

Maryland Historical Trust

State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. WA-II-1135

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic

and/or common Stone drain

2. Location

street & number North Main Street just south of Knode Circle not for publication

city, town Boonsboro vicinity of congressional district

state Maryland county Washington

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input checked="" type="checkbox"/> other: culvert

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

name

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title

date federal state county local

depository for survey records

city, town state

7. Description

Survey No. WA-II-1135

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved

date of move _____

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

At the intersection of North Main with Knode Circle there is a stone-lined drain. The one-by two-foot drain is located under a low point in the road. It is approximately 40 feet wide and drains to a swale on the west side of the road. The rubble stone drain is failing as the stone spalls into it. The drain was not datable, but its construction technique and the state of disrepair indicate that it was probably an early engineering feature of the road, dating to the first half of the nineteenth century or earlier.

8. Significance

Survey No. WA-II-1135

Period	Areas of Significance--Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistory	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates _____ Builder/Architect _____

check: Applicable Criteria: A B C D
and/or
Applicable Exception: A B C D E F G

Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

HISTORIC CONTEXT: see also Alternate US 40 (WA-II-1133).

Alternate US 40, which forms the backbone of Boonsboro's downtown commercial and residential district, was part of the earliest road network in Maryland. By the late eighteenth century, the road extended from Baltimore to Maryland's western counties. On the west side of South Mountain, this early road intersected with roads heading south to Sharpsburg (MD 34); northwest to Elizabeth Town (Hagerstown, MD 66). The road reached Cumberland via Hagerstown (Alt. Rt. 40) and Williamsport (MD 68). Maryland's early road network was soon improved under the aegis of Jonathan Ellicott, whose Baltimore-Frederick Town Turnpike (authorized in 1804-1805) extended to Boonsboro by 1811. During the 1810s, the route through Maryland's Appalachian region was secured through Maryland legislation, which compelled banks to subscribe to the road projects as a condition of charter renewal. With bank funding, an improved turnpike system extended from Baltimore through Boonsboro and on to Cumberland, the head of the National Road, a Federally-funded road to the newly-opened midwest. Boonsboro's viability was linked to the success of the road.

CONTINUED

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended Eligibility not recommended

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

Comments: TO BE DEMOLISHED IN 2000 BOONSBORO
STREETSCAPE. TOWN SHOWN TO PROVIDE 2-3
PHOTOS AS IT IS DEMOLISHED FOR OUR RECORDS.
QES 12/21/99

[Signature]
Reviewer, Office of Preservation Services

[Signature]
Reviewer, NR program

12/1/99
Date

9/18/00
Date

[Signature]

CONTINUATION SHEET

SURVEY NUMBER: WA-II-1135

SECTION: 8/1

SIGNIFICANCE CONTINUED:

Available records indicate that the road bed follows its original alignment through Boonsboro, though the surface of the road has been significantly built-up since the introduction of concrete and asphalt paving in the twentieth century. Alternate US 40 should be studied as a linear historic district. Additional segment of the road should be surveyed along the Route from Baltimore to Cumberland. Mile markers 60 and 61 are already listed in the National Register of Historic Places, and contribute to the road district. The associated resources, including this historic engineering structure, should be considered as contextual components to this linear resource and should be considered as contributing resources to the road as a historic district.

The period of significance for the road from Boonsboro to Cumberland can be defined as ca. 1787, the date the Baltimore-Frederick Town Road was authorized, to 1956, when Interstate 70 replaced the road as the primary transportation corridor in western Maryland. Bridges, culverts, inns, taverns, gas stations, motels, historic signage and other transportation related resources would be the types of resources potentially contributing to the road as a National Register-eligible district. The National Register of Historic Places recognizes transportation corridors of historical significance. Alternate US 40 appears to meet the eligibility requirements for listing in the National Register of Historic Places under criteria A, C, and D. Further study and documentation would be required to support a discontinuous linear district in Maryland. Individually, the culvert is significant under criterion C.

**PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS**

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:

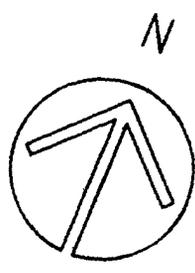
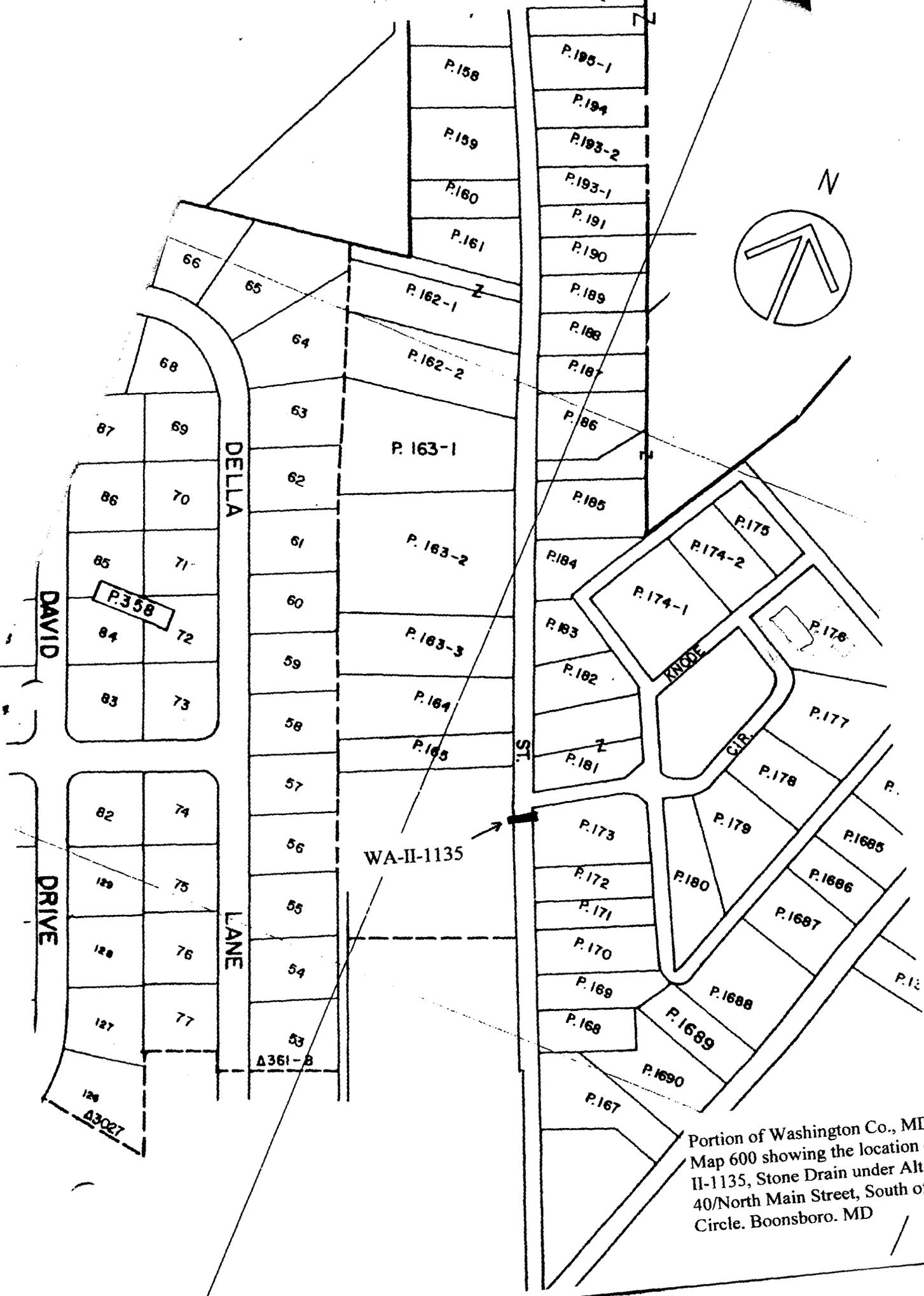
- Rural Agrarian Intensification A.D. 1680-1815
 Agricultural-Industrial Transition A.D. 1815-1870
 Industrial/Urban Dominance A.D. 1870-1930
 Modern Period A.D. 1930-Present
 Unknown Period (prehistoric historic)

III. Historic Period Themes:

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

IV. Resource Type:

Category: Structure
Historic Environment: Village
Historic Function(s) and Use(s): TRANSPORTATION/road-related;
Known Design Source: none



WA-II-1135

Portion of Washington Co., MD Tax Map 600 showing the location of WA-II-1135, Stone Drain under Alt. 40/North Main Street, South of Knode Circle. Boonsboro. MD



WA 11-1135

Stone Drain

Boonsboro, Washington Co., MD

Terri Calhane

6/1999

neg: MD SHPO

looking SW, drain under Alt. 40/N. Main St just
south of Kinole Circle.



WA-11-1135

Stone drain

N. Main St

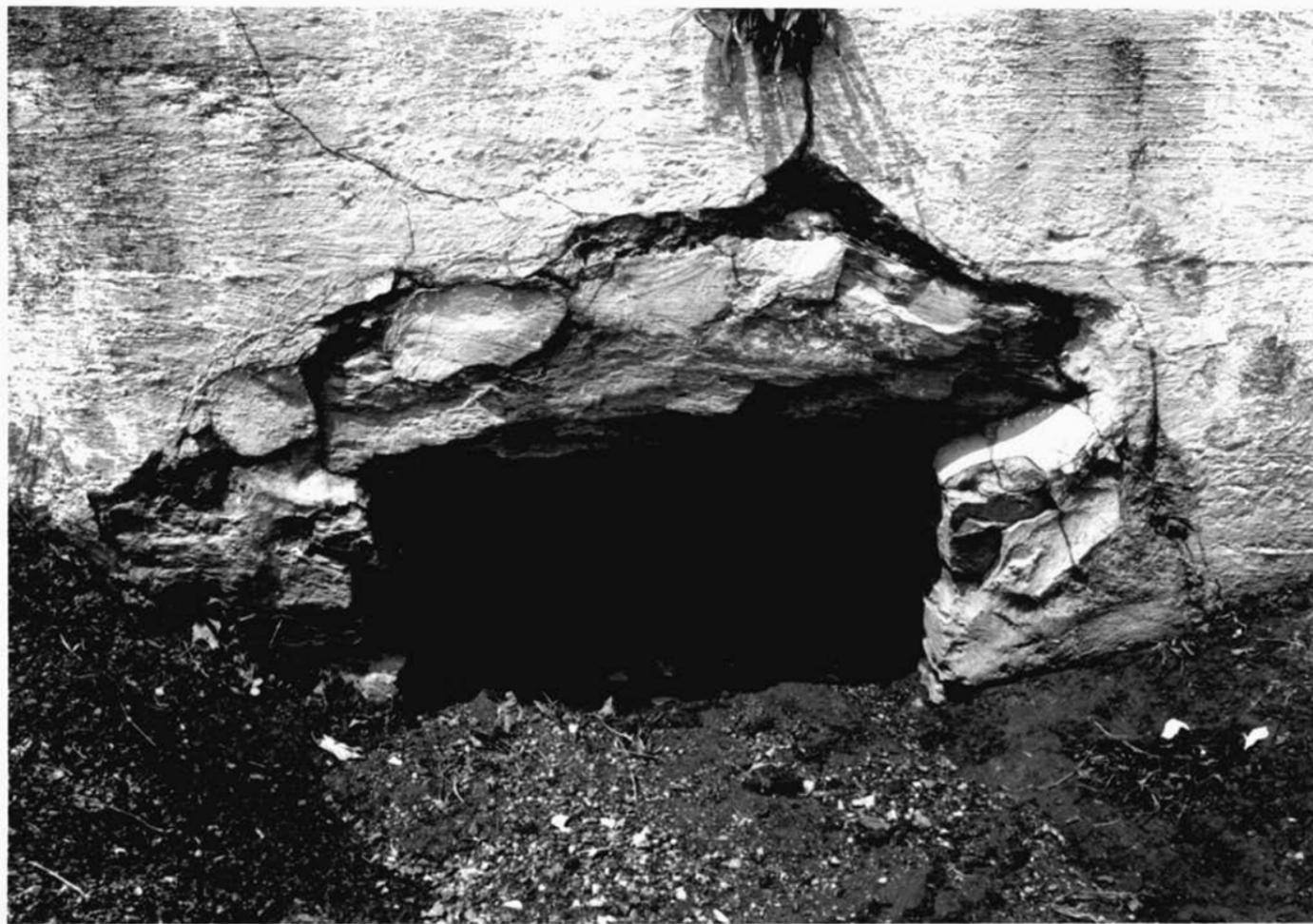
Boonsboro, Washington Co. MD

Reri Colhane

6/1999

neg. MD SHPS

looking SW at stone drain, under Alt 40/N Main
St., just south of Knode Circle



WA-11-1135

Stone drain

N. Main St

Exumslawco, Washington Co., MD

Kerri Culhane

6/1999

neg: MD SHAD

looking west at stone drain, under Alt 40/N.
Main St just south of Knode Circle



WA 11-1135

Stone drain

Evansboro, Washington Co., MD

Kerri Calliane

6/1999

reg: MD SFPD

Looking SE, drain under AH 40/N. Main St just
south of Knots Circle



WA 11-1135

stone drawn

Exonkoro, Washington Co. MD

Keri Culhane

6/999

reg. MD SAPP

looking E, drawn under Alt 40 ^N Main St., near
Knobe Circle