

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: CT-1214

Name: MD 231 OVER PATUXENT RIVER (#4008)

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 bridged received the following determination of eligibly.

| MARYLAND HISTORICAL TRUST | |
|---|--|
| Eligibility Recommended <input checked="" 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> |

gms

CAPSULE SUMMARY
Patuxent River Bridge
(CT-1214)

This steel multibeam and swing span girder bridge, built in 1950-51, crosses the broad Patuxent River along MD 231, connecting Charles and Calvert counties. The bridge runs northwest-southeast between Hallowing Point, near Bowens at the east end and Benedict at the west. MD 231, known as Hallowing Point Road in Calvert County and Prince Frederick Hughesville Road in Charles County, is a two-lane road, and likewise, the Patuxent River Bridge (Maryland Department of Transportation Bridge No. 4008) is two lanes wide. No pedestrian traffic is accommodated by the span.

Erected in 1950-51, the bridge spans the Patuxent River with a length of approximately half a mile and a width of 29 feet. Constructed with a center-bearing design, the central movable span measures approximately 150 feet with a control house located over the roadway at the center pivot pier.

The bridge was begun in 1950 under Governor William Preston Lane, who had unveiled legislation aimed at giving the state 'a system of highways second to none in the nation' in 1947. In order to physically connect the southern end of the peninsula of Calvert County with the Maryland mainland, the Maryland Legislature pledged \$2,500,000 for a bridge crossing the Patuxent River in 1949.¹ . With the appropriated money, the Patuxent River Bridge was erected as part of the construction boom following World War II, and was in fact one of the major projects of the Roads Commission during this period.

The simplicity of the detailing, and the streamlined lines of the moderne-style wing walls at the abutments express the aerodynamic aesthetic. Although constructed long after swing spans came to the fore, the Patuxent River Bridge is one of the few remaining examples of the popular form. The bridge provides a good example of the form complete with its minimalist architectural decoration.

¹ Charles T. Le Viness. A History of Road Building in Maryland. Baltimore: Maryland State Roads Commission, 1958, 138.

MARYLAND HISTORICAL TRUST
MD INVENTORY OF HISTORIC PROPERTIES

Inventory No. CT-1214

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1. Name of Property

=====

historic name Patuxent River Bridge
common/other name Benedict Bridge, also known as Bridge 4008, MD 231

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2. Location

=====

street & number Hallowing Point Rd. (MD 231)
not for publication
city or town Bowens vicinity state Maryland code MD
county Calvert code 009 zip code 20610

street & number Prince Frederick Hughesville Rd. (MD 231)
not for publication
city or town Benedict vicinity state Maryland code MD
county Charles code 017 zip code 20612

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3. State/Federal Agency Certification N/A

=====

4. National Park Service Certification N/A

=====

5. Classification

=====

Ownership of Property (Check all that apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

| Contributing | | Noncontributing | |
|--------------|----------|-----------------|------------|
| <u>0</u> | <u>0</u> | | buildings |
| <u>0</u> | <u>0</u> | | sites |
| <u>1</u> | <u>0</u> | | structures |
| <u>0</u> | <u>0</u> | | objects |
| <u>1</u> | <u>0</u> | | Total |

Is this property listed in the National Register?

Yes Name of Listing _____
No

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Hallowing Point Rd./
Prince Frederick Hughesville Rd.
Calvert County/Charles County, MD

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6. Function or Use
=====

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: Bridge

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: Bridge

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7. Description
=====

Architectural Classification (Enter categories from instructions)

No Style
Moderne

Materials (Enter categories from instructions)

foundation Concrete
roof N/A
walls N/A
other _____

Narrative Description (Describe the historic and current condition of the property.)

See Continuation Sheet No. 7-1

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Hallowing Point Rd./
Prince Frederick Hughesville Rd.
Calvert County/Charles County, MD

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8. Statement of Significance
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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

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Areas of Significance (Enter categories from instructions)

Transportation
Engineering

Period of Significance 1950-1951

Significant Dates 1950-1951
1986
1989

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation Undefined

Architect/Builder Maryland State Roads Commission
Diamond Construction Company

Narrative Statement of Significance (Explain the significance of the property.)

See Continuation Sheet No. 8-1

Maryland Inventory of Historic Properties
Benedict Bridge
Hallowing Point Rd./
Prince Frederick Hughesville Rd.
Calvert County/Charles County, MD

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9. Major Bibliographical References

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(Cite the books, articles, legal records, and other sources used in preparing this form.)

Hopkins, GM. *Atlas of Anne Arundel County*. Philadelphia, 1878.

Le Viness, Charles T. *A History of Road Building in Maryland*.
Baltimore: State Roads Commission of Maryland, 1958.

Martenet, Simon J. *Martenet's Map of Maryland, Atlas Edition*.
Baltimore: Simon J. Martenet, 1866.

Martenet, Simon J. and HF Walling and OW Gray, *New Topographical Atlas of State of Maryland and the District of Columbia*.
Baltimore: Stedman, Brown and Lyon, 1873.

Maryland Department of Transportation, Bridge Division. 707 N.
Calvert Street, Baltimore, MD. Drawing Files and Vertical Files.

P.A.C. Spero & Company and Louis Berger & Associates. *Historic Highway Bridges in Maryland: 1631-1960, Historic Context Report*, July 1995 (Revised October 1995).

United States Geological Survey. *Quad Map of Prince Frederick, MD*, 1938.

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10. Geographical Data
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Acreage of Property less than one acre

Verbal Boundary Description (Describe the boundaries of the property.)

The Patuxent River Bridge spans the Patuxent River along Route 231 between Benedict Maryland in Charles County and Hallowing Point in Calvert County. The bridge connects Charles County's Prince Frederick Hughesville Road with Calvert's Hallowing Point Road.

Boundary Justification (Explain why the boundaries were selected.)

The bridge has been associated with this site since its construction in 1950-51.

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11. Form Prepared By
=====

name/title Andrea W. Bakewell Lowery, Architectural Historian
organization EHT Traceries, Inc. date May 20, 1998
street & number 5420 Western Avenue telephone 301/656-5283
city or town Chevy Chase state MD zip code 20815
=====

12. Property Owner
=====

name State of Maryland
street & number _____ telephone _____
city or town _____ state ____ zip code _____
=====

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. CT-1214

Section 7 Page 1 Patuxent River Bridge
name of property
Calvert Co./ Charles Co., MD
county and state

=====

This steel multibeam and swing span girder bridge, built in 1950-51, crosses the broad Patuxent River along MD 231, connecting Charles and Calvert counties. The bridge runs northwest-southeast between Hallowing Point, near Bowens at the east end and Benedict at the west. MD 231, known as Hallowing Point Road in Calvert County and Prince Frederick Hughesville Road in Charles County, is a two-lane road, and likewise, the Patuxent River Bridge (Maryland Department of Transportation Bridge No. 4008) is two lanes wide. No pedestrian traffic is accommodated by the span.

Erected in 1950-51, the bridge spans the Patuxent River with a length of approximately half a mile and a width of 29 feet. Constructed with a center-bearing design, the central movable span measures approximately 150 feet with a control house located over the roadway at the center pivot pier.

The original superstructure of the bridge, including the riveted through girder center-bearing swing span, remains in place. The through truss supports transverse floorbeams, longitudinal stringers, and an open steel grid deck grating. When examined by Hardesty and Hanover in April of 1997, the balance wheels and circular track of the pivot were found to be in poor condition. The through girders remain in good condition, with stiffeners added in 1989. Also at that time, and again in 1995, additional floorbeams were introduced.

The drive machinery is electrically operated. When evaluated by Hardesty & Hanover in April of 1997, the drive machinery was found to be in good condition, but the wedge end lifts were found to be poorly adjusted. At that time, the electrical equipment, although in fair condition, was found to be obsolete.

To either side of the movable span, the two-lane approach is paved with concrete with medium-sized aggregate. Numerous patches are evident along the roadway. A narrow curb, slightly elevated above the level of the road, lines the edges of the concrete span. The roadway surface is spalling and cracking. A modest steel rail, severely rusted in areas, rises above the curb. Traffic lights and manually operated gates are located at the inner ends of each approach.

A control house is set over the roadway at the center pivot of the movable span. This control house is nearly square in plan, with a width of 12 feet 10 inches (across the roadway) and a length of 12 feet 10- $\frac{3}{4}$ inches. Suspended by a steel girder frame 16' above the

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Section 7 Page 2 Patuxent River Bridge
name of property
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roadway and accessed by a steel stairway at its south end, the control house is approximately 10 feet in height from its floor to its flat roof. The vinyl-clad walls of the modest house are pierced at each elevation by door or window openings, giving the controller views in both directions along the bridge as well as up and down the river. Window openings are filled with sliding one-light metal windows.

The Patuxent River Bridge is modestly ornamented. A plaque is affixed at either end of the bridge. The plaque attributes the Patuxent River Bridge to Chief Engineer, William F. Childs, Jr., and W.C. Hopkins, Deputy Chief Engineer, with Diamond Construction Company as the contractor for the project. The bridge was begun in May 1950 under William Preston Lane, Jr., then the governor of Maryland. Members of the State Roads Commission were recorded as Robert M. Reindollar (Chairman), Joseph M. George (Commissioner), and Russell H. McCain (Commissioner). When the bridge was completed in December 1951, Theodore R. McKeldin was recorded as governor, and the members of the State Roads Commission included Russell H. McCain (Chairman), Avery W. Hall (Commissioner), and David M. Nichols (Commissioner). Spray painted beneath each plaque is the Maryland Department of Transportation Bridge Number, 4008.

The substructure of the movable span includes a large concrete pier supporting the center of the swing span and smaller concrete piers at the end rests. Timber fenders protect the central pivot pier and the two flanking piers.

The substructure of the approach spans consists of 56 fixed I-beam spans, supported by concrete pile bents. In several of the rows of concrete pylons, the supports are splayed to accommodate greater loads. At each end of the bridge is a poured concrete abutment. Each wing wall of each abutment is ornamented with a stylized Moderne volute. Metal guard rails have been installed leading from the roadway to the volutes.

The river bank at the eastern shore is more coastal in nature, while the western bank of the river rises more steeply and is wooded. A private marina is located at the southwest end of the bridge, and a public boat launch and a branch of the Maryland Department of Natural Resources are located at the southeast end of the bridge. To the north of the bridge, the banks lining the river are residential in nature.

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Section 8 Page 1 Patuxent River Bridge
name of property
Calvert Co./Charles Co., MD
county and state

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The Patuxent River Bridge, which spans the Patuxent River along MD 231, is one of a number of swing bridges built in Maryland in the twentieth century. The form of the swing bridge dates back to the Renaissance, but in the late eighteenth century, when metal structural members were introduced, new developments were made. The earliest movable bridge constructed completely of iron was a rim-bearing swing bridge erected in Chicago in 1856. In the 1870s, further advancements were made in the construction of swing bridges, and American engineers returned to the simpler and more economical center-bearing design.¹

By the mid-1850s, swing bridges were being used to span waterways in Maryland. Interest in swing bridges increased in the third quarter of the nineteenth century, as illustrated by a paper discussing the loading of rim- and center-bearing pivots in swing spans that was delivered to the American Society of Civil Engineers in 1874. This interest in swing bridges was further reflected in the construction of numerous swing bridges throughout Maryland in the last quarter of the nineteenth century and the early decades of the twentieth century. By 1925, there were 41 movable highway bridges in the state, and 24 of those were swing bridges.²

Despite early settlements in this area of Maryland, until 1950 the Patuxent River, which separates Calvert and Charles counties, was traversed only by ferry traffic. Benedict, the town at the west edge of the bridge, was founded in 1863 as Leonardtown. The community is notable as the August 1814 landing point for General Ross and his British troops for their march on Washington and as the location of Camp Stanton, where several regiments of the U.S. Colored Infantry were recruited and trained during the Civil War. By the third quarter of the nineteenth century, Benedict had become the major outlet on the Patuxent River for Charles County.

Located across the Patuxent from Benedict were two towns in Calvert County, Barstow and Bowens. In the nineteenth century, roads known today as Hallowing Point Road in Calvert County and Prince Frederick Hughesville Road in Charles County ran east-west through this portion of the counties, leading to the water's edge, where ferry traffic crossed the river.

1 P.A.C. Spero, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report*, 104-105.

2 Ibid.

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Patuxent River Bridge
name of property
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In order to physically connect the southern end of the peninsula of Calvert County with the Maryland mainland, the Maryland Legislature pledged \$2,500,000 for a bridge crossing the Patuxent in this location in 1949.³ . With the appropriated money, the Patuxent River Bridge was erected as part of the construction boom following World War II, and was in fact one of the major projects of the Roads Commission during this period.

The bridge was begun in 1950 under Governor William Preston Lane, who had unveiled legislation aimed at giving the state 'a system of highways second to none in the nation' in 1947. Lane selected William F. Childs, Jr. as the Chief Engineer for the newly created advisory council at the Roads Commission. Childs, a native of Anne Arundel, graduated from Cornell University with an engineering degree and, at the time of his appointment, had thirty years of experience with the Commission. Robert M. Reindollar, the Chairman of the Commission when the bridge was begun, also had a great deal of experience with the Roads Commission, where he had worked since 1910. Joseph M. George and Russell M. McCain acted as commissioners at the beginning of the project.

The construction of the bridge also involved several prominent figures within the Bridge Division, which had been established within the Roads Commission in 1920. Walter C. Hopkins, named the first Bridge Engineer, was one of the pioneer men in the Roads Commission. He had come to the Commission in 1914 as a draftsman and served as the Bridge Engineer until 1948, when he became Deputy Chief Engineer. With Hopkins' promotion to Deputy Chief Engineer, Albert L. Grubb became the Bridge Engineer.⁴ Both men were involved in the design of the bridge, although only Hopkins and William F. Childs were the engineers referenced on the bridge plaque.

By the time the bridge was completed, Theodore R. McKeldin had been elected governor on a platform that called for a thorough investigation of the Lane administration's highway construction and financing policies. Under McKeldin, McCain ascended to the position of Chairman, and Avery W. Hall and David M. Nichols served as the Commissioners.

3 Charles T. Le Viness. A History of Road Building in Maryland. Baltimore: Maryland State Roads Commission, 1958, 138.

4 Charles T. Le Viness. A History of Road Building in Maryland. Baltimore: Maryland State Roads Commission, 1958, 131.

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Patuxent River Bridge

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The bridge operated as a toll structure from its opening on December 1, 1951, until a legislative act rendered it a free bridge in 1955.⁵ When inventoried by P.A.C. Spero & Company in 1995, only four swing highway bridges remained in the state.

The simplicity of the detailing, and the streamlined lines of the moderne-style wing walls at the abutments express the aerodynamic aesthetic. Although constructed long after swing spans came to the fore, the Patuxent River Bridge is one of the few remaining examples of the popular form. The bridge provides a good example of the form complete with its minimalist architectural decoration.

⁵ Charles T. Le Viness. A History of Road Building in Maryland. Baltimore: Maryland State Roads Commission, 1958, 138.

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Section 8 Page 4 Patuxent River Bridge
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National Register Evaluation:

Constructed in 1950-51, the Patuxent River Bridge, which joins Charles and Calvert counties, is eligible for the National Register of Historic Places.

The Patuxent River Bridge (also known as the Benedict Bridge) does not meet the National Register Criteria A, B, or D. Preliminary research has not revealed any association between the bridge and events that have made a significant contribution to the broad patterns of our history (Criterion A) or the lives of persons significant in our past (Criterion B). There is no evidence that the bridge is likely to yield information important in history or prehistory (Criterion D).

However, based on Criterion C, the bridge, which embodies the distinctive characteristics of a type, period, and method of construction and possesses high artistic values, is National Register-eligible. The bridge reflects a trend in bridge design, the renaissance of the swing bridge and provides one of the few remaining highway examples of the form in the state of Maryland. Based on Criterion C, the bridge is National Register-eligible.

| | |
|---|--|
| MARYLAND HISTORICAL TRUST | |
| Eligibility recommended <input checked="" type="checkbox"/> | Not Recommended <input type="checkbox"/> |
| Comments: _____ _____ _____ | |
| Review, OPS: <u>Alfred Miller</u> | Date: <u>1/27/99</u> |
| Reviewer, NR Program: <u>B. Kuntz</u> | Date: <u>2/5/99</u> |

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Patuxent River Bridge
name of property
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=====

MARYLAND INVENTORY OF HISTORIC PROPERTIES

Geographic Organization:

Western Shore

Chronological/Development Period (s):

Modern Period (1930-present)

Prehistoric/Historic Period Theme (s):

Architecture, Landscape, and Community
Planning
Transportation

RESOURCE TYPE(S)

Category: Structure

Historic Environment: Rural

Historic Function (s): TRANSPORTATION/Bridge

Known Design Source: Maryland State Roads Commission

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Patuxent River Bridge
name of property
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Chain of Title:

Owned by State of Maryland

**Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust**

Name and SHA No.: Patuxent River Bridge, also known as Benedict Bridge, SHA No. 4008
(MHT No: CT-1214)

Location:

Street/Road name and Number: Hallowing Point Road (MD 231)

City/Town: Bowens _____ vicinity

County: Calvert

Street/Road name and Number: Prince Frederick Road (MD 231)

City/Town: Benedict _____ vicinity

County: Charles

Ownership: State County Municipal Other

This bridge projects over: Road Railway Water Land

Is the bridge located within a 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

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

Concrete Arch Concrete Slab Concrete Beam

Rigid Frame Other

If other: _____ Type Name

Description:

Describe Setting:

This steel multibeam and swing span girder bridge, built in 1950-51, crosses the broad Patuxent River along MD 231, connecting Charles and Calvert counties. The bridge runs northwest-southeast between Hallowing Point, near Bowens at the east end and Benedict at the west. MD 231 is known as Hallowing Point Road in Calvert County and Prince Frederick Hughesville Road in Charles County.

The river bank at the eastern shore is more coastal in nature, while the western bank of the river rises more steeply and is wooded. A private marina is located at the southwest end of the bridge, and a public boat launch and a branch of the Maryland Department of Natural Resources are located at the southeast end of the bridge. To the north of the bridge, the banks lining the river are residential in nature.

Describe Superstructure and Substructure:

Erected in 1950-51, this swing bridge spans the Patuxent River with a length of approximately half a mile. Its width of 29 feet accommodates two lanes of traffic and no pedestrian walkways. Constructed with a center-bearing design, the central movable span measures approximately 150 feet with a control house located over the roadway at the center pivot pier.

The original superstructure of the bridge, including the riveted through girder center-bearing swing span, remains in place. The through truss supports transverse floorbeams, longitudinal stringers, and an open steel grid deck grating. When examined by Hardesty and Hanover in April of 1997, the balance wheels and circular track of the pivot were found to be in poor condition. The through girders remain in good condition, with stiffeners added in 1989. Also at that time, and again in 1995, additional floorbeams were introduced.

The drive machinery is electrically operated. When evaluated by Hardesty & Hanover in April of 1997, the drive machinery was found to be in good condition, but the wedge end lifts were found to be poorly adjusted.

To either side of the movable span, the two-lane approach is paved with concrete with medium-sized aggregate. Numerous patches are evident along the roadway. A narrow curb, slightly elevated above the level of the road, lines the edges of the concrete span. The roadway surface is spalling and cracking. A modest steel rail, severely rusted in areas, rises above the curb. Traffic lights and manually operated gates are located at the inner ends of each approach.

A control house is set over the roadway at the center pivot of the movable span. This control house is nearly square in plan, with a width of 12 feet 10 inches (across the roadway) and a length of 12 feet 10-³/₄ inches. Suspended by a steel girder frame 16' above the roadway and accessed by a stairway at its south end, the control house is approximately 10 feet in height from its floor to its flat roof. The vinyl-clad walls of the modest house are pierced at each elevation by door or window openings, giving the controller views in both directions along the bridge as well as up and down the river. Window openings are filled with sliding one-light metal windows.

This bridge features little ornamentation. There is however, a plaque affixed at either end of the bridge. The plaque attributes the Patuxent River Bridge to Chief Engineer, William F. Childs, Jr.,

and W.C. Hopkins, Deputy Chief Engineer, with Diamond Construction Company as the contractor for the project. The bridge was begun in May 1950 under William Preston Lane, Jr., then the governor of Maryland. Members of the State Roads Commission were recorded as Robert M. Reindollar (Chairman), Joseph M. George (Commissioner), and Russell H. McCain (Commissioner). When the bridge was completed in December 1951, Theodore R. McKeldin was recorded as governor, and the members of the State Roads Commission included Russell H. McCain (Chairman), Avery W. Hall (Commissioner), and David M. Nichols (Commissioner). Spray painted beneath each plaque is the Maryland Department of Transportation Bridge Number, 4008.

The substructure of the movable span includes a large concrete pier supporting the center of the swing span and smaller concrete piers at the end rests. Timber fenders protect the central pivot pier and the two flanking piers.

The substructure of the approach spans consists of 56 fixed I-beam spans, supported by concrete pile bents. In several of the rows of concrete pylons, the supports are splayed to accommodate greater loads. At each end of the bridge is a poured concrete abutment. The wing walls of each abutment are ornamented with a stylized moderne volute. Metal guard rails have been installed leading from the roadway to the volutes.

Discuss major alterations:

This bridge remains much as it appeared originally. The steel girders and railings have been repainted a number of times, and the suspended control house has been clad in vinyl siding. The concrete of the approach spans has been patched in places over time.

History:

When Built: 1950-51

Why Built: To connect the southern end of the peninsula of Calvert County with the Maryland mainland.

Who Built: Diamond Construction Company under the direction of State Roads Commission (WC Hopkins, Bridge Engineer).

Who Designed: State Roads Commission, notably Chief Engineer, William F. Childs, Jr., and W.C. Hopkins, Deputy Chief.

Why Altered: Rehabilitation of deteriorated parts.

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

Although not part of an organized bridge-building campaign, the Patuxent River Bridge was erected as part of the construction boom following World War II, and was in fact one of the major projects of the Roads Commission during this period. In order to connect the southern end of the peninsula of Calvert County with the Maryland mainland, the Maryland Legislature pledged \$2,500,000 for a bridge crossing the Patuxent in 1949.¹

Surveyor Analysis:

This bridge may have NR significance for association with:

Criterion A: Events Criterion B: Person
 Criterion C: Engineering/Architectural Character

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

It is not believed that this bridge was constructed in response to significant events in Maryland 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?

Until the construction of the Patuxent River Bridge, this stretch of water was crossed only by ferries. Thus, while the bridge's precise influence on the growth and development of these parts of Charles and Calvert counties at the time of its construction is not known with certainty, it is presumed that a crossing at this point would have had a positive impact on the economy of the area by facilitating the transport of goods and services.

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

The area around the bridge is unlikely to be eligible for historic designation. However, if it were so designated, the bridge would certainly add to the historic and visual character of the possible district.

¹ Charles T. Le Viness. A History of Road Building in Maryland. Baltimore: Maryland State Roads Commission, 1958, 138.

Is the bridge a significant example of its type?

The Patuxent River Bridge is significant under Criterion C for its design and engineering. It provides an intact example of a highway swing bridge, a type of bridge that was constructed across the state in the twentieth century. Only four bridges of this type are known to remain standing in Maryland today.

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

The Patuxent River Bridge retains its integrity of location, design, setting, materials, and association. The control house, piers, and railings are unaltered. Other than the vinyl siding added to the control house, replacement elements have been in kind. There has been no disruption of the structural or visual elements of the bridge. The bridge is potentially eligible for listing in the National Register of Historic Places.

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

The Patuxent River Bridge is a significant example of the work of the State Roads Commission, and was in fact one of their major undertakings following World War II.

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

Further study of this bridge may provide answers to the question of its impact on the growth and development of the areas of Charles and Calvert counties surrounding the bridge.

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a USGS map illustrating the location of the bridge.

Surveyor:

Name: Andrea Bakewell Lowery
 Organization: EHT Traceries, Inc.
 Address: 5420 Western Avenue
Chevy Chase, MD 20815

Date: May 22, 1998
 Telephone: (301) 656-5283

Project Number: SP803B42—Historic Bridge Inventory

27 May-1998

[NR = National Register Eligible NR/D = District X = Not Eligible]

| MHT Survey Number | Name/# | Street | Type | SHA NR Determination | SHPO Opinion | Remarks |
|--------------------------|--|---|-------------|-----------------------------|---------------------|----------------|
| AA-2195 | Annapolis-Eastport Bridge over Spa Creek | MD 181 (Compromise St.) | S | NR | | |
| AA-2196 | Stony Creek Bridge | MD 173 (Ft. Smallwood Rd.) | S | NR | | |
| CT-1214 | Patuxent River Bridge | MD 231 (Hallowing Point Rd./ Prince Frederick Hughesville Rd.) | S | NR | | |

MOVABLES

| Bridge Number | Bridge Name | Date Built | Comments |
|---------------------------------|---|------------|---|
| <u>ANNE ARUNDEL</u> | | | |
| 2045 | +MD 173 (Fort Smallwood Road) over Stony Creek (Stony Creek Bridge) | 1946 | 2-lane, double leaf bascule with sidewalks on both sides of roadway, control tower located on north side of bridge near center of span. Original superstructure, including trunnion remains intact. 1986-concrete barriers added to separate sidewalks and roadway. Example of the work of Waddell and Hardesty, a firm established in 1887 and known for its expertise in movable bridges. |
| 2053 | +MD 181 (Compromise Street) over Spa Creek (Annapolis-Eastpoint Bridge) | 1946 | 2-lane double leaf bascule with sidewalks. Control house located on west side of northern leaf of bridge. Example of work of Waddell and Hardesty. |
| <u>BALTIMORE CITY</u> | | | |
| BC5210 | +Hanover Street over Middle Branch Patapsco River (Hanover Street Bridge) | 1916 | Concrete arch, double leaf bascule. Bascule is a Rall rolling lift designed by Strobel Steel Construction Co. of Chicago. North abutment slab is new, 1971-Bridge rehabilitated, 1990-foundations of arcades C and D replaced, 1992-major rehabilitation of machinery--center opening gear and drive replaced with enclosed speed reducer Has 4 identical neo-classical 'tender' houses, 37 approach spans and one main span. HYBRID |
| <u>CALVERT</u> | | | |
| 4008 | +MD 231 (Hallowing Point Road) over Patuxent River (Patuxent River Bridge, Benedict Bridge) | 1950-51 | 2-lane center-bearing swing span with I-beam approach spans. Control house located at center pivot pier. Erected as part of construction boom following WWII. HYBRID |
| <u>DORCHESTER</u> | | | |
| 09001 | +MD 14 over Marshyhope Creek (Brookview Bridge) | 1931 | 2-lane double leaf rolling lift bascule with concrete T-beams and concrete encased steel stringer on approach spans. 1993-original timber deck on bascule span replaced with concrete filled steel grid and bascule leaves locked in closed position. Eight concrete girder spans and bascule span. HYBRID |
| 09008 | +MD 795 (Maryland Avenue) over Cambridge Creek (Cambridge Bridge) | 1939-1940 | Double leaf rolling lift bascule. Bridge tenders house has had original roof altered to a flat roof and several windows replaced. Seven spans HYBRID |
| <u>KENT/QUEEN ANNE'S</u> | | | |
| 140027 | MD 213 over Chester River (Chester River Bridge) | 1930 | 1967-Timber deck replaced with steel grid deck. 1988-89-bascule girders and superstructure were removed and repaired off-site. 1990-approach spans were replaced with precast sections and bascule span rehabilitated. Double leaf rolling lift bascule. 38 spans. HYBRID |

TALBOT

| | | | |
|-------|--|------|--|
| 20023 | +MD 331 over Choptank River (Dover Bridge) | 1932 | Riveted through truss, center-bearing swing span with steel six-panel Pratt through truss approach spans. Tender house located off the bridge on the northwest approach. Eight concrete slab spans & movable span. HYBRID |
|-------|--|------|--|

WICOMICO

| | | | |
|-------|--|------|---|
| 22009 | +MD 991 over Wicomico River (Wicomico River Bridge) | 1927 | Located in Salisbury Historic district. 1933-repairs to bulkhead. 1981-replaced all floor beams and stringers of bascule span, repaired sidewalk supports, exterior of tender's house covered with aluminum siding, original windows replaced. Double leaf bascule of Chicago trunnion style. Three spans |
|-------|--|------|---|

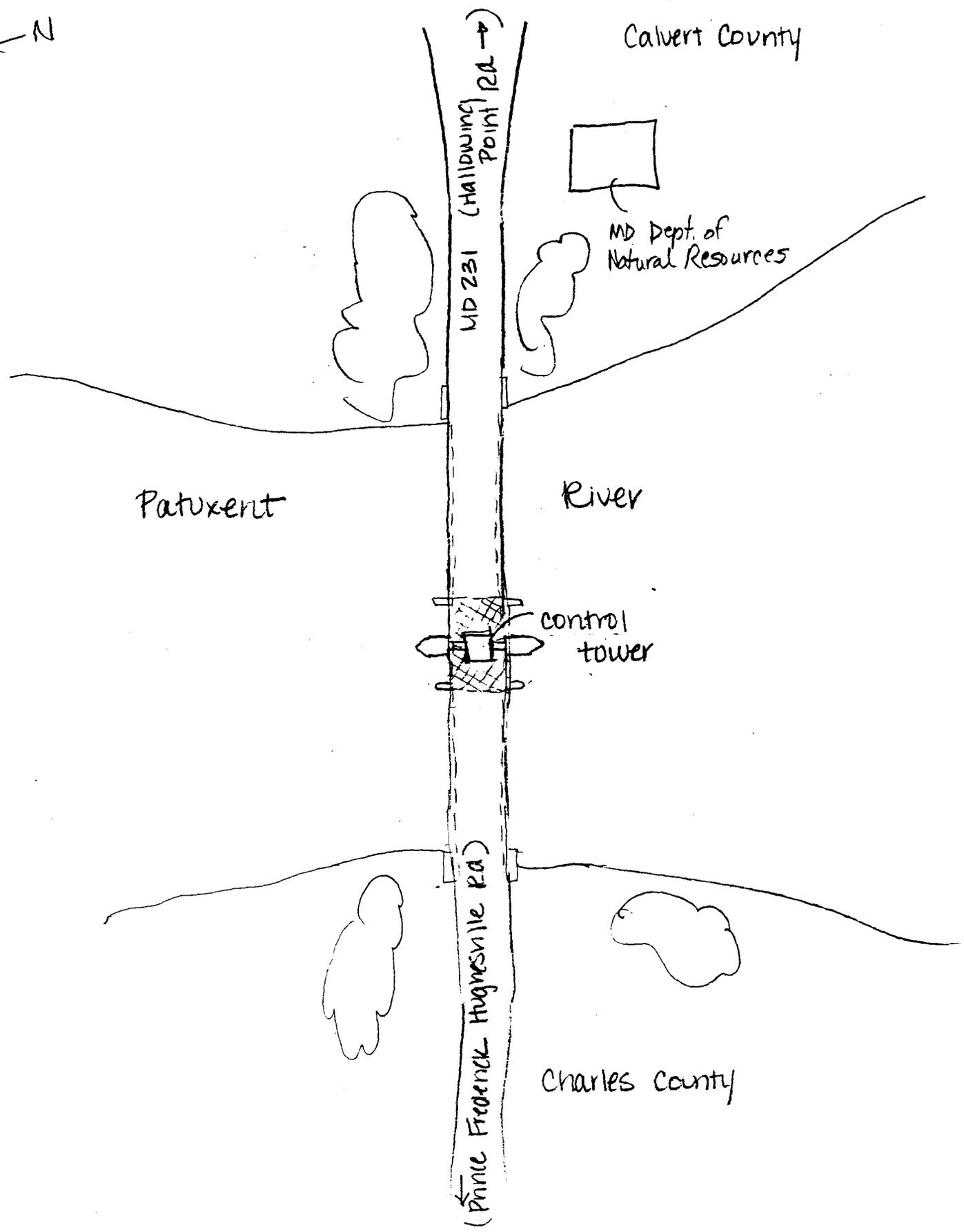
WORCESTER

| | | | |
|-------|---|------|---|
| 23002 | +MD 12 over Pocomoke River (Snow Hill Bridge) | 1932 | Single leaf trunnion bascule span. 1954-new floor installed on bascule, 1990-floorbeams replaced. Two spans |
| 23004 | +MD 675 over Pocomoke River (Pocomoke City Bridge) | 1920 | Located in Pocomoke City Survey District. Double-leaf trunnion bascule. 1988-50 ft. section of bridge collapsed into the river when two supporting piers failed, resulted in extensive overhaul. 1978-repairs made to bascule machinery-including replacing trunnion bearings, rebuilding trunnion assemblies, replacing the drive machinery on both east and west piers. Seven spans |
| 23007 | +US 50 over Sinepuxent Bay (Ocean City Bridge) | 1942 | Double leaf rolling lift bascule. 73 spans, 72 concrete slabs HYBRID |

MHT #: CT-1214: Patuxent River Bridge (Benedict Bridge)

MDOT Bridge # 4008

← N



Calvert County



MD Dept. of Natural Resources

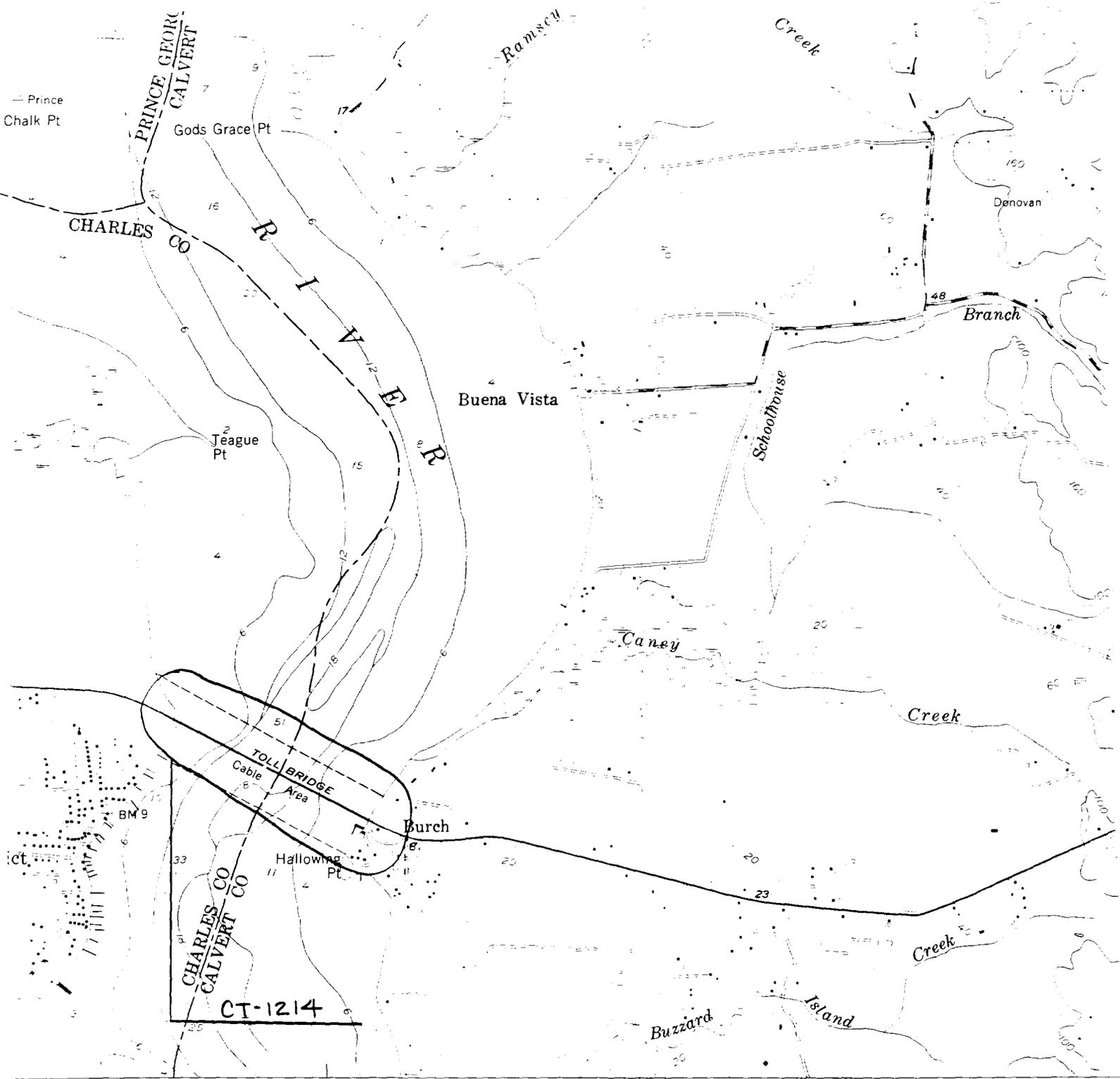
Patuxent

River

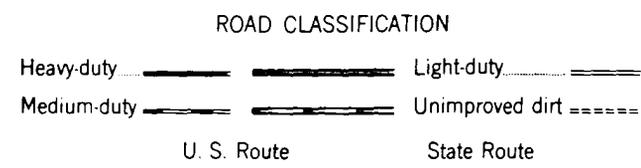
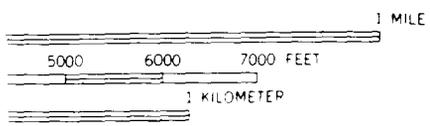
control tower

(Prince Frederick) Hugheshille Rd

Charles County



354 40' 355 356 1991 76
 358000m E



ET
 OF 29
 LOW WATER
 NEAR HIGH WATER
 EET

URACY STANDARDS
 SURVEY
 VIRGINIA 22092
 IS AVAILABLE ON REQUEST

BENEDICT, MD.

N 3830 W 7637.5/7.5
 PHOTOINSPECTED 1983
 1953
 AMS 5661 II SW-SERIES V833

MARYLAND ROUTE 231 OVER PATUXENT RIVER (#4008)

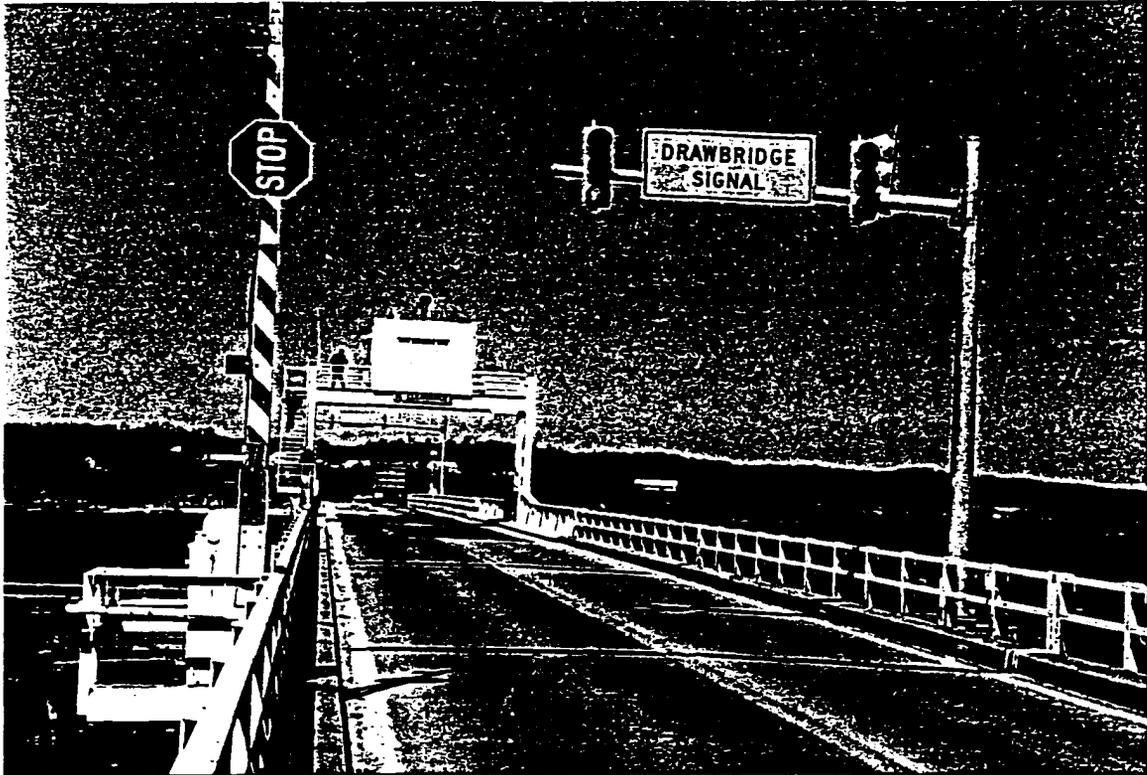


Photo S-1: Swing span roadway looking west.



Photo S-2: South fender system.

MARYLAND ROUTE 231 OVER PATUXENT RIVER (#4008)

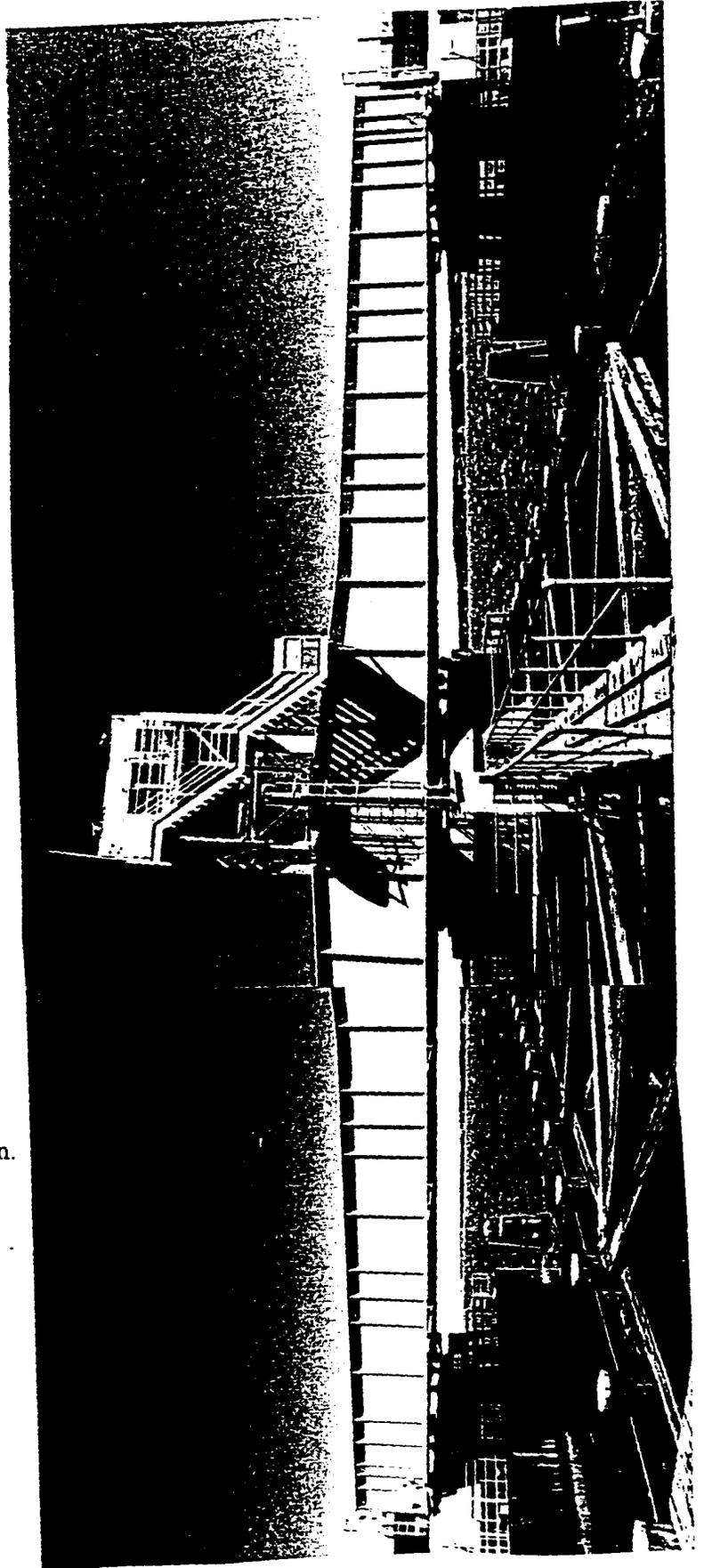


Photo S-3: South elevation.

MARYLAND ROUTE 231 OVER PATUXENT RIVER (#4008)

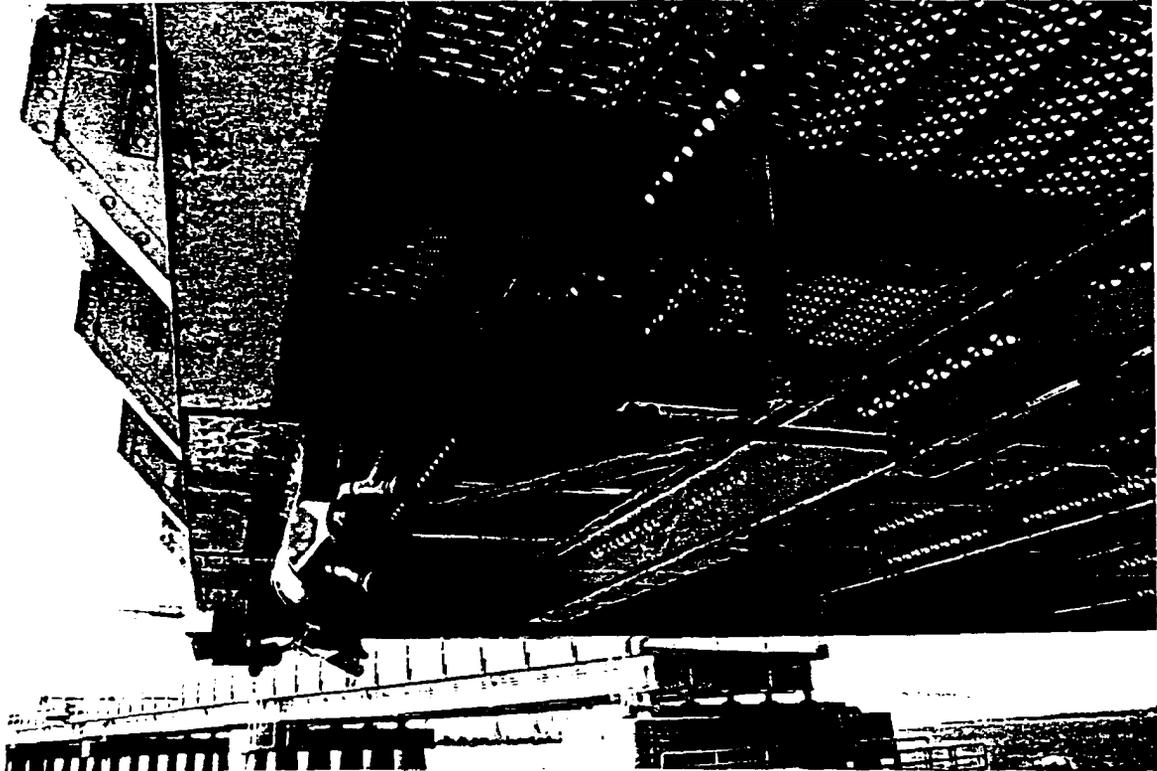


Photo S-4: East wedge machinery.

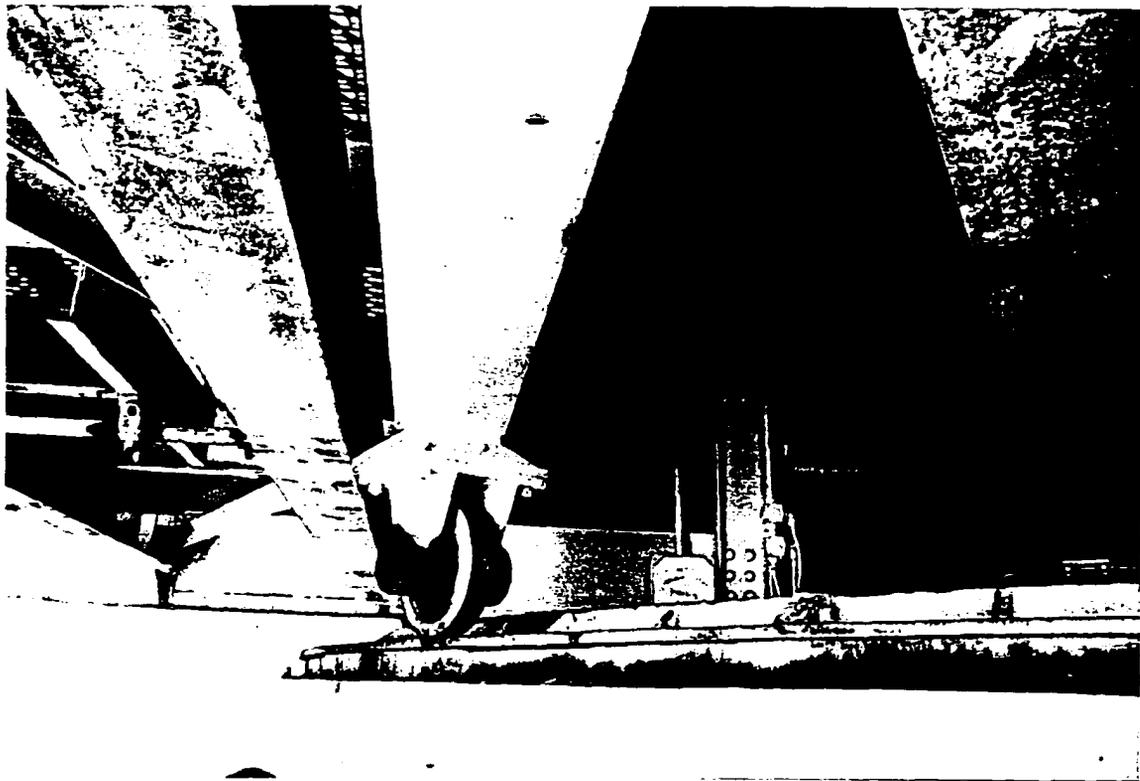


Photo S-5: Underside of swing span superstructure at pivot pier.

MARYLAND ROUTE 231 OVER PATUXENT RIVER (#4008)

CT-1214



Photo M-1: Typical condition of rack.



CT-1214

Patuxent River Bridge
Charles County / Calvert County, MD

Traceries

May 1998

Maryland SHPO

Bridge, looking NE

Photo 1 of 9



CT-1214

Patuxent River Bridge

Charles County / Calvert County, MD

Traceries

May 1998

Maryland SHPO

Bridge, looking NE

Photo 2 of 9



CT-1214

Patuxent River Bridge

Charles County / Calvert County, MD

Traceries

May 1998

Maryland SHPO

Bridge, looking NW

Photo 3 of 9



CT-1214

Patuxent River Bridge

Charles County / Calvert County, MD

Traceries

May 1998

Maryland SHPO

Bridge, looking west

Photo 4 of 9



CT-1214

Patuxent River Bridge

Charles County / Calvert County, MD

Traceries

May 1998

Maryland SHPO

Bridge, looking East

Photo 5 of 9





CT-1214

Patuxent River Bridge
Charles County / Calvert County, MD

Traceries

May 1998

Maryland SHPO

Piers, East end of Bridge, looking West

Photo 7 of 9



CT-1214

Patuxent River Bridge

Charles County / Calvert County, MD

Traceries

May 1998

Maryland SHPO

East End, South Abutment

Photo 8 of 9

PATUXENT RIVER BRIDGE

BEGUN MAY 1950

COMPLETED DECEMBER 1951

WM. PRESTON LAKE, JR. - GOVERNOR

THEODORE R. MCKELDIN - GOVERNOR

STATE ROAD COMMISSION

STATE ROAD COMMISSION

ROBERT M. BENIGLIAN - SECRETARY

RUSSELL H. MCCAIN - SECRETARY

JOSEPH M. GEORGE - ASSISTANT SECRETARY

AVERY W. HALL - ASSISTANT SECRETARY

RUSSELL H. MCCAIN - ASSISTANT SECRETARY

DAVID W. NICHOLS - ASSISTANT SECRETARY

WM. F. CHILDS, JR. - CHIEF ENGINEER

M. C. HOPKINS - DEPUTY CHIEF ENGINEER

DIAMOND CONSTRUCTION COMPANY - CONTRACTOR

CT-1214

Patuxent River Bridge

Charles County / Calvert County, MD

Traceries

May 1998

Maryland SHPO

East End - North Abutment

Photo 9 of 9