

WA-VI-057

I 70 Bridge over Ramp E2 from Maryland 615 Westbound Lanes
Hancock vic.
1960

Bridge No. 2106104 consists of a concrete overpass that carries two westbound traffic lanes and one emergency lane of I 70 over Hollow Road. A nearly identical overpass (Bridge 2106103) carries the eastbound lanes of I70 over Hollow Road. This overpass consists of two reinforced concrete abutments approximately 45 feet long. The center span is a concrete rigid frame 26 feet wide, with a minimum clearance of 16 feet. The abutments feature a battered inner edge on the arch side, and the arch is slightly recessed, with the battered abutments projecting slightly. A slightly projecting concrete parapet surmounts the abutments and arch. On each side, an aluminum pipe railing arises from the concrete coping. The bridge supports a 40-foot wide road deck that accommodates an asphalt roadway with two traffic lanes and an emergency lane. The largely identical eastbound bridge lies approximately fifty feet south of the westbound span. At the end of the concrete parapet on the northeast corner of the bridge, the construction date "1960" is incised.

The I 70 Bridge over Ramp E2, Westbound Lanes (MIHP # WA-IV-57, Bridge 2106104) was completed in 1960 at MD 615, east of the community of Hancock, in Washington County. The bridge was built as part of the development of I 70 in Maryland and the adaptation of portions of US 40 into the Interstate System. The I 70 Bridge over Ramp E2, Westbound Lanes is a concrete rigid frame structure erected to allow high-speed traffic to easily cross above MD 615. This bridge is one of the first two bridges completed in Washington County during the initial phase of construction of I 70 in Maryland.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes
no

Property Name: SHA Bridge No. 2106104 Inventory Number: WA-VI-057
Address: I-70 over Ramp E2 from MD 215 Westbound Lane Historic district: yes no
City: Hancock, MD Zip Code: _____ County: Washington
USGS Quadrangle(s): Hancock
Property Owner: MD SHA Tax Account ID Number: _____
Tax Map Parcel Number(s): _____ Tax Map Number: _____
Project: Mid-20th Century Highway Bridges of Maryland (1948-1960) Agency: _____
Agency Prepared By: _____
Preparer's Name: Amy Barnes URS Corporation Date Prepared: _____
Documentation is presented in: Project Review and Compliance
Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended
Criteria: A B 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 no Name: _____ Date: _____

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

Description

The I 70 Bridge over Ramp E2, Westbound Lanes (MIHP # WA-IV-57, Bridge 2106104) was completed in 1960 at MD 615, east of the community of Hancock, in Washington County. The bridge was built as part of the development of I 70 in Maryland and the adaptation of portions of US 40 into the Interstate System. The I 70 Bridge over Ramp E2, Westbound Lanes is a concrete rigid frame structure erected to allow high-speed traffic to easily cross above MD 615. This bridge is one of the first two bridges completed in Washington County during the initial phase of construction of I 70 in Maryland.

Determination of Eligibility

The I 70 Bridge over Ramp E2, Westbound Lanes (MIHP # WA-IV-57, Bridge 2106104) is eligible for listing in the National Register under Criterion A on the state level with the period of significance as 1960. The bridge is associated with the historical development of I 70, the first Interstate in Maryland and is one of the first two bridges completed in Washington County during the

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended Eligibility not recommended
Criteria: A B C D Considerations: A B C D E F G

MHT Comments:

Jim Sauer ✓
Reviewer, Office of Preservation Services
Blount
Reviewer, National Register Program

6/2/2011
Date
6/3/11
Date

Initial phase of construction of I 70 in Maryland. Work on the route began in Maryland in 1956 with official construction beginning in 1960. A single-span, concrete rigid frame structure, the bridge was designed specifically for its site by Michael Baker, Jr., Inc., an engineering firm specializing in bridge and highway design, for the Maryland State Road Commission in 1958. The company, which is still in existence, designed several bridges for the Maryland State Roads Commission during this period.

The I 70 Bridge over Ramp E2, Westbound Lanes is not National Register-eligible under Criterion B, as it is not associated with an individual significant on the local, state, or national level.

The I 70 Bridge over Ramp E2, Westbound Lanes is National Register-eligible under Criterion C on the local level as a notable example of the concrete rigid frame bridge type, a rare type in Maryland bridge design. The bridge was one of the last two examples of this type designed and constructed in Maryland in the 1948-1960 period. This bridge type was popular in the popular in the 1920s and 1930s but was constructed on a limited basis in Maryland into the 1950s and was rarely used after the 1948-1960 period. The I 70 Bridge over Ramp E2, Westbound Lanes retains all of the character-defining elements of its type intact. Further, it retains its integrity of location, design, association, setting, materials, workmanship, and feeling.

National Register-eligibility under Criterion D was not investigated as part of this study.

SHA disagrees with the consultant regarding the eligibility recommendation for this bridge. Because it is an Interstate Bridge it meets the exemption criterion as set forth in the 2005 document. Additional research did not identify events, persons or engineering achievements important to local, state or national history and SHA Bridge No. 2106104 is not eligible for the NRHP under Criteria A, B or C.

MARYLAND HISTORICAL TRUST REVIEW

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

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. WA-VI-057

1. Name of Property (indicate preferred name)

historic I 70 Bridge over Ramp E2, Westbound Lane
other Bridge No. 2106104

2. Location

street and number Interstate 70 at Exit 5 N/A not for publication
city, town Hancock x vicinity
county Washington

3. Owner of Property (give names and mailing addresses of all owners)

name Maryland State Highway Administration
street and number 707 N. Calvert Street telephone 410-545-0300
city, town Baltimore state MD zip code 21202

4. Location of Legal Description

courthouse, registry of deeds, etc. liber folio
city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

- Contributing Resource in National Register District
 Contributing Resource in Local Historic District
 Determined Eligible for the National Register/Maryland Register
 Determined Ineligible for the National Register/Maryland Register
 Recorded by HABS/HAER
 Historic Structure Report or Research Report at MHT
 Other: Statewide Inventory by SHA

6. Classification

Category	Ownership	Current Function		Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	<input type="checkbox"/>	<input type="checkbox"/> buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	<input type="checkbox"/>	<input type="checkbox"/> sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	<input type="checkbox"/> 1	<input type="checkbox"/> structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	<input type="checkbox"/>	<input type="checkbox"/> objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	<input type="checkbox"/> 1	<input type="checkbox"/> Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	
				<u>0</u>	

7. Description

Inventory No. WA-VI-057

Condition

excellent deteriorated
 good ruins
 fair altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Bridge No. 2106104 consists of a concrete overpass that carries two westbound traffic lanes and one emergency lane of I 70 over Hollow Road. The bridge is located east of the town of Hancock. The Chesapeake and Ohio Canal National Historic Park is located south of the bridge along the north shore of the Potomac River. A nearly identical overpass (Bridge No. 2106103) carries the eastbound lanes of I 70 over Hollow Road.

This overpass consists of two reinforced concrete abutments that are approximately 45 feet long. The center span is a concrete rigid frame 26 feet wide, with a minimum clearance of 16 feet. The abutments feature a battered inner edge on the arch side, and the arch is slightly recessed. The battered abutments project slightly. A slightly projecting concrete parapet surmounts the abutments and arch. On each side, an aluminum pipe railing arises from the concrete coping. The bridge does not accommodate pedestrian traffic.

This bridge supports a 40-foot wide road deck that accommodates an asphalt roadway with two traffic lanes and an emergency lane. Hollow Road that crosses under the bridge consists of two traffic lanes flanked on each side by a concrete sidewalk. The bridge is located on a section of the highway marked by traffic lanes and divided by a grass median with berms in some areas. The largely identical eastbound bridge lies approximately fifty feet south of the westbound span. At the end of the concrete parapet on the northeast corner of the bridge, the construction date "1960" is incised. The bridge appears to have undergone few major alterations other than possibly resurfacing and repair of some concrete.

8. Significance

Inventory No. WA-VI-057

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates 1960 **Architect/Builder** Michael Baker Jr., Inc.

Construction dates 1960

Evaluation for:
 National Register _____ Maryland Register _____ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Statement of Significance

The I 70 Bridge over Ramp E2, Westbound Lanes (MIHP # WA-IV-57, Bridge 2106104) was completed in 1960 at MD 615, east of the community of Hancock, in Washington County. The bridge was built as part of the development of I 70 in Maryland and the adaptation of portions of US 40 into the Interstate System. The I 70 Bridge over Ramp E2, Westbound Lanes is a concrete rigid frame structure erected to allow high-speed traffic to easily cross above MD 615. This bridge is one of the first two bridges completed in Washington County during the initial phase of construction of I 70 in Maryland.

Historic Background and Support

White settlement is known to have occurred in the Hancock area, then known as the Tonoloway Settlement, by the 1730s when maps show European settlers in the area. At that time, the area contained a small settlements and several Indian traders, including Charles Polke and Joseph Flint, both of whose properties were visited by George Washington during his travels through the area in 1747 and 1769. As a frontier community, the area was the scene of several raids during the French and Indian War. In 1755, a stockade fort, known as Fort Stoddard, was constructed at the Tonoloway Settlement. Fort Stoddard was abandoned after the 1756 completion of the stone masonry Fort Frederick, located twelve miles to the east.

By the time of the Revolutionary War, the Tonoloway Settlement contained approximately twenty houses and had been known variously as the Tonoloway Settlement, Northbend, and William's Town. The community later became known as Hancock, probably after Edward Joseph Hancock Jr., who operated a ferry from the community across the Potomac River prior to his enlistment in the Revolutionary War¹.

Washington County was created from the western portion of Frederick County in 1776, and named for the, then Revolutionary War general (and later president) George Washington. The original boundaries of Washington County contained the entire westernmost part of the state of Maryland including both present-day Allegany County (which was split off in 1789) and present-day Garrett County (which was split from Allegany County in 1872).

The trail along the Potomac through Hancock to Cumberland, Maryland, and beyond was the primary east-west transportation route in Maryland. This route, in use since before the 1730s, became the basis of the National Road (also known as the National Pike, Western Pike, and the Cumberland Road). This early roadway was the first United States federal highway. The US Congress gave authorization on March 29, 1806, for the construction of a route to connect the Atlantic coast to the Ohio River. Construction using federal funds began in 1811 at Cumberland, Maryland. Funding for improving the existing route from Baltimore to Cumberland was provided by the State of Maryland.

¹ "A Brief History of Hancock, Maryland." Pages 1-2

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Name Bridge No. 2106103, I-70 Bridge over Ramp E2, Eastbound Lane
Continuation Sheet

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Hancock and the surrounding area were at the center of a major transportation network during the nineteenth century due to their location along the Potomac River and the National Road, as well as their proximity to the Pennsylvania and West Virginia borders. This location in the Cumberland Narrows led to the development of the area as a transportation and industrial center due to the high volume of traffic which traveled through the community. In addition to the National Road, the area was also served by the Chesapeake & Ohio (C&O) Canal (which reached Hancock in 1839) and the Western Maryland Railroad (which reached Hancock in 1904). All of these routes were located within the narrow strip of land between the banks of the Potomac and the Cumberland Mountains. Together, these three methods of transportation (road, canal, and train) led to the construction of warehouses, mills, kilns, and canneries and, in Hancock, the construction of facilities such as hotels, motels, and restaurants to service the travelers who used the town as a stopping point².

In 1926, US 40 was established by the federal government as a transcontinental highway to connect State Road, Delaware, to San Francisco, California. The route was extended to Atlantic City, New Jersey, the following year. It followed the existing path of the National Road for much of its length, it passed through Maryland, including the Hancock area. As a part of the establishment of US 40, the roadway was widened and paved, though it remained the two-lane route that it had been since the National Road was established³. Crossings were at grade for much of the route with free access from intersecting roadways, including MD 615. US 40 improved the national east-west transportation routes and increased automobile traffic through the Hancock area.

In 1955, President Dwight D. Eisenhower proposed improving America's transportation network with the establishment of an integrated, limited-access Interstate System funded and maintained jointly by the federal and state governments. The Federal-Aid Highway Act was passed by Congress in 1956, and existing routes were assessed for their adaptability into an Interstate system⁴. The first Interstate, I 70, was designed to connect Baltimore and Cove Fort, Utah. Construction was started on the new roadway in Maryland in 1956 with construction by the federal government on the route beginning in 1960.

In Maryland, I 70 entered the state at Hancock and then continued east along the existing US 40 route to Fredrick, Maryland. The new concrete four-lane roadway with a center divider was constructed parallel to and above the existing roadway. Crossings were elevated and access to intersecting roads was limited. The first segments of I 70 completed in the state were the Fredrick bypass and a section between Hancock and MD 615. As a part of this first phase of construction, the I 70 Bridge over Ramp E2, Eastbound Lanes was constructed in 1960⁵. This bridge allowed I 70 traffic to safely and easily cross over the local traffic on MD 615.

The I 70 Bridge over Ramp E2, Eastbound Lanes is a single-span, concrete, rigid frame bridge. Its overall length is 116 feet and it is 40 feet wide. The bridge has two reinforced concrete legs which are 16 feet high. It has a projecting concrete parapet and an aluminum pipe railing.⁶

Concrete rigid frame bridges, of which the I 70 Bridge over Ramp E2, Eastbound Lanes is a late example of bridges of this type. These bridges were developed in Europe in the 19th century and first introduced in America in the 1920s when they were used on the Bronx River Parkway in Westchester County, New York. Concrete rigid frame bridges are constructed as a single unit with no component parts, with the abutments becoming part of the deck and creating a rigid frame structure. This bridge type requires expensive and labor-intensive form work and reinforcement, but uses concrete in the most efficient manner possible and reduces the

² "A Brief History of Hancock, Maryland." Pages 3-4

³ *General Highway Map of Washington County*, (1937)

⁴ *Creating the Interstate System*, Pages 5-11

⁵ *General Highway Map of Washington County*, (1960)

⁶ *Interstate 70 Over Ramp E2. Elevations, Plans, Sections*, (1958)

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Continuation Sheet

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amount of the bridge that is located in the ground as it reduces the size of the abutments.⁷ The principle drawback to this choice of design was that the bridge site had to have firm, compacted soil in order to avoid uneven settlement that could lead to a failure of the design. In spite of this drawback, bridge historian David Plowden found the development of the bridge type to be “a key reinforced concrete bridge engineering advance of the twentieth century, comparable to the later development of prestressed concrete.”⁸ Concrete rigid frame bridges were popular in the 1920s and 1930s due to their aesthetically pleasing appearance, which was marked by well-proportioned spans and clean lines. Due to their aesthetics, they were often used in parkways or natural settings, and were built on a limited basis into the 1950s.

According to Spero in her report on Maryland bridges, eleven county-owned or municipal concrete rigid frame bridges built between 1934 and 1941 were extant in the state in 1995. The earliest were two 35-foot spans erected in 1934 to carry MD 97 over Big Pipe Creek in Carroll County. The longest was Bridge No. 11018, a two-span, 120-foot-long structure built in 1937 to carry MD 135 over the Savage River in Garrett County. Five of the eleven concrete rigid frame bridges erected during the period were built by the State Roads Commission as part of its widening of US 40 from the Maryland and Delaware state line to western Maryland.⁹

The I 70 Bridge over Ramp E2, Eastbound Lanes was designed specifically for this site by Michael Baker, Jr., Inc. for the Maryland State Road Commission in 1958. Michael Baker, Jr., Inc. is an engineering firm established in 1940 that specializes in bridge and highway design. The company, which is still in existence, designed several bridges for the Maryland State Roads Commission during this period as well as projects for other state commissions including the New River Gorge Bridge in Fayetteville, West Virginia. The Interstate 70 Bridge over Ramp E2, Eastbound Lanes was one of the last two examples of this type of bridge designed and constructed in Maryland, and one of nine bridges constructed for the I-70 route in the State of Maryland.¹⁰

⁷ *Delaware's Historic Bridges*, page 229.

⁸ Spero, P.A.C. & Company, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report*, 1995, page 149.

⁹ *Ibid*, page 162.

¹⁰ MDSHA Table of 1948-1960 Bridge Statistics. Unpublished.
MDSHA Table of Bridges by Type and Year. Unpublished.

9. Major Bibliographical References

Inventory No. WA-VI-057

See Continuation Sheet

10. Geographical Data

Acreage of surveyed property _____

Acreage of historical setting _____

Quadrangle name Hancock, MD-WV-PAQuadrangle scale: 1:24,000

Verbal boundary description and justification

The I 70 Bridgeover Ramp E2 consists of a concrete overpass that carries two westbound traffic lanes and one emergency lane of I 70 over Hollow Road in Washington County. The bridge has been associated with this site since its construction.

11. Form Prepared by

name/title	Amy Barnes / Roy Hampton and Amy Case		
organization	URS Corporation / Hardlines Design Company	date	October 2004
street & number	200 Orachard Ridge Drive / 4608 Indianola Avenue	telephone	301-258-9780 / 614-784-8733
city or town	Gaithersburg / Columbus	state	MD / OH

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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Hancock Historical Society. "A Brief History of Hancock, Maryland." Available on the Internet at <http://www.hancockmd.com/history.html>. Last Accessed October 27, 2004.

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_____. *General Highway Map of Washington County*. 1960. In the Collection of the Library of Congress Geography and Map Reading Room.

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_____. Table of Bridges by Type and Year. Unpublished.

Michael Baker, Jr., Inc. *Interstate 70 Over Ramp E2. Elevations, Plans, Sections*. 1958. On File at the Maryland State Highway Department.

Spero, P.A.C., & Company, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report*, 1995, 101-102.

Weingroff, Richard F. *Federal-Aid Highway Act of 1956: Creating the Interstate System*. Available on the Internet at <http://www.fhwa.dot.gov/infrastructure/rw96e.htm>. Last Accessed October 27, 2004.

Sources Consulted:

Maryland SHA Cultural Resource Library and Bridge Engineering Department, Baltimore - Reports published by or for the State Roads Commission, bridge files

Maryland Historical Trust Library, Crownsville - Inventory of Historic Places, National Register Nominations, Determinations of Eligibility, Cultural Resource Reports

Maryland State Archives, Annapolis - photographs from the Sarikas Collection and materials published by the State Roads Commission

Enoch Pratt Library (Maryland Room), Baltimore - vertical files dealing with Maryland bridges

Library of Congress, Washington, DC - General information on bridges and additional Maryland bridge material

New Jersey State Library, Trenton - Engineering News-Record on microfilm

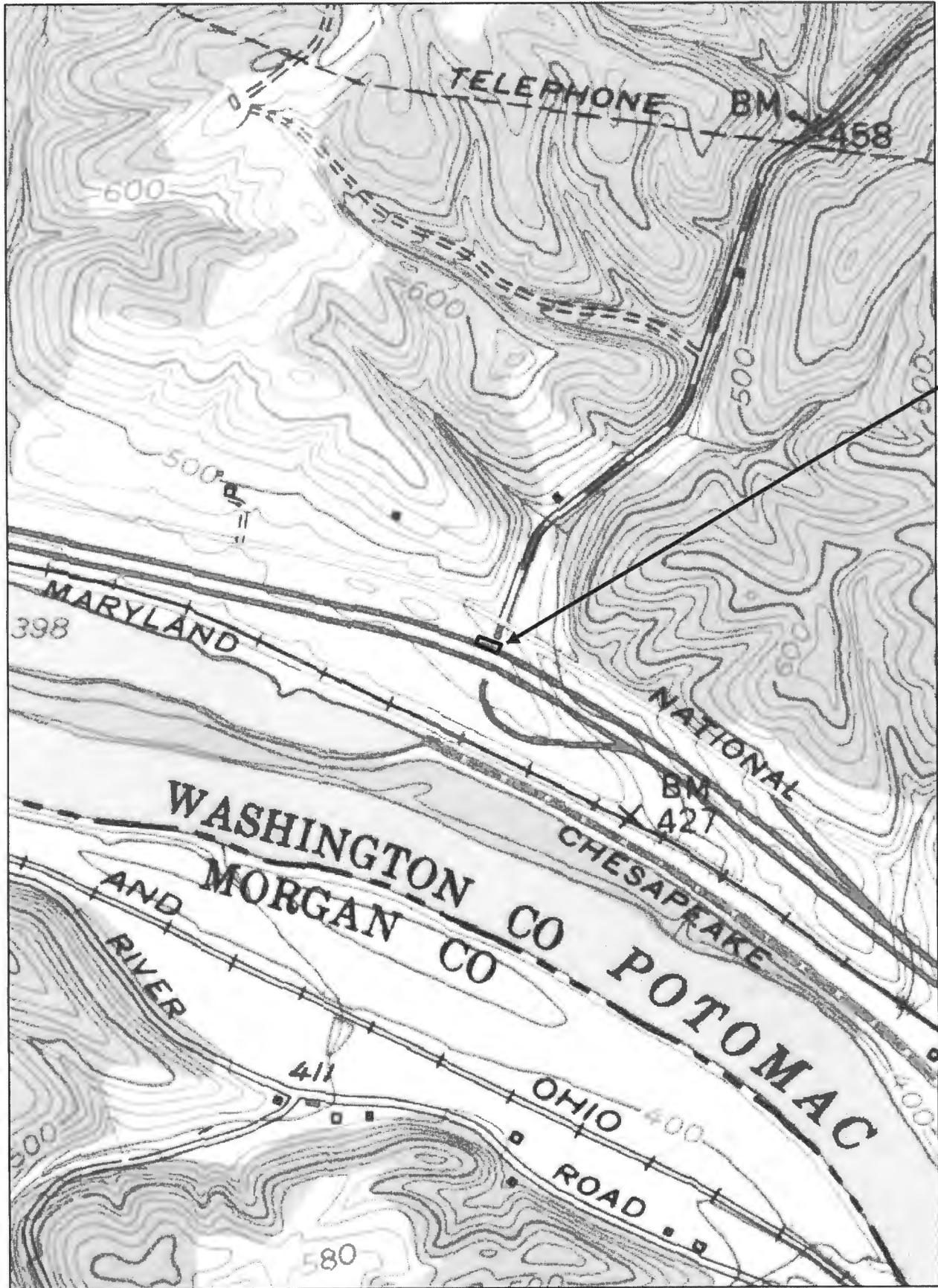
New York Public Library, (Science, Business, and Industry Library), New York - Additional SHA annual reports

MIHP No. WA-VI-057

Bridge 2106104

I 70 Bridge over Ramp E2 from Maryland 615 Westbound Lanes

Cherry Run Quad



WA-VI-057



MHP# WA-III-057

Bridge # 2106104, I-70 WB over Ramp E2 from MD 615
Washington County, MD

Photographer: Roy Hampton, Hardlines Design Company

Date: 6/9/03

Location of negatives: MD SHPO
bridge deck, looking west

1/6



MIHP # WA - VII - 057

Bridge # 2106104, I-70 WB over Ramp E2 from MD 615

Washington County, MD

Photographer: Roy Hampton, Hardlines Design Company

Date: 6/9/03

Location of negatives: MD SHPO

North elevation and context, looking south

2/6



MIHP# WR-DL-57

Bridge # 2106104, I-70 WB over Ramp E2 from MD 615
Washington County, MD

Photographer; Roy Hampton Hardlines Design Company

Date: 6/9/03

Location of negatives: MD SHPO
north elevation, looking south

3/6



MIHP # WA-VI-057

Bridge # 2106104, I-70 WB over Ramp E2 from MD615
Washington County, MO

Photographer: Roy Hampton, Hardlines Design Company

Date: 6/2/03

Location of negatives: MD SHPO

oblique south elevation view, looking northwest

4/6



MHP # WA-VI-57

Bridge # 2106104, I-70 WB over Ramp E2 from MD615
Washington County, MD

Photographer: Roy Hampton, Hardlines Design Company

Date: 6/9/03

Location of negatives: MD SHPO
underside of bridge, looking north
5/6



MHP # WA-VI-57

Bridge # 2106104, I-70 EWB over Ramp E2 from MD65
Washington County, MD

Photographer: Roy Hampton, Hardlines Design Company

Date: 6/9/03

Location of negatives: MD SHPO

detail of date at northwest corner

6/6