

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: AA-2195

Name: BRIDGE #2053 (MD181 OVER SPA 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 bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </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>

gmg

CAPSULE SUMMARY
Annapolis-Eastport Bridge over Spa Creek
(AA-2195)

A double-leaf bascule structure, the Annapolis-Eastport Bridge (Maryland Department of Transportation Bridge No. 2053), runs north-south over Spa Creek connecting the historic city of Annapolis with the community of Eastport. Located within the city of Annapolis, the bridge carries Compromise Street from Annapolis to Eastport. Compromise Street (MD 181) is a two-lane road, and likewise, the bridge is two lanes wide, supporting one lane of traffic in each direction as well as pedestrian sidewalks on either side of the span.

Erected in 1946, the bridge spans Spa Creek with an overall length of 832 feet, the central 62 feet of which is a movable span. The roadway is 26 feet in width, and the pedestrian walkways measure six feet on either side of the roadway. A control tower is located at the west side of the bridge near the center of the span.

When the current bridge was erected in 1946, it replaced the narrower nineteenth century swing bridge that connected 4th Street in Eastport with the Duke of Gloucester Street in Annapolis. Although the swing bridge was simple, reliable, and economical, it was not ideal for providing passage over narrow waterways like Spa Creek. The new bridge was constructed as a bascule bridge with the firm of Waddell and Hardesty acting as the consulting engineering firm.

Dr. JAL Waddell, one the nation's early bridge engineers, founded the firm in 1887. Waddell promoted the form of the bascule bridge, and even patented his own design. The firm's early projects included railroads and highways and they quickly established a strong reputation in this field. The Commission of Roads would adopt the design as a standardized bridge design which would be used for another contemporary double-leaf bascule bridge, Stony Creek Bridge (AA-2196).

The bascule bridge at Spa Creek stands as an intact excellent example of this type of bridge. The refined design of the bridge and its connection with an engineer nationally renowned for his influence in the design of movable bridges makes it particularly notable.

MARYLAND HISTORICAL TRUST
MD INVENTORY OF HISTORIC PROPERTIES

Inventory No. AA-2195

=====

1. Name of Property

=====

historic name Annapolis-Eastport Bridge over Spa Creek
common/other name Bridge 2053 - MD 181 over Spa Creek, also known
as Bridge 15002 - MD 181 over Spa Creek

=====

2. Location

=====

street & number Compromise Street (MD 181) not for publication
city or town Annapolis vicinity state Maryland code MD
county Anne Arundel code 003 zip code 21402 and 21403

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3. State/Federal Agency Certification N/A

=====

4. National Park Service Certification N/A

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5. Classification

=====

Ownership of Property (Check all that apply)

- private
- public-local
- public-State
- public-Federal

Category of Property (Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing		Noncontributing	
<u>0</u>	<u>0</u>		buildings
<u>0</u>	<u>0</u>		sites
<u>1</u>	<u>0</u>		structures
<u>0</u>	<u>0</u>		objects
<u>1</u>	<u>0</u>		Total

Is this property listed in the National Register?

Yes Name of Listing _____

No

Maryland Inventory of Historic Properties
Annapolis-Eastport Bridge over Spa Creek
Compromise Street
Anne Arundel County, MD

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=====
6. Function or Use
=====

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: Bridge

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: Bridge

=====
7. Description
=====

Architectural Classification (Enter categories from instructions)

No Style
Other: Stripped Classicism

Materials (Enter categories from instructions)

foundation Concrete
roof N/A
walls N/A
other _____

Narrative Description (Describe the historic and current condition of the property.)

See Continuation Sheet No. 7-1

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8. Statement of Significance
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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

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Areas of Significance (Enter categories from instructions)

Transportation
Engineering

Period of Significance 1945-1948

Significant Dates 1945-1946

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation Undefined

Architect/Builder Waddell & Hardesty
McLean Contracting

Narrative Statement of Significance (Explain the significance of the property.)

See Continuation Sheet No. 8-1

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9. Major Bibliographical References

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(Cite the books, articles, legal records, and other sources used in preparing this form.)

Hole, Donna, Historic Preservation Planner for City of Annapolis.
Telephone Interview, May 27, 1998.

Hopkins, GM. Atlas of Anne Arundel County, Maryland.
Philadelphia, 1878.

Le Viness, Charles T., *A History of Road Building in Maryland*.
Baltimore: State Roads Commission of Maryland, 1958.

Martenet, Simon J. Martenet's Map of Maryland, Atlas Edition.
Baltimore: Simon J. Martenet, 1866.

Martenet, Simon J. and HF Walling and OW Gray, *New Topographical
Atlas of State of Maryland and the District of Columbia*.
Baltimore: Stedman, Brown and Lyon, 1873.

Maryland Department of Transportation, Bridge Division. 707 N.
Calvert Street, Baltimore, MD. Drawing Files and Vertical Files.

P.A.C. Spero & Company and Louis Berger & Associates. *Historic
Highway Bridges in Maryland: 1631-1960, Historic Context Report*,
July 1995 (Revised October 1995).

Warren, Mame. *Then Again ... Annapolis, 1900-1965*. Annapolis, MD:
Time Exposures Limited, 1990.

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10. Geographical Data
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Acreage of Property less than one acre

Verbal Boundary Description (Describe the boundaries of the property.)

The Annapolis-Eastport Bridge spans Spa Creek, a minor creek that runs southwest at the mouth of the Severn River. The bridge is located along Compromise Street (MD 181) in the city of Annapolis.

Boundary Justification (Explain why the boundaries were selected.)

The bridge has been associated with this site since its construction in 1946.

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11. Form Prepared By
=====

name/title Andrea W. Bakewell Lowery, Architectural Historian
organization EHT Traceries, Inc. date May 20, 1998
street & number 5420 Western Avenue telephone 301/656-5283
city or town Chevy Chase state MD zip code 20815
=====

12. Property Owner
=====

name State of Maryland
street & number _____ telephone _____
city or town _____ state ____ zip code _____
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Section 7 Page 1 Annapolis-Eastport Bridge over Spa Creek
name of property
Anne Arundel County, MD
county and state

=====

A double-leaf bascule structure, the Annapolis-Eastport Bridge (Maryland Department of Transportation Bridge No. 2053), runs north-south over Spa Creek connecting the historic city of Annapolis with the community of Eastport. Located within the city of Annapolis, the northern edge of the bridge is sited at the junction of Compromise and Duke of Gloucester streets, while the road near the southern end of the bridge changes from Compromise Street to 6th Street. Compromise Street (MD 181) is a two-lane road, and likewise, the bridge is two lanes wide, supporting one lane of traffic in each direction as well as pedestrian sidewalks on either side of the span.

Erected in 1946, the bridge spans Spa Creek with an overall length of 832 feet, the central 62 feet of which is a movable span. The roadway is 26 feet in width, and the pedestrian walkways measure six feet on either side of the roadway. A control tower is located at the west side of the bridge near the center of the span.

The original superstructure of the bridge, including the trunnions, remains in place. Each leaf is composed of steel floorbeams that tie into riveted bascule girders. The floorbeams in turn support rolled steel stringers and an open steel grid deck grating. The weight of each span is balanced by a counterweight that pivots on a trunnion bearing and is supported by two sets of trunnion towers. The mechanical equipment is electrically operated.

To either side of the movable span, the two-lane approach is paved with concrete with a medium-sized aggregate. Numerous patches are evident along the roadway, and the concrete is spalling in areas. A slightly elevated concrete pedestrian walkway, six feet in width, is located at either side of the approach. A modest steel rail, painted battleship gray and rusting in areas, rises at the outer edges of the pedestrian walkways. At the trunnions, the concrete supports rise up to the level of the railing by the pedestrian walkways. These concrete wing walls are cast to imitate the appearance of ashlar stonework, with each wall divided into striated panels. Traffic lights and wood and steel gates are located at the inner ends of each approach, and sets of streetlights with curving necks are located above the railing.

A control house is located on the west side of the northern leaf of the bridge. This control house is rectangular in plan, with a width of 13 feet 4 inches and a length of 16 feet. The tower rises from the water level to approximately 14 ½ feet above the roadway. The concrete walls, like the wing walls above the trunnions, are

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

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Section 7 Page 2 Annapolis-Eastport Bridge over Spa Creek
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cast to imitate the appearance of ashlar stonework. Each panel is cast with striations perpendicular to those of the adjacent panels, enhancing the stone-like effect. The upper 6 ¾ feet of the walls are clad in stainless steel. The control house bears the influence of Stripped Classicism, and is ornamented stylized columns at the corners and medallions at the cornice. Each stainless steel wall holds a group of three double-hung 1/1 aluminum sash windows, giving the controller views in both directions along the bridge as well as up and down the creek. An original single-leaf stainless steel door is located at the north elevation.

The substructure of the movable span includes two sets of trunnion towers ornamented with paneled cast concrete. The top of the northwest tower supports the control house. Timber fenders protect the trunnion towers.

The substructure of the approach spans consists of fixed beam spans divided by twelve sets of concrete pylons. In several of the rows of concrete pylons, the supports are splayed to accommodate greater loads. At each end of the bridge is a poured concrete abutment. At the northern end of the bridge, the railing gives way to an uncoursed stone retaining wall. Several pipes are carried across the creek on the underside of the bridge.

The banks of the creek slope gently down to the water. Private marinas are located at the eastern end of the bridge and at the southern side of the west end of the bridge. To the north of the bridge, the banks lining the river are residential in nature.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
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Inventory No. AA-2195

Section 8 Page 1 Annapolis-Eastport Bridge over Spa Creek
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The Annapolis-Eastport Bridge, which carries Compromise Street across Spa Creek, is one of a number of bascule bridges built in Maryland in the twentieth century. The form of the bascule bridge dates back to the Middle Ages. In the eighteenth century, advancements were made in the construction of bascule bridges when counterweights were introduced. The trunnion bascule, as seen at Spa Creek, was developed in the late nineteenth and early twentieth centuries, but evolved from these medieval roots.¹

Spero quotes bridge engineer J.A.L. Waddell as stating that bascule designs 'are scientific and they represent, probably, the best and most profound thought that has ever been devoted to bridge engineering.' The first important bascule bridges in the United States were constructed in the 1890s. The 1894 Van Buren Bridge in Chicago and the 1897 Michigan Avenue Bridge in Buffalo, NY are two such bridges.

Eastport and Annapolis, two historic Maryland communities, are separated by Spa Creek. Eastport, the site of the spring 1781 encampment of Lafayette and 1200 Continental light infantrymen, was a rural community that through the middle of the twentieth century depended on maritime industry. Immediately to the north across the creek was Annapolis, the Maryland state capital. Despite the fact that a bridge joined the two communities in the nineteenth century, the two remained distinct entities until Annapolis annexed Eastport in 1951.

Since 1868, a bridge had crossed Spa Creek connecting Annapolis with Eastport, then known as Horn Point. The first bridge, a wooden bridge located at the foot of 4th Street in Horn Point and Duke of Gloucester Street in Annapolis, was replaced by a metal bridge in 1908.² When the current bascule bridge was erected in 1946, it replaced the narrower 1908 metal bridge, which featured a swing span. Although the swing bridge was simple, reliable, and economical, it was not ideal for providing passage over narrow waterways like Spa Creek. The new bridge, although it did not follow the city grid of Annapolis, crossed the water in a shorter span. The reduced crossing distance and the narrowness of the creek made the bascule form the movable span of choice for the

1 P.A.C. Spero, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report*, July 1995 (Revised October 1995), 106.

2 Donna Hole, Historic Preservation Planner for City of Annapolis, Telephone Interview, May 27, 1998.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

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Section 8 Page 2 Annapolis-Eastport Bridge over Spa Creek
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replacement bridge.

The completion of the project was significant in the wake of World War II, with the economy shaken by strikes and shortages. At the close of 1946, the Chief Engineer stated:

Nationwide labor problems and strikes in basic industries soon after the war's end have brought about and are continuing to cause increasing shortages and mounting costs of all materials and labor - budgeted amounts have been rather completely upset.³

The Commission of Roads employed the firm of Waddell and Hardesty as the consulting engineers for the design of the 1946 Annapolis-Eastport bridge. The Commission of Roads subsequently adopted the design as a standardized bridge design. It is not surprising that standardized bridge designs were frequently employed during this lean Post-War period. While standardized plans were dominantly of the beam and slab type of construction, the bascule bridge was preferred for crossing narrow navigable waterways. Thus, the Annapolis-Eastport Bridge provided the model for another contemporary double-leaf bascule bridge that crossed a narrow navigable creek in Anne Arundel County, Stony Creek Bridge (AA-2196). Although numerous bascule bridges were constructed in Maryland in the twentieth century, only seventeen remain.⁴

The consulting engineering firm, Waddell and Hardesty, are today known as Hardesty and Hanover. Dr. John Alexander Low Waddell, one the nation's early bridge engineers, founded the firm in 1887. Waddell promoted the form of the bascule bridge, and even patented his own bascule bridge form.⁵ At the turn of the century, the firm's early projects included railroads and highways, but, given Waddell's considerable interest in movable bridges, they quickly established a strong reputation in this field. Hardesty and Hanover have continued in this tradition, counting bascule spans, vertical lift spans, swing spans, and rolling lift spans among their recent projects today.⁶

3 Charles T. Le Viness, *A History of Road Building in Maryland*. (Baltimore: Maryland State Roads Commission, 1958), 155.

4 Maryland Department of Transportation, Office of Bridge Development. *Bridge Inventory*, 1996.

5 Spero, *Historic Highway Bridges in Maryland*, 106.

6 "Company Profile Page: Hardesty and Hanover." <http://www.hardesty->

MARYLAND INVENTORY OF HISTORIC PROPERTIES
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The contractors for the construction of the bridge were a local group today known as McLean Contracting. The firm was founded in Baltimore in 1903 by Colin McLean. Despite the fact that the McLean family is no longer involved in the business, the firm still exists today in the Baltimore area, and counts among its recent projects the rehabilitation of movable spans in the state of Maryland.

The bascule bridge at Spa Creek stands as an intact excellent example of this type of bridge. The refined design of the bridge and its connection with an engineer nationally renowned for his influence in the design of movable bridges makes it particularly notable.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
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National Register Evaluation:

Constructed in 1946, the Annapolis-Eastport Bridge over Spa Creek in Anne Arundel County is eligible for the National Register of Historic Places.

The Annapolis-Eastport Bridge over Spa Creek does not meet the National Register Criteria A, B, or D. Preliminary research has not revealed any association between the bridge and events that have made a significant contribution to the broad patterns of our history (Criterion A) or the lives of persons significant in our past (Criterion B). There is no evidence that the bridge is likely to yield information important in history or prehistory (Criterion D).

However, based on Criterion C, the bridge, which embodies the distinctive characteristics of a type, period, and method of construction and possesses high artistic values, is National Register-eligible. The bridge strongly reflects two trends in bridge design: the renaissance of the bascule bridge and the development of standardized bridge design. Further, it is the design of an engineering firm notable for its contribution to movable spans, Waddell and Hardesty. Based on Criterion C, the bridge is National Register-eligible.

MARYLAND HISTORICAL TRUST	
Eligibility recommended <u>X</u>	Not Recommended _____
Comments: _____ _____ _____	
Review, OPS: <u>[Signature]</u>	Date: <u>1/27/99</u>
Reviewer, NR Program: <u>[Signature]</u>	Date: <u>2/5/99</u>

MARYLAND INVENTORY OF HISTORIC PROPERTIES
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Eastport-Annapolis Bridge over Spa Creek
name of property
Anne Arundel County, MD
county and state

=====

MARYLAND INVENTORY OF HISTORIC PROPERTIES

Geographic Organization:

Western Shore

Chronological/Development Period (s):

Modern Period (1930-present)

Prehistoric/Historic Period Theme (s):

Architecture, Landscape, and Community
Planning
Transportation

RESOURCE TYPE(S)

Category:

Structure

Historic Environment:

Suburban

Historic Function (s):

TRANSPORTATION/Bridge

Known Design Source:

Waddell and Hardesty

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

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Eastport-Annapolis Bridge over Spa Creek
name of property
Anne Arundel County, MD
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Chain of Title:

Owned by State of Maryland

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No.: Annapolis-Eastport Bridge over Spa Creek, SHA No. 2053
(MHT No: AA-2195)

Location:

Street/Road name and Number: Compromise Street (MD 181)

City/Town: Annapolis _____ vicinity

County: Anne Arundel

Ownership: State _____ County _____ Municipal _____ Other

This bridge projects over: _____ Road _____ Railway Water _____ Land

Is the bridge located within a 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

_____ Metal Truss Bridge

Movable 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

If other: _____ Type Name

Description:

Describe Setting:

A double-leaf bascule structure, the Annapolis-Eastport Bridge (Maryland Department of Transportation Bridge No. 2053), runs north-south over Spa Creek connecting the historic city of Annapolis with the community of Eastport. Located within the city of Annapolis, the northern edge of the bridge is sited at the junction of Compromise and Duke of Gloucester streets, while the road near the southern end of the bridge changes from Compromise Street to 6th Street. The banks of the creek slope gently down to the water. Private marinas are located at the eastern end of the bridge and at the southern side of the west end of the bridge. To the north of the bridge, the banks lining the river are residential in nature.

Describe Superstructure and Substructure:

Erected in 1946, the Annapolis-Eastport bridge spans Spa Creek with an overall length of 832 feet, the central 62 feet of which is a movable span. The roadway, which accommodates two lanes of traffic, is 26 feet in width, and the pedestrian walkways measure six feet on either side of the roadway. A control tower is located at the west side of the bridge near the center of the span.

The original superstructure of the bridge, including the trunnions, remains in place. Each leaf is composed of steel floorbeams that tie into riveted bascule girders. The floorbeams in turn support rolled steel stringers and an open steel grid deck grating. The weight of each span is balanced by a counterweight that pivots on a trunnion bearing and is supported by two sets of trunnion towers. The mechanical equipment is electrically operated.

To either side of the movable span, the two-lane approach is paved with concrete with a medium-sized aggregate. Numerous patches are evident along the roadway, and the concrete is spalling in areas. A slightly elevated concrete pedestrian walkway, six feet in width, is located at either side of the approach. A modest steel rail, painted battleship gray and rusting in areas, rises at the outer edges of the pedestrian walkways. At the trunnions, the concrete supports rise up to the level of the railing by the pedestrian walkways. These concrete wing walls are cast to imitate the appearance of ashlar stonework, with each wall divided into striated panels. Traffic lights and wood and steel gates are located at the inner ends of each approach, and sets of streetlights with curving necks are located above the railing.

A control house is located on the west side of the northern leaf of the bridge. This control house is rectangular in plan, with a width of 13 feet 4 inches and a length of 16 feet. The tower rises from the water level to approximately 14 ½ feet above the roadway. The concrete walls, like the wing walls above the trunnions, are cast to imitate the appearance of ashlar stonework. Each panel is cast with striations perpendicular to those of the adjacent panels, enhancing the stone-like effect. The upper 6 ¾ feet of the walls are clad in stainless steel. The control house bears the influence of Stripped Classicism, with stylized columns at the corners and medallions at the cornice. Each stainless steel wall holds a group of three double-hung 1/1 aluminum sash windows, giving the controller views in both directions along the bridge as well as up and down the river. An original single-leaf stainless steel door is located at the north elevation.

The substructure of the movable span includes two sets of trunnion towers of paneled cast concrete. The top of the northwest tower houses the control tower. Timber fenders protect the trunnion towers.

The substructure of the approach spans consists of fixed beam spans divided by twelve sets of concrete pylons. In several of the rows of concrete pylons, the supports are splayed to accommodate greater loads. At each end of the bridge is a poured concrete abutment. At the northern end of the bridge, the railing gives way to an uncoursed stone retaining wall. Several pipes are carried across the creek on the underside of the bridge.

Discuss major alterations:

This bridge remains much as it appeared originally. The steel girders, railings, and light fixtures have been repainted a number of times, and the concrete of the approach spans has been patched in places over time.

Is the bridge a significant example of its type?

The Annapolis-Eastport Bridge over Spa Creek is significant under Criterion C for its outstanding design and as an intact example of the bascule bridge, a popular bridge type in twentieth century Maryland. Furthermore, it is notable for its association with a prominent engineering firm that specialized in movable bridges, Waddell and Hardesty.

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

The Annapolis-Eastport Bridge over Spa Creek retains its integrity of location, design, setting, materials, and association. The control house, piers, and railings are unaltered. Replacement elements have been in kind. There has been no disruption of the structural or visual elements of the bridge. The bridge is potentially eligible for listing in the National Register of Historic Places.

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

The Annapolis-Eastport Bridge is a significant example of the collaborative work of the State Roads Commission and the engineering firm of Waddell and Hardesty. Dr. John Alexander Low Waddell, a nationally prominent bridge engineer established Waddell and Hardesty, in 1887. Waddell promoted the form of the bascule bridge, and the firm quickly became known for its expertise in movable bridges, a reputation that continues today at the firm, now known as Hardesty and Hanover.

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

Further study of this bridge may provide answers to the question of its impact on the growth and development of the areas of Annapolis and Eastport surrounding the bridge.

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a USGS map illustrating the location of the bridge.

Surveyor:

Name: Andrea Bakewell Lowery
Organization: EHT Traceries, Inc.
Address: 5420 Western Avenue
Chevy Chase, MD 20815

Date: May 22, 1998
Telephone: (301) 656-5283

Project Number: SP803B42—Historic Bridge Inventory

27 May-1998

[NR = National Register Eligible NR/D = District X = Not Eligible]

MHT Survey Number	Name/#	Street	Type	SHA NR Determination	SHPO Opinion	Remarks
AA-2195	Annapolis-Eastport Bridge over Spa Creek	MD 181 (Compromise St.)	S	NR		
AA-2196	Stony Creek Bridge	MD 173 (Ft. Smallwood Rd.)	S	NR		
CT-1214	Patuxent River Bridge	MD 231 (Hallowing Point Rd./ Prince Frederick Hughesville Rd.)	S	NR		

AA-2195

MOVABLES

Bridge Number	Bridge Name	Date Built	Comments
ANNE ARUNDEL			
2045	+MD 173 (Fort Smallwood Road) over Stony Creek (Stony Creek Bridge)	1946	2-lane, double leaf bascule with sidewalks on both sides of roadway, control tower located on north side of bridge near center of span. Original superstructure, including trunnion remains intact. 1986-concrete barriers added to separate sidewalks and roadway. Example of the work of Waddell and Hardesty, a firm established in 1887 and known for its expertise in movable bridges.
2053	+MD 181 (Compromise Street) over Spa Creek (Annapolis-Eastpoint Bridge)	1946	2-lane double leaf bascule with sidewalks. Control house located on west side of northern leaf of bridge. Example of work of Waddell and Hardesty.
BALTIMORE CITY			
BC5210	+Hanover Street over Middle Branch Patapsco River (Hanover Street Bridge)	1916	Concrete arch, double leaf bascule. Bascule is a Rail rolling lift designed by Strobel Steel Construction Co. of Chicago. North abutment slab is new, 1971-Bridge rehabilitated, 1990-foundations of arcades C and D replaced, 1992-major rehabilitation of machinery--center opening gear and drive replaced with enclosed speed reducer Has 4 identical neo-classical 'tender' houses, 37 approach spans and one main span. HYBRID
CALVERT			
4008	+MD 231 (Hallowing Point Road) over Patuxent River (Patuxent River Bridge, Benedict Bridge)	1950-51	2-lane center-bearing swing span with I-beam approach spans. Control house located at center pivot pier. Erected as part of construction boom following WWII. HYBRID
DORCHESTER			
09001	+MD 14 over Marshyhope Creek (Brookview Bridge)	1931	2-lane double leaf rolling lift bascule with concrete T-beams and concrete encased steel stringer on approach spans. 1993-original timber deck on bascule span replaced with concrete filled steel grid and bascule leaves locked in closed position. Eight concrete girder spans and bascule span. HYBRID
09008	+MD 795 (Maryland Avenue) over Cambridge Creek (Cambridge Bridge)	1939-1940	Double leaf rolling lift bascule. Bridge tenders house has had original roof altered to a flat roof and several windows replaced. Seven spans HYBRID
KENT/QUEEN ANNE'S			
140027	MD 213 over Chester River (Chester River Bridge)	1930	1967-Timber deck replaced with steel grid deck. 1988-89-bascule girders and superstructure were removed and repaired off-site. 1990-approach spans were replaced with precast sections and bascule span rehabilitated. Double leaf rolling lift bascule. 38 spans. HYBRID

TALBOT

20023 +MD 331 over 1932 Riveted through truss, center-bearing swing span with steel six-panel Pratt through truss approach spans. Tender house located off the bridge on the northwest approach. Eight concrete slab spans & movable span. **HYBRID**

(Dover Bridge)

WICOMICO

22009 +MD 991 over 1927 Located in Salisbury Historic district. 1933-repairs to bulkhead. 1981-replaced all floor beams and stringers of bascule span, repaired sidewalk supports, exterior of tender's house covered with aluminum siding, original windows replaced. Double leaf bascule of Chicago trunnion style. Three spans

(Wicomico River Bridge)

WORCESTER

23002 +MD 12 over 1932 Single leaf trunnion bascule span. 1954-new floor installed on bascule, 1990-floorbeams replaced. Two spans

(Snow Hill Bridge)

23004 +MD 675 over 1920 Located in Pocomoke City Survey District. Double-leaf trunnion bascule. 1988-50 ft. section of bridge collapsed into the river when two supporting piers failed, resulted in extensive overhaul. 1978-repairs made to bascule machinery-including replacing trunnion bearings, rebuilding trunnion assemblies, replacing the drive machinery on both east and west piers. Seven spans

(Pocomoke City Bridge)

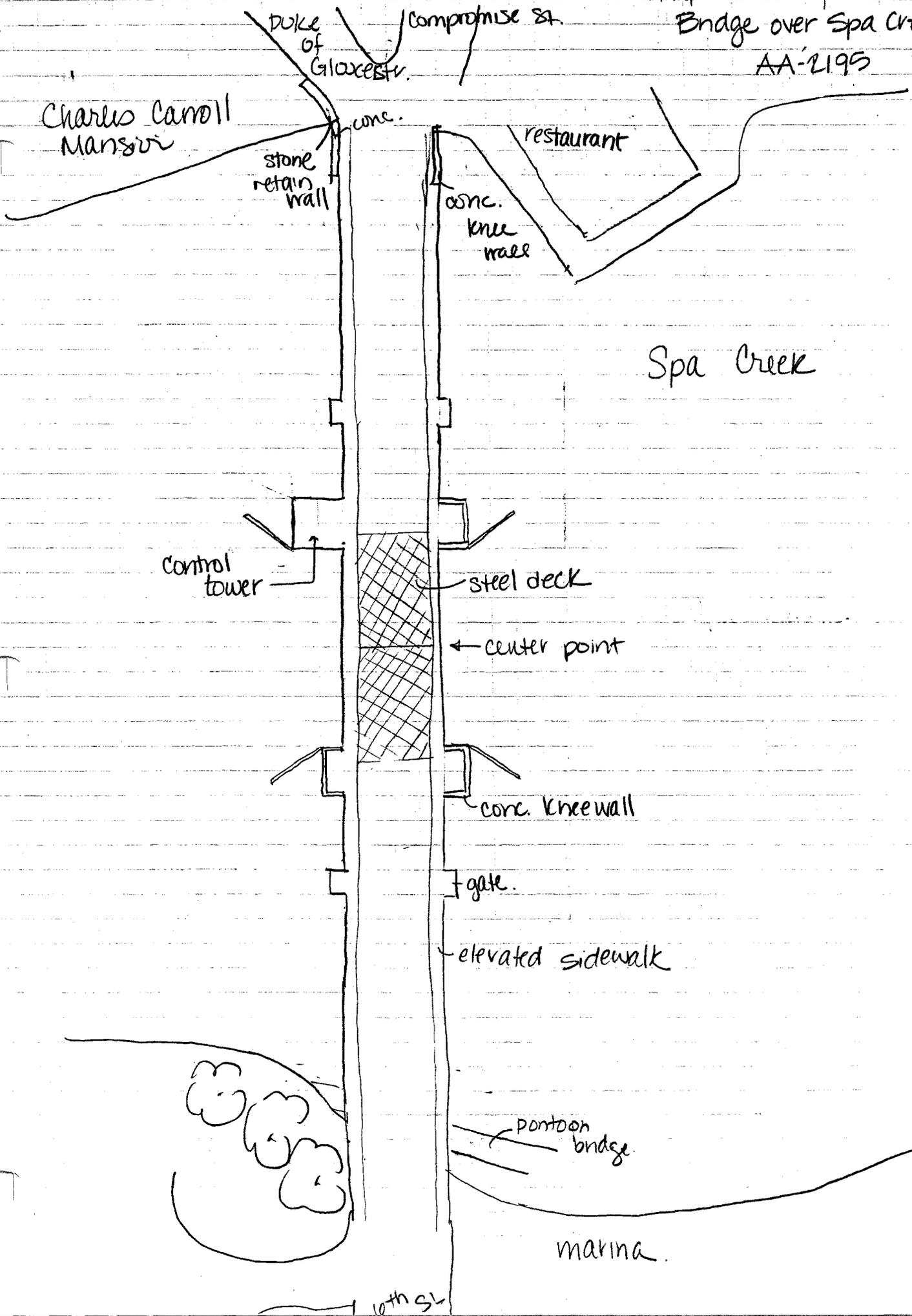
23007 +US 50 over 1942 Double leaf rolling lift bascule. 73 spans, 72 concrete slabs

(Ocean City Bridge)

HYBRID

↑
N

Annapolis - Eastport
Bridge over Spa Creek
AA-2195



Charles Carroll
Mansion

stone
retain
wall

conc.

Comprohise St.

restaurant

conc.
knee
wall

Spa Creek

control
tower

steel deck

← center point

conc. kneewall

gate

elevated sidewalk

pontoon
bridge

marina

10th St

9302289

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

Property/District Name: Bridge 2053, MD 181 over Spa Creek Survey Number: AA-2195

Project: Installation of fencing on Bridge 2053 Agency: SHA

Site visit by MHT Staff: no yes Name Elizabeth Hannold Date 10/12/93

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 information provided by SHA, Bridge 2053 meets the National Register Criteria for individual listing. The double leaf bascule bridge is one of only three intact movable span bridges in Anne Arundel County (the other two are slated for replacement by SHA). It fits well into its riverine setting and is representative of the importance of the boat as a means of transportation in Annapolis and Anne Arundel County. In addition, it acrues significance because it was designed in 1946 by Waddell and Hardesty, a New York firm which was the successor to the firm established by J.A.L. Waddell, well known designer of movable span bridges and bridge historian. The bridge is located at the edge of the Annapolis historic district and serves as a gateway to the historic harbor area. Although only 47 years of age Bridge 2053 meets the National Register Criteria exception G for exceptional significance.

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

Prepared by: Rita Suffness

Elizabeth Hannold October 26, 1993
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable

R. Andrews 10/27/93
Reviewer, NR program Date

Survey No. AA-2195

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

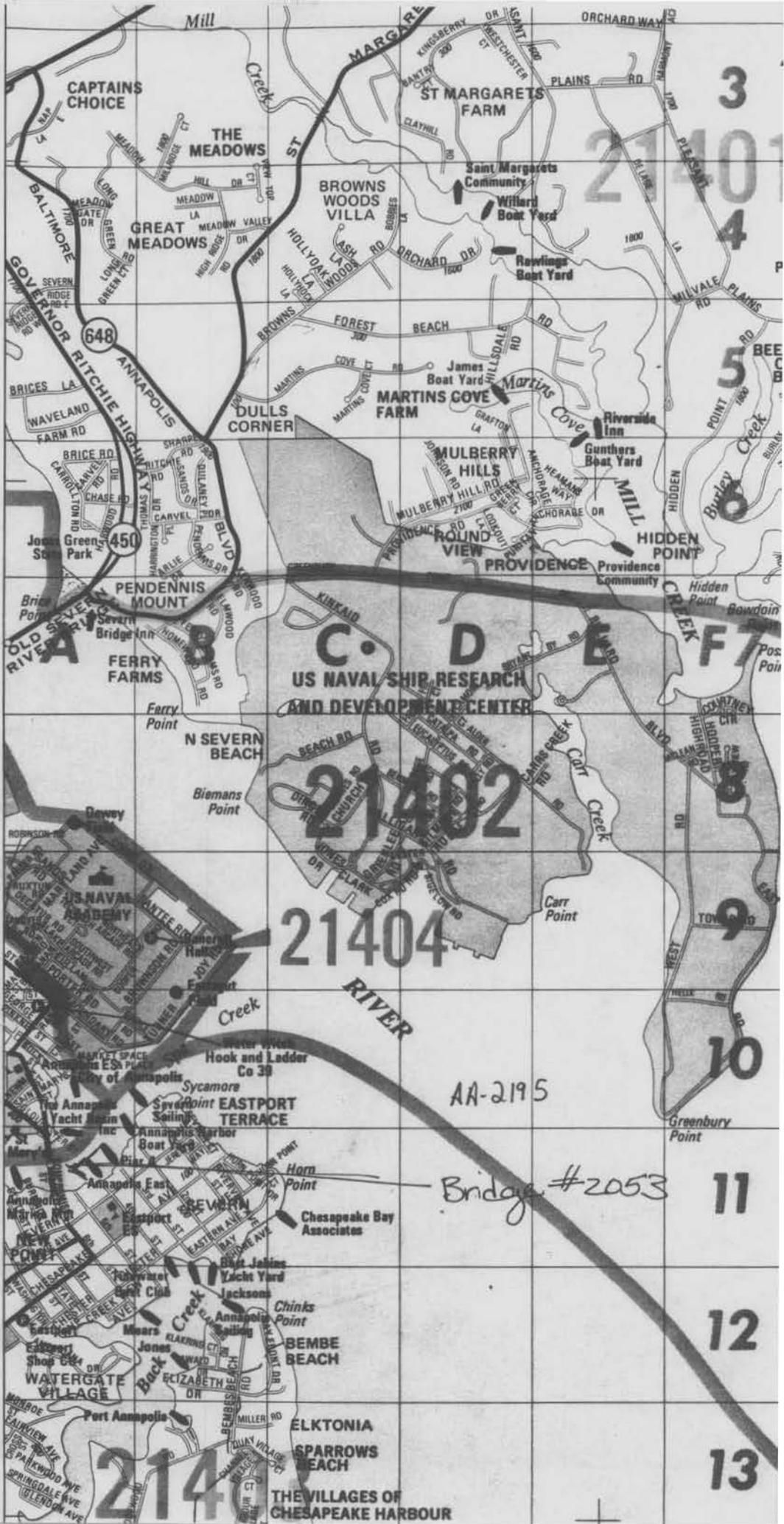
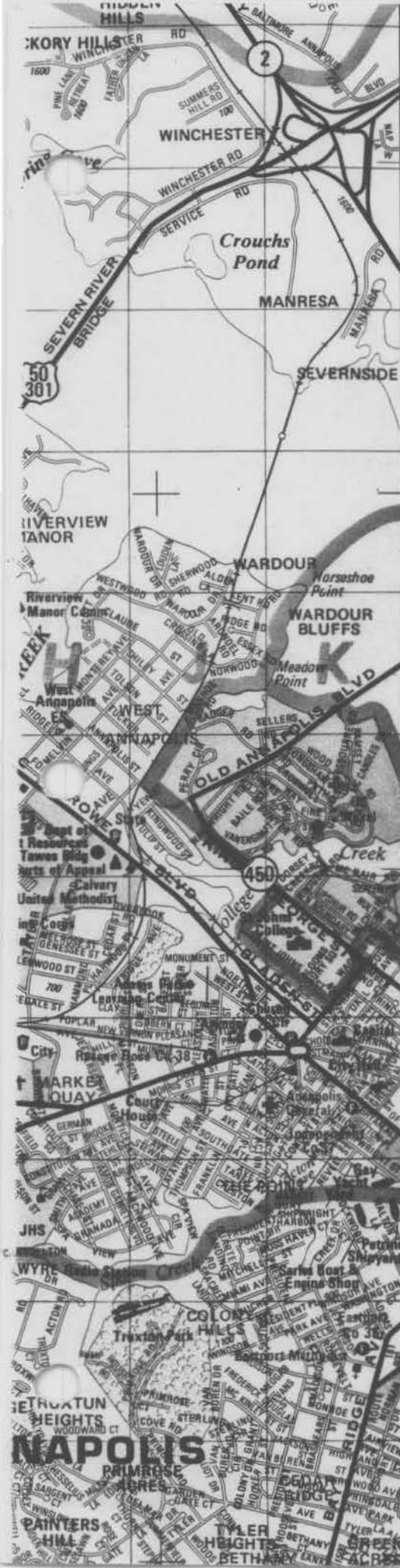
V. Resource Type:

Category: Structure

Historic Environment: Urban

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

Known Design Source: NA



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21401
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21402
21404

AA-2195

Bridge #2053

2140



AA-2195

Annapolis - Eastport Bridge over Spa Creek

Anne Arundel County, MD

Traceries

5/98

Maryland SHPO

Bridge, looking east

1 of 11



AA-2195

Annapolis - Eastport Bridge over Spa Creek

Anne Arundel County, MD

Traceries

5/98

Maryland SHPO

Bridge, looking east

2 of 11



AA-2195

Annapolis-Eastport Bridge over Spa Creek

Anne Arundel County, MD

Traceries

Slab

Maryland SHPO

Bridge, East Elevation

3 of 11



AA-2195

Annapolis - Eastport Bridge over Spa Creek

Anne Arundel County, MD

Traceries

Slab

Maryland SHPO

Bridge, looking Northeast

4 of 11



AA-2195

Annapolis - Eastport Bridge over Spa Creek

Anne Arundel County, MD

Traceries

5/98

Maryland SHPO

Bridge, West Elevation

5 of 11



AA-2195

Annapolis - Eastport Bridge over Spa Creek
Anne Arundel County, MD

Traceries

5/98

Maryland SHPO

Bridge, looking North

6 of 11



AA-2195

Annapolis - Eastport Bridge over Spa Creek

Anne Arundel County, MD

Traceries

5/98

Maryland SHPO

Movable Span, looking NE

7 of 11



AA-2195

Annapolis - Eastport Bridge over Spa Creek

Anne Arundel County, MD

Traceries

5/98

Maryland SHPO

Movable Span, looking North

8 of 11



AA-2195

Annapolis-Eastport Bridge over Spa Creek

Anne Arundel County, MD

Tracerics

5198

Maryland SHPO

Control Tower, South Elevation

9 of 11



AA-2195

Annapolis-Eastport Bridge over Spa Creek

Anne Arundel County, MD

Traceries

5/98

Maryland SHPO

Control Tower, North Elevation

10 of 11



AA-2195

Annapolis - Eastport Bridge over Spa Creek

Anne Arundel County, MD

Traceries

5/98

Maryland SHPO

Bridge, West Elevation

11 of 11