Maryland Historical Trust

Maryland Inventory of Historic Properties number: CH-382

Name: #8025/MD 225 over Port Tobacco

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 ___X____ Eligibility Not Recommended _____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Comments: This bridge was demolished by SHA in 1999.

Reviewer, OPS: Anne E. Bruder Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze Date: 3 April 2001

MARYLAND INVENTORY OF HISTORIC PROPERTIES **MHT NO. CH-382**
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

NAME AND SHA NO.: 8025

LOCATION
Road Name and Number: MD 225 over Port Tobacco Creek
City/Town: Hawthorne X vicinity
County: Charles

Ownership: X State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within 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 Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

__ Metal Girder
__ Rolled Girder __ Rolled Girder Concrete Encased
__ Plate Girder __ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name __

DESCRIPTION

Describe the Setting:

Bridge 8025 carries MD 225 (Indian Head La Plata Road) over Port Tobacco Creek west of La Plata in Charles County. MD 225 runs in a generally east-west direction at this location; Port Tobacco Creek flows north-south. This bridge is situated in a rural area and a few buildings are visible from the bridge. Bridge 8025 lies within the Tidewater physiographic province which is characterized by relatively flat or gently undulating terrain crossed by tidal streams and rivers.

Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

Bridge 8025 is a double-span reinforced concrete tee-beam bridge carrying two lanes of traffic. The bridge consists of two 24' long concrete girder spans with a total bridge length of 55'. The roadway is 24' wide. The concrete parapet exhibits an open balustrade design with paneled posts in the center and the ends of each parapet. The two parapets are divided into four sections with eight openings in each section. Metal W-beam guardrails are attached to ends of the parapets.

The superstructure of the bridge consists of concrete abutments and concrete wing walls. A concrete pier supports the center of the bridge. As-built drawings dated September 1928 and February 1929 indicate that this bridge partially incorporated the former abutments and the new bridge seat was poured over the existing abutments and doweled together.

Bridge inspection reports from 1970 through 1979 mention deterioration, cracking, and spalling of the concrete girders, slab bottom, abutments, wing walls, and balustrade. These reports also mention the blocked stream channel and growth of vegetation on the wing walls.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

Inspection reports from the 1990s state that a portion of the north balustrade was replaced due to damage from an accident.

HISTORY

When Built: 1929
Why Built: Statewide road improvement programs and local transportation needs
Who Built: Southern Maryland Construction Company, Baltimore
Who Designed: Unknown
Why Altered: Accident damage
Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

_ A (Events) _ B (Person) _ C (Engineering/Architectural Character)

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

The improvement of Charles County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

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, the construction of this bridge did not play an active role in the growth or development of this portion of Charles County.

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

No, this bridge is not located within an area which is eligible for historic district designation.

Is the bridge a significant example of its type?

Yes, due to its apparent lack of major alterations and fair condition, this bridge stands as a significant example of its type.

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

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, none of these character defining elements has been replaced or removed.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

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

No, this bridge should not receive further study.

BIBLIOGRAPHY

Crosby, Walter Wilson

1906 *First Report on State Highway Construction (May 1905-January 1906).* The Johns Hopkins Press, Baltimore.

1908 *Second Report on State Highway Construction (January 1906-January 1908).* The Johns Hopkins Press, Baltimore.

Johnson, A.N.
1903 *Third Report on the Highways of Maryland (1902-1903).* The Johns Hopkins Press, Baltimore.

LeViness, Charles T.
1958 *A History of Road Building in Maryland.* State Roads Commission of Maryland, Baltimore.

Maryland State Highway Administration
1987-93 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

P.A.C. Spero and Company and Louis Berger and Associates, Inc.
1994 *Historic Bridges in Maryland: Historic Context Report.* Prepared for Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore.

State Roads Commission of Maryland
1930 *Reports of the State Roads Commission of Maryland for the Years 1927, 1928, 1929, and 1930.* State of Maryland, State Roads Commission, Baltimore.

1928-29 As-built drawings. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

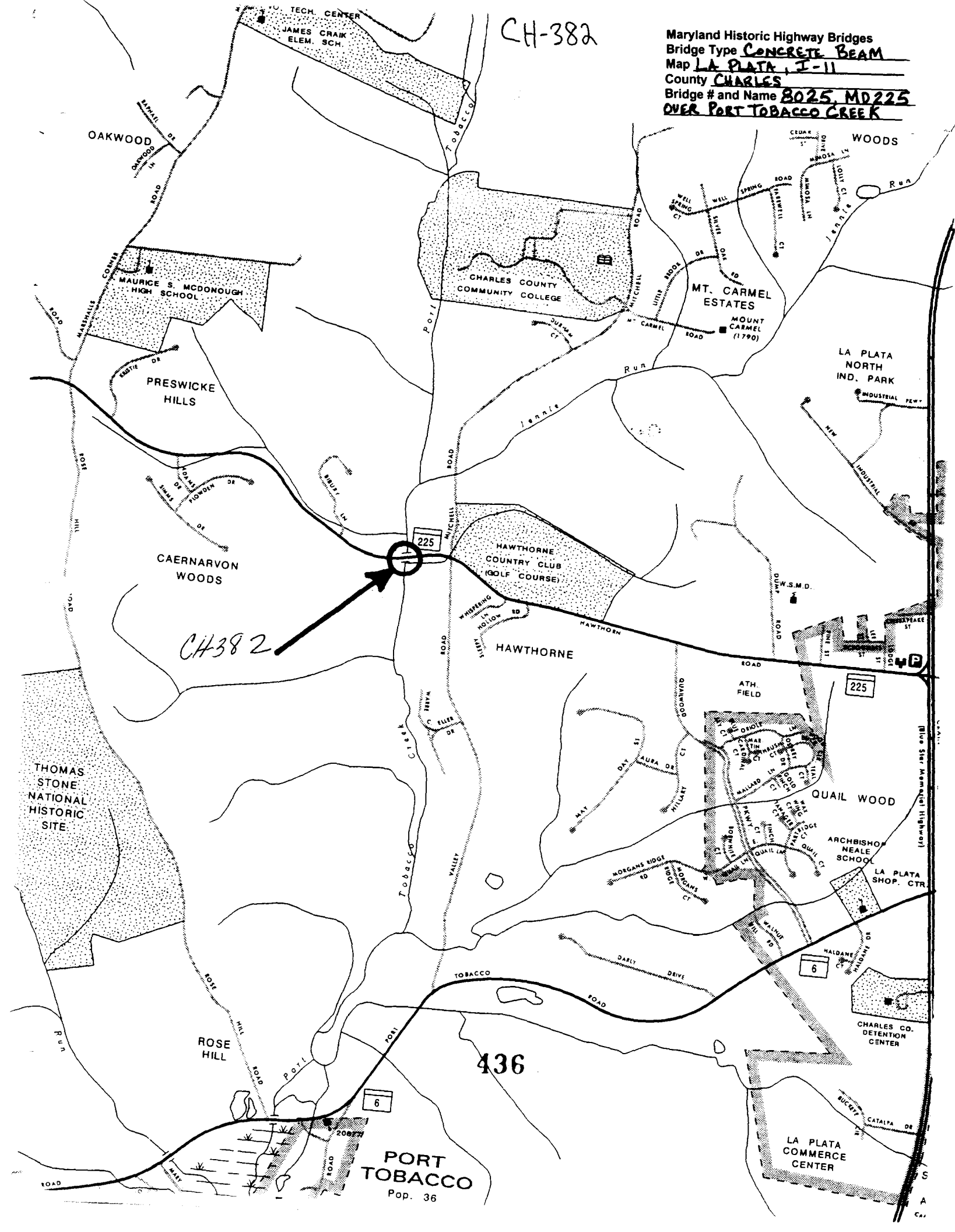
1931-79 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

SURVEYOR INFORMATION

Name: Margaret A. Bishop and Michelle M. Lupien **Date:** 13 May 1996
Organization: KCI Technologies, Inc. **Telephone:** (717) 691-1340
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

CH-382

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map LA PLATA, I-11
County CHARLES
Bridge # and Name 8025, MD225
OVER PORT TOBACCO CREEK



CH 382
BRIDGE # 8025
CHARLES COUNTY
D. BHAUMIK
2-2-95
~~MARYLAND SHPO~~ SHA
MD 225 OVER PORT TOBACCO CREEK
LOOKING EAST ON MD 225

CH-382
BRIDGE # 8025
CHARLES COUNTY
D. BHAUMIK
2-2-95
~~MARYLAND SHPO~~ SHA
MD 225 OVER PORT TOBACCO CREEK
LOOKING NORTH (DOWNSTREM FACE)

CH-382
BRIDGE # 8025
CHARLES COUNTY

D. B HAUMIK
2-2-95

~~MARYLAND SHPO~~ SHA

MD 225 OVER PORT TOBACCO CREEK
LOOKING WEST ON MD 225

CH-382

BRIDGE # 8025
CHARLES COUNTY

D. DHAUMIK
2-2-95

~~MARYLAND SHPO~~ SHA

MD 225 OVER PORT TOBACCO CREEK
LOOKING SOUTH (UPSTREAM FACE)

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

Property/District Name: SHA Bridge #8025, MD 225 over Port Tobacco Creek Survey Number: CH-382

Project: MD 225 bridge widening Agency: SHA

Site visit by MHT Staff: X no ___ yes Name _____ Date _____

Eligibility recommended X Eligibility **not** recommended ____

Criteria: ___A ___B X C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Justification for decision: (Use continuation sheet if necessary and attach map)

SHA Bridge No. 8025, MD 225 over Port Tobacco Creek, Charles County is a concrete beam bridge, double span, reinforced concrete tee-beam with an open parapet. The parapets are divided into four section with eight openings each.

Although beam bridges are generally too numerous to be individually eligible, this bridge has been maintained, despite at least one accident which severely damaged the parapet, causing a portion of it to be replaced. The bridge is an excellent example of the standard plan used in a rural setting by the State Roads Commission in 1928 and 1929. Therefore it qualifies for the National Register of Historic Places under Criterion C. In this the Trust is concurring with the Interagency Historic Bridge Committee in its earlier determination of eligibility.

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

Prepared by: Rita Suffness, SHA

Anne E. Bruder — May 28, 1998
Reviewer, Office of Preservation Services — Date

NR program concurrence: X yes ___ no ___ not applicable

[signature] — 5/28/98
Reviewer, NR program — Date

Survey No. CH-382

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

____	Eastern Shore	(all Eastern Shore counties, and Cecil)
X	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
X	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
X Architecture, Landscape Architecture, and Community Planning
____ Economic (Commercial and Industrial)
____ Government/Law
____ Military
____ Religion
____ Social/Educational/Cultural
X Transportation

V. Resource Type:

Category: Structure
Historic Environment: Rural
Historic Function(s) and Use(s): Stream crossing/transportation
Known Design Source: Maryland State Road Commission, Standard Plan

Capsule Summary Sheet

Survey Number: CH-382 **Construction Date**: 1928-29

Name: SHA Bridge No. 8025 Modified: 1999

Location: MD 225 (Indian Head-LaPlata Road), Charles County, Maryland

Description: SHA Bridge No. 8025, MD 225 over Port Tobacco Creek, Charles County, is a double-span, reinforced concrete, tee-beam bridge carrying two lanes of traffic. The bridge consists of two 24-foot long concrete girder spans with a total bridge length of 55 feet The superstructure consists of concrete abutments and concrete wingwalls. A concrete pier supports the center of the bridge.
Prior to the changes undertaken by SHA in 1999, the concrete parapets had an open balustrade design with paneled posts in the center and at the ends. The two parapets were divided into four sections with eight openings in each section. Metal W-beam guardrails were attached to the ends of the parapets.
The bridge was widened to two 12-foot lanes with eight-foot shoulders in 1999 in order to matching the existing MD 225 roadway on either side of the structure. Three, three-foot wide pre-stressed, pre-cast concrete planks were added to each side of the bridge. The parapets were removed and replaced with jersey barrier-shaped concrete parapets. The outside faces of these parapets were patterned to imitate the type of closed face parapets used throughout the 1920's. They have a rectangular pattern applied to the outside face. Abutments were extended and wingwalls added to the existing structure.

Significance: Bridge No. 8025 was built on the Indian Head-LaPlata Road which connected the eastern farmers of Charles County to the county seat at LaPlata. In 1928, when the existing bridge design was under consideration, the road was a moderately improved trading route with a gravel surface. The State Roads Commission re-designed the road and removed the existing single-lane concrete bridge prior to the construction of the existing structure.

Although beam bridges are generally too numerous to be considered individually eligible for the National Register, this bridge was considered a good example of the standard plan utilized in the late 1920's for a rural setting and thus qualified under Criterion C for inclusion in the National Register. As a result of the changes undertaken in 1999 the structure no longer retains the requisite integrity to qualify for inclusion in the National Register.

Prepared by:
Ms. Rita M. Suffness
Cultural Resources Manager, MD SHA
2/28/2000

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. CH-382

NAME AND SHA NO.: 8025

LOCATION
Road Name and Number: MD 225 over Port Tobacco Creek
City/Town: Hawthorne X vicinity
County: Charles

Ownership: X State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within 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 Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

__ Metal Girder
__ Rolled Girder __ Rolled Girder Concrete Encased
__ Plate Girder __ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name __

DESCRIPTION

Describe the Setting:

Bridge 8025 carries MD 225 (Indian Head La Plata Road) over Port Tobacco Creek west of La Plata in Charles County. MD 225 runs in a generally east-west direction at this location; Port Tobacco Creek flows north-south. This bridge is situated in a rural area and a few buildings are visible from the bridge. Bridge 8025 lies within the Tidewater physiographic province which is characterized by relatively flat or gently undulating terrain crossed by tidal streams and rivers.

Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

Bridge 8025 is a double-span reinforced concrete tee-beam bridge carrying two lanes of traffic. The bridge consists of two 24' long concrete girder spans with a total bridge length of 55'. The roadway is 24' wide. The concrete parapet exhibits an open balustrade design with paneled posts in the center and the ends of each parapet. The two parapets are divided into four sections with eight openings in each section. Metal W-beam guardrails are attached to ends of the parapets.

The superstructure of the bridge consists of concrete abutments and concrete wing walls. A concrete pier supports the center of the bridge. As-built drawings dated September 1928 and February 1929 indicate that this bridge partially incorporated the former abutments and the new bridge seat was poured over the existing abutments and doweled together.

Bridge inspection reports from 1970 through 1979 mention deterioration, cracking, and spalling of the concrete girders, slab bottom, abutments, wing walls, and balustrade. These reports also mention the blocked stream channel and growth of vegetation on the wing walls.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

Inspection reports from the 1990s state that a portion of the north balustrade was replaced due to damage from an accident.

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

No, this bridge is not located within an area which is eligible for historic district designation.

Is the bridge a significant example of its type?

Yes, due to its apparent lack of major alterations and fair condition, this bridge stands as a significant example of its type.

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

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, none of these character defining elements has been replaced or removed.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

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

No, this bridge should not receive further study.

BIBLIOGRAPHY

Crosby, Walter Wilson

1906 *First Report on State Highway Construction (May 1905-January 1906)*. The Johns Hopkins Press, Baltimore.

1908 *Second Report on State Highway Construction (January 1906-January 1908)*. The Johns Hopkins Press, Baltimore.

Johnson, A.N.
1903 *Third Report on the Highways of Maryland (1902-1903).* The Johns Hopkins Press, Baltimore.

LeViness, Charles T.
1958 *A History of Road Building in Maryland.* State Roads Commission of Maryland, Baltimore.

Maryland State Highway Administration
1987-93 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

P.A.C. Spero and Company and Louis Berger and Associates, Inc.
1994 *Historic Bridges in Maryland: Historic Context Report.* Prepared for Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore.

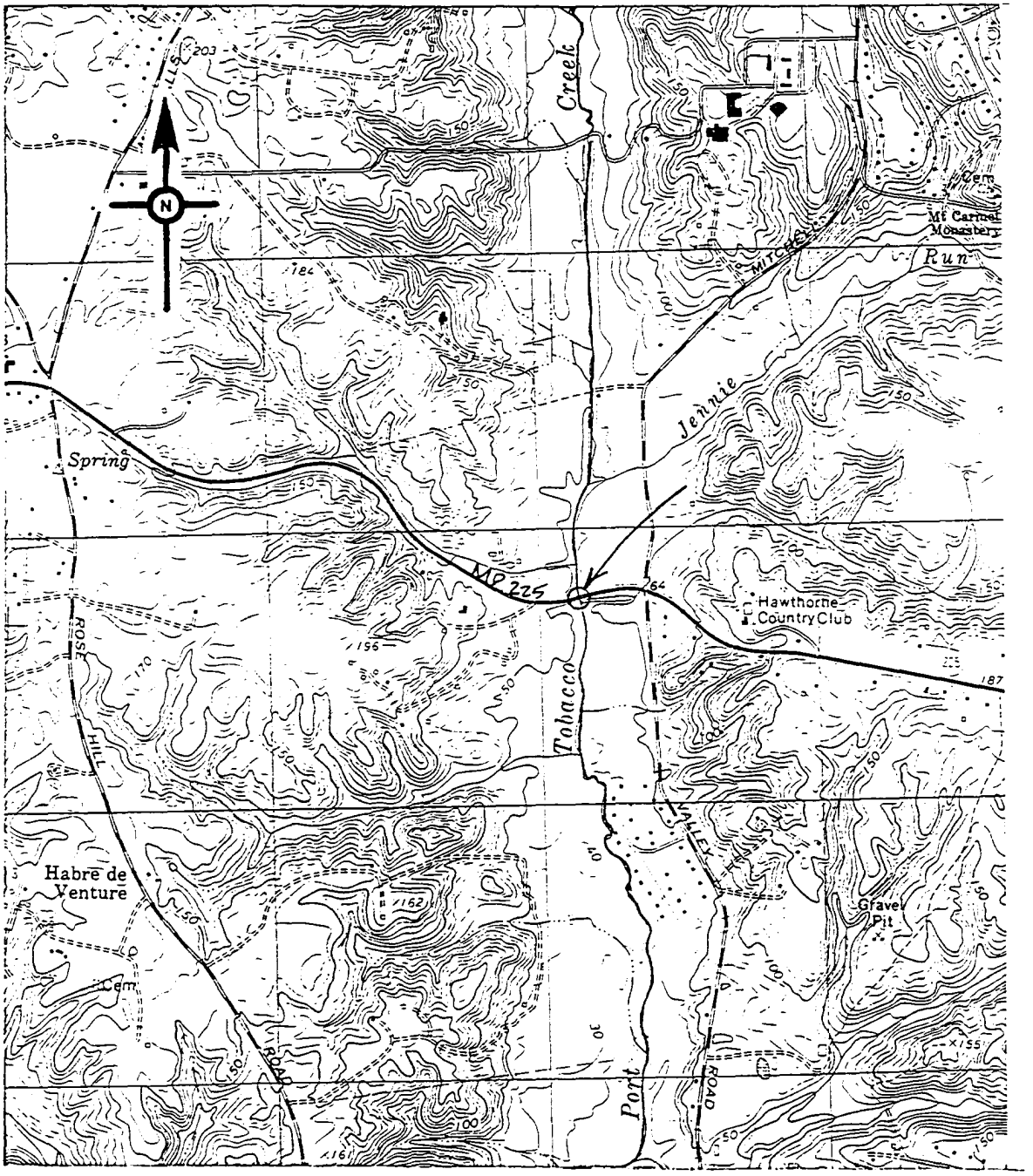
State Roads Commission of Maryland
1930 *Reports of the State Roads Commission of Maryland for the Years 1927, 1928, 1929, and 1930.* State of Maryland, State Roads Commission, Baltimore.

1928-29 As-built drawings. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

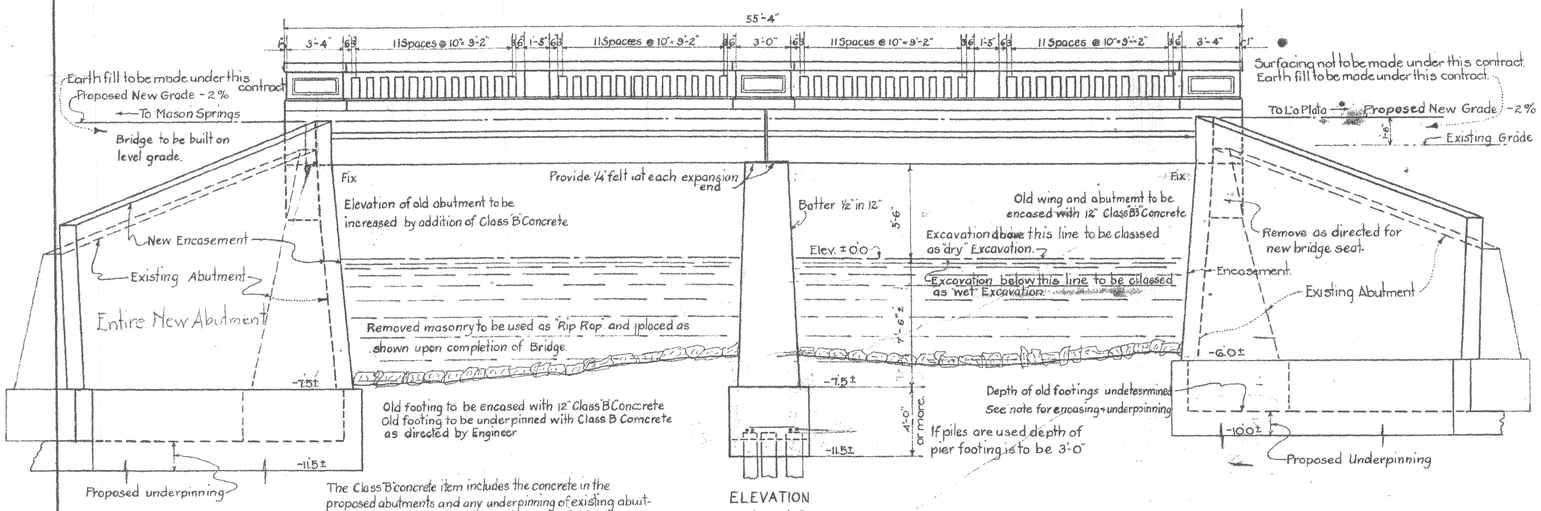
1931-79 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

SURVEYOR INFORMATION

Name: Margaret A. Bishop and Michelle M. Lupien **Date:** 13 May 1996
Organization: KCI Technologies, Inc. **Telephone:** (717) 691-1340
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

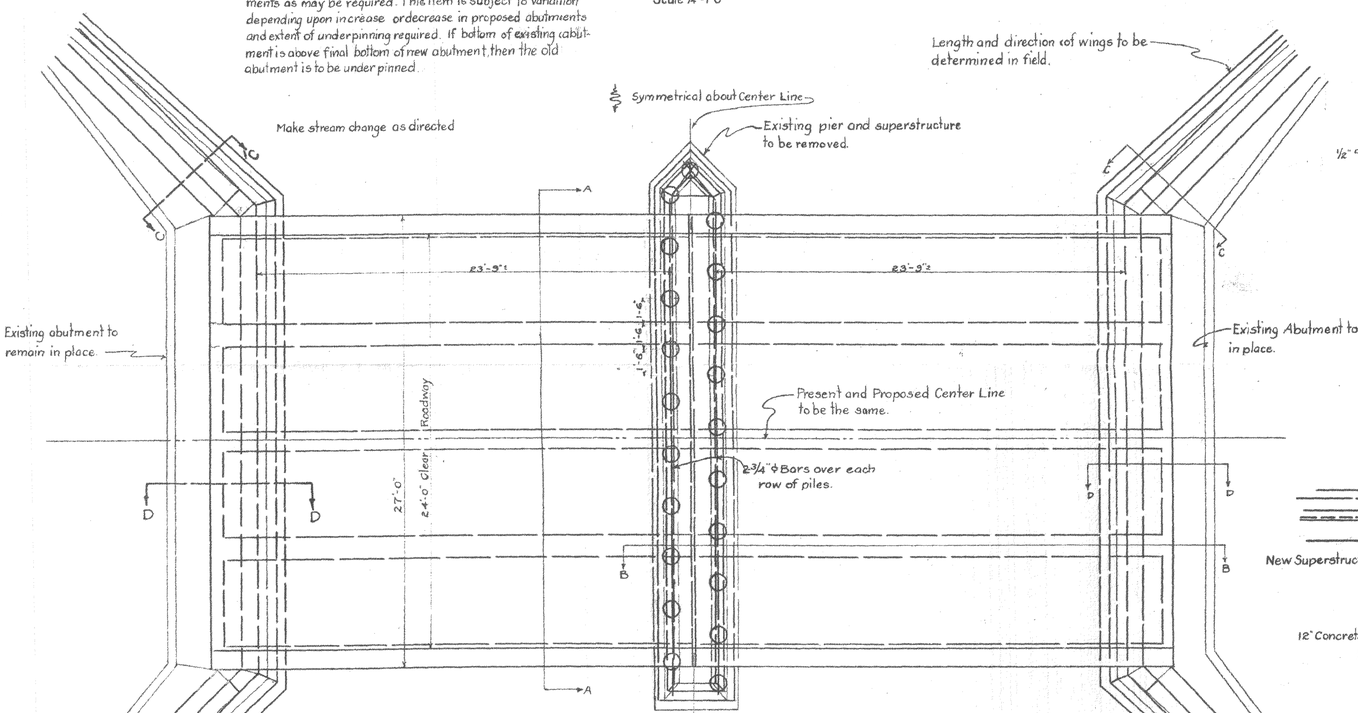


Bridge # 8025 (MHT # CH-382)
MD 225 over Port Tobacco Creek
Port Tobacco, MD Quadrangle (USGS 1982)



The Class B concrete item includes the concrete in the proposed abutments and any underpinning of existing abutments as may be required. This item is subject to variation depending upon increase or decrease in proposed abutments and extent of underpinning required. If bottom of existing abutment is above final bottom of new abutment, then the old abutment is to be underpinned.

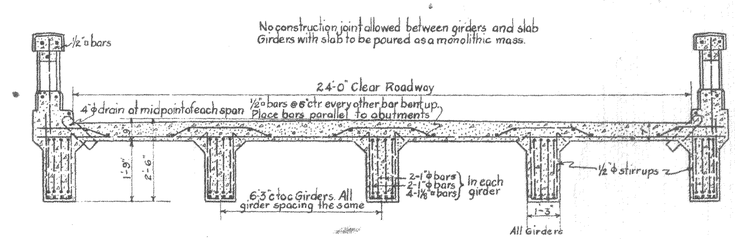
ELEVATION
Scale 1/4"=1'-0"



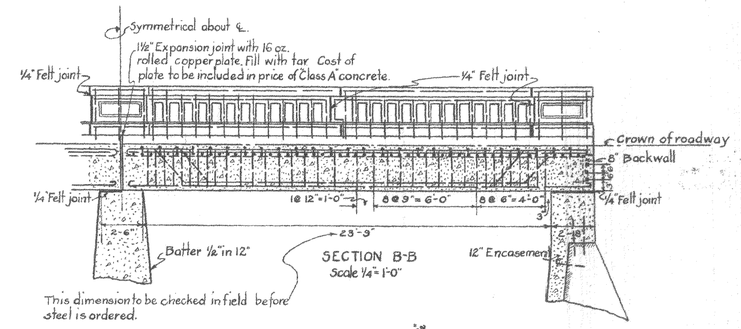
PLAN
Scale 1/4"=1'-0"

Note: No steel for foundations to be ordered until it has been determined whether piles are to be used or not.

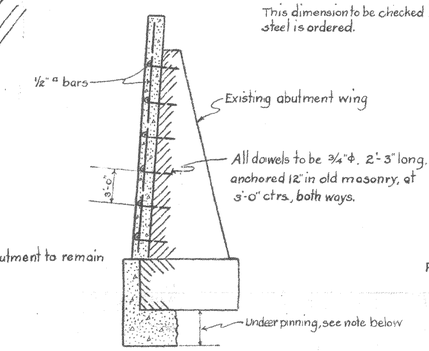
No piles called for on Proposed Plans Oct. 55



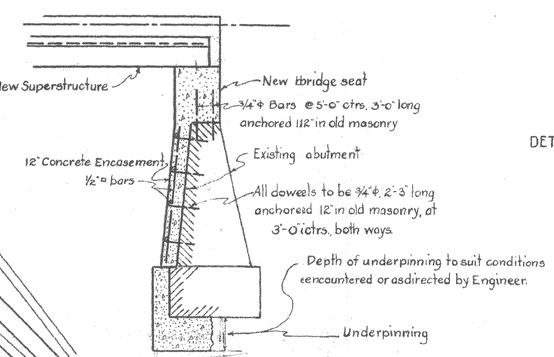
SECTION A-A
Scale 3/8"=1'-0"



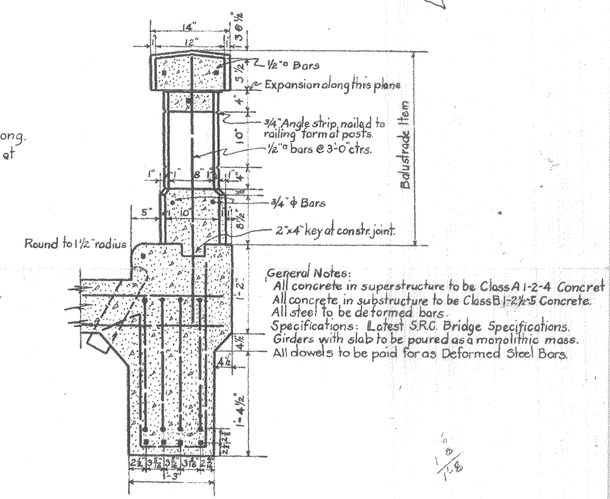
SECTION B-B
Scale 1/4"=1'-0"



SECTION C-C
Scale 1/4"=1'-0"



SECTION D-D
Scale 1/4"=1'-0"



DETAIL OF HANDRAIL
Scale 1"=1'-0"

General Notes:
All concrete in superstructure to be Class A 1-2-4 Concrete
All concrete in substructure to be Class B 1-2½-5 Concrete.
All steel to be deformed bars.
Specifications: Latest S.R.C. Bridge Specifications.
Girders with slab to be poured as a monolithic mass.
All dowels to be paid for as Deformed Steel Bars.

STATE OF MARYLAND
STATE ROADS COMMISSION
BALTIMORE, MD.

REINFORCED CONCRETE BRIDGE

PORT TOBACCO CREEK — CHARLES CO.

DETAIL PLAN

Scales Various — Sept. 6, 1928 — Contract Ch-B

J. N. Mackall, Chairman & Chief Engineer

Made by CAG — Approved
Traced by CAG
Correct — Chief Engineer
Bridge Engineer — Sheet No. of

File No. 1 Pocket No. 5 Folder No. 28

2-8025 — BRIDGE No. 5016

CH-382

Maryland State Archives

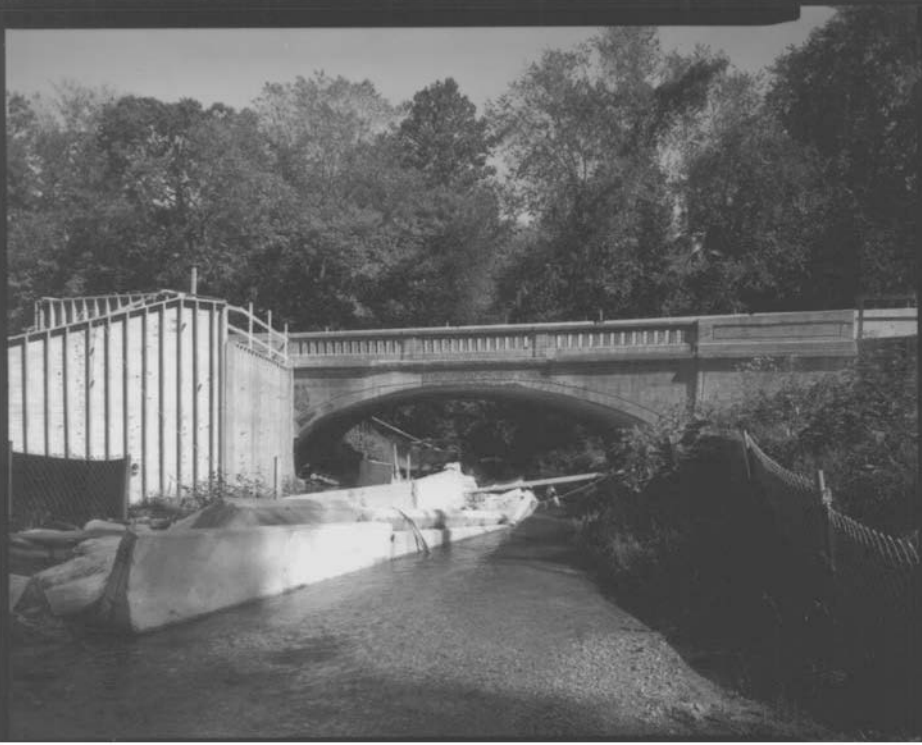
CH-382
BRIDGE #8025, MD 225 OVER PORT TOBACCO CREEK
CHARLES CO., MD
ROBERT SHELLEY
10-99
MD SHPO
VIEW WEST ENVIRONMENTAL
1/12

CH-382
BRIDGE# 8025, MD 225 OVER PORT TOBACCO CREEK
CHARLES CO., MD
ROBERT SHELLEY
10-99
MD SHPO
WEST APPROACH
2/12

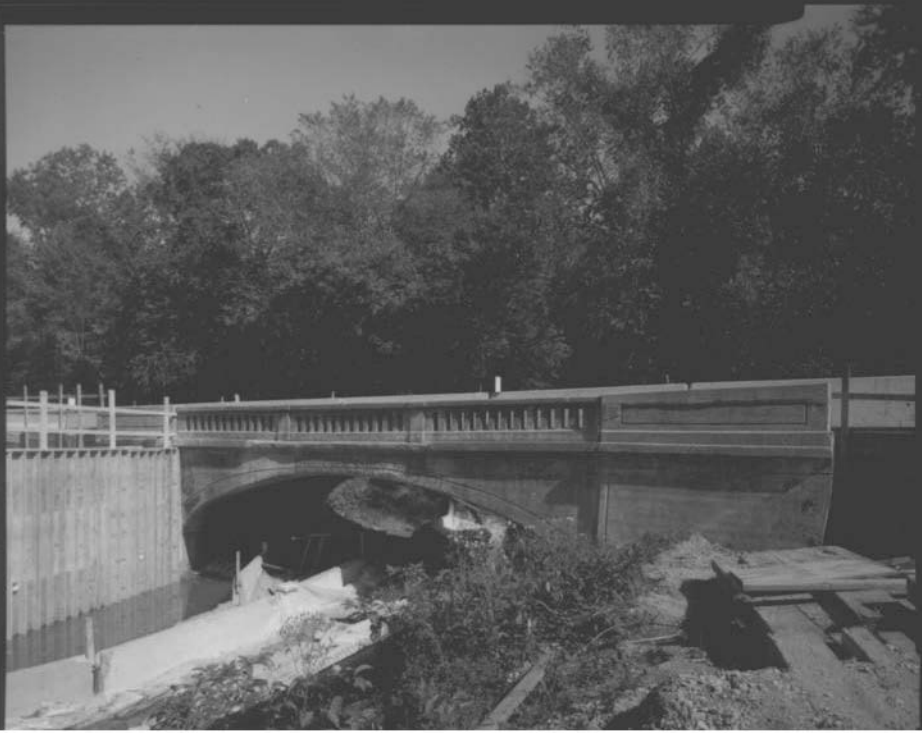
CH-382
BRIDGE #8025, MD 225 OVER PORT TOBACCO CREEK
CHARLES CO., MD
ROBERT SHELLEY
10-99
MD SHPO
VIEW EAST ENVIRONMENTAL
3/12

CH-382
BRIDGE # 8025, MD 225 OVER PORT TOBACCO CREEK
CHARLES CO., MD
ROBERT SHELLEY
10-99
MD SHPO
EAST APPROACH
4/12

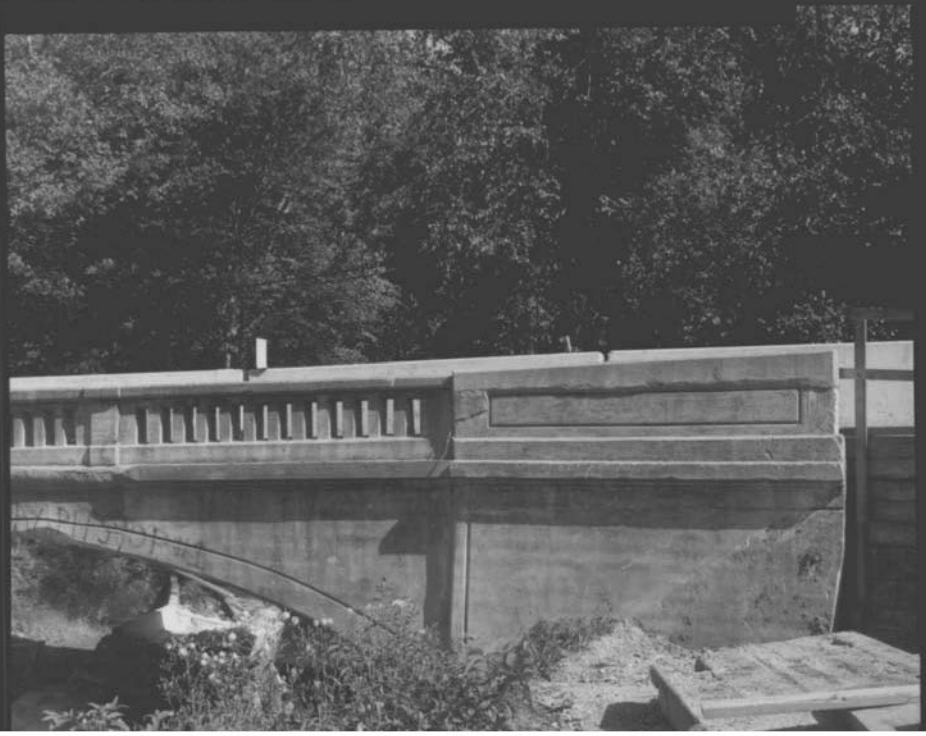
CH-382
BRIDGE # 8025, MD 225 OVER PORT TOBACCO CREEK
CHARLES CO., MD
ROBERT SHELLEY
10-99
MD SHPO
VIEW SOUTH ENVIRONMENTAL
5/12



CH-382
BRIDGE #8025, MD225 OVER PORT TOBACCO CREEK
CHARLES CO., MD
ROBERT SHELLEY
10-99
MD SHPO
SOUTH ELEVATION FROM CREEK
6/12



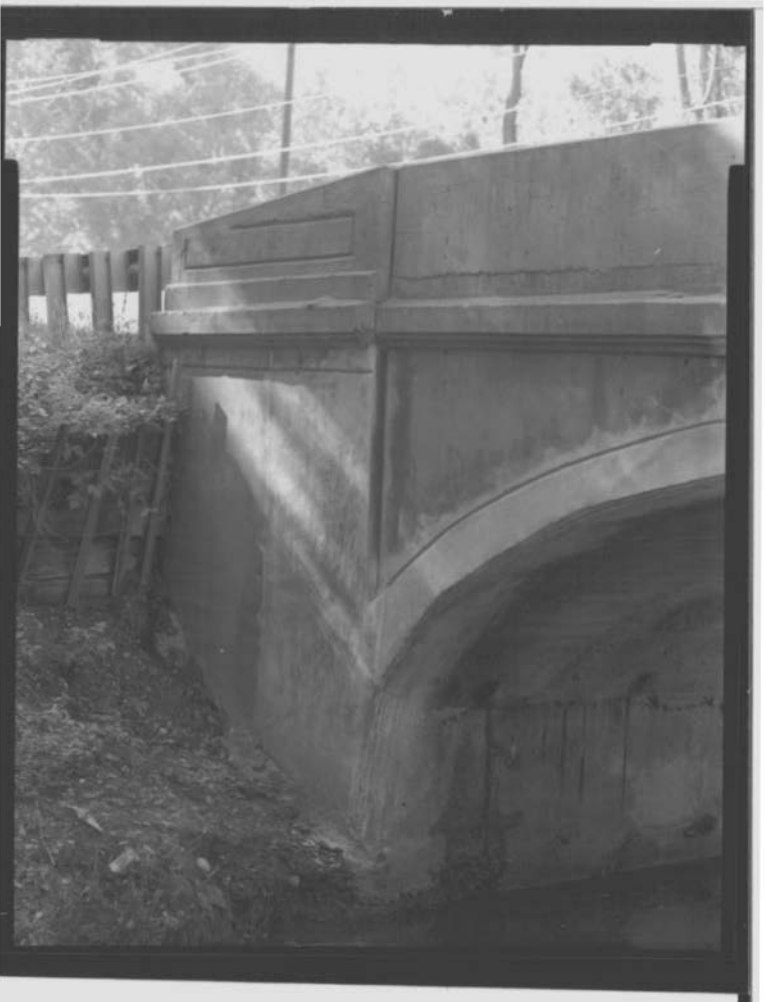
CH-382
BRIDGE # 8025, MD 225 OVER PORT TOBACCO CREEK
CHARLES CO., MD
ROBERT SHELLEY
10-99
MD SHPO
SOUTH ELEVATION FROM ROAD
7/12



CH-382
BRIDGE #8025, MD 225 OVER PORT TOBACCO CREEK
CHARLES CO., MD
ROBERT SHELLEY
10-99
MD SHPO
DETAIL OF SE ABUTMENT
8/12

CH-382
BRIDGE #8025, MD 225 OVER PORT TOBACCO CREEK
CHARLES CO., MD
ROBERT SHELLEY
10-99
MD SHPO
VIEW NORTH ENVIRONMENTAL FROM CREEK
9/12

CH-382
BRIDGE # 8025, MD 225 OVER PORT TOBACCO CREEK
CHARLES CO., MD
ROBERT SHELLEY
10-99
MD SHPO
NORTH ELEVATION FROM WEST END
10/12



CH-382
BRIDGE # 8025, MD 225 OVER PORT TOBACCO CREEK
CHARLES CO., MD
ROBERT SHELLEY
10-99
MD SHPO
NORTH EAST ABUTMENT
11/12

CH-382
BRIDGE #8025, MD 225 OVER PORT TOBACCO CREEK
CHARLES CO., MD
ROBERT SHELLEY
10-99
MD SHPO
NORTH PARAPET
12/12

CH-382

CH-382

CH-382

CH-382

CH-382

CH-382

CH-382
BRIDGE 8025

BRIDGE SOUTH PARAPET

CH-382
BRIDGE 8025

BRIDGE SOUTH FACE (LOOKING NORTH)

CH-382
BRIDGE 8025

BRIDGE SOUTH FACE (LOOKING NORTH)