

Memo to file

December 7, 2015

From: Casey Pecoraro
Inventory Registrar

Re: F-3-48
Bridge F-2004

A photo log and 14 photos (along with an archival disc and large format negatives) produced by Rob Tucher and dated May 13, 2015 were received for accessioning on December 7, 2015.

Please note that the MIHP number as issued by MHT is F-3-48 and does not incorporate leading zeros.

Please also note that the bridge number was originally entered into MHT records as F-2004. The following materials prepared in 2015 formatted the bridge number variously as F-20-04 and F-20-14.

INDEX TO PHOTOGRAPHS

BRIDGE NO. F-20-04 (F-2004)
LEWISTOWN ROAD OVER FISHING CREEK (MIHP No. F-3-048)
LEWISTOWN
FREDERICK COUNTY
MARYLAND

ROB TUCHER PHOTOGRAPHER

MAY 13, 2015

F-3-048_2015-5-13_01	VIEW OF BRIDGE IN CONTEXT FROM UPSTREAM. VIEW LOOKING NORTHWEST.
F-3-048_2015-5-13_02	APPROACH FROM EAST. VIEW LOOKING WEST.
F-3-048_2015-5-13_03	APPROACH FROM WEST. VIEW LOOKING EAST.
F-3-048_2015-5-13_04	VIEW ACROSS DECK FROM EAST. VIEW LOOKING SOUTHWEST.
F-3-048_2015-5-13_05	VIEW ACROSS DECK FROM WEST. VIEW LOOKING EAST.
F-3-048_2015-5-13_06	OBLIQUE VIEW OF SOUTH ELEVATION. VIEW LOOKING NORTHWEST.
F-3-048_2015-5-13_07	OBLIQUE VIEW OF NORTH ELEVATION. VIEW LOOKING SOUTHWEST.
F-3-048_2015-5-13_08	OBLIQUE VIEW OF NORTH ELEVATION. VIEW LOOKING SOUTHEAST.
F-3-048_2015-5-13_09	EAST ABUTMENT AND WING WALL RETURN. VIEW LOOKING SOUTHEAST.
F-3-048_2015-5-13_10	WEST ABUTMENT AND WING WALL RETURN. VIEW LOOKING NORTHWEST.
F-3-048_2015-5-13_11	WING WALL RETURN (LONGEST EXAMPLE) AT SOUTHEAST CORNER OF BRIDGE WITH SECTION OF PARAPET AND END POST. VIEW LOOKING NORTH.
F-3-048_2015-5-13_12	DETAIL OF CENTER PIER. VIEW LOOKING NORTH.
F-3-048_2015-5-13_13	UNDERSIDE, SHOWING CENTER PIER AND FLOOR SYSTEM. VIEW LOOKING WEST.
F-3-048_2015-5-13_14	UNDERSIDE, VIEW WITHIN CONCRETE ENCASED FLOOR BEAMS. VIEW LOOKING WEST.



MHP No. F-3-48

Bridge No. F-2004 ()

Frederick County, Maryland

Rob Tucher

13 May 2015

MD SHPO - Neg.

Bridge in context. Looking NW.

#1 of 14



MHP No. F-3-48

Bridge No. F-2004

Frederick County, Maryland

Rob Tucher

13 May 2015

MD SHPO - Neg.

Approach from east. Looking W.

#2 of 14

A black and white photograph of a two-lane road with a white center line and a white shoulder line. The road surface is cracked and shows signs of wear. On the right side of the road, there is a sign on two wooden posts. The sign has a header and two main sections of text. The background consists of a dense line of trees on both sides of the road, and a utility pole with wires is visible on the right. In the distance, a small building and a car are visible on the right side of the road.

RESTRICTED BRIDGE
SINGLE UNIT
34,000 LBS GVW
COMBINATION UNIT
51,000 LBS GCW

MHP No. F-3-40

Bridge No. F-2004

Frederick County, Maryland

Rob Tucher

13 May 2015

MD SHPO - Neg.

Approach from west. Looking E.

#3 of 14



MIHP No. F-3-48

Bridge No. F-2004

Frederick County, Maryland

Rob Tucher

13 May 2015

MD SHPO - Neg.

View across deck. Looking SW.

#4 of 14



MIHP No. F-3-48

Bridge No. F-2004

Frederick County, Maryland

Rob Tucher

13 May 2015

MD SHPO - Neg.

View across deck. Looking E

#5 of 14



MIHP No. F-3-40

Bridge No. F-2004

Frederick County, Maryland

Rob Tucher

13 May 2015

MD SHPO - Neg.

Oblique view of south elevation. Looking NW.

#6 of 14



MIHP No. F-3-48

Bridge No. F-2004

Frederick County, Maryland

Rob Tucher

13 May 2015

MD SHPO - Neg.

Oblique view of north elevation. Looking SW.

#7 of 14



MIHP No. F-3-48

Bridge No. F-2004

Frederick County, Maryland

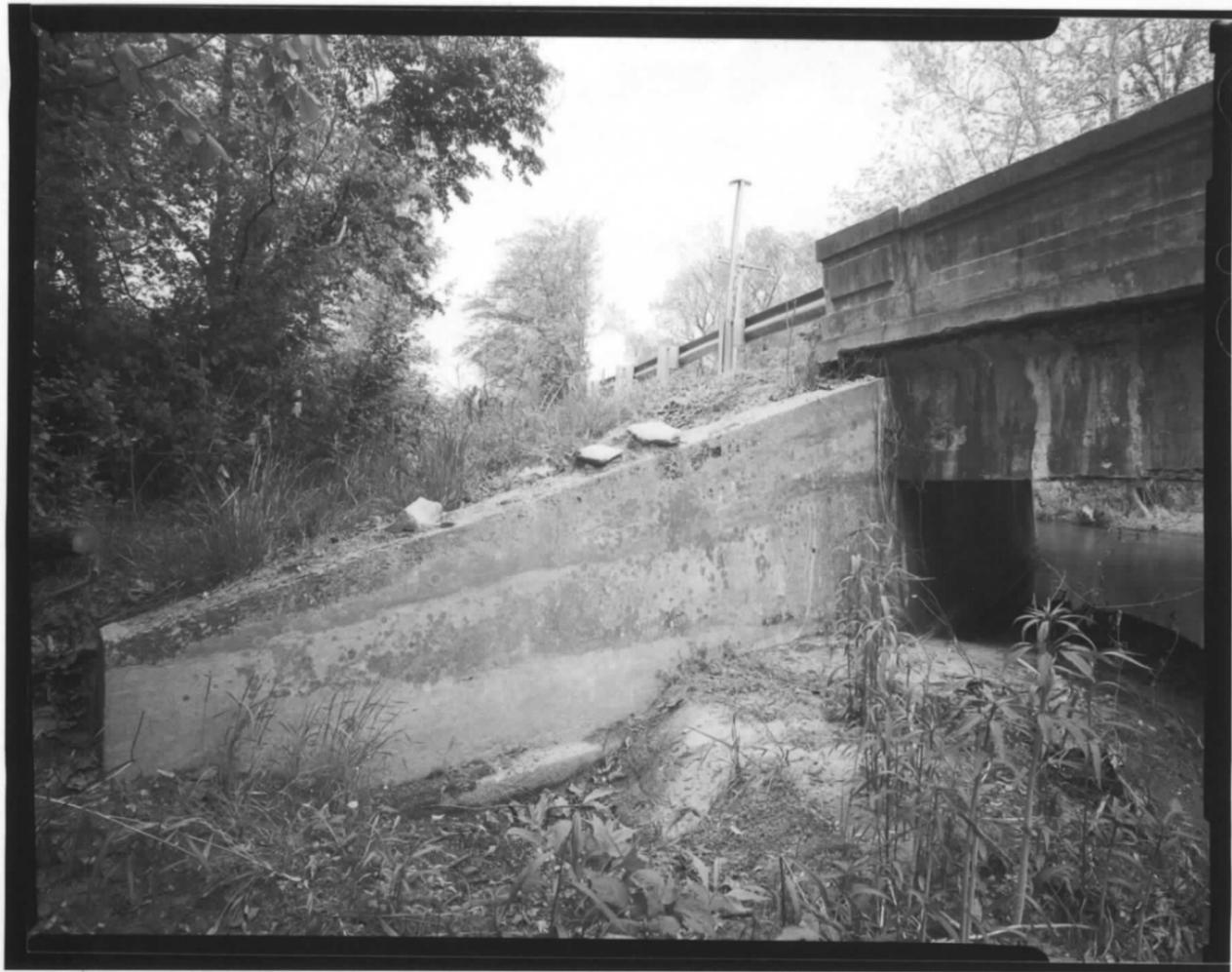
Rob Tucher

13 May 2015

MD SHPO - Neg.

Oblique view of north elevation. Looking SE.

8 of 14



MHP No. F-3-48

Bridge No. F-2004

Frederick County, Maryland

Rob Tucher

13 May 2015

MD SHPO - Neg.

East abutment and wing wall return. Looking SE.

#9 of 14



MHP No. F-3-48

Bridge No. F-2004

Frederick County, Maryland

Rob Tucher

13 May 2015

MD SHPO - Neg.

West abutment and wing wall return. Looking NW.

#10 of 14



MHP No. F-3-48

Bridge No. F-2004

Frederick County, Maryland

Rob Tucher

13 May 2015

MD SHPO - Neg.

Wing wall return with parapet and end post. Looking N.

#11 of 14



MHP No. F-3-48

Bridge No. F-2004

Frederick County, Maryland

Rob Tucher

13 May 2015

MD SHPO - Neg.

Detail of center pier. Looking N.

#12 of 14



MIHP No. F-3-48

Bridge No. F-2004

Frederick County, Maryland

Rob Tucher

13 May 2015

MD SHPO - Neg.

Underside. Looking W.

#13 of 14



MHP No. F-3-40

Bridge No. F-2004

Frederick County, Maryland

Rob Tucher

13 May 2015

MD SHPO - Neg.

Underside. Looking W.

#14 of 14

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-3-48

Name: F2004/Lewistown Rd over Fishing 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 <input checked="" type="checkbox"/> X <input type="checkbox"/>	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 PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. F-3-48

NAME AND SHA NO.: F-2004

LOCATION

Road Name and Number: Lewistown Road over Fishing Creek

City/Town: Middletown X vicinity

County: Frederick

Ownership: State X 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 Retractable 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 F-2004 carries Lewistown Road over Fishing Creek in north central Frederick County. Lewistown Road runs east and west, while Weldon Creek flows north to south. The stream splits as it courses around an island slightly south of the bridge and then the branches rejoin to flow under the structure. The stream then appears to divide into two branches north of the bridge. Located in the Piedmont physiographic province, a region characterized by variegated topography created by rivers and streams cutting through the valley, the bridge is surrounded by wooded parcels, agricultural fields, and farm complexes at the east and west ends.

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

Bridge F-2004, a double-span concrete beam structure, has a total bridge length of 56'; each span measures 28' feet in length. The 25' wide roadway with a 2" bituminous deck carries two lanes of traffic. Five concrete beams support the reinforced concrete slab. The concrete deck and the concrete slab are integrated with the girders. The 2'-6" high solid concrete parapets features alternating inset rectangular and raised square panels. Steel W-beam guardrails run along the approach roadway but are not attached to the ends of the parapets. The substructure consists of concrete cantilevered abutments, a concrete solid shaft pier, and 18' concrete wing walls at the northeast, southeast, and southwest corners; the northwest wing wall measures 20'.

Recent inspection reports indicate that numerous hairline cracks exist in the beams and the underside of the deck. Also, the concrete shelf supporting the parapets is deteriorated with exposed, rusted rebars. Defects in the substructure include severe cracks in the wing walls and erosion and scour at the northern end of 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:

According to available documentary evidence, this bridge has not undergone any major alterations.

HISTORY

When Built: 1920-1925

Why Built: Statewide road improvement programs and local transportation needs.

Who Built: Unknown

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?

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits signs of age and wear, including cracking and deteriorating of the deck, girders, and wing walls, none of these character defining elements has been replaced or removed.

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.

BIBLIOGRAPHY

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1908 *Second Report on State Highway Construction (January 1906-January 1908)*. The Johns Hopkins Press, Baltimore.

**MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST**

MHT NO. F-3-48

Frederick County Department of Public Works

1983-93 Bridge inspection reports. Located in the files of the Bureau of Highways and Transportation, Frederick County Department of Public Works, Frederick, Maryland.

Johnson, A.N.

1903 *Third Report on the Highways of Maryland (1902-1903)*. The Johns Hopkins Press, Baltimore.

LeViness, Charles T.

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P.A.C. Spero and Company and Louis Berger and Associates, Inc.

1994 *Historic Bridges in Maryland: Historic Context Report*. Prepared for Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore.

State Roads Commission of Maryland

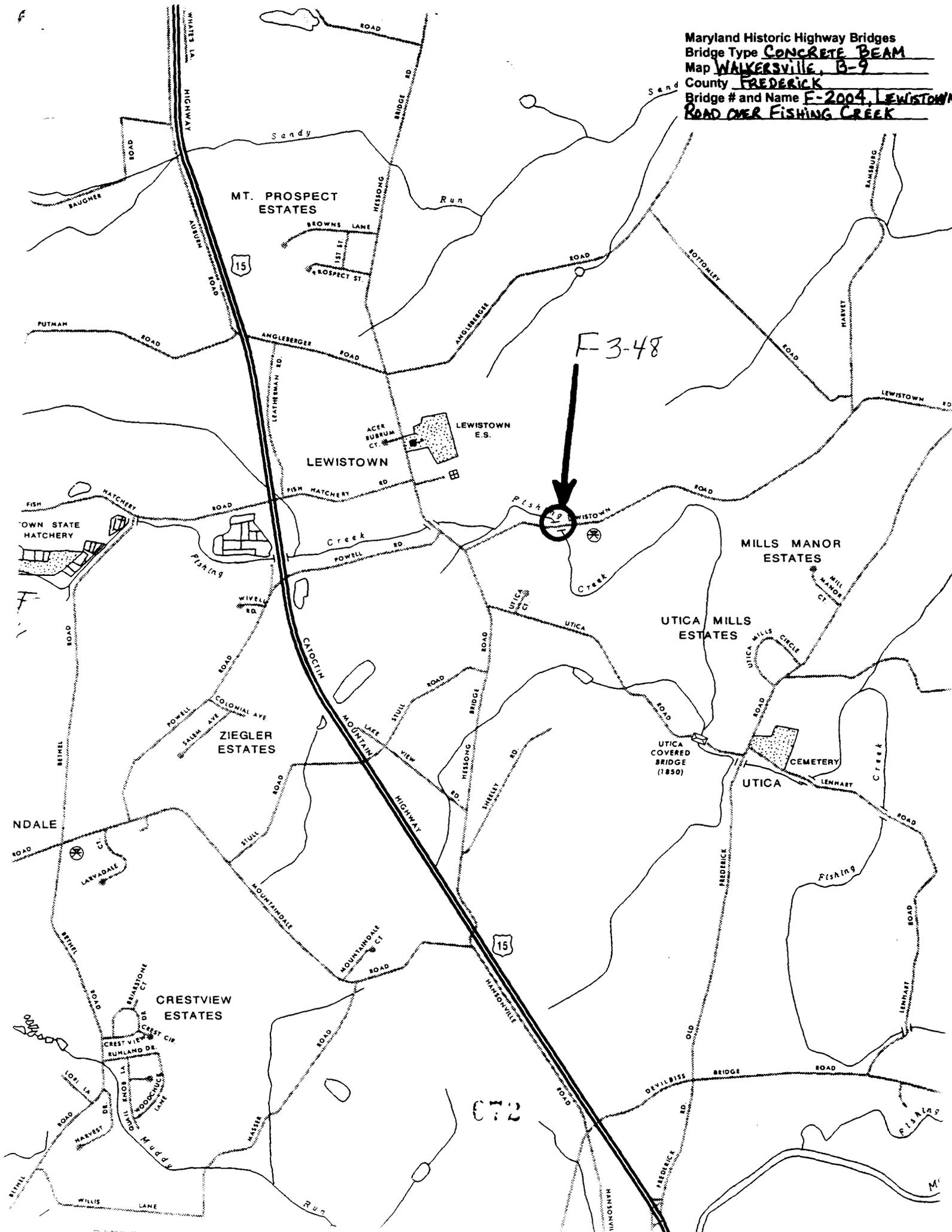
1930 *Reports of the State Roads Commission of Maryland for the Years 1927, 1928, 1929, and 1930*. State of Maryland, State Roads Commission, Baltimore.

SURVEYOR INFORMATION

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

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map WALKERSVILLE, B-9
County FREDERICK
Bridge # and Name F-2004, LEWISTOWN
ROAD OVER FISHING CREEK



F-3-48

072



Inventory # F-3-48

Name F2004-LEWISTOWN RD OVER FISHING CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA MD SHPO

Description APPROACH WEST

Number 1 of 354



Inventory # F-3-48

Name F2004-LEWISTOWN RD OVER FISHING CREEK

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING SOUTH

Number 220 of 354



Inventory # F-3-48

Name F2004 - LEWISTOWN RD OVER FISHING CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH EAST

Number 321 of 35A



Inventory # F-3-48

Name F2004-LEWISTOWN RD OVER FISHING CREEK

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SNA

Description ELEVATION LOOKING NORTH
EAST

Number 422 of 354