MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: Bridge 17017 QA-478

Address: MD 19 over Southeast Creek, Church Hill, Queen Anne's County, MD

Owner: SHA

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

Project: No. 2380217 Agency: SHA

Site visit by SHA___ Staff: X no ___ yes Name _____ Date N/A

Eligibility recommended No Eligibility **not** recommended X

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

Is property located within a historic district? X no ___ yes Name of district N/A

Is district listed? N/A no ___ yes

Documentation on the property/district is presented in: Project Review and Compliance files

Description of Property and Eligibility Determination

Bridge No. 17017 was evaluated by the Interagency Historic Bridge Committee and thought initially to meet the criteria for inclusion in the National Register of Historic Places; however, the current more pronounced state of disrepair, and the fact that it is a composite of a concrete slab and beam, renders it unlikely to meet the criteria. The structure was evaluated in the field in August 2000. The bridge exhibits the exposure of rebar, because of heavy spalling and the severe loss of concrete facing. It has pronounced integrity and identity problems, being composed of both concrete slab and concrete beam sections. Although it retains the parapets, abutments and wingwalls, which are identified as primary character defining elements, they do not retain the requisite degree of integrity. We have confirmed that this structure does not have the potential to be listed on the National Register of Historic Places.

Prepared by
RitaM.Suffness

MARYLAND HISTORICAL TRUST REVIEW
Eligibility recommended ___ **Eligibility not recommended** X
Criteria: ___A ___B X C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G ___None
Comments:

Reviewer, Office of Preservation Services **Date** 10/27/00

Reviewer, NR program **Date** 4/12/01

PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE 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	__X_ A.D. 1870-1930
_____ Modern Period	_____A.D. 1930-Present

_____ Unknown Period (___ prehistoric ___ historic)

III. Historic Period Themes:

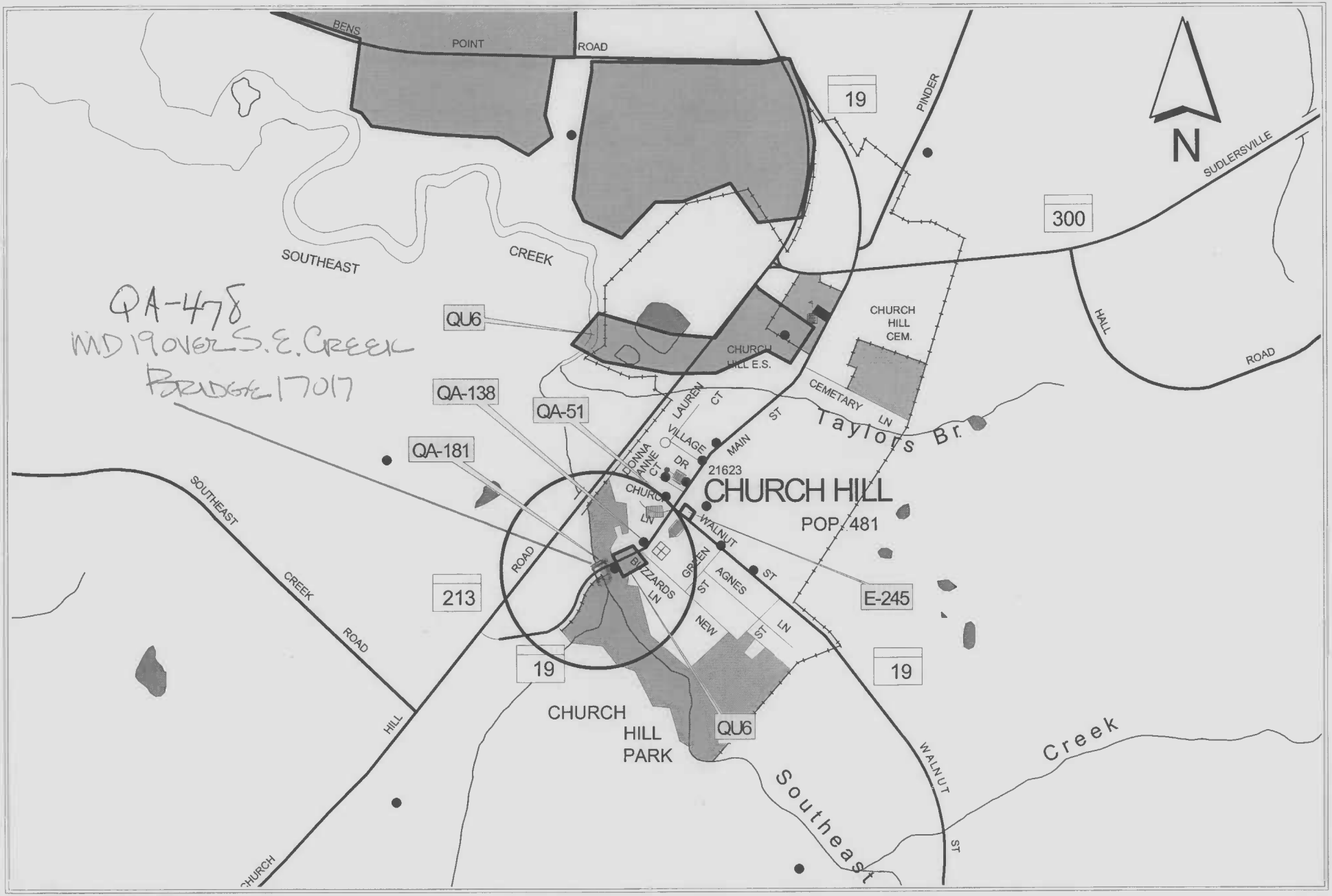
_____ Agriculture
_____Architecture, Landscape Architecture, and Community Planning
_____ Economic (Commercial and Industrial)
_____ Government/Law
_____ Military
_____ Religion
_____ Social/Educational/Cultural
__X__ Transportation

IV. Resource Type:

Category: _Structure_____
Historic Environment: __Rural_____
Historic Function(s) and Use(s): _Transportation_____
Known Design Source: _SHA_____

Cultural Resources Map

MD 19A over Southeast Creek



Church Hill Quad
Queen Anne's County

1000 0 1000 2000 3000 4000 5000 Feet

1:16000

Attachment c

QA-478
Bridge # 17017

QA-478

Bridge #17017

QA-478
Bridge # 17017

GA-478
Bridge # 17017

Maryland Historical Trust

Maryland Inventory of Historic Properties number: QA-478

Name: #17017 / MD 19A over Southeast 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 __X____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments:_____

Reviewer, OPS: Anne E. Bruder Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze Date: 3 April 2001

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

MHT NO. QA-478

NAME AND SHA NO.: 17017

LOCATION
Road Name and Number: MD 19A over Southeast Creek
City/Town: Church Hill x vicinity
County: Queen Anne's

Ownership: x State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway x Water _ Land

Is bridge located within 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 Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

__ Metal Girder
__ Rolled Girder __ Rolled Girder Concrete Encased
__ Plate Girder __ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab _ Concrete Beam _ Rigid Frame
x Other Type Name Combination slab/beam bridge

DESCRIPTION

Describe the Setting:

Bridge 17017 carries MD 19A over Southeast Creek in northern Queen Anne's County. MD 19A runs north-south in this location while Southeast Creek flows westerly. Situated in Maryland's Tidewater physiographic zone, the bridge spans a small tidal creek in a rural area of the county surrounded by a few houses and woods.

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

Constructed in 1911, Bridge 17017 is a three-span concrete beam structure which consists of a reinforced concrete girder main span and two reinforced concrete slab spans. The central span measures 26'6" between piers, span 1 measures 13' long, and span 3 measures 13'6" long. The 24'6" wide bridge has a 21'8" clear roadway between parapets. A 1'6" wearing surface lies atop the concrete deck. The parapets are approximately 2' high. The substructure consists of two reinforced concrete solid piers and reinforced concrete solid abutments.

A 1994 underwater inspection report noted light to moderate scale on the north abutment, as well as a 1/8"-wide and 2"-deep crack and a large spall on the northwest wing wall. The northeast wing wall showed efflorescence, map cracks and two 5'-long cracks. The piers had light scale, spalling, and scour. The south abutment showed light scale, hairline cracks, and efflorescence on both wings. This inspection report also noted that the bridge was in good condition for its age, most likely due to the small amount of traffic that travels over it.

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. Nine percent (10) of that total were triple-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

Inspection reports do not describe any major alterations to the bridge's fabric or placement.

HISTORY

When Built: 1911
Why Built: Primary statewide road improvement program.
Who Built: Unknown
Who Designed: Unknown

Why Altered: Not applicable.
Was this bridge built as part of an organized bridge building campaign?: Yes

State Roads Commission undertook improvement of primary roads throughout the state between 1910 and 1915. Until circa 1972, this bridge stood on an earlier alignment of MD 213 then serving as a primary thoroughfare through the eastern shore of Maryland in the early part of this century.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

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

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

If built in response to the State Roads Commission's primary improvement program, Bridge 17017 contributes to significant events in Maryland transportation history.

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?

Construction of Bridge 17017 does not appear to have had a significant impact on the surrounding area's development and growth.

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, Bridge 17017 is not located in an area potentially eligible for historic designation.

Is the bridge a significant example of its type?

The combination of slab and concrete-beam construction makes this resource unique but not a significant example of its type.

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

Bridge 17017 possesses poor integrity of its character defining elements. The bridge exhibits large spall patches with exposed reinforcing bars, efflorescence and cracked surfaces.

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

Although an early example of the State Roads Commission's bridge building, the bridge's loss of integrity limits it as an archetype of the State Roads Commission's bridge construction.

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

Yes. Due to the severe loss of integrity, research should be undertaken to identify and document the bridge's relationship to the State Roads Commission's primary building campaign.

BIBLIOGRAPHY

Maryland State Highway Administration
Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

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

State Roads Commission of Maryland
1912 *First, Second, Third, and Fourth Annual Reports of the State Roads Commission for the Years 1908, 1909, 1910 and 1911 to the General Assembly of Maryland*. Baltimore.

1958 *A History of Road Building in Maryland*. Baltimore.

SURVEYOR INFORMATION

Name: Stuart Paul Dixon/Steven Linhart
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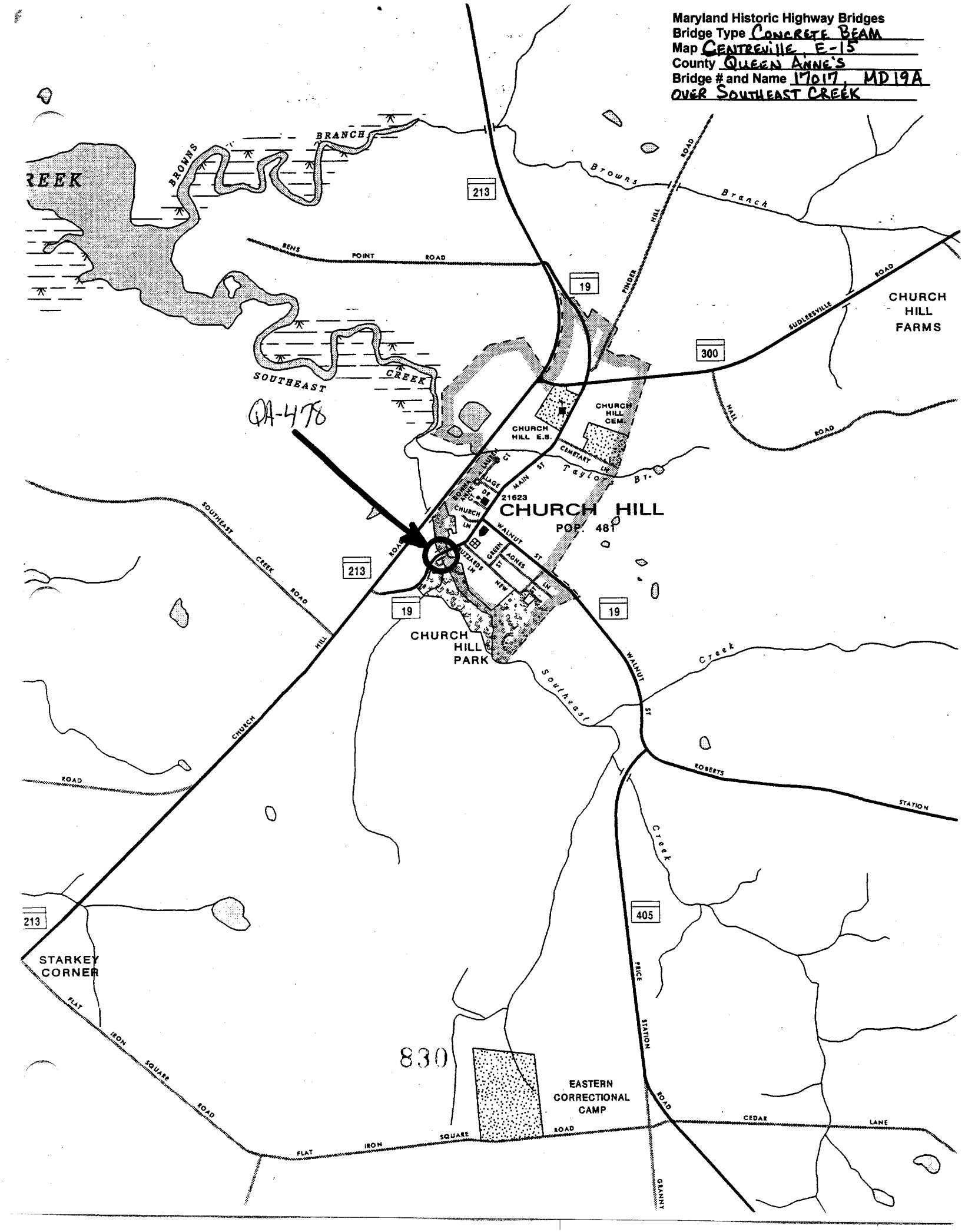
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Date: 13 May 1996
Telephone: (717) 691-1340

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map CENTREVILLE, E-15
County QUEEN ANNE'S
Bridge # and Name 17017, MD 19A
OVER SOUTHEAST CREEK



QA-478

QUEEN ANNES COUNTY

MATT HICKSON

3-16-95

~~MARYLAND SHPO~~ SHA

BRIDGE 17017, LOOKING SW

1 OF 4

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QUEEN ANNES COUNTY
MATT HICKSON
3-16-95
MARYLAND SHPO SHP
BRIDGE 17017, LOOKING NE
2 OF 4

QA-478

QUEEN ANNES COUNTY

MATT HICKSON

3-16-95

~~MARYLAND~~ SHPO SHA

BRIDGE 1707, LOOKING NW (DOWNSTREAM)

3 OF 4

QA-475

QUEEN ANNES COUNTY

MATT HICKSON

3-16-95

~~MARYLAND~~ SHPO SHA

BRIDGE 1707 LOOKING SW (DOWNSTREAM)

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