FHR-8-200 (11-78)

K-450

**United States Department of the Interior**
**Heritage Conservation and Recreation Service**

# National Register of Historic Places Inventory—Nomination Form (NOT ORIGINAL)

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

| For HCRS use only |
|---|
| received |
| date entered |

## 1. Name

historic: Chester River Bridge

and/or common: Chester River Bridge

## 2. Location

street & number: Maryland Route 213 crossing of the Chester River — n/a not for publication

city, town: Chestertown — n/a vicinity of — congressional district: First

state: Maryland — code: 24 — county: Kent — code: 029

## 3. Classification

| Category | Ownership | Status | Present Use | |
|---|---|---|---|---|
| ___ district | X public | X occupied | ___ agriculture | ___ museum |
| ___ building(s) | ___ private | ___ unoccupied | ___ commercial | ___ park |
| rid ___ structure | ___ both | ___ work in progress | ___ educational | ___ private residence |
| ___ site | **Public Acquisition** | **Accessible** | ___ entertainment | ___ religious |
| ___ object | ___ in process | ___ yes: restricted | ___ government | ___ scientific |
| | ___ being considered | X yes: unrestricted | ___ industrial | X transportation |
| | X not applicable | ___ no | ___ military | ___ other: |

## 4. Owner of Property

name: Maryland State Highway Administration District Engineer

street & number: Morgnec Road

city, town: Chestertown — n/a vicinity of — state: Maryland 21620

## 5. Location of Legal Description

courthouse, registry of deeds, etc.: No deed reference

street & number:

city, town: — state:

## 6. Representation in Existing Surveys

Maryland Historical Trust
Historic Sites Survey — has this property been determined elegible? ___ yes X no

date: April 1983 — ___ federal X state ___ county ___ local

depository for survey records: Maryland Historical Trust, 21 State Circle

Annapolis — state: Maryland 21401

# 7. Description

| Condition | | Check one | Check one |
|---|---|---|---|
| ___ excellent | ___ deteriorated | _X_ unaltered | _X_ original site |
| _X_ good | ___ ruins | ___ altered | ___ moved date _____ |
| ___ fair | ___ unexposed | | |

**Describe the present and original (if known) physical appearance**

DESCRIPTION SUMMARY

The Chester River Bridge, carrying Maryland Route 213 across the Chester River at Chestertown, Kent County, Maryland, is a reinforced-concrete structure 1470 feet long and approximately 29 feet wide, constructed in 1930. It consists of a double leaf bascule draw span approached from both ends by a series of concrete girder spans. Its elevation is approximately 12 feet above mean high tide. The bridge exhibits Neoclassical detailing in its cast concrete railings with massive rectangular balusters, and in the bridge keeper's building located at the western end of the draw span, which features a bell-cast roof. Art Deco-influenced lamp posts hold octagonal bronze lanterns at both portals.

GENERAL DESCRIPTION

The highway bridge between Chestertown, Kent County, and King's Town in Queen Anne's County carries Maryland route 213 northwest - southeast across the Chester River. It consists of a double leaf bascule span of 89 feet in length approached from both ends by a series of concrete girder spans, totalling 34 thirty-five foot spans and 4 thirty-three foot spans. It is a two-lane concrete structure, relatively low to the water, arching gently in the center to about 12 feet above mean high tide. The concrete is gray-tan in color with yellow and brown river run gravel.

The bridge railings are cast in sections that correspond to the distance between the piers. The hand railing is plain and Neo-classical in feeling with massive rectangular ballusters. Both ends of the bridge have octagonal, bronze lanterns set in tall square posts with cast Art Deco geometric design lamp posts. Lanterns at the beginning and end of the draw span are also set in bronze posts.

The gate keeper's house is square and its roof is a handsome ogee in shape. On each facade is a three-part window, a wide one over one sash window set between two narrow one over one sash. The doorway on the northeast facade is also set between two side lights.

The gate keeper's house sits above the water on tall piers at the western-most corner of the draw span and is a typical one-room at road level structure. The gate keeper's house is a square structure 11'4" on a side and 8' from street level to ceiling. It is original and made of the same concrete as the bridge.

The total length of the bridge is 1470 feet.

The overall width is 28 feet 11 inches.

The distance between rub rails is 22 feet.

The two draw spans in the center of the bridge are 44 feet long each.

A four foot wide concrete walkway on the south side of the surface extends the length of the bridge.

The total surface area, including the approaches, is a few square feet less than one acre.

SEE CONTINUATION SHEET #1

GENERAL DESCRIPTION (Continued)

There are two bronze plaques set in the bridge. One, in the center span, is inscribed with the names of the men involved in the bridge construction and reads as follows:

CHESTER RIVER BRIDGE
BUILT 1930
STATE ROADS COMMISSION
C. CLINTON UHL - CHAIRMAN
HOWARD BRICE JOHN K. SHAW
H.D.WILLIAR, JR. - CHIEF ENGINEER
W.C. HOPKINS - BRIDGE ENGINEER

A dedication plaque is attached to the base of the lamp post on the Chestertown side. It dedicates the bridge to "the Ex-Service Men of Kent County and of Queen Anne's County." This dedication was sponsored by the Frank M. Jarman - Jefferson Davis Post of the American Legion on November 11, 1930.

The land approach abutments to the bridge are 102 feet long, rising on a uniform slope from the highway level to the road surface of the bridge, a distance of 4½ feet in height. The width of the abutments is 36 feet overall.

The abutment for the Chestertown side of the bridge starts a distance of 120 feet from the intersection of Water Street and Maple Avenue.

The abutment extends to mean low tide at the river side.

At the juncture point of the bridge surface and abutment are located on the rail four lamp posts, two each side of the bridge. They are concrete-based, three feet above the road surface with a 30" square top footing. Mounted on this top is a 24" square tapered lamp post, constructed of the same concrete mix as is the bridge, with a 2½ foot high bronze lamp on the top.

Located at the lift position of the bascule section of the bridge are four cast iron lamp posts, five feet high with a bronze lamp enclosure on top of each post.

Directly adjacent to the base on the south walkway at the Chestertown end of the bridge is a U.S.C.&G. survey benchmark number A-89-1942.

The support for the roadway is composed of transverse columns, 30" thick three feet high, and 25 feet long, supported by four each, 2 feet x 2 feet concrete pilings immersed into the bed of the river.

| Period | Areas of Significance—Check and justify below | | | |
|---|---|---|---|---|
| ___ prehistoric | ___ archeology-prehistoric | ___ community planning | ___ landscape architecture | ___ religion |
| ___ 1400–1499 | ___ archeology-historic | ___ conservation | ___ law | ___ science |
| ___ 1500–1599 | ___ agriculture | ___ economics | ___ literature | ___ sculpture |
| ___ 1600–1699 | ___ architecture | ___ education | ___ military | ___ social humanitarian |
| ___ 1700–1799 | ___ art | X engineering | ___ music | ___ theater |
| ___ 1800–1899 | X commerce | ___ exploration settlement | ___ philosophy | X transportation |
| X 1900– | ___ communications | ___ industry | ___ politics government | ___ other (specify) |
| | | ___ invention | | |

**Specific dates** 1930 **Builder Architect** Spencer, White, & Prentice, Chicago, Ill.

**Statement of Significance (in one paragraph)**

SIGNIFICANCE SUMMARY

The Chester River Bridge is significant for its association with the development of transportation on the Eastern Shore of Maryland. It is a product of a period of great activity in road building carried out in response to the shift from steamboats to motor trucks as the principal carriers of the region's agricultural products to market. During the 1920's and 1930's several reinforced concrete drawbridges were constructed across the wide rivers of the Shore to accommodate increased volumes of truck traffic. The Chester River Bridge embodies the characteristics of these bridges in its reinforced-concrete construction, low elevation, combination of Neoclassical and Art Deco-influenced decorative elements, and picturesque bridge keeper's house with a bell-cast roof. Two other bridges of similar design remain on the Upper Eastern Shore, spanning the Bohemia and Sassafras Rivers; another spans the Choptank at Cambridge to the south, and one crosses the Severn at Annapolis on the Western Shore. The bridge derives additional significance for its contribution to the townscape of Chestertown, a historic community of generally small-scale structures dating from the 18th, 19th and early 20th centuries. The scale of the bridge and its restrained Neoclassical detailing provide an appropriate and pleasing approach to Chestertown. The present bridge is the fourth at this location; the first bridge in the series was constructed in 1802 to supersede ferry service which had been carried on since 1708.

HISTORY AND SUPPORT

The 1920's and 1930's saw an active road building program on the Eastern Shore of Maryland. The decline of steamboat service on the Chesapeake Bay had isolated the Shore, making shipment of farm products to market difficult and severely damaging the economy of the region. Good roads and bridges were badly needed, and engineers turned to the relatively new construction material, reinforced concrete, to solve the problem.

From the Conowingo Dam south, concrete bridges were constructed to carry the traffic over the wide rivers of the Shore; many accommodated marine traffic with draw spans. The gate keepers' houses, often with whimsical roofs, made for picturesque crossings, and the bridges, typically low and graceful, were in harmony with the landscape. In its design the Chester River Bridge has an interesting combination of design motifs, from Neo-classical and Art Deco styles of the period.

SEE CONTINUATION SHEET #2

HISTORY AND SUPPORT (Continued)

Now in their fifties, these bridges are beginning to disappear and too frequently are being replaced by wide, high, graceless bridges designed to speed traffic across the rivers with little attention to the view from the structure.

The Chester River Bridge is the last of these upper Shore bridges still in fairly good repair. As much a part of the townscape as the eighteenth century mansions, such as "River House" and "Wide Hall," it deserves preservation as a monument to early twentieth century engineering and design.

The through and local traffic growth using the bridge, the relative size of the bridge as related to the traffic volume, the location of historical properties at the Chestertown side of the bridge, and the relative center of town traffic discharge point toward the construction of a new bridge north or south of Chestertown.

For Route 213 through traffic, this is an anticipated reality, and with such a bridge, the Maryland Highway Department will be inclined to consider the new bridge as a principal means of inter-county travel and close or allow the present bridge to go into complete disrepair. King's Town and Chestertown are so closely inter-related that a source of travel via the present bridge site must be maintained. The relative inconvenience, under the present economy, of these two inter-related towns would be definitely affected adversely by having an alternate bridge with both ingress and egress located so far from the center of the community activities.

Maryland Route 213, which is conveyed over the Chester River via the Chester River Bridge, is the most important and heavily travelled highway in the northeast section of the Eastern Shore of Maryland. Route 213 has its origin at the town of Fair Hill, near the Maryland-Pennsylvania border. It then passes through Elkton, Chesapeake City, Cecilton, Galena, Chestertown, Church Hill, Centerville, and terminates at U.S. Route 50 at Wye Mills, in addition to passing through many smaller communities, and is the principal artery through this section.

Chestertown, as the geographic and commercial center of this area, generates the major portion of the traffic moving north and south on Route 213. As such, the patterns of commercial and domestic traffic, already established over the present bridge and system, should be considered the principal factor for the retention of the river crossing at its present location.

The design of the present Chester River Bridge with its relatively low elevation of road surface fits perfectly into the design of the eighteenth century homes that face the bridge and the oncoming traffic to Chestertown.

SEE CONTINUATION SHEET #3

HISTORY AND SUPPORT (Continued)

Until approximately 1914 wooden bridges used for country travel were quite sufficient. However, after that time, the advent of mass production of automobiles and their counterparts, trucks, created a radically changing picture for these wooden structures.

Most importantly, a bridge such as the Chester River Bridge serving the vital aforementioned routhe 213, connecting the growing population and economy of the area served by route 213, was bound to bear increased traffic between the northern and southern communities along this route.

Being primarily an agricultural country when the Maryland Highway Department took over the operation and maintenance of the roads, this also included the bridges.

Except for a very few primary arteries, most of the roads were gravel base. The highway department could not financially or otherwise embark on a major road building and an expanded bridge building at the same time. Realizing the condition of the aforementioned wooden bridge crossings, they considered it prudent to be sure the crossings were intact and safe. Hence, the priority of the bridge structure. Employing the then new design of structure and construction, the nature of the type of river crossings were able to use the comparatively standard design for this bridge and other bridges mentioned.

As the truck and automobile increased, the public demanded that something be done about the highways. To this end and due to the paucity of funds, the highway department embarked upon a program of installing "9-Foots," a concrete paving nine feet wide instead of the usual 20 foot wide paving in the urban and suburban areas.

The Chester River Bridge and other bridges mentioned were an overall part of the State highway program, which was not limited to bridges alone, but the need to make expeditious and convenient travel throught he communities, the impedance of the various water obstructions to the highway system put the bridging of the streams and waterways a top priority in the overall system. (Just as the Chesapeake Bay ferries had to be replaced by the Bay Bridge.)

# 9. Major Bibliographical References

# 10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name Chestertown, MD  Quadrangle scale 1:24,000

UMT References

| | Zone | Easting | Northing |
|---|---|---|---|
| A | | | |
| B | | | |
| C | | | |
| D | | | |
| E | | | |
| F | | | |
| G | | | |
| H | | | |

**Verbal boundary description and justification** The land approach abutments on each side to the bridge are 102' long, rising from street level to the road surface of the bridge, an elevation or 4'6". The width of these abutments is 36' overall.

**List all states and counties for properties overlapping state or county boundaries**

| | | | | | |
|---|---|---|---|---|---|
| state Maryland | code 24 | county Kent | code 029 | | |
| state Maryland | code 24 | county Queen Anne's | code 035 | | |

# 11. Form Prepared By

name/title William S. Coar

organization  date April 27, 1983

street & number Still Pond Neck Road  telephone 301-348-2118

city or town Worton  state Maryland 21678

# 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national  X state  X local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature

title STATE HISTORIC PRESERVATION OFFICER  date

For HCRS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:  date

Chief of Registration

GPO 938 835

CHESTER RIVER BRIDGE
Chestertown, Maryland
(1930)

K-450

The highway bridge between Chestertown and Kingstown is a two lane, concrete structure with its deck supported by a series of 38 arches which spring from concrete piers. Over the center is a steel-grate draw span and a copper-roofed guard-house. The bridge is low to the water, arching gently to about 12 feet over mean high tide.

The 1920's and 1930's saw an active bridge-building program on the major highways of the Eastern Shore. From Conowingo Dam south, concrete bridges were erected to carry automobile traffic over the wide rivers of the shore, and many accommodated marine traffic with draw spans. The gate-keeper's houses, often with whimsical roofs, made for picturesque crossings and the bridges, typically low and graceful, were in harmony with the landscape.

Now in their 50's these bridges are beginning to disappear, and too frequently are being replaced by wide, high, graceless bridges designed to speed traffic across the rivers with little attention to the view to or from the structure. The Chester River Bridge built in 1930 is the last of these Upper Shore bridges still in fairly good repair. As much a part of the town scape as River House or Widehall it deserves preservation as a monument to early twentieth century engineering.

MARYLAND HISTORICAL TRUST K - 450
MACI # 1504503817

# INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

## 1 NAME

HISTORIC: CHESTER RIVER BRIDGE

AND/OR COMMON:

## 2 LOCATION

STREET & NUMBER: The Chester River at Chestertown

CITY, TOWN: Chestertown ___ VICINITY OF

CONGRESSIONAL DISTRICT: 1st

STATE: Maryland

COUNTY: Kent

## 3 CLASSIFICATION

| CATEGORY | OWNERSHIP | STATUS | PRESENT USE | |
|---|---|---|---|---|
| ___DISTRICT | X PUBLIC | X OCCUPIED | ___AGRICULTURE | ___MUSEUM |
| ___BUILDING(S) | ___PRIVATE | ___UNOCCUPIED | ___COMMERCIAL | ___PARK |
| bridge X STRUCTURE | ___BOTH | ___WORK IN PROGRESS | ___EDUCATIONAL | ___PRIVATE RESIDENCE |
| ___SITE | **PUBLIC ACQUISITION** | **ACCESSIBLE** | ___ENTERTAINMENT | ___RELIGIOUS |
| ___OBJECT | ___IN PROCESS | ___YES: RESTRICTED | ___GOVERNMENT | ___SCIENTIFIC |
| | ___BEING CONSIDERED | X YES: UNRESTRICTED | ___INDUSTRIAL | X TRANSPORTATION |
| | | ___NO | ___MILITARY | ___OTHER |

## 4 OWNER OF PROPERTY

NAME: Maryland State Highway Administration
District Engineer

Telephone #: 301-778-3061

STREET & NUMBER: Morgnec Road

CITY, TOWN: Chestertown ___ VICINITY OF

STATE, zip code: Maryland 21620

## 5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.

Liber #:
Folio #: no deed reference

STREET & NUMBER

CITY, TOWN

STATE

## 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

___FEDERAL ___STATE ___COUNTY ___LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

## 7 DESCRIPTION

K-450

| CONDITION | | CHECK ONE | CHECK ONE |
|---|---|---|---|
| __EXCELLENT | __DETERIORATED | X UNALTERED | X ORIGINAL SITE |
| X GOOD | __RUINS | __ALTERED | __MOVED DATE_____ |
| __FAIR | __UNEXPOSED | | |

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The highway bridge between Chestertown and Kingstown is a two lane, concrete structure with its deck supported by a series of 38 arches which spring from concrete piers. Over the center is a steel-grate draw span and a copper-roofed guard-house. The bridge is low to the water, arching gently to about 12 feet over mean high tide. The concrete is grey-tan in color with yellow and brown river run gravel and sand aggregate.

The bridge railings are cast in sections that correspond to the distance between the piers. The handrailing is plain with massive rectangular balusters. Both ends of the bridge are octagonal, bronze lanterns set on tall square posts with cast geometric design lamp posts and lanterns at the beginning and end of the draw span are set on bronze posts.

The gate house is square and its roof is a handsome ogee in shape. On each facade is a three-part window, a wide one over one sash window set between two narrower one over one sash. The doorway, on the northeast facade, is also set between two side lights. Constructed of cast concrete, the gate house sets above the water on tall piers.

There are two bronze plaques set in the bridge. One, in the center draw span, is inscribed with the men involved with the bridge's construction:

CHESTER RIVER BRIDGE
BUILT 1930
STATE ROADS COMMISSION
C. CLINTON UHL - CHAIRMAN
HOWARD BRICE JOHN K. SHAW
H.D. WILLIAR, JR. - CHIEF ENGINEER
W.C. HOPKINS - BRIDGE ENGINEER

A dedication plaque is attached to the base of a lamp-post on the Chestertown side. It dedicates the bridge to "the Ex-Service Men of Kent County and Queen Anne's County". This dedication was sponsored by the Frank M. Jarman-Jefferson Davis Post of the American Legion on November 11, 1930.

CONTINUE ON SEPARATE SHEET IF NECESSARY

## 8 SIGNIFICANCE

K-450

| PERIOD | AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW | | | | |
|---|---|---|---|---|---|
| __PREHISTORIC | __ARCHEOLOGY-PREHISTORIC | __COMMUNITY PLANNING | __LANDSCAPE ARCHITECTURE | __RELIGION | |
| __1400-1499 | __ARCHEOLOGY-HISTORIC | __CONSERVATION | __LAW | __SCIENCE | |
| __1500-1599 | __AGRICULTURE | __ECONOMICS | __LITERATURE | __SCULPTURE | |
| __1600-1699 | __ARCHITECTURE | __EDUCATION | __MILITARY | __SOCIAL/HUMANITARIAN | |
| __1700-1799 | __ART | X ENGINEERING | __MUSIC | __THEATER | |
| __1800-1899 | __COMMERCE | __EXPLORATION/SETTLEMENT | __PHILOSOPHY | X TRANSPORTATION | |
| X 1900- | __COMMUNICATIONS | __INDUSTRY | __POLITICS/GOVERNMENT | __OTHER (SPECIFY) | |
| | | __INVENTION | | | |

SPECIFIC DATES 1930 BUILDER/ARCHITECT see #7 (Description)

STATEMENT OF SIGNIFICANCE

The 1920's and 1930's saw an active bridge-building program on the major highways of the Eastern Shore. From the Conowingo Dam south, concrete bridges were erected to carry automobile traffic over the wide rivers of the shore, and many accommodated marine traffic with draw spans. The gate-keeper's houses, often with whimsical roofs, made for picturesque crossings, and the bridges, typically low and graceful, were in harmony ith the landscape.

Now in their 50's these bridges are beginning to disappear, and too frequently are being replaced by wide, high, graceless bridges designed to speed traffic across the rivers with little attention to the view to or from the structure.

The Chester River Bridge built in 1930 is the last of these Upper Shore bridges still in fairly good repair.* As much a part of the town scape as River House or Widehall, it deserves preservation as a monument to early twentieth century engineering.

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* Plans are underway to replace similiar bridges over the Bohemia, the Sassafras, and the Choptank River Bridge at Cambridge.

CONTINUE ON SEPARATE SHEET IF NECESSARY

K-450

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Records, State Highway Administration.

CONTINUE ON SEPARATE SHEET IF NECESSARY

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY Bridge. No acreage.

The nominated property includes the bridge structure itself, that is piers, railings, deck, original lamp posts, gate-keeper's house and supporting structure, abutments, and immediate approaches.

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE | COUNTY |
|---|---|
| Maryland | Kent |
| Maryland | Queen Anne's |

## 11 FORM PREPARED BY


NAME / TITLE: Marsha L. Fritz, Survey Consultant

ORGANIZATION: Kent County Planning Commission

DATE / TELEPHONE: 778-4600, ext.67

STREET & NUMBER: Court House

CITY OR TOWN: Chestertown, Maryland

STATE: Maryland


The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

14027

MARYLAND HISTORICAL TRUST

K-450

MAGI #1504503817

# INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

## 1 NAME

HISTORIC

AND/OR COMMON
Chestertown Bridge

## 2 LOCATION

STREET & NUMBER
Maryland 213 and Chester River

CITY, TOWN
Chestertown

__ VICINITY OF

CONGRESSIONAL DISTRICT
1st

STATE
Maryland

COUNTY
Kent

## 3 CLASSIFICATION

| CATEGORY | OWNERSHIP | STATUS | PRESENT USE | |
|---|---|---|---|---|
| __DISTRICT | X PUBLIC | X OCCUPIED | __AGRICULTURE | __MUSEUM |
| __BUILDING(S) | __PRIVATE | __UNOCCUPIED | __COMMERCIAL | __PARK |
| X STRUCTURE | __BOTH | __WORK IN PROGRESS | __EDUCATIONAL | __PRIVATE RESIDENCE |
| __SITE | **PUBLIC ACQUISITION** | **ACCESSIBLE** | __ENTERTAINMENT | __RELIGIOUS |
| __OBJECT | __IN PROCESS | __YES: RESTRICTED | __GOVERNMENT | __SCIENTIFIC |
| | __BEING CONSIDERED | X YES: UNRESTRICTED | __INDUSTRIAL | X TRANSPORTATION |
| | | __NO | __MILITARY | __OTHER |

## 4 OWNER OF PROPERTY

NAME
State Highway Administration DOT Survey

Telephone #:

STREET & NUMBER
301 West Preston Street

CITY, TOWN
Baltimore

__ VICINITY OF

STATE, zip code
Maryland 21201

## 5 LOCATION OF LEGAL DESCRIPTION

Liber #:

Folio #:

COURTHOUSE
REGISTRY OF DEEDS, ETC. Kent County Courthouse

STREET & NUMBER

CITY, TOWN
Chestertown

STATE
Maryland

## 6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

## 7 DESCRIPTION

K-450

| CONDITION | | CHECK ONE | CHECK ONE |
|---|---|---|---|
| __EXCELLENT | __DETERIORATED | X UNALTERED | X ORIGINAL SITE |
| X GOOD | __RUINS | __ALTERED | __MOVED DATE_____ |
| __FAIR | __UNEXPOSED | | |

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This bridge shares its significance with the other moveable bridges of Maryland (see M/DOT Survey general bridge significance). The pylons with intact lanterns are particularly notable.

CONTINUE ON SEPARATE SHEET IF NECESSARY

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## 8 SIGNIFICANCE

K-450

| PERIOD | AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW | | | | |
|---|---|---|---|---|---|
| PREHISTORIC | __ARCHEOLOGY-PREHISTORIC | __COMMUNITY PLANNING | __LANDSCAPE ARCHITECTURE | __RELIGION | |
| __1400-1499 | __ARCHEOLOGY-HISTORIC | __CONSERVATION | __LAW | __SCIENCE | |
| __1500-1599 | __AGRICULTURE | __ECONOMICS | __LITERATURE | __SCULPTURE | |
| __1600-1699 | __ARCHITECTURE | __EDUCATION | __MILITARY | __SOCIAL/HUMANITARIAN | |
| __1700-1799 | __ART | X ENGINEERING | __MUSIC | __THEATER | |
| __1800-1899 | __COMMERCE | __EXPLORATION/SETTLEMENT | __PHILOSOPHY | X TRANSPORTATION | |
| X 1900- | __COMMUNICATIONS | __INDUSTRY | __POLITICS/GOVERNMENT | __OTHER (SPECIFY) | |
| | | __INVENTION | | | |

SPECIFIC DATES 1930/1976 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

This bridge carries Maryland Route 213 NW-SE across the Chester River from Queen Anne's County into Chestertown, Kent County. It consists of a double leaf bascule span of 89', approached from both ends by a series of concrete girder spans totalling thirty-four 35' spans and four 33' spans. There are four-sided tall concrete pylons at the ends of the concrete balustrades which line the concrete girder portions of the bridge. These pylons are topped with bronze or copper lanterns, intact. The bridge house sits at the westermost corner of the draw span, and is the typical concrete square plan, one-room-at-road-level structure on concrete pilings associated with similar bridges (see SHA# 23002, 7025, 9001, e.g.).
There are modern light standards at intervals along the downstream (SW) balustrade.

CONTINUE ON SEPARATE SHEET IF NECESSARY

K-450

## 9 MAJOR BIBLIOGRAPHICAL REFERENCES

Files of the Bureau of Bridge Design, State Highway Administration, 301 West Preston Street, Baltimore, Md.

Condit, Carl, American Building Art, 20th Century; New York, Oxford University Press, 1961.

CONTINUE ON SEPARATE SHEET IF NECESSARY

## 10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

Quadrangle Name: Chestertown, MD
Quadrangle Scale: 1:24 000
UTM References:

VERBAL BOUNDARY DESCRIPTION

NA

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

| STATE | COUNTY |
|---|---|
| NA | |
| STATE | COUNTY |

## 11 FORM PREPARED BY

NAME / TITLE
John Hnedak/M/DOT Survey Manager

| ORGANIZATION | DATE |
|---|---|
| Maryland Historical Trust | 1980 |
| STREET & NUMBER | TELEPHONE |
| 21 State Circle | (301) 269-2438 |
| CITY OR TOWN | STATE |
| Annapolis | Maryland 21401 |

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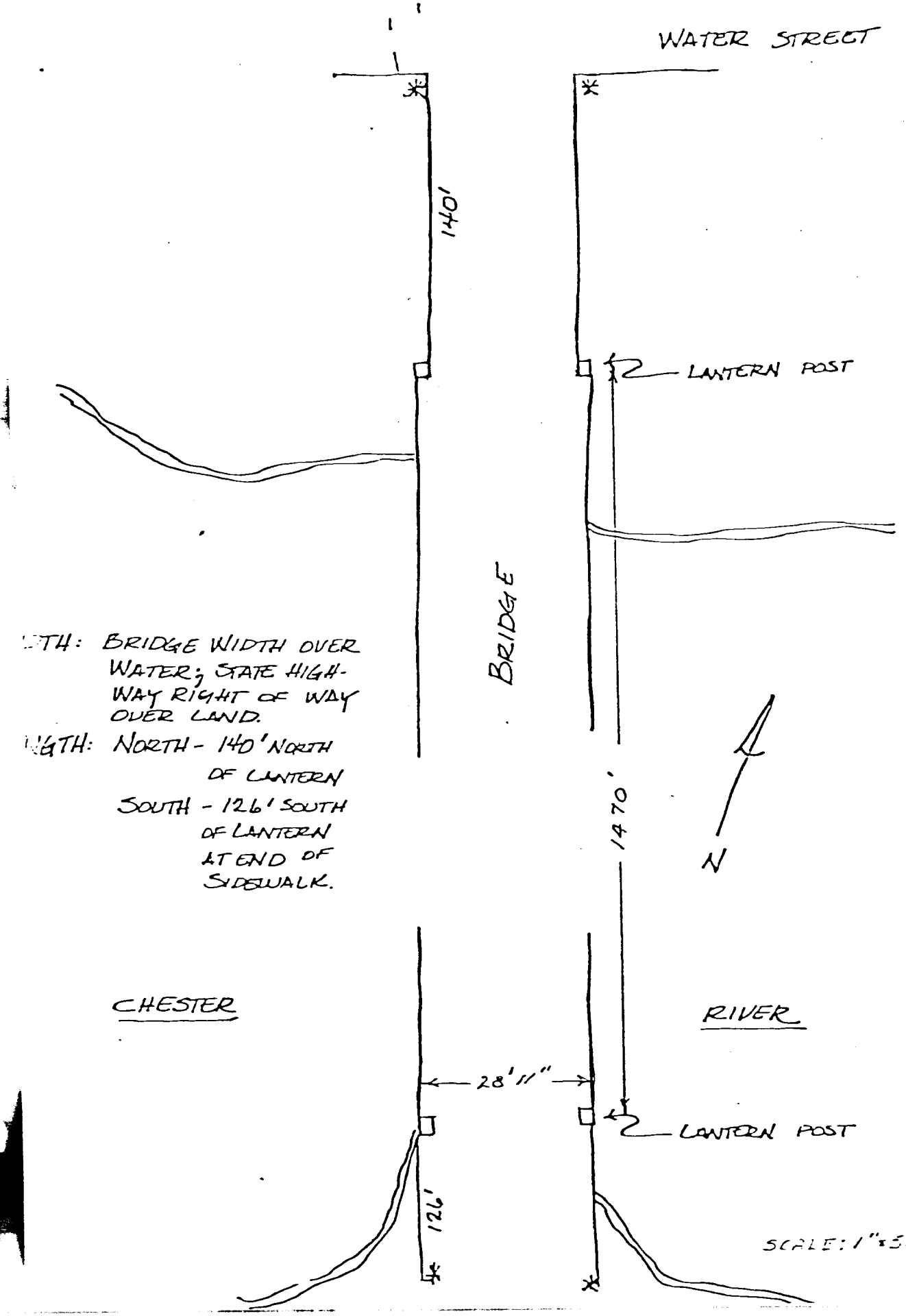
The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

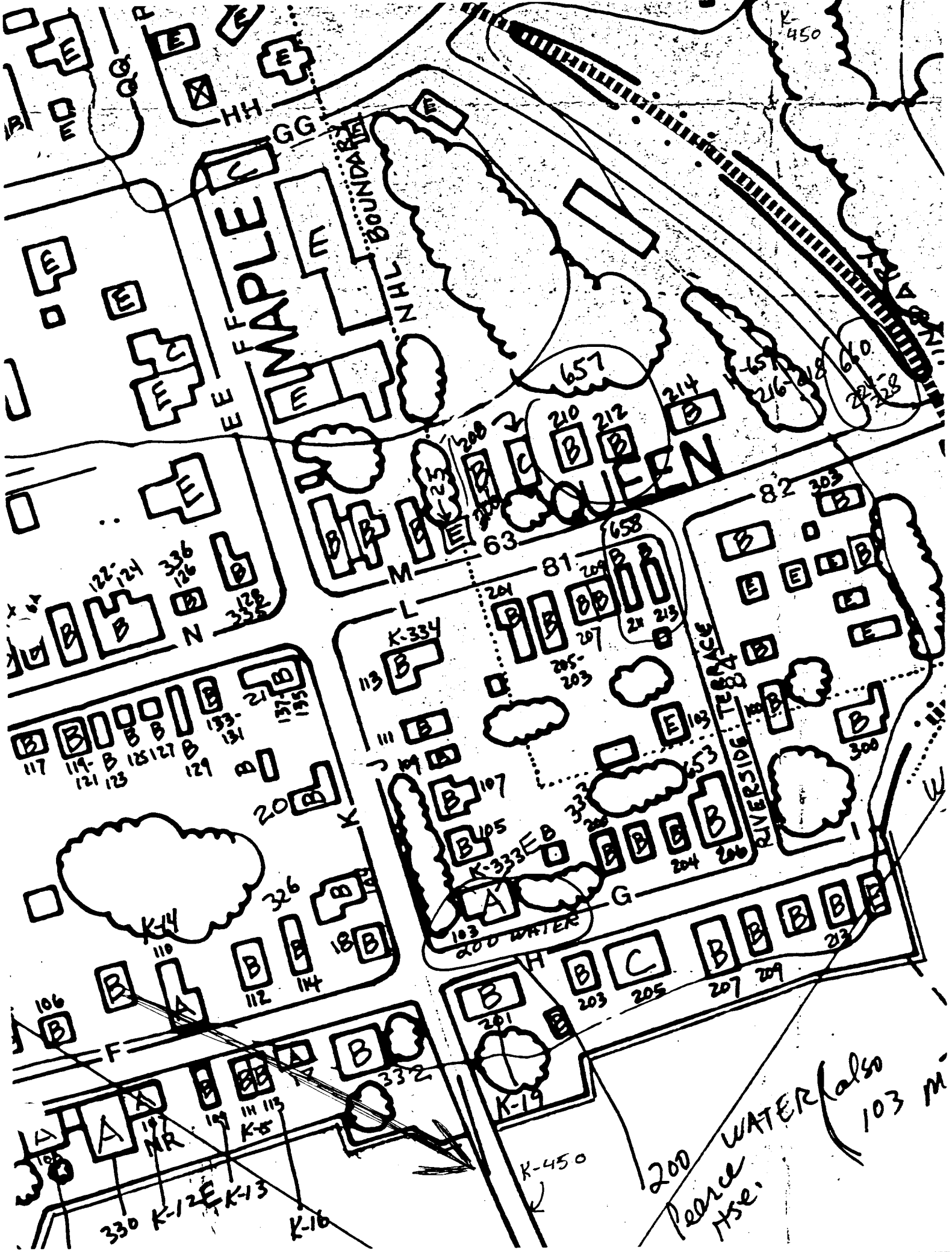
PS-1108

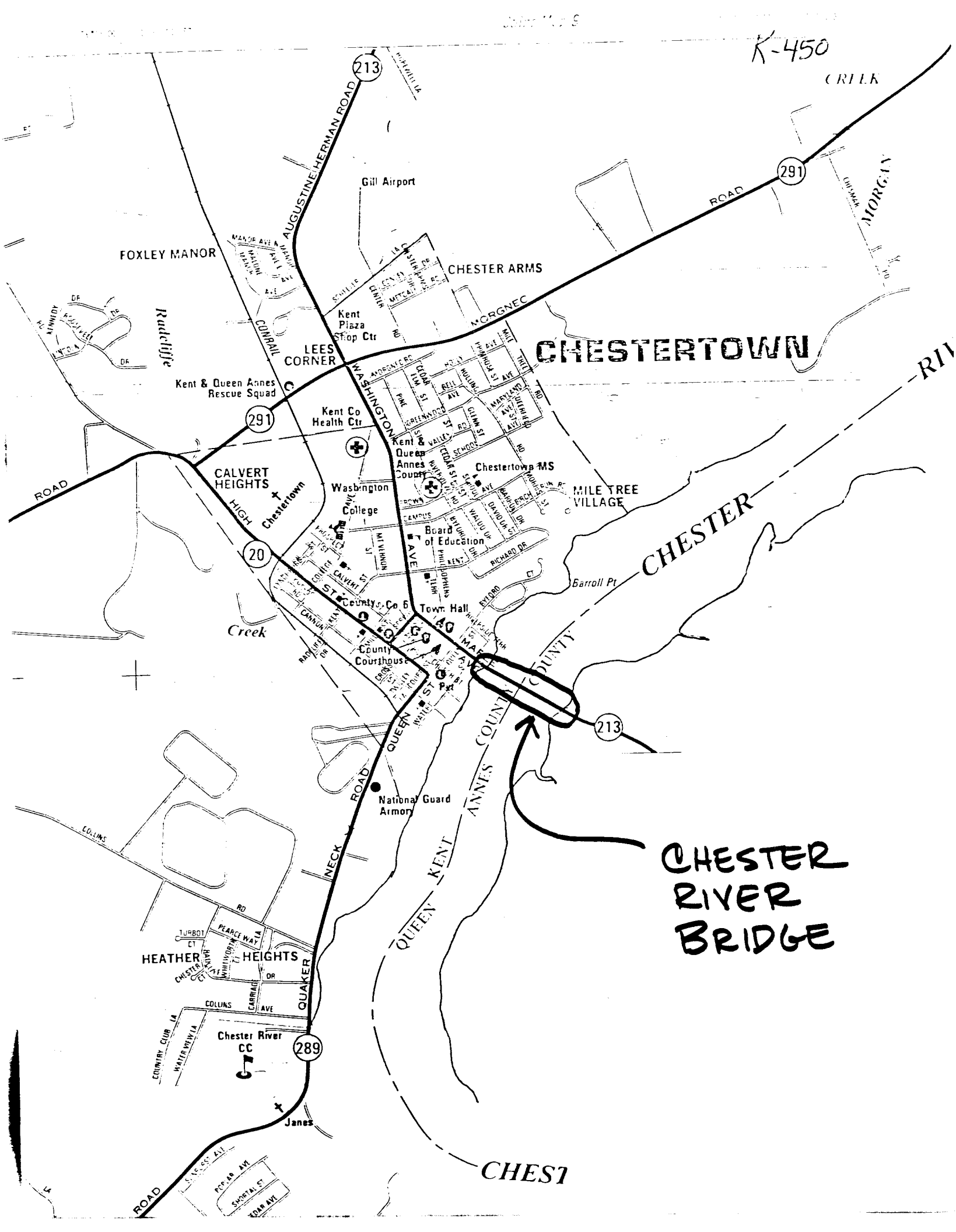
K-450

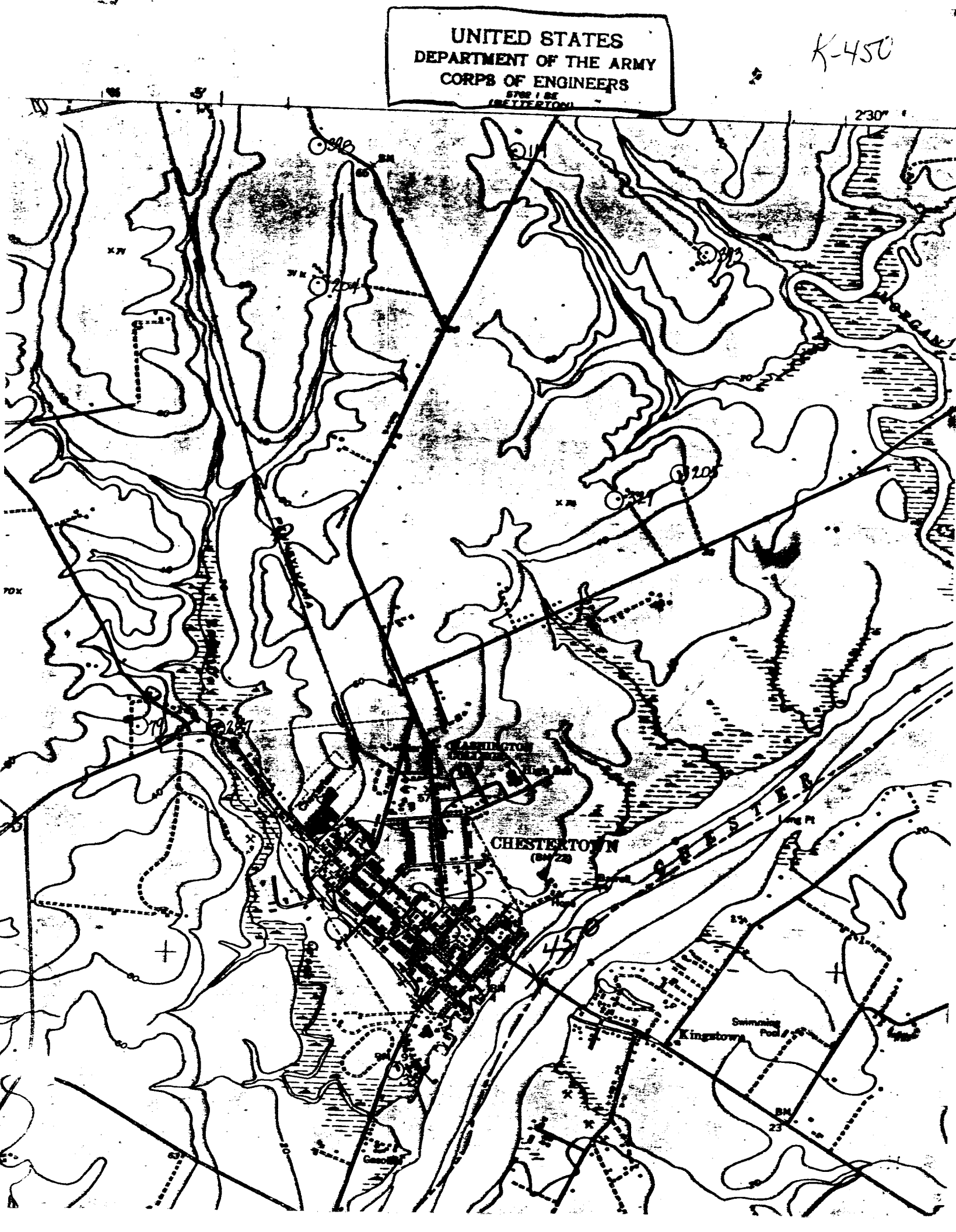


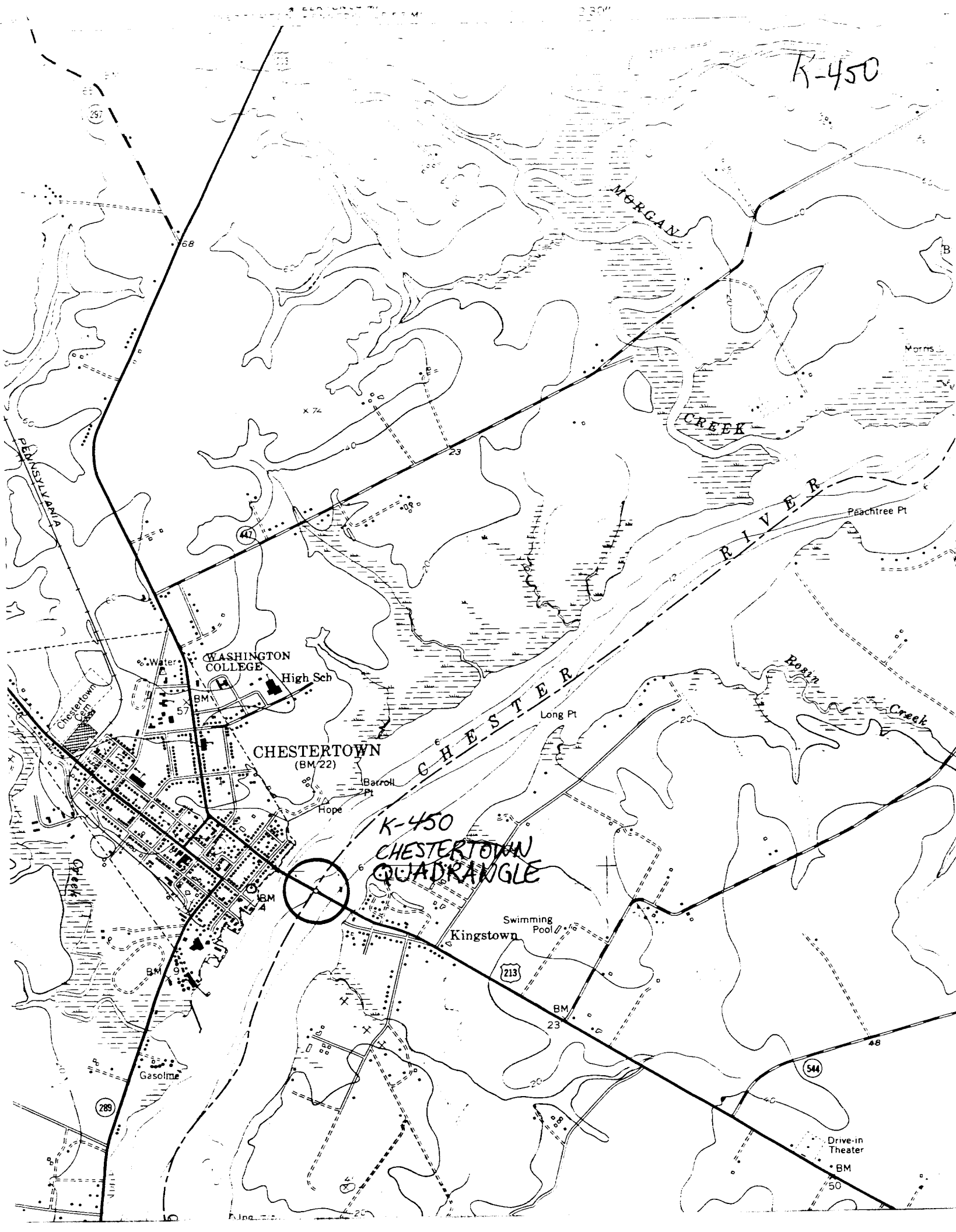

TH: BRIDGE WIDTH OVER WATER; STATE HIGHWAY RIGHT OF WAY OVER LAND.

GTH: NORTH - 140' NORTH OF LANTERN
SOUTH - 126' SOUTH OF LANTERN AT END OF SIDEWALK.


MAPLE
NHL BOUNDARY
QUEEN
RIVERSIDE TERRACE
200 WATER
K-450
K-334
K-333
K-14
K-19
K-5
K-12
K-13
K-16
K-450
200 WATER (also 103 M
Pearce Hse.


K-450
CHESTERTOWN
CHESTER RIVER BRIDGE
CHESTER
CHESTER RIVER
Gill Airport
FOXLEY MANOR
CHESTER ARMS
Kent Plaza Shop Ctr
LEES CORNER
Kent & Queen Annes Rescue Squad
Kent Co Health Ctr
Kent & Queen Annes County
Chestertown MS
MILE TREE VILLAGE
CALVERT HEIGHTS
Chestertown
Washington College
Board of Education
County Co 6
Town Hall
County Courthouse
Barroll Pt
National Guard Armory
HEATHER HEIGHTS
Chester River CC
Janes
Radcliffe
Creek
AUGUSTINE HERMAN ROAD
MORGNEC ROAD
WASHINGTON AVE
QUEEN ANNES COUNTY
KENT COUNTY
QUAKER NECK ROAD
CONRAIL
HIGH ST
MAIN ST
213
291
20
289


UNITED STATES
DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS
CHESTERTOWN
Kingstown
Swimming Pool


K-450
MORGAN
CREEK
Morris
PENNSYLVANIA
RIVER
CHESTER
Peachtree Pt
WASHINGTON
COLLEGE
High Sch
Water
BM
57
Chestertown
Cem
CHESTERTOWN
(BM 22)
Long Pt
Robin
Creek
Carroll
Pt
Hope
K-450
CHESTERTOWN
QUADRANGLE
BM
4
Swimming
Pool
Kingstown
213
BM
23
BM
9
Gasoline
289
544
48
Drive-in
Theater
BM
50

K-450
Chester River Bridge
View to Northeast
Chestertown
Kent County
M. L. Fritz
9/1980

SEP 25 1980
CHESTERTOWN, MARYLAND
PRINTED BY
J. Tyler Campbell

Chester River Bridge K 450

Chestertown · Kent County – Queen Anne's

W. S. Coar

6/18/83

M. H. T

S. E. from Chestertown Shoreline

#1 of 14

K-450

Chester River Bridge

Chestertown - Kent - Queen Annes Counties

W. S Coar

6/18/83

M.H.T

S.E from Chestertown Shoreline

#2 of 14

SPEED
LIMIT
30

K-450

- Chester River Bridge

Chestertown - Kent - Queen Annes Counties

W.S. Coar
6/18/83
M.H.T

Corner of Maple Ave - Water St. Approach
S E from Chestertown

#3 of 14

CHESTER
RIVER

K-450

Chester River Bridge

Chestertown - Kent - Queen Anne's Counties

W. S. Coar

6/18/83

M.H.T

Bridge Approach
S.E. from Chestertown

#4 of 14

K-450

Chester River Bridge

Chestertown - Kent - Queen Anne's County

W. S. Coar

6/18/83

M.H.T

Bridge Approach and Lamp-Post

S.E from Chestertown

#5 of 14

K-450

Chester River Bridge

Chestertown - Kent - Queen Anne's Counties

W. S Coar

6/18/83

M.H.T.

Bridge Surface and Gate Keepers House

S.E. from Chestertown

# 6 of 14

K. 450

Chester River Bridge

Chestertown - Kent - Queen Anne's Counties

W S Coar

6/18/83

M H T

Gate Keepers House

N W from Bridge Surface

# 7 of 14

K-450

Chester River Bridge

Chestertown - Kent - Queen Anne's Counties

W S. Coar
6/18/83
M.H.T

Gate Keepers House Detail

N.W from Bridge Roadway

#8 of 14

K-450

Chester River Bridge

Chestertown - Kent - Queen Annes Counties

W. S. Coar

6/18/83
M.H.T.

Bascule Lift Section and Lampposts

S E from Bridge Roadway

#9 of 14

K-450

Chester River Bridge

chestertown - Kent - Queen Annes Counties

W. S Coar

6/18/83

M. H.T

North side of Bridge from Queen Annes County Side

N W from Queen Annes County Side

#10 of 14

Chester River Bridge K-450

Chestertown - Kent - Queen Anne's Counties

W.S Coar

6/18/83

M.H.T

South Side of Bridge from Queen Anne's County Shoreline

Chestertown Waterfront in Background

N.W from Queen Anne's County

#11 of 14

K-450

Chester River Bridge

Chestertown - Kent - Queen Anne's Counties

W. S. Coar

6/18/83

MHT

Bridge Approach from Queen Anne's County

N W from Queen Anne's County

#12 of 14

K-450

Chester River Bridge

Chestertown - Kent Queen Annes Counties

W.S Coar

6/18/83

17. H.T

Bridge Surface and Lampposts ext

Queen Annes County Side

S.E from Bridge Surface

# 13 of 14

K-450

Chester River Bridge

Chestertown - Kent - Queen Annes Counties

W. S. Coar

6/18/83

M.H.T

Bridge Approach - Queen Annes County Side

S.E from Bridge Surface

#1, 4 of 14