Maryland Historical Trust

Maryland Inventory of Historic Properties number: C2-1482
Name: US 272 over Oconoco Creek

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.

<table>
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<tr>
<th>MARYLAND HISTORICAL TRUST</th>
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<tbody>
<tr>
<td>Eligibility Recommended</td>
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<tr>
<td>Eligibility Not Recommended</td>
</tr>
<tr>
<td>Criteria: A B C D Considerations: A B C D E F G None</td>
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<td>Comments:</td>
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Reviewer, OPS: Anne E. Bruder Date: 3 April 2001
Reviewer, NR Program: Peter E. Kurtze Date: 3 April 2001
Name and SHA No. **7026 over Octoraro Creek**

**Location:**
Street/Road Name and Number: **U.S. Route 222 over Octoraro Creek**

City/Town: **Kilby Corner**  Vicinity **X**

County: **Cecil**

Ownership: **X** State__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__Retractile__Pontoon

**X** Metal Girder
___Rolled Girder __Rolled Girder Concrete Encased
__X__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. 7026 carries U.S. 222 north-south over Octoraro Creek in the vicinity of Kilby Corner, Cecil County, Maryland. Both approaches have W-beam guardrails. The area around the bridge is heavily wooded, and there is a housing development to the south of the bridge.

**Describe Superstructure and Substructure:**

Bridge No. 7026 is composed of four steel plated, riveted deck girders in each of two spans. Each span is 82'± long with a total length of 164', and a roadway width of 25'-6". The bridge is 15.4" thick at the curb and 16.5" at the crown. The superstructure is supported by two masonry stone abutments and a single masonry pier. The bridge railing is a concrete open baluster type. When the bridge was widened the steel beams may have been rearranged.

**Discuss Major Alterations:**

This structure was originally designed as a single track railroad bridge however, in 1930 it was widened and converted to highway use meeting H-20 design criteria. The original date of construction is unknown. A plaque on the bridge indicates that it was built by the State Road Commission in 1930. This was most likely the date in which the bridge was modified from use as a railroad bridge to an automobile bridge. Indeed it is not even clear whether the bridge was ever used as a railroad bridge.

This bridge has undoubtedly undergone extensive modification. First, it was converted from a railroad to automobile bridge at an unknown time. The most extensive documented repairs to the bridge occurred sometime after 1992, when the bridge underwent the following repairs: repointing of existing stone masonry in the pier, abutments and wingwalls; jacking of two girders; repair of the concrete pier cap with cast in place concrete; removal and replacement of existing end cover plate and stiffener angle; repair of cracks in abutments and pier by epoxy pressure injection. In 1994, the bearing area under the exterior beam at the downstream end of pier was repaired. Earlier repairs include installation of diaphragms, and patching of bridge deck.

**History:**

*When Built:* 1930 (the date the bridge was converted)
**Why Built:** Statewide road improvement program

**Who Built:** State Roads Commission (modified the existing structure)

**Why Altered:** To accommodate automobile traffic

**Was this bridge built as part of an organized bridge building campaign:** Yes this bridge was built as part of a statewide program to improve local transportation.

**Surveyor Analysis:**

This bridge may have NR significance for association with:

- X A Events ___Person
- X C Engineering/Architectural

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

It is unknown whether this bridge was constructed in response to significant events in Maryland or local history. The town of Rowlandsville is within a mile of bridge No. 7026. The town of Rowlandsville was a commercial and industrial town during most of the 19th century. The area was settled as early as 1749, and supported a number of grist and saw mills. Other industries which the town supported include the McCullough Iron Company, the Philadelphia, Baltimore Central Railroad, and the Morocto Paper Company.

**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:**

This bridge was originally built as a railroad bridge. Its conversion to an automobile bridge may have had a significant impact on the growth and development of the local 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:**

This bridge may be located in an area which may be eligible for historic designation. A Maryland Historical Society sign located north of the bridge indicates that a Susquehannock Indian fort was located in the vicinity, and that it was "was an important factor in the boundary line controversy between Lord Baltimore and William Penn in 1683." Based upon the information provided by the Maryland Historical Society sign, this bridge would probably detract from the historic district.

The town of Rowlandsville supports a variety of historic standing structures including CE-42, CE-789, CE-881 (Rowlandsville Iron Train Bridge), CE-882, CE-884, CE-885, CE-886 (Iron company workers housing), and CE-887. Bridge No. 7026 may add to the visual character of any possible district established in Rowlandsville.

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

This bridge may be a significant example of its type. Its modification from a railroad bridge to an automobile bridge may be significant under the themes of transportation, and unusual
Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes, this bridge retains integrity of the important elements as described in the Context Addendum. In spite of many minor repairs, it appears most of the primary character defining elements are intact.

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

Yes, this bridge should be given further study before its significance is determined. The modification of this bridge may represent unusual engineering characteristics and may be important to the historical development of the area under the theme of transportation. The disappearance of the railroad which this bridge was supposed to carry, and the reason for the conversion of this bridge may also be relevant to its historical significance. More research should be conducted to determine the eligibility of Rowlandsville as a historic district. This bridge is eligible for inclusion on the National Register of Historic Places.

Bibliography:

Greiner, Inc.
1995  Maryland Inventory of Historic Bridges.

Lake, Griffing, & Stevenson
1877  Illustrated Atlas of Cecil County, Maryland.

Maryland Historic Trust
1979  Inventory Form for State Historic Sites Survey.

1995  "Historic Bridges in Maryland: Historic Context."

State Highway Administration
v.d.  Bridge inspection files.

United States Geological Survey
1953  7.5’ Conowingo Dam Quadrangle, Photorevised in 1983.

United States Geological Survey
1900  15’ Havre De Grace Quadrangle.

Surveyor:
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CE- 1482
CECIL COUNTY, MD
MATT HURLEY
FEB 13 1995
MARYLAND SHA
BRIDGE NO 7026
LOOKING DOWNSTREAM
1 OF 6
CE-1482
Cecil County, MD
Matt Hurley
Feb 13 1995
Maryland SHPO SHA
Bridge No 7024
Looking South
7 of 6
CE-1482

CECIL COUNTY, MD

MATT HURLEY

FEB 13 1995

MARYLAND SHPO SHA

BRIDGE NO 7026

ID # ON D.S. PARAPET, SOUTH END

3 OF 6
CE-1482
CECIL COUNTY, MD
MATT HURLEY
FEB 13 1995
MARYLAND SHPO STA
BRIDGE NO 7026
LOOKING NORTH
H OF 6
CE-1482
Cecil County, MD
Matt Hurley
Feb 13 1995
Maryland SHPO SHA
Bridge No. 7026
Looking upstream
5 of 6
A SUSQUEHANNOCK INDIAN FORT

LOCATED AT THIS POINT WAS AN IMPORTANT FACTOR IN THE BOUNDARY LINE CONTROVERSY BETWEEN LORD BALTIMORE AND WILLIAM PENN IN 1683.

MARYLAND HISTORICAL SOCIETY
CE-1482
CECIL COUNTY, MD
MAT HORLEY
FEB 13 1995
MARYLAND SHPO SHA
BRIDGE NO. 7026
MD HISTORICAL SOCIETY SIGN, NORTH OF BRIDGE
6 OF 6