

Maryland Historical Trust

MIHP#

Maryland Inventory of Historic Properties number: CE-1467 CE-1486

Name: New Cut Rd over Mill Pond Stream

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 <u>  X  </u>	Eligibility Not Recommended <u>      </u>
Criteria: <u>  </u> A <u>  </u> B <u>  X  </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 No. ~~CE-1467~~ CE-1486

SHA No. CE 077 Bridge Name New Cut Road over Mill Pond Stream

**Location:**

Street/Road Name and Number: New Cut Road over Mill Pond Stream

City/Town: Cecilton Vicinity X

County: Cecil

Ownership: \_\_\_ State X 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:**

X Timber Bridge

X Beam Bridge \_\_\_ Truss-Covered \_\_\_ Trestle

\_\_\_ Timber-and-Concrete

\_\_\_ Stone Arch

\_\_\_ 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:****Describe Setting:**

Bridge CE 077 is on a north-south alignment over Mill Pond Stream. The stream flows east-west. There is very limited development and it is in a heavily forested area.

**Describe Superstructure and Substructure:**

The simple span timber stringer with a timber plank deck carries New Cut Road over Mill Pond stream. This bridge is 22.8 ' long and 23.3 ' wide. The abutments are concrete and masonry. The deck is timber plank. The 3" x 11" timber planks lie perpendicular to the stringers supporting them. This bridge has 20 14 1/2" x 6" stringers. The stringers are placed at an average of 1'3" apart center to center. The timber deck is in fair condition. There are numerous areas of splitting and minor section loss as well as several protruding (cut) nails. A few planks are loose. Deck joints exhibit signs of heavy leakage.

The abutments are of two different materials. The southern abutment is stone with concrete wingwalls and the northern abutment is concrete with concrete wingwalls. It is unknown whether the stone abutment was part of an earlier bridge substructure. It is most certainly part of this structure's original substructure. The substructure is in satisfactory condition. The masonry abutments and concrete wingwalls have fine cracks with light efflorescence throughout. There is moderate spalling at the south abutment near the bridge seat and moderate deterioration at several stones.

The timber railings are 5'-6" high on the exterior of the bridge. They are attached to the outer stringers. There are four vertical posts approximately 6'-0" tall with two horizontal supports. There is also a cap section topping the last horizontal support. The timber curb is 3" wide and runs the entire length of the structure.

A steel structure has been constructed to span the original timber bridge and is aligned by steel guardrails.

**Discuss Major Alterations:**

There have been replacements of individual members of the railing and deck planks. These replacements cannot be dated. The repointing of the stone abutments is not dated in the inspection files either. Between 1995 and present, a steel structure was constructed which spans the timber structure and metal guardrails were added to the bridge.

**History:**

**When Built:** circa 1933

This date is: Actual: \_\_\_\_\_ Estimated  X

Source of date: Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form  X

**Why Built:** Following the take over of county systems by the State Roads Commission, Cecil County had a number of deteriorated timber structures replaced during the 1930s.

**Who Built:** State Roads Commission

**Why Altered:** N/A.

**Was this bridge built as part of an organized bridge building campaign:**

Yes. The State Roads Commission's 1933 Road and Bridge improvement program.

**Surveyor Analysis:**

**This bridge may have NR significance for association with:**

X  A Events                        B Person  
  C Engineering/Architectural

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

Yes. In 1933 the Maryland General Assembly passed an Act known at the time as the *County Road Act*. This Act made it optional for each of the respective Board of County Commissioners to continue to maintain their county roads from local tax levies, or to turn such roads over to the State Roads Commission for maintenance. All but Anne Arundel, Baltimore, and Harford counties accepted the state's offer. The law authorized the Commission to apply a 1 1/2-cent gasoline tax, previously available only for the construction of state roads, to finance the maintenance of county roads and municipal roads, debt service for both the counties and municipalities and the continued construction of state roads. The act allowed the state to consolidate and control the funding for road and bridge construction during the Depression. All personnel, overhead expenses, incidental charges, and engineering services furnished by the counties would now be absorbed by the State Roads Commission. The *County Road Act* allowed the State Roads Commission to use the limited funds of the state more wisely. The use of these funds combined with Bonds authorized by Chapter 463 of the 1933 General Assembly, allowed the state to create a program of major road construction, to be performed under the directions of the Federal Government. The State

Roads Commission received approval for its program and \$1,411,828.00 in 1933. By the end of 1934 sixty percent of the money had been spent.

The Board of County Commissioners of Cecil County agreed to allow the State Roads Commission to control and maintain the county's roads. On July 1, 1933 the State of Maryland began maintaining the roads of Cecil County.

This structure is similar to other bridges built at that time. The State Roads Commission does not specifically document work on this structure, however there were funds allotted for the maintenance and repair of unspecified roads and bridges through Cecil County during the 1930s.

**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?**

The State Roads commission did not at the time feel that the area's population or economic outlook dictated a different structure. The area is very much as it would have been in decade of the 1930s. This is a very rural area with little settlement. The structure did not have a significant impact on the growth and development of the 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 this district?**

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

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

Yes, this is a significant example of a timber bridge. The design of this bridge is a simple timber bent and pile system.

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

Bridge CE 77 retains integrity of location, design, setting materials, workmanship, feeling, and association. Despite minimal alterations discussed above, this bridge still possesses integrity of nearly all of its original components, including the longitudinal beams, the deck and the abutments.

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

This structure is a significant example of the work of the State Roads Commission. Although it represents the State's obligation to design and maintain simple structures for rural areas during economic crisis.

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

No, this structure should not be given further study. This bridge represents the state's need to maintain ordinary bridge crossings under wartime restrictions.

**Bibliography:**

Spero, P.A.C. & Company, and Louis Berger & Associates. Historic Bridges in Maryland: Historic Bridge Context, September 1994.

State Roads Commission Report 1930-38.

**Surveyor:**

**Name:** Stacie Yvonne Webb

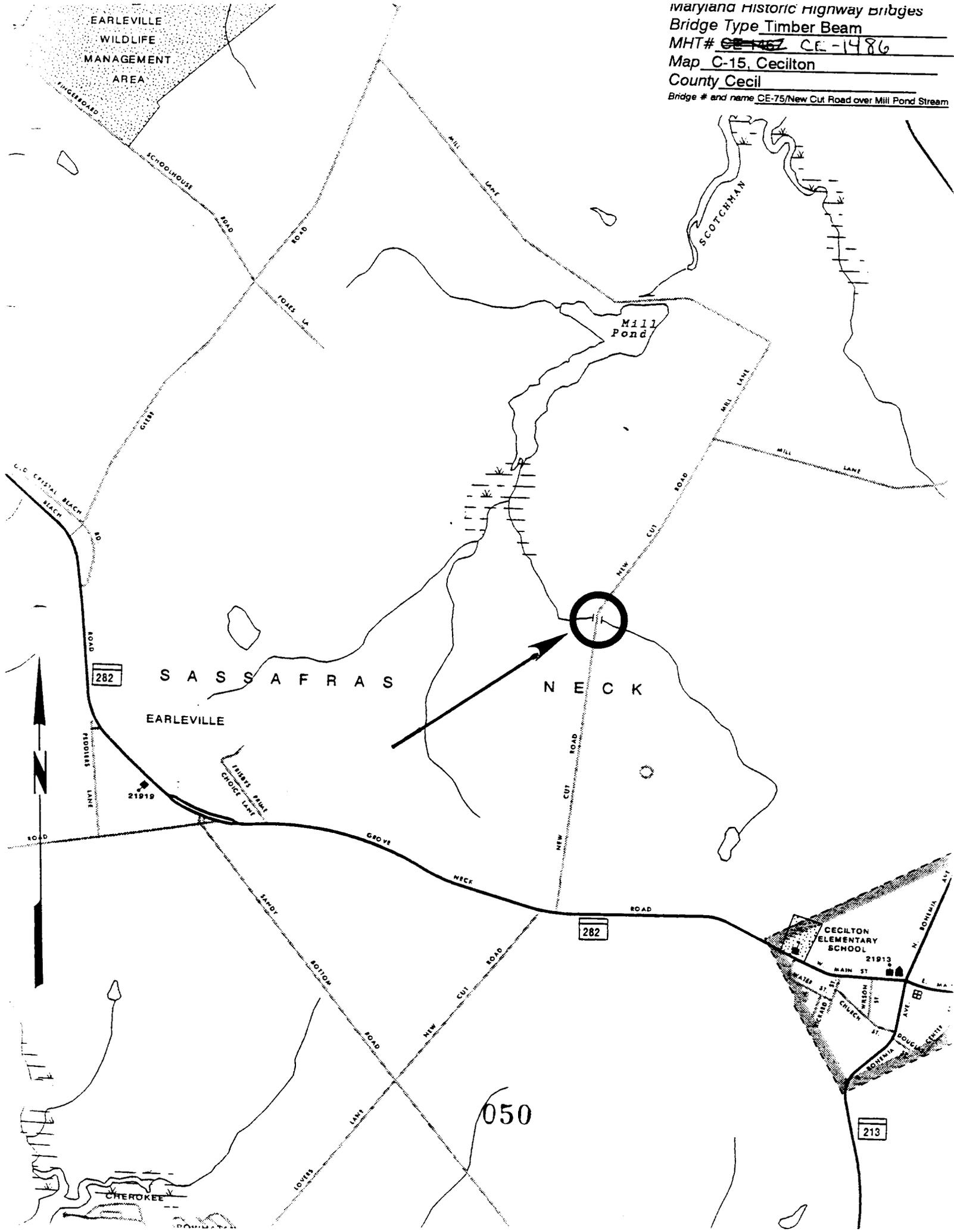
**Date:** September 27, 1995

**Organization:** State Highway Admin. Telephone: (410)545-8559

**Address:** 707 North Calvert Street, Baltimore, MD 21203

Revised by P.A.C. Spero & Company, March 1998

Maryland Historic Highway Bridges  
Bridge Type Timber Beam  
MHT# ~~CE-1467~~ CE-1486  
Map C-15, Cecilton  
County Cecil  
Bridge # and name CE-75/New Cut Road over Mill Pond Stream





- 1 CE-1486
- 2 New Cut Rd. (Lovers Ln) over Mill Pond Stream
- 3 Cecil Co, MD
- 4 3/98
- 5 Marris German, WMA
- 6 MD SHPO
- 7 Northeast corner looking south
- 8 1 of 6



1. CE-1486

2. New Cut Rd (Lovers Ln) over Mill Pond Stream

3. Cecil Co., MD

4. 3/98

5. Mavis German, WMA

6. MD SITPO

7. Northwest Corner steel structure spanning existing timber

8. 2 of 6



1. CE-1486

2. New Cut Rd (Lovers Ln) over Mill Pond Stream

3. Cecil Co., MD

4. 3/98

5. Marris German, WMA

6. MD SHPO

7. Elevation looking upstream

8. 3 of 6



- 1 CE-1486
- 2 New Cut Rd (Lovers Ln) over Mill Pond Stream
- 3 Cecil Co, MD
- 4 3/98
- 5 Marris German, MD
- 6 MD SHPO
- 7 Elevation looking downstream
- 8 4 of 6



- 1 CE-1486
- 2 New Cut Rd (Lovers Ln) over Mill Pond Stream
- 3 Cecil Co., MD
- 4 3/98
- 5 Marris German WMA
- 6 MD STPO
- 7 Looking North
- 8 5 of 6



RESTRICTED BRIDGE

SINGLE UNIT
58000 LBS GVW
COMBINATION UNIT
80000 LBS GCW

- 1 CE-1486
- 2 New Cut Rd (Covers Ln) over Mill Pond Stream
- 3 Cecil Co., MD
- 4 3/98
- 5 Morris German (NMA)
- 6 MD SHPO
- 7 Looking South
- 8 6 of 6