

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: ~~WA-I-742~~ WA-I-843

Name: MD 64 OVER 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 <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>
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 Number ~~WA-I-742~~ WA-I-843

SHA Bridge No. 21028 Name: MD 64 over Antietam Creek (Antietam Creek Bridge)

Location:

Street/Road Name and Number: MD 64 (Jefferson Boulevard)

City/Town: Hagerstown Vicinity X

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 Retractable 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 21028 carries MD 64 over Antietam Creek in Washington County. MD 64 runs east-west over the northern flowing Antietam Creek. The area immediately adjacent to the bridge has moderate to light residential development. The housing ranges from nineteenth-century I-houses to modern brick homes.

Describe Superstructure and Substructure:

Bridge 21028 is a double-span filled spandrel concrete arch bridge. The length of the bridge is 108 feet. The spans are each 50 feet long. The spandrel wall has a 1-inch cove molding around the intrados. The spandrel walls are approximately 19 feet high and 23 feet wide. The bridge has a rise of approximately 15 feet from springline to the crown. The abutments are 19 feet tall and 30 feet wide at the base. There is a clear roadway width of 30 feet, with an overall length of 34 feet. The bridge has a single concrete pier. The parapets are original. The builders used an open parapet design which 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. According to a 1996 inspection report, the bridge is in good condition with a sufficiency rating of 71.9.

The piers are approximately 60 feet long and 12 feet wide. The exterior face of the pier is 8 feet wide. The exterior of the pier has a pilaster that is 20 feet high and extends from the face of the bridge by 1.5 feet. The abutments are concrete and are approximately 60 feet wide and 15 feet high. Each abutment has 2 wingwalls. The eastern walls are 38 feet wide while the western walls are 45 feet wide.

Discuss Major Alterations:

There have been no major alterations to this structure.

When Built: 1934

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?

Yes, this bridge was built as part of the relocation and widening of US 40 between Frederick and Hagerstown.

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events Person

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?

Several factors including the increase in vehicle registration, mechanical improvements to the vehicle itself, and an increase in mileage traveled put a tremendous strain on the existing road systems. This was particularly true of the mechanical improvements; each year cars were built which were capable of higher speeds and trucks were being built capable of higher loads. To meet the requirements of this increased traffic and providing for future increase, a new arterial system was planned.

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?

There is no evidence that suggests this bridge had a significant impact on the growth and development of the area.

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?

Although the bridge is located just east of Hagerstown, it is not inside an historic district. However, if the historic district were extended this structure would be considered a contributing element.

Is the bridge a significant example of its type?

Yes this bridge is a significant example of a double span concrete arch built during the 1910-1940 key period of significance. During this period reinforced concrete structures were characterized by increasing standardization of small slab, beam, frame, and culvert spans. Special subtypes of reinforced concrete bridges, such as the Luten arch, open spandrel ribbed arch, the rigid frame bridge and concrete girders were introduced and built as grade crossing elimination structures. In addition, this bridge is a good example of the state's effort to match the surrounding landscape with its design standards.

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 pier, the spandrel walls, the parapets, and the abutments, all are original and have only moderate deterioration.

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

Yes, this bridge is a significant example of a double span concrete arch built during the 1910-1940 key period of significance. This bridge is a good example of the State Roads Commission's efforts to match the surrounding landscape with its design standards.

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:

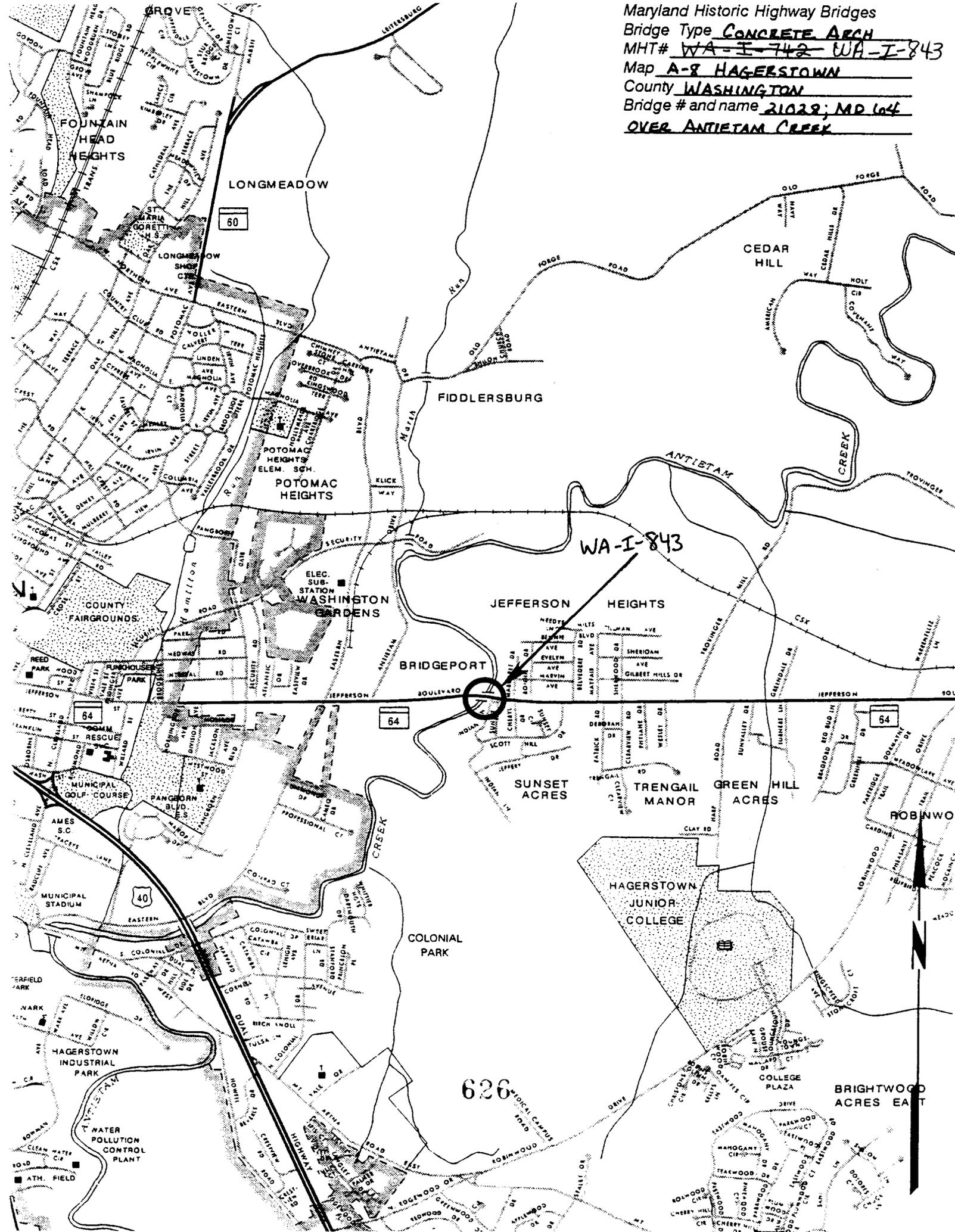
Name: Stacie Y. Webb **Date:** September 1995

Organization: State Highway Admin. **Telephone:** (410) 545-8559

Address: 707 N. Calvert Street, Baltimore, Maryland

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

Maryland Historic Highway Bridges
 Bridge Type CONCRETE ARCH
 MHT# WA-I-742 WA-I-843
 Map A-8 HAGERSTOWN
 County WASHINGTON
 Bridge # and name 21022; MD 64
OVER ANTIETAM CREEK





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BR # 200510

ANTIETAM CREEK BRIDGE

BUILT — 1934

STATE ROADS COMMISSION

G. CLINTON UHL — CHAIRMAN

E. BROOKE LEE. ROBERT LACY

H. D. WILLIAMS, JR. — CHIEF ENGINEER

W. C. HOPKINS — BRIDGE ENGINEER

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WASHINGTON (C. I. D.)

C. I. D. L. S. - 10/21/43

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S. H. H.

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TR# 20-510

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WASHINGTON 10/1/78

CHARLES ZILBER

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