Maryland Historical Trust

Maryland Inventory of Historic Properties number: CA-477

Name: #17003/MD 19 over BEAVERDAM DITCH

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 _____ Eligibility Not Recommended __X____

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

Comments:_____

_____

_____

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. QA-477**
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

NAME AND SHA NO.: 17003

LOCATION
Road Name and Number: MD 19 over Beaverdam Ditch
City/Town: Ingleside _ vicinity
County: Queen Anne's

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:

Located within Maryland's Tidewater physiographic zone, Bridge 17003 carries MD 19 over Beaverdam Ditch in northern Queen Anne's County. MD 19 extends east-west before turning to the northwest. Beaverdam Ditch flows in a generally southerly direction, eventually draining into Tuckahoe Creek. Bridge 17003 is located in the small community of Ingleside.

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

Bridge 17003 consists of a single, 35-foot long, concrete-beam span with a nearly 22-foot wide clear roadway carrying two traffic lanes. A closed parapet railing flanks the roadway. W-beam guardrails line the bridge approaches. Concrete abutments and wing walls support the bridge's superstructure.

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. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

The wing walls on the north side of the structure have been modified at the top with gunite and bituminous flumes to carry runoff from the roadway. In September 1993, the parapet on the south was replaced. An automobile hit the original parapet and shifted the parapet from its original position.

HISTORY

When Built: circa 1912
Why Built: Unknown
Who Built: State Roads Commission
Who Designed: Unknown
Why Altered: Upstream parapet damaged by a vehicle.
Was this bridge built as part of an organized bridge building campaign?: Yes

Bridge 17003 closely follows the standard specifications for 1912. If constructed during this period, it may relate to the State Roads Commission's primary road improvement campaign undertaken between 1910 and 1915.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

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

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

Construction of Bridge 17003 may relate to the State Roads Commission's primary road improvement campaign of the 1910s and thus would contribute to significant trends in Maryland's transportation history.

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?

Construction of Bridge 17003 had a negligible impact on the surrounding area's development and growth.

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, Bridge 17003 does not appear to be located in an area potentially eligible for historic designation.

Is the bridge a significant example of its type?

No, this bridge is not a significant example of its type. The structure's poor integrity mitigates its significance.

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

Spalling, cracking and scaling of many super- and substructure elements has resulted in fair integrity for Bridge 17003's character defining elements.

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

Although possibly a variant of the State Roads Commission's 1912 standard plan for concrete girder bridges, Bridge 17003 is neither a significant example of that type nor of the Commission's bridge construction efforts in general.

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

No. Further study is unlikely to reveal any additional information linking Bridge 17003 with any significant patterns, events or persons, or associations with significant engineering and/or methods of construction.

BIBLIOGRAPHY

Maryland State Highway Administration
Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

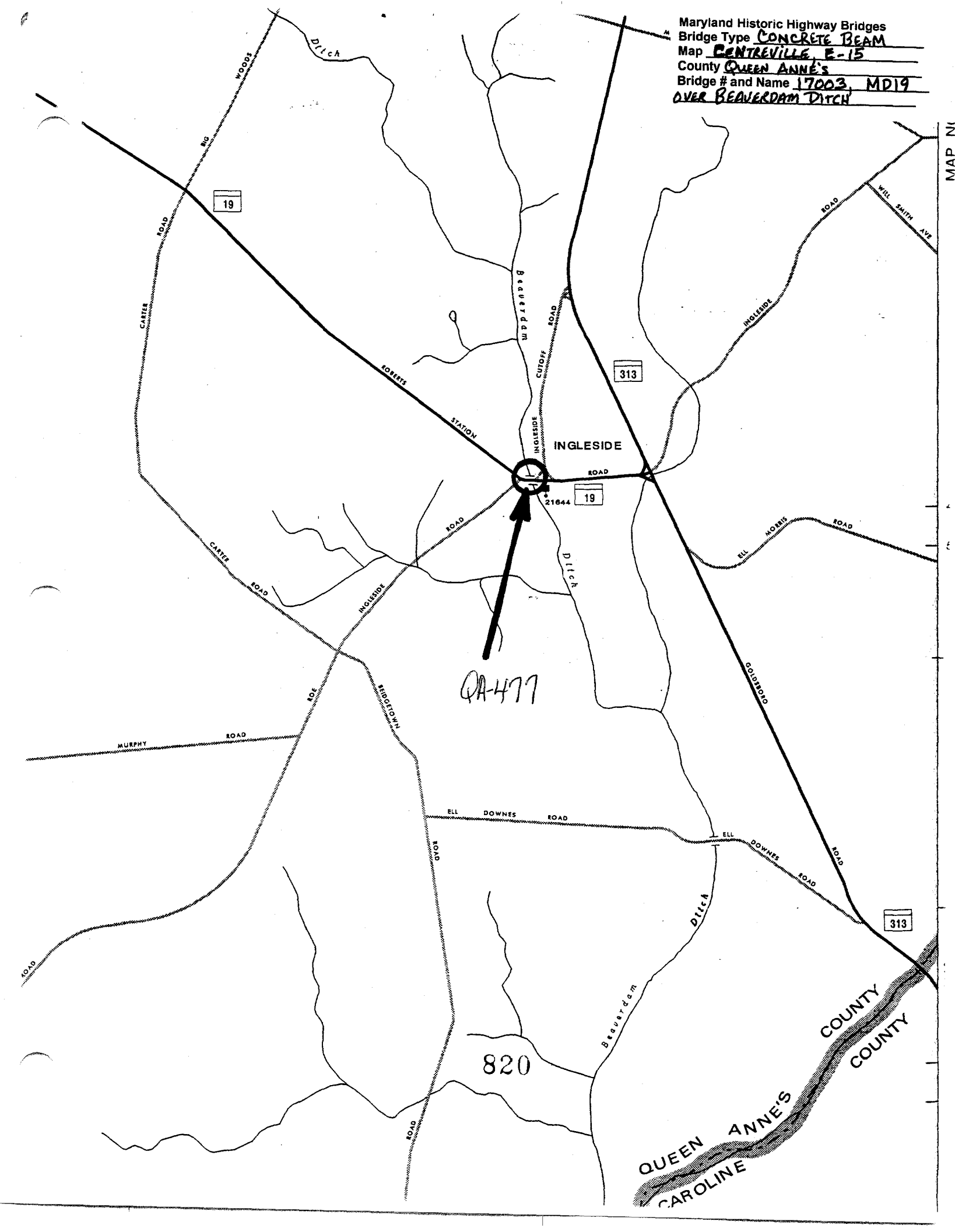
Spero, P.A.C., & Company, and Louis Berger & Associates, Inc.
1994 *Historic Bridges in Maryland: Historic Context Report*. Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland
1912 *First, Second, Third, and Fourth Annual Reports of the State Roads Commission for the Years 1908, 1909, 1910 and 1911 to the General Assembly of Maryland*. Baltimore.

1958 *A History of Road Building in Maryland*. Baltimore.

SURVEYOR INFORMATION

Name: Stuart Paul Dixon/Steven Linhart **Date:** 13 May 1996
Organization: KCI Technologies, Inc. **Telephone:** (717) 691-1340
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055


Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map CENTREVILLE E-15
County QUEEN ANNE'S
Bridge # and Name 17003, MD19
OVER BEAVERDAM DITCH
INGLESIDE
ROAD
21644
19
313
ROBERTS STATION
CARTER ROAD
BIG WOODS
Ditch
Beaverdam
CUTOFF
WILL SMITH AVE
ELL MORRIS ROAD
GOLDSBORO
MURPHY ROAD
ROE
BRIDGETOWN
ELL DOWNES ROAD
820
QUEEN ANNE'S COUNTY
CAROLINE COUNTY
QA-477


HUSTLE
758-02

QA-477
QUEEN ANNES COUNTY
MATT HICKSON
31695
~~MARYLAND SHPO~~
BRIDGE 17003, LOOKING WEST
1 OF 4

QA-477
QUEEN ANNES COUNTY
MATT HICKSON
3-16-95
~~MARYLAND~~ SHPO SHA
BRIDGE 17003, LOOKING EAST
2 of 4

QP-477

QUEEN ANNES COUNTY

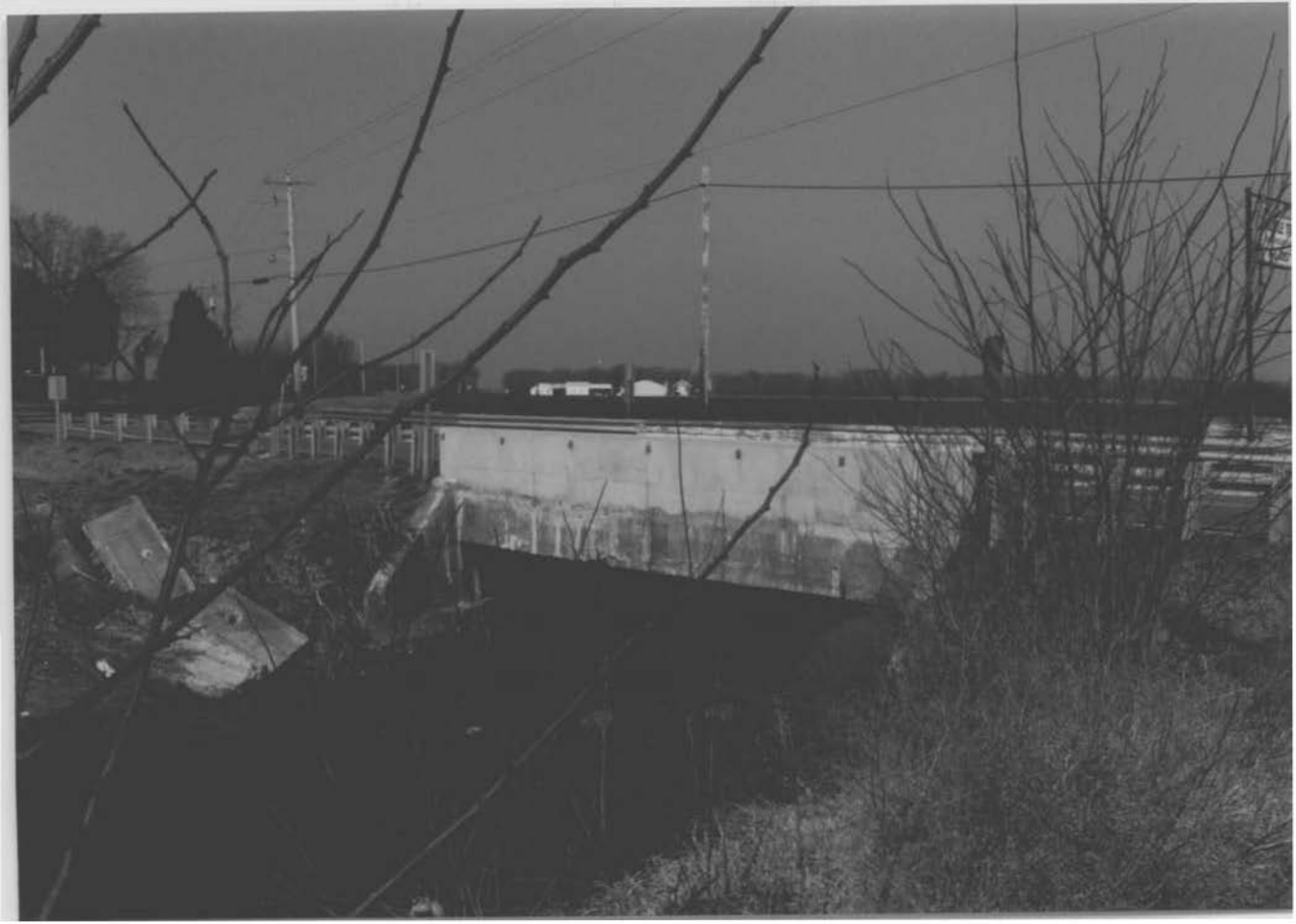
MATT HICKSON

3-16-95

~~MARYLAND~~ SHPO SHA

BRIDGE 17003, LOOKING UPSTREAM (SOUTH)

3 OF 4



QA-477
QUEEN ANNES COUNTY
MATT HICKSON
3-16-95
~~MARYLAND SHPO~~ SHA
BRIDGE 17003, LOOKING DOWNSTREAM (NORTH)
4 OF 4

9602553

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

Property/District Name: Bridge 17003 Survey Number: QA-477

Project: Repairs to BR 17003, MD 19 over Beaverdam Ditch Agency: SHA

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

Eligibility recommended _____ Eligibility **not** recommended _X_

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

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

Based on the available information, Bridge 17003, MD 19 over Beaverdam Ditch in Queen Anne's County, does not meet the National Register Criteria for individual listing. The single span, concrete beam bridge with closed parapets appears to have been built in accordance with the State Roads Commission's 1912 standard plans and thus is thought to have been constructed circa 1912. According to the inventory form, its construction may be related to the State Roads Commission's primary road improvement campaign, undertaken between 1910 and 1915. However, the bridge's integrity has been severely undermined and therefore, it would not be eligible for the Register under any of the Criteria, despite its possible association with this significant event in Maryland's transportation history and its design, which is representative of the 1912 standard plan concrete beam bridges. The bridge has lost its southern parapet wall in 1993 and exhibits spalling, cracking and scaling of many super- and substructure elements. The bridge is not located in any known historic district, although a number of inventoried resources are located in the village of Ingleside, in the vicinity of the bridge.

The bridge was determined to be ineligible for the Register by the interagency bridge review committee on January 3, 1996.

Documentation on the property/district is presented in: Project file, Maryland Inventory form QA-477

Prepared by: KCI Technologies (Stuart Paul Dixon & Steven Linhart)

Elizabeth Hannold — Reviewer, Office of Preservation Services
July 23, 1996 — Date

NR program concurrence: X yes ___ no ___ not applicable

Peter E. Kurtze — Reviewer, NR program
7/24/96 — Date

Survey No. QA-477

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

X	Eastern Shore	(all Eastern Shore counties, and Cecil)
	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

	Paleo-Indian	10000-7500 B.C.
	Early Archaic	7500-6000 B.C.
	Middle Archaic	6000-4000 B.C.
	Late Archaic	4000-2000 B.C.
	Early Woodland	2000-500 B.C.
	Middle Woodland	500 B.C. - A.D. 900
	Late Woodland/Archaic	A.D. 900-1600
	Contact and Settlement	A.D. 1570-1750
	Rural Agrarian Intensification	A.D. 1680-1815
	Agricultural-Industrial Transition	A.D. 1815-1870
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 Adaption

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: Village

Historic Function(s) and Use(s): Transportation-vehicular

Known Design Source: State Roads Commission