MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Bridge No. 7034 Inventory Number: CE-1490

Address: MD 272 over Northeast Creek, Bayview Vicinity, Cecil County, MD 21901

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

Tax Parcel Number: N/A Tax Map Number: 19

Project Replacement of Bridge No. 7034 Agency State Highway Administration (SHA)

Site visit by SHA Staff: __ no X yes Name: Heather Confer Date: 10/01/1999

Eligibility recommended __ Eligibility **not** recommended X

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

Is property located within a historic district? X no __ yes Name of District: _____

Is district listed?: X 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. 7034 carries MD 272 over Northeast Creek near Bayview. It is a one span steel beam bridge built in 1936 and widened 11 feet in 1958. The structure is 83 feet long and has a clear roadway width of 37 feet. The parapets are concrete with a longitudinal metal railing, typical of state bridges from the 1950s. The abutments and wingwalls are also concrete. The Gilpin Falls Covered Bridge is adjacent to Bridge No. 7034.

Metal girder bridges most likely became popular in Maryland due to their use by major railroads. Steel Beam Bridges became increasingly popular on Maryland roadways between 1920 and 1965 and more than 40 steel girders and steel beams are listed on the state inventory as dating from 1931 to 1940. Roadway improvements and new roadway construction spurred much of this new construction.

Bridge No. 7034 was determined to be ineligilbe for National Register listing by the interagency committee. Due to the 1958 widening, the bridge lost its integrity and no longer maintains its significance as a 1936 steel beam bridge. It lacks significance related to events, persons, or architecture and engineering. Therefore it is not eligible under

Prepared by Heather Confer

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended __ **Eligibility not recommended** X

Criteria: __ A __ B X C __ D **Consideration** __ A __ B __ C __ D __ E __ F __ G __ None

THIS IS ALREADY DETERMINED NOT ELIG. MHT CONCURS.

[signature] 6/7/2000

Reviewer, Office of Preservation Services **Date**

[signature] 6/6/00

Reviewer, NR Program **Date**

CE-1490

Criterion A, B, C. Criterion D, information potential was not assessed.

Inventory No. CE-1490

PRESERVATION VISION 2000; THE MARYLAND PLAN
TATEWIDE HISTORIC CONTEXTS

I. Geographic Region:

X	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
X	Modern Period	A.D. 1930- Present
	Unknown Prehistoric	
	Unknown Historic	

IV. Historic Period Themes:

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

V. Resource Type:

Category: Structure

Historic environment: Rural

Historic Function(s) and Use(s): Transportation: Bridge

Known Design Source: Maryland State Roads Commission

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

MHT No. CE-1490

SHA Bridge No. 7034 Bridge name MD 272 over Northeast Creek

LOCATION:

Street/Road name and number [facility carried] MD 272 (North East Road)

City/town North East Vicinity X

County Cecil

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 ____ Retractile ____ Pontoon ____

Metal Girder X:

Rolled Girder X 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** ___X___

Describe Setting:

Bridge No. 7034 carries MD 27 2(North East Road) over Northeast Creek in Cecil County. MD 273 runs north-south and Northeast Creek flows east-west. The bridge is located in the vicinity of North East, and is surrounded by farmland.

Describe Superstructure and Substructure:

Bridge No. 7034 is a 1-span, 2-lane, metal girder bridge. The bridge was originally built in 1936, and was widened approximately 11 feet in 1958. The structure is 83 feet long and has a clear roadway width of 39 feet. The out-to-out width is 44 feet, 6 inches. The superstructure consists of eleven (11) rolled girders which support a concrete deck and concrete parapets. The girders are 1.5 feet x 3 feet and are spaced 4 feet apart. The roadway is carried on the girders. The concrete deck is 10 inches thick, and it has a bituminous wearing surface. The structure has modern concrete parapets and the roadway approaches are tangent. A date impression in the south parapet indicates the bridge was widened in 1958. The substructure consists of two (2) concrete abutments. There are four (4), flared wing walls. The bridge has a sufficiency rating of 58.8.

According to the 1996 inspection report, this structure is in poor condition with deterioration in both the superstructure and substructure. The steel beams all have heavy rusting on the bottom flanges. The asphalt wearing surface has numerous patches. The concrete is spalled in the abutments and wing walls. The wing walls also have vertical cracking. The concrete parapet has cracking and moderate spalls.

Discuss Major Alterations:

The bridge was widened in 1958 with the addition of two (2) rolled steel beam sections to the south side of the structure. The current parapets were installed at this time.

HISTORY:

WHEN was the bridge built: 1936

This date is: Actual ___X___ **Estimated** _____

Source of date: Plaque ____ **Design plans** ___ **County bridge files/inspection form** ___

Other (specify): State Highway Administration bridge files/inspection form

WHY was the bridge built?

The bridge was constructed in response to the need for more efficient transportation network and increased load capacity.

WHO was the designer?

Unknown

WHO was the builder?

Unknown

WHY was the bridge altered?

The bridge was altered to correct functional or structural deficiencies.

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

There is no evidence that the bridge was built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events _____ B- Person _____
C- Engineering/architectural character _____

The bridge does not have National Register significance.

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

Metal girder bridges were most likely introduced and first popularized in Maryland by the state's major railroads of the nineteenth century including the Baltimore and Susquehanna, its successor the Northern Central, and the Baltimore and Ohio Railroad. Bridge engineering historians have documented the fact that James Milholland (or Mulholland) erected the earliest plate girder span in the United States on the Baltimore and Susquehanna Railroad in 1846 at Bolton Station, near present-day Mount Royal Station. The sides (web) and bottom flange of Milholland's 54-foot-long span were wholly of wrought iron and included a top flange reinforced with a 12x12-inch timber. Plates employed in the bridge were 6 feet deep and 38 inches wide, giving the entire bridge a total weight of some 14 tons. Milholland's pioneering plate girder cost $2,200 (Tyrrell 1911:195). By December 31, 1861, the Northern Central Railroad, which succeeded the Baltimore and Susquehanna, maintained an operating inventory in Maryland of 50 or more bridges described simply as "girder" spans, in addition to a number of Howe trusses. Most of these were probably iron girder bridges; the longest were the 117-foot double-span bridge over Jones Falls and the 106-foot double-span girder bridge at Pierce's Mill (Gunnarson 1990:179-180).

As in the nation, girder bridge technology in Maryland was quickly adapted to cope with the increasingly heavy traffic demands of the twentieth century caused by automobile and truck traffic. The 1899 Maryland Geological Survey report on highways noted that "there are comparatively few I-beam bridges, one of the cheapest and best forms for spans less than 25 or 30 feet" (Johnson 1899:206). Interestingly, the report also urged construction of a composite metal, brick, and concrete bridge, noting that "no method of construction is more durable than the combination of masonry and I-beams, between which are transverse arches of brick, the whole covered with concrete, over which is laid the roadway" (Johnson 1899:206). Whether any such bridges (transitional structures between I-beams and reinforced concrete spans) were built is unknown.

Official state and county highway reports—issued between 1900 and the early 1920s through the Highway Division of the Maryland Geological Survey and its successor, the State Roads Commission—generally do not reference or describe girder construction. An analysis of the current statewide listing of county and municipal bridges (a listing maintained by the State Highway Administration) reveals that 48 county bridges, out of the total of 141 approximately dated to "1900" by county engineers, were listed as steel girder, steel stringer, or variants of such terms. (It should be noted that the "1900" date is often given when no exact date is pinpointed for a bridge that is clearly old). A grand total of 200 bridges (including "steel culverts"), out of 550 bridges dated on

the county list between 1901 and 1930, were described as steel beam, steel girder, or steel stringer and girder varieties. The total suggests that among the various highway bridge types built in the early twentieth century metal girder bridges in Maryland between 1900 and 1930 were second in popularity only to reinforced concrete bridges. However, these numbers must be interpreted with caution, as they do not necessarily include all county and municipal bridges.

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 that the construction of this bridge had a significant impact on the growth and development of this area.

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?

The bridge is located in an area which does not appear to be eligible for historic designation.

Is the bridge a significant example of its type?

A significant example of a metal girder bridge should possess character-defining elements of its type, and be readily recognizable as an historic structure from the perspective of the traveler. The integrity of distinctive features visible from the roadway approach, including parapet walls or railings, is important in structures which are common examples of their type. In addition, the structure must be in excellent condition. This bridge does retain character-defining features but the integrity of distinctive features from the roadway was compromised with the removal of the original parapets during the widening of the structure in 1958. Furthermore, the rolled longitudinal I-beams and concrete abutments, which are character-defining elements of this bridge type, are severely deteriorated. Because the structure no longer retains the integrity of distinctive features visible from the roadway approach and the integrity of its character-defining features has been compromised by severe deterioration, it is an undistinguished example of a metal girder bridge.

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

The bridge retains the character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including rolled longitudinal I-beams and concrete abutments, however, the integrity of these elements has been compromised by severe deterioration.

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

This bridge is not a significant example of the work of a manufacturer, designer, and/or engineer.

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

No further study of this bridge is required to evaluate its significance.

BIBLIOGRAPHY:

County inspection/bridge files _____ **SHA inspection/bridge files** ___X___
Other (list):

CE-1490

Gunnarson, Robert
1990 *The Story of the Northern Central Railway, From Baltimore to Lake Ontario.* Greenberg Publishing Co., Sykesville, Maryland.

Johnson, Arthur Newhall
1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland.* Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

Tyrrell, Henry G.
1911 *History of Bridge Engineering.* Published by author, Chicago.

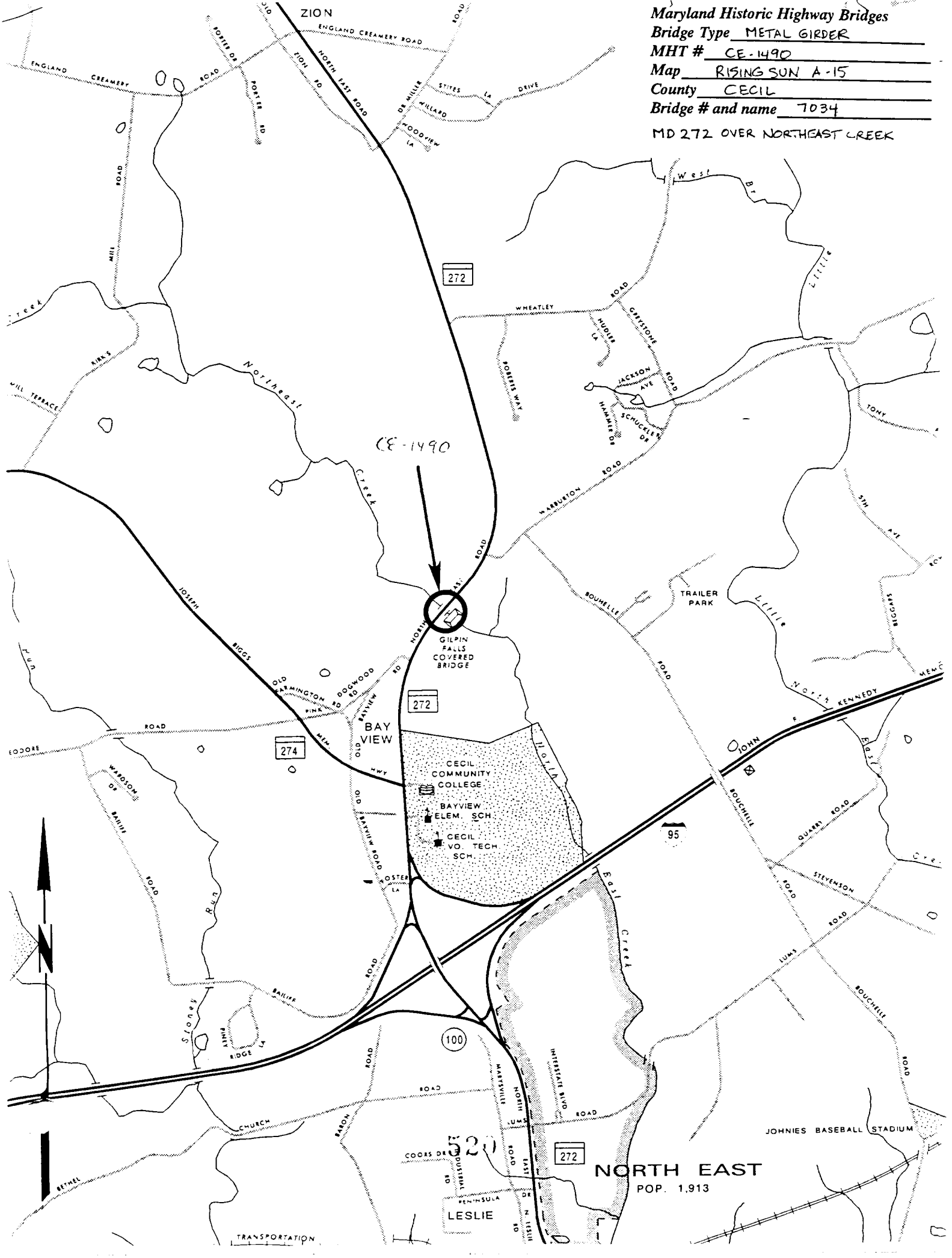
SURVEYOR:

Date bridge recorded 3/4/97
Name of surveyor Caroline Hall/Eric F. Griffitts
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204
Phone number (410) 296-1685 **FAX number** (410) 296-1670

Cecil County
Tax Map 19
ROBERT H. MENDENHALL
NDS 316/218
79.36 A.
P. 113
W. FRANK CRANE
RRC 55/298
86.00A
P. 8
RONALD L. UNDERWOOD
NDS 283/612
204.66A.
P. 2
KEITH T. BARE
WAS 376/420
51.432A.
P. 431
LILAH R. BARE
NDS 365/936
156.76 A
P. 112
TED GAMBILL
WAS 123/129
NDS 143/467
31.33A
P. 110
VIRGINIA C. MAGNESS
NDS 159/34
81.04A
P. 111
MELVIN A. SMITH
WAS 190/558
110.76A
P. 14
HELEN B. WARNER
WAS 60/632
133.12A
P. 186
LARRY'S HOMES, INC
NDS 128/209
25.99A
P. 280
LARRY'S HOMES, INC
WAS 255/606
31.01A
P. 315
STEVE WOLOSZYN
WAS 368/26
25.975 A
P. 27
ROBERT VAN WEAVER
RRC 68/434
68.64A
P. 13
JOHN GAMBLE
RRC 70/319
41.97A.
P. 118
GILPINS BRIDGE
BAY VIEW
LUCIEN G. MAURY
WAS 338/174
58.176A
P. 77
JAMES D. WEAVER JR.
WAS. 240/316
97.95A
P. 63
REGINAL G. WEAVER
RRC 21/172
112.55A
P. 68
JOHN F. KENNEDY MEMORIAL
E.D. 5
E.D. 3
E.D. 9
E.D. 3
NORTHEAST CREEK
WARBURTON
BOUCHELLE
THEODORE RD.
MAP 25 - P. 500
MAP 25 - P. 21
CE-1490

Maryland Historic Highway Bridges
Bridge Type METAL GIRDER
MHT # CE-1490
Map RISING SUN A-15
County CECIL
Bridge # and name 7034

MD 272 OVER NORTHEAST CREEK



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

Property/District Name: Bridge 7034 Survey Number: CE-1490

Project: Rehab Br 7034 MD272 over Northeast Cr, Cecil CO Agency: SHA

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

Eligibility recommended ____ Eligibility not recommended X

Criteria: ___A ___B X C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

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

According to information provided by SHA, Bridge #7034 does not meet the criteria for individual listing on the Maryland Register. It is a 1936 steel beam structure, one of over 300 similar bridges built before 1938, and has no engineering or historical significance. In addition, its integrity has been compromised by widening in 1958. The bridge is not located in any known district.

Documentation on the property/district is presented in: Project file

Preparedby: RitaSuffness

Elizabeth Hannold — February 1, 1993
Reviewer, Office of Preservation Services — Date

NR program concurrence: X yes ___ no ___ not applicable

R Andrews — 2-3-93
Reviewer, NR program — Date

Survey No. CE-1470

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

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

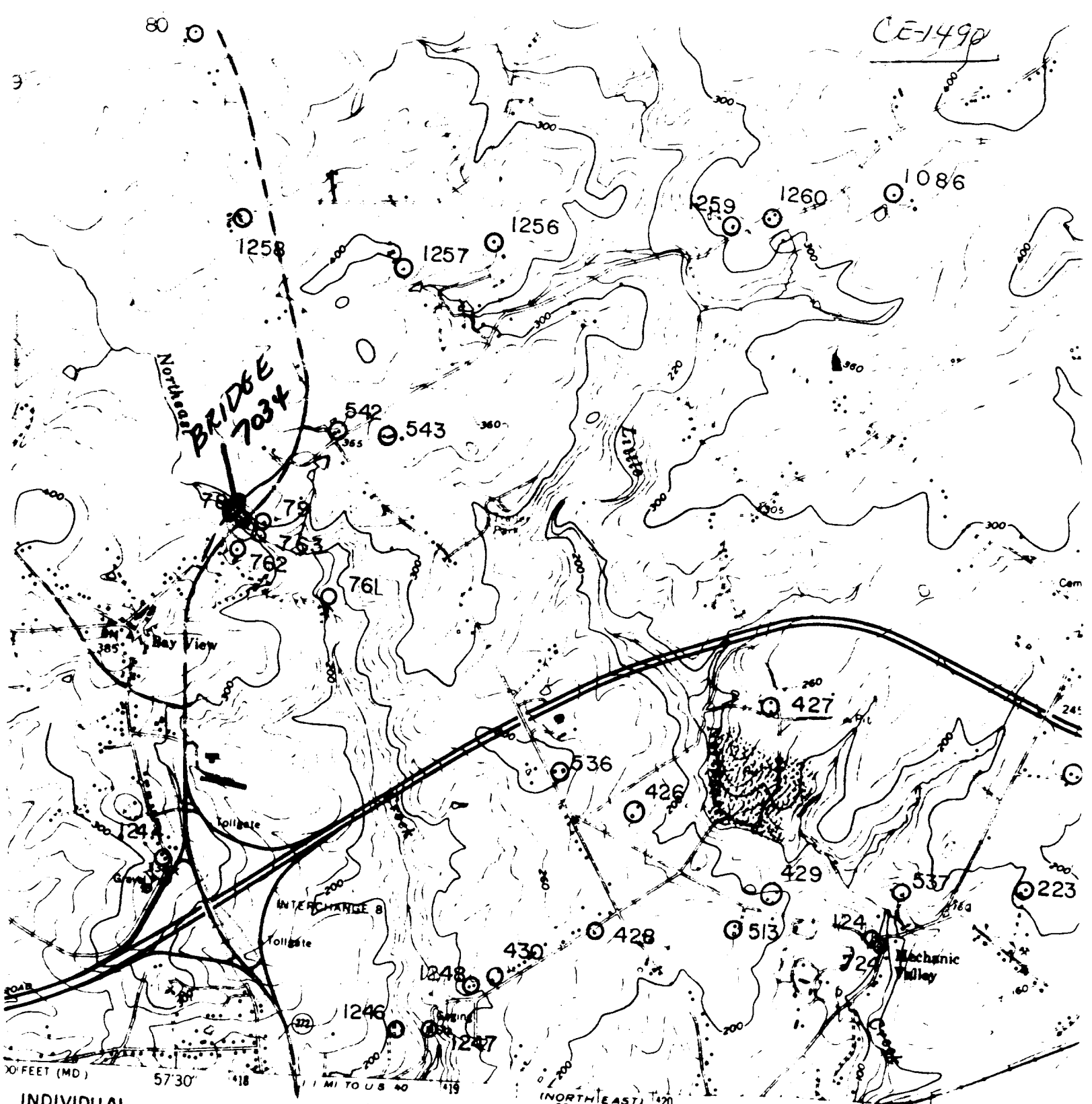
V. Resource Type:

Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Transportation

Known Design Source: Unknown



INDIVIDUAL NR LOCATION

SCALE 1 24 000

BOUNDARIES FOR LOCALLY ZONED H.D.

BOUNDARIES FOR NR H.D.

11 MILS

1 KILOMETER

IN SIVE LEVEL SURVEY

CONTOUR INTERVAL 20 FEET

DATUM IS MEAN SEA LEVEL

70 MAGNETIC NORTH
CENTER OF SHEET

COVERAGE

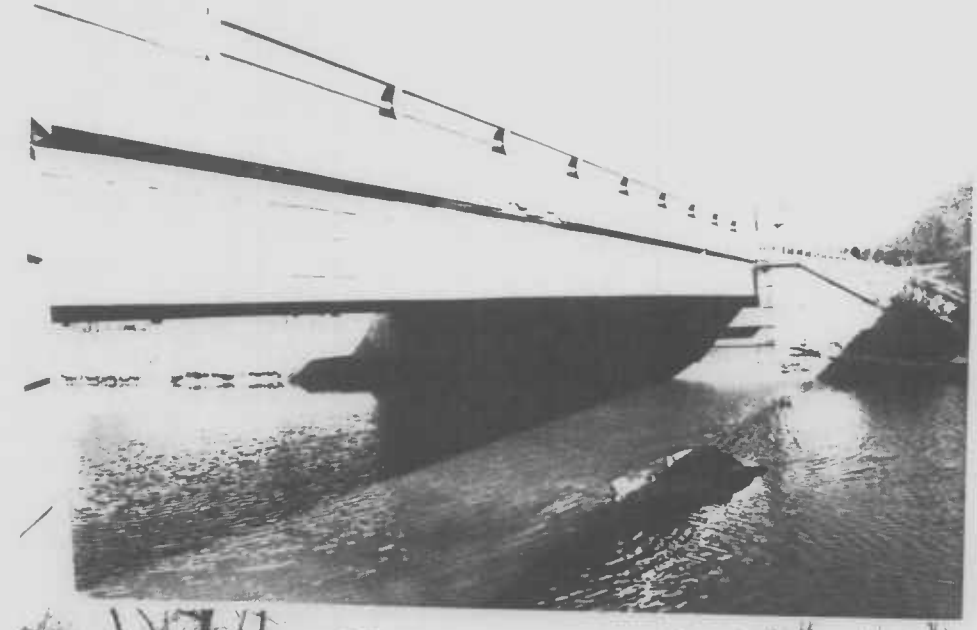
RECONNAISSANCE LEVEL SURVEY COVERAGE

MARYLAND

QUADRANGLE

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, WASHINGTON, D. C. [illegible]
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON [illegible]

CE-1490



Br No 7034

1. CE-1490
2. MS 272 over Northeast Creek
3. Cecil
4. Eric Griffiths
5. 3-97
6. MS STPO
7. NORTH APPROACH
8. 1 of 6

1. CE-1490
2. MD 272 over Northeast Creek
3. Cecil
4. Eric Griffiths
5. 3-97
6. MD SHPO
7. EAST ELEVATION
8. 2 of 6

1. CE - 1490
2. MD 272 over Northeast Creek
3. Cecil
4. Eric Griffiths
5. 3-97
6. MD SHPO
7. Gilpen Covered Bridge
8. 3 of 6

1. CE - 1490
2. MS 272 over Northeast Creek
3. Cecil
4. Eric Griffiths
5. 3-97
6. MS SHPO
7. Girder Detail under Bridge
8. 4 of 6

1. CE 1490
2. MD 272 over Northeast Creek
3. Cecil
4. Eric Griffiths
5. 3-97
6. MD SHPO
7. DESTRUCTION
8. 5 of 6

1. CE-1490
2. MD 272 over Northeast Circle
3. Baltimore County
4. Eric Griffith
5. 3-97
6. MD SHPO
7. South Approach
8. 6 of 6