Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-6-107

Name: 10007/MD 806A over Hunting 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 ___X___ Eligibility Not Recommended _____

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 PROPERTIES **MHT NO. F-6-107**
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

NAME AND SHA NO.: 10007

LOCATION
Road Name and Number: MD 806/over Hunting Creek
City/Town: Catoctin Furnace X vicinity
County: Frederick

Ownership: X State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: X yes _ no
X NR listed district _ NR determined eligible district
__ locally designated _ other
Name of District Catoctin Furnace National Register Historic 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 __ Retractile __ 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 #10007 carries MD 806 over a branch of Hunting Creek near the border between Maryland's Piedmont and Appalachian physiographic regions. MD 806 runs in a north and south direction at this location, and this portion of Hunting Creek is oriented in an east-west direction. The bridge is adjacent to Cunningham Falls State Park. The surrounding area is wooded and residential.

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

Bridge #10007 is a single-span T-beam concrete girder bridge carrying two lanes of traffic over this branch of Hunting Creek. With a span length of 30-0', a total length of 30'-0", and a clear roadway width of 24', the structure consists of concrete girders, a concrete floor, plain concrete abutments and wing walls, and incised solid concrete parapets. Guardrails line both approaches to the bridge and are attached to the ends of the parapets but do not extend along the inside surface of the parapets.

The earliest inspection report dating to 1931 notes that the bridge was in good condition. By 1958, reports indicated that the concrete girders were beginning to deteriorate and expose reinforcing steel. The 1970 report notes undermining of the abutments as well as cracks in one abutment and wingwall. By 1978, light scour had developed on the foundations, and the concrete beams had begun to spall further and expose their reinforcing steel. Inspectors that year also noted that the drainage devices were filled with silt and leaves, and the vegetation on the wingwalls needed to be controlled. The 1980 inspection report also cited cracked abutments and wingwalls as well as spalled beams with rusted and exposed rebar.

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:

The 1988 inspection report indicated that the bridge showed evidence of extensive gunite repair. Later inspection reports record that the girders were covered with pneumatically applied concrete.

HISTORY

When Built: 1927
Why Built: Statewide road improvement programs and local transportation needs
Who Built: Maryland State Roads Commission, contract #F108
Who Designed: Unknown
Why Altered: While inspection reports indicate routine maintenance repairs to deteriorated sections of the current bridge, no evidence of major alterations can be located.
Was this bridge built as part of an organized bridge building campaign?:
No

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

X 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 #10007 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?

Bridge #10007 may contribute to the Catoctin Furnace Historic District which it borders.

Is the bridge a significant example of its type?

No, this bridge is not a significant example of its type. Several of the character-defining elements exist in a somewhat deteriorated state.

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

No, this bridge does not retain 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. The bridge has undergone extensive gunite repairs throughout. The girders have also been repaired with pneumatically applied concrete.

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?

Yes. Further study should indicate whether this bridge contributes to the Catoctin Furnace Historic District.

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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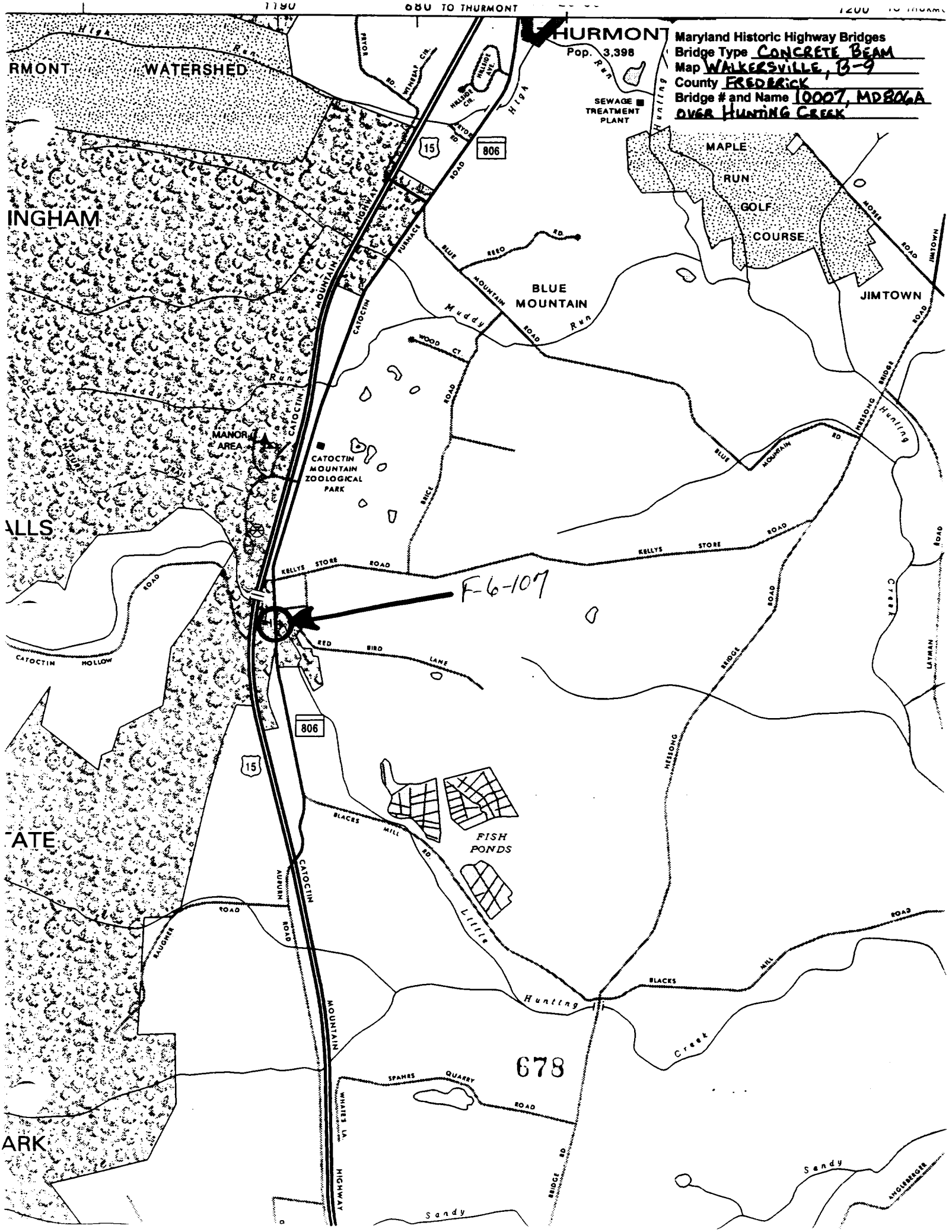
Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map WALKERSVILLE, B-9
County FREDERICK
Bridge # and Name 10007, MD806A OVER HUNTING CREEK



Inventory # F-6-107

Name 10007-MD806A OVER LITTLE HUNTING CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative ~~SHA~~

Description APPROACH SOUTH

Number ~~9~~ 1 of ~~35~~ 4

Inventory # F-6-107

Name 0007- MD806A OVER LITTLE HUNTING CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative ~~SHA~~

Description ELEVATION LOOKING WEST

Number ~~10~~ 2 of ~~35~~ 4

Inventory # F-6-107

Name 10007-MD806A OVER LITTLE HUNTING CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative ~~SHA~~

Description APPROACH NORTH

Number ~~11~~ 3 of ~~35~~ 4

Inventory # F-6-107

Name 10007-MD806A OVER LITTLE HUNTING CREEK
County/State FREDERICK COUNTY/MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative ~~SHA~~

Description ELEVATION LOOKING EAST

Number ~~12~~ 4 of ~~35~~ 4