

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: CAR-305

Name: MD 315 over Marshhope 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 bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <input checked="" type="checkbox"/> X	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>

DESCRIPTION:**Describe Setting:**

Bridge 5030 carries MD 315 (East Central Avenue) over Marshyhope Creek in Federalsburg, Maryland. Marshyhope Creek flows north-south while the bridge and road are on an east-west alignment. The bridge is located in the center of the Federalsburg business district. On the eastern approach East Central Avenue passes late-nineteenth and early-twentieth century homes. The western approach carries East Central Avenue past the town business district that dates to the late-nineteenth and early-twentieth century. The Maryland Historical Trust has assigned an inventory number to the district (CAR-259).

Describe Superstructure and Substructure:

Bridge 5030 is a 4-span, 2-lane, filled concrete arch bridge. Each span is 53 feet 5 inches long, and the bridge has a total length of 215 feet 8 inches. The underside of each span has spalling and efflorescence with exposed reinforcement bars. The roadway width is 24 feet with a 6 foot 6 inch concrete sidewalk and concrete railing with concrete posts. The bridge has an overall width of 32 feet 2 inches. Each span has 7 railing sections on either side of the deck. The 1-foot wide parapet supports 8 inch by 6 foot cross beams. The concrete railings are designed to 1935 standards. During the floods of March 1936, this bridge was heavily damaged. The as-built plans from 1936 state that the on site-engineer was to remove the metal railings and replace them with a concrete parapet. In addition, the existing sidewalk was to be widened to its current 6 foot 6 inch width. Some reports state that a sidewalk did not exist prior to 1936, however, 2 sources state that a sidewalk pre-dates this renovation. A 1911 inspection report from the State Roads Commission discusses the condition of the bridge and a letter from Judge Marvin Smith sent to the *Times Record* (11/25/89) stated, "...It (the bridge) was built with a sidewalk. In the 1935 flood, floating debris severely damaged the bridge railings. When those railings were replaced in 1936 the bridge was widened by an addition to the north which carries the present sidewalk." The bridge was widened with timber pile bents at the abutments and steel H-pile, and with timber pile bents at each pier. In addition, an electrical conduit was added to the interior well on the upstream side of the bridge. Currently, the bridge is posted at 20,000 pounds. According to a 1997 inspection report, the bridge is in satisfactory condition, and has a sufficiency rating of 31.1.

Three concrete piers and 2 concrete abutments support the bridge. Pier No. 1 has light to moderate scaling of the concrete stem and exposed footing. Both piers No. 2 and No. 3 have steel sheet piling located 4 feet out from the stem of the pier. This sheet piling completely encircles the pier and is filled with concrete. The sheet piling had moderate corrosion. Concrete surfaces exposed to the water have moderate scaling.

Discuss Major Alterations:

The bridge underwent major alterations in 1936 to repair flood-damage. A concrete parapet was added, the bridge was widened, and the sidewalks were widened.

HISTORY:

WHEN was bridge built (actual date or date range) 1910, 1936
This date is: Actual Estimated
Source of date: Plaque Design plans County bridge files/inspection form
 Other (specify) _____

WHY was bridge built? Part of the State Roads Commission's initial Seven-Year Plan between 1908 and 1915

WHO was the designer? State Roads Commission

WHO was the builder? State Roads Commission

WHY was bridge altered? To repair flood damage.

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

This bridge was built as part of the State Roads Commission's initial Seven-Year Plan between 1908 and 1915,

SURVEYOR/HISTORIAN ANALYSIS:

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

- A - Events X B- Person ___
 C- Engineering/architectural character ___

This bridge was determined eligible by the Interagency Review Committee in February 1996.

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

This bridge was built by the State Roads Commission as part of its initial "Seven Year Plan," which concentrated on connecting county seats and the major trade routes within the state. Three sections of road were completed in Caroline County between 1908 and 1915. The third was about 2/3 mile on one of the main street leading into the heart of the town of Federalsburg and was "...of pitch macadam and shell varying from 14 to 18 feet in width." This section also included a reinforced concrete four span arch bridge, replacing a timber structure. This section was one of the highest-priced types of construction outside of larger cities of the time within the State. The cost, which was under \$18,000, was considered reasonable at the time.

The bridge stood unchanged until March 1936. Between March 15 and March 19, East Coast areas between Georgia and Massachusetts were flooded. During these floods, bridges over the Potomac River at the following locations were carried away or partially demolished: Point of Rocks, Harpers Ferry, Shepherdstown, Hancock, and Wiley's Ford. Temporary timber trestles were constructed at Hancock and Wiley's Ford and highway traffic over the river was restored at these points. Bridge 5030 over Marshyhope Creek at Federalsburg was reconstructed following the 1936 flood.

In 1965 the State Roads Commission transferred the bridge to the Town of Federalsburg on an as-is basis. In 1966 as part of the Marshyhope Watershed project, the US Army Corps of Engineers deepened the river. It was necessary to do work on the bridge. The Soil Conservation Service Engineers working in conjunction with the Corps discovered deficiencies in the bridge. The State Roads Commission did note the problems with the piers prior to the transfer within their inspection documents; however, the mayor and the town council of Federalsburg felt that they had been misinformed. In 1968, the State Roads Commission agreed to accept the \$6,000 bill to repair piers 2 and 3.

In 1989 Mayor Aaron Kaplan of Federalsburg began a letter writing campaign that would result in the bridge becoming "Maryland's Newest Bridge." In a letter dated October 9, 1989, Mayor Kaplan requested assistance in the form of grants and funds for the repair of "...our East Central Avenue bridge." The outward appearance of the structure at that time was of concern to the mayor and the town's residents. The letter was sent to Governor Schaefer, Senator Paul Sarbanes, Delegates Samuel Johnson and Richard Colburn, and the State Highway Administrator, Hal Kassoff. Senator Paul Sarbanes took up the cause and requested in a letter dated October 17, 1989 that Mr. Kassoff review whether the bridge was eligible for Highway Bridge Replacement and Rehabilitation Program. Mr. Kassoff responded the same month to the Senator indicating that the State Highway Administration (SHA) understood that Federalsburg was a small town with a small budget, however, it was 1 of 25 municipalities owning a total of 80 bridges. The municipalities received assistance and federal funding from allocations given to the counties, Mr. Kassoff informed the Senator. However, following a town meeting in November of that year Geoffrey Kolberg, Chief of SHA's Inspection and Remedial Engineering Division informed Mr. Kassoff that it "...was obvious that the single direction that the attendees prefer to go is for SHA to take this bridge back into our inventory." And following another year of negotiations, that is what happened. In May of 1990, an agreement was signed by all parties, transferring the bridge back to the state. The bridge was given a new inventory number, 5030, and became known as "Maryland's Newest Bridge."

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?

The construction of the bridge replaced an existing timber structure. In 1910 Federalsburg was on its way to becoming the small regional business and political district that it became in the 1920s. The bridge connected the homes of eastern Federalsburg to the town center.

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

The bridge is in the center of the Federalsburg Historic District. On the eastern approach, East Central Avenue passes late-nineteenth and early-twentieth century homes. The western approach carries East Central Avenue past the town business district that dates to the late-nineteenth and early-twentieth centuries. The Maryland Historical Trust has assigned an inventory number to the district (CAR-259).

Is the bridge a significant example of its type?

In 1910 there were no standards for concrete arch bridges within the state of Maryland. A great deal of this structure dates from the initial 1910-construction date, including spandrel walls, barrel, piers, wingwalls and abutments.

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

Yes, although in poor condition, this structure does retain its character defining elements, except for its original railings.

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

Yes, this bridge is a significant example of an early State Roads Commission concrete arch bridge.

Should bridge be given further study before significance analysis is made?

No, this bridge should not be given further study.

BIBLIOGRAPHY:

County inspection/bridge files SHA inspection/bridge files Other (list):

Spero, P.A.C & Company and Louis Berger & Associates
1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

State Roads Commission Report 1910, 1936

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 2/2/95

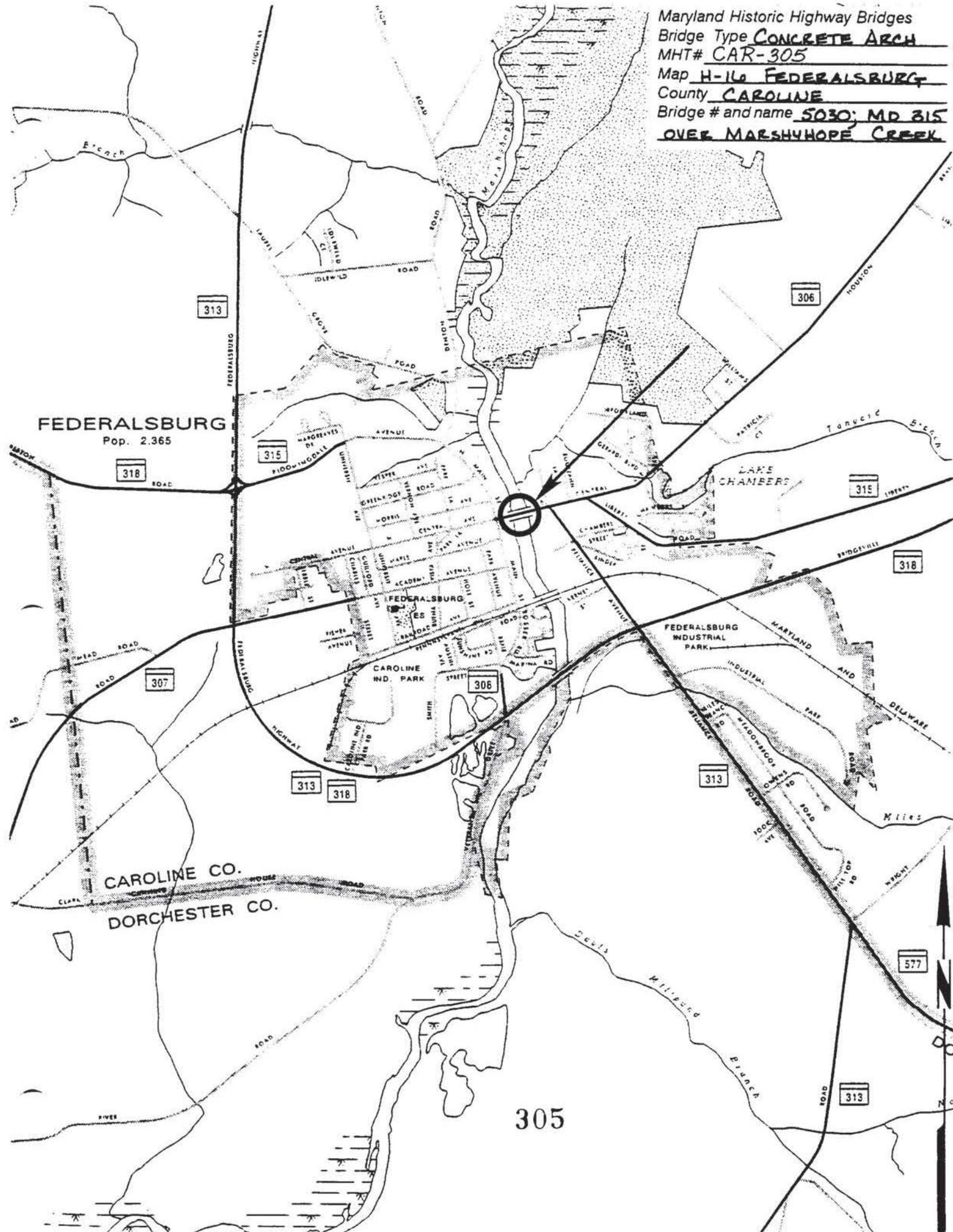
Name of surveyor Stacie Webb

Organization/Address State Highway Administration, 707 North Calvert Street, Baltimore, MD

Phone number 410-545-8559

Edited by P.A.C. Spero & Company, December 1997

Maryland Historic Highway Bridges
Bridge Type CONCRETE ARCH
MHT# CAR-305
Map H-16 FEDERALSBURG
County CAROLINE
Bridge # and name 5030; MD 315
OVER MARSHHOPE CREEK



FEDERALSBURG
Pop. 2,365

305

RESTRICTED BRIDGE
SINGLE UNIT
20000 LBS GVW
COMBINATION UNIT
20000 LBS GCW

NO
STOPPING
OR
STANDING



CAR-305

CAROLINE COUNTY

MATT HICKSON

2-2-95

~~MARYLAND SHIP~~ - S HVA

BRIDGE NO. 5030, LOOKING NE ON MD 315

1 OF 5



RESTRICTED BRIDGE
SINGLE UNIT
20000 LBS GVW
COMBINATION UNIT
20000 LBS GCW

GOD'S BLUEPRINT
FOR FEDERALSBURG
THE 10 COMMANDMENTS
CHRIST AETH
SUNDAY 11

CAR-305

CARDUNE COUNTY, MD

MATT HICKSON

2-2-95

~~MARYLAND SHPO~~ SHVA

BRIDGE NO. 5030, LOOKING SW ON MD 315

2 OF 5



CAR-305

CAROLINE COUNTY, MD

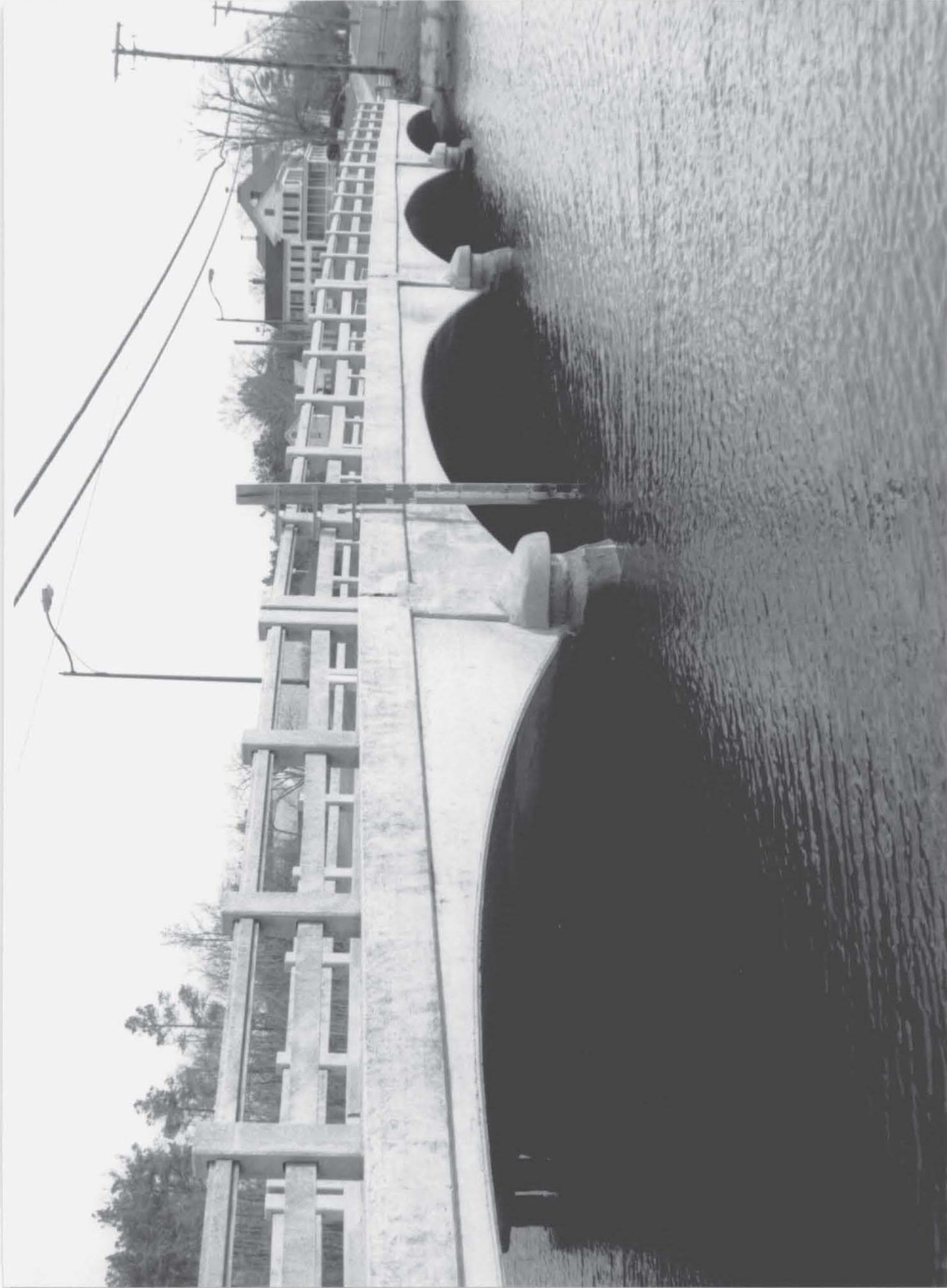
MATT HICKSON

2-2-95

~~MARYLAND SHPO - SHA~~

BRIDGE NO. 5030, LOOK'G DOWNSTREAM (SOUTH)

3 OF 5



CAR-305

CAROLINE COUNTY, MD

MATT HICKSON

Z-2-95

~~MARYLAND SUPPLY~~ SITH

BRIDGE NO. 5030, LOOKING UPSTREAM (NORTH)

4 OF 5



CAR-305

CAROLINE COUNTY, MD

MATT HICKSON

2-2-95

~~MARLAND SHIP-S HTA~~

BRIDGE NO. 5030, LOOKING DOWNSTREAM (EAST)

5 OF 5