Maryland Historical Trust

Maryland Inventory of Historic Properties Number: WA-II-1125

Name: MD 845 OVER LITTLE ANTIETAM 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 bridged received the following determination of eligibly.

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
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number WA-II-1125

SHA Bridge No. 21004 **Name:** MD 845 A over Little Antietam Creek (Little Antietam Creek Bridge)

Location:
Street/Road Name and Number: MD 845 A (Main Street)

City/Town: Keedysville **Vicinity** _____

County: Washington

Ownership: X State__County_Municipal__Other

This bridge projects over: __Road__Railway X Water__Land

Is the bridge located within a 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

_Metal Truss

_Movable 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
X Concrete Arch _Concrete Slab_Concrete Beam
_Rigid Frame

_Other Type Name _____

Describe Setting:

Bridge 21004 carries MD 845 over the Little Antietam Creek in Washington County. MD 845 runs east-west over a northern flowing Little Antietam Creek. The bridge is in an area that is heavily developed. The bridge is surrounded on both sides with late-nineteenth and early-twentieth century housing.

Describe Superstructure and Substructure:

Bridge 21004 is a single span filled concrete arch. The length of the bridge is 50 feet and it has a clear span of equal length. The bridge has a rise of 9 feet from springline to the crown. The spandrel walls are approximately 14 feet high and 6 feet wide. The wingwalls are approximately 14 feet high and 6 feet wide. The arch has a 1-inch incised molding around the intrados. There is a clear roadway width of 24 feet, with an overall width of 36 feet 4 inches. In addition the bridge has concrete cantilevers attached to both sides of the bridge supporting 4-foot 10-inch sidewalks. The sidewalks have several large 4 feet by 4 feet areas of moderate to severe scaling and deterioration of concrete exposing aggregate in both sidewalks. The riding surface has several patched areas with sealed cracks along the entire roadway. According to a 1997 inspection report, the bridge is in good condition with a sufficiency rating of 90.3.

The parapets are original. The builders used an open parapet design. The reinforced concrete railing consists of vertical posts securely fastened by dowels to the structure, horizontal rails, and solid panels that fill the space between posts and the railings. The posts and rails were built in place. The open parapet design is a variation of the solid panel railing. The panels are provided with openings and solid panels separate the expansion joints. The parapets are 50 feet across on both the eastern and western sides of the bridge. The parapets have light scaling over the entire balustrade section. Several sections have small and medium areas of spalling with rusted reinforcement bars exposed. There is a slight misalignment of the balustrade cap. A few fine vertical cracks have light efflorescence.

Discuss Major Alterations:

There have been no alterations to this bridge except for moderate patching along the entire bridge.

When Built: 1927
Why Built: Unknown
Who Built: State Roads Commission
Who Designed: State Roads Commission
Why Altered: N/A
Was this bridge built as part of an organized bridge building campaign? No, this bridge was not built during an organized bridge building campaign.

Surveyor Analysis:

This bridge may have NR significance for association with:
_X_A Events **_Person**
_X_C Engineering/Architectural

This bridge was determined eligible by the Interagency Review Committee in February, 1996.

Was this bridge constructed in response to significant events in Maryland or local history?

The bridge was built using funds from the "*Special Bridge Fund*". This fund allowed the state to issue bonds for the purpose of constructing new bridges where needed. The proceeds of the bond issue were credited to the accounts of the State Roads Commission, with 80% going directly to Commission sponsored projects and 20% going to the City of Baltimore. This bridge was built to improve a connector road between the county seat and the surrounding county.

WA-II-1125

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?

Files do not remain to detail the replacement of the pre-existing bridge. Therefore we do not know the condition of the access to Keedysville prior to this bridge. However, it is known that the construction of this bridge provided a better connector route between Keedysville and the rest of the county.

Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

Yes, this bridge is located in an area which appears to be eligible for historic designation. Although is does not appear that Keedysville is an identified historic district, this bridge is located in an area which may be a district and could be a contributing element.

Is the bridge a significant example of its type?

Yes, this bridge is a significant example of the State Roads Commission's efforts from 1910 until 1945 to eliminate dangerous geometric alignments. The development of standardized plans helped to facilitate this process.

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 some repairs were made to the wingwalls, the barrel, the spandrel walls, the parapets, and the abutments, all are original and have only moderate deterioration.

Is this bridge a significant example of the work of the manufacturer, designer and/or engineer?

Yes, this bridge is a significant example of the work of the State Roads Commission in the 1920s.

Should this bridge be given further study before significance analysis is made and why?

No this bridge should not be given further study.

Bibliography:

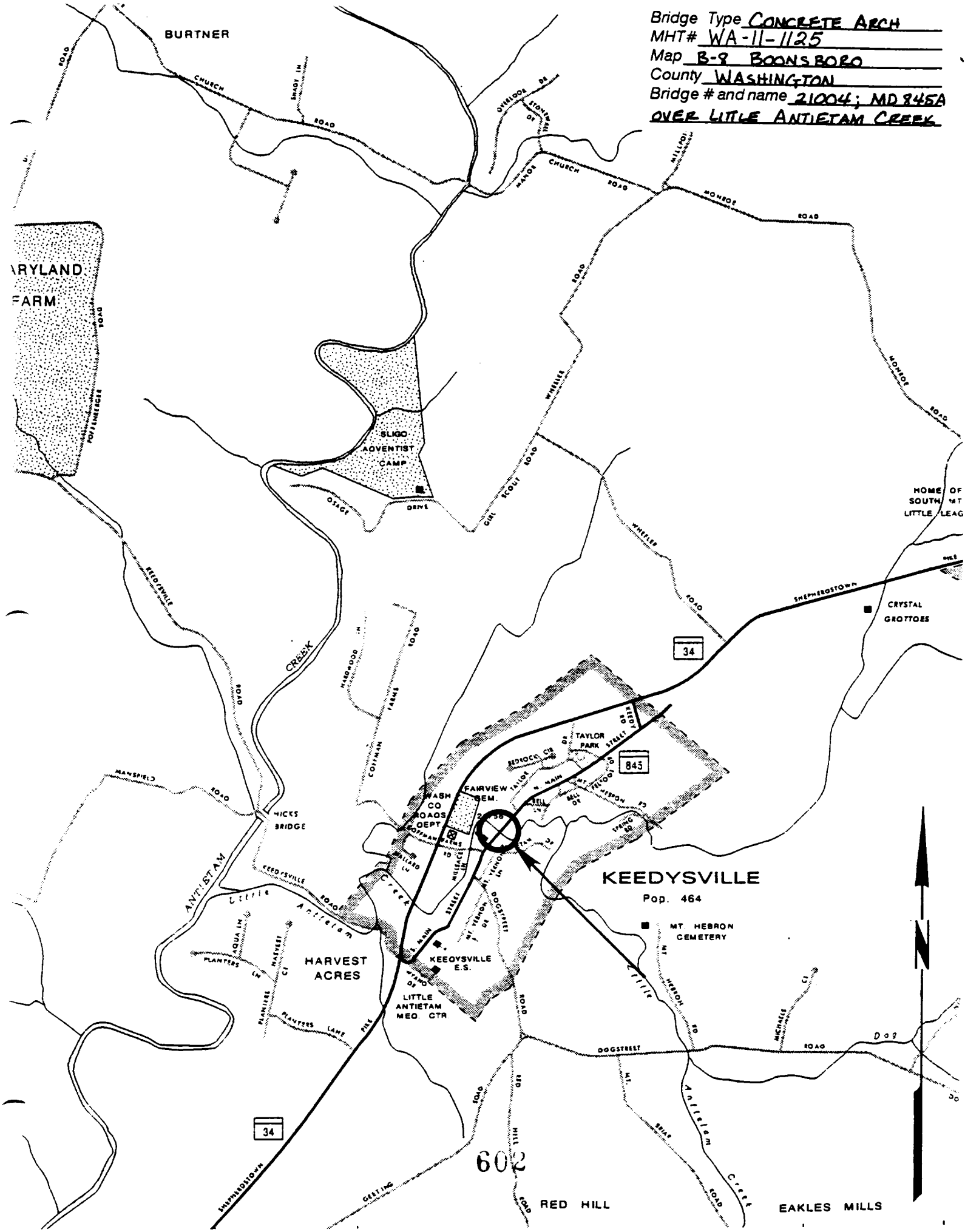
County inspection/bridge files _____ **SHA inspection/bridge files** ___X___
Other (list):

Surveyor:

Name: Stacie Y. Webb **Date:** September 1995
Organization: State Highway Admin. **Telephone:** (410) 545-8559
Address: 707 N. Calvert Street, Baltimore, Maryland

Edited by P.A.C. Spero & Company, December 1997

Bridge Type CONCRETE ARCH
MHT# WA-II-1125
Map B-8 BOONSBORO
County WASHINGTON
Bridge # and name 21004; MD 845A
OVER LITTLE ANTIETAM CREEK



602

WA-II-1125

BR # 10210041 0

OVER LITTLE ANTIETAM CREEK

WASHINGTON CO, MD.

DAVID KING

2/23/95

S. H. A.

NORTHEAST APPROACH

1 OF 5

WA-II-1125 BR # 102100910

OVER LITTLE ANTIETAM CREEK

WASHINGTON CO., MD.

DAVID KING

2/23/95

S. H. A.

NORTHWEST ELEVATION (DOWNSTREAM)

2 OF 5

WA-II-1125

BR # 10210041 0

OVER LITTLE ANTIETAM CREEK

WASHINGTON CO., MD.

DAVID KING

2/23/95

S. H. A.

SOUTHEAST ELEVATION (UPSTREAM)

3 OF 5

WA-II-1125 BR #10210041D

OVER LITTLE ANTIETAM CREEK

WASHINGTON CO., MD.

DAVID KING

2/23/95

S.H.A.

SOUTHWEST APPROACH

4 OF 5

LITTLE ANTIETAM CREEK BRIDGE
BUILT — 1927
STATE ROADS COMMISSION
JOHN N. MACKALL — CHAIRMAN & CHIEF ENGR.
BENNETT DARNALL
W. W. BROWN
L. STEWART — SECRETARY
W. S. HOPKINS — BRIDGE ENGINEER

WA-II-1125

BR #102100410

OVER LITTLE ANTIETAM CREEK

WASHINGTON CO., MD.

DAVID KING

2/23/95

S. H. A

PLAQUE

5 OF 5