

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-8-137  
Name: F-1905/ Unionville Rd over Webber 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 _____
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-8-137

NAME AND SHA NO.: F-1905

LOCATION

Road Name and Number: Unionville Road over Weldon Creek

City/Town: Libertytown X vicinity

County: Frederick

Ownership: \_ State X 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 \_ Retractable \_ 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 F-1905 carries Unionville Road (MD 440) over Weldon Creek in eastern Frederick County. Unionville Road runs east and west, while Weldon Creek flows north to south. Located in the Piedmont physiographic province, a region characterized by variegated topography created by rivers and streams cutting through the valley, the bridge is surrounded by wooded land, open fields, and farm complexes to the west.

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

Bridge F-1950, a single-span concrete beam structure, has a clear span length of 32' and a total bridge length of 33'. The 24' wide roadway carries two lanes of traffic. The 3' high solid concrete parapets with alternating rectangular and square panels, and the concrete slab are integrated with the girders. Steel W-beam guardrails run along the approach roadway but are not attached to the ends of the parapets. The substructure consists of concrete abutments and 15' concrete wing walls at the northeast, northwest, and southwest corners; the southeast wing wall measures 17'.

Recent inspection reports indicate that both of the exterior beams display some spalling and exposed rusted rebar. The parapets and wing walls also exhibit cracking. The southwest wing wall shows a full-width diagonal crack.

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, this bridge has not undergone any major alterations.

**HISTORY**

**When Built:** 1929

**Why Built:** Statewide road improvement programs and local transportation needs.

**Who Built:** Unknown

**Who Designed:** Unknown

**Why Altered:** N/A

**Was this bridge built as part of an organized bridge building campaign?:** No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

**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?**

The improvement of Frederick County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

**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, the construction of this bridge did not play an active role in the growth or development of this portion of Frederick County.

**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, this bridge is not located within an area which is eligible for historic district designation.

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**MHT NO. F-8-137**

**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, girders, 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?**

No, this bridge should not receive further study.

**BIBLIOGRAPHY**

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Johnson, A.N.

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

1994      *Historic Bridges in Maryland: Historic Context Report.* Prepared for Maryland State  
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State Roads Commission of Maryland

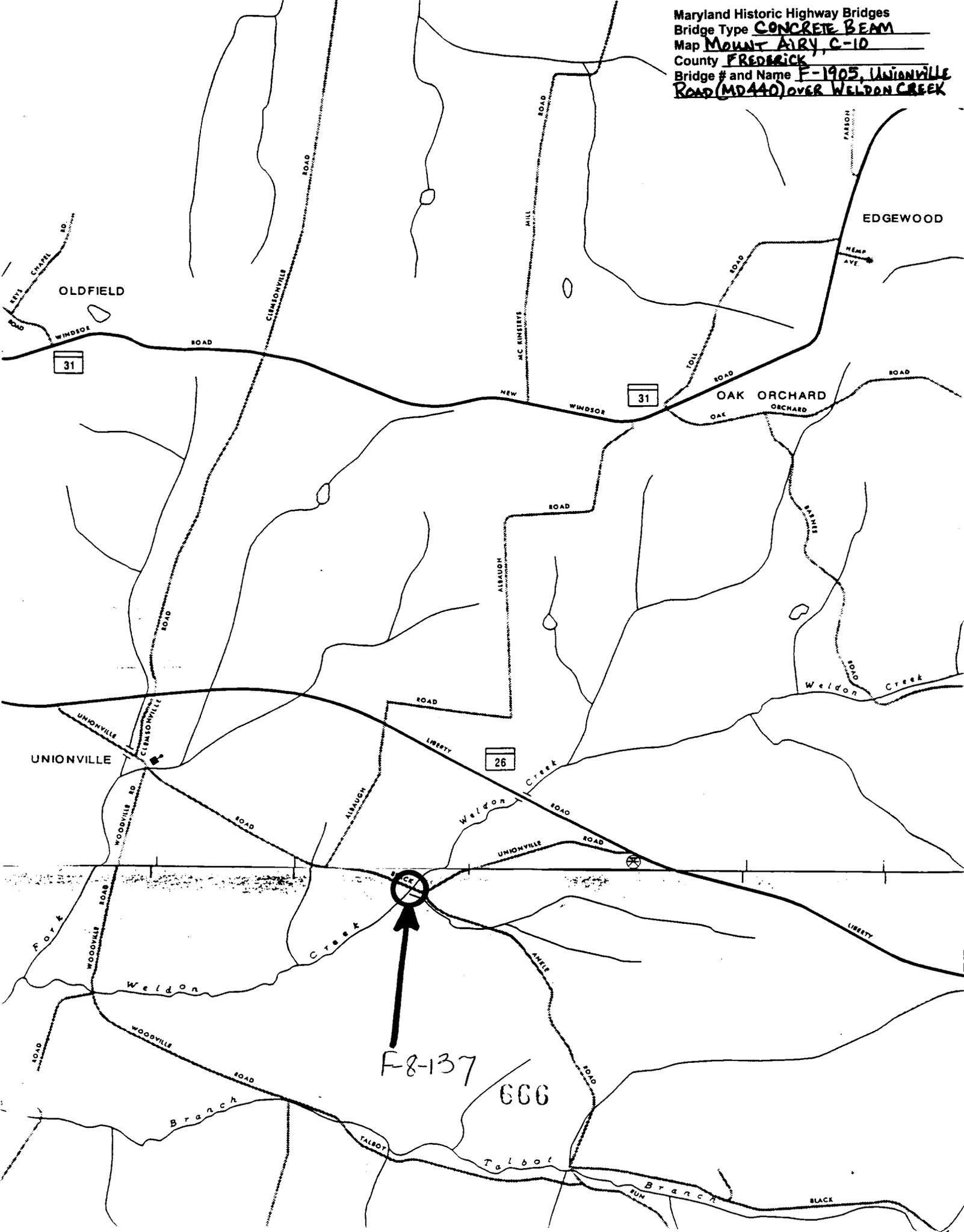
1930      *Reports of the State Roads Commission of Maryland for the Years 1927, 1928, 1929,  
and 1930.* State of Maryland, State Roads Commission, Baltimore.

**SURVEYOR INFORMATION**

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                                     Mechanicsburg, PA 17055

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Maryland Historic Highway Bridges  
Bridge Type CONCRETE BEAM  
Map MOUNT AIRY, C-10  
County FREDERICK  
Bridge # and Name F-1905, UNIONVILLE ROAD (MD440) OVER WELDON CREEK





Inventory # F-8-137

Name F1405 - UNIONVILLE RD OVER WELDON CREEK

County/State FREDERICK / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative ~~SAA~~ MDSHPD

Description APPROACH LOOKING WEST

Number 1 of 36 A



Inventory # F-8-137

Name F1905-UNIONVILLE RD OVER WELDON CREEK

County/State FREDERICK / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative ~~SIA~~ MESH PD

Description ELEVATION LOOKING NORTH

Number 2 of 4  
X of 36



Inventory # F-8-137

Name F905 - UNIONVILLE RD OVER WELDON CREEK

County/State FREDERICK / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA MD JHPD

Description APPROACH LOOKING EAST

Number 3 of 4



Inventory # F-8-137

Name F1905 - UMONVILLE RD OVER WELDON CREEK

County/State FREDERICK / MD

Name of Photographer FRANK JULIANO

Date 2 / 95

Location of Negative STAR MD STIP 0

Description ELEVATION LOOKING SOUTH

Number 4 of 4