

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Carter's Mill Road Bridge Survey Number: ~~CE-1468~~ CE-1487

Project: Replace Carter's Mill Road Bridge Agency: Cecil County

Site visit by MHT Staff: no yes Name _____ Date _____

Eligibility recommended Eligibility not recommended

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

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on the available information, Carter's Mill Road Bridge, located on Carter's Mill Road over an abandoned railroad line in Cecil County, is eligible for the National Register of Historic Places under Criterion C as a significant example of a timber beam bridge. The bridge, constructed circa 1933 is a simple timber bent and pile system. It has had only minimal alterations and possess integrity of nearly all its original components. Moreover, it is a significant example of the work of the State Roads Commission, representing the state's obligation to design and maintain simple structures for rural areas during economic crisis. The bridge is located in an area which may be eligible for the National Register-- Little Elk Creek Historic District (CE-1296).

The Bridge was determined to be eligible for the National Register of Historic Places by the interagency Bridge Review Committee.

Documentation on the property/district is presented in: Project Files, Maryland Inventory

FormCE-78

Prepared by: Stacie Y. Webb, SHA

Elizabeth Hannold

Reviewer, Office of Preservation Services

June 18, 1996

Date

NR program concurrence: yes no not applicable

Peter Stutz
Reviewer, NR program

6/20/96
Date

Survey No. CE-1487

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

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:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- 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 Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

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-vehicular

Known Design Source: State Roads Commission

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: CE-1488

Name: Liberty Grove Road over Risen Dam / #CE108

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 bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </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>

pm

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. CE 1488

NAME AND SHA NO.: Liberty Grove Road over Basin Run (CE 108)

LOCATION

Road Name and Number: Liberty Grove Road

City/Town: Liberty Grove vicinity

County: Cecil

Ownership: State County Municipal Other

Bridge projects over: Road Railway Water Land

Is bridge located within designated district?: yes 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 Bridge

Metal Truss Bridge

Moveable 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 the Setting:**

Bridge # CE 108 carries Liberty Grove Road over Basin Run in Cecil County, Maryland. Liberty Grove Road runs north-south at this point, while Basin Run flows east-west. There are a few houses around the bridge.

**Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)**

Built ca. 1920, Bridge # CE 108 is a two-span cast-in-place concrete T-beam structure, measuring 55'-6" in total length. The structure supports a 21'-7" wide two-lane roadway. There are no sidewalks on the bridge. The superstructure consists of five reinforced concrete beams and a concrete deck. The concrete deck is covered with a 4" asphalt pavement wearing surface over 6" of fill. There is a four foot wide steel plate over the pier for the full width of the roadway. The deck is monolithic cast-in-place concrete with T-beams. There are no bearings; concrete beams bear directly on the concrete beam seats. The substructure consists of concrete gravity abutments and a solid shaft concrete pier. There are concrete wingwalls at all four corners.

The October 1997 inspection report rates this structure from satisfactory to poor condition, with some map cracking throughout the wearing surface, minor spalls on the parapets/railings, with the heaviest on the inside face of the parapets over the pier along the steel plate. Also, the beams have minor spalling and exposed reinforcement is corroded. There is a hairline crack in the north end of the fifth beam from the west. The underside of the deck over the pier is spalled up to 6" wide, with exposed and heavily corroded reinforcement.

Discuss major alterations:

There have been no major alterations to the structure. In 1989/1990, some patching was done on the joint when the steel plate was placed. This structure is slated to be replaced in the future (data unknown).

HISTORY

When Built: ca. 1920

Why Built: local transportation needs

Who Built: Unknown

Who Designed: Unknown

Why Altered: N/A

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

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

A (Events) B (Person) C (Engineering/ Architectural Character)

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

No

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.

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

No, the bridge is not located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type?

No, this structure is not a significant example of its type.

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

Yes.

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

No.

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

No, this structure should not be given further study.

BIBLIOGRAPHY

Spero, P.A. C. & Company and Louis Berger & Associates
1994 *Historic Bridges in Maryland: Historic Context Report.*
Maryland State Highway Administration, Baltimore.

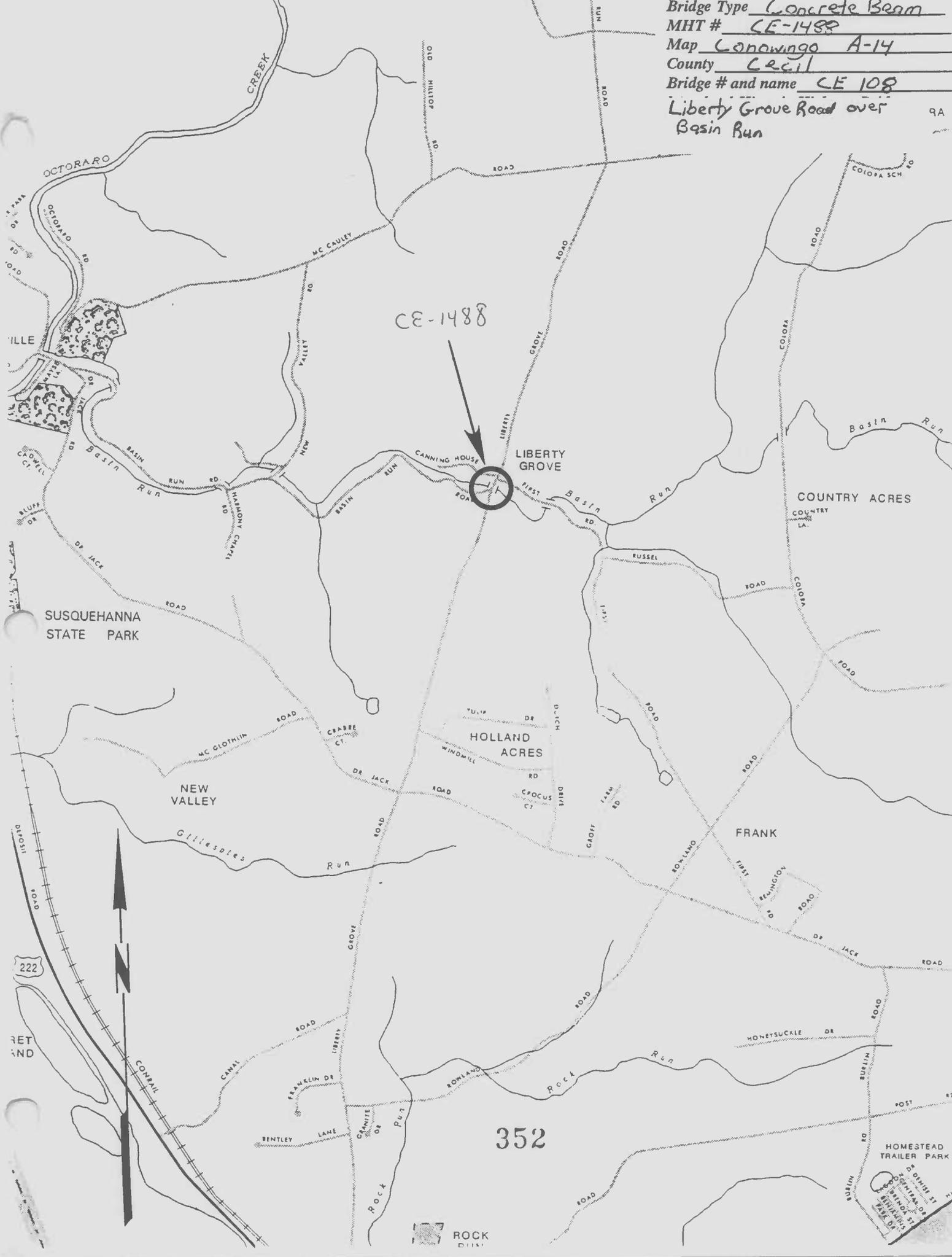
State Highway Administration Bridge Inspection Files

SURVEYOR INFORMATION

Name: Matt Hurley
Organization: Greiner, Inc.
Address: 2219 York Road, Suite 200
Timonium MD 21093-3111

Date: 2/13/95
Telephone: (410) 561-0100

Bridge Type Concrete Beam
 MHT # CE-1488
 Map Conowingo A-14
 County Cecil
 Bridge # and name CE 108
Liberty Grove Road over
Basin Run



CE-1488

352

ROCK
DRAIN

HOMESTEAD
 TRAILER PARK
 DE DINER ST
 DE BRINDA ST
 DE BRINDA ST
 DE BRINDA ST



CE-1488

CECIL COUNTY, MD

MATT HURLEY

FEB 13 1995

MARYLAND SHPO

BRIDGE NO CE 108

LOCKING SOUTH

1 OF 5



CE-1488
CECIL COUNTY MD

MATT HURLEY

FEB 13 1995

~~MARYLAND SHPO~~ SHA

BRIDGE NO CE 108

LOOKING NORTH

2 OF 5



CE-1488
LECIL COUNTY, ND

MATT HURLEY

FEB 13 1995

~~WYVIND SHPO~~ SHPO

BRIDGE NO CE 108

LOOKING NORTH @ OLD ABUT FROM

3 OF 5

BASIN RUN ROAD,

DOWNSTREAM OF BRIDGE



CE-1488

CECIL COUNTY, MD

MATT HURLEY

FEB 13 1995

~~MARYLAND SHPO SHA~~

BRIDGE NO CE 108

LOOKING UPSTREAM

4 OF 5



CE-1488
CECIL COUNTY, MD

MATT HURLEY

FEB 13 1995

~~MARYLAND SHPO SHA~~

BRIDGE NO CE 108

LOOKING DOWNSTREAM

5 OF 5