

AL-VI-A-356

## 2-Mile McMullen Highway Mile Marker

### **Architectural Survey File**

This is the architectural survey file for this MIHP record. The survey file is organized reverse-chronological (that is, with the latest material on top). It contains all MIHP inventory forms, National Register nomination forms, determinations of eligibility (DOE) forms, and accompanying documentation such as photographs and maps.

Users should be aware that additional undigitized material about this property may be found in on-site architectural reports, copies of HABS/HAER or other documentation, drawings, and the “vertical files” at the MHT Library in Crownsville. The vertical files may include newspaper clippings, field notes, draft versions of forms and architectural reports, photographs, maps, and drawings. Researchers who need a thorough understanding of this property should plan to visit the MHT Library as part of their research project; look at the MHT web site ([mht.maryland.gov](http://mht.maryland.gov)) for details about how to make an appointment.

All material is property of the Maryland Historical Trust.

***Last Updated: 09-08-2011***

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes   
no

Property Name: 2-Mile McMullen Highway Mile Marker Inventory Number: AL-VI-A-356  
Address: McMullen Highway (US 220) 0.4 miles north of Arnel Avenue Historic district:  yes  no  
City: Cresaptown Zip Code: 21502 County: Allegany  
USGS Quadrangle(s): Cresaptown  
Property Owner: Maryland State Highway Administration Tax Account ID Number: N/A  
Tax Map Parcel Number(s): N/A Tax Map Number: N/A  
Project: US 220: Streetscape Improvements, Cresaptown Agency: Maryland State Highway Administration  
Agency Prepared By: A.D. Marble & Company  
Preparer's Name: Barbara Frederick/Emma Young Date Prepared: 3/24/2006

Documentation is presented in: \_\_\_\_\_

Preparer's Eligibility Recommendation:  Eligibility recommended  Eligibility not recommended

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G

Complete if the property is a contributing or non-contributing resource to a NR district/property:

Name of the District/Property: \_\_\_\_\_

Inventory Number: \_\_\_\_\_ Eligible:  yes  no Listed:  yes  no

Site visit by MHT Staff  yes  no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

The mile marker, located approximately 0.4 mile north of Arnel Avenue, is situated on the westward shoulder of McMullen Highway (US 220), in the vicinity of Cresaptown, Allegany County, Maryland. The mile marker is one of only two McMullen Highway mile markers located in the Cresaptown area.

The mile marker consists of a poured-concrete pier, measuring approximately four feet in height, four feet broad, and one-and-a-half feet deep. The marker faces west with the top surface canted toward the roadway for visibility. A rectangular steel plate is bolted to the top surface of the pier to bear the legend for the milepost and is positioned within an approximately four-inch outer margin of concrete surface. The legend is printed in relief, reading in bold letters,

McMULLEN HIGHWAY  
2 mi. CRESAPTOWN  
CUMBERLAND mi. 5

Each line of text with a town's name bears a small arrow pointing in the appropriate direction, Cresaptown to the north and

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended  Eligibility not recommended

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G

MHT Comments:

Shirley Janice ✓ 6/2/06  
Reviewer, Office of Preservation Services Date

Blumenthal 4/2/06  
Reviewer, National Register Program Date

Cumberland to the south. The background is white, while the text is printed in black letters. The mile marker appears to contain no alterations, and overall, stands in good condition.

The State Roads Commission apparently constructed the segment of the McMullen Highway (US 220) from Cumberland to Cresaptown, on which the mile marker is located, some time during the years 1914-1919. (For a more detailed discussion of the architectural description, history and list of references, see Maryland Inventory of Historic Properties form, AL-V-A-356, on file at the Maryland Historical Trust, Crownsville, Maryland).

Significance Evaluation:

The mile marker, located approximately 0.4 mile north of Arnel Avenue on the west side of McMullen Highway (US 220), currently stands in good condition. The mile marker continues to convey its original use as a signpost for highway travelers prior to the introduction of standardized road signs.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of significant persons in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded or may be likely to yield information important in history or prehistory.

The mile marker, located approximately 0.4 mile north of Arnel Avenue on the west side of McMullen Highway (US 220), is eligible for listing in the National Register of Historic Places under Criterion A as an example of a physical attestation to the creation of the "Better Roads" outgrowth that became the Maryland State Roads Commission in 1908. The mile marker provided direction to travelers along this major north-south highway stretching through Maryland from the Pennsylvania border south to the Maryland-West Virginia border.

The mile marker is not eligible under Criterion B as it has no known association with individuals of local historical importance. Although the McMullen Highway (US 220) is named for a locally prominent family, the tenuous connection does not merit eligibility under Criterion B.

Despite retention of integrity of design, workmanship, location, materials, association, and feeling, the object does not embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master or possess high artistic values. Therefore, it is not eligible under Criterion C.

The mile maker was not evaluated for eligibility under Criterion D as part of the current investigation.

The mile marker retains structural integrity from the period of significance with no alterations and modifications that detract from the integrity of the mile marker. Minor development along the McMullen Highway, in conjunction with the creation and expansion of the Maryland Western Correctional Institution, has compromised the mile marker's integrity of setting. The retention of integrity of design, workmanship, materials, and location culminate in the retention of integrity of association and feeling.

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended _____	Eligibility not recommended _____
Criteria:    ___ A    ___ B    ___ C    ___ D	Considerations:    ___ A    ___ B    ___ C    ___ D    ___ E    ___ F    ___ G
MHT Comments:	
_____ Reviewer, Office of Preservation Services	_____ Date
_____ Reviewer, National Register Program	_____ Date

2-Mile McMullen Highway Mile Marker  
AL-VI-A-356  
0.4 Mile North of Arnel Avenue, Cresaptown  
Ca. 1915  
Public

The 2-Mile McMullen Highway Mile Marker is one of only two McMullen Highway mile markers located in the Cresaptown area. The mile marker consists of a poured-concrete pier, measuring approximately four feet in height, four feet broad, and one-and-a-half feet deep with a large steel plate affixed to its cantilevered face.

The State Roads Commission constructed the segment of the McMullen Highway (US 220) from Cumberland to Cresaptown, on which the mile marker is located, between 1914 and 1919, at which time the mile marker was most likely erected. The McMullen Highway mile marker provided direction to travelers along this major north-south highway stretching through Maryland from the Pennsylvania border south to the Maryland-West Virginia border.

The 2-Mile McMullen Highway Mile Marker is eligible for the National Register of Historic Places under Criterion A as an as an example of a physical attestation to the creation of the "Better Roads" outgrowth that became the Maryland State Roads Commission in 1908. The mile marker provided direction to travelers along this major north-south highway stretching through Maryland from the Pennsylvania border south to the Maryland-West Virginia border. The mile marker retains structural integrity from the period of significance with no alterations and modifications that detract from the integrity of the mile marker.



---

## 7. Description

Inventory No. AL-VI-A-356

---

### Condition

excellent       deteriorated  
 good             ruins  
 fair               altered

---

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The mile marker, located approximately 0.4 miles north of Arnel Avenue, is situated on the westward shoulder of McMullen Highway (US 220), in the vicinity of Cresaptown, Allegany County, Maryland. Although the McMullen Highway was investigated outside of the project area in order to identify any additional mile markers, only two mile markers were identified in the Cresaptown area. This mile marker sits to the north outside of the project area, but was included in the survey effort as it is one of only two McMullen Highway mile markers located in the Cresaptown area.

### Description

The mile marker consists of a poured-concrete pier, measuring approximately four feet broad by one-and-a-half feet deep in section. The marker faces west with the top surface canted toward the roadway for visibility. The height at the front lower edge of the sloping upper surface is approximately two-and-a-half feet, and the higher edge toward the east measures approximately four feet in height. A rectangular steel plate is bolted to the top surface of the pier to bear the legend for the milepost and is positioned within an approximately four-inch outer margin of concrete surface. The legend is printed in relief, reading in bold letters,

McMULLEN HIGHWAY  
2 mi. CRESAPTOWN  
CUMBERLAND mi. 5

Each line of text with a town's name bears a small arrow pointing in the appropriate direction, Cresaptown to the north and Cumberland to the south. The background is white, while the text is printed in black letters. The mile marker appears to contain no alterations, and overall, stands in good condition.

### Surrounding Landscape

The mile marker is sited on the westward shoulder of the McMullen Highway (US 220) just two miles north of Cresaptown and five miles south of Cumberland in a rural setting to the south of the Village of Potomac Park. The marker sits directly west of a secondary entrance into the Western Maryland Correctional Institution. An expansive copse of deciduous trees is located to the east of the mile marker.

## 8. Significance

Inventory No. AL-VI-A-356

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

**Specific dates** Unknown **Architect/Builder** Unknown

**Construction dates** ca. 1915 - ca. 1920

Evaluation for:

National Register  Maryland Register  not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

This mile marker is one of only two McMullen Highway mile markers located within the Cresaptown area. The ancestral thoroughfare of McMullen Highway dates to at least the mid-eighteenth century, as it appears as a trail on the 1751 Joshua Fry and Peter Jefferson map, *A Map of the Most Inhabited Part of Virginia Containing the Whole Province of Maryland*.<sup>1</sup> By the turn of the twentieth century, the United States Geological Survey 1897 15-minute *Frostburg* quadrangle map shows the route of the roadway well established.<sup>2</sup> During 1908, Maryland legislators approved an act to establish the Maryland State Roads Commission as an outgrowth of the "Better Roads" movement, which had already influenced neighboring states. The Maryland lawmakers charged the new commission with the responsibility to

...construct, improve, and maintain a State system of improved roads and highways, and the State borrowed five million dollars for a seven-year construction program (Charter 141, Acts of 1908). The Commission began first by paving roads, then widening them and removing railroad crossings. Encouraged by federal aid for highway construction, initiated by the Federal Cooperative Extension Act of 1914, Maryland implemented long-range highway building projects.<sup>3</sup>

As a result of implementing its new construction program, the State Roads Commission evidently undertook construction of the McMullen Highway.

The State Roads Commission apparently constructed the segment of the McMullen Highway (US 220) from Cumberland to Cresaptown, on which the two mileposts are located, some time during the years 1914-1919, with the mileposts probably erected at the same time. The State Roads Commission report published in 1930 presented sequential maps depicting the progression of highway construction in the state over the decades, including maps for the end of 1909 and 1920 respectively. The section of the McMullen Highway between Cumberland and Cresaptown appeared as completed on the map for December 31, 1920. In addition, historical research for this project included an examination of the State Roads Commission reports covering the years 1908-1913 and 1920-1921. These reports, which documented highway construction on a county-by-county basis, did not mention the Cumberland-Cresaptown roadway, indicating that the building of that highway must have taken place during 1914-1919.<sup>4</sup>

In 1924, the American Cellulose Company (later known as Celanese) established its plant on the east side of US 220, about a mile north of Cresaptown. The establishment of the Celanese Plant was responsible for the early-twentieth-century growth of Cresaptown, and may have necessitated improvements along the US 220 corridor through Cresaptown.

<sup>1</sup> Papenfuss, Edward C. and Joseph M. Coale III, *The Hammond-Harwood House Atlas of Historical Maps of Maryland, 1608-1908*, (The Johns Hopkins University Press: Baltimore, Maryland, 1982), 34

<sup>2</sup> USGS Topographic Map, Frostburg Quadrangle, 1897

<sup>3</sup> Maryland State Archives [Internet]; accessible from [www.mdarchives.state.md.us](http://www.mdarchives.state.md.us); accessible 10 February 2006.

<sup>4</sup> State Roads Commission of Maryland Reports 1912, 1914, 1922, and 1930

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. AL-VI-A-356

Name  
Continuation Sheet

Number 8 Page 1

---

It is currently unknown when the state first applied the name "McMullen Highway" to this roadway. The first identifiable newspaper reference to this name dates to 1924, when an article appeared in *The Washington Post* concerning a hit-and-run accident on the "McMullen highway."<sup>5</sup> The McMullen family held an influential position within Allegany County, with Hugh McMullen serving as a Democrat Comptroller of the Treasury between 1916 and 1920. He also ran for governor after his stint as the comptroller. He owned a construction company and operated a retail store with his brothers under the name of "McMullen Brothers."<sup>6</sup> However, it is unclear exactly for which member of the McMullen family the state named the highway.

Federal legislators continued to work on a nationally funded road network, and in 1922, the congress passed the "7-percent system," which established an initial federal-aid highway system of just over 200,000 miles. The Federal Bureau of Public Roads completed the daunting task of correlating and designating the national routes across state lines in November 1923. However, even before completing this work, "By July 1923, Maryland, Delaware, and Rhode Island had completed their original systems to a satisfactory standard and had been granted [funding] increases by the Secretary."<sup>7</sup> The McMullen Highway reportedly received its "US 220" designation in 1926, along with most other national route designators in Maryland.<sup>8</sup> The corridor still carries the dual identification of "US 220" and the "McMullen Highway" today in 2006.

In addition to researching McMullen Highway, the historian also sought published sources for information concerning the design and construction of highway mileposts, including two State Roads Commission publications on road construction in the state, ca. 1940 and ca. 1959, in addition to the State Roads Commission reports. None of these documents contained such information, however. Although the reports contained extensive and fairly specific financial data for highway improvements, there was no report of milepost, marker or signage construction, suggesting that these costs were subsumed in those of general highway construction. It appears most likely that the McMullen Highway mileposts were placed when the roadway construction was completed, ca. 1914-1919.<sup>9</sup>

---

<sup>5</sup> *The Washington Post* 16 December 1924: 2

<sup>6</sup> Maryland Department of Assessments and Taxation [Internet]; accessible from [http://sdatcert3.resiusa.org/rp\\_rewrite](http://sdatcert3.resiusa.org/rp_rewrite); accessed 10 February 2006.

<sup>7</sup> FHWA 1976:108-109

<sup>8</sup> Maryland Roads [Internet]; accessible from <http://www.mdroads.com/routes/us220.html>; accessed 10 February 2006.

<sup>9</sup> State Roads Commission of Maryland, ca. 1940 and ca. 1959

---

## 9. Major Bibliographical References

Inventory No. AL-VI-A-356

---

FHWA (Federal Highway Administration)

1976 *America's Highways: 1776-1976*. United States Department of Transportation, Federal Highway Administration, Washington, D.C.

Maryland Historical Trust, *Determination of Eligibility Form, Cresaptown, AL-VI-A-143*

Papenfuse, Edward C. and Joseph M. Coale III

1982 *The Hammond-Harwood House Atlas of Historical Maps of Maryland, 1608-1908*. The Johns Hopkins University Press, Baltimore, Maryland.

Porter, J. Marshall

1981 *Hallowed Be This Land*. McClain Printing Company, Parsons, West Virginia.

State Road Commission of Maryland, Reports, 1912, 1914, 1922, 1930, 1940, 1959

---

## 10. Geographical Data

---

Acreage of surveyed property Not applicable  
Acreage of historical setting Not applicable  
Quadrangle name Cresaptown

Quadrangle scale: 1:24,000

---

### Verbal boundary description and justification

The proposed National Register boundary for the mile marker is the footprint of the marker, measuring approximately four feet wide by one-and-a-half feet deep at the base. The marker sits in a grassy area on the west shoulder of the McMullen Highway (US 220). This boundary encompasses all the historic features of the object that directly contribute to its significance, as is required by *Defining Boundaries for National Register Properties* (National Park Service 1997).

---

## 11. Form Prepared by

---

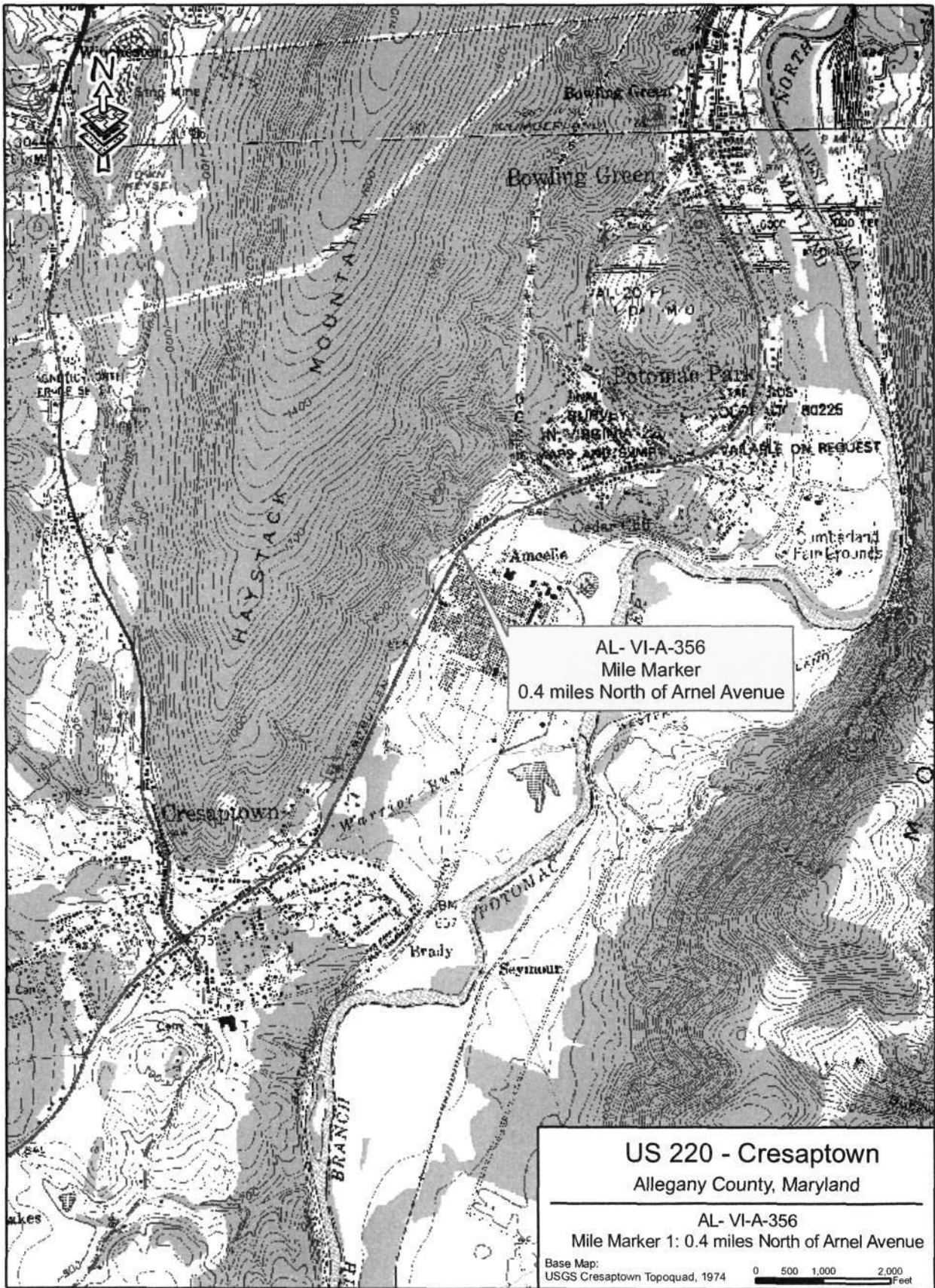
name/title	Barbara Frederick and Emma Young		
organization	A.D. Marble & Company	date	March 24, 2006
street & number	10989 Red Run Blvd., Suite 209	telephone	410-902-1421
city or town	Owings Mills	state	Maryland

---

The Maryland Inventory of Historic Properties 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  
DHCD/DHCP  
100 Community Place  
Crownsville, MD 21032-2023  
410-514-7600



AL- VI-A-356  
Mile Marker  
0.4 miles North of Arnel Avenue

**US 220 - Cresaptown**  
Allegany County, Maryland

AL- VI-A-356  
Mile Marker 1: 0.4 miles North of Arnel Avenue

Base Map:  
USGS Cresaptown Topoquad, 1974

0 500 1,000 2,000  
Feet



WALLEN INCORPORATED  
2000 S. 10TH ST.  
MOUNTAIN VIEW, MO 64061

AL-VI-A-356

Mile Marker, 0.4 miles north of Arnel Avenue

Allegany County, MD

B. Frederick

02.2006

MD SHPO

View south on US 220; north & east sides of marker

4/3



DEWOLLE, MICH  
2nd DIST  
CUM REPTO

AL-VI-A-356

Mile Marker, 0.4 miles north of Arnel Avenue

Allegheny County, MD

B. Frederick

02.2006

MD SHPO

South & east sides of marker; view to northwest

213



AL-VI-A-356

Mile Marker, 0.4 miles north of Arnel Avenue

Allegheny County, MD

B. Frederick

02.2006

MD SHPO

North & west sides of marker; view to southeast

3/3