Maryland Historical Trust

Maryland Inventory of Historic Properties number: E-6-111

Name: 10062/ MD 140 over Flat Run.

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-6-111**
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

NAME AND SHA NO.: 10062

LOCATION

Road Name and Number: MD 140 over Flat Run
City/Town: Emmitsburg _ vicinity
County: Frederick

Ownership: X State _ County _ Municipal _ Other

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

Is bridge located within 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 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 #10062 carries MD140 over Flat Run in Emmitsburg, Frederick County. Emmitsburg falls on the border between Maryland's Appalachian and Piedmont physiographic regions. MD 140 becomes Main Street within the borders of Emmitsburg and generally runs in an east-west direction. Flat Run is oriented in a north-south direction in this area and drains into Toms Creek. The bridge is located approximately one-half mile south of the junction of MD 140 and US 15.

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

Bridge #10062 carries two lanes of traffic over Flat Run. The bridge consists of two 24'-long spans and features a clear roadway width of 40' and a total length of 52'. The structure consists of five concrete girders, horizontally grooved concrete abutments, pier, and wing walls, and open, balustrade-style concrete parapets. Modern metal guardrails flank both approaches but do not extend along the inner face of the parapets. Approaches are bordered by wide asphalt shoulders.

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. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

Inspection reports from 1932 note that the bridge was widened in that year. An undated drawing on file at the State Highway Administration notes that the bridge was widened to extend the existing 24' clear roadway width to 40' and to raise the existing grade. Approach guardrails have been attached to parapets.

HISTORY

When Built: 1932 (date of widening; the original bridge may have been built *circa* 1910)
Why Built: Statewide road improvement programs and local transportation needs
Who Built: State Roads Commission, contract #F 191-3
Who Designed: Unknown, most likely built to standard state specifications
Why Altered: The bridge was altered to widen the clear roadway and to raise the existing grade.
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 #10062 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, this bridge is not a significant example of its type. Although the earliest parts of this bridge may have been built as early as circa 1910, the bridge was altered by widening in 1932.

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 been widened, thereby significantly altering its character-defining elements.

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 structure 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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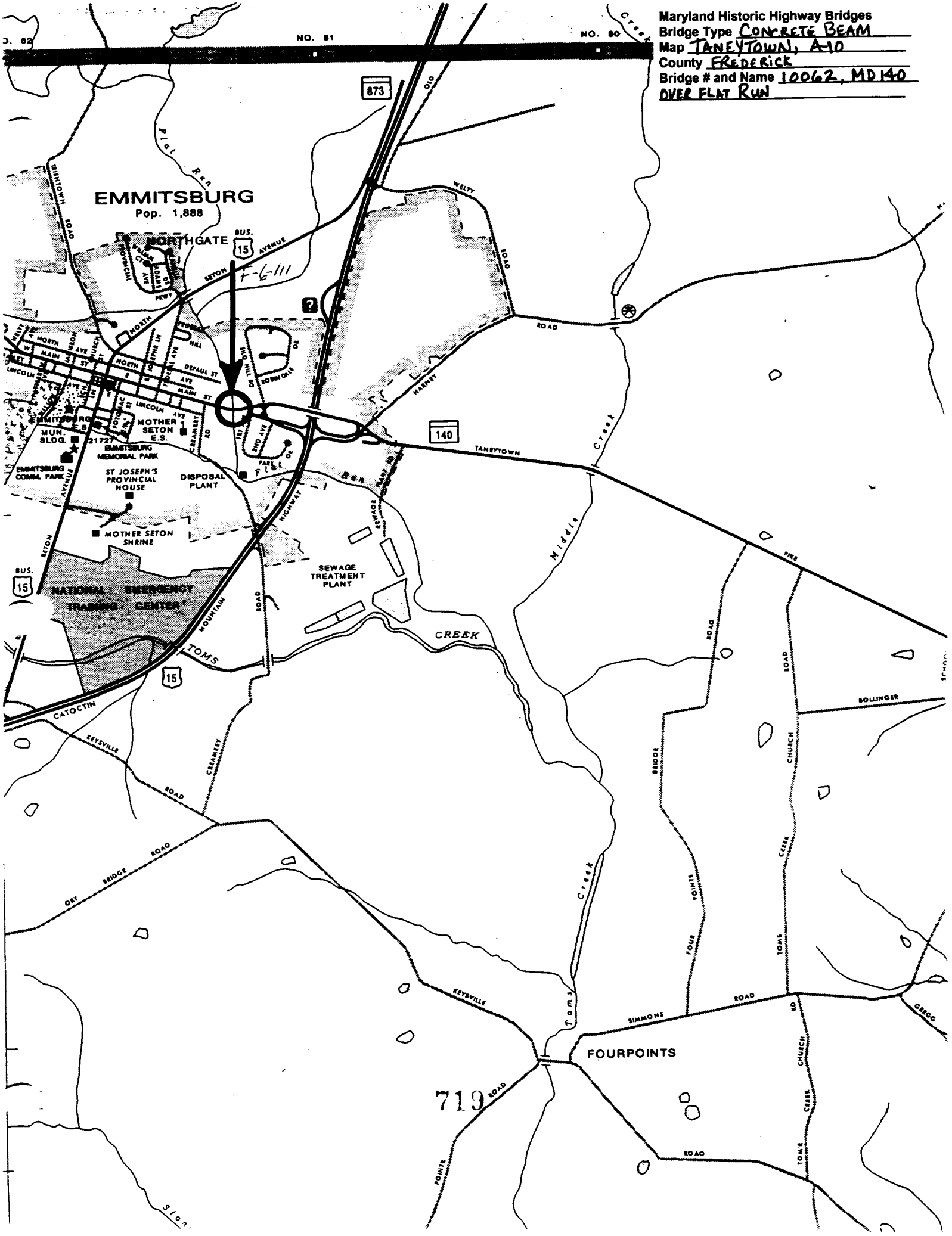
Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map TANEYTOWN, A-10
County FREDERICK
Bridge # and Name 10062, MD 140 OVER FLAT RUN



JCT
15

Inventory # F-6-111

Name 10062-MD 140 OVER FLAT RUN

County/State FREDERICK COUNTY/ MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH EAST

Number ~~28~~ 4 of ~~36~~ 4

Inventory # F-6-111

Name 10062 - MD 140 OVER FLAT RUN

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH WEST

Number 2 ~~29~~ of 36 4

Inventory # F-6-111

Name 10062-MD 140 OVER FLAT RUN

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING NORTH

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

Inventory # F-6-111

Name 0062-MD140 OVER FLAT RUN
County/State FREDERICK COUNTY/MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING SOUTH

4

Number ~~31~~ of 36 4