

Maryland Historical Trust

Maryland Inventory of Historic Properties number: K-675.

Name: 14015/MD 291 OVER CYPRESS CREEK

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 _____	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>

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

MHT NO. K-675

NAME AND SHA NO.: 14015

LOCATION

Road Name and Number: MD 291 over Cypress Creek

City/Town: Millington _ vicinity

County: Kent

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:

Located in Maryland's Tidewater or Coastal Plain physiographic regions, Bridge #14015 carries MD 291 over Cypress Creek at the eastern edge of the rural town of Millington. Route 291 runs in an east-west direction. The bridge is located east of the junction of MD 291 and MD 313 near the border between Kent and Queen Anne counties.

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

Bridge #14015 carries two lanes of traffic over Cypress Creek. The structure is a two-span concrete beam bridge with a stiff tower pier. Each span measures 27'-0" in length, for a total length of 60'-0", and the clear roadway width measures 24'-0". The bridge consists of five concrete beams, a plain concrete pier, concrete abutments and wing walls, and paneled concrete parapets with attached metal guardrails. The guardrails do not extend along the inner surface of the parapets.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

Approach guardrails have been attached to the parapets of the bridge, and a bituminous curb was placed at all approaches. Pneumatically applied mortar was applied to the concrete girders, and the roadway joint was repaired near the pier, probably sometime around 1990 based on a drawing of the same date in the SHA files.

HISTORY

When Built: 1928

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Roads Commission: contract number K34

Who Designed: Unknown; standard state specifications

Why Altered: Alterations were undertaken for the purpose of routine repair and maintenance.

Was this bridge built as part of an organized bridge building campaign?: No

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?

Road improvements in Kent County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the State Roads Commission established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

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?

Bridge #14015 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

Is the bridge a significant example of its type?

No, this bridge is not a significant example of its type. It is one of several similar concrete beam bridges built on Maryland's state and county highways.

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

No, this bridge does not retain integrity of its character-defining elements. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers, and wing walls. The girders have been repaired with pneumatically applied mortar.

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

No, this structure is not a significant example of the work of the State Roads Commission. It is one of several similar concrete beam bridges built to standard specifications on Maryland's state and county highways.

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

No, this structure should not require 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 Reports. On file 707 North Calvert Street, Baltimore.

As-Built Drawings. On file 707 North Calvert Street, Baltimore.

State Roads Commission of Maryland
1958 *A History of Road Building in Maryland.* Baltimore.

SURVEYOR INFORMATION

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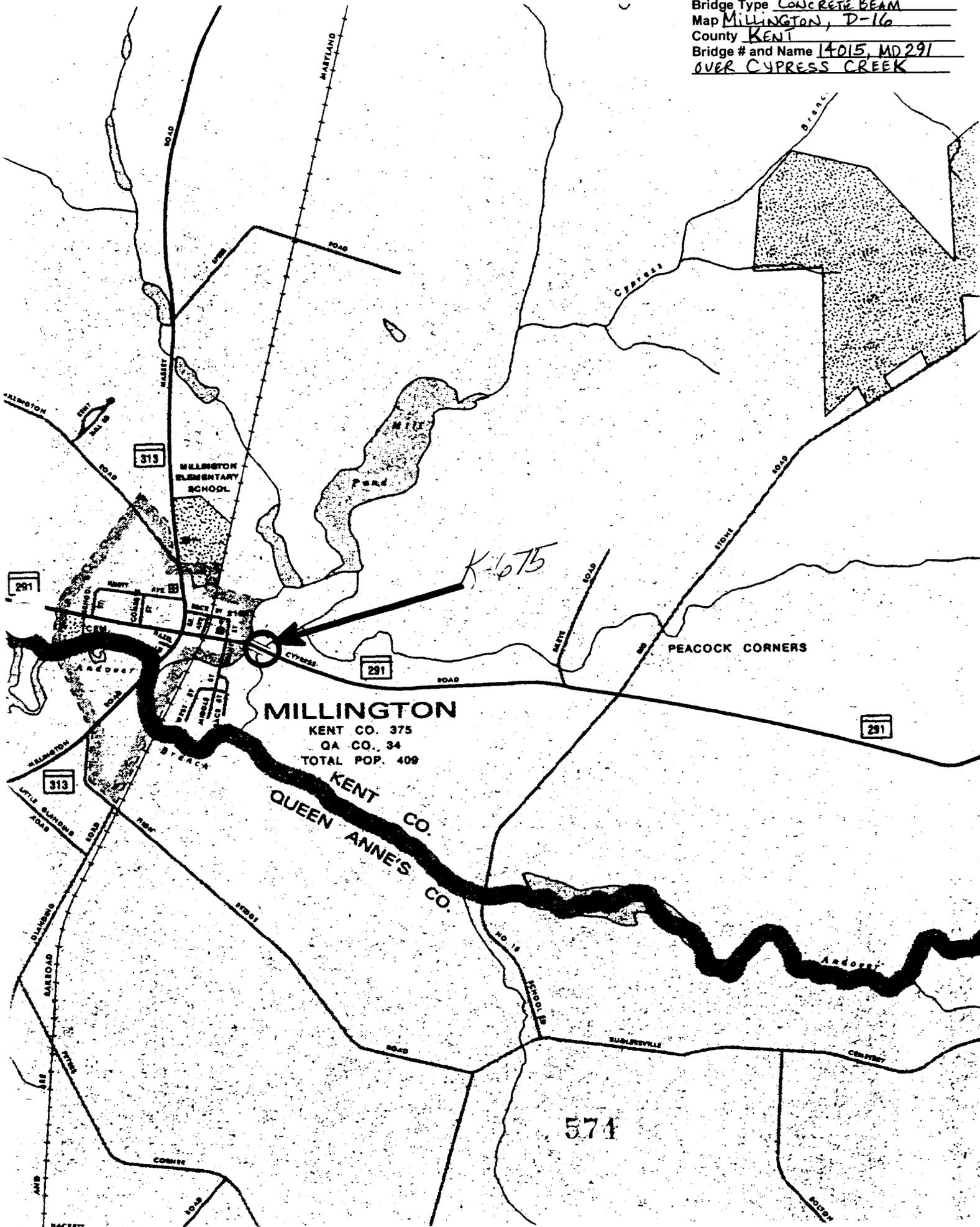
Maryland Historic Highway Bridges

Bridge Type CONCRETE BEAM

Map MILLINGTON, D-16

County KENT

Bridge # and Name 14015, MD291
OVER CYPRESS CREEK



MILLINGTON

KENT CO. 375
QA CO. 34
TOTAL POP. 409

KENT CO.
QUEEN ANNE'S CO.

574



K-675

KENT COUNTY, MD

MATT HICKSON

1-31-95

~~MARYLAND SHIP~~

BRIDGE 14015, LOOKING WEST

1 OF 4



K-675

KENT COUNTY

MATT HICKSON

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~~MARYLAND SHPO~~

BRIDGE 14015, LOOKING EAST

2 OF 4



K-675

KENT COUNTY

MATT HICKSON

1-31-95

~~MARYLAND STATE~~

BRIDGE 14015, LOOKWB DOWNSTREAM (SOUTH)

3 of 4



K-675

KENT COUNTY

MATT HICKSON

1-31-95

MARYLAND SHPD

BRIDGE 14015, LOOKING UPSTREAM (NORTH)

4 OF 4