

Maryland Historical Trust

Maryland Inventory of Historic Properties number: M-17-62

Name: M-138 / Whites Ferry Rd. off I-97 Road SE KURTZE

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 _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D	Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> 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>

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

MHT NO. M:17-66

NAME AND SHA NO.: M-188

LOCATION

Road Name and Number: Whites Ferry Road over Broad Run tributary

City/Town: Poolesville vicinity

County: Montgomery

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 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 597

DESCRIPTION

Describe the Setting:

Situated in Maryland's Piedmont physiographic zone, Bridge M-188 carries Whites Ferry Road over Broad Run tributary. Set amidst a rural landscape characterized by open fields and wooded lots, Whites Ferry Road extends in an east-west direction crossing the southerly flowing stream in western Montgomery County.

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

Bridge M-188 consists of a single, concrete-beam span supplying roughly 24 feet of clear roadway with an asphalt wearing surface. The bridge is 27 feet long. W-beam guardrails protect the bridge approaches and are attached to the incised-panel parapets composing the bridge railings.

Although recent inspections have described Bridge M-188's condition as fair, the bridge currently displays cracks, large spalls and efflorescence. The bridge's southern girder and two interior girders exhibit longitudinal cracks on their bottom faces and seats. Numerous girder faces display spalls with exposed reinforcing bars and stirrups. The parapets feature cracking and spalling. Efflorescence has seeped through various cracks in the backwall. Spalling has also occurred at the juncture of the abutment and the southeast wing wall.

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:

County inspection reports do not describe any major alterations to the bridge's fabric or placement.

HISTORY

When Built: 1927

Why Built: Unknown

Who Built: Unknown

Who Designed: Unknown

Why Altered: Not applicable.

Was this bridge built as part of an organized bridge building campaign?: Records do not indicate whether the bridge's construction formed part of an organized building campaign.

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?

Research has not revealed any associations between the bridge's construction and significant events contributing to Maryland and/or local history.

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?

Construction of Bridge M-188 does not appear to have had any significant impact on local development or growth.

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, Bridge M-188 is not located in an area potentially eligible for historic designation.

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?

Bridge M-188 appears to retain fair integrity of its character defining elements.

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

County records do not identify the original construction authority, and therefore evaluating the bridge as a significant example of its manufacturer is problematic.

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MARYLAND HISTORICAL TRUST

MHT NO. M:17-66

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

Yes. Further study may identify the original construction body.

BIBLIOGRAPHY

Montgomery County Department of Transportation
Bridge Inspection Reports. On file at 101 Monroe Street, Rockville, MD.

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

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

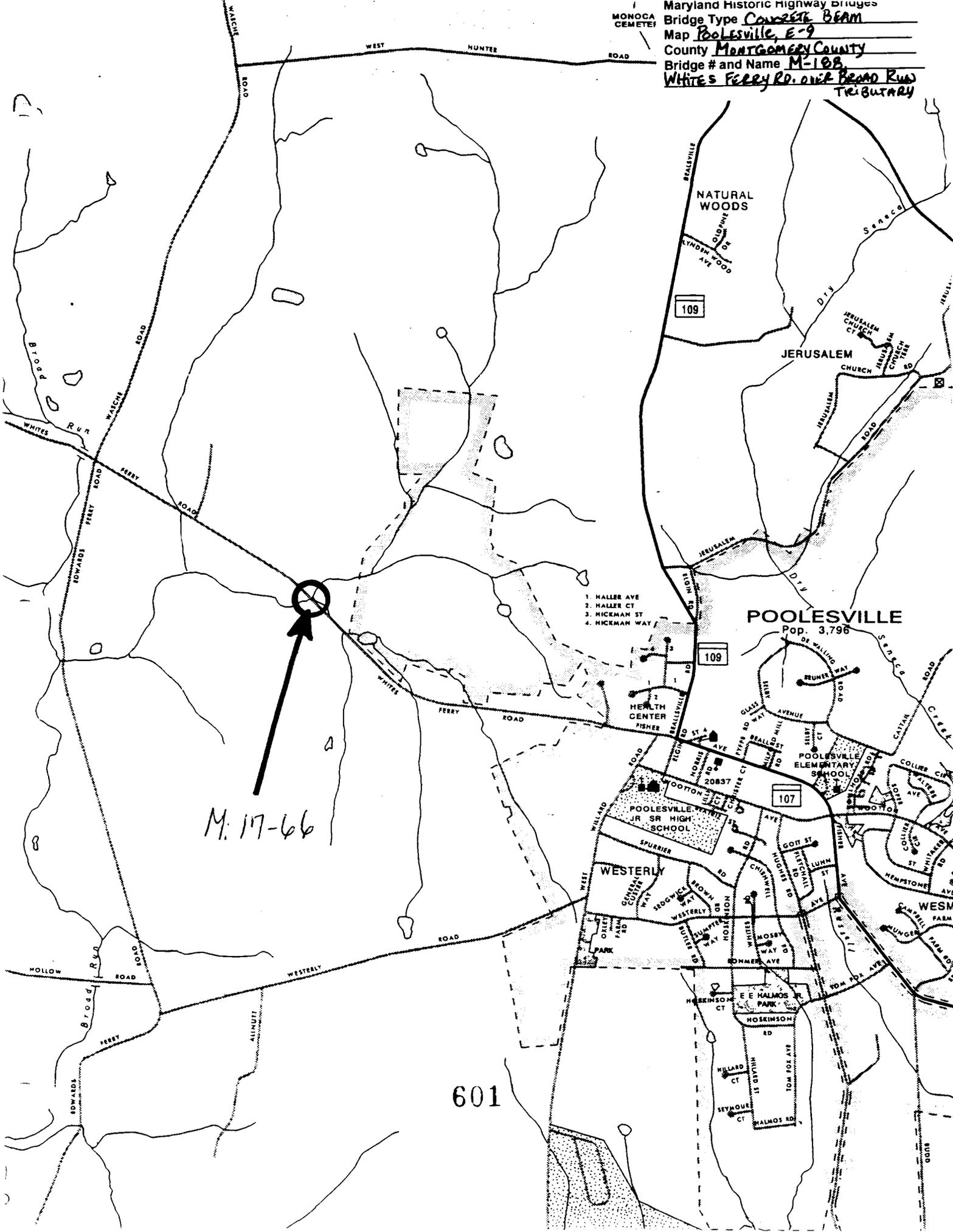
SURVEYOR INFORMATION

Name: Stuart Paul Dixon
Organization: KCI Technologies, Inc.
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

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

MONOCA CEMETERY

Maryland Historic Highway Bridges
Bridge Type Concrete Beam
Map Bolesville, E-9
County Montgomery County
Bridge # and Name M-108
White's Ferry Rd. over Broad Run
TRIBUTARY



M. 17-66

- 1. HALLER AVE
- 2. HALLER CT
- 3. HICKMAN ST
- 4. HICKMAN WAY

601



Inventory # M: 17-66

Name 188 - WHITE FERRY ROAD OVER BROAD RUN

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH WEST

Number 1 of 4
~~21~~ of ~~25~~



Inventory # M:17-66

Name M186 - WHITE FERRY RD OVER BROAD RUN

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION NORTH

Number 2 of ~~25~~ 4



Inventory # M:17-66

Name MISS - WHITE FERRY RD OVER BROAD RUN

County/State MONTGOMERY MD

Name of Photographer FRANK TUKIANO

Date 2/95

Location of Negative SHA

Description APPROACH EAST

Number **3** ~~21~~ of ~~26~~ **4**



Inventory # M: 17-66

Name MISS - WHITE FERRY RD OVER BROAD RUN

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION SOUTH

Number ⁴ ~~32~~ of ⁹ ~~35~~

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Whites Ferry Road Bridge No. 188 Survey Number: M:17-66

Project: Replace Bridge No. 188 Agency: FHWA/Montgomery County

Site visit by MHT Staff: no yes Name Beth Hannold Date 12/13/96

Eligibility recommended Eligibility **not** recommended

Criteria: A B C D Considerations: A B C D E F G None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on the available information, Bridge No. 188, Whites Ferry Road over Broad Run Tributary in northwestern Montgomery County, is not eligible for the National Register of Historic Places. The single span, concrete beam bridge with solid panel parapets was constructed c. 1927. Although the bridge appears to be a representative example of a small concrete beam of the period, it is in severely deteriorated condition. (The bridge underwent cosmetic repairs in 1993 and looks better than it should.) There are areas of severe cracking, spalling and scour. The bridge is currently posted. Although the interagency bridge committee determined that the bridge would be eligible for the National Register at its 9/26/96 meeting, that decision was reversed at a 12/13/96 site visit and meeting attended by several members of the interagency bridge review committee. The conclusion of diminished integrity was based on the visual inspection of the site, the professional opinion of the county staff, the documented history of concern for the bridge's condition and the fact that the bridge is posted. To conclude, the bridge appears to lack sufficient integrity to warrant inclusion in the Register under any of the Criteria.

Documentation on the property/district is presented in: Project File, Maryland Inventory form M:17-66

Prepared by: Stuart Paul Dixon, KCI (5/13/96); revised by Jim Aquirre, SHA (9/16/96)

Elizabeth Hannold December 13, 1996
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable

Peter E. Fenty 12/16/96
Reviewer, NR program Date

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MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Transportation-vehicular

Known Design Source: _____

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- Agriculture
- Architecture, Landscape and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category:
Structure

H i s t o r i c E n v i r o n m e n t :
Rural

H i s t o r i c F u n c t i o n (s) a n d U s e (s) :
Transportation

M: 17-66
Bridge #188, Whites Ferry Road (MD 107) over Tributary of Broad Run
Poolesville Quad





M:17-66

Whitey Lewis Rd End #188



M:17-66

White Terr & Rd Bridge #18A



M:17-66

White's Ferry Rd #188



M:17-66

White \rightarrow $\frac{1}{2}$ of $\frac{1}{2}$ = $\frac{1}{4}$



minutes of the meeting of the Board of Directors of the University of California, Berkeley, California, held on the 11th day of June, 1966.

M:17-66



Whites Ferry Rd Bridge #187

H: 17-66



M: 17-46

Whites Ferry Rd Pidge #188

A black and white photograph of a road winding through a wooded area. On the right side of the road, there is a signpost with two signs. The top sign is a rectangular sign with a double border, containing the text "WEIGHT LIMIT 11 TONS". Below it is a smaller, vertical rectangular sign with the number "188". The road has a white line on the right edge and a double yellow line in the center. The background is filled with dense trees and foliage.

WEIGHT
LIMIT
11
TONS

1
8
8

M:17-66

Whites Ferry Rd #187