Maryland Historical Trust

Maryland Inventory of Historic Properties number: K-676

Name: #14016/MD 299 over Sassafras River

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 __X___

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Comments: _____

Reviewer, OPS: Anne E. Bruder Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze Date: 3 April 2001

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

MHT NO. K-676

NAME AND SHA NO.: 14016

LOCATION

Road Name and Number: MD 299 over Sassafrass River
City/Town: Sassafrass X vicinity
County: Kent

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 __ Retractile __ 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 #14016 carries MD 299 over the Sassafrass River near Sassafrass, Maryland. This area falls within Maryland's Coastal Plain or Tidewater physiographic region. The bridge, which is situated just south of the line dividing Cecil and Kent counties and north of the intersection between MD 299 and MD 290, is also located just east of US 301. The area immediately surrounding the bridge is relatively undeveloped and contains mostly wooded land.

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

Bridge #14016 is a single-span reinforced concrete T-beam girder structure with an H-20 design load. The bridge, which resembles a 1930 standard design, has a total length of 40' +/-, a clear roadway width of 27', and carries two lanes of traffic over the Sassafrass River. The structure consists of a concrete slab integral with the beams, horizontally grooved concrete wingwalls and abutments, and Jersey-style concrete parapet railings. Modern guard rails line both approaches and continue along the inside faces of both concrete parapets.

Inspection reports dating between 1972 and 1980 note increased disintegration of the balustrades, wheelguards, and curbs. Cracked wingwalls and abutments began to be noted in 1978.

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:

The original concrete parapet walls were replaced with Jersey-style concrete barriers at an undetermined date, probably some time between 1980 and 1995.

HISTORY

When Built: 1932
Why Built: Statewide road improvement programs and local transportation needs
Who Built: State Roads Commission, contract #K 35
Who Designed: Unknown
Why Altered: Probably due to deterioration and/or damage from a vehicle accident, the original parapet walls were replaced with Jersey-style concrete barriers between 1980 and 1995.
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 Kent 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 #14016 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

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 which 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. The character-defining elements have been significantly altered.

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. The parapet walls have been replaced with modern Jersey-style concrete barriers lined with modern metal guard rails.

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

No, this structure is not a significant example of the work of the State Roads Commission. Original drawings for this bridge were not located in the files of the State Highway Administration.

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

No, this structure should not be given further study. Previous alterations 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 Highway Administration
Bridge Inspection Reports. On file 707 North Calvert Street, Baltimore.

As-Built Drawings. On file 707 North Calvert Street, Baltimore.

State Roads Commission of Maryland
1958 *A History of Road Building in Maryland.* Baltimore.

SURVEYOR INFORMATION

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INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Bridge No.14016 Survey Number: K-676

Project: Repairs, MD 299 over Sassafras River Agency: SHA

Site visit by MHT Staff: X no ___ yes Name _____ Date _____

Eligibility recommended _____ Eligibility **not** recommended X

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Justification for decision: (Use continuation sheet if necessary and attach map)

Bridge No. 14016 is not eligible for the Maryland Register of Historic Properties. The single span reinforced concrete T-beam structure was built in 1932 and resembles a 1930 standard design. The original parapet walls have been replaced with Jersey barriers and there is substantial cracking and spalling of the conrete surfaces. Therefore, we believe the bridge no longer retains sufficient integrity to merit inclusion in the Maryland Register under Criterion C. It has no known association with significant events or people and no known information value, and thus is unlikely to be eligible under Criteria A, B or D. Lastly, it is not located in a known historic district.

On October 4, 1995, the interagency bridge review committee determined the bridge to be ineligible for the National Register of Historic Places

Documentation on the property/district is presented in: Project File, Maryland Inventory FormK-676

Prepared by: Gabrielle Lanier, KCI for SHA

Elizabeth Hannold — November 12, 1996
Reviewer, Office of Preservation Services — Date

NR program concurrence: X yes ___ no ___ not applicable

Peter E. Kurtze — 11/12/96
Reviewer, NR program — Date

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Survey No. K-676

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

X	Eastern Shore	(all Eastern Shore counties, and Cecil)
	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

	Paleo-Indian	10000-7500 B.C.
	Early Archaic	7500-6000 B.C.
	Middle Archaic	6000-4000 B.C.
	Late Archaic	4000-2000 B.C.
	Early Woodland	2000-500 B.C.
	Middle Woodland	500 B.C. - A.D. 900
	Late Woodland/Archaic	A.D. 900-1600
	Contact and Settlement	A.D. 1570-1750
	Rural Agrarian Intensification	A.D. 1680-1815
	Agricultural-Industrial Transition	A.D. 1815-1870
	Industrial/Urban Dominance	A.D. 1870-1930
X	Modern Period	A.D. 1930-Present
	Unknown Period (___ prehistoric	___ historic)

III. Prehistoric Period Themes:

	Subsistence
	Settlement
	Political
	Demographic
	Religion
	Technology
	Environmental Adaption

IV. Historic Period Themes:

	Agriculture
X	Architecture, Landscape Architecture, and Community Planning
	Economic (Commercial and Industrial)
	Government/Law
	Military
	Religion
	Social/Educational/Cultural
X	Transportation

V. Resource Type:

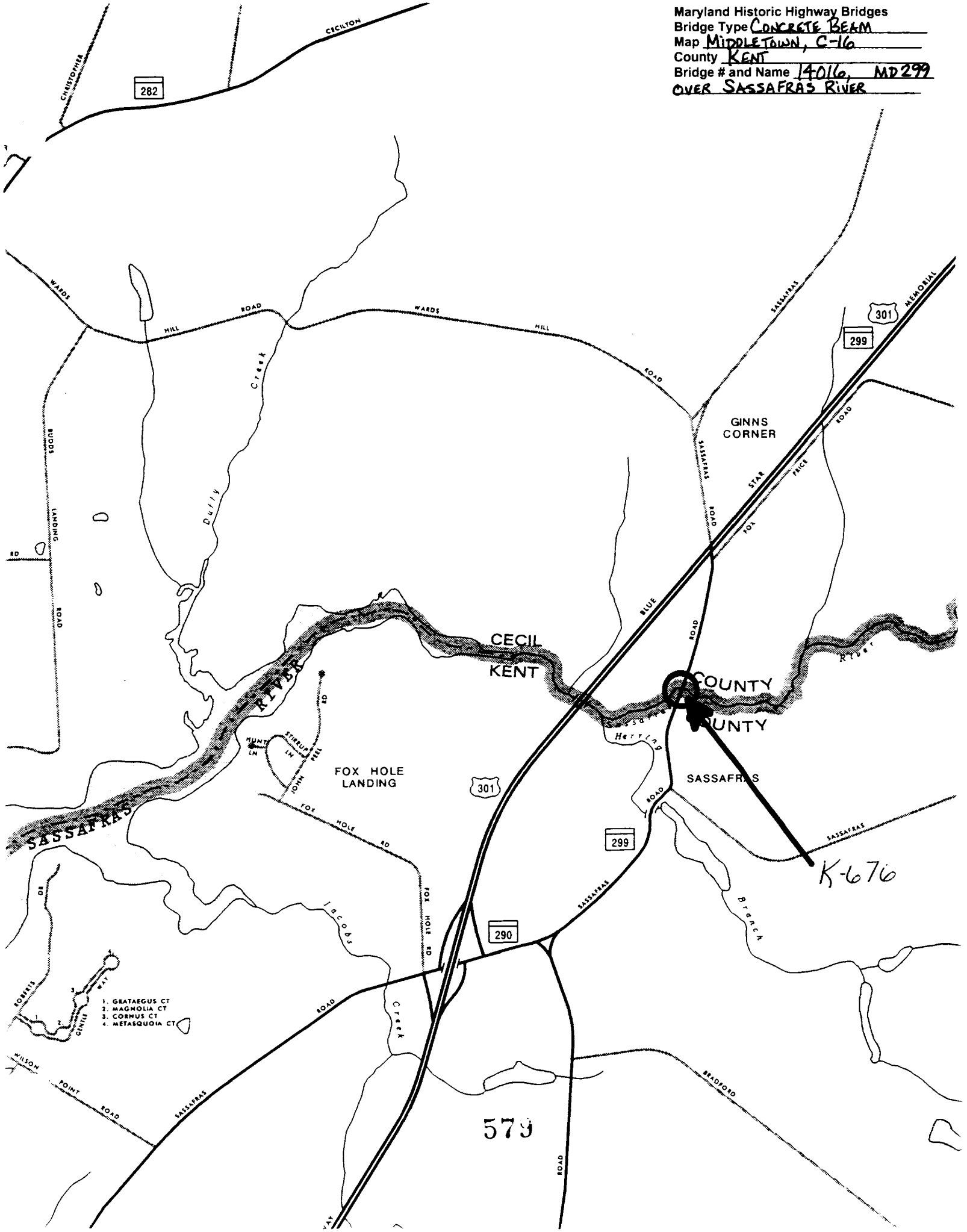
Category: Structure

Historic Environment: rural

Historic Function(s) and Use(s): transportation-vehicular

Known Design Source: State Roads Commission

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map MIDDLETOWN, C-16
County KENT
Bridge # and Name 14016, MD 299
OVER SASSAFRAS RIVER



K-676

KENT COUNTY, MD

MATT HICKSON

1-31-95

~~MARYLAND SHRO~~

BRIDGE 14016, LOOKING NORTH

1 OF 4

K-676
KENT COUNTY, MD
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~~MARYLAND~~ SHPO
BRIDGE 14016, LOOKING SOUTH
2 OF 4

K-676
KENT COUNTY, MD
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1-31-95
~~MARYLAND SHPO~~
BRIDGE 14016, LOOKING UPSTREAM (SE)
3 OF 4

K-676
KENT COUNTY, MD
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1-31-95
~~MARYLAND SHPO~~
BRIDGE 14016, LOOKING DOWNSTREAM (NW)
4 OF 4