

Maryland Historical Trust

Maryland Inventory of Historic Properties number: SM-618.

Name: MD 242 over Locust Run

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 Number SM-618

SHA Bridge No. 18019 Name: MD 242 over Locust Run

Location:

Street/Road Name and Number: MD 242 (Coltons Point Road)

City/Town: Clements Vicinity X

County: St. Mary's

Ownership: X State County Municipal Other

This bridge projects over: Road Railway X Water Land

Is the bridge located within a 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

 Metal Truss

 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

X Concrete

 Concrete Arch Concrete Slab Concrete Beam

 Rigid Frame

 Other Type Name _____

Describe Setting:

Bridge 18019 carries MD 242 over Locust Run in St. Mary's County. MD 242 runs north-south over the eastern flowing Locust Run. The area immediately adjacent to the bridge has light residential development.

Describe Superstructure and Substructure:

Bridge 18019 is a single span filled concrete arch bridge. The length of the bridge is 47 feet with a clear span of 30 feet. The roadway width is 38 feet, with an overall bridge width of 44 feet 4 inches. The spandrel wall has a 2-inch cove molding around the arch and a 1-inch molding on the spandrel wall. The spandrel walls are approximately 10 feet high and 15 feet wide. The bridge has a rise of approximately 5 feet from springline to the crown. According to a 1997 inspection report, the bridge is in good condition with a sufficiency rating of 90.3.

The sidewalk on the east side of the bridge is spalling along the top outer edge approximately 20 feet from the south end with no reinforcement bar showing. Also, at each corner there is a section of concrete missing at the end of the curb where a steel guardrail may have been mounted. The concrete arch has fine scattered map and transverse cracks with some very light efflorescence. There is a spall at the corner of the southeast retaining wall, which is unchanged. There are scattered small spalls throughout up to 6 inches in diameter and 3/8 inch deep. The spandrel walls have scattered fine vertical cracks, and most have light efflorescence and a few chipped spots along the edges.

The original parapets were removed and the new metal railings were added in 1949. The rails are in good condition except for light spot surface rust on most of their length.

Discuss Major Alterations:

In 1949 the original open style parapets were removed in order to widen the bridge. On both the upstream and downstream sides of the bridge 7 feet of roadway was added. The arch ring was matched and molding strips were mirrored.

When Built? 1928, 1949

Why Built? Expansion of road system in St. Mary's County

Who Built? Southern Maryland Construction Company, Baltimore MD

Who Designed? State Roads Commission

Why Altered? Increased traffic load.

Was this bridge built as part of an organized bridge building campaign? Yes, this bridge was built by the State Roads Commission as part of its lateral road development.

Surveyor Analysis:

This bridge may have NR significance for association with:

- A Events Person
 C Engineering/Architectural

This bridge was determined not eligible by the Interagency Review Committee in June 1996.

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

The development of lateral roads within the state of Maryland was funded by a gas tax. One-and-one-half cents out of the total tax of 4 cents per gallon was set aside for the use by the counties for the construction of new lateral roads or those road connecting with or feeding into a main highway. The continued expansion and improvement of the road between Clements and the surrounding county qualified for lateral road funds. Bridge 18019 replaced a pre-existing structure on the same alignment. A temporary timber structure was built to divert traffic.

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?

No, this bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

No, this bridge is not a significant example of its type. The widening and the removal of the parapets have created a structure that no longer represents a concrete arch bridge designed by the State Roads Commission.

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

No this bridge does not retain integrity of its character defining elements. The original spandrel walls have been covered over with the new arch section. The original barrel has been widened and encased. The wingwalls and the abutments are either gone or compromised. The original parapets were replaced.

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

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

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

No. this bridge should not be given further study.

Bibliography:

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

Johnson, Arthur Newhall
1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland*. Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

P.A.C. Spero & 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.

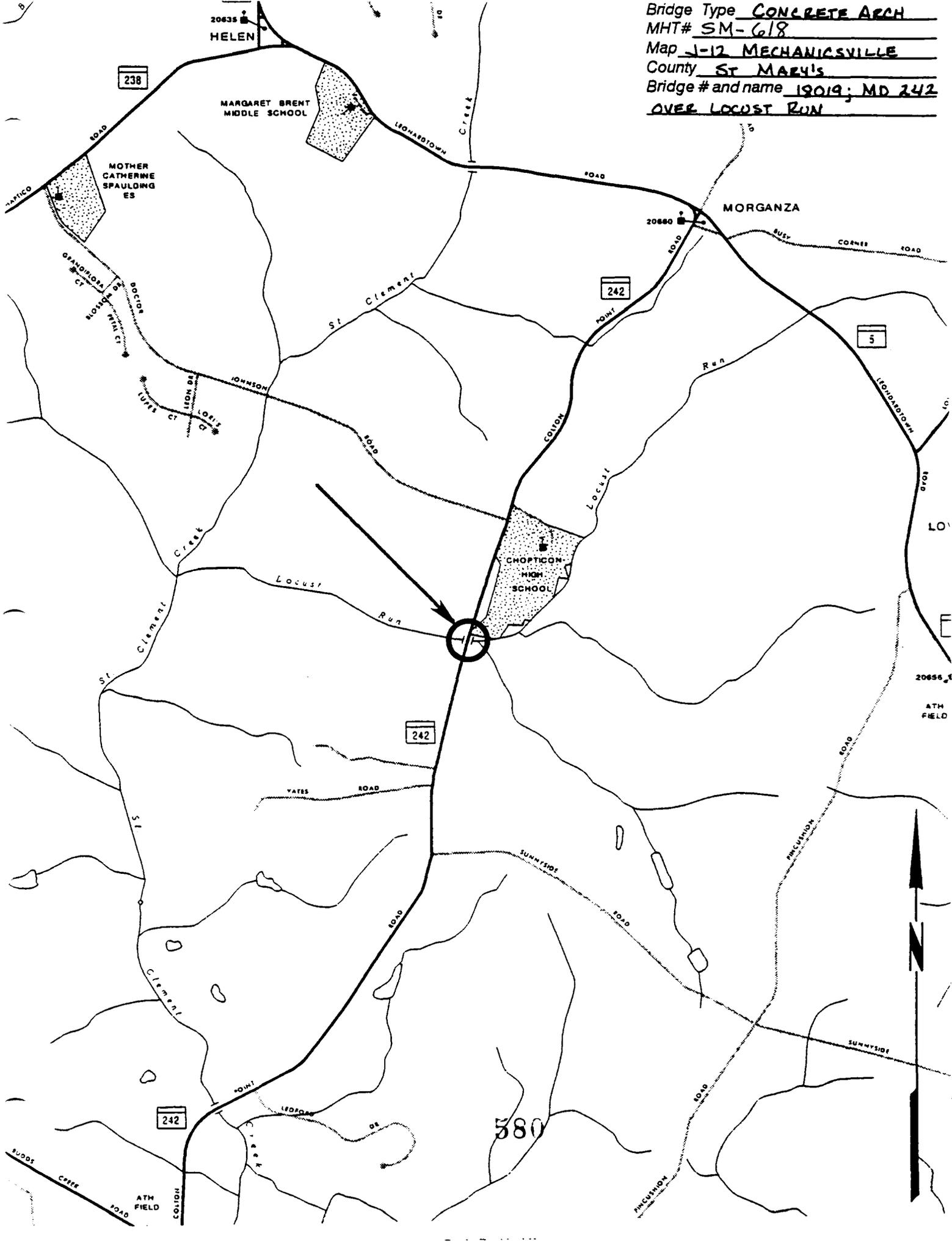
State Roads Commission
1958 *A History of Road Building in Maryland*. State Roads Commission of Maryland, Baltimore, Maryland.

Tyrrell, H. Grattan
1909 *Concrete Bridges and Culverts for Both Railroads and Highways*. The Myron C. Clark Publishing Company, Chicago and New York.

SURVEYOR:

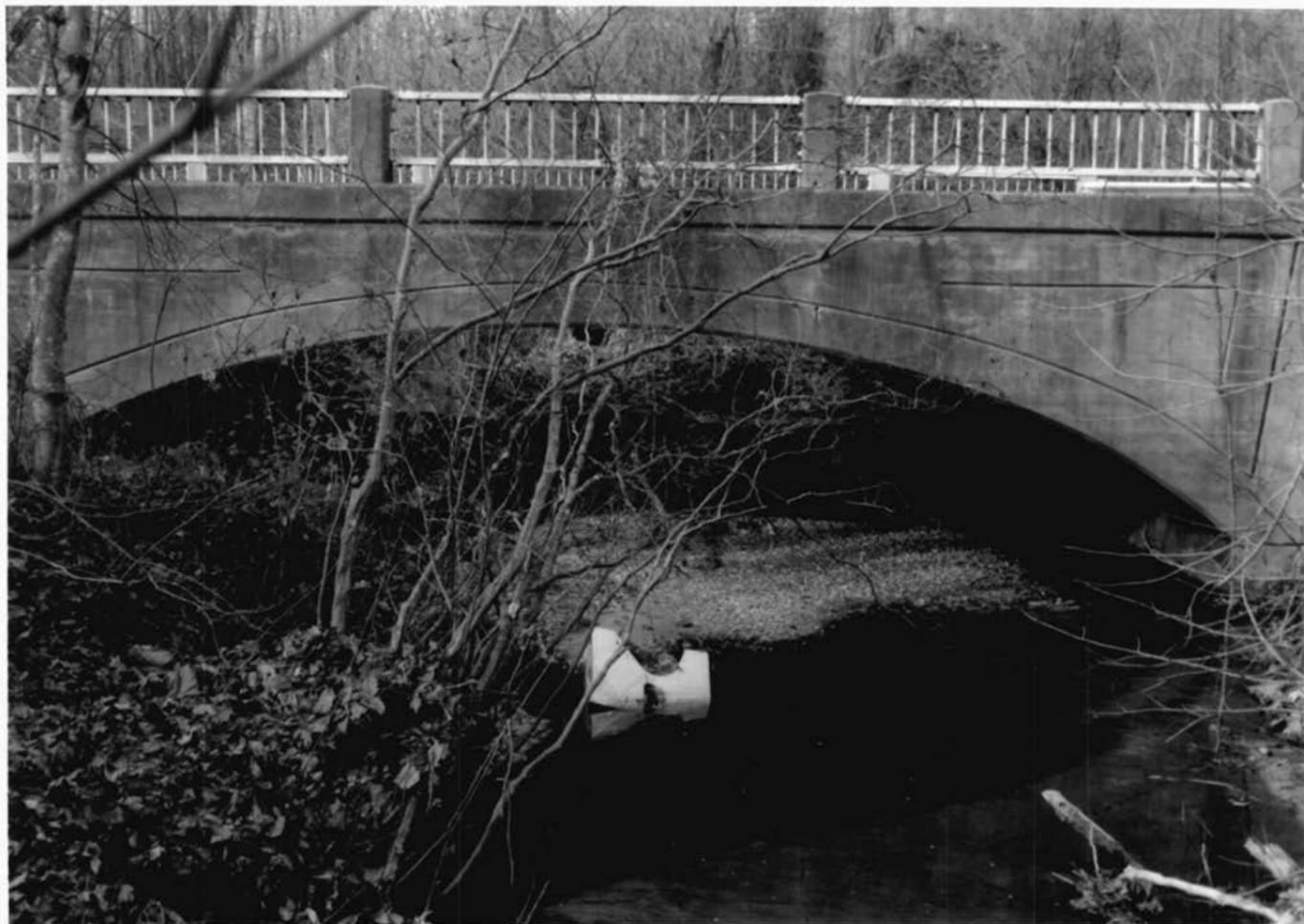
Date bridge recorded December 1997
Name of surveyor Wallace, Montgomery & Associates / P.A.C. Spero & Company
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204
Phone number (410) 296-1635 FAX number (410) 296-1670

Bridge Type CONCRETE ARCH
MHT# SM-618
Map J-12 MECHANICSVILLE
County ST MARY'S
Bridge # and name 19019; MD 242
OVER LOCUST RUN





1. SM-618
2. MD 242 over Locust Run
3. St. Mary's Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Elevation looking upstream
8. 1 of 4



1. SM-618
2. MD 242 over Locust Run
3. St. Mary's Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Elevation looking downstream
8. 2 of 4



1. SM-618
2. MD 242 over Locust Run
3. St. Mary's Co, MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Looking Northeast
8. 3 of 4



1. SM-618
2. MD 242 over Locust Run
3. St. Mary's Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Looking Southwest
8. 4 of 4