

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

WA-VI-049

Property/District Name: Pearre Road over Sidling Hill, Washington County Survey Number: ~~WA-VI-049~~

Project: Repairs to Bridge (Bridge # W 21110) Agency: FHWA/Washington County Div. of Public Works

Site visit by MHT Staff: no  X 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)

According to the information provided, the bridge was originally built in 1890, but was rebuilt in 1955. The inventory form prepared for the Bridge Committee and Washington County's records indicate that the bridge is not of uniform age. The stone abutments, wingwalls and piers appear to have been constructed in 1890. The superstructure, a triple span riveted plate girder may have been constructed in 1925 and 1940 according to the Maryland Inventory of Historic Properties form, or according to County records, as late as 1955. Regardless of when the superstructure was built, it is clearly not the original 1890 structure. Based on this information, we must conclude that the bridge's integrity of materials and form have been compromised. Thus the bridge is not eligible for inclusion in the National Register.

Documentation on the property/district is presented in: Project Review and Compliance

Prepared by: Anne Bruder

[Signature]  
Reviewer, Office of Preservation Services

11/3/98  
Date

NR program concurrence:  X yes no not applicable

[Signature]  
Reviewer, NR program

12/18/98  
Date

[Signature]

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 Adaptation

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: \_\_\_\_\_

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

MHT Number WA-VI-049

Name and SHA No. W 21110

**Location:**

Street/Road Name and Number: Pearre Road

City/Town: Hancock Vicinity   

County: Washington

Ownership:    State    County x Municipal    Other

This bridge projects over:    Road    Railway x 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

x Metal Girder

   Rolled Girder    Rolled Girder Concrete Encased

x Plate Girder    Plate Girder Concrete Encased

   Metal Suspension

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- Metal Arch
- Metal Cantilever
- Concrete
  - Concrete Arch  Concrete Slab  Concrete Beam
  - Rigid Frame
  - Other Type Name \_\_\_\_\_

**Description:**

**Describe Setting:** W 21110 carries Pearre Road over Sideling Hill Creek in Washington County, Maryland. Pearre Road Runs generally east-west at this location; Sideling Hill Creek flows generally north-south. The bridge is located in a rural wooded area with rolling hill. There are no structures visible from the bridge. Sideling Hill Creek has a wooded channel bank at this location.

**Describe Superstructure and Substructure:** W 21110 is a triple span riveted plate girder bridge with an open steel grid deck supported by steel beams. The center span is 53' long. The end spans are each 26' long. There is a continuous W-beam guardrail on either side of the bridge deck, and on both sides of both approaches. The plate girders have rusted areas and are in need of cleaning and repainting.

The substructure consists of two stone masonry abutments and wing walls and two stone masonry piers. All have reinforced concrete caps which serve as the beam seats. There is debris caught at the base of both piers, and all have light scour damage. There is some slight spalling and cracking on the abutments and piers, and the masonry needs to be repointed in several places.

**Discuss Major Alterations:** The documentary evidence available does not indicate that there has been any major alterations made to W 21110.

**History:**

- When Built:** unknown, probably sometime between 1925-1940
- Why Built:** replacement of a circa 1890 bridge
- Who Built:**
- Why Altered:** n/a
- Was this bridge built as part of an organized bridge building campaign:** no

**Surveyor Analysis:**

- This bridge may have NR significance for association with:**
- A Events  Person
  - C Engineering/Architectural

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**Was this bridge constructed in response to significant events in Maryland or local history:**It is indicated that W 21110 was constructed to replace a circa 1890 bridge that stood at this crossing. It is not indicated if this bridge was in need of replacement for a particular reason, or if it had just worn out.

**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:**No, it is not likely that construction of W 21110 had an impact on the growth of the area.

**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:**No, this area is not eligible for historic designation.

**Is the bridge a significant example of its type:**W 21110 may be considered a significant example of its type and should be compared to other plate girder bridges in the county.

**Does the bridge retain integrity of the important elements described in the Context Addendum:**There is no indication that W 21110 has had any major alterations. Therefore, it can be assumed that the structure does retain its integrity.

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why:**W 21110 is not attributed to any particular manufacturer, designer or engineer. It is a typical example of a plate girder of the early 20th century.

**Should this bridge be given further study before significance analysis is made and why:**It may be necessary to compare this structure to other plate girders in the county before significance analysis is made.

**Bibliography:**

Washington County Bridge Files.

Spero, P.A.C. & Company, and Louis Berger & Associates **Historic Bridges in Maryland: Historic Bridge Context**, September 1994.

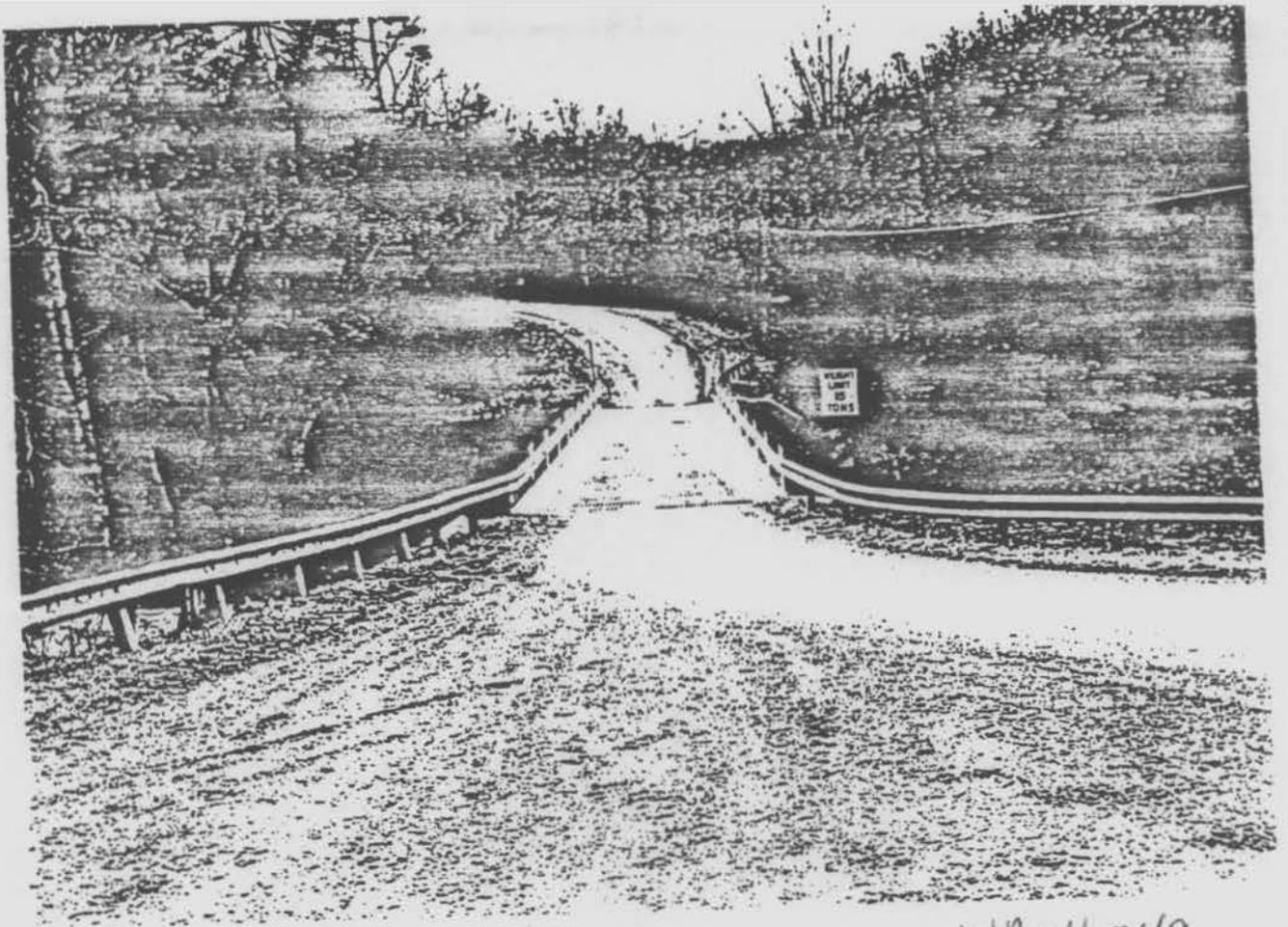
**Surveyor:**

**Name:** Stephanie L. Bandy **Date:** September 1995

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

**Address:** 2323 West Joppa Road Brooklandville, MD 21022





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PROLINE # 14913  
KLEER-VU 5x7

