

Maryland Historical Trust

Maryland Inventory of Historic Properties number: K-453

Name: MD 291 over Morgan 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.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u>X C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u> 3 </u> April 2001
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u> 3 </u> April 2001

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MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. K-453

SHA Bridge No. 14022 Bridge name MD 291 over Morgan Creek

LOCATION:

Street/Road name and number [facility carried] MD 291

City/town Hopewell Vicinity X

County Kent

This bridge projects over: Road Railway Water Land

Ownership: State County Municipal Other

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes No

National Register-listed district National Register-determined-eligible district

Locally-designated district Other

Name of district _____

BRIDGE TYPE:

Timber Bridge :

Beam Bridge Truss -Covered Trestle Timber-And-Concrete

Stone Arch Bridge

Metal Truss Bridge

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 14022 carries Maryland Route 291 over Morgan Creek near Hopewell, MD. Route 291, a fairly busy state road, runs in a generally northeast-southwest direction and Morgan Creek flows northwest-southeast at this location. The area, located between Chestertown and Morgnec, is relatively rural and undeveloped. A Maryland Department of Transportation building and related buildings are located just southwest of the bridge.

Describe Superstructure and Substructure:

Bridge 14022 is a single-span Pratt through-truss with eight panels measuring 196 feet 6 inches in total length and supporting a 24 foot wide roadbed carrying two lanes of traffic. The deck is a 9-1/2-inch thick reinforced concrete slab with 9-inch-by-8-inch curbs on either side. The vertical members and diagonal tension members are all I-shaped sections. At each truss line, a single line of rolled I section bracing is provided at mid-height of the diagonals and verticals of the four center panels. The top lateral bracing is made of two angles with lacing. The top chord is composed of back-to-back channels with plating on top and lacing underneath, while the bottom chord is composed of built-up face-to-face channels. The floor system is comprised of I-shaped stringers and floorbeams and cross bracing made of angles. All connections are riveted gusset plates. The southwest end of the top chord of the truss bears a plaque inscribed with the year built and the State Roadway Commission in charge of the bridge design. The railings are made of angles and pipe on each side on the inside of the truss lines. The substructure includes reinforced concrete cantilever abutments and wingwalls both supported by pile footings. There are utility poles and lines on either side of the truss bridge structure.

Discuss Major Alterations:

In 1992 the reinforced concrete abutments and wingwalls received gunnite mortar repairs due to structural needs. In 1994 the entire truss was repainted.

HISTORY:

WHEN was bridge built (actual date or date range) 1934

This date is: Actual X Estimated _____

Source of date: Plaque X Design plans _____ County bridge files/inspection form _____

Other (specify) SHA Files; State inventory form; Plaque, which lists names of State Roads Commission chairman G. Clinton Uhl, Commission members Robert Lacy and E. Brooke Lee, Chief Engineer H.D. Williar, and Bridge Engineer W.C. Hopkins.

WHY was bridge built? To provide a reliable crossing of Route 291 over Morgan Creek, to meet local and regional transportation needs.

WHO was the designer _____

WHO was the builder _____

WHY was bridge altered? [check N/A X if not applicable] _____

Was bridge built as part of organized bridge-building campaign? Yes X No _____

This bridge was built under the aegis of the State Roads Commission as part of the Good Roads Movement.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events X B- Person _____
C- Engineering/architectural character X

Was bridge constructed in response to significant events in Maryland or local history? No Yes X

This bridge was one of a small but significant number of metal truss bridges erected in Maryland from the 1920s through the 1940s. Its heavy, solid construction reflects continuing advances in metal truss technology and fabrication early in the century, and the almost unyielding reliability of substantial trusses for major crossings. Such bridges were built throughout the state during the period, particularly in the early 1930s, as part of the Good Roads Movement promoted by the State Roads Commission. Many of them retain plaques indicating that they were built under the aegis of the Commission, even though they were designed by private bridge building firms.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area? No Yes X

Because of their solidity and reliability, metal truss bridges with heavy members such as the Route 291 bridge were often utilized in Maryland from the 1920s through the 1940s at long crossings. Multi-lane facilities carrying major thoroughfares, they had not only a significant impact on local growth, but facilitated regional residential, commercial, agricultural, and industrial development.

**Is the bridge located in an area which may be eligible for historic designation? No X Yes
Would the bridge add to or detract from historic & visual character of the possible district?**

Is the bridge a significant example of its type? No Yes X

Between 1840 and the Civil War, under the impetus of a rapidly expanding railroad system, the majority of early American metal truss bridge forms were patented and introduced. In Maryland, the earliest metal truss bridges carried rail lines, which required their great strength and reliability. From the War through the end of the century, metal truss technology was improved, steel began to replace iron, and the use of trusses was expanded to carry roads as well as rail lines.

Numerous metal truss bridges were erected in Baltimore, the original hub of the metal truss in the state, from the 1850s through the 1880s. From Baltimore, the use of the metal truss spread out to other parts of the state, particularly the Piedmont and Appalachian Plateau. Many bridge and iron works were established in the eastern United States to design and fabricate truss members, which were then shipped to sites in Maryland and elsewhere to be erected. More than 15 different bridge companies located in Maryland, Ohio, Pennsylvania, New York, Virginia, and Indiana are known to have shipped metal truss bridges to sites throughout Maryland. Bridges were first fabricated in Maryland, and shipped to sites within the state and beyond, by the companies of seminal bridge designer Wendel Bollman.

Early in the twentieth century, concrete bridges began to compete with metal truss bridges throughout the state at small to moderate crossings. With the development of uniform standards for concrete bridges by the State Roads Commission in the 1910s, the construction of smaller metal truss bridges significantly declined throughout the state. The metal truss still remained the bridge of choice for large crossings, however. In the 1920s, heavier members began to be used at these bridges. Reflecting even heavier load requirements and increased lengths, metal truss bridges erected in the state in the 1930s and 1940s were heavy and solid, rather than light and delicate like their late-nineteenth and early-twentieth century predecessors.

Numerous Pratt truss bridges were erected throughout the country between 1844, when the type was patented by Thomas and Caleb Pratt, and the early twentieth century. The Pratt has diagonals extended across one panel in tension and verticals in compression, except for hip verticals immediately adjacent to the inclined end posts of the bridge. The large majority of Maryland's surviving metal truss bridges are Pratts, built as through or pony trusses either riveted or pin-connected.

This bridge was erected during one of the three key periods (1840-1860, 1860-1900, and 1900-1960) of bridge construction in Maryland. Built in 1934, it falls within the period 1900-1960. During this era, metal truss highway bridges became increasingly standardized. Also during this period, smaller and moderate length trusses were gradually replaced by reinforced concrete structures, and the modern metal

girder bridge, which could easily be widened, replaced the metal truss bridge at all but the largest approaches and crossings. Built after 1930, it is characterized by heavy solid members, rather than the relatively delicate members that characterized its late-nineteenth and early-twentieth century predecessors.

The bridge is also notable as one of the few trusses erected on Maryland's Eastern Shore.

Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum? No ___ Yes X

Is bridge a significant example of work of manufacturer, designer and/or engineer? No ___ Yes

Neither manufacturer, designer, nor engineer has been identified for this bridge.

Should bridge be given further study before significance analysis is made? No X Yes

It is believed that no further evaluation is necessary to determine the eligibility of this bridge for listing in the National Register. However, additional research, which could be conducted as part of any future National Register nomination prepared for the bridge, might provide further information about its history and environs.

BIBLIOGRAPHY:

Bridge inspection reports and files of the Maryland State Highway Administration.

County survey files of the Maryland Historical Trust.

Jackson, Donald H. *Great American Bridges and Dams*. Washington, D.C: The Preservation Press, 1968

P.A.C. Spero & Company and Louis Berger & Associates, Inc. *Historic Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration, September, 1994.

Pennsylvania Historical and Museum Commission and Pennsylvania Department of Transportation. *Historic Highway Bridges in Pennsylvania*. Commonwealth of Pennsylvania, 1986.

State inventory form K-453

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 1/31/95

Name of surveyor Matt Hickson/Marvin Brown

Organization/Address GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111

Phone number 410-561-0100 **FAX number** 410-561-1150



K-453

KEIT COUNTY

MATT HICKSON

1-31-95

~~MARYLAND STATE~~ SHL7

BRIDGE 11-1022, LOOKING SW

1 OF 5



K-453

KENT COUNTY

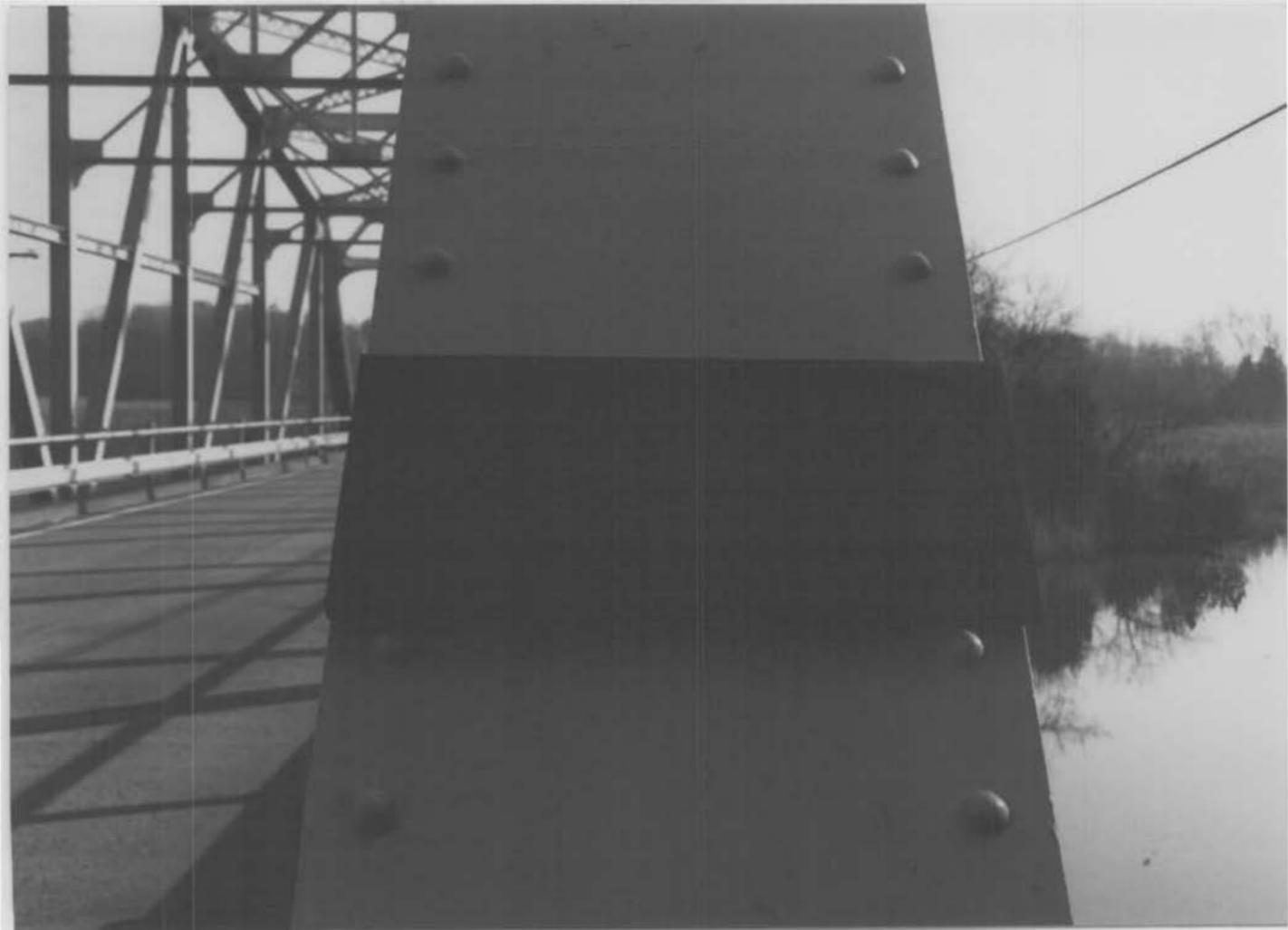
MATT HICKSON

1-31-95

~~PARLAND SHPD~~ SHA

BRIDGE 14022, LOOKING NE

Z OF 5



K-453

KENT COUNTY

MATT HILSON

1-31-95

~~MARION~~ SHPD

S 4.1

BRIDGE 14022; PLAQUE ON

3 of 5

DOWNSTREAM TREE



K-453

KENT COUNTY

MATT HICKSON

1-31-95

MARYLAND SHPO SHA

BRIDGE 140ZZ; LOOKING DOWNSTREAM (SE)

4 OF 5



K-453

KENT COUNTY

MATT HICKSON

1-31-95

~~PARSONS SITE~~ S.H.A

BRIDGE 14022, LOOKING UPSTREAM (NW)

5 OF 5

K-453

1933

Hopewell Bridge
Hopewell vicinity
public (unrestricted)

This bridge carries Maryland Route 291 across Morgan Creek near Hopewell, Maryland. It consists of a single span Parker steel through truss, 194 feet in length, which supports a 24 foot wide roadbed.

Erected in 1933, this structure was built according to in-house specifications of the Maryland State Roads Commission, under the chairmanship of G. Clinton Uhl, H.D. Williar, Chief Engineer, and W.C. Hopkins, Bridge Engineer. Robert Lacy and E. Brooke Lee also served as Commissioners.

Hopewell Bridge is the only historic truss bridge -- part of Maryland's state road system in Kent County, and one of 26 bridges of the same general structural type throughout the state road network -- identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey which took place during 1980-81.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Hopewell Bridge

2 LOCATION

STREET & NUMBER

Maryland Route 291 and Morgan Creek

CITY, TOWN

Hopewell

X VICINITY OF

CONGRESSIONAL DISTRICT

1 st

STATE

Maryland

COUNTY

Kent

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER

4 OWNER OF PROPERTY

NAME

State Highway Administration DOT Survey

Telephone #:

STREET & NUMBER

301 West Preston Street

CITY, TOWN

Baltimore

___ VICINITY OF

STATE, zip code

Maryland 21201

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE

REG. STRY OF DEEDS, ETC Kent County Courthouse

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Chestertown

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

___ FEDERAL ___ STATE ___ COUNTY ___ LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

K-453

CONDITION

CHECK ONE

CHECK ONE

EXCELLENT

DETERIORATED

UNALTERED

ORIGINAL SITE

GOOD

RUINS

ALTERED

MOVED DATE _____

FAIR

UNEXPOSED

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This structure carries Maryland Route 291 across Morgan Creek near Hopewell in a NE-SW direction. It consists of a single Parker steel through truss, 194' in length, with riveted connections. The roadbed is 24' wide.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

K-453

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES 1933

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

built according to in-house specifications of the State Roads Comm., H.D. Williar, Chief Engineer, W.C. Hopkins, Bridge Engineer.

(See general bridge significance, M/DOT Survey, attached).
 This bridge is associated with the State Roads Commission of Clinton Uhl (chairman), Robert Lacy and E. Brooke Lee. (see Uhl notes, attached).

CONTINUE ON SEPARATE SHEET IF NECESSARY

K-453

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Files of the Bureau of Bridge Design, State Highway Administration,
301 West Preston Street, Baltimore, Md.

Condit, Carl, American Building Art, 20th Century; New York, Oxford
University Press, 1961.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____
Quadrangle Name: Chestertown, MD
Quadrangle Scale: 1:24 000

UTM References:

18.410280.4343100

VERBAL BOUNDARY DESCRIPTION

NA

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
NA	

11 FORM PREPARED BY

NAME - TITLE

John Hnedak/M/DOT Survey Manager

ORGANIZATION

Maryland Historical Trust

DATE

1980

STREET & NUMBER

21 State Circle

TELEPHONE

(301) 269-2438

CITY OR TOWN

Annapolis

STATE

Maryland 21401

The Maryland Historic Sites Inventory 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
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

GENERAL BRIDGE SIGNIFICANCE

The significance of bridges in Maryland is a difficult and subtle thing to gauge. The Modified significance criteria of the National Register, which are the standard for these judgements in Maryland, as in most states, must be broadly applied to allow for most of these structures. In particular the 50 year rule which specifies a minimum age for structures can be waived, and is more commonly done so for engineering structures than for others. Questions of uniqueness and typicality, exemplary types, etc., must set aside for now, because they presuppose a wider knowledge of the entire resources than is presently available. Indeed, this survey is an initial step toward understanding the extent to which Maryland's bridges are part of her cultural resources. Aesthetic considerations may have to be side-stepped entirely, for such structures as these are generally considered mundane and ordinary at best, and sometimes a negative landscape feature, by the layman. It does take a specialized aesthetic sense to appreciate such structures on visual grounds, but a case for visual significance can be made. The remaining criteria are those of historical associations. The relative youth of most of these structures precludes a strong likelihood of participation to events and lives of import. The best generalization can be made for most bridges is that they are built on site of early crossings, developing from fords and ferries through covered bridges and wooden trusses to their present state. This significance inheres in the site, however, and in most cases would not be diminished by the absence of the present structure.

These criteria may also be addressed positively. The primary significance of these bridges, those which were built between the two World Wars, consists in their association with rapidly changing modes and trends in transportation in America during the period. The earliest of them saw the appearance of the automobile and its rise as the preëminent means of getting Americans from place to place. Roads were being improved for increased speeds and capacity, and bridges, as potential weak links on the system, became particularly important. The technology for producing them was not new, and would not change significantly during the period. Accordingly, great numbers of easily, quickly and relatively cheaply built concrete slab, beam and arch bridges were built to span the small crossings, or were multiplied to cover longer crossings where height was no problem.

R-453

Truss bridges with major structural members of compound beams, of either the Warren or Pratt types, while more expensive and considered more intrusive on the landscape, were built to span the larger gaps,

With an aesthetic which allowed concrete slab bridges to have classical balustrades, or the application of a jazz-age concrete relief; with the considerable variety possible in the construction of medium sized metal trusses; and with the lack of nationwide standards for highway bridge design, the resulting body of structures displays considerable variety. The sameness of appearance of currently produced highway bridges leads one to believe this variety will not reappear. For that reason alone it is wise to keep watch over our existing bridges. Regardless of ones taste and aesthetic preference, one must be admitted that these older bridges add their variety and visual interest to the environment as a whole, and that it is often the case that their replacement by a standard highway bridge results in a visual hole in the landscape.

In situations requiring decisions of potential effect on these structures, they should receive some consideration. As the recording and subsequent understanding of Maryland's Cultural resources grows, they will be recognized as a significant part of that heritage.

It should be noted that two non-negligible classes of structure have been omitted from this set. The first is the huge number of concrete slab or beam bridges of an average of twenty feet or less in length. These are so nearly ubiquitous and of such minor visual impact (they are often easy to drive across without noticing) that they were not inventoried. They are considered in the general recommendations section of the final report of this survey, however.

The second category is that of the "great" bridges, the huge steel crossings of the major waterways. While they are awesome and aesthetically appealing, they are not included in this inventory because they do not share the problems of their more modest counterparts. They do not lack for recognition, they have not been technologically outmoded, and are in no danger of disappearing through replacement. In a sense, they are not as rare; hundreds of

these great bridges are known nationally, and there is little doubt as to the position of any one bridge within national spectrum. There seems little point in including them with the larger inventory of bridges. From an arbitrary point of view, their dates are outside the 1935 limit which we set for the consideration of bridges. We have departed from that limit on occasion, but will not in this case. These bridges, too, will be considered in the final report.

Moveable bridges deserve a special note regarding their significance. They are rare, and all but the most recent of them have been listed by this survey by virtue of that fact alone. They are, by their nature as intermittent impediments to the smooth flow of traffic, threatened. We rarely tolerate disruptions to what we perceive as our progress. This has been demonstrated recently by the replacement of the drawbridge at Denton, on one of the major routes to the Atlantic Coast from the rest of Maryland.

However much we are inconvenienced by them, we must admit that moveable bridges contribute a share of interest to the landscape. As with significance judgements in general, we here enter a realm which is governed by taste and opinion. Some of us might not enjoy being forced to sit back for a while to look at the surroundings which we would otherwise totally ignore, especially if the engine is in danger of boiling over. But there are those who are fascinated by the slow rise of a great chunk of roadway, moved by quit, often invisible machinery; who are amused by the tip of the mast which skims the top of the temporary wall; or who reflect on the nobility inherent in a river and the fact that we have not subdued every waterway with our autos, while knowing that we can if we want to.

G. Clinton Uhl (1871-1934)

This bridge has been associated with the name of Clinton Uhl, either by direct reference or by the coincidence of its date of construction with Mr. Uhl's tenure as chairman of the State Roads Commission.

Mr. Uhl's life is but sketchily known at present. His name is physically incised on more bridges of this period than that of any other individual, and it may be inferred that he was to some not-inconsiderable extent responsible for the shape taken by the state's road and bridge system in the middle 1930s, and possibly, at least in terms of construction policy, for some time beyond that.

From Uhl's obituary, found in the Baltimore Sun of 6 August 1934, we learn that he became interested in roads at age 20 because of difficulties encountered while trying to execute the duties of a delivery boy, in the employ of the McMullen Brothers of Cumberland. He was sufficiently energetic and ambitious to establish "Clinton Uhl and Company", a general store; the Maryland Shoe Company; both in Cumberland; the Greenbriar Quarry; and the Mt. Savage Fuel Company. He became a member of the board of road directors of Allegany County in 1905. In 1916 he was appointed to the State Roads Commission, becoming its chairman in 1929 and serving until his death. The one dark spot in his career seems to have been an accusation by a West Virginia contractor that he (the contractor) was denied a contract for refusing to buy stone from the Greenbriar Quarry. Uhl was cleared of all charges of misconduct with the help of Governor Ritchie. The roads of Allegany were considered to be the best in the State during Uhl's tenure there.

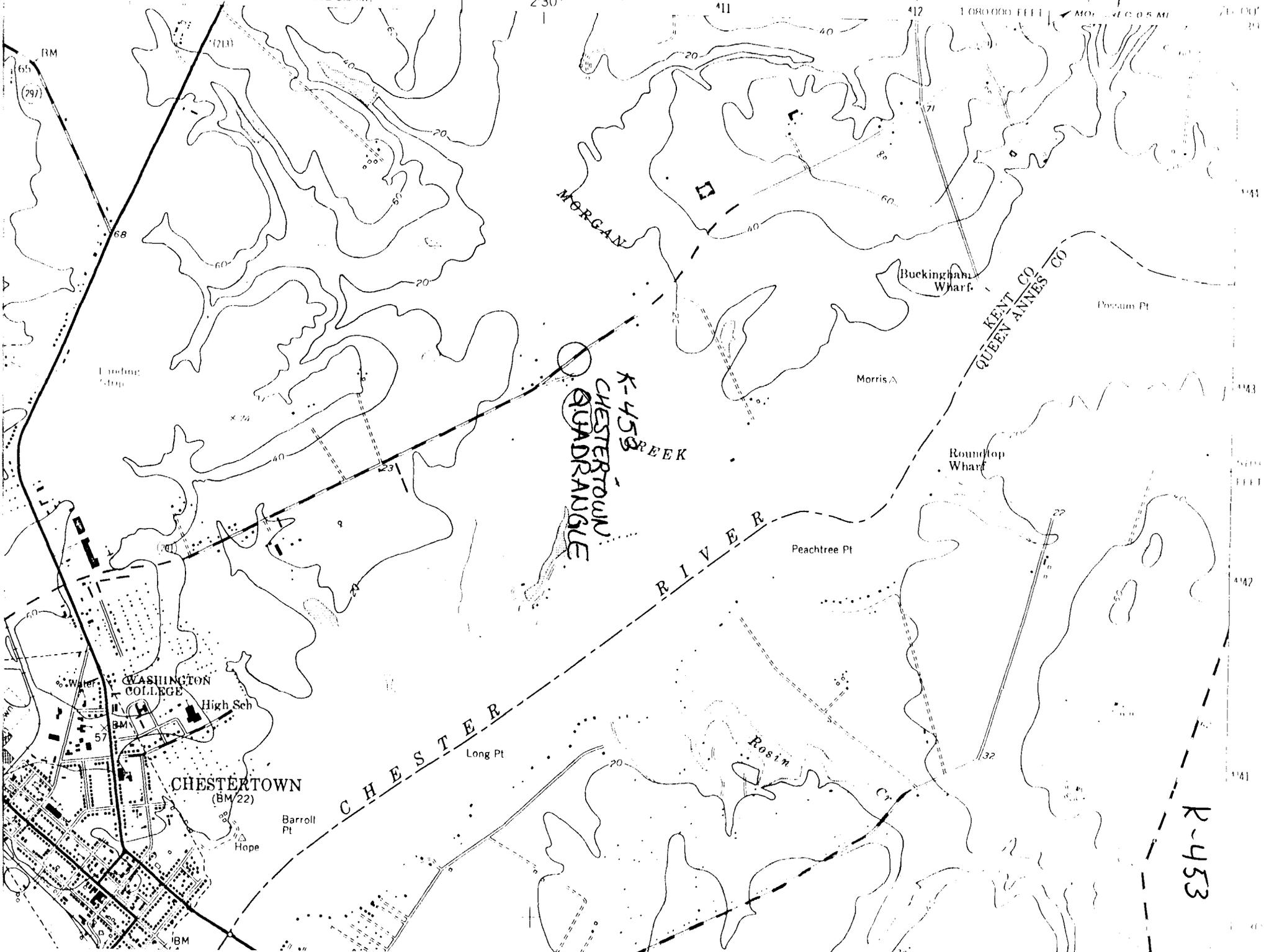
CORPS OF ENGINEERS
5762 1 SE ELKTON 34 MI.
(HETTERTON) KENNEDYVILLE 5.3 MI.

7.5 MINUTE SERIES (TOPOGRAPHIC)

NE/4 CHESTERTOWN II QUADRANGLE

1:680,000 FEET

2'30"



K-453
CHESTERTOWN
QUADRANGLE

K-453



K-453
Hopewell Bridge
M/DOT
Hnedak/Meyer
Summer 1980