

**MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM**

Property Name: Bridge No. 4020 Governor Run Road Inventory Number: CT-1186

Address: Governor Run Road over Governor Run, Kenwood Beach vicinity, Calvert Co. MD, 20676

Owner: Maryland State Highway Administration, 707 N. Calvert St. Baltimore, MD 21202

Tax Parcel Number: N/A Tax Map Number: 28

Project Replacement of Bridge No. 4020 Agency State Highway Administration (SHA)

Site visit by SHA Staff: no  yes Name: Heather Confer Date: 03/02/2000

Eligibility recommended  Eligibility **not** recommended

Criteria  A  B  C  D Considerations:  A  B  C  D  E  F  G  None

Is property located within a historic district?  no  yes Name of District: \_\_\_\_\_

Is district listed?:  no  yes

Documentation on the property/district is presented in: Review and Compliance Files

Description of Property and Eligibility Determination *(Use continuation sheet if necessary and attach map and photo)*

Bridge No. 4020 is a one span concrete slab bridge with a clear span of approximately 20' built in 1931. It follows the 1930 State Roads Commission Standard Plan with pierced concrete parapets and concrete wingwalls with horizontal scoring. The current sufficiency rating of this bridge is 44.2. A 1987 inspection report estimated the remaining life of the bridge at 10 years. A 1992 report recommended that the superstructure be replaced. W-beam guardrail is attached to all four endpost. There is heavy spalling and cracking on both the substructure and superstructure. Current condition photos show areas of patching on both the sub and superstructures.

Concrete slab bridges are a ubiquitous resource type and are among the most common bridges in the state. Multiple examples of these structures exist on Maryland's roadways, including 50 historic highway bridges that have been determined to meet the National Register criteria of eligibility. While Bridge No. 4020 is an example of the 1930 standard plan for concrete slabs, it is not of exceptional importance as a transportation connection or as a concrete slab bridge. The interagency committee determined that this bridge was not National Register eligible and SHA maintains this determination.

Prepared by Heather Confer

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Consideration <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input checked="" type="checkbox"/> None
<i>Antequity</i>	
<i>[Signature]</i>	<i>April 20, 2000</i>
Reviewer, Office of Preservation Services	Date
<i>[Signature]</i>	<i>4/27/00</i>
Reviewer, NR Program	Date

*[Handwritten mark]*

Bridge No. 4020 Governor Run Road

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Bridge No. 4020 lacks significance related to events, persons, or architecture and engineering and is unlikely to yield any information not found elsewhere. Therefore it is not eligible under Criterion A, B, C, or D.

**PRESERVATION VISION 2000; THE MARYLAND PLAN**  
**STATEWIDE HISTORIC CONTEXTS**

**I. Geographic Region:**

- 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:**

- Rural Agrarian Intensification A.D. 1680-1815  
 Agricultural-Industrial Transition A.D. 1815-1870  
 Industrial/Urban Dominance A.D. 1870-1930  
 Modern Period A.D. 1930- Present  
 Unknown Prehistoric  
 Unknown Historic

**IV. Historic Period Themes:**

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

**V. Resource Type:**

Category: Structure  
 Historic environment: Rural  
 Historic Function(s) and Use(s): Transportation  
 \_\_\_\_\_  
 \_\_\_\_\_  
 Known Design Source: State Roads Commission

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

MHT No. CT-1186

SHA Bridge No. 4020 Bridge name MD 509 over Governor Run

**LOCATION:**

Street/Road name and number [facility carried] MD 509

City/town Governor Run Vicinity \_\_\_\_\_

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 \_\_\_\_\_ 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  X  Rural \_\_\_\_\_

**Describe Setting:**

Bridge No. 4020 carries MD 509 over Governor Run in Calvert County. MD 509 runs east-west, while Governor Run flows north to south. To the west of the bridge is forested land with random areas of development. The community of Governor Run is situated along 500' of MD 509 to the east of the bridge, ending at the Chesapeake Bay. The town consists of late nineteenth century houses, early twentieth century cottages, a private beach and a pier.

**Describe Superstructure and Substructure:**

Bridge No. 4020 over Governor Run in Calvert County is a State Road Commission standard single span concrete slab bridge built in 1931. The clear span length is 19'-10" and carries a clear roadway width of 27'. The road is currently not posted and dead-ends at the Chesapeake Bay. The superstructure, consisting of the slab, the roadway and the parapets, is in poor condition. The north side of the 7" bituminous concrete riding surface was cut-out and resurfaced between 1987 and 1993. The north side has heavy spalling that is 4" deep between the road surface and the parapet with 9" of exposed concrete decking. The south side has a hollow sound throughout. Both sides have minor rutting. The underside of the deck has very heavy transverse and map cracking with spalling and dripping efflorescence. The east and west fascia had a gunnite repair prior to 1993 that extends 1' under the concrete deck. The open parapets use a pierced railing design with an 11 open space to 1 expansion joint ratio. All four end blocks of the parapet walls were replaced with solid, concrete ends, to which the w-beam guardrails are attached. The rest of the parapets have fine vertical cracks and spalled areas near their base. A 1987 inspection estimated the remaining life of the bridge to be 10 years. In 1992 it was recommended that the superstructure be removed and replaced if the abutments were reusable. No further action has been taken.

The substructure consists of concrete abutments and wingwalls. The 1995 inspection report describes a full height 1/4" vertical crack at the centerline of each abutment with heavy efflorescence throughout. The wingwalls are decorated with molded chamfering, with a straight wall on the northeast and flared wingwalls on the other three sides. The southeast and southwest wingwalls have gunnite repairs to their tops. The north wingwalls are covered with vegetation. Cracks, efflorescence and hollow areas occur on all the wingwalls.

**Discuss Major Alterations:**

All four end blocks of the parapet walls were replaced with solid, concrete ends, to which the w-beam guardrails are attached.

**HISTORY:**

WHEN was the bridge built:  1931

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?**

By 1930, Maryland's primary and secondary roads and bridges had become inadequate to the huge freight trucks and volume of passenger cars in use. This bridge replaced an earlier 1910 bridge.

**WHO was the designer?**

State Roads Commission

**WHO was the builder?**

State Roads Commission

**WHY was the bridge altered?**

The bridge was altered in an effort to extend the life of the bridge.

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

In 1930, the roadway width for all standard plan bridges was increased to 27 feet in order to accommodate the increasing demands of automobile and truck traffic (State Roads Commission 1930). The range of span lengths remained the same, but there were some changes designed to increase the load bearing capacities. The reinforcing bars increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

**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 roadway and a bridge crossing Governor Run had been in existence before 1910. In addition, the majority of the construction at Governor Run was completed by 1931.

**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?**

Yes, the community of Governor Run is potentially eligible to the National Register. The existence of a bridge at that location allowed for the development of this community along the Chesapeake Bay. As a consequence, it was the growing town that necessitated the construction of this concrete slab bridge. The bridge would not detract from the visual character of the potential district.

**Is the bridge a significant example of its type?**

No, this structure is not a significant example of its type. The character defining elements are either in a deteriorated state or they are not present in their original state.

**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 parapet walls have been altered.

**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, its current condition has placed its integrity in doubt.

**BIBLIOGRAPHY:**

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

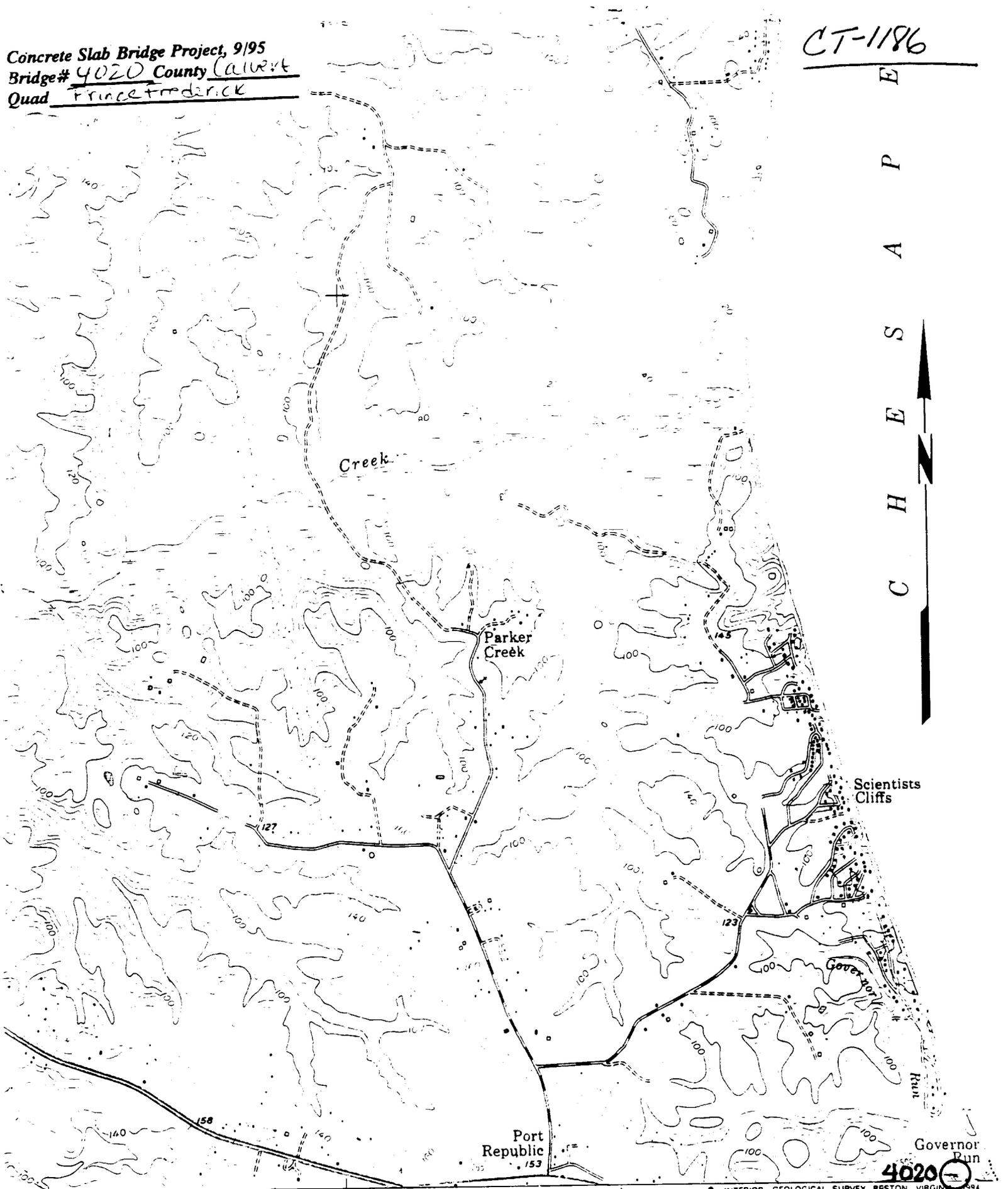
**SURVEYOR:**

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

Concrete Slab Bridge Project, 9/95  
 Bridge # 4020 County Calvert  
 Quad Prince Frederick

CT-1186

C  
H  
E  
S  
A  
P  
E



LAND 365 32'30" 19 AD. TO AD. 375

INTERIOR—GEOLOGICAL SURVEY, RESTON, VIRGINIA 22194  
 SAINT LEONARD 2 A11  
 LUSBY X A11  
 368000m E.

4020

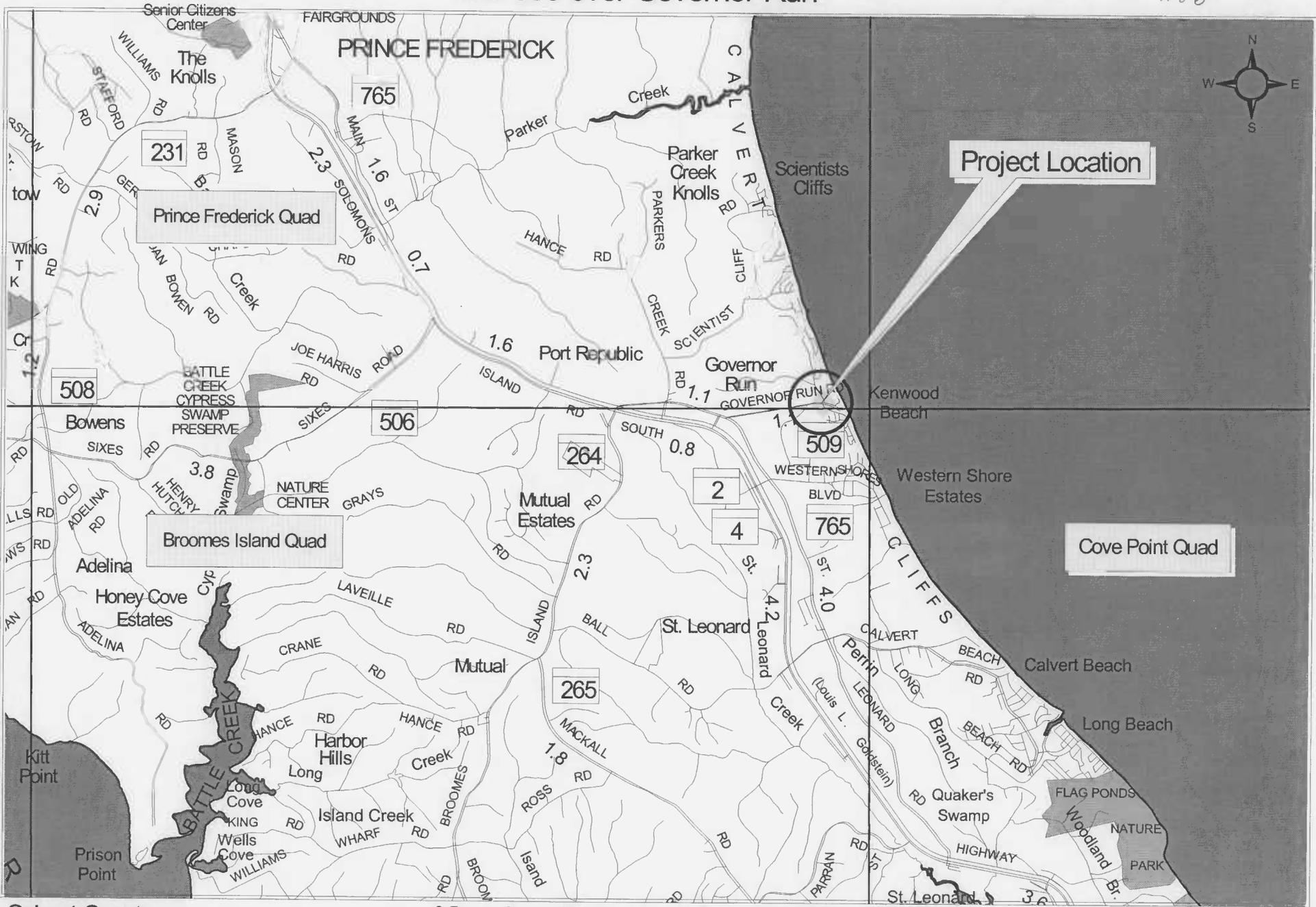


**ROAD CLASSIFICATION**  
 Primary highway, hard surface  
 Light-duty road, hard improved surface

# Location Map

## MD 509 over Governor Run

CT-1186



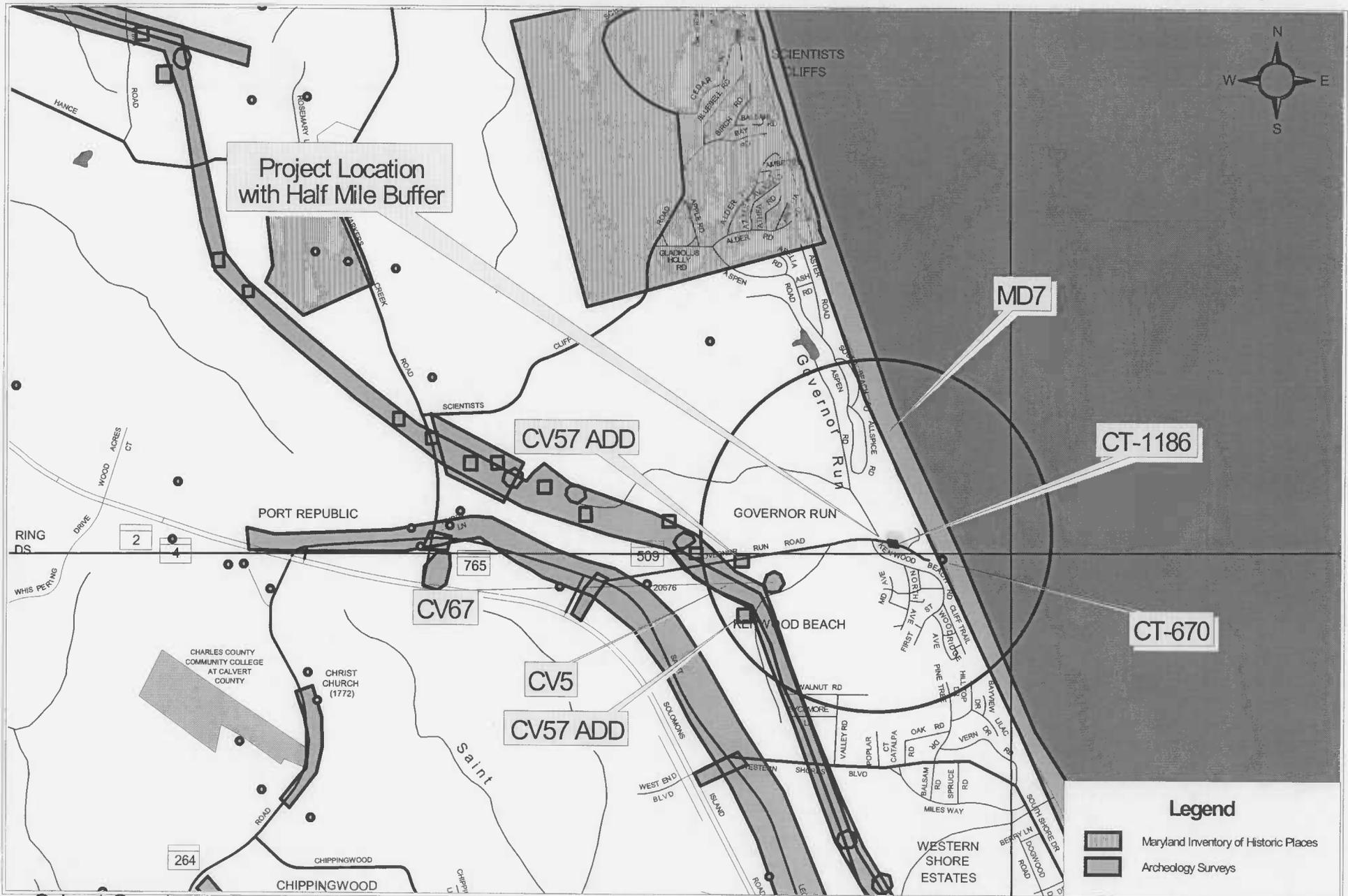
Calvert County

0.5 0 0.5 1 1.5 2 2.5 3 Miles

# Cultural Resources Map

## MD 509 over Governor Run

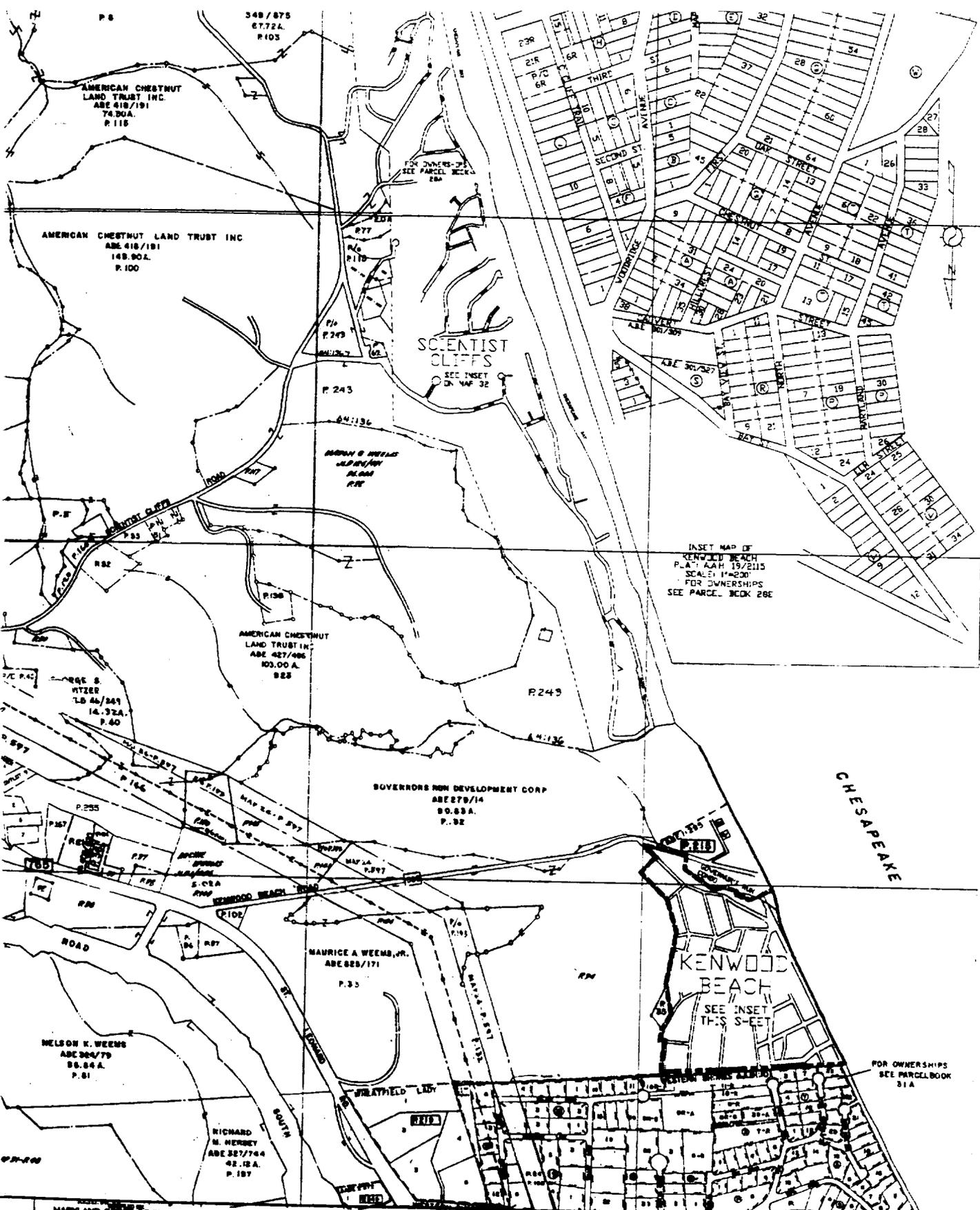
CT-1186



Calvert County  
Prince Frederick Quad

1000 0 1000 2000 3000 4000 5000 6000 Feet

1:24000



249

246

243

240

MARYLAND OFFICE OF PLANNING  
 PROPERTY MAPPING SECTION  
 THE INFORMATION SHOWN HEREON HAS BEEN SUBMITTED  
 TO THE OFFICE AND IS NOT AN OFFICIAL SURVEY.  
 THIS IS A PRELIMINARY MAP. THE INFORMATION SHOWN  
 HEREON IS SUBJECT TO CORRECTION BY THE PROPERTY  
 MAPPING SECTION OF THE OFFICE OF PLANNING.  
 REVISION TO: JUN '99

PROPERTY LINE  
 SUBDIVISION BOUNDARY  
 CONVEYANCE CORRECTION  
 PARCEL BOUNDARY - FROM SURVEY TO ENTRY AND DEED CORRECTION  
 SCALE 1"=600' (BY 17300)

REVISED TO: JUN '99  
 LMR BY CAT  
 LAST P. NO. PHOTO CLIP/SHADE



CALVERT COUNTY,  
MARYLAND

91868.7mN  
443918.6mE

926-240  
MAP NO.  
28

941

944

CT-1136



CT-1180

1 OF 5

CALVERT COUNTY

D. BHANUMIK

1-31-95

MARYLAND SHPO SHA

MD 509 OVER GOVERNER RUN

LOOKING WEST ON MD 509



CT-1186  
CALVERT COUNTY

2 OF 5

D. BHADURIK

1-31-95

~~MARYLAND SHPO SHA~~

MD 509 OVER GOVERNER RUN

LOOKING SOUTH (UPSTREAM FACE)



CT-1186

3 OF 5

CALVERT COUNTY

D. BHAUMIK

1-31-95

~~MARYLAND SHPO SHA~~

MD 509 OVER GOVERNER RUN

LOOKING EAST ON MD 509



62

CT-1186  
CALVERT COUNTY

4 OF 5

D. BAUMIK  
1-31-95

MARYLAND ~~SHPO~~ SHA

MD 509 OVER GOVERNER RUN

LOOKING NORTH (DOWNSTREAM SIDE)



4020

CT-1186

5 OF 5

CALVERTY COUNTY

D. BHAUMIK

1-31-95

~~MARYLAND SHPO SHA~~

MD 509 OVER GOVERNER RUN

BRIDGE PARAPET END DETAIL

(BRIDGE 4020)

(TYP 4 CORNERS)