Bridge No. 10014, MD 28 over Tuscarora Creek

(F-1-34)

MD 28 over Tuscarora Creek

Vicinity of Point of Rocks, Frederick County

1930

No Longer Extant

Bridge No. 10014 is no longer extant; it was replaced in 2008. This documentation is being executed to fulfill mitigation required as part of the Section 106 adverse effect assessment resulting from the bridge replacement. The agreement document stipulates that no additional photography is required because this bridge has been previously adequately documented.

Bridge No. 10014 was a modest double-span, concrete beam bridge. It was 51 feet long, with each span measuring 23 feet long. It carried MD 28/Tuscarora Road over Tuscarora Creek and was oriented on a northwest-southeast axis. The bridge was two lanes wide with shoulders for a total width of 28 feet.

The superstructure consisted of concrete abutments with flared concrete wing walls in the southwest, northwest, and northeast ends; a straight wing wall is on the southeast side. The middle of the bridge was supported by a 2-foot wide concrete pier with a pointed nose in the upstream direction.

Solid concrete parapet walls featuring five panels of alternating square and rectangle designs adorned the bridge. A steel W beam guardrail was attached to the parapet walls.

The bridge on MD 28 over Tuscarora Creek was determined to be eligible for listing in the National Register of Historic Places in 2001 as part of the Maryland statewide historic bridge inventory. The bridge was determined to be eligible under Criterion C as a significant example of a concrete beam bridge that was not substantially altered. Although the bridge was in fair condition due to compromised materials, the overall integrity remained high. The period of significance for the bridge was 1930, its year of construction. Its historic boundary included the footprint of the bridge.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. F-1-34

1. Name of Property (indicate preferred name)

historic	MD 28 over Tuscarora Creek (site)
other	Bridge No. 10014

2. Location

street and number	MD 28 over Tuscarora Creek	__ not for publication
city, town	Point of Rocks	X vicinity
county	Frederick	

3. Owner of Property (give names and mailing addresses of all owners)

name	Maryland State Highway Administration				
street and number	707 N. Calvert Street			telephone	(888) 204-4245
city, town	Baltimore	state	MD	zip code	21202

4. Location of Legal Description

courthouse, registry of deeds, etc.	Maryland State Highway Administration			liber N/A	folio
city, town	Baltimore	tax map N/A	tax parcel		tax ID number

5. Primary Location of Additional Data

_____ Contributing Resource in National Register District
_____ Contributing Resource in Local Historic District
__X__ Determined Eligible for the National Register/Maryland Register
_____ Determined Ineligible for the National Register/Maryland Register
_____ Recorded by HABS/HAER
_____ Historic Structure Report or Research Report at MHT
_____ Other:_____

6. Classification

Category
_____district
_____building(s)
__X__structure
_____site
_____object

Ownership
__X__public
_____private
_____both

Current Function

_____agriculture	_____landscape
_____commerce/trade	_____recreation/culture
_____defense	_____religion
_____domestic	_____social
_____education	_____transportation
_____funerary	_____work in progress
_____government	_____unknown
_____health care	_____vacant/not in use
_____industry	__X__other: demolished

Resource Count

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
__1__	_____	structures
_____	_____	objects
__1__	__0__	Total

Number of Contributing Resources previously listed in the Inventory
__1__

7. Description

Inventory No. F-1-34

Condition

___ excellent	___ deteriorated
___ good	___ ruins
___ fair	X altered--demolished

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

Summary

Bridge No. 10014 was a modest concrete beam bridge with solid parapet walls with an incised panel design. The bridge was 51 feet long and 28 feet wide. Despite issues with condition, the bridge retained a high degree of integrity. It was replaced in 2008.

Architectural Description

Bridge No. 10014 is no longer extant; it was replaced in 2008. This documentation is being executed to fulfill mitigation required as part of the Section 106 adverse effect assessment resulting from the bridge replacement. The agreement document stipulates that no additional photography is required because this bridge has been previously adequately documented.

Bridge No. 10014 was a modest double-span, concrete beam bridge. It was 51 feet long, with each span measuring 23 feet long. It carried MD 28/Tuscarora Road over Tuscarora Creek and was oriented on a northwest-southeast axis. The bridge was two lanes wide with shoulders for a total width of 28 feet.

The superstructure consisted of concrete abutments with angled concrete wing walls in the southwest, northwest, and northeast ends; a straight wing wall is on the southeast side. The middle of the bridge was supported by a 2-foot wide concrete pier with a bullnose in the upstream direction; the bullnose is designed to break up debris as it flows downstream.

Solid concrete parapet walls featuring five panels of alternating square and rectangle designs adorned the bridge. These panels are among the character-defining elements that exemplify the State Roads Commission's Standard Plan for Concrete Girder Bridges from the 1920s and 1930s. A steel W beam guardrail was attached to the parapet walls.

At the time of its replacement, the bridge retained a high degree of integrity, with no major alterations. However, it was deteriorating. A succession of inspection reports and photographs indicate that cracking and spalling were apparent in the wing walls, beams, and abutments as early as the 1970s. Popouts in the girders and fascias were also apparent. By the 1990s, inspection reports described efflorescence, spalling and scour at one of the wing walls. Severe spalling and separation of the north parapet joint at the pier were also present.

The area surrounding the bridge was and is primarily rural and undeveloped. Agricultural fields and deciduous tree stands dominate the area.

8. Significance

Inventory No. F-1-34

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

Specific dates	1930	**Architect/Builder**	State Roads Commission
Construction dates	1930		

Evaluation for:

_____ National Register _____Maryland Register ___X____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.)

Significance Summary

The bridge on MD 28 over Tuscarora Creek was determined to be eligible for listing in the National Register of Historic Places in 2001 as part of the Maryland statewide historic bridge inventory. The bridge was determined to be eligible under Criterion C as a significant example of a concrete beam bridge that was not substantially altered. The determination of eligibility indicates that the bridge was not eligible under Criteria A, B, or D. The bridge was not associated with significant events or broad patterns in history. It also was not associated with persons significant in the past, and it did not have the potential to yield information. The bridge retained integrity of location, design, setting, materials, workmanship, feeling, and association. Although the bridge was in fair condition due to compromised materials, the overall integrity remained high. The period of significance for the bridge was 1930, its year of construction. Its historic boundary included the footprint of the bridge.

Historic Context

Bridge No. 10014 on MD 28 over Tuscarora Creek, built in 1930 and demolished and replaced in 2008, was located in a rural area in Frederick County. The bridge was near the villages of Tuscarora (previously known as Licksville) and Adamstown, with Point of Rocks being the closest larger town. Although this is area of the county remains rural in character, it has a rich transportation history, with navigable rivers, the Baltimore & Ohio Rail Road, and the Chesapeake & Ohio Canal all dominating the history and development of this part of Frederick County.

There are two creeks that bear the name Tuscarora within Frederick County. The creek that flows beneath former Bridge No. 10014 is approximately 1.75 miles above the mouth of the Monocacy River; it originates in Catoctin Mountain. On Philemon Lloyd's 1721 map, the area is called "ye Tuskarora Indian Town." After waging unsuccessful wars with white settlers in North Carolina, the Tuscarora Indians emigrated as far north as New York State. Historians surmise that a band of the Tuscarora Indians settled in this area of Frederick County for at least several years, if not longer, in the late 1710s. By 1719, the Governor of Maryland had signed a peace treaty with the tribe, which the tribe attempted to renew in 1721. After 1722, there are no

additional reports of the tribe living in Maryland. Despite the Tuscarora Indians' short-lived tenure in Maryland, the two creeks and a small village continue to bear the name of the tribe.

Frederick County was created by an act of the General Assembly passed in 1748. Early residents settled near navigable streams, and only later were the county's fertile inland areas occupied. The first settlements were established in proximity to what is now Georgetown in Washington, DC. At the time, Georgetown was a commercial center and major port. Surrounding areas suffered from religious and political persecution, so those seeking refuge often settled in Maryland, and often proximate to the Potomac River. Many settled in what was then known as Frederick Town. Residents settled the first outlying villages in the vicinity of what are now Adamstown and Tuscarora circa 1730; these settlers were German immigrants. By 1880, Adamstown's population remained small at only 66 people. Most residents of the county engaged in small-scale farming, manufacturing, and mining. By 1791, the county had more than 80 grist mills, two glassworks (for which the area was known), two iron furnaces, two forges, and two paper mills. In the next one hundred years, both industry and farming thrived at astronomical rates.

The village of Tuscarora was originally known as Licksville. Licksville was an early settlement on the road from Noland's Ferry to Buckeystown and Frederick at the junction of the early road from the mouth of the Monocacy River to the Middletown Valley and west to Hagerstown. It was known as the most active slave market in Frederick County and had several houses, a store and post office operated by Mr. J.C. Lamar, a warehouse, and a tavern. The origin of the name Licksville has various theories; one is that it referred to the "licking" or beating a person could receive there if its peace and order were violated, a reflection of the rough canal and railroad crews who frequented the town. Another theory was that before human settlement near the site, elk, deer, and other animals licked salt from the ground in the area. The village continued to be an active community with the building of the C&O Canal and the B&O railroad in the 1830s a half-mile south of the village. The railroad mail stop was known as Tuscarora after the creek which flowed into the Potomac River nearby; Mr. S. H Hempstone was the station agent at the Tuscarora stop. Licksville became known as Tuscarora when it took on the name of the former mail stop in the 1890s although area maps retained the name Licksville until the 1950s. Tuscarora still retains the post office and store. No other remnants of early nineteenth-century commercial life are extant.

Adamstown derived some notice because it was along the Baltimore & Ohio Railroad, nine miles from Frederick. It is named for Adam Kohlenberg who settled there in 1840. Early reports indicate that there was one church, two doctors, and two merchants. It is situated within the fertile agricultural area associated with Carrollton Manor, a 15,000-acre tract of land originally granted to Charles Carroll, the father of Charles Carroll of Carrollton.

While Adamstown and Tuscarora are proximate to former Bridge No. 10014, they are small villages. The closest larger town established nearby is Point of Rocks. The town is located on the Potomac River and the

Chesapeake & Ohio Canal at the junction of the Metropolitan Branch of the Baltimore and Ohio Railroad; the historic railroad station, designed by E. Francis Baldwin in 1873, remains in use. Originally called Trummelstown or possibly Trammelsburg and located a short distance away from the current location of Point of Rocks, Trummelstown burned, but was rebuilt in 1835 in its current location to serve as a station stop on the railroad. Larger than surrounding villages, Point of Rocks boasted three churches, two hotels, and several stores and restaurants. Merchants also built a warehouse there to accommodate the need for storing goods being transported by the canal and railroad. The town was lively with an active trade, not only from within Maryland, but also from nearby Virginia. Numerous other visitors, including President Grover Cleveland, came to Point of Rocks because of the excellent bass fishing. Other travelers stopped on the way to nearby mineral and springs purported to have medicinal qualities and their associated resorts.

As these small towns grew, the need to travel among them increased. Farmers required roads and bridges to transport agricultural goods and livestock to markets. The earliest known documentation regarding bridge crossings over what is now MD 28 over Tuscarora Creek appears to date to circa 1858. Written assessments state that there was an existing but unsafe bridge at the crossing, and proposed work states that stone piers and timber framing were recommended to repair the bridge. An elevation sketch of the bridge in the Maryland Room collection of the C. Burr Artz Library in Frederick shows a timber frame bridge with post railings. Other work associated with the bridge repair included installation of a rip rap wall and road grading to transition with the new bridge deck.

Bridge Design and Construction in Maryland

As in most states, bridge building in Maryland, even as early as the seventeenth century, followed the state's transportation network expansion. As demand grew, and innovative engineering kept pace, bridges allowed roads to pass over bodies of water, as well as railroads and canals. Maryland's varied topography presented unique challenges in the quest to provide citizens with efficient transportation. Likewise, politics has also impacted transportation growth, with local and state officials working together to achieve effective transportation solutions.

Technological trends influenced bridge building in Maryland. The earliest bridges in Maryland were constructed of timber and/or stone. Forests provided abundant resources for wooden bridges, which were fast and affordable to build. However, wooden bridges deteriorated rapidly, and many bridges were covered with roofs and enclosed walls to protect the bridge structures. Stone arch bridges were also built in the early years of settlement. These bridges proved to be strong and durable and were particularly prevalent in the western and north-central areas of Maryland. Wrought iron and cast iron provided engineers with new options for bridge design, and in subsequent years steel and concrete also provided durability, and an ability to span longer spaces.

The first mention of mixing metal and masonry in Maryland to form reinforced concrete appears to be in 1899; however, the first bridge to use this mix, referred to as ferro-concrete or armored concrete, dates to 1902, when the Lancaster Street Bridge over the Central Avenue sewer in Baltimore City was renovated using these materials. Using metal to provide structural support to concrete proved to be a winning combination. At first, engineers used metal mesh, but soon concrete rods were employed. In addition to providing excellent load-bearing capacities, the bridges were also cited for their easy maintenance.

The use of concrete revolutionized bridge building throughout the United States, and also allowed Marylanders to build the bridges within the state. Many metal bridges built in Maryland were fabricated out-of-state by companies based in other states. Concrete, however, allowed bridge construction to occur within Maryland, which was preferable for state officials as well as working men. During the Great Depression of the 1930s, labor was readily available to help local and state governments build these bridges, often replacing existing bridges with durable counterparts. Reinforced concrete was used to make beams, arches, and slabs. Generally, concrete arch bridges were often used in scenic settings, with beam bridges used more ubiquitously throughout the state. Decorative details were generally minimal, with select bridges, again, often in more scenic areas, featuring open balustrades of either concrete or metal used minimally. More common were solid parapet walls featuring incised panel designs.

Concrete also lent itself to supporting the promulgation of standardized plans. Rather than each bridge being individually designed, the State Roads Commission, which was the predecessor agency to the State Highway Administration, could produce standardized plans that could be adapted to various sites, reducing costs and developing a consistent statewide appearance for bridges of this era. Standardized plans first appeared circa 1912, and concrete beam bridges were first standardized in the early 1920s.

Maryland was not unique in this approach, and road commissions nationwide developed similar bridge plans, yielding many similar concrete bridges. The period of 1910-1940 in Maryland is identified as a time when reinforced concrete bridge building was undergoing a standardization of small concrete bridges. A 1995 Maryland State Highway Administration survey revealed that 113 concrete beam bridges were present in Maryland.

Concrete Beam Bridges

Concrete beam bridges are a simple way to span a space. The bridge form if not the material has ancient origins. The earliest known concrete beam bridges in the United States were deck girder spans that supported concrete slabs with concrete beams; this form recalled the earlier timber beam bridges. These bridges were developed in the early twentieth century and were prevalent by 1920.

Concrete beam (or girder) bridges comprise a concrete deck supported by concrete beams, which can be either I-shaped or T-shaped. The deck spans between concrete abutments and wingwalls, and is flanked by concrete parapet walls. The walls can have an open design such as a balustrade; a solid wall with an incised design such as a square or rectangle panel; or an unadorned concrete wall. The parapet walls provide a measure of safety for the traveling public, but can also act with the beams to support deck loads.

In 1924, the State Roads Commission developed standardized plans for concrete beam bridges. Engineering developments through the 1930s continued to apply advances to concrete bridge construction with new forms being employed nationwide. By 1930, the Good Roads Movement prevailed in Maryland, with select corridors targeted for improvement. While MD 28/Tuscarora Road was not one of the identified improvement transportation routes, many secondary routes eventually benefitted from efforts to improve farm-to-market network roads. Roads that could not accommodate modern traffic were updated, and it is likely that Bridge No. 10014 benefitted from these campaigns, even if indirectly.

Bridge No. 10014

In 1930, the bridge that is the subject of this documentation was constructed by the State Roads Commission. It is a concrete beam bridge, a common type built ubiquitously in the 1930s. By this time in Maryland and nationwide, concrete beam bridges were being built as a standard form that was both strong and cost efficient. The standardized plans for the bridge type exemplified by Bridge No. 10014 were developed in 1924.

In 2007, this bridge was evaluated and determined to be structurally deficient. At that time, engineers determined that replacement was in the preferred option for both safety and financial reasons. It was replaced with a new bridge in 2008. This documentation is mitigation for the bridge replacement's adverse effect to historic properties.

9. Major Bibliographical References

Inventory No. F-1-34

See Continuation Sheet.

10. Geographical Data

Acreage of surveyed property	approximately 60 feet x 24 feet		
Acreage of historical setting	approximately 60 feet x 24 feet		
Quadrangle name	Buckeystown, MD-VA	Quadrangle scale:	1:24,000

Verbal boundary description and justification

The historic property boundary for Bridge No. 10014 consists of the footprint of the former bridge, which was located on MD 28 over Tuscarora Creek. This area incorporated all historic components of the eligible bridge.

11. Form Prepared by

name/title	Stephanie Foell/Architectural Historian		
organization	Parsons Brinckerhoff	date	May 10, 2013
street & number	100 S. Charles Street, 10th floor	telephone	410.752.9627
city or town	Baltimore	state	MD

return to:

Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Works Consulted

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"Bridge over Tuscarora Creek, Tuscarora," Frederick County Bridges, MR-22. Architectural drawing on file in the Maryland Room of the C. Burr Artz Public Library, Frederick, Maryland.

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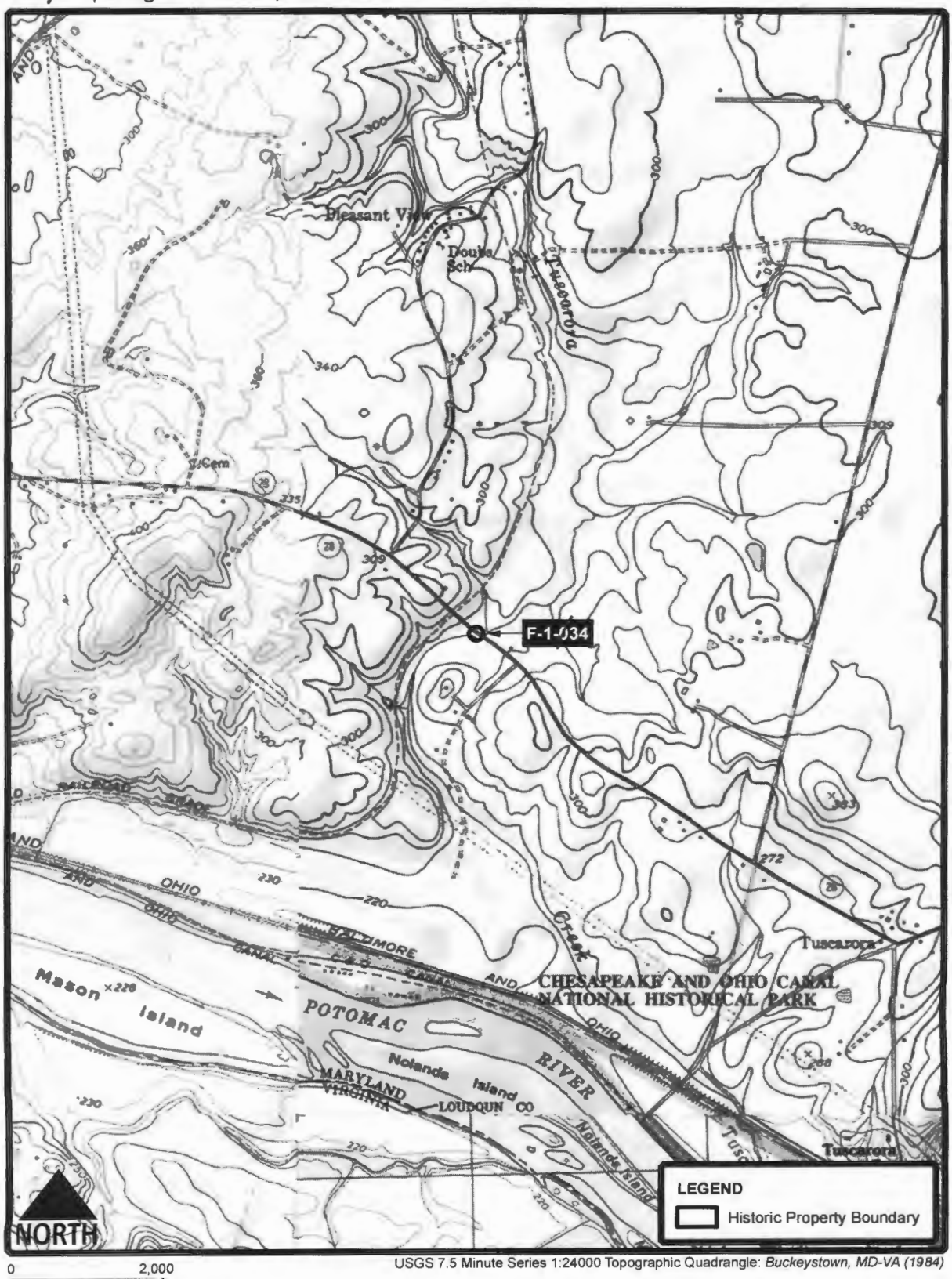
F-1-034 | Bridge No. 10014, MD 28 over Tuscarora Creek



0 2,000 ft
0 400 m

USGS 7.5 Minute Series 1:24000 Topographic Quadrangle: *Buckeystown, MD-VA (1984)*

F-1-034 | Bridge No. 10014, MD 28 over Tuscarora Creek

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-1-34

Name: 10014/ MD 28 over Turkey Run 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 ___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 **MHT NO. F-1-34**
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

NAME AND SHA NO.: 10014

LOCATION
Road Name and Number: MD 28 over Tuscarora Creek
City/Town: Point of Rocks X vicinity
County: Frederick

Ownership: X State _ 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 __ Retractile __ 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 10014 carries MD 28 (Tuscarora Road) over Tuscarora Creek in the southern part of Frederick County near the Virginia border. MD 28 runs in a generally east-west direction at this location; Tuscarora Creek flows north-south. The bridge is situated in a rural setting characterized by a mixture of fields and wooded areas. No buildings are visible from the bridge. Bridge 10014 is located in the Piedmont physiographic province which features variegated topography where the Chesapeake Bay waterways have cut valleys into the hilly terrain.

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

Bridge 10014 is a double-span concrete girder bridge with a total length of 51'. Each span measures 23' long and the two-lane roadway is 24' wide with a bituminous concrete surface and 2' shoulders. A steel W-beam guardrail has been attached to the solid concrete parapets which feature five panels, alternating rectangular and square panels, per span.

The superstructure consists of concrete abutments with flared concrete wing walls on the northwest, southwest, and northeast ends and a shorter straight wing wall on the southeast side. A 2' wide concrete pier with a pointed nose upstream supports the middle of the bridge.

Inspection reports indicate that in 1974-1976, the bridge showed signs of cracking and spalling in the wing walls, beams, and abutments. These reports also noted popouts in the girders and fascias, as well as deteriorating drainage devices and build-up in the stream channel. Later inspection reports detail scour at both the east and west abutments, erosion of the east bank and northeast wing wall as a result of the skewed stream channel. The 1994 inspection listed efflorescence, stalactites, spalling, scour at the pier and the northwest wing wall, and silt build-up and erosion. This report also pointed out the severe spalling and separation of the north parapet joint at the pier.

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. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

Since the construction of this bridge, there have been no major alterations to the structure.

HISTORY

When Built: 1930
Why Built: Statewide road improvement programs and local transportation needs
Who Built: State Roads Commission of Maryland to 1924 standard specifications
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.

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?

No, this bridge does not retain integrity of its character defining elements. Recent reports indicate that the structure exhibits severe signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, as well as popouts, efflorescence, erosion, and scour that have compromised the integrity of these elements.

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.

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SURVEYOR INFORMATION

Name: Margaret A. Bishop and Michelle M. Lupien **Date:** 13 May 1996
Organization: KCI Technologies, Inc. **Telephone:** (717) 691-1340
Address: 5001 Louise Dr., Suite 201
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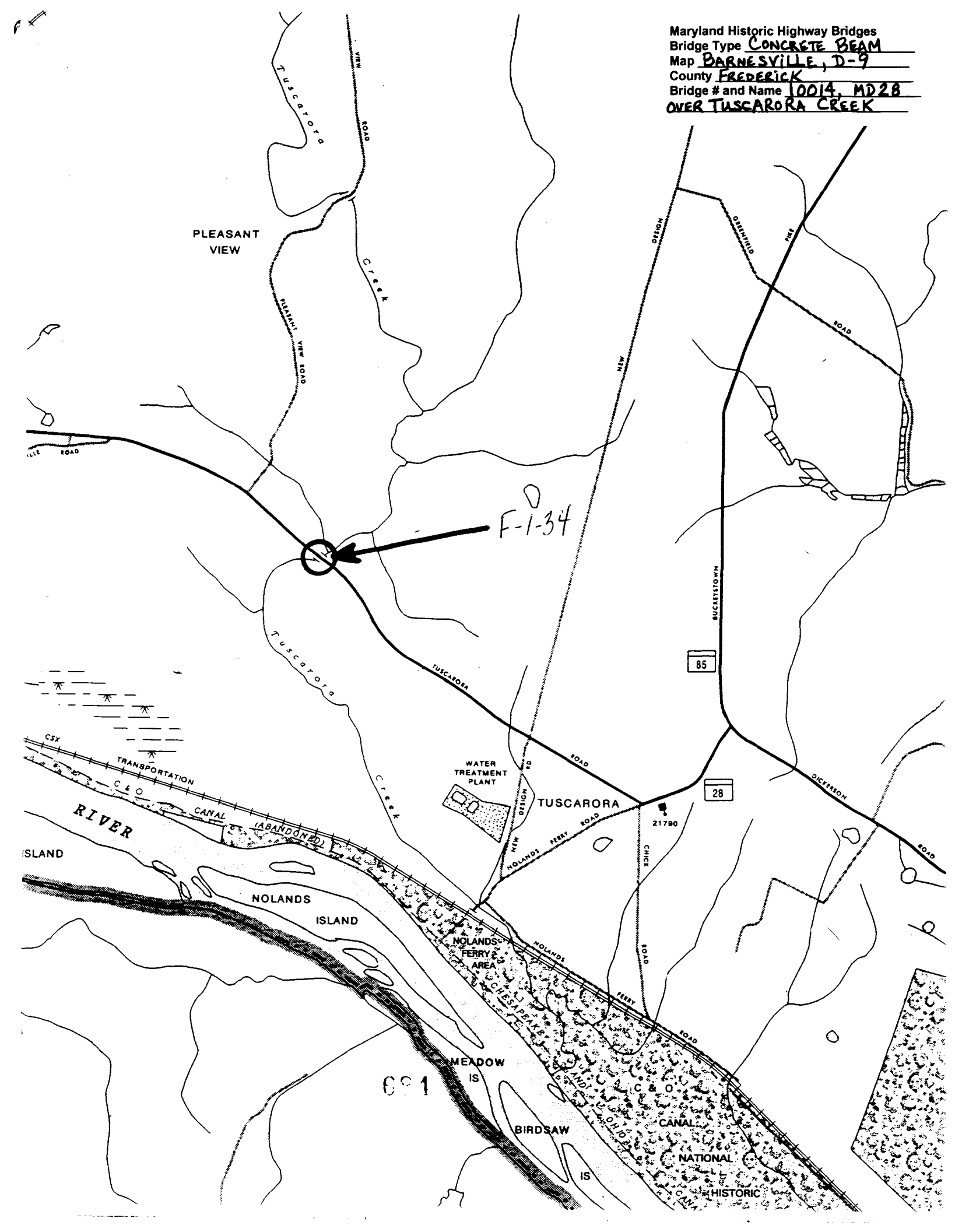
Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map BARNESVILLE, D-9
County FREDERICK
Bridge # and Name 10014, MD 28
OVER TUSCARORA CREEK
F-1-34
PLEASANT VIEW
Tuscarora Creek
PLEASANT VIEW ROAD
VIEW ROAD
NEW DESIGN ROAD
GREENFIELD MILL ROAD
BUCKEYSTOWN
85
28
TUSCARORA ROAD
TUSCARORA
21790
WATER TREATMENT PLANT
NEW DESIGN ROAD
NOLANDS FERRY ROAD
CHICK ROAD
DICKERSON ROAD
CSX TRANSPORTATION
C & O CANAL (ABANDONED)
RIVER
ISLAND
NOLANDS ISLAND
NOLANDS FERRY AREA
CHESAPEAKE AND OHIO C & O CANAL NATIONAL HISTORIC
MEADOW IS
BIRDSAW IS

Inventory # F-1-34

Name 10014-M028 OVER TUSCARORA CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative ~~SHA~~

Description ELEVATION LOOKING NORTH

Number 19 of ~~364~~ 34

Inventory # F-1-34

10014

Name MD 28 OVER TUSCARORA CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative ~~SHA~~

Description ELEVATION LOOKING SOUTH

Number 2 20 of ~~36~~ 4 34

Inventory # F-1-34

Name 10014- MD 28 OVER TUSCARORA CREEK
County/State FREDERICK COUNTY/MD
Name of Photographer FRANK JULIANO
Date 1/95

Location of Negative SHA

Description APPROACH EAST

Number 3 22 of ~~36~~ 4 34

Inventory # F-1-34

Name 10014- MD 28 OVER TUSCARORA CREEK
County/State FREDERICK COUNTY/MD
Name of Photographer FRANK JULIAND
Date 1/95

Location of Negative ~~SHA~~

Description APPROACH WEST

Number 4 21 of 4 ~~34~~