

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CH-389

Name: 8029/MD 227 over Pogo Swamp

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

MHT No. CH-388

SHA Bridge No. 8029 Bridge name MD 227 over Pages Swamp

**LOCATION:**

Street/Road name and number [facility carried] MD 227

City/town Middletown Vicinity X

County Charles

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. 8029 carries MD 227 over Pages Swamp in Charles County. MD 227 runs east-west, while Pages Swamp flows northeast to southwest. The area around the bridge is partially developed to the west with houses dating from the 1950s to 1970s and forested to the east.

**Describe Superstructure and Substructure:**

Bridge No. 8029 over Pages Swamp is a single span concrete slab built at an unknown date. The clear span length is 20'-8" and the clear roadway width is 24'-7" between the guardrails. The superstructure, consisting of the slab and the roadway, is in good condition. There is approximately 2-4' of fill overlay on the structure creating a raised and inclined road surface. The underside of the deck has a small area of spalling on the south side over the east abutment with an exposed rebar. W-beam guardrails run along the sides of the bridge. The bridge is not currently posted.

The substructure consists of the abutments and the wingwalls. The abutments have fine vertical and map cracking and minor scour at the waterline. The east abutment is in direct contact with the stream and shows more signs of scour. The wingwalls are short and flared at an approximate 45 degree to the roadway centerline. The top of the southwest wingwall is chipped.

**Discuss Major Alterations:**

W-beam guardrails were added at an unknown date, possibly replacing original parapets. Approximately 2-4' of fill overlay was also added to the structure to alter the grade of the road.

**HISTORY:**

**WHEN was the bridge built:**  Unknown

**This date is:** Actual \_\_\_\_\_ Estimated \_\_\_\_\_

**Source of date:** Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form \_\_\_\_\_

**Other (specify)** \_\_\_\_\_

**WHY was the bridge built?**

As part of a plan to improve primary and secondary roads and bridges.

**WHO was the designer?**

Unknown

**WHO was the builder?**

Unknown

**WHY was the bridge altered?**

To make the bridge more efficient and to extend the bridge's life.

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

Yes, all bridges built in the twentieth century were influenced to some extent by state transportation plans.

**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, with major improvements occurring in the late 1930's. Most improvements to local roads waited until the years after World War II.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer, stated in 1906, "the general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do away with the further expense of the maintenance of expensive and dangerous wooden structures." Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

**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, this structure did not increase settlement or industry in the area surrounding it.

**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 its type.

**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 the road has been regraded.

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

No, this bridge is not a significant example of the work of the manufacturer.

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

State Highway Administration bridge files and inspection reports have not yielded such information. It is not likely that additional information will be available.

**BIBLIOGRAPHY:**

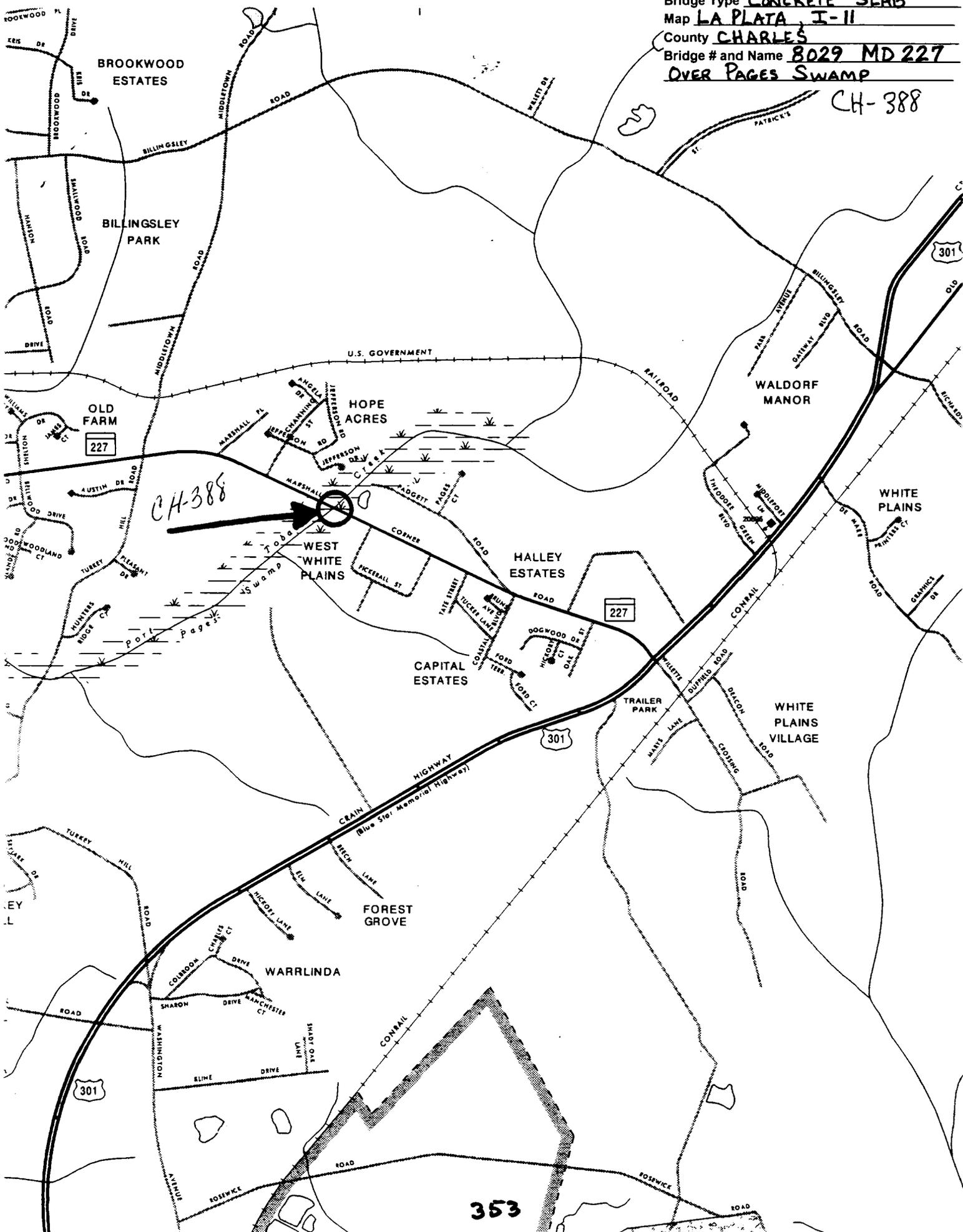
County inspection/bridge files \_\_\_\_\_ SHA inspection/bridge files   X    
Other (list):

**SURVEYOR:**

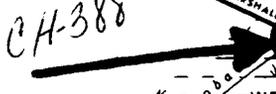
Date bridge recorded   8/11/95    
Name of surveyor   Timothy J. Tamburrino    
Organization/Address   P.A.C. Spero & Company, 40 W. Chesapeake Avenue, Suite 412, Baltimore, Maryland 21204    
Phone number   410-296-1635   FAX number   410-296-1670

Maryland Historic Highway Bridges  
Bridge Type CONCRETE SLAB  
Map LA PLATA, I-11  
County CHARLES  
Bridge # and Name 8029 MD 227  
OVER PAGES SWAMP

CH-388



CH-388



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CH 388

CHARLES COUNTY, MD

TIM BATCHER

8 FEB 1995

~~MARYLAND SHPO~~ S HA

BRIDGE NO. 8029 OVER PAGES SWAMP

VIEW LOOKING EAST ALONG RT. 227

1/5



CH 398

CHARLES COUNTY, MD

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~~MARYLAND SHPO SITE~~

BRIDGE NO. 8029 OVER PAGES SWAMP

VIEW LOOKING SOUTH

2/5



CH388

CHARLES COUNTY, MD

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~~MARYLAND SHPO S.H.A~~

BRIDGE No. 8029 OVER PAGES SWAMP

VIEW LOOKING WEST ALONG RT. 227

3/5



CH 358

CHARLES COUNTY, MD.

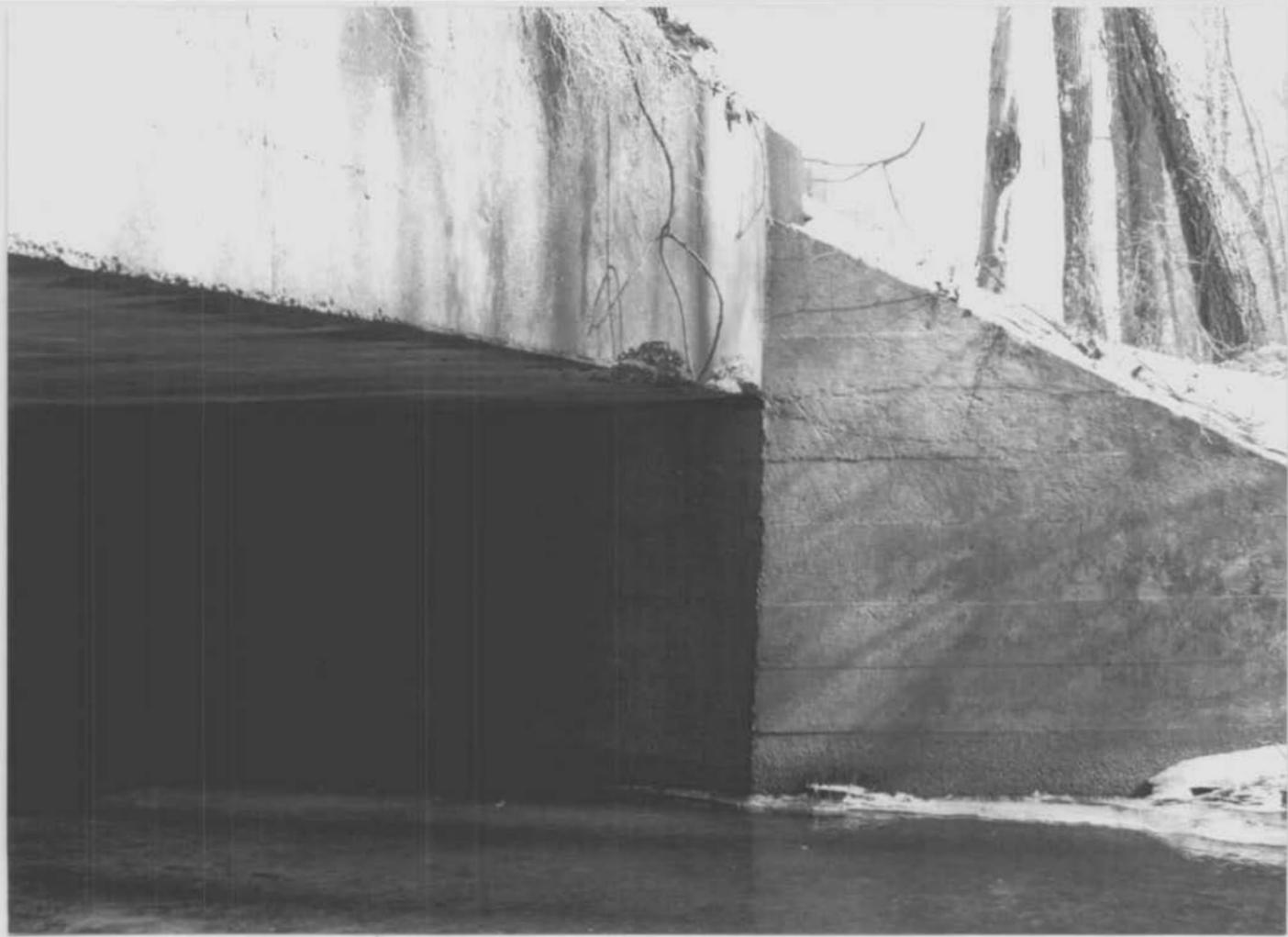
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~~MARYLAND SHPO~~ S HA

BRIDGE NO. 8029 OVER PAGES SWAMP  
VIEW LOOKING NORTH

4/5



CH 388

CHARLES COUNTY, MD

TIM BATCHER

8 FEB 1995

~~MARYLAND SHPO~~ S/H/A

BRIDGE NO. 8029 OVER PAGES SWAMP  
VIEW LOOKING @ EAST ABUT. AND WINGWALL

5/5