

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: CH-383

Name: MD 227 over Mattawoman Creek Feb 2000

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 _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D	Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> 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>

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

MHT NO. CH-383

NAME AND SHA NO.: 8028

LOCATION

Road Name and Number: MD 227 over Mattawoman Creek

City/Town: Mattawoman Natural Environmental Area X vicinity

County: Charles

Ownership: X State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: _ yes X 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
- X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name _

DESCRIPTION

Describe the Setting:

Bridge 8028 carries MD 227 (Pomfret Road) over Mattawoman Creek in the Mattawoman Natural Environmental Area of Charles County. MD 227 runs in a generally north-south direction at this location; Mattawoman Creek flows east-west. The area is very rural and heavily wooded. No buildings are visible from the bridge. Bridge 8028 is located within the Tidewater physiographic province which features mainly flat or gently undulating terrain crossed by tidal rivers and streams.

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

Bridge 8028 is a triple-span concrete girder bridge measuring 93' in total length. Each span is 30' long and the clear roadway, which carries two lanes of traffic, measures 24' wide with 4.5" high parapets on either side. The solid concrete parapets include five panels, alternating rectangles and squares, per span. Metal W-beam guardrails are attached to the ends of each parapet. The superstructure of the bridge consists of concrete abutments, concrete wing walls and two concrete piers. The solid shaft piers each measure 2'-6" wide and have a pointed nose upstream. Piles support the abutments and piers.

Bridge inspection reports from the late 1970s through the 1990s indicate that the bridge shows signs of spalling and cracking of the deck, abutments, wing walls and beams. As-built drawings from November 1990 illustrate the underpinning of the north end of pier 1 through the placement of grout bags and rip rap around the pier. Recent inspection reports also mention the repair of deteriorated concrete girders with pneumatically applied mortar and the installation of new scuppers.

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. Nine percent (10) of that total were triple-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

Since the construction of this bridge, the structure has not received any major alterations.

HISTORY

When Built: 1930

Why Built: Statewide road improvement programs and local transportation needs

Who Built: De Luca Construction Company, Dundalk, Maryland

Who Designed: Unknown

Why Altered: Unknown

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

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

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?

The improvement of Charles County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

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?

No, the construction of this bridge did not play an active role in the growth or development of this portion of Charles County.

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, this bridge is not located within an area which is eligible for historic district designation.

Is the bridge a significant example of its type?

Yes, due to its apparent lack of major alterations and fair condition, this bridge stands as a significant example of its type.

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

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, none of these character defining elements has been replaced or removed.

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

This bridge may be a significant example of the work of the manufacturer, designer, and/or engineer due to its used of long specification concrete beams.

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

According to an earlier survey form completed in 1995, this bridge contains long specification concrete beams and should be compared with other local examples, including CH-35.

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SURVEYOR INFORMATION

Name: Margaret A. Bishop and Michelle M. Lupien **Date:** 13 May 1996
Organization: KCI Technologies, Inc. **Telephone:** (717) 691-1340
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055



CH-383

CHARLES COUNTY, MD

TIM BATCHER

8 FEB 1995

~~MARYLAND SHPO~~ SHA

BRIDGE NO. 8028 OVER MATTAWOMEN CREEK

VIEW LOOKING EAST ALONG RT. 227

1/4



CH-383

CHARLES COUNTY, MD.

TIM BACHER

8 FEB 1995

~~MARYLAND SHPO~~ SHA

BRIDGE NO. 8028 OVER MATTAWOMEN CREEK
VIEW LOOKING SOUTH

2/4



CH-383

CHARLES COUNTY, MD

TIM BATCHER

8 FEB 1995

~~MARYLAND SHPO S 77A~~

BRIDGE NO. 8028 OVER MATTAWOMEN CR.
VIEW LOOKING WEST ALONG RT 227

3/4



CH-383

CHARLES COUNTY, MD.

TIM BATCHER

8 FEB 1995

MARYLAND SHPO S HA

BRIDGE NO. 8028 OVER MATTAWOMEN CREEK
VIEW LOOKING NORTH

4/4