

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CE-1482

Name: US 222 over Octoraro 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 <input checked="" type="checkbox"/> X	Eligibility Not Recommended _____
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>

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Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number CE-1482

Name and SHA No. 7026 over Octoraro Creek

Location:

Street/Road Name and Number: U.S. Route 222 over Octoraro Creek

City/Town: Kilby Corner Vicinity X

County: Cecil

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

X Metal Girder
___ Rolled Girder ___ Rolled Girder Concrete Encased
X 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:

Describe Setting:

Bridge No. 7026 carries U.S. 222 north-south over Octoraro Creek in the vicinity of Kilby Corner, Cecil County, Maryland. Both approaches have W-beam guardrails. The area around the bridge is heavily wooded, and there is a housing development to the south of the bridge.

Describe Superstructure and Substructure:

Bridge No. 7026 is composed of four steel plated, riveted deck girders in each of two spans. Each span is 82'± long with a total length of 164', and a roadway width of 25'-6". The bridge is 15.4" thick at the curb and 16.5" at the crown. The superstructure is supported by two masonry stone abutments and a single masonry pier. The bridge railing is a concrete open baluster type. When the bridge was widened the steel beams may have been rearranged.

Discuss Major Alterations:

This structure was originally designed as a single track railroad bridge however, in 1930 it was widened and converted to highway use meeting H-20 design criteria. The original date of construction is unknown. A plaque on the bridge indicates that it was built by the State Road Commission in 1930. This was most likely the date in which the bridge was modified from use as a railroad bridge to an automobile bridge. Indeed it is not even clear whether the bridge was ever used as a railroad bridge.

This bridge has undoubtedly undergone extensive modification. First, it was converted from a railroad to automobile bridge at an unknown time. The most extensive documented repairs to the bridge occurred sometime after 1992, when the bridge underwent the following repairs: repointing of existing stone masonry in the pier, abutments and wingwalls; jacking of two girders; repair of the concrete pier cap with cast in place concrete; removal and replacement of existing end cover plate and stiffener angle; repair of cracks in abutments and pier by epoxy pressure injection. In 1994, the bearing area under the exterior beam at the downstream end of pier was repaired. Earlier repairs include installation of diaphragms, and patching of bridge deck.

History:

When Built: 1930 (the date the bridge was converted)

Why Built: Statewide road improvement program

Who Built: State Roads Commission (modified the existing structure)

Why Altered: To accommodate automobile traffic

Was this bridge built as part of an organized bridge building campaign: Yes this bridge was built as part of a statewide program to improve local transportation.

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events **Person**

C Engineering/Architectural

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

It is unknown whether this bridge was constructed in response to significant events in Maryland or local history. The town of Rowlandsville is within a mile of bridge No. 7026. The town of Rowlandsville was a commercial and industrial town during most of the 19th century. The area was settled as early as 1749, and supported a number of grist and saw mills. Other industries which the town supported include the McCullough Iron Company, the Philadelphia, Baltimore Central Railroad, and the Morocto Paper Company.

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?

This bridge was originally built as a railroad bridge. Its conversion to an automobile bridge may have had a significant impact on the growth and development of the local area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

This bridge may be located in an area which may be eligible for historic designation. A Maryland Historical Society sign located north of the bridge indicates that a Susquehannock Indian fort was located in the vicinity, and that it was "was an important factor in the boundary line controversy between Lord Baltimore and William Penn in 1683." Based upon the information provided by the Maryland Historical Society sign, this bridge would probably detract from the historic district.

The town of Rowlandsville supports a variety of historic standing structures including CE-42, CE-789, CE-881 (Rowlandsville Iron Train Bridge), CE-882, CE-884, CE-885, CE-886 (Iron company workers housing), and CE-887. Bridge No. 7026 may add to the visual character of any possible district established in Rowlandsville.

Is the bridge a significant example of its type?

This bridge may be a significant example of its type. Its modification from a railroad bridge to an automobile bridge may be significant under the themes of transportation, and unusual

engineering.

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

Yes, this bridge retains integrity of the important elements as described in the Context Addendum. In spite of many minor repairs, it appears most of the primary character defining elements are intact.

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

Yes, this bridge should be given further study before its significance is determined. The modification of this bridge may represent unusual engineering characteristics and may be important to the historical development of the area under the theme of transportation. The disappearance of the railroad which this bridge was supposed to carry, and the reason for the conversion of this bridge may also be relevant to its historical significance. More research should be conducted to determine the eligibility of Rowlandville as a historic district. This bridge is eligible for inclusion on the National Register of Historic Places.

Bibliography:

Greiner, Inc.

1995 Maryland Inventory of Historic Bridges.

Lake, Griffing, & Stevenson

1877 Illustrated Atlas of Cecil County, Maryland.

Maryland Historic Trust

1979 Inventory Form for State Historic Sites Survey.

Spero, P.A.C. & Company, and Louis Berger & Associates

1995 "Historic Bridges in Maryland: Historic Context."

State Highway Administration

v.d. Bridge inspection files.

United States Geological Survey

1953 7.5' Conowingo Dam Quadrangle, Photorevised in 1983.

United States Geological Survey

1900 15' Havre De Grace Quadrangle.

Surveyor:

Name: Jason D. Moser **Date:** September 1995

Organization: State Highway Admin. **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road Brooklandville, MD 21022



CE- 1482
CECIL COUNTY MD
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~~MARYLAND SAPO~~ SAA
BRIDGE NO 7026
LOOKING DOWNSTREAM
1 OF 6



CE-1482
CECIL COUNTY, MD

MATT HURLEY

FEB 13 1995

~~MARYLAND~~ SAPO S HA

BRIDGE NO 7026

LOOKING SOUTH

2 of 6

STATE WILDLIFE SERVICE

1917 - 1920

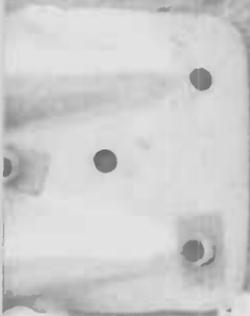
STATE WILDLIFE SERVICE

1917 - 1920

STATE WILDLIFE SERVICE

1917 - 1920

STATE WILDLIFE SERVICE



CE-1482

CECIL COUNTY, MD

MATT HURLEY

FEB 13 1995

~~MARYLAND SHPO~~ SHIA

BRIDGE NO 7026

ID # ON D.S. PARAPET, SOUTH END

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CE-1482
CECIL COUNTY, MD
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~~MARYLAND SHPO~~ SHVA

BRIDGE NO 7026
LOOKING NORTH
4 OF 6



CE-1482
CECIL COUNTY, MD

MATT HURLEY

FEB 13 1995

~~MARYLAND SHPO SHIA~~

BRIDGE NO. 7026

LOOKING UPSTREAM

5 OF 6



A SUSQUEHANNOCK INDIAN FORT

LOCATED AT THIS POINT WAS
AN IMPORTANT FACTOR IN THE
BOUNDARY LINE CONTROVERSY
BETWEEN LORD BALTIMORE AND
WILLIAM PENN IN 1683.

MARYLAND HISTORICAL SOCIETY

CE-1482
CECIL COUNTY, MD

MATT HORLEY

FEB 13 1995

~~MARYLAND SAPO~~ SHA

BRIDGE NO 7026

MD HISTORICAL SOCIETY SIGN, NORTH OF BRIDGE

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