



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

**PRESERVATION VISION 2000; THE MARYLAND PLAN  
STATEWIDE HISTORIC CONTEXTS**

**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:**

- 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 Prehistoric  
 Unknown Historic

**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: Rural

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

Known Design Source: Maryland State Roads Commission

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

MHT No. CE-1490

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

**LOCATION:**

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

City/town North East Vicinity X

County Cecil

This bridge projects over: Road  Railway  Water  Land

Ownership: State  County  Municipal  Other

**HISTORIC STATUS:**

Is the bridge located within a designated historic district? Yes  No

National Register-listed district  National Register-determined-eligible district

Locally-designated district  Other

Name of district \_\_\_\_\_

**BRIDGE TYPE:**

Timber Bridge \_\_\_\_\_:

Beam Bridge  Truss -Covered  Trestle  Timber-And-Concrete

Stone Arch Bridge \_\_\_\_\_

Metal Truss Bridge \_\_\_\_\_

Movable Bridge \_\_\_\_\_:

Swing  Bascule Single Leaf  Bascule Multiple Leaf

Vertical Lift  Retractable  Pontoon

Metal Girder X \_\_\_\_\_:

Rolled Girder X \_\_\_\_\_ Rolled Girder Concrete Encased \_\_\_\_\_

Plate Girder \_\_\_\_\_ Plate Girder Concrete Encased \_\_\_\_\_

Metal Suspension \_\_\_\_\_

Metal Arch \_\_\_\_\_

Metal Cantilever \_\_\_\_\_

Concrete \_\_\_\_\_:

Concrete Arch  Concrete Slab  Concrete Beam  Rigid Frame

Other  Type Name \_\_\_\_\_

**DESCRIPTION:**

**Setting:** Urban \_\_\_\_\_ Small town \_\_\_\_\_ Rural X \_\_\_\_\_

**Describe Setting:**

Bridge No. 7034 carries MD 272 (North East Road) over Northeast Creek in Cecil County. MD 273 runs north-south and Northeast Creek flows east-west. The bridge is located in the vicinity of North East, and is surrounded by farmland.

**Describe Superstructure and Substructure:**

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

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

**Discuss Major Alterations:**

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

**HISTORY:**

**WHEN was the bridge built:** 1936 \_\_\_\_\_

**This date is:** Actual X \_\_\_\_\_ Estimated \_\_\_\_\_

**Source of date:** Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form \_\_\_\_\_

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

**WHY was the bridge built?**

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

**WHO was the designer?**

Unknown

**WHO was the builder?**

Unknown

**WHY was the bridge altered?**

The bridge was altered to correct functional or structural deficiencies.

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

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

**SURVEYOR/HISTORIAN ANALYSIS:**

**This bridge may have National Register significance for its association with:**

- A - Events** \_\_\_\_\_ **B- Person** \_\_\_\_\_  
**C- Engineering/architectural character** \_\_\_\_\_

The bridge does not have National Register significance.

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

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

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

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

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

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?**

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?**

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

**Is the bridge a significant example of its type?**

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

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

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

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

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

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

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

**BIBLIOGRAPHY:**

County inspection/bridge files \_\_\_\_\_ SHA inspection/bridge files   X  

Other (list):

Gunnarson, Robert

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

Johnson, Arthur Newhall

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

Tyrrell, Henry G.

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

**SURVEYOR:**

**Date bridge recorded** 3/4/97

**Name of surveyor** Caroline Hall/Eric F. Griffitts

**Organization/Address** P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204

**Phone number** (410) 296-1685 **FAX number** (410) 296-1670

Cecil county  
Tax Map 19



RONALD L. UNDERWOOD  
NDS 283/612  
204.66A  
P.2

ROBERT H. MENDENHALL  
NDS 36/218  
79.36 A.  
P.113

KEITH T. BARE  
WAS 376/420  
51.432A  
P.431

LILAH K. BARE  
NDS 365/936  
126.76 A  
P.112

VIRGINIA C. MAGNESS  
NDS 159/34  
81.04A  
P.111

MELVIN & SMITH  
WAS 190/338  
10.76A  
P.14

ROBERT VAN WEAVER  
RAC 68/434  
68.64A  
P.13

JOHN GAMBLE  
RRC 70/319  
41.97A  
P.118

WELLEN G. MAULY  
WAS 998/176  
58.176A  
P.77

JAMES D. WEAVER JR.  
WAS 280/316  
97.95A  
P.63

REGINAL G. WEAVER  
RRC 31/175  
113.66A  
P.48

LARRY'S HOMES, INC  
NDS 128/209  
25.99A  
P.280

LARRY'S HOMES, INC  
WAS 285/606  
31.01A  
P.315

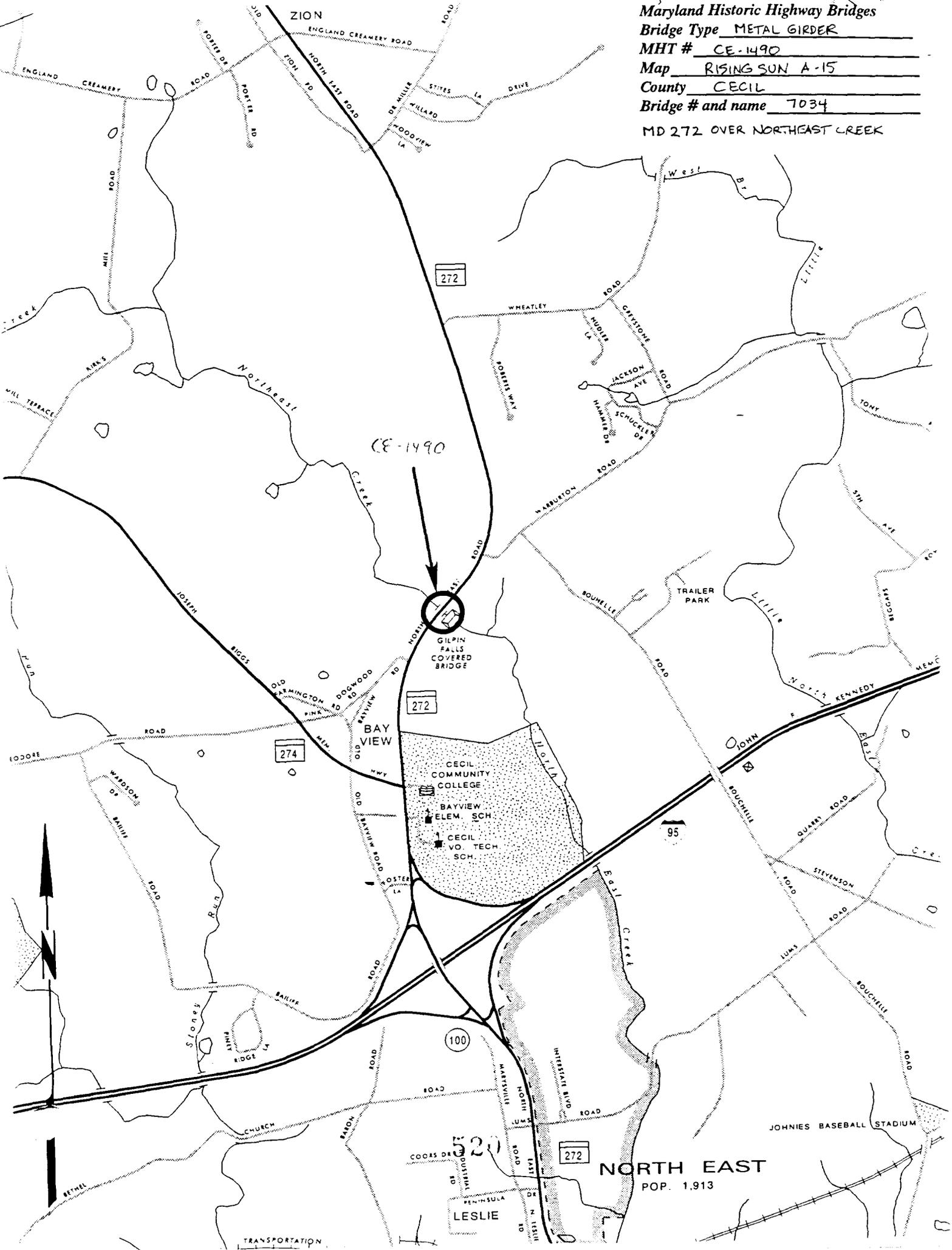
HELEN B. WARNER  
WAS 60/433  
135.12A  
P.186

STEVE WLODZIMIR  
WAS 368/26  
15.975 A  
P.27

CC-1190

JOHN F. KENNEDY MEMORIAL

Maryland Historic Highway Bridges  
 Bridge Type METAL GIRDER  
 MHT # CE-1490  
 Map RISING SUN A-15  
 County CECIL  
 Bridge # and name 7034  
 MD 272 OVER NORTHEAST CREEK



9263800

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

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

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

Site visit by MHT Staff:  no  yes Name \_\_\_\_\_ Date \_\_\_\_\_

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)

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

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

Prepared by: Rita Suffness

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

NR program concurrence:  yes  no  not applicable  
R. Anderson 2-3-93  
Reviewer, NR program Date

DT

Survey No. CE 1490

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:

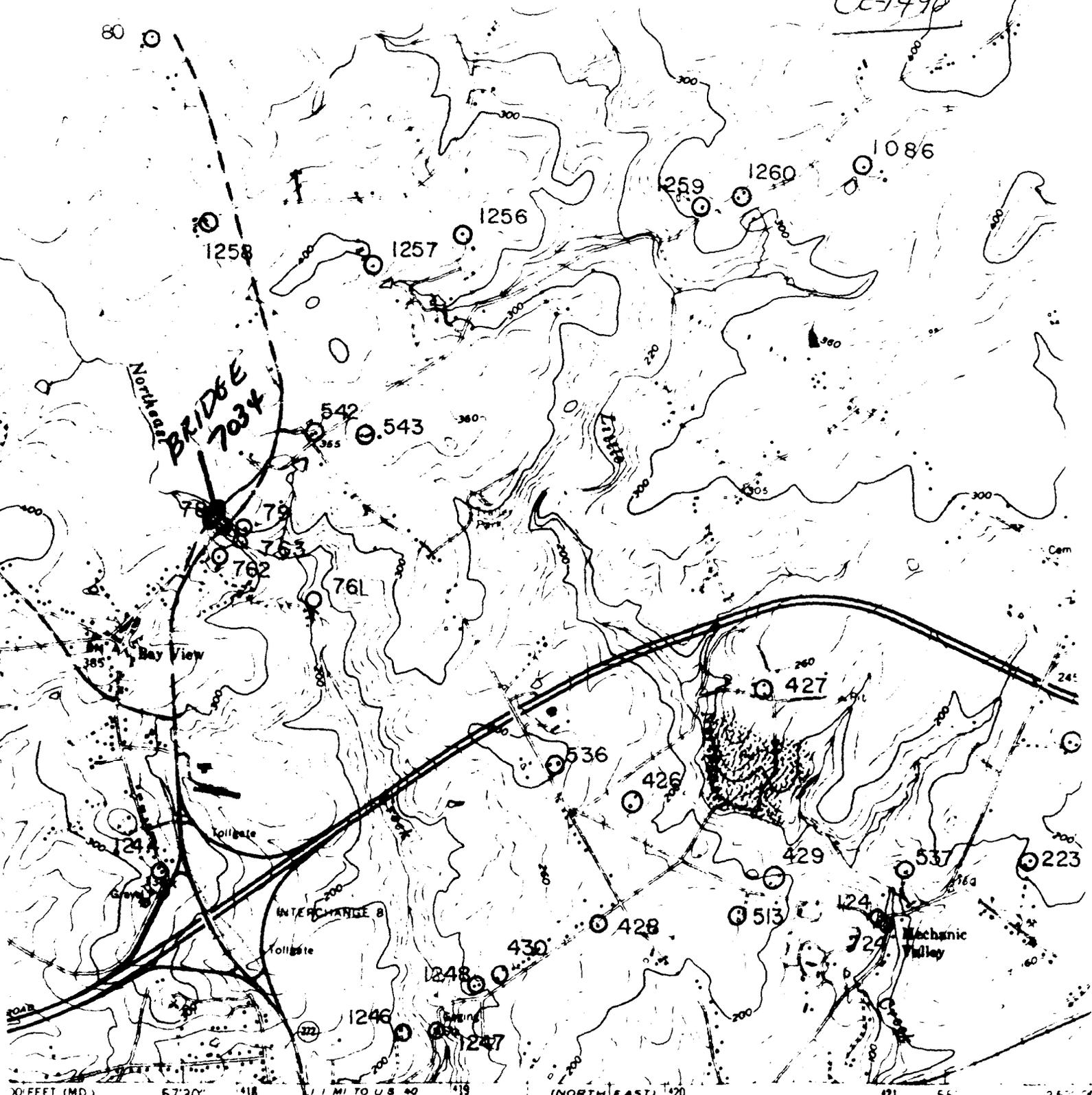
Category: Structure

Historic Environment: Rural

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

Known Design Source: Unknown

CE-1490



INDIVIDUAL NR LOCATION SCALE 1:24,000

BOUNDARIES FOR LOCALLY ZONED H.D.

BOUNDARIES FOR NR H.D.

11 MILES

CONTOUR INTERVAL 20 FEET

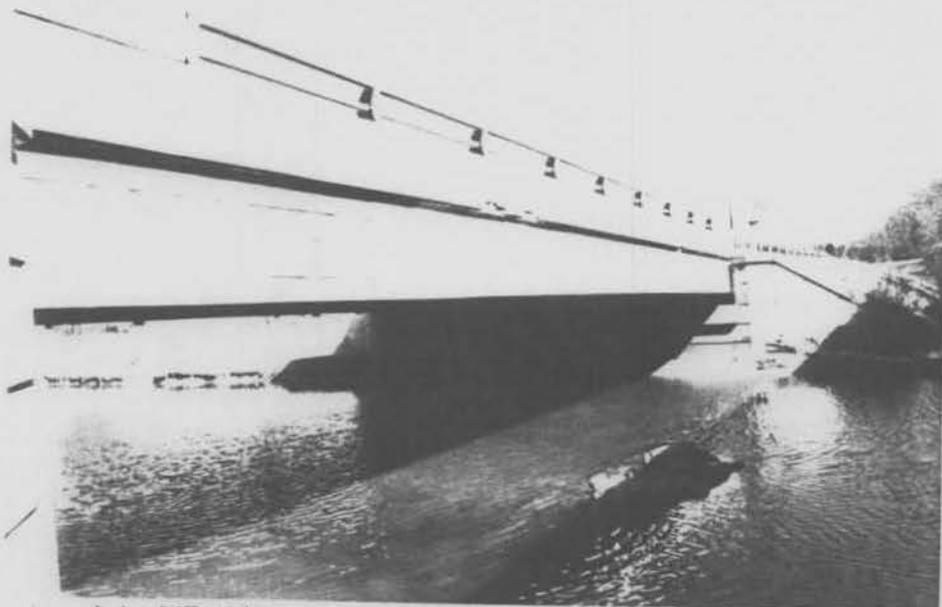
LEVEL SURVEY COVERAGE

RECONNAISSANCE LEVEL SURVEY COVERAGE

U.S. GEOLOGICAL SURVEY, WASHINGTON, D. C.

A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON...

CE-1490



Br No 7034



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



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



1. CE - 1490
2. MD 272 over Northeast Creek
3. Cecil
4. ERIC Griffiths
5. 3-97
6. MD SHPD
7. GLIPEN Covered Bridge
8. 3 of 6



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



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



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