Maryland Historical Trust

Maryland Inventory of Historic Properties number: CT-1185

Name: 4016/ MD 26 over Plum Br. Crk.

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

MHT No. CT-1185

SHA Bridge No. 4016 **Bridge name** MD 263 over Plum Point Creek

LOCATION:
Street/Road name and number [facility carried] MD 263

City/town Wilson **Vicinity** X

County Calvert

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 _____ **Retractile**_____ **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. 4016 carries MD 263 over Plum Point Creek in Calvert County. MD 263 runs east to west, while Plum Point Creek flows from the northeast to the southwest. The area around the bridge is randomly developed, however there is no construction within the immediate vicinity of the bridge. There are wetlands to the north and forested land to the south, east and west.

Describe Superstructure and Substructure:

Bridge No. 4016 over Plum Point Creek is a single span standard concrete slab bridge built in 1928. The span length is 20', the bridge length is 23' and the clear roadway width is 24' between the parapets. The abutments are approximately 7' 6"+/- in height with spread footings. The superstructure, consisting of the slab, the roadway and the parapets are in fair condition. The bituminous concrete riding surface has fine longitudinal and map cracking with light debris in the gutterline. The east approach to the bridge has a full transverse crack running the entire width of the road due to settlement. The underside of the deck has a longitudinal crack in the center of the deck, running from abutment to abutment. There is also fine cracking and heavy efflorescence along the sides. The parapets are closed and ornamented with fine cracking at the coping. The bridge is not currently posted.

The substructure consists of abutments and wingwalls. The east abutment has efflorescence along both exterior ends, minor spalling at the top of the south end and an exposed footing. The west abutment has vertical and map cracking on the face and minor spalling at the deck-abutment intersection. There are diagonal cracks, spalling and efflorescence on all of the flared wingwalls. The worst crack occurs in the northeast wingwall. It runs 3' long and is open 1/8" with spalling 2" deep along the crack.

Discuss Major Alterations:

W-beam guardrails were added to the roadway at an unknown date and attach to the bridge parapets approximately 1-1/2' in from the interior ends.

HISTORY:

WHEN was the bridge built __1928_____

This date is: Actual ___X_____ **Estimated** _____

Source of date: Plaque _____ **Design plans** _____ **County bridge files/inspection form** X_____

Other (specify) _____

WHY was the bridge built?

Maryland's primary and secondary roads and bridges had become inadequate to the huge trucks and volume of cars in use after World War I.

WHO was the designer?

State Roads Commission

WHO was the builder?

State Roads Commission

WHY was the bridge altered?
The bridge was altered to accommodate increased safety precautions, therefore extending the bridge's useful life.

WAS this bridge built as part of an organized bridge-building campaign?
Yes, post world War I improvements to primary and secondary roads.

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. Most improvements to local roads waited until the years after World War II.

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?
Although built during the post World War I construction phase, this bridge did not greatly effect the area surrounding it. The structure did not increase settlement or industry.

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?
This structure is a good example of a standard 1924 plan bridge.

Does the bridge retain integrity of important elements described in Context Addendum?
Yes, this structure retains the integrity of its location, design, setting, materials, workmanship, feeling and association. It possesses all of its major components on both sides, including the parapets, wingwalls and abutments.

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 State Roads Commission.

Should the bridge be given further study before an evaluation of its significance is made?
No, this structure should not be given further study. Although it reflects the state's post war construction needs of an expanded secondary roads system, the bridge does not demonstrate any additional distinction or significance.

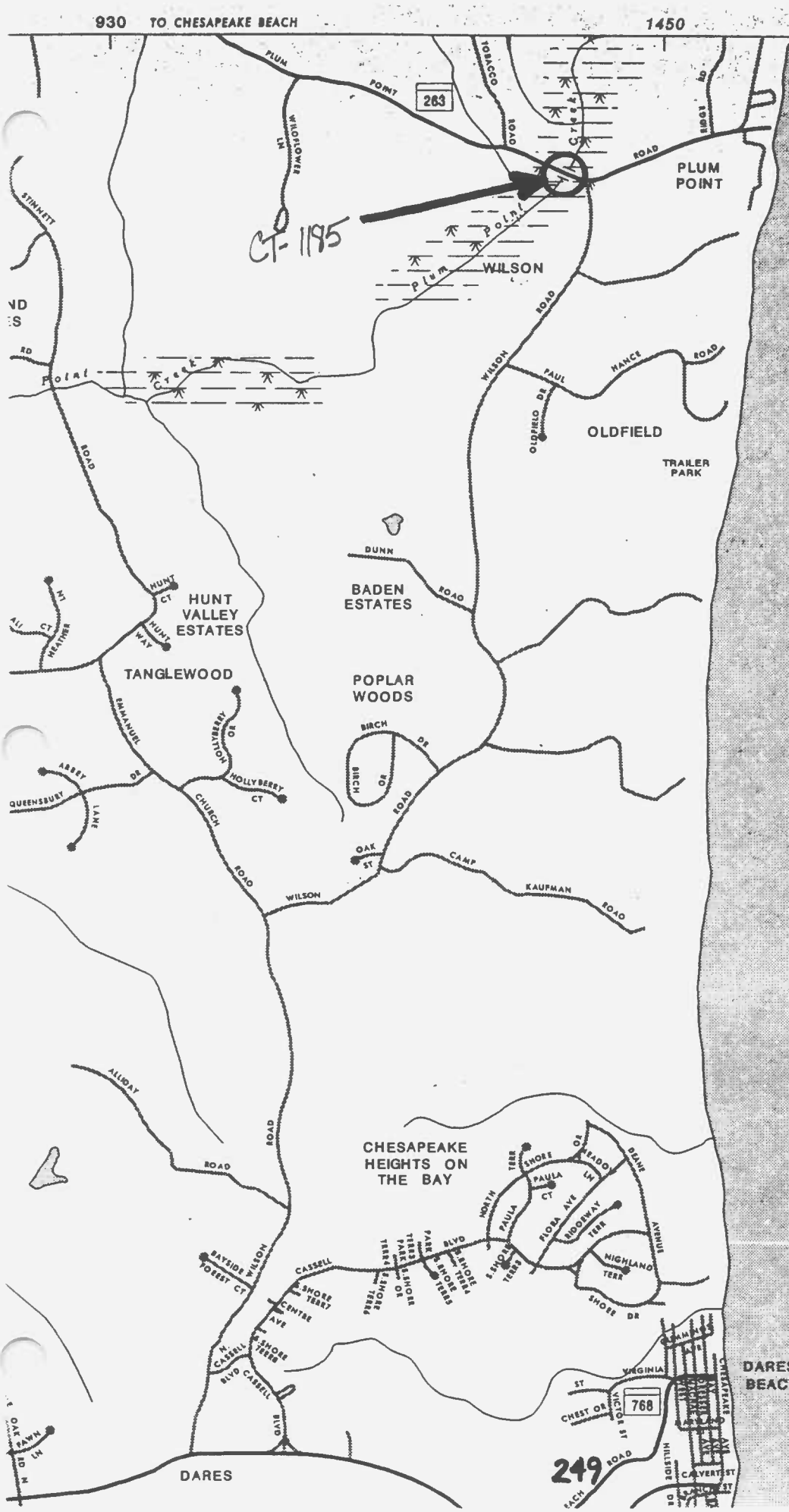
BIBLIOGRAPHY:

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 PRINCE FREDERICK, I-13
County CALVERT
Bridge # and Name 4016 MD263
OVER PLUM POINT CREEK



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CALVERT COUNTY

D. BHAUMIK

1-31-95

~~MARYLAND SHPO~~ SHA

MD 263 OVER PLUM POINT CREEK

LOOKING NORTH (UPSTREAM FACE)

(BRIDGE 4016)

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CT-1185

CALVERT COUNTY

D. BHAUMIK

1-31-95

~~MARYLAND SHPO~~ SHA

MD 263 OVER PLUM POINT CREEK

LOOKING WEST ON MD 263

(BRIDGE 4016)

3 OF 4

CT-1185

CALVERT COUNTY
D. BHAUMIK
1-31-95
~~MARYLAND SHPO~~ SHA
MD 263 OVER PLUM POINT CREEK
LOOKING SOUTH (DOWNSTREAM FACE)
(BRIDGE 4016)

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CT-1185

CALVERT COUNTY

D. BHAUMIK

1-31-95

~~MARYLAND~~ SHPO SHA

MD 263 OVER PLUM POINT CREEK

LOOKING EAST ON MD 263

(BRIDGE 4016)