

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: WA-V-211

Name: US 40 OVER CONOCOCHIEGUE 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 <input checked="" type="checkbox"/> X	Eligibility Not Recommended <input type="checkbox"/>
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 BRIDGES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION/  
MARYLAND HISTORICAL TRUST

MHT No. WA-V-211

SHA Bridge No. 21012 Bridge name US 40 over Conococheague Creek

**LOCATION:**

Street/Road name and number US 40 (National Pike)

City/town Wilson Vicinity X

County Washington

This bridge projects over: Road  Railway  Water  Land

Ownership: State  County  Municipal  Other

**HISTORIC STATUS:**

Is the bridge located within a designated historic district? Yes  No

National Register-listed district  National Register-determined-eligible district

Locally-designated district  Other

Name of district \_\_\_\_\_

**BRIDGE TYPE:**

Timber Bridge :

Beam Bridge  Truss -Covered  Trestle  Timber-And-Concrete

Stone Arch Bridge

Metal Truss Bridge

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

Concrete :

Concrete Arch  Concrete Slab  Concrete Beam  Rigid Frame

Other  Type Name \_\_\_\_\_

**DESCRIPTION:**

Setting: Urban \_\_\_\_\_ Small town  X  Rural \_\_\_\_\_

**Describe Setting:**

Bridge 21012 carries US 40 over Conococheague Creek in Washington County. US 40 runs east-west and Conococheague Creek flows south. The bridge is located in the vicinity of Wilson, and is surrounded by a closed stone arch bridge, woods, and open spaces.

**Describe Superstructure and Substructure:**

Bridge 21012 is a 3-span, 2-lane, open rib spandrel concrete arch bridge. The bridge was built in 1936. The structure is 370 feet long and has a clear roadway width of 44 feet; there are 2 sidewalks measuring 2 feet 7 inches wide. The out-to-out width is 53 feet 4 inches. The superstructure consists of 3 concrete arches that support a concrete deck and concrete parapets. The arches span 102 feet, 97 feet and 84 feet. The concrete deck has a bituminous wearing surface. The structure has pierced concrete parapets and the roadway approaches have guardrails. The substructure consists of 2 concrete abutments and 2 concrete piers. The bridge is not posted, and has a sufficiency rating of 67.9.

According to the 1996 inspection report, this structure was in satisfactory condition with minor deterioration. The asphalt wearing surface has a few small potholes and light to medium scaling. The concrete arch has open vertical cracks, with some rust stains and efflorescence. The piers are delaminated with spalls. The abutments have had steel sheeting added at both ends. Also, the concrete parapets have mediums scaling and open cracks.

**Discuss Major Alterations:**

This bridge has undergone no major alterations.

**HISTORY:**

WHEN was the bridge built:  1936   
This date is: Actual \_\_\_\_\_ X \_\_\_\_\_ Estimated \_\_\_\_\_  
Source of date: Plaque \_\_\_ Design plans  X  County bridge files/inspection form \_\_\_ Other (specify): \_\_\_

**WHY was the bridge built?**

This bridge was built as part of the relocation and widening of US 40 between Frederick and Cumberland in the mid-1930s. It replaced an earlier stone-arch bridge. Scenic US 40 was originally chartered in 1792 by Maryland as a turnpike from Frederick to Cumberland; it was a segment of the Baltimore-Cumberland Turnpike. The road, eventually known as the National Pike (as distinct from the National Road), was financed by various Maryland banks, and construction began in 1816. The road was completed to Cumberland by 1823. The turnpike ceased operations in 1889, when a storm wrecked bridges on the road, and the bridges were not rebuilt. The road had fallen into disrepair by the early-twentieth century, when the "Good Roads" Act of 1916 provided federal funding for road improvements. The National Pike was designated US 40 in the mid-1920s.

WHO was the designer? State Roads Commission  
WHO was the builder? State Roads Commission  
WHY was the bridge 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.

**SURVEYOR/HISTORIAN ANALYSIS:**

This bridge may have National Register significance for its association with:  
A - Events  X  B- Person \_\_\_\_\_  
C- Engineering/architectural character  X

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

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

The advent of modern concrete technology fostered a renaissance of arch bridge construction in the United States. Reinforced concrete allowed the arch bridge to be constructed with much more ease than ever before and maintained the load-bearing capabilities of the form. As the structural advantages of reinforced concrete became apparent, the heavy, filled barrel of the arch was lightened into ribs. Spandrel walls were opened, to give a lighter appearance and to decrease dead load. This enabled the concrete arch to become flatter and multi-centered, with longer spans possible. Designers were no longer limited to the semicircular or segmental arch form of the stone arch bridge. The versatility of reinforced concrete permitted development of a variety of economical bridges for use on roads crossing small streams and rivers.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads that moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of \$3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's. Most improvements to local roads waited until the years after World War I.

As the nation's automotive traffic increased in the early twentieth century, local road networks were consolidated, and state highway departments were formed to supervise the construction and improvement of state roads. With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction through the standardization of bridge designs.

The concept and practice of standardization was one of the most important developments in engineering of the twentieth century. In Maryland, as in the rest of the nation, the standardized concrete types became the predominant bridge types built. In the period 1911 to 1920 (the decade in which standardized plans were introduced), beams and slabs constituted 65 percent and arches 35 percent of the extant 29 bridges built in Maryland. In the following decade, 1921-1930, the beam (now the T-beam) and slab increased to 73 percent and the arch had declined to 27 percent of the 129 extant bridges; in the next decade (1931-1940), the beam and slab achieved 82 percent and arches had further declined, constituting only 18 percent of the total of extant bridges built on state-owned roads between 1931 and 1946.

Although beam and slab bridges became the utilitarian choice, it appears that the arch was selected when aesthetics as well as other site conditions were considered. The architectural treatment of extant arch bridges supports this assessment. Many of these bridges were multiple span structures with open spandrels or masonry facing. Another decorative feature of the concrete arch bridge was an open, balustrade-style parapet. Despite the popularity of ornamental arches and the increase in use of beam and slab bridges, examples of simpler, single and multiple span closed concrete arch bridges with solid parapets continued to be constructed throughout the early twentieth century.

**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 the construction of this bridge had a significant impact on the growth and development of this area. This bridge replaced an earlier stone-arch bridge.

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

The bridge is located in an area that does not appear to be eligible for historic designation.

Is the bridge a significant example of its type?

The bridge is a potentially significant example of a concrete arch bridge, possessing distinctive ornamentation and design.

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

The bridge retains the character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including pierced concrete parapets, arch ribs, spandrel columns and arch, abutments, wingwalls, and piers.

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

This bridge is a significant example of the work of the State Roads Commission in the 1930s.

Should the bridge be given further study before an evaluation of its significance is made?

No further study of this bridge is required to evaluate its significance.

**BIBLIOGRAPHY:**

County inspection/bridge files \_\_\_\_\_ SHA inspection/bridge files  X

Other (list):

Johnson, Arthur Newhall

1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland*. Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

P.A.C. Spero & Company and Louis Berger & Associates

1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

Tyrrell, H. Grattan

1909 *Concrete Bridges and Culverts for Both Railroads and Highways*. The Myron C. Clark Publishing Company, Chicago and New York.

**SURVEYOR:**

Date bridge recorded  December 1997

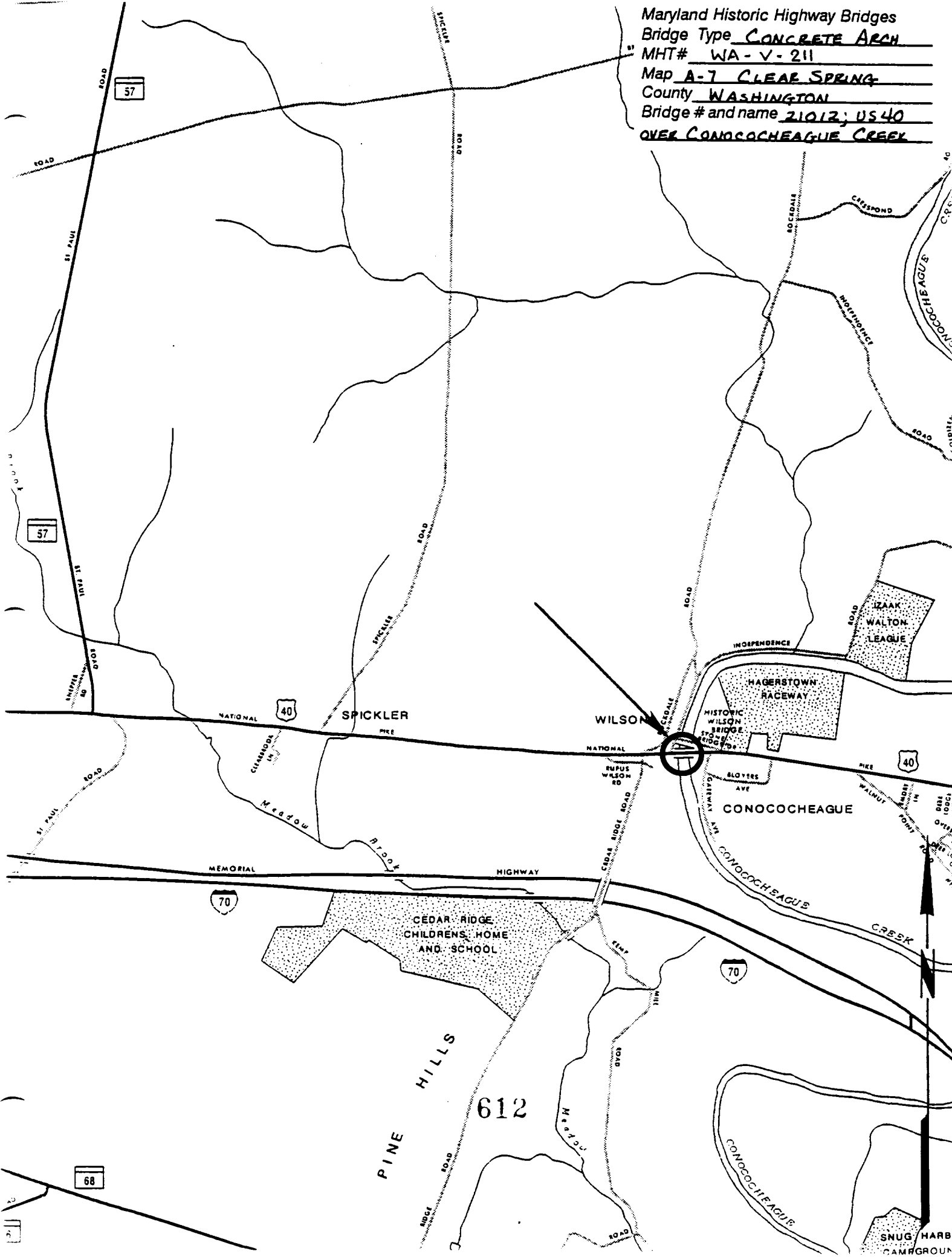
Name of surveyor  Wallace, Montgomery & Associates / P.A.C. Spero & Company

Organization/Address  P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204

Phone number  (410) 296-1635

FAX number  (410) 296-1670

Maryland Historic Highway Bridges  
Bridge Type CONCRETE ARCH  
MHT# WA-V-211  
Map A-7 CLEAR SPRING  
County WASHINGTON  
Bridge # and name 21012; US 40  
OVER CONOCOCHIEGUE CREEK





WA-V-211

BR# 2101210

OVER CONOCOHEAGUE CREEK

WASHINGTON CO., MD.

DAVID KING

2/22/95

S. H. A.

CLOSED BRIDGE TO NORTH

1 OF 0





WA-Y-211

BE# 2101210

OVER CONOCOHEAGUE CREEK

WASHINGTON CO., MD.

DAVID KING

2/22/95

S. H. A.

NORTH ELEVATION FROM CLOSED  
BRIDGE

2 OF 6



WA-V-211

BR # 2101210

OVER CONOCOCHIEAGUE CREEK

WASHINGTON CO., MD.

DAVID KING

2/22/95

S. H. A.

NORTH ELEVATION FROM

EASTERN SHORE

3 OF 6



UNIONVILLE  
CREEK

WA-V-211

BR# 2101210

OVER CONOCOHEAGUE CREEK

WASHINGTON CO., MD.

DAVID KING

2/22/95

S. H. A.

EAST APPROACH

4 OF 6



WA-V-211

BR # 2101210

OVER CONOCOHEAGUE CREEK

WASHINGTON CO., MD.

DAVID KING

2/22/95

S. H. A.

SOUTH ELEVATION

5 OF 6





CUMMINGS  
CREEK

WA-V-211

BR # 2101210

OVER CONOCOHEAGUE CREEK

WASHINGTON CO., MD.

DAVID KING

2/22/95

S. H. A

WEST APPROACH

6 OF 6

WA-V-211  
US 40 Bridge Over Conococheague Creek  
Wilson vicinity  
public (unrestricted)

1936

This bridge, which carries US 40 over the Cocococheague Creek near Wilson, Maryland, consists of three sets of arched ribs, with each set of ribs in turn composed of three ribs. The arches spring from the banks of the creek and from concrete piers set in the stream. They carry a series of concrete bents which are connected by an arcade and carry the roadbed above. The edges of the roadbed are cantilevered beyond the arched rib extensions of the bents. A concrete balustrade lines the roadway.

Erected in 1936, this structure was built according to the in-house specifications of the Maryland State Roads Commission, under Jonathan Smith, Chief Engineer. While technically outside the period of the Maryland Department of Transportation Survey (1935 and earlier bridges were examined), this structure is significant as an example in its structural category (i.e. concrete), for its size, its particular grace, and its aramatic setting. It is larger in number and size of spans than any which had been built the previous year. The US 40 bridge is one of 2 historic concrete bridges--part of Maryland's state road system in Washington County, and one of nine historic concrete bridges throughout the state road network--identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey produced during 1980-81.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

US 40 over Conococheague Creek Bridge

2 LOCATION

STREET & NUMBER

CITY, TOWN

CONGRESSIONAL DISTRICT

Wilson

\_\_\_ VICINITY OF

STATE

Maryland

COUNTY

Washington

3 CLASSIFICATION

CATEGORY

OWNERSHIP

STATUS

PRESENT USE

\_\_\_DISTRICT

PUBLIC

OCCUPIED

\_\_\_AGRICULTURE

\_\_\_MUSEUM

\_\_\_BUILDING(S)

\_\_\_PRIVATE

\_\_\_UNOCCUPIED

\_\_\_COMMERCIAL

\_\_\_PARK

STRUCTURE

\_\_\_BOTH

\_\_\_WORK IN PROGRESS

\_\_\_EDUCATIONAL

\_\_\_PRIVATE RESIDENCE

\_\_\_SITE

PUBLIC ACQUISITION

ACCESSIBLE

\_\_\_ENTERTAINMENT

\_\_\_RELIGIOUS

\_\_\_OBJECT

\_\_\_IN PROCESS

\_\_\_YES RESTRICTED

\_\_\_GOVERNMENT

\_\_\_SCIENTIFIC

\_\_\_BEING CONSIDERED

YES UNRESTRICTED

\_\_\_INDUSTRIAL

TRANSPORTATION

\_\_\_NO

\_\_\_MILITARY

\_\_\_OTHER

4 OWNER OF PROPERTY

NAME

State Highway Administration DOT Survey

Telephone #:

STREET & NUMBER

301 West Preston Street

CITY, TOWN

Baltimore

\_\_\_ VICINITY OF

STATE, zip code

Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE

REGISTRY OF DEEDS, ETC

Washington County Courthouse

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Hagerstown

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

\_\_\_FEDERAL \_\_\_STATE \_\_\_COUNTY \_\_\_LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

**7 DESCRIPTION**

WA-V-211

<b>CONDITION</b>		<b>CHECK ONE</b>	<b>CHECK ONE</b>
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED      DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

---

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Conococheague Creek Bridge carries US 40 over that creek in a generally E-W direction. It consists of three sets of arched ribs, each set consisting of three ribs, 53', 102', 97', 84' and 34' span from W to E, respectively. The arches spring from the banks of the creek and from concrete piers/cutwaters set in the stream. They carry a series of concrete bents which are connected by an arcade, and carry the roadbed. The edges of the roadway are cantilevered beyond the arched ribs on extensions of the bents. A concrete balustrade lines the 44' wide roadway.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**8 SIGNIFICANCE**

**AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW**

- |   |   |   |   |  |
|---|---|---|---|--|
| <b>PERIOD</b>                             | <input type="checkbox"/> ARCHEOLOGY-PREHISTORIC | <input type="checkbox"/> COMMUNITY PLANNING     | <input type="checkbox"/> LANDSCAPE ARCHITECTURE | <input type="checkbox"/> RELIGION                  |
| <input type="checkbox"/> PREHISTORIC      | <input type="checkbox"/> ARCHEOLOGY-HISTORIC    | <input type="checkbox"/> CONSERVATION           | <input type="checkbox"/> LAW                    | <input type="checkbox"/> SCIENCE                   |
| <input type="checkbox"/> 1400-1499        | <input type="checkbox"/> AGRICULTURE            | <input type="checkbox"/> ECONOMICS              | <input type="checkbox"/> LITERATURE             | <input type="checkbox"/> SCULPTURE                 |
| <input type="checkbox"/> 1500-1599        | <input type="checkbox"/> ARCHITECTURE           | <input type="checkbox"/> EDUCATION              | <input type="checkbox"/> MILITARY               | <input type="checkbox"/> SOCIAL/HUMANITARIAN       |
| <input type="checkbox"/> 1600-1699        | <input type="checkbox"/> ART                    | <input checked="" type="checkbox"/> ENGINEERING | <input type="checkbox"/> MUSIC                  | <input type="checkbox"/> THEATER                   |
| <input type="checkbox"/> 1700-1799        | <input type="checkbox"/> COMMERCE               | <input type="checkbox"/> EXPLORATION/SETTLEMENT | <input type="checkbox"/> PHILOSOPHY             | <input checked="" type="checkbox"/> TRANSPORTATION |
| <input type="checkbox"/> 1800-1899        | <input type="checkbox"/> COMMUNICATIONS         | <input type="checkbox"/> INDUSTRY               | <input type="checkbox"/> POLITICS/GOVERNMENT    | <input type="checkbox"/> OTHER (SPECIFY)           |
| <input checked="" type="checkbox"/> 1900- |   | <input type="checkbox"/> INVENTION              |   |  |

SPECIFIC DATES

1936

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Built according to in-house specifications of the State Roads Comm., Johnathan Smith, Chief Engineer.

While technically outside the period of the M/DOT Survey (1935 and earlier bridges were examined) this structure was chosen to represent its structural category (along with the Sligo Creek bridge, SHA 10553) for its size, its particular grace and its dramatic setting. It is bigger than any which had been built up to the previous year, in number and size of spans. Like most other concrete arch bridges, it is all but invisible to those who traverse them, and can only be appreciated from points well-off the road. This bridge is visible from the roadway of the old Conococheague bridge a few hundred feet upstream. The latter, a large multiple arch stone bridge (WA- ) carried the old National Road from the early 19th century. The structure under discussion is the successor to that structure and to its historic route, the first of the two existing upgradings of the main road west from Baltimore.

CONTINUE ON SEPARATE SHEET IF NECESSARY

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

WA-V-211

Files of the Bureau of Bridge Design, State Highway Administration,  
301 West Preston Street, Baltimore, Md.

Condit, Carl, American Building Art, 20th Century; New York, Oxford  
University Press, 1961.

CONTINUE ON SEPARATE SHEET IF NECESSARY

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

Quadrangle Name: Mason Dixon, MD  
Quadrangle Scale: 1:24 000  
UTM References: 18.255650.4393380

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

## 11 FORM PREPARED BY

NAME / TITLE

John Hnedak/M/DOT Survey Manager

ORGANIZATION

Maryland Historical Trust

STREET & NUMBER

21 State Circle

CITY OR TOWN

Annapolis

DATE

1980

TELEPHONE

(301) 269-2438

STATE

Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

## GENERAL BRIDGE SIGNIFICANCE

The significance of bridges in Maryland is a difficult and subtle thing to gauge. The Modified significance criteria of the National Register, which are the standard for these judgements in Maryland, as in most states, must be broadly applied to allow for most of these structures. In particular the 50 year rule which specifies a minimum age for structures can be waived, and is more commonly done so for engineering structures than for others. Questions of uniqueness and typicality, exemplary types, etc., must set aside for now, because they presuppose a wider knowledge of the entire resources than is presently available. Indeed, this survey is an initial step toward understanding the extent to which Maryland's bridges are part of her cultural resources. Aesthetic considerations may have to be side-stepped entirely, for such structures as these are generally considered mundane and ordinary at best, and sometimes a negative landscape feature, by the layman. It does take a specialized aesthetic sense to appreciate such structures on visual grounds, but a case for visual significance can be made. The remaining criteria are those of historical associations. The relative youth of most of these structures precludes a strong likelihood of participation to events and lives of import. The best generalization can be made for most bridges is that they are built on site of early crossings, developing from fords and ferries through covered bridges and wooden trusses to their present state. This significance inheres in the site, however, and in most cases would not be diminished by the absence of the present structure.

These criteria may also be addressed positively. The primary significance of these bridges, those which were built between the two World Wars, consists in their association with rapidly changing modes and trends in transportation in America during the period. The earliest of them saw the appearance of the automobile and its rise as the preëminent means of getting Americans from place to place. Roads were being improved for increased speeds and capacity, and bridges, as potential weak links on the system, became particularly important. The technology for producing them was not new, and would not change significantly during the period. Accordingly, great numbers of easily, quickly and relatively cheaply built concrete slab, beam and arch bridges were built to span the small crossings, or were multiplied to cover longer crossings where height was no problem.



Truss bridges with major structural members of compound beams, of either the Warren or Pratt types, while more expensive and considered more intrusive on the landscape, were built to span the larger gaps.

With an aesthetic which allowed concrete slab bridges to have classical balustrades, or the application of a jazz-age concrete relief; with the considerable variety possible in the construction of medium sized metal trusses; and with the lack of nationwide standards for highway bridge design, the resulting body of structures displays considerable variety. The sameness of appearance of currently produced highway bridges leads one to believe this variety will not reappear. For that reason alone it is wise to keep watch over our existing bridges. Regardless of ones taste and aesthetic preference, one must be admitted that these older bridges add their variety and visual interest to the environment as a whole, and that it is often the case that their replacement by a standard highway bridge results in a visual hole in the landscape.

In situations requiring decisions of potential effect on these structures, they should receive some consideration. As the recording and subsequent understanding of Maryland's Cultural resources grows, they will be recognized as a significant part of that heritage.

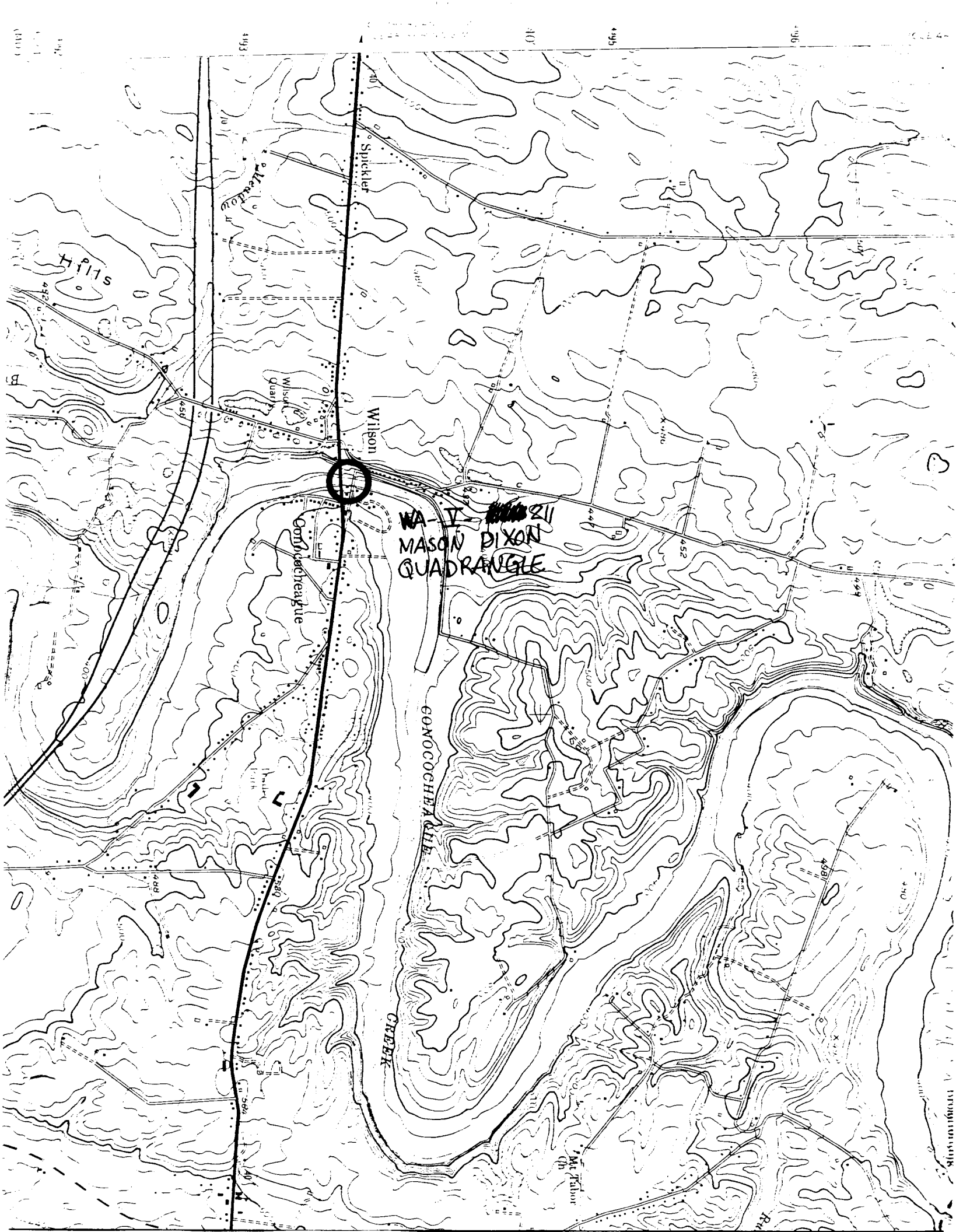
It should be noted that two non-negligible classes of structure have been omitted from this set. The first is the huge number of concrete slab or beam bridges of an average of twenty feet or less in length. These are so nearly ubiquitous and of such minor visual impact (they are often easy to drive across without noticing) that they were not inventoried. They are considered in the general recommendations section of the final report of this survey, however.

The second category is that of the "great" bridges, the huge steel crossings of the major waterways. While they are awesome and aesthetically appealing, they are not included in this inventory because they do not share the problems of their more modest counterparts. They do not lack for recognition, they have not been technologically outmoded, and are in no danger of disappearing through replacement. In a sense, they are not as rare; hundreds of

these great bridges are known nationally, and there is little doubt as to the position of any one bridge within national spectrum. There seems little point in including them with the larger inventory of bridges. From an arbitrary point of view, their dates are outside the 1935 limit which we set for the consideration of bridges. We have departed from that limit on occasion, but will not in this case. These bridges, too, will be considered in the final report.

Moveable bridges deserve a special note regarding their significance. They are rare, and all but the most recent of them have been listed by this survey by virtue of that fact alone. They are, by their nature as intermittent impediments to the smooth flow of traffic, threatened. We rarely tolerate disruptions to what we perceive as our progress. This has been demonstrated recently by the replacement of the drawbridge at Denton, on one of the major routes to the Atlantic Coast from the rest of Maryland.

However much we are inconvenienced by them, we must admit that moveable bridges contribute a share of interest to the landscape. As with significance judgements in general, we here enter a realm which is governed by taste and opinion. Some of us might not enjoy being forced to sit back for a while to look at the surroundings which we would otherwise totally ignore, especially if the engine is in danger of boiling over. But there are those who are fascinated by the slow rise of a great chunk of roadway, moved by quiet, often invisible machinery; who are amused by the tip of the mast which skims the top of the temporary wall; or who reflect on the nobility inherent in a river and the fact that we have not subdued every waterway with our autos, while knowing that we can if we want to.





WA-~~Y-4~~ 211

SAA BRIDGE # 2102 FROM  
WILSON'S BRIDGE, US. 40 +  
CONOCOHEAGUE CREEK

KI. ELEV.

JDH.

3/80