highway Administration Records and State Roads Commission Reports has not indicated that any major alterations to the bridge have occurred.

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.

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.

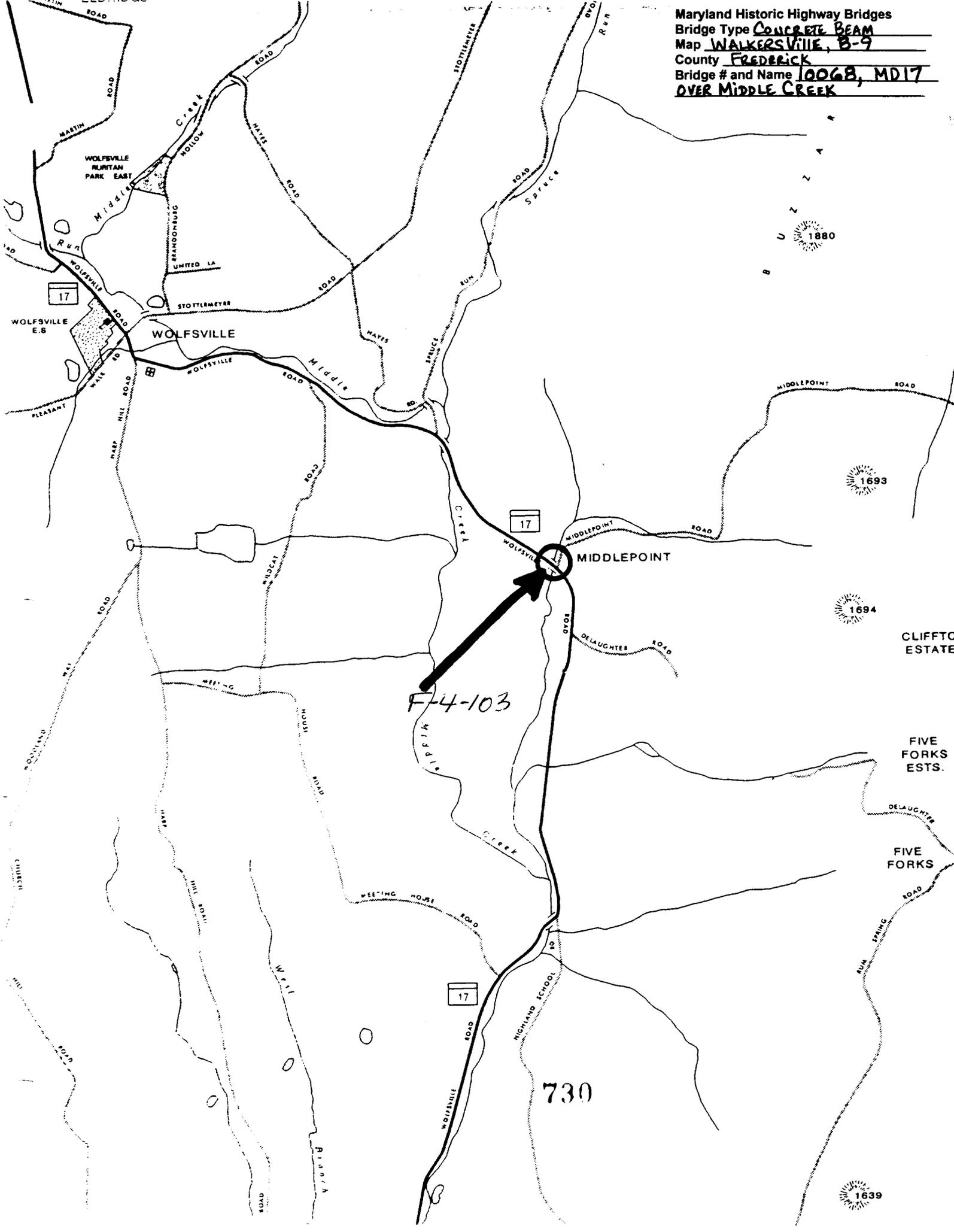
State Roads Commission of Maryland
1958 *A History of Road Building in Maryland.* Baltimore.

SURVEYOR INFORMATION

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Date: 13 May 1996
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Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map WALKERSVILLE, B-9
County FREDERICK
Bridge # and Name 10068, MD17
OVER MIDDLE CREEK



F-4-103

730



Inventory # F-4-103

Name 10068-MDM OVER MIDDLE CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING WEST

Number 1 32 of 364



Inventory # F-4-103

Name 10068-MD17 OVER MIDDLE CREEK

County/State FREDERICK COUNTY MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH NORTH

Number 2 of 35 ~~4~~



Inventory # F-4-103

Name 100.8 - MD 17 OVER MIDDLE CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH SOUTH

Number 3 of 35 ⁴



Inventory # F-4-103

Name 10068-MOM OVER MIDDLE CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING EAST

Number 4 of 35 4