

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: SHA Small Structure No. 04019X0 Inventory Number: CT-1184
 Address: MD 262 over Chew Creek Historic district: yes no
 City: West of Sunderland Zip Code: 20639 County: Calvert
 USGS Quadrangle(s): Lower Marlboro
 Property Owner: Maryland State Highway Administration Tax Account ID Number: N/A
 Tax Map Parcel Number(s): N/A Tax Map Number: 10
 Project: MD 262 over Chew Creek Agency: Maryland State Highway Administration
 Agency Prepared By: Maryland State Highway Administration
 Preparer's Name: Matt Manning Date Prepared: 11/26/2012

Documentation is presented in: Project Review and Compliance Files

Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:
 Name of the District/Property: _____
 Inventory Number: _____ Eligible: yes no Listed: yes no

Site visit by MHT Staff yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*
 SHA Small Structure No. 04019X0 is a 20-foot-span concrete slab small structure that carries two-lane MD 262 over Chew Creek in Calvert County. The structure is oriented along MD 262 on an approximately east-west axis and is composed entirely of concrete. Unadorned concrete abutments and wingwalls support a poured concrete slab and parapet walls at the roadbed. Both north wingwalls are cracked and show evidence of repair; sediment partially covers the southeast wingwall. The north and south sides of each parapet wall include three incised panels consisting of a short central panel framed by two longer panels. W-beam guardrail has been affixed to the south parapet wall's west end. This portion of the parapet has been repaired, and the incised paneling is obscured. Patching is evident at both the south and north parapets' east ends. Cracks and spalling are visible along both parapets, and aggregate is exposed along the concrete coping. The structure is located along a two-lane asphalt highway bordered by mid- to late twentieth-century single-family dwellings. Trees and wood utility poles border both sides of the road.
 MD 262 is a 4.2-mile highway connecting Chaneyville Road in Lower Marlboro and MD 4 in Sunderland. A gravel road in 1924, MD 262 was completed and paved in 1928. Plans for a concrete slab bridge along the route were created in 1926 to be built in accordance with the State Roads Commission (SRC)'s 1924 Standard Plans. The SRC's Standard Plans were first implemented in 1912 to simplify engineering efforts for small roadway structures, including box culverts and bridges with spans of up to 36 feet. The plans were revised at intervals until 1933; revisions included changes such as roadway widths or parapet types. The 1924

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

 Reviewer, Office of Preservation Services
 Date: 2/12/2013

 Reviewer, National Register Program
 Date: 2/14/13

Standard Plans, used to construct SHA Small Structure No. 04019X0, were the first to specify solid parapet walls with incised rectangular panels; in the 1928 Standard Plans, open handrail parapets replaced the solid parapet walls.

Concrete slab structures are common along Maryland's roadways, and SHA Small Structure No. 04019X0 shows evidence of repairs and alterations. Guardrail has been affixed to the west end of the structure's south parapet, where the incised paneling, a character-defining element, has been covered with a concrete patch. The concrete coping at this location has also been replaced. Additional patching is apparent on both parapets. As a result, the structure has lost its integrity of design, materials, and feeling. Research did not identify events or persons of local, state, or national significance associated with the structure, and SHA Small Structure No. 04019X0 is not eligible for inclusion in the National Register of Historic Places under Criteria A or B. Although SHA Small Structure No. 04019X0 is an example of the 1924 Standard Plan for concrete slabs, it lacks integrity and is not of exceptional importance; the structure is not eligible for the NRHP under Criterion C. NRHP Criterion D was not included in this study. Based on the evaluated Criteria, SHA Small Structure No. 04019X0 is not eligible for listing in the NRHP.

The property boundary is confined to SHA's right of way limits for MD 262 at Small Structure No. 04019X0. The structure is 30 feet wide and 46 feet long.

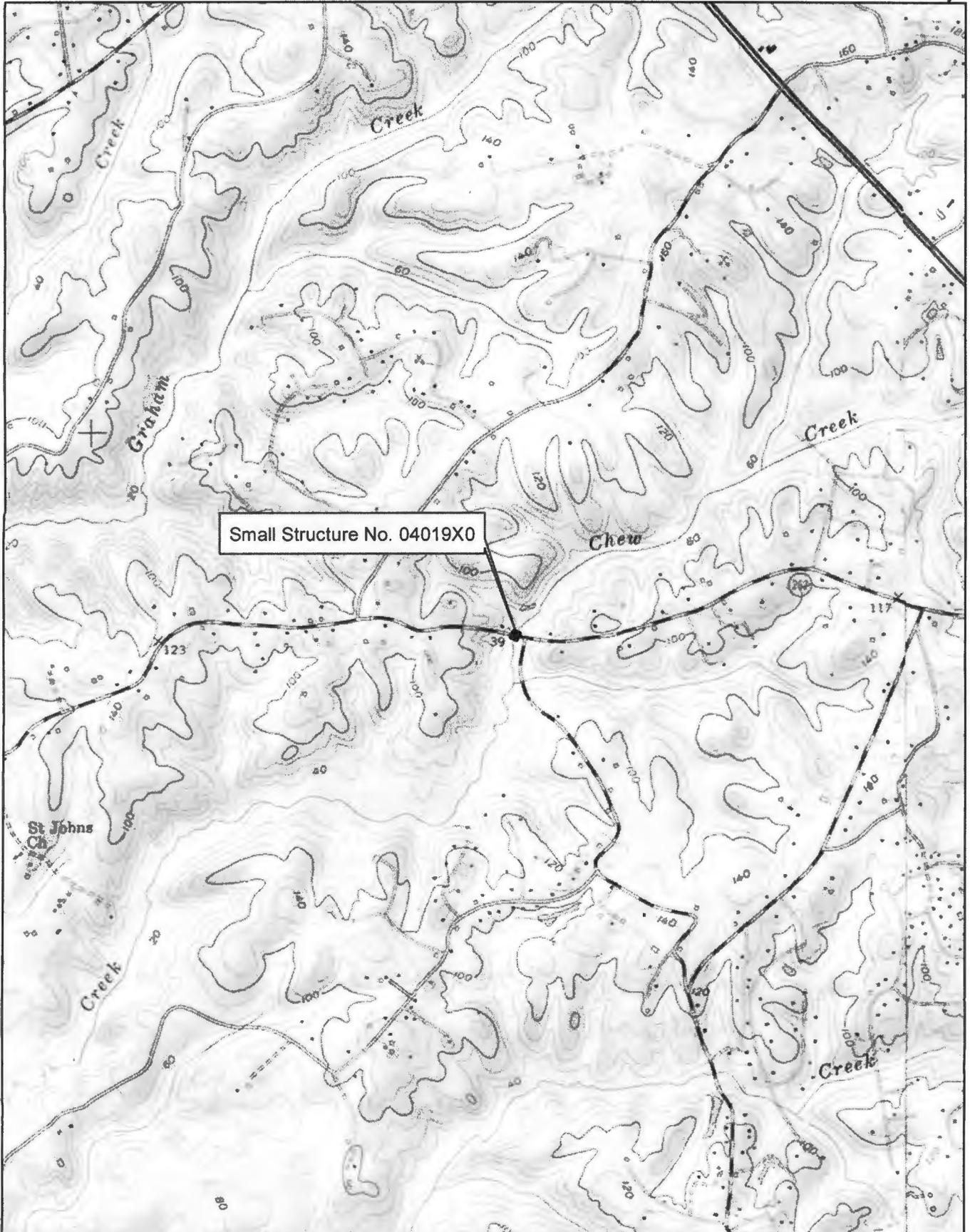
Works Consulted

Parsons Brinckerhoff Quade & Douglas, Inc. "Small Structures on Maryland's Roadways." Historic Context Report, Baltimore, MD. Maryland State Highway Administration, June 1997.

MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended							Eligibility not recommended						
Criteria:	A	B	C	D	Considerations:	A	B	C	D	E	F	G	
MHT Comments:													
_____ Reviewer, Office of Preservation Services							_____ Date						
_____ Reviewer, National Register Program							_____ Date						

Small Structure No. 04019X0 (CT-1184)

MD 262 over Chew Creek - Calvert County



USGS 7.5' Quadrangle - Lower Marlboro
1:24,000





CT-1184

SHA Small Structure No. 04019X15

Calvert Co., MD

M. Manning

11/21/2012

MD SHps

View east along MD 262

1/6



CT-1184

SHA Small Structure No. 04019X0

Calvert Co. MD

M. Manning

11/21/2012

MD SHPO

North elevation

2/6



CT-1184

SHA Small Structure No. 04019X0

Calvert Co MD

M. Manning

11/21/2012

MD SHAPO

North parapet from MD 262

3/6



CT-1184

SHA Small Structure

Ø4Ø19XØ

Calvert Co. MD

M. Manning

11/21/2012

MD SHPO

South elevation

4/6



CT-1184

SHA Small Structure 04019X0

Calvert Co. MD

M. Manning

11/21/2012

MD SHPO

Concrete patching & repair at south parapet (view north)

5/6



CT-1184

SHA Small Structure 04019X0

Calvert Co MD

M. Manning

11/21/2012

MD SHPO

South parapet and guardrail; view SW from MD 262

6/6

Memo to file

March 16, 2016

From: Casey Pecoraro
Inventory Registrar

Re: CT-1184
SHA Small Structure No. 04019X0

The following Historic Bridge Inventory form, prepared in 1995 to document the concrete slab bridge carrying MD 262 over Chew Creek, was completed using SHA Bridge No. 4014 (or 04014). The SHA Office of Structures, Remedial Section, later changed the formatting of bridge numbers from five-digits to seven or nine-digits (Anne Bruder, personal communication, June 26, 2015).

SHA Bridge No. 4014 corresponds with SHA Small Structure No. 04019X0.

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. CT-1184

SHA Bridge No. 4014 Bridge name MD 262 over Chew Creek

LOCATION:

Street/Road name and number [facility carried] MD 262

City/town Lower Marlboro Vicinity _____

County Calvert

This bridge projects over: Road _____ Railway _____ Water X Land _____

Ownership: State X County _____ Municipal _____ Other _____

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes _____ No X

National Register-listed district _____ National Register-determined-eligible district _____

Locally-designated district _____ Other _____

Name of district _____

BRIDGE TYPE:

Timber Bridge _____:

Beam Bridge _____ Truss -Covered _____ Trestle _____ Timber-And-Concrete _____

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable 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 X _____:

Concrete Arch _____ Concrete Slab X Concrete Beam _____ Rigid Frame _____

Other _____ Type Name _____

DESCRIPTION:

Setting: Urban _____ Small town _____ Rural X

Describe Setting:

Bridge No. 4014 carries MD 262 over Chew Creek in Calvert County. MD 262 runs east-west, while Chew Creek flows north to south. The area around the bridge is forested with very little development. A 1980's bi-level house is located to the northeast of the bridge.

Describe Superstructure and Substructure:

Bridge No. 4014 over Chew Creek in Calvert County is a single span concrete slab bridge built in 1926. The span length is 20'. The superstructure, consisting of the slab, the roadway and the parapet, is in a deteriorated condition. The underside of the deck has many areas of serious spalling, efflorescence and transverse cracking. The west side of the deck has spalling 6' long and 3" deep, exposing the rebar, and hollow sounding areas throughout. The outside, northwest corner has spalling 2' long, also exposing a rebar. The bridge is posted at 58,000 lbs for single units, and 80,000 for combination units. The bituminous roadway has a longitudinal crack at the centerline and light vegetation and hollow sounds at the gutter line. The parapets are solid concrete, with a saddleback coping and panel ornamentation that follows standard 1924 plans for concrete slab bridges. They are not load bearing and rest upon the slab. The north parapet has random areas of spalling with an exposed rebar along the base. The south parapet has one area of spalling 2' long, 10" high and 2" deep with an exposed and corroded rebar. The finish coat on the parapets has deteriorated and is uniformly rough in texture.

The substructure consists of abutments and wingwalls. The abutment faces have light map cracking. The west abutment has minor erosion at the water line with 8" of the footing exposed and spalling at the deck-abutment intersection 6' long, exposing a rebar. All faces of the wingwalls have fine map cracking. The southeast and northwest wingwalls have full-width horizontal cracks, with the top 2' of the wingwall above the cracks completely detached. The stream channel runs along the west wingwalls and abutments causing most of the structural problems.

Discuss Major Alterations:

No alterations have occurred that would have removed or altered any of the character defining elements of this bridge. The only noticeable improvement was a recent recovering of the bituminous riding surface.

HISTORY:

WHEN was the bridge built: _____ 1926 _____
This date is: Actual X _____ Estimated _____
Source of date: Plaque _____ Design plans _____ County bridge files/inspection form X
Other (specify) _____

WHY was the bridge built?

Maryland's primary and secondary roads had become inadequate to the huge freight trucks and volume of cars in use after World War I.

WHO was the designer?

State Roads Commission

WHO was the builder?

State Roads Commission

WHY was the bridge altered?

N/A

WAS this bridge built as part of an organized bridge-building campaign?

Yes, post World War I improvements to primary and secondary roads

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events _____ B- Person _____

C- Engineering/architectural character _____

Was the bridge constructed in response to significant events in Maryland or local history?

Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-1904 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commissions establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of \$3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. the number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use. Most improvements to local roads waited until the years after World War II.

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?

Although built following the post World War I construction phase, this bridge did not greatly effect the area surrounding it. The structure did not increase settlement or industry.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

No, this bridge is not located in an area which is eligible for historic designation.

Is the bridge a significant example of its type?

No, this structure is not a significant example of a standard 1924 plan concrete slab bridge.

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

No, this structure does not retain the integrity of its original design because of its deteriorated state.

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

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

Should the bridge be given further study before an evaluation of its significance is made?

No, this structure should not be given further study. Although it reflects the state's post war construction needs of expanding the secondary road system, its current condition has placed its integrity in doubt.

BIBLIOGRAPHY:

County inspection/bridge files _____ SHA inspection/bridge files X

Other (list):

SURVEYOR:

Date bridge recorded 8/11/95

Name of surveyor Timothy J. Tamburrino

Organization/Address P.A.C. Spero & Company, 40 W. Chesapeake Avenue, Suite 412, Baltimore, Maryland 21204

Phone number 410-296-1635 FAX number 410-296-1670

Concrete Slab Bridge Project, 9/95
Bridge# 4014 County Calvert
Quad Lower Marlboro



(NORTH BEACH)
5661 II NE
HUNTINGTOWN 3.9 MI
PRINCE FREDERICK 8.7 MI

4281
40'
4280
4279
4278



CT-1184

1 OF 4

CALVERT COUNTY

D. BAUMIK

1-31-95

~~MARYLAND SITPO SHAW~~

MD 262 OVER CHEW CREEK

LOOKING WEST ON MD 262

(BRIDGE 4014)



CT-1184

2 OF 4

CALVERT COUNTY

D. BHAUMIK

1-31-95

~~MARYLAND SHPO SHA~~

MD 262 OVER CHEW CREEK

LOOKING SOUTH (UPSTREAM FACE)

(BRIDGE 4014)



CT-1184

CALVERT COUNTY

D. ~~BHAUMIK~~

1-31-95

~~MARYLAND SHPO SHA~~

MD 262 OVER CHEW CREEK

LOOKING EAST ON MD 261

(BRIDGE 4014)



CT-1184

4 of 4

CALVERT COUNTY

D. BAUMIK

1-31-95

~~MARYLAND SHPO SHA~~

MD 262 OVER CHEW CREEK

LOOKING NORTH (DOWNSTREAM FACE)

(BRIDGE 4014)