

**Maryland Historical Trust
Determination of Eligibility Form**

Property Name: Bridge No. CO-0026 Inventory Number: CAR-290
 Address: Legion Road over Watts Creek Historic District: Yes No
 City: Denton vicinity Zip Code: _____ County: Caroline
 USGS Quadrangle(s): Hobbs
 Property Owner: _____ Tax Account ID Number: _____
 Tax Map Parcel Number(s): _____ Tax Map Number: _____
 Project: Replacement of Bridge No. CO-0026 Agency: Caroline County DPW
 Agency Prepared By: MHT
 Preparer's Name: Tim Tamburrino Date Prepared: 11/08/2005
 Documentation Is Presented In: _____

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 Listed: Yes
 Site Visit by MHT Staff: Yes No Name: _____ Date: _____

Description of Property and Justification: (Please attach map and photo)

Bridge No. CO-0026, Legion Road over Watts Creek, is a single-span concrete girder bridge constructed in 1911. The bridge is a common example of its type that is in overall poor condition. Due to the deteriorated condition of the structure's character-defining elements, Bridge No. CO-0026 is not eligible for listing in the National Register of Historic Places.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility Recommended: Eligibility Not Recommended:
 Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Tim Tamburrino *Tim Tamburrino*
 Reviewer, Office of Preservation Services

 N/A
 Reviewer, National Register Program

Tuesday, November 8, 2005

 Date

 Date



Hobbs Quad

Quad Map

Legion Road over Watts Creek
Caroline County, Maryland

Scale: 1" = 2000'
WM&A No.: 205012.00

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CAR 290

Name: CO-26 / Legion Rd over Watts 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 <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>
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>

James

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

MHT NO. CAR-290

NAME AND SHA NO.: CO 26

LOCATION

Road Name and Number: Legion Road over Watts Creek

City/Town: Denton vicinity

County: Caroline

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

DESCRIPTION

Describe the Setting:

Bridge # CO 26, located just southeast of the town of Denton, Maryland, in the Tidewater or Coastal Plain physiographic region, carries Legion Road over Watts Creek. Legion Road runs northwest-southeast and Watts Creek flows northerly. Several small houses are located within a few hundred yards of the bridge.

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

Bridge # CO 26 is a simple, single-span concrete beam bridge with a total length of 24'-0" and a total clear roadway width of 21'-0". The single span measures 24'-0". The macadam roadway approaches, both of which occur on a curve as well as a slight downgrade approaching the bridge, measure 19'-6" with no shoulders. There are no guardrails at the approaches. The bridge itself consists of full-height concrete abutments and wingwalls with concrete parapets and stringers. Each wingwall is embellished with a single groove cut in a triangular shape running around the borders. The concrete parapets are similarly embellished with two single grooved rectangles placed adjacent to one another. The deck consists of a concrete slab with earth fill and a macadam wearing surface. There are no walkways at the sides of the bridge. A date plaque reading "1911" is imprinted into the concrete on the interior face of the downstream parapet.

Inspection reports from 1963 and 1965 noted cracked wingwalls. The 1988 inspection report, which noted cracked wingwalls and general deterioration throughout, as well as lateral movement of the wingwalls, severe scour near one abutment, and an inadequate waterway opening. The 1991 report noted settled pavement, general deck deterioration, broken and cracked parapets, and spalled stringers. In the 1993 report, railings and wingwalls were both given a "poor" rating.

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:

According to documentary evidence, Bridge # CO 26 has not undergone any major alterations.

HISTORY

When Built: 1911

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

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?

Road improvements in Caroline County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the State Roads Commission established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

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?

Bridge # CO 26 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

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

MHT NO. CAR-290

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, the bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

No, the structure is not a significant example of its type.

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

No, the bridge does not retain integrity of the primary character-defining elements of a concrete beam bridge. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers, and wing walls.

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

The manufacturer, designer and/or engineer of this bridge are unknown at this time.

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

No, the structure should not be given further study. Its current deteriorated condition and possible previous repairs place its integrity in doubt.

BIBLIOGRAPHY

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

Caroline County Department of Public Works
Bridge Inspection Reports (1961 through 1993). On file in DPW building, Wilmuth Street, Denton.

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

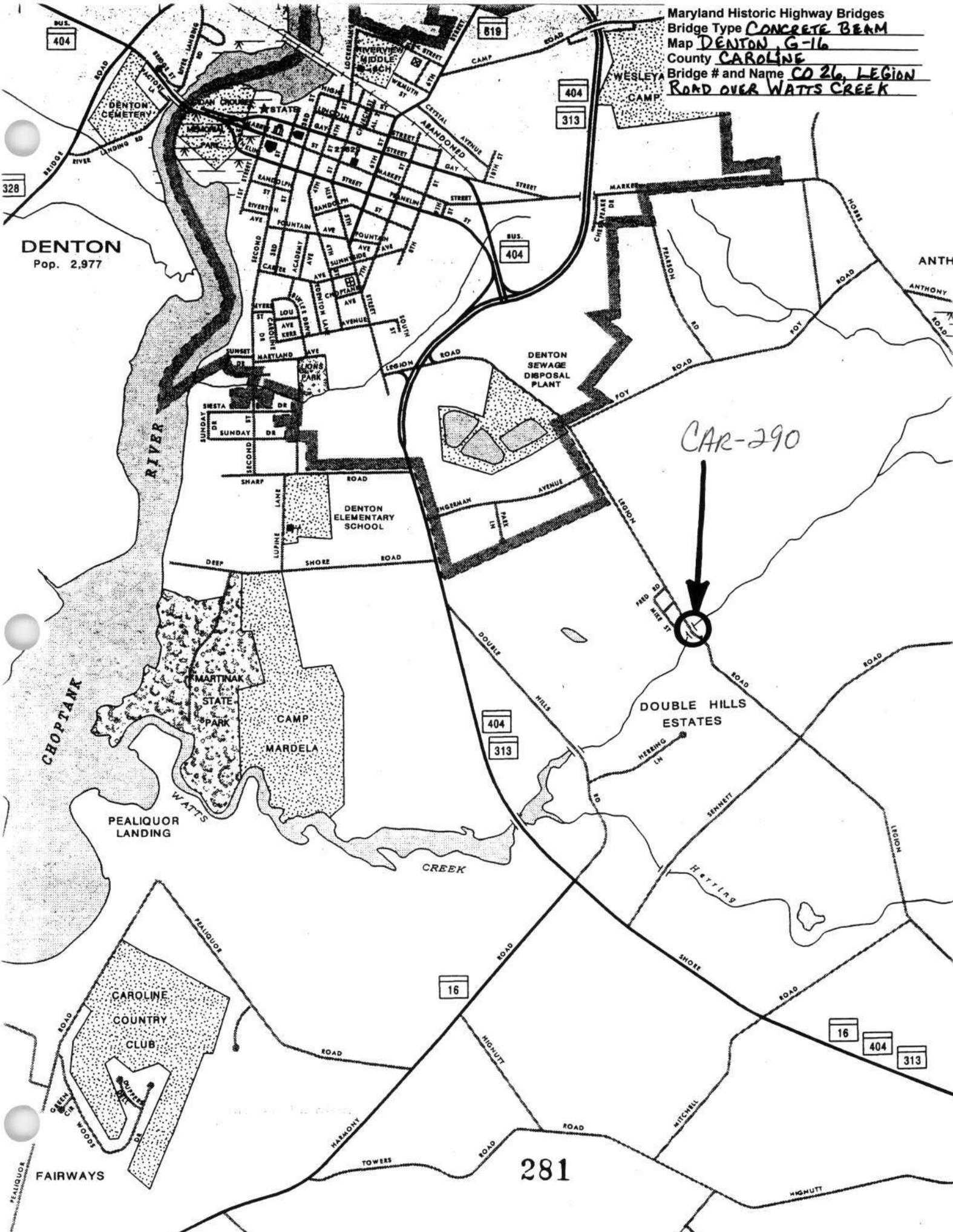
MHT NO. CAR-290

SURVEYOR INFORMATION

Name: Gabrielle M. Lanier
Organization: KCI Technologies, Inc.
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

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

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map DENTON G-16
County CAROLINE
Bridge # and Name CD 26, LEGION ROAD OVER WATTS CREEK



DENTON
Pop. 2,977

CAR-290

281



CAR-290

CAROLINE COUNTY, MD

MATT HICKSON

2-2-95

~~MARYLAND SHPD~~ S H A

BRIDGE NO. CD-26, VIEW SE ALONG LEGION ROAD

1 OF 5



CAR-290

CAROLINE COUNTY, MD

MATT HICKSON

2-2-95

~~MARYLAND SHPO~~ SHA

BRIDGE No. CO-26, VIEW NW ALONG LEGION ROAD

2 of 5



1911

CAR-290

CAROLINE COUNTY, MD

MATT HICKSON

2-2-95

~~MARYLAND SHIRE~~ S147

BRIDGE NO. CD-26, "1911" IMPRINT ON DOWNSTREAM
PARADET

3 of 5



CAR-290

CAROLINE COUNTY, MD

MATT HICKSON

2-2-05

~~MARYLAND SHPD~~ SH7

BRIDGE No. CO-26, LOOKING DOWNSTREAM (SOUTH)

4 of 5



CAR-290

CAROLINE COUNTY, MD

MATT HICKSON

2-2-95

MARYLAND SHPD S17A

BRIDGE NO. CO-26, LOOKING UPSTREAM (EAST)

5 of 5