

Maryland Historical Trust

Maryland Inventory of Historic Properties number: QA-482

Name: 17035/MD 456 OVER FRANCONIA OF WYE 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 <input checked="" type="checkbox"/> X	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <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 type="checkbox"/> 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. QA-482

SHA Bridge No. 17035 Bridge name Branch of Wye River

LOCATION:

Street/Road name and number [facility carried] MD 456

City/town Queenstown

Vicinity

County Queen Anne's

This bridge projects over: Road Railway Water Land

Ownership: State County Municipal Other

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes No
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 :
Concrete Arch Concrete Slab Concrete Beam Rigid Frame
Other Type Name _____

DESCRIPTION:**Setting:** Urban _____ Small town _____ Rural _____**Describe Setting:** Bridge No. 17035 carries MD 456 over a branch of the Wye River approximately one mile west of the village of Queenstown. To the south, MD 456 is wooded. To the north are a group of modern utilitarian structures. The stream flows from west to east.**Describe Superstructure and Substructure:**

Built in 1929, this structure is an example of a 1924 standard 14' slab bridge supported on concrete abutments. This is evidenced by all the dimensions matching the standard, including the integral solid panelled concrete parapet. This bridge has two spans measuring 14'-0" each. The clear roadway width is 24'-0". This bridge has approximately a 2' wearing surface above the concrete deck. A 1995 inspection report stated this bridge is on a yearly inspection cycle because it is in the operating stress range for Maryland legal vehicles. The distance from the bottom of the slab to the top of the footing is 7'; a portion of the footing is exposed. The wingwall on the southside of the bridge is badly cracked.

Discuss Major Alterations:

There is no indication in the SHA files that any major alterations have been made to this structure other than the installation of guard rails. Site visit in August 1995 did not reveal any major alterations.

HISTORY:**WHEN** was the bridge built 1929**This date is:** Actual Estimated _____**Source of date:** Plaque _____ Design plans _____ County bridge files/inspection form _____**Other (specify)** SHA files**WHY was the bridge built?**

The need for a more efficient transportation network and increased load capacity in the decades following World War I.

WHO was the designer?

State Highway Administration

WHO was the builder?

State Highway Administration

WHY was the bridge altered?

No alterations have been made except the installation of guardrails.

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

As part of an effort by the State to increase load capacity on secondary roads during the 1920's and 1930's.

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 1903-04 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's road and bridge improvement programs mirrored economic cycles. The first road improvement program of the State Roads Commission was a 7 year program, starting with the Commission's 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 to 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 become inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930s. Most improvements to local roads waited until the years after World War II.

With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction.

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.

The creation of standard plans and a description of their use was first announced in the 1912-15 Reports of the State Roads Commission whereby bridges spanning up to 36 feet were to use standardized designs.

Published on a single sheet, the 1912 Standard Plans included those structures that were amenable to such an approach: slab spans, (deck) girder spans, box culverts, box bridges, abutments, and piers (State Roads Commission 1912). Slab spans, with lengths of 6 to 16 feet in two foot increments, featured a solid parapet that was integrated into the slab, with a roadway of 22 feet.

In the Report for the years 1916-1919, a revision of the standard plans was noted:

During the four years covered by this report, it has been found necessary to revise our standard plans for culverts and bridges, to take care of the increased tonnage which they have been forced to carry. Army cantonments...increased their operations several hundred per cent, and the brunt of the enormous truck traffic resulting therefrom, was borne by the

State Roads of Maryland. In addition to these war activities, freight motor lines from Baltimore to Washington, Philadelphia, New York, and various points throughout Maryland, and the weight of many of these trucks when loaded, was in excess of the loads for which our early bridges were designed (State Roads Commission 1920:56).

Published on separate sheets, the new standard plans (State Roads Commission 1919) for slab bridges reveal that the major changes was an increase in roadway width from 22 feet to 24 feet and a redesign of the reinforcement. The slab spans continued to feature solid parapets integrated into the span. The range of span lengths remained 6 to 16 feet, but the next year (1920) witnessed the issue of a supplemental plan for a 20 foot long slab span (State Roads Commission 1920).

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?

There is no evidence to suggest that the construction of this bridge had a significant impact on local growth or development.

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.

Is the bridge a significant example of its type?

No, this is typical example of a 1924 standardized concrete slab bridge.

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

The character defines elements of this bridge have retained their integrity.

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

No, this is an undistinguished bridge built from standardized State plans.

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

This bridge does not warrant further study.

BIBLIOGRAPHY:

County inspection/bridge files

SHA inspection/bridge files

Other (list):

Lake, Griffin, and Stevenson, 1877 Atlases and other Early Maps of the Eastern Shore of Maryland, Philadelphia, 1877.

SURVEYOR:

Date bridge recorded 8/11/95

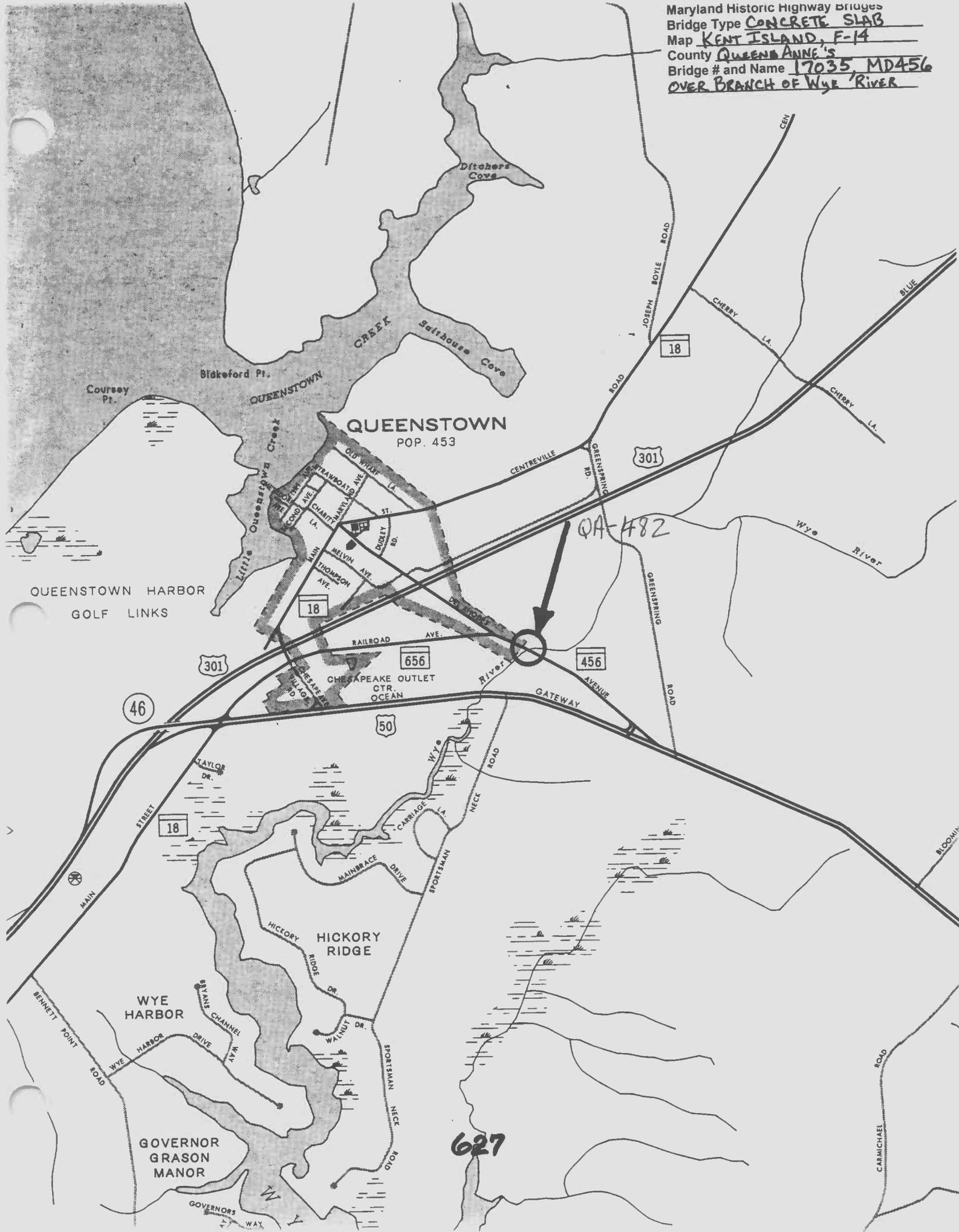
Name of surveyor Daniel Moriarty

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Maryland Historic Highway Bridges
Bridge Type CONCRETE SLAB
Map KENT ISLAND, F-14
County QUEEN ANNE'S
Bridge # and Name 17035 MD456
OVER BRANCH OF WYE RIVER





QA-482

QUEEN ANNES COUNTY

MATT HICKSON

3-16-95

~~MATT HICKSON~~ SHPO SHP

BRIDGE 17035, LOOKING SE

1 OF 2



QA 482

QUEEN ANNE'S COUNTY

MATT HICKSON

3-10-95

~~MARLAND SURO~~ SHV

BRIDGE 17035, LOCKING UPSTREAM (NE)

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