

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes no

Property Name: Thomas J. Hatem Memorial Bridge Inventory Number: HA-2182
CE-1550
 Address: US 40 over Susquehanna River between Havre de Grace, MD and
Perryville, MD Historic district: yes no
 City: _____ Zip Code: _____ County: Cecil/Harford
 USGS Quadrangle(s): Havre De Grace
 Property Owner: Maryland Transportation Authority Tax Account ID Number: _____
 Tax Map Parcel Number(s): _____ Tax Map Number: _____
 Project: Replace the existing deck and repairs to substructure Agency: Maryland Transportation Authority
 Agency Prepared By: Straughan Environmental Services, Inc
 Preparer's Name: Paula Landy Date Prepared: 4/4/2007

Documentation is presented in: Archives of MD. Maryland Manual. Vol.0159.1940-41; Archives of MD. Maryland Manual.
Vol.0165. 1953-54; Archives of MD. Maryland Manual. Vol. 0409; MD SHA. Historic Highway
Bridges in MD 1631-1960: Historic Context Report, 1995.

Preparer's Eligibility Recommendation: X Eligibility recommended _____ Eligibility not recommended
 Criteria: X A _____ B X C _____ D Considerations: _____ A _____ B _____ C _____ D _____ E _____ F _____ G

Complete if the property is a contributing or non-contributing resource to a NR district/property:
 Name of the District/Property: _____
 Inventory Number: _____ Eligible: _____ yes _____ no _____ Listed: _____ yes _____ no _____
 Site visit by MHT Staff _____ yes X no _____ Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Description of Property

The Thomas J. Hatem Memorial Bridge carries US Route 40 (Pulaski Highway) over the Susquehanna River between Havre de Grace, Harford County, Maryland and Perryville, Cecil County, Maryland. Garrett Island lies in the river below the bridge. This multiple span truss bridge, constructed of steel and concrete, features a number of Wichert truss spans; the bridge possesses a high degree of integrity and retains its character-defining elements--original truss members, connections, and piers. In Historic Highway Bridges in Maryland 1631-1960: Historic Context Report: it is noted that

[t]he Wichert truss is a significant type of continuous truss. Continuous trusses have a chord and web configuration that continues uninterrupted over one or more intermediate supports, compared with simply supported trusses which are supported only at each end. Due to concerns over potential stresses caused by intermediate pier settlement, continuous trusses were not generally employed until the early twentieth century. In 1930, E. M. Wichert of Pittsburgh addressed the problem with his Wichert truss, a

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Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <u>X</u> A <u>_____</u> B <u>X</u> C <u>_____</u> D	Considerations: <u>_____</u> A <u>_____</u> B <u>_____</u> C <u>_____</u> D <u>_____</u> E <u>_____</u> F <u>_____</u> G
MHT Comments:	
<u>Jim Jarlman</u> Reviewer, Office of Preservation Services	<u>5/9/2007</u> Date
<u>[Signature]</u> Reviewer, National Register Program	<u>5/9/07</u> Date

continuous truss in which hinged quadrilateral sections were included over the intermediate piers. Wichert's first major truss bridge constructed to this design was the 1937 Homestead High Level Bridge over the Monongahela River at Pittsburgh. (Maryland State Highway Administration. July 1995)

The Maryland State Roads Commission chose the Wichert truss design for several long-span bridges from 1937-1940.

The J. E. Greiner Company designed and performed engineering support for construction of the bridge. From the west (Havre de Grace), Spans 1-9 are simply supported steel girder spans. Spans 10-15 are characterized as continuous Wichert girder spans. Spans 16-18 exemplify continuous Wichert deck truss spans. Spans 19-21 are comprised of Wichert main through truss spans. Over Garrett Island, Spans 22-35 are continuous Wickert girder spans. Over the river's eastern channel, Spans 36-38 are characterized as Wichert main through truss spans, followed by Spans 39-42, continuous Wichert deck truss spans. Spans 43-47 are continuous Wichert girder spans. To the opposite shore, Spans 48-53, are simply supported steel beam spans.

Its superstructure, at its highest point, soars 177 feet above the Susquehanna River. The concrete piers, some of which extend as much as 117 feet below the surface, support the structure. The bridge's span (abutment to abutment) of 7,613 feet (1.44 miles) includes approximately 2,169 feet over the western channel of the Susquehanna River; 1,509 feet over Garrett Island; and 1,646 feet over the eastern channel. The western approach is 1,039 feet and the eastern approach is 1,248 feet. Between curbs, the road's width is 46 feet and it accommodates four lanes of traffic. The bridge was designed as part of a planned highway for national defense. The first vehicles crossed the bridge on August 28, 1940.

As of early 2007, the bridge is in continuous use; however, the Maryland Transportation Authority is designing needed repairs to the deck and substructure.

Eligibility Determination

Based on Criterion A and Criterion C, we believe the Thomas J. Hatem Bridge is eligible for the National Register of Historic Places.

Criterion A:

For more than 200 years, ferry boats crossed the Susquehanna River between Havre de Grace, Harford County, Maryland and Perryville, Cecil County, Maryland. Subsequently, several railroad bridges were constructed. A vehicular toll bridge was constructed in 1910 (actually converted from a former railroad bridge). It was privately owned and operated between 1910 and 1923 when the State Roads Commission (the forerunner of the Maryland Transportation Authority) acquired it. Locally, this original toll bridge was known as the Gold Mine Bridge, in reference to the revenue it generated for its owners. It was extremely narrow for vehicles. With just 13 feet of road width, trucks crept past one another; even so, there were numerous accidents. In 1926, in an effort to resolve the problem, the State Roads Commission constructed a deck over the existing bridge, each level accommodating one-way traffic. Although this solution was considered to be one of the most ingenious bridge engineering feats of the time, new problems arose, as the vertical clearance between the decks, just 12.5 feet, was inadequate. The need for a newer, more modern structure to accommodate the larger commercial vehicles and loads of the times was obvious by the mid-1930s.

Concurrently, in 1937, the Maryland General Assembly authorized the State Roads Commission to formulate a comprehensive plan for the construction of bridges and tunnels across major water bodies in Maryland. John E. Greiner's firm drafted the report, Maryland's Primary Bridge Program. This comprehensive plan for bridges over Maryland's important waterways was developed after years of study and planning. "The necessity for constructing adequate bridges in Maryland, has a national significance, as

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Eligibility recommended _____

Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

well as being vital to the State...for those bridges included in the original program...are a necessity to the National Defense."(Maryland Manual. Vol.0159. p.87.)

The following year, 1938, the US Congress (by virtue of its regulatory powers over navigable waterways) ratified the program and provided for the construction of a bridge across the Susquehanna River, parallel to the double-decker bridge. Construction of the Susquehanna River Bridge began on December 5, 1938 and was completed in 1940. The cost of the bridge was approximately 4.5 million.

In 1986, it was later renamed the Thomas J. Hatem Memorial Bridge after a Harford County public servant.

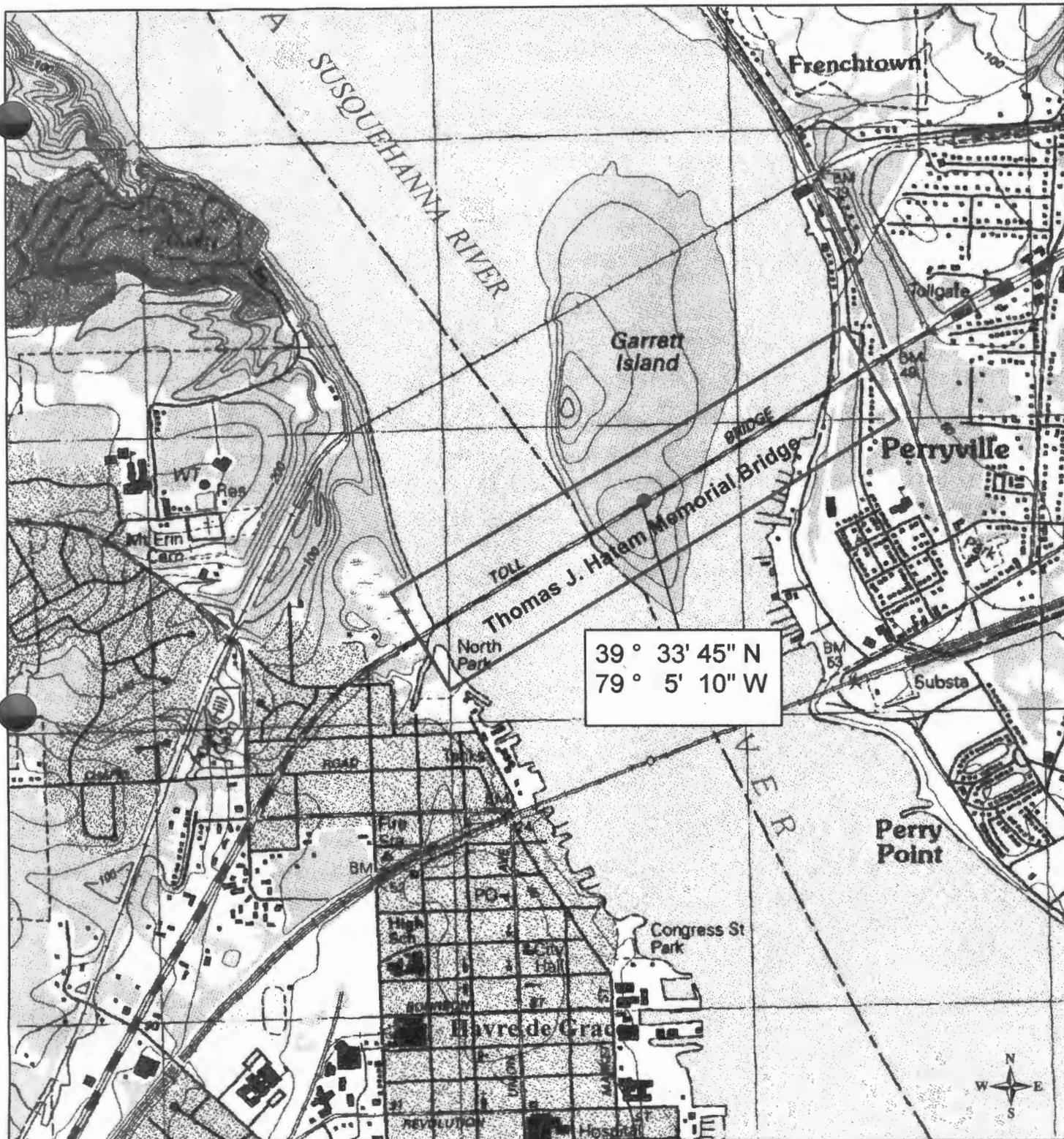
Criterion C:

John E. Greiner and the company he founded in 1908 "matched the best in America, in large part due to its founder's well-established reputation within bridge design circles." J. E. Greiner Company's "growth closely paralleled the expansion of America's surface transportation network, in particular the interstate highway system." (Weingardt, 2005). In February 1937, coinciding with the 25th anniversary of the founding of the Johns Hopkins' School of Engineering, John E. Greiner was recognized as one of the nation's outstanding engineers and awarded an honorary doctor of engineering degree for his innovative work in conjunction with the "practices, methods and standards of bridge building." (www.jhu.edu/~gazette/2007/19feb07/19comm.html)

In May, 1941, shortly after the opening of the Susquehanna River Bridge, the American Institute of Steel Construction, Inc. awarded the J. E. Greiner Company "First Place in Class A Structures, this bridge being recognized as the most beautiful steel bridge to be constructed in America during 1940." (Maryland Manual.Vol. 0159. p. 89). The bridge employs the "relatively new Wichert Truss which needs less steel and spreads to take up extra stress when its piers settle in soft river bottoms. It was built at a cost of 4,085,000 by Baltimore's J. E. Greiner Co., winners of an honorable mention last year."(www.time.com/time/magazine/article/0,9171,790117,00.html

The J. E. Greiner Company is associated with numerous designs and supervision of major construction projects in Maryland and throughout the country. Notable examples include: Hanover Street Bridge, now the Viet Nam Veteran's Memorial Bridge, (1916); the magnificent Governor Harry W. Nice Memorial Bridge (1940); the first span of the Chesapeake Bay Bridge Bay Bridge, renamed in 1976, William Preston Lane, Jr. Memorial Bridge (1952), followed by the second span (1973).

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MHT Comments:													
_____							_____						
Reviewer, Office of Preservation Services							Date						
_____							_____						
Reviewer, National Register Program							Date						



39 ° 33' 45" N
79 ° 5' 10" W



**STRAUGHAN
ENVIRONMENTAL
SERVICES, INC.**

**Property Name:
Thomas J. Hatem Memorial Bridge**

**MHIP:
CE-1550
HA-2182**

Scale:

1 inch equals 1,500 feet

0 0.125 0.25 0.5
Miles

Source: USGS. 1992. 7.5-Minute Topographic Quadrangle for Havre de Grace, Maryland.



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HA - 2182