

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-2-91

Name: 10088/ MD 478 over unnamed trib of Potomac River

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 <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 NO. F-2-91

NAME AND SHA NO.: 10088

LOCATION

Road Name and Number: MD 478 over unnamed tributary of Potomac River

City/Town: Knoxville vicinity

County: Frederick

Ownership: State County Municipal Other

Bridge projects over: Road Railway Water Land

Is bridge located within designated district?: yes no

NR listed district NR determined eligible district

locally designated Knoxville Historic District 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 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

Describe the Setting:

Bridge #10088 carries MD 478 over a tributary of the Potomac River in Frederick County. This area is located near the border of Maryland's Piedmont and Appalachian physiographic regions. Route 478 runs in an east-west direction. Several dwellings are located on both sides of the bridge.

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

Bridge #10088 carries two lanes of traffic over a tributary of the Potomac River. The structure consists of a single span measuring 24'-0" in length with a clear roadway width of 24'-0". Wingwalls, girders, and parapets are constructed of concrete, while the abutments are built of concrete-faced stone. Timber cribbing is located adjacent to the northeast wingwall. A utility pipe is attached to one of the girders beneath the bridge. Modern metal guardrails line both approaches and are attached to the ends of the solid panelled parapets.

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. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

No major alterations have been recorded.

HISTORY

When Built: 1926

Why Built: Statewide road improvement programs and local transportation needs

Who Built: Presumably State Roads Commission, unknown contract number

Who Designed: Standard state specifications

Why Altered: N/A

Was this bridge built as part of an organized bridge building campaign?: No

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?

Road improvements in Frederick County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the State Roads Commission established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

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?

Bridge #10088 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

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?

Yes, the bridge is located within the Knoxville Historic District and may contribute to it.

Is the bridge a significant example of its type?

No, this bridge is not a significant example of its type.

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

Yes, this bridge retains integrity of its character-defining elements. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers, and wing walls. No records of any alterations have been located in the SHA files.

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

No, this structure is not a significant example of the work of the State Roads Commission.

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

Yes. Further study should indicate whether this bridge contributes to the Knoxville Historic District.

BIBLIOGRAPHY

Spero, P.A. C. & Company and Louis Berger & Associates
1994 *Historic Bridges in Maryland: Historic Context Report.*
Maryland State Highway Administration, Baltimore.

State Highway Administration
Bridge Inspection Reports. On file 707 North Calvert Street, Baltimore.

As-Built Drawings. On file 707 North Calvert Street, Baltimore.

State Roads Commission of Maryland
1958 *A History of Road Building in Maryland.* Baltimore.

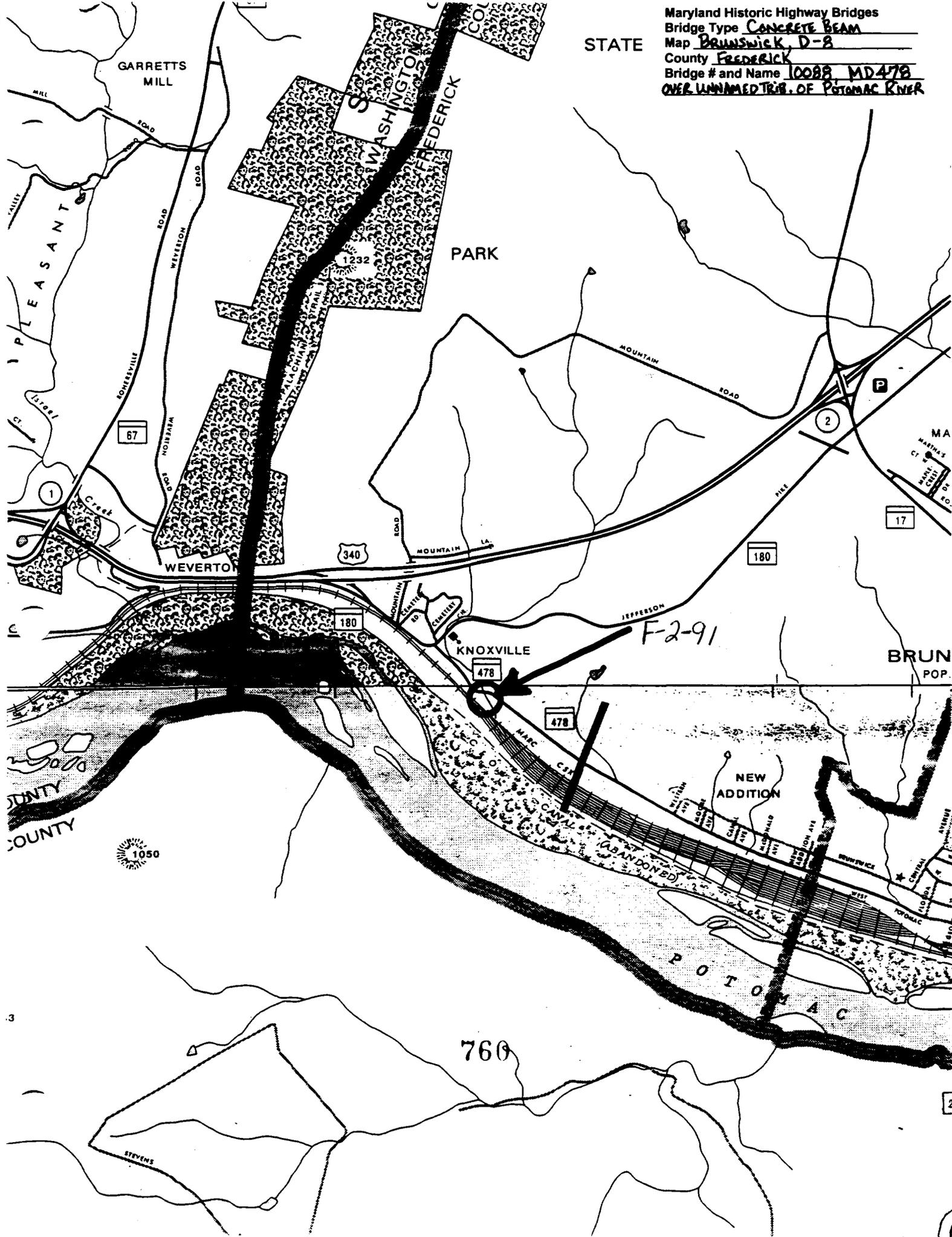
SURVEYOR INFORMATION

Name: Gabrielle M. Lanier/Stephen Linhart
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Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Date: 13 May 1996
Telephone: (717) 691-1340

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map BRUNSWICK, D-8
County FREDERICK
Bridge # and Name 10088 MD478
OVER UNNAMED TRIB. OF POTOMAC RIVER

STATE



GARRETTS MILL

PLEASANT VALLEY

WASHINGTON
FREDERICK

PARK

67

340

180

17

WEVERTON

KNOXVILLE

478

478

F-2-91

BRUNSWICK POP.

COUNTY

1050

NEW ADDITION

POTOMAC

760

STEVENS

2



Inventory # F-291

Name 10088-MDLTB OVERBRANCH OF POTOMAC RIVER

County/State FREDERICK COUNTY/MO

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SHA

Description WEST APPROACH

Number 1 of 34⁴



Inventory # F-2-91

Name 10088-MD478 OVER A BRANCH OF POTOMAC RIVER

County/State FREDERICK COUNTY / MD

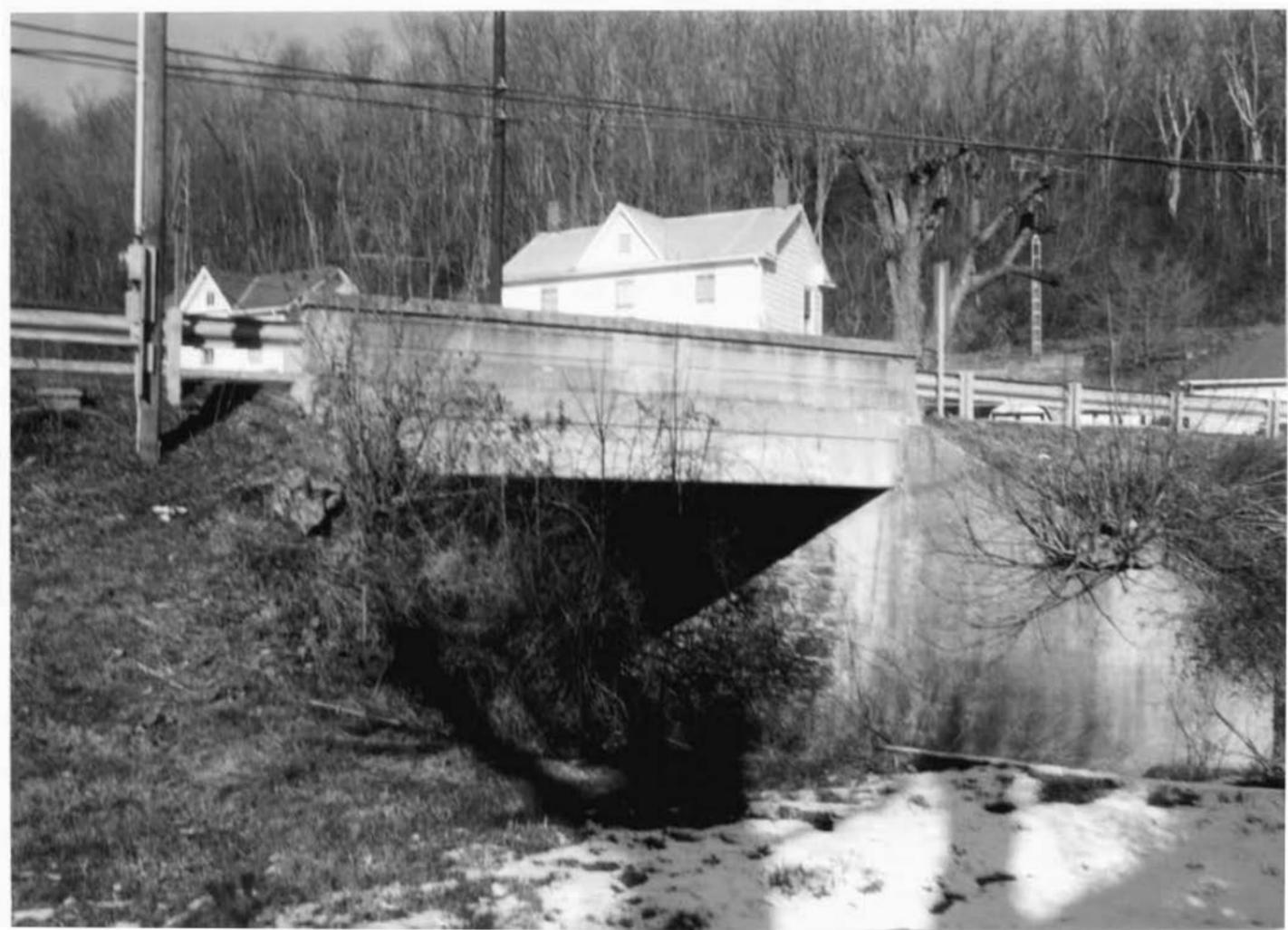
Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SHA

Description ELEVATION LOOKING SOUTH

Number 2 of 34



Inventory # F-2-91

Name ~~1088~~ - MD478 OVER A BRANCH OF POTOMAC RIVER

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SNA

Description ELEVATION LOOKING NORTH

Number 3 of 344

