

Maryland Historical Trust

Maryland Inventory of Historic Properties number: Ch-339

Name: Beal Acton - Newtown Rd 21522 (US 201)

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <input checked="" type="checkbox"/>	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> 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>

*AmB*

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

MHT Number CH-389

Name and SHA No. CH 9 over Clark Run

**Location:**

Street/Road Name and Number: Bel-Alton, Newtown Road over Clark Run

City/Town: Bel Alton Vicinity X

County: Charles

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

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

**Description:**

**Describe Setting:**

Bridge No. Ch 9 carries Bel-Alton, Newtown Road north-south over Clark Run in Charles County, Maryland. Both approaches to the bridge are slightly curved and level. Both approaches to the bridge are tree lined. Overhead utility lines parallel the east side of the bridge.

**Describe Superstructure and Substructure:**

Bridge No. Ch 9 is a single span rolled girder bridge 41'± in length. The superstructure is supported by wide flange rolled girder beams. The bridge surface is bituminous concrete, and has a clear roadway width 30.2'. The substructure consists of timber abutments and timber wingwalls. The railings appear to be concrete posts with a double concrete crossbeams for lateral support.

**Discuss Major Alterations:**

Around 1972 this bridge caught fire. One of the abutments was badly charred, in addition the steel beams showed minor warping from the fire.

**History:**

**When Built:** 1941

**Why Built:** Built as part of a statewide road improvement program, to meet local transportation needs.

**Who Built:** Unknown

**Why Altered:** Repaired after a fire.

**Was this bridge built as part of an organized bridge building campaign:** Yes, this bridge was built as part of a state road improvement program.

**Surveyor Analysis:**

**This bridge may have NR significance for association with:**

A Events  Person

C Engineering/Architectural

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

An earlier bridge crossing Clark Run was located a short distance to the north of the current bridge location. This bridge was part of the several secondary north-south roads

which carried traffic between Bel-Alton and Newtown. This earlier bridge was in existence as early as 1914. The current bridge was probably built as part of a project designed to straighten a series of curves in the road.

**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?**

The construction of the new bridge seems to have had little impact upon local development, as little development has occurred in this area since the construction of this bridge.

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

This bridge is not located in area which may be eligible for historic designation.

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

This bridge may be a significant example of its type.

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

This bridge retains integrity as described in the context addendum. Information regarding repairs to the bridge following the fire in 1972 are limited. However, it appears most of the original character defining elements survived the fire.

**Should this bridge be given further study before significance analysis is made and Why?**

No further study of this bridge is necessary. This bridge is eligible for inclusion on the National Register of Historic Places.

**Bibliography:**

Charles County

Personal Communication regarding bridge inspection files.

Greiner, Inc.

1995 Maryland Inventory of Historic Bridges

Spero, P.A.C. & Company, and Louis Berger & Associates

1994 Historic Bridges in Maryland: Historic Bridge Context.

United States Geological Survey

1953 7.5' Popes Creek Quadrangle, photorevised 1974.

United States Geological Survey

1915 15' Wicomico Quadrangle.

**Surveyor:**

Name: Jason D. Moser Date: September 1995

**Organization:** State Highway Admin. Telephone: (410) 321-2213  
**Address:** 2323 West Joppa Road Brooklandville, MD 21022





RESTRICTED  
BRIDGE

WEIGHT  
LIMIT  
←  
→  
TRAFFIC

SPEED  
LIMIT  
25

CH-389  
BRIDGE # CH9  
CHARLES COUNTY

D. BRAUMIK

2-3-95

~~MARYLAND SHPD SHA~~

BEL ALTON NEWTOWN ROAD OVER  
CLARK RUN

LOOKING SOUTH ON BEL ALTON  
NEWTOWN ROAD



CH-389  
BRIDGE # CH 9  
CHARLES COUNTY

D. BHAUMIK  
2-3-95

~~MARYLAND SHPO SHA~~

BEL ALTON NEWTOWN ROAD OVER  
CLARK RUN

LOOKING NORTH ON BELALTON  
NEWTOWN ROAD



CH-389

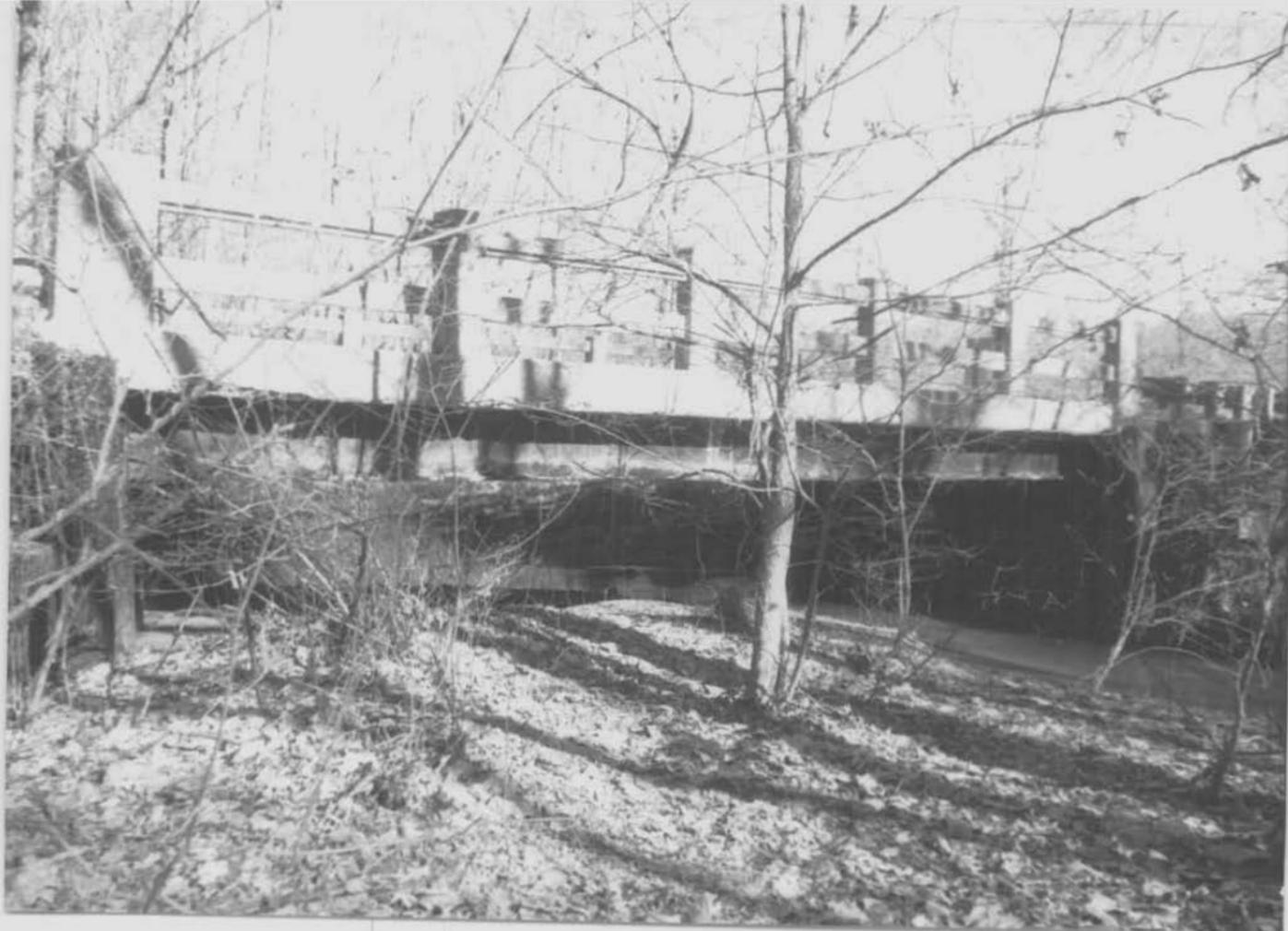
BRIDGE # CH9

CHARLES COUNTY

D. BHAUMIK

2-3-95

~~MARYLAND SHPO SHA~~BEL ALTON NEWTOWN ROAD  
OVER CLARK RUNLOOKING EAST (DOWNSTREAM  
FACE)



CH-389

BRIDGE # CH9  
CHARLES COUNTY

D. BHAUMIK

2-3-95

~~MARYLAND SHPO~~ SHABELALTON NEWTOWN ROAD  
OVER CLARK RUN

LOOKING WEST (UPSTREAM FACE)

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

Property/District Name: Bel Alton Newton Road Bridge(CH-009) Survey Number:CH-389

Project: Replace Bel Alton Newton Rd Bridge Agency: FHWA/Charles County

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

Eligibility recommended \_\_\_\_\_ Eligibility **not** recommended X

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 the available information, the Bel Alton Newton Road Bridge, which is located on Bel Alton Newton road over Clarks Run in Charles County, does not meet the National Register Criteria for listing. The 1941 single span rolled steel beam bridge has a concrete slab deck and timber pile abutments. The rails are concrete. The combination of a metal girder superstructure with timber abutments is somewhat unusual and may reflect wartime constraints in terms of materials and money. In addition the concrete railings may be somewhat unusual for the period and type of construction, in which concrete parapet walls were typical. However, the bridge does not appear to be eligible for the Register under Criterion C as it lacks structural integrity. According to information provided by the County's engineering consultant, due to a 1972 fire, the west timber abutments and steel beams bearing on those abutments are badly charred and warped. In addition, due to exposure to the elements, the steel beams are badly deteriorated and exhibit significant section loss. Due to these conditions, the load carrying capacity of the bridge has deteriorated significantly. The bridge has no known association with significant events or people and thus does not appear to be eligible under Criteria A or B. It is not located in a known historic district.

According to minutes dated February 21, 1996, on January <sup>19</sup>1996, the interagency bridge committee determined that the Bel Alton Newton Road Bridge was eligible for the National Register under Criterion C, contingent on further consideration of the present condition of the bridge. The Trust believes the additional information provided by the County's engineering consultant clarifies the present condition of the bridge and suggests that the bridge lacks sufficient structural integrity to merit listing.

Documentation on the property/district is presented in: Project File, Maryland Inventory  
Form CH-389

Prepared by: Jason Moser, SHA

Elizabeth Hannold April 15, 1997  
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes \_\_\_ no \_\_\_ not applicable  
Peter G. Funtz 4/15/97  
Reviewer, NR program Date

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-vehicular

Known Design Source: unknown

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

MHT Number CH-389

*POSS. missing different number - S (contact office for damage?)*

Name and SHA No. CH 9

**Location:**

Street/Road Name and Number: Bel-Alton, Newtown Road

City/Town: Bel Alton Vicinity X

County: Charles

Ownership: State X County    Municipal    Other   

This bridge projects over:    Road    Railway X Water    Land   

Is the bridge located within a designated district:    yes X no

   NR listed district    NR determined eligible district

   locally designated    other

Name of District \_\_\_\_\_

**Bridge Type:**

   Timber Bridge

   Beam Bridge    Truss-Covered    Trestle

   Timber-and-Concrete

   Stone Arch

   Metal Truss

   Movable Bridge

   Swing

   Bascule Single Leaf    Bascule Multiple Leaf

   Vertical Lift    Retractable    Pontoon

X Metal Girder

X 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 Type Name \_\_\_\_\_**Description:****Describe Setting:**

Bridge No. Ch 9 carries Bel-Alton, Newtown Road north-south over Clark Run in Charles County, Maryland. Both approaches to the bridge are slightly curved and level. Both approaches to the bridge are tree lined. Overhead utility lines parallel the east side of the bridge.

**Describe Superstructure and Substructure:**

Bridge No. Ch 9 is a single span rolled girder bridge 41'± in length. The superstructure is supported by wide flange rolled girder beams. The bridge surface is bituminous concrete, and has a clear roadway width 30.2'. The substructure consists of timber abutments and timber wingwalls. *describe railing & look up road*

**Discuss Major Alterations:**

Around 1972 this bridge caught fire. One of the abutments was badly charred, in addition the steel beams showed minor warping from the fire.

**History:****When Built:** 1941**Why Built:** Built as part of a statewide road improvement program, to meet local transportation needs.**Who Built:** Unknown**Why Altered:** Repaired after a fire.**Was this bridge built as part of an organized bridge building campaign:** Yes, this bridge was built as part of a state road improvement program.**Surveyor Analysis:****This bridge may have NR significance for association with:** A Events  Person C Engineering/Architectural**Was this bridge constructed in response to significant events in Maryland or local history:**

A bridge crossing Clark Run was located a short distance to the north of the current bridge location. The bridge was probably built as part of a project designed to straighten a series

of curves in the road. The earlier bridge was in existence as early as 1914. This bridge carried one of the secondary north-south roads which carried traffic between Bel Alton and Newtown.

**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?**

The construction of the new bridge seems to have had little impact upon local development, as little development has occurred in this area since the construction of this bridge.

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

This bridge is not located in area which may be eligible for historic designation.

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

This bridge is not a significant example of its type.

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

This bridge retains integrity as described in the context addendum. Information regarding repairs to the bridge following the fire in 1972 are limited. However, it appears most of the original character defining elements survived the fire.

**Should this bridge be given further study before significance analysis is made and Why?**

Further study of this bridge should be made to determine the extent of damage and the repairs which were made to this bridge following the 1972 fire.

**Bibliography:**

Charles County

Personal Communication regarding bridge inspection files.

Greiner, Inc.

1995 Maryland Inventory of Historic Bridges

Spero, P.A.C. & Company, and Louis Berger & Associates

1994 Historic Bridges in Maryland: Historic Bridge Context.

United States Geological Survey

1953 7.5' Popes Creek Quadrangle, photorevised 1974.

United States Geological Survey

1915 15' Wicomico Quadrangle.

**Surveyor:**

Name: Jason D. Moser Date: September 1995

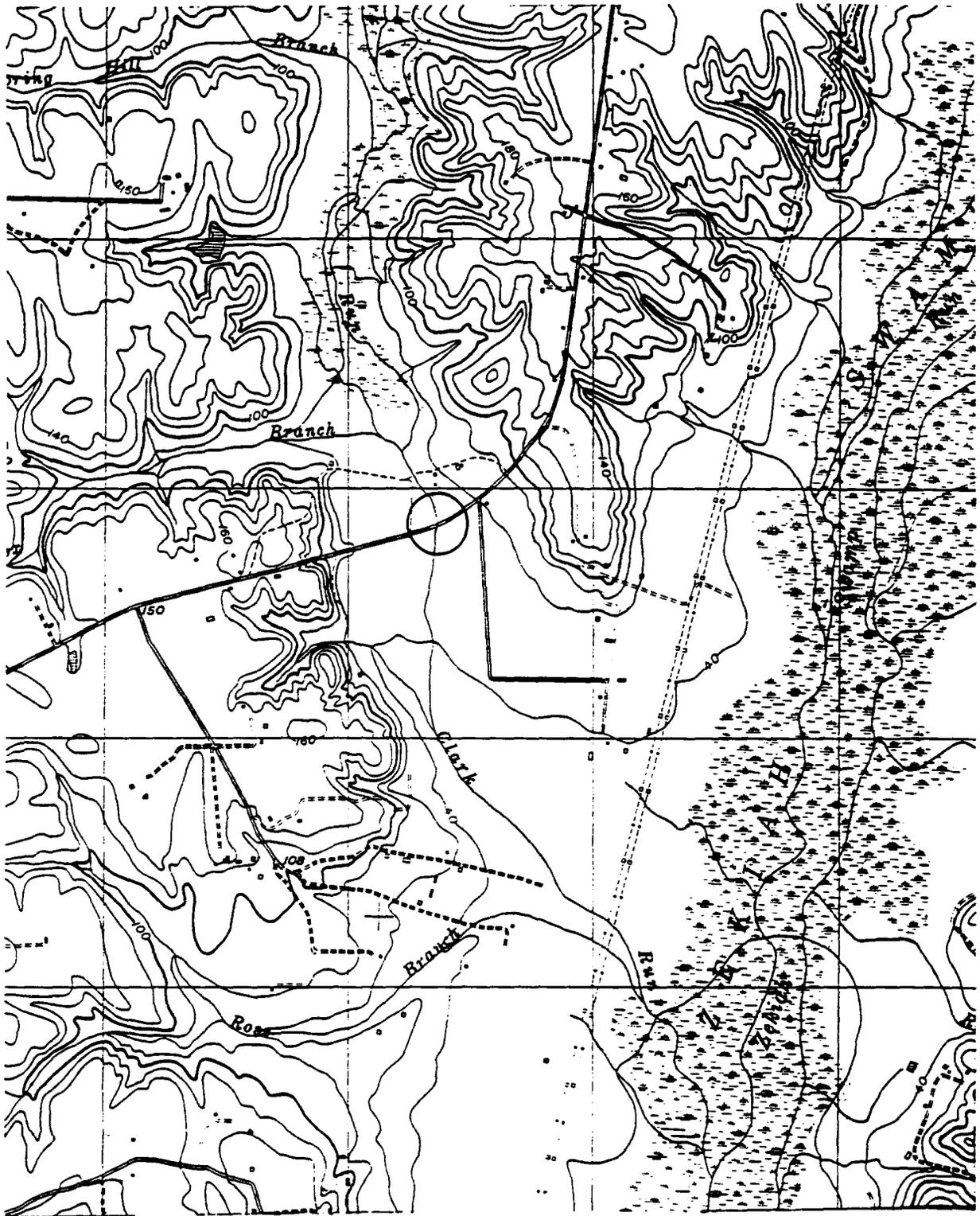
Organization: State Highway Admin. Telephone: (410) 321-2213

CH-389

Address: 2323 West Joppa Road Brooklandville, MD 21022

M 3 5 5

CH-389



Popes Creek Quad  
Br # CH9

1953 Photo revised 1974

MG 550



PHOTOGRAPH - 1  
APPROACH, LOOKING WEST



PHOTOGRAPH - 2  
APPROACH, LOOKING EAST



PHOTOGRAPH - 3  
CHARRED WEST ABUTMENT



PHOTOGRAPH - 4  
CHARRED WEST ABUTMENT AND CORRODED EXTERIOR BEAM ALONG SOUTH FASCIA OF BRIDGE



PHOTOGRAPH - 5  
HEAVY DELAMINATION OF INTERIOR BEAMS; NOTE ALSO SECTION LOSS



PHOTOGRAPH - 6  
WEIGHT AND SPEED LIMITATIONS CROSSING BRIDGE



PHOTOGRAPH - 7  
HEAVY DELAMINATION AND SECTION LOSS OF DOWNSTREAM EXTERIOR BEAM



PHOTOGRAPH - 8  
CLOSEUP VIEW OF SECTION LOSS AND DELAMINATION OF BEAM