

**Bridge #17034, MD 405 over German Branch
Vicinity of Price, Maryland
1931
Public**

MIHP No. QA- 493

Capsule Summary

As part of a 1920s and 1930s statewide program to replace outmoded nineteenth-century timber bridges with modern concrete bridges, the Maryland Roads Commission constructed the Price Station Road Bridge in 1931. The bridge's design and specifications came from a set of state-issued standardized designs for bridge construction and engineering. The design called for a 40-foot long, two-lane double-span bridge with a pierced balustrade. The substructure consists of two concrete abutments, flared wingwalls, and an intermediate pier positioned at midlength. The use of concrete in bridge construction became common in the 1930s since concrete bridges were considered to be more efficient to build, and easier to maintain, than the preceding method of timber bridge construction.

The new bridge provided a newfound ease of travel and transport in the agricultural setting in the central, rural area of Queen Anne's County, Maryland. The bridge allowed the farmsteads located along Price Station Road greater access to markets and other transportation connections, particularly as the agricultural industry embraced truck farming after the advent of widespread motorized vehicles in the 1920s. The bridge's sturdy, modern construction made a significant contribution to the efficiency of the transportation arteries in Queen Anne's County that were a vital part its agricultural economy.

7. Description

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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.

Description Summary

Bridge No. 17034 was constructed in 1931 as a double-span, two-lane concrete slab bridge carrying MD 405 (Price Station Road) over the German Branch stream less than one-half mile south of the intersection of Clark Corners-Murphy Road with Price Station Road in a rural area of central Queen Anne's County. The bridge is located approximately 2.25 miles south of the town of Price, which is situated at the intersection of MD-301 and MD 405. The Price Station Road Bridge is a simply ornamented structure built from a standard plan. The span extends 40 feet long, with a clear roadway width of 28 feet, and an out-to-out width of 32 feet. The bridge is framed by a pierced balustraded parapet of cast-in-place concrete. The supporting substructure consists of two abutments of scored concrete, two flared wingwalls, and an intermediate concrete pier at mid-length. The bridge has had no major alterations and was determined to be in poor condition in a 1996 report for the Maryland State Highway Administration.

[See Continuation Sheets]

8. Significance

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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	1931	Architect/Builder	Unknown
Construction dates	1931		

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.)

Significance Summary

As part of a 1920s and 1930s statewide program to replace outmoded nineteenth-century timber bridges with modern concrete bridges, the Maryland Roads Commission constructed the Price Station Road Bridge in 1931. The bridge's design and specifications came from a set of state-issued standardized designs for bridge construction and engineering. The use of concrete in bridge construction became common in the 1930s since concrete bridges were considered to be more efficient to build, and easier to maintain, than the preceding method of timber bridge construction. The new bridge provided a newfound ease of travel and transport in the agricultural setting in the central, rural area of Queen Anne's County, Maryland. The bridge allowed the farmsteads located along Price Station Road greater access to markets and other transportation connections, particularly as the agricultural industry embraced truck farming after the advent of widespread motorized vehicles in the 1920s. The bridge's sturdy, modern construction made a significant contribution to the efficiency of the transportation arteries in Queen Anne's County that were a vital part its agricultural economy.

[See Continuation Sheets]

9. Major Bibliographical References

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[See Continuation Sheets]

10. Geographical Data

Acreage of surveyed property Less than 1 acre
Acreage of historical setting Less than 1 acre
Quadrangle name Price, MD Quadrangle scale: 1:24000

Verbal boundary description and justification

The property boundaries are determined by the dimensions of the bridge, which is 32 feet wide and 40 feet long, and includes the concrete abutments, an intermediate pier, and flared wing walls located below the bridge's roadway.

11. Form Prepared by

name/title	Judith H. Robinson and Carrie K. Schomig, Architectural Historians		
organization	Robinson & Associates, Inc.	date	1/14/05
street & number	1909 Q St., NW, Suite 300	telephone	202-234-2333
city or town	Washington	state	DC 20009

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.

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Bridge #17034, MD 405 over German Branch, Price, MD

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Description

Bridge No. 17034, also known as the Price Station Road Bridge, is a double-span, two-lane concrete slab bridge carrying MD 405 (Price Station Road) over the German Branch stream less than one-half mile south of the intersection of Clark Corners-Murphy Road with Price Station Road in a rural, central area of Queen Anne's County. The bridge is located approximately 2.25 miles south of the town of Price, which is situated at the intersection of MD-301 and MD 405. The bridge was originally built in 1931 to replace an existing bridge along this route.

The Price Station Road Bridge is a simply ornamented structure built from a standard plan. The span extends 40 feet long, with a clear roadway width of 28 feet, and an out-to-out width of 32 feet. The concrete slab is 2-feet, 30-inches thick and is covered with a bituminous wearing surface. A balustraded parapet of cast-in-place concrete encloses the roadway at the sides of the bridge. Each balustrade consists of simple rectangular (uncut) 4-inch-wide, 6-inch-deep balusters that are divided by a 3-foot-wide paneled pedestals at the center and at both ends of the parapet unit. Additionally, there is a small, flush concrete section at the quarter and three-quarter points along the balustrade. The balustrade is supported by a 9 1/2-inch tall base and topped by a beveled ledge that is slightly elevated over the parapet's pedestals, further defining these components. The approach along the roadway is framed by steel guard rails (not original) extending from the ends of the parapet to which they have been bolted.

The Price Station Road Bridge supports a 58,000-pound gross vehicle weight, and has a sufficiency rating of 4.¹ The supporting substructure consists of two abutments of scored concrete, and one concrete, intermediate pier at mid-length. The intermediate pier projects from the sides of the bridge slightly, tapering to a rough point at the ends, and rests on a slightly projecting concrete base. Flared concrete wing walls are scored and topped with concrete caps, and project from the abutment walls. The bottom of the bridge is covered in smooth gunnite.

As stated in the Maryland State Bridge Inventory, the Price Station Road Bridge was determined to be in poor condition in a 1996 report. The concrete slab has been patched numerous and small potholes mar the roadway. The roadway's bituminous surface also displays transverse, map, longitudinal, and alligator cracking.² The concrete abutments, pier, and wing walls have major gunnite repairs with spalling, cracking, and erosion at the water line. The parapet wall displays vertical and map cracking with light to moderate scale, along with some spalling and a small area with exposed reinforcing bars.³ Although the bridge has had no major alterations, repairs have been made to the abutments, the mid-length pier, and to the wing walls, using gunnite, all at undetermined dates.⁴

¹ Maryland Historical Trust. "Maryland Inventory of Historic Bridges, MD 405 over German Branch" (QA-493), Prepared by Caroline Hall, P.A.C. Spero & Co., 2/25/97.

² Ibid.

³ Ibid.

⁴ Ibid.

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Bridge #17034, MD 405 over German Branch, Price, MD

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Significance

Since the Colonial Era, traversing Queen Anne's County's roadways has included the obstacle of crossing the Eastern Shore's laced network of rivers and streams. In a region primarily based on farming, the livelihood of the agricultural industry depended upon sturdy, reliable bridges and roads to maintain vital connections between farms and markets. Situated in the central region of the county, the bridge along Price Station Road provided this service, linking the rural farmsteads along the roadway to crossroad markets, railroad depots, and the growing network of state highways. In this report, the bridge will be analyzed within the context of the Queen Anne's County's agricultural environment and, subsequently, the Maryland Roads Commission's road-improvement programs of the 1920s and 1930s.

Queen Anne's County thrived on its farming industry in the nineteenth century. The flat topography of the Eastern Shore's coastal plain, rich soil, a long growing season, and the extensive streams and rivers draining westward to the Chesapeake Bay allowed for the productive farming of tobacco in the first half of the century, later replaced with grains and vegetable produce. The fortune of the natural irrigation from the waterways, however, necessitated the construction of bridges to cross them. Bridges were a critical infrastructure to farmers, providing them access to the transportation arteries of the county and both local and distant markets. For this reason, the state of the transportation system in Queen Anne's County and the greater Eastern Shore was interconnected with the livelihood of the farms during the nineteenth and early twentieth centuries.

The Eastern Shore was one of the largest contributors to Maryland's agricultural industry during the second half of the nineteenth century, and new railroad lines established in Queen Anne's County had a direct effect on the agricultural trade.¹ The railroad allowed the agricultural goods to be distributed faster and farther than animal-drawn carts pulled along rough country pathways, making farming more efficient and profitable. Agricultural goods, such as wheat and other grains, and a variety of vegetables, were increasingly sold to city markets in the late nineteenth century, relying on transport by roads or railways. The trains carried agricultural produce and seafood from the Chesapeake Bay along the western edges of the county to destinations as far as New York and Boston, with the surplus shipped to Baltimore for canning.²

The Queen Anne's & Kent Railroad was established in Queen Anne's County during the 1860s.³ The railroad crossed the county through Centreville, the county seat, northward through Kent

¹ While there is little information about the history of Queen Anne's County's agricultural context in the late-nineteenth and early twentieth centuries, a historic context report on the agricultural history in neighboring Talbot County to the south provides information that describes typical farming practices common to the broader Eastern Shore region. In light of the similarities between Queen Anne's County and Talbot County, such as similar demographics, topography, and farming practices, the Talbot County study is an informative resource in this report. Talbot County Historic Preservation Commission, "Talbot County, Maryland, 20th Century Agricultural Context and Historic Resource Survey," Prepared by URS Corporation, 1/5/2004.

² Carl Bode, *Maryland: a Bicentennial History* (New York: W.W.Norton, 1978): 150-51.

³ The exact date is unclear, since the line is not shown on the earliest county map, dated 1866. J. G. Strong, *Map of Queen Anne's County* (Centreville: U.S. Coast Survey, 1866).

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County to Cecil County, and onward to Wilmington, Philadelphia, or Baltimore. The maintenance of the roads leading to the train depots became an important part of preserving these vital connections. The newfound efficiency of the transportation also had the indirect effect of increasing the number of farms in the region, along with the industrial services farms depended upon, such as blacksmithing, tanneries, and tin shops.⁴

In the rural center of Queen Anne's County, Price Station Road was part of the farm-to-market road system, connecting both large and small farms along its north-south spine (Figure 1). The earliest historic county map, published in 1866, reveals that Price Station Road followed the same general path that it does today, roughly 100 meters east of its current location. Along the road, a bridge crossed a branch of the stream, labeled the German Branch, which flows southwestward and eventually, to the Choptank River and the Chesapeake Bay. The map shows that the location of the bridge was in the vicinity of land owned by "M. Price" and property owned by the Roe family, who also owned the store at Roesville (a historic name for the crossing at the present-day Hope-Roe and Roe-Ingleside road intersection, located a short distance south of the Price Station Bridge).⁵ Price Station Road was one of many avenues linking the rural residents of the county to each other and to towns and markets. Later, it would allow the farms along Price Station Road access to the Philadelphia, Wilmington, & Baltimore Railroad, which passed through the town of Price, located approximately 2 ¼ miles north of the MD 405 bridge (Figure 2).⁶

In the late nineteenth century, the setting of the bridge over the German Branch Price Station Road included several farms and country crossroads. The Viola Robinson Farm was located northeast of the bridge at the southeast corner of the historic intersection between Murphy Road and Price Station Road.⁷ The farm included a ca. 1870s farmhouse along with a cluster of five structures that are still extant.⁸ South of the farm, the German Branch bridge would have allowed the residents of the Viola Robinson Farm access to the areas to the south, including the Roe

⁴ Maryland Historical Trust, "Short form for Ineligible Properties, Viola Robinson Farm," Prepared by Rita Suffness, 2/6/2004.

⁵ J. G. Strong, *Map of Queen Anne's County* (Centreville: U.S. Coast Survey, 1866). Note: Price Station Road has been realigned slightly westward of its original location.

⁶ This railroad line is not shown on the 1877 map, but does appear on the 1905 map surveyed and drawn by the USGS. United States Geological Survey, "Maryland-Delaware Barclay Quadrangle," 1905.

⁷ The old route of Price Station Road was located approximately 100 meters east of the road's present path, and can be seen in the 1877 Atlas. John E. Jacob, and John L. Graham, AIA, ed., "Ruthsburg, District No. 6. Queen Anne Co.," *The 1877 Atlases and Other Early Maps of the Eastern Shore of Maryland* (Salisbury: Wicomico Bicentennial Commission, 1976).

⁸ In 2004, the Viola Robinson Farm was determined ineligible for listing in the National Register because it does not possess any significant association with the historical trends of farming or of architectural innovation, and for its lack of architectural integrity due to significant deterioration and unsympathetic additions. Maryland Historical Trust, "Short form for Ineligible Properties, Viola Robinson Farm," Prepared by Rita Suffness, 2/6/2004.

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family's store and a post office, both located at the Hope-Roe and Roe-Ingleside crossroads just south of the bridge.⁹

The Roe family store at the intersection of Hope-Roe and Roe-Ingleside roads opened in 1841 and was joined by a post office in 1866. As early as 1706, the Roe family owned a large tract of land south of the bridge at the intersection of Price Station and Hope-Roe and Roe-Ingleside roads (formerly Roe's Cross Roads, and renamed Roe). The land was used as a farm and a number of structures, which later included the Milford Usilton House, built in 1898. The Roe's store and the post office probably benefited from a connection with the newly established railroad branch about two miles north along Price Station Road at the small town of Price. Additionally, an 1877 map shows a school and a Methodist Church located a short distance south of this intersection along Price Station Road.¹⁰

The farming population declined toward the end of the nineteenth century as large farms downsized with the loss of residents moving West. By the turn of the century, small family farms once again dominated the landscape.¹¹ The immediate area surrounding Price Station Road demonstrated the trend toward reducing the size of farming operations. A modest farm was situated on property just south of the bridge along the east side of Price Station Road. The farm consisted of a small ca. 1910 residence (extant), called the Leroy Jones House, along with several agricultural outbuildings. The farm was typical of the small-sized farms that appeared after the construction of the railroad in the area, and later, the improved roadways.¹²

Despite the lagging advances in agricultural technology in the region, farming prospered during the first decade of the twentieth century. Farming methods of the nineteenth century continued into the next, with innovations, such as the tractor, still relatively rare until the 1930s.¹³ However, when the Ford Model T was introduced in 1909, the nationwide automobile revolution indelibly changed the rural landscape of the Eastern Shore. With the influx of cars, state-sponsored road improvements led to better access to markets, and improvements to farming practices. Moreover, the new, improved road system also led to other benefits for rural living, allowing country residents to modernize their domestic lifestyle and providing access to communication lines.¹⁴

⁹ Maryland Historical Trust, "Short form for Ineligible Properties, Milford Usilton Farm," Prepared by Rita Suffness, 2/6/2004.

¹⁰ Eight of the farm structures are still standing on the property that currently comprises 323 acres east of Price Station Road. Maryland Historical Trust, "Short form for Ineligible Properties, Viola Robsinon Farm," Prepared by Rita Suffness, 2/6/2004. Maryland Historical Trust, "Short form for Ineligible Properties, Milford Usilton Farm," Prepared by Rita Suffness, 2/6/2004.

¹¹ Talbot County Historic Preservation Commission.

¹² The Leroy Jones House has been determined ineligible for listing in the National Register, but remains a vestige of the early farming practices from the early twentieth century that were typical for the vicinity of the bridge. Maryland Historical Trust, "Short form for Ineligible Properties, Leroy Jones House," Prepared by Rita Suffness, 2/6/2004.

¹³ Talbot County Historic Preservation Commission.

¹⁴ Talbot County Historic Preservation Commission, 3-8.

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Maryland Road and Bridge Building

In 1908, Maryland set out to improve its roadways with the creation of the State Roads Commission and its promotion of the Good Roads Movement.¹⁵ Beginning with the roads that served the heaviest traffic, the program's initial phase ran for seven years until a pause during World War I. By 1915, Maryland's road system was considered the best in the nation. The road building campaign resumed in 1920 with an emphasis on the secondary "farm-to-market" road system.¹⁶ As a result of the program, the number of paved roads across Maryland increased from 2,000 roads in 1920 to 3,200 roads in 1930.¹⁷

Although Maryland got an early start on road building relative to other states, state officials had not anticipated the steadily increasing demands placed on its roads. The popularity of vehicle ownership skyrocketed in the 1920s, with vehicle registrations more than tripling by the end of the decade. In addition to the high automobile volume, an influx of heavy trucks added stress to roadway engineering on roads that had not been designed to withstand the load. The Wolfman Report, compiled in 1935 by the Maryland Roads Commission, analyzed the state's road-building practices in retrospect and noted that road construction had originally consisted on paving over the existing wagon roads, rather than planning a system of new routes. Moreover, while the primary roadways were inadequate for the present-day traffic, the secondary roads were over-built for the light traffic they received.¹⁸ By the early 1930s, the state recognized the need for a new program of widespread road improvements.¹⁹

In an effort similar to Maryland's evaluation of roadways, after World War I, the state of Maryland's bridges was assessed, with many found to be too narrow or dangerously weak to accommodate the burgeoning traffic load. To mediate the traffic pressures, the Maryland Bridge Division was created in 1920. The same year, the state allotted \$3 million for road construction, most of which was intended to fund the improvement and expansion of rural post roads and bridges.²⁰ Throughout the 1920s and 1930s, the State Roads Commission worked to replace

¹⁵ The Good Roads Movement began in the 1890s with a drive to improve the condition of the state's rural roads to benefit the farming industry. Maryland State Highway Administration and Maryland Department of Transportation, "Small Structures on Maryland's Roadways: Historic Context Report," Prepared by Parsons, Brinckerhoff, Quade, & Douglas, Inc., June 1997. Dixie Legler and Carol M. Highsmith, *Historic Bridges of Maryland* (Crownsville: Maryland Historical Trust Press, 2002): 22.

¹⁶ Charles T. LeViness, and J. William Hunt, *A History of Road Building in Maryland*, State Road Commission, 1958, p. 69.

¹⁷ Maryland Historical Trust, "Maryland Inventory of Historic Bridges, MD 405 over German Branch" (QA-493), Prepared by Caroline Hall, P.A.C. Spero & Co., 2/25/97.

¹⁸ LeViness and Hunt, 115-16.

¹⁹ For many areas in the state, the economic hardship of the Great Depression shelved the motion until the 1940s. *Ibid.*, 101-03.

²⁰ *Ibid.*, 129-30.

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obsolete bridges and small structures, with an emphasis on replacing weak timber bridges built in the nineteenth century (Figure 3).²¹

Many of the new roads and bridges served an agricultural purpose in the 1920s and 1930s as truck farming began to supercede earlier methods of transport of agricultural produce. Road improvements expedited truck-farming operations on Maryland's Eastern Shore. The vehicle transport was faster than the previous methods, but required road improvements to accommodate the growing traffic and the heavy load of the trucks.²²

Queen Anne's County Roads and Bridges

A 1930 map of the Maryland State road system shows that Price Station Road was paved in only the small area extending south from the railroad depot at Price, while the remainder of the road was likely locally maintained and unpaved.²³ Over the course of the year to follow, the paved portion of Price Station Road was extended southward where a new, concrete slab bridge over the German Branch was constructed in 1931 (Figure 4).²⁴

Even though regional farming population was declining during the 1930s, the Maryland Roads Commission built the Price Station Road Bridge in 1931—one of 170 bridges constructed by the state across Maryland between 1931 and 1934.²⁵ Some of the larger regional bridges in the Eastern Shore built from this program include the Chester River Bridge spanning the Miles River in Chestertown, Kent County, and the Dover Bridge over the Choptank River in Easton, Talbot County.²⁶

²¹ Maryland State Highway Administration and Maryland Department of Transportation, "Small Structures on Maryland's Roadways: Historic Context Report," Prepared by Parsons, Brinckerhoff, Quade, & Douglas, Inc., June 1997, p. 2-12.

²² Talbot County Historic Preservation Commission, 3-10, 3-12.

²³ This paving could have been funded in 1929, when the Roads Commission funded work done between Church Hill and Roe, which describes Price Station Road. *Report of the State Roads Commission of Maryland for the years 1927, 1928, 1929, 1930* (Baltimore, Oct. 1, 1930): 224. "Map of Maryland showing State Road System as it will be as of October 1, 1930," *Report of the State Roads Commission of Maryland for the years 1927, 1928, 1929, 1930* (Baltimore, Oct. 1, 1930).

²⁴ A map drawn by the Maryland State Commission in 1934 reveals that Price Station Road was adopted by the state and then improved between Price and Roe. "Map of Maryland showing Necessary Improvements to State Highway System to Accommodate Present Day Traffic," *Report of the State Roads Commission of Maryland for the years 1927, 1928, 1929, 1930*, Baltimore, Oct. 1, 1930. "Map of Maryland showing Areas within two miles of nearest state road and Areas two miles or more from nearest state road, December 31, 1930" *Report of the State Roads Commission of Maryland: Operating Report for the years 1931, 1932, 1933, and 1934*, Baltimore, December 28, 1934.

²⁵ *Report of the State Roads Commission of Maryland for the years 1927, 1928, 1929, 1930*, Baltimore, Oct. 1, 1930, p. 23.

²⁶ Dixie Legler and Carol M. Highsmith, *Historic Bridges of Maryland* (Crownsville: Maryland Historical Trust Press, 2002): 29-37.

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During the bridge-replacement program of the 1920s and 1930s, many late-nineteenth-century timber bridges were torn down and replaced with sturdier concrete bridges.²⁷ Although the composition of the bridge that the current Price Station Road replaced is unknown, typical bridge building practices during the late nineteenth suggest that it was likely a single-lane timber bridge. In rural areas where the bridge span was relatively small, native materials, such as timber from felled trees, were often used for bridge construction. One drawback of the timber bridge was its short lifespan, given wood's susceptibility to rot. Another drawback was the short length of the timbers that required the bridge span to be set low, below the grade of the approaching roadways, often providing an awkward slope to the bridge.²⁸

Early Concrete Bridges

The Maryland State government's earliest mention of the use of concrete in bridge design was in the Maryland Geological Survey's *Report on the Highways of Maryland*, published in 1899, with a description of a hybrid reinforced concrete-and-brick bridge that was never built.²⁹ The first reinforced concrete bridge was constructed in Baltimore County in 1903, using steel rods embedded in concrete. The success of this and subsequent concrete bridges led the Maryland Geological Survey to plan a program to replace existing timber-framed, single-lane bridges with concrete bridges or pipe culverts. Engineers and state officials were pleased with the cheaper costs of concrete bridge construction and with the reduction in maintenance expenses when compared with timber bridges.³⁰

Technological advances in reinforced concrete bridge design improved rapidly during the early twentieth century, with new plans for designs that were easily adaptable to a variety of engineering needs. This led to the use of standardized plans for bridge building statewide. The 1912-1915 Reports of the State Roads Commission announced the beginning of the standardized plans for concrete bridges up to 36 feet in length. The concept of pre-designed structures aimed to expedite design and construction time and labor costs.³¹ The concrete was fashioned into reinforced beams, covered by concrete slabs and, in some cases, arches.³²

²⁷ Maryland State Highway Administration and Maryland Department of Transportation, "Small Structures on Maryland's Roadways: Historic Context Report," Prepared by Parsons, Brinckerhoff, Quade, & Douglas, Inc., June 1997, p. 2-12.

²⁸ Except for the marshy areas in the Maryland low county, nearly all of the formerly timber-beam bridges have been replaced by concrete or steel bridges. Legler and Highsmith, 40.

²⁹ Maryland Historical Trust and Maryland State Highway Administration. "Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report." Prepared by P.A.C. Spero & Company and Louis Berger & Associates, July 1995, Revised October 1995, p. 155.

³⁰ *Ibid.*, 157-58.

³¹ *Ibid.*, 158.

³² Legler and Highsmith, 22, 24.

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The earliest plans for bridges composed of concrete slab called for slabs set on piers and abutments framed by solid parapet railings that were integrated into the concrete slab. In the 1920s, engineers adjusted the plans for wider roadways and stronger bridges with better drainage and more durable surfaces.³³ To strengthen the construction, the reinforcing bars were made thicker, and the reinforcing bars were placed closer together. The newer designs also became more aesthetically refined, with the new standardized plans in 1930 introducing an open-balustraded concrete parapet.³⁴

Local materials and local labor made the use of concrete a cost-effective method and helped continue the bridge-building programs through the economic downturn of the Great Depression. Bridges made of reinforced concrete and steel girders became the popular method of construction by the 1930s. With the increasing use of simplified, standardized plans for small concrete bridges, between 1921 and 1930, 73% of the bridges built in Maryland were concrete beam and slab. This increased to 82% of the bridges built between 1931 and 1940.³⁵

The bridge along Price Station Road is a representative example of a standardized design for a 1931 concrete slab bridge built by the Maryland Roads Commission (Figure 5). The bridge exhibits all the features included in the standardized drawings produced in 1930, including the specifications for the integrated parapet walls with an open balustrade and bracketing pedestals, and uniformly flared wing wall displaying a scored-concrete finish (Figures 6 and 7). Stretching 40 feet, the Price Station bridge exemplifies the longest version of the standardized concrete slab bridge design available, which varied between 22 to 40 feet. To accommodate this length, Price Station Road Bridge repeats the standard design by placing a substantial parapet pedestal at midpoint above a supporting structural pier, to produce a double-span bridge (Figure 8). The result was a modern concrete bridge that crossed the German Branch in a functional, yet refined manner.

In its regional context, the Price Station Road Bridge is one of seven bridges in Queen Anne's County listed in the Maryland State Highway Administration's Historic Bridge Inventory, a compilation of historic bridges constructed between 1809 and 1947. The earliest extant concrete bridge was built in 1910 as a two-span concrete slab superstructure at MD 213 over the Granny Finley Branch.³⁶ A second bridge constructed in 1915, located over the German Branch on MD 304, was likely among the first county concrete bridges built according to a standardized plan. The bridge is a three-span concrete slab bridge notable for its integrated open balustrade.³⁷ The

³³ Maryland Historical Trust and Maryland State Highway Administration. "Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report." Prepared by P.A.C. Spero & Company and Louis Berger & Associates, July 1995, Revised October 1995, pp. 158-61.

³⁴ Ibid.

³⁵ Ibid., 161.

³⁶ The bridge was heavily altered in 1952. See Bridge No. 17018, Maryland Inventory of Historic Bridges, Historic Bridge Inventory, Maryland State Highway Administration/Maryland Historical Trust.

³⁷ Maryland Historical Trust, "Maryland Inventory of Historic Bridges, German Branch" (QA-484). Prepared by Daniel Moriarty, P.A.C. Spero & Co., 8/11/95.

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Historic Bridge Inventory identifies five bridges of concrete slab construction contemporary with the Price Station Road Bridge. The bridge on MD 456 over the Wye River, located near Queenstown was built in 1929 of concrete slab from the Maryland Roads Commission's standardized drawings for a small bridge structure traversing a stream. Like the Price Station Road Bridge, the MD 456 bridge is a double-span structure, but with a solid parapet wall, since designs for an open balustrade did not appear in the standardized plans until 1930.³⁸ A second contemporary bridge of similar composition was the two-span concrete bridge over the Blockston Branch at MD 481, constructed in 1932.³⁹ Like the Price Station Road, these bridges traversed the narrow waterways of Queen Anne's County and provided a sturdy channel for personal and commercial transportation.

An examination of the seven aspects associated with integrity reveals that the Price Station Bridge retains a high degree of integrity despite its age and condition. The setting of the Price Station Road Bridge remains rural in character in the center of Queen Anne's County. One significant addition, however, is the four-lane MD 301 highway that is a major thoroughway in the county. The bridge's immediate setting has not been significantly impacted over the years. Presently, only about a half a dozen structures line the approximately 1.1-mile stretch of Price Station Road between Clarks Corners and Roe.⁴⁰ The design of the bridge has remained in its original location since its completion in 1931. The original workmanship of the bridge is still evident, while the concrete materials have experienced significant wear that is expected for a bridge of its age and use. The bridge accommodates light traffic volume, but often the vehicles are heavy tractor trailers. Finally, the original feeling and association of the bridge remain; it still conveys its function as an aid to transportation in a fairly rural area.

In 2004, the Price Station Road Bridge was surveyed as part of the Maryland Inventory of Historic Bridges. From this report, it was determined eligible for listing in the National Register as a significant example of concrete-slab construction from the early 1930s and for its high degree of integrity and character-defining features.⁴¹

³⁸ Maryland Historical Trust, "Maryland Inventory of Historic Bridges, Branch of Wye River" (QA-482). Prepared by Daniel Moriarty, P.A.C. Spero & Co., 8/11/95.

³⁹ Maryland Historical Trust, "Maryland Inventory of Historic Bridges, Blockstons Branch" (QA-483). Prepared by Daniel Moriarty, P.A.C. Spero & Co., 8/11/95.

⁴⁰ Maryland Historical Trust, "Short form for Ineligible Properties, Leroy Jones House," Prepared by Rita Suffness, 2/6/2004.

⁴¹ Eligibility was determined in 3/97. See Maryland Historical Trust, "Maryland Inventory of Historic Bridges, MD 405 over German Branch" (QA-493), Prepared by Caroline Hall, P.A.C. Spero & Co., 2/25/97.

Maryland Historical Trust
Maryland Inventory of Historic Properties Form

Inventory No. QA-493

Bridge #17034, MD 405 over German Branch, Price, MD
Continuation Sheet - Section 9, Page 1

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Maryland Inventory of Historic Properties Form

Bridge #17034, MD 405 over German Branch, Price, MD

Continuation Sheet - Section 9, Page 2

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United States Geological Survey. "Maryland-Delaware Barclay Quadrangle," 1944, Photorevised 1951.

United States Geological Survey. "Price, MD," 1944, Photorevised 1973.

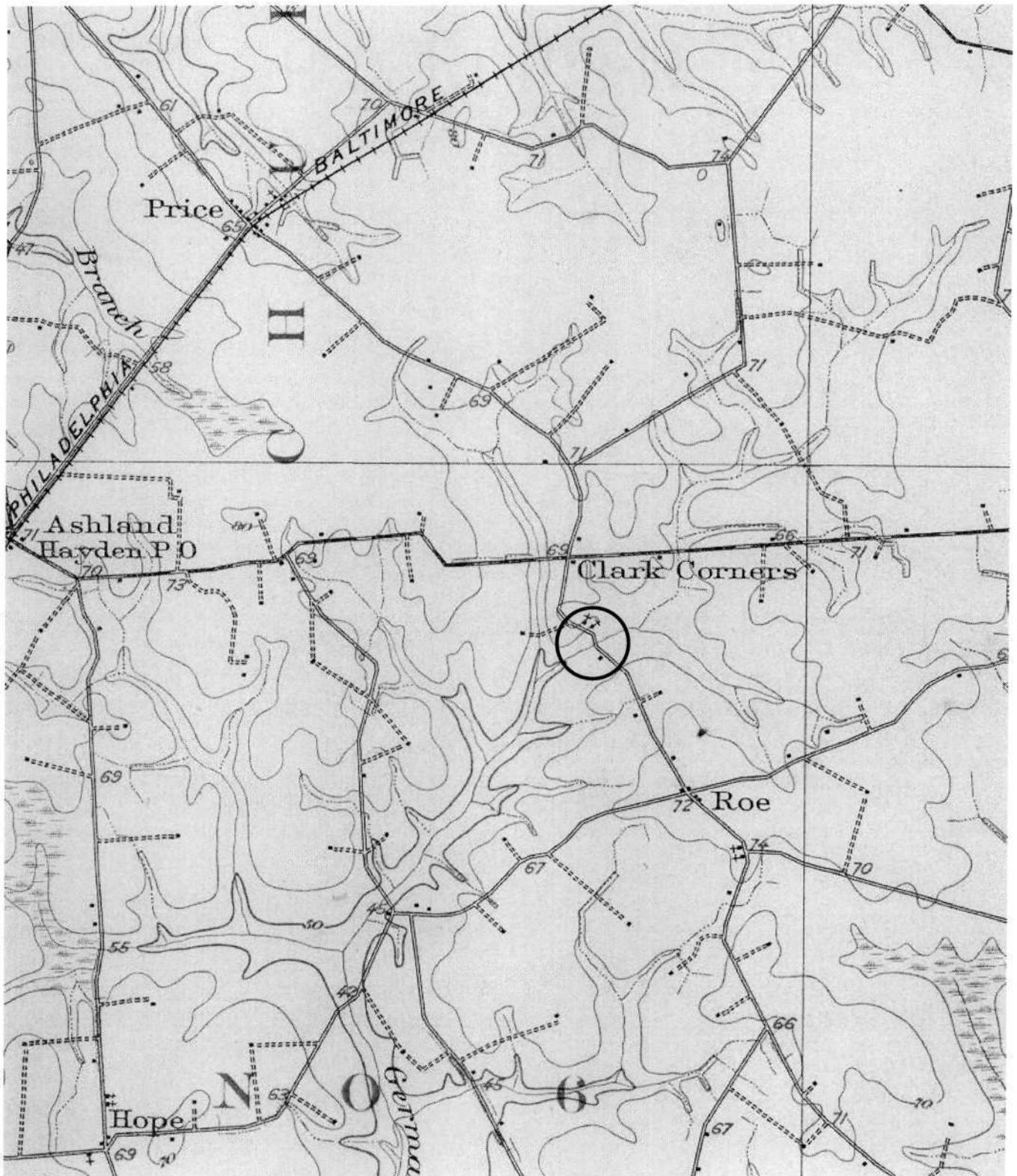


Figure 2. This 1905 USGS map shows the area of the early bridge, circled, in its location along Price Station Road between Clarks Corners and Roe, in the vicinity of Price, at the upper left, and the Philadelphia, Wilmington, & Baltimore Railroad that passed through Price. United States Geological Survey, "Maryland-Delaware Barclay Quadrangle," 1905.



Figure 3. This 1931 photograph of the Blackwater River Bridge in Dorchester County depicts a typical wood-beam bridge in the low-lying areas of the Eastern Shore. Many bridges like this one were replaced in the 1920s and 1930s in Maryland. Maryland State Highway Administration Archive.

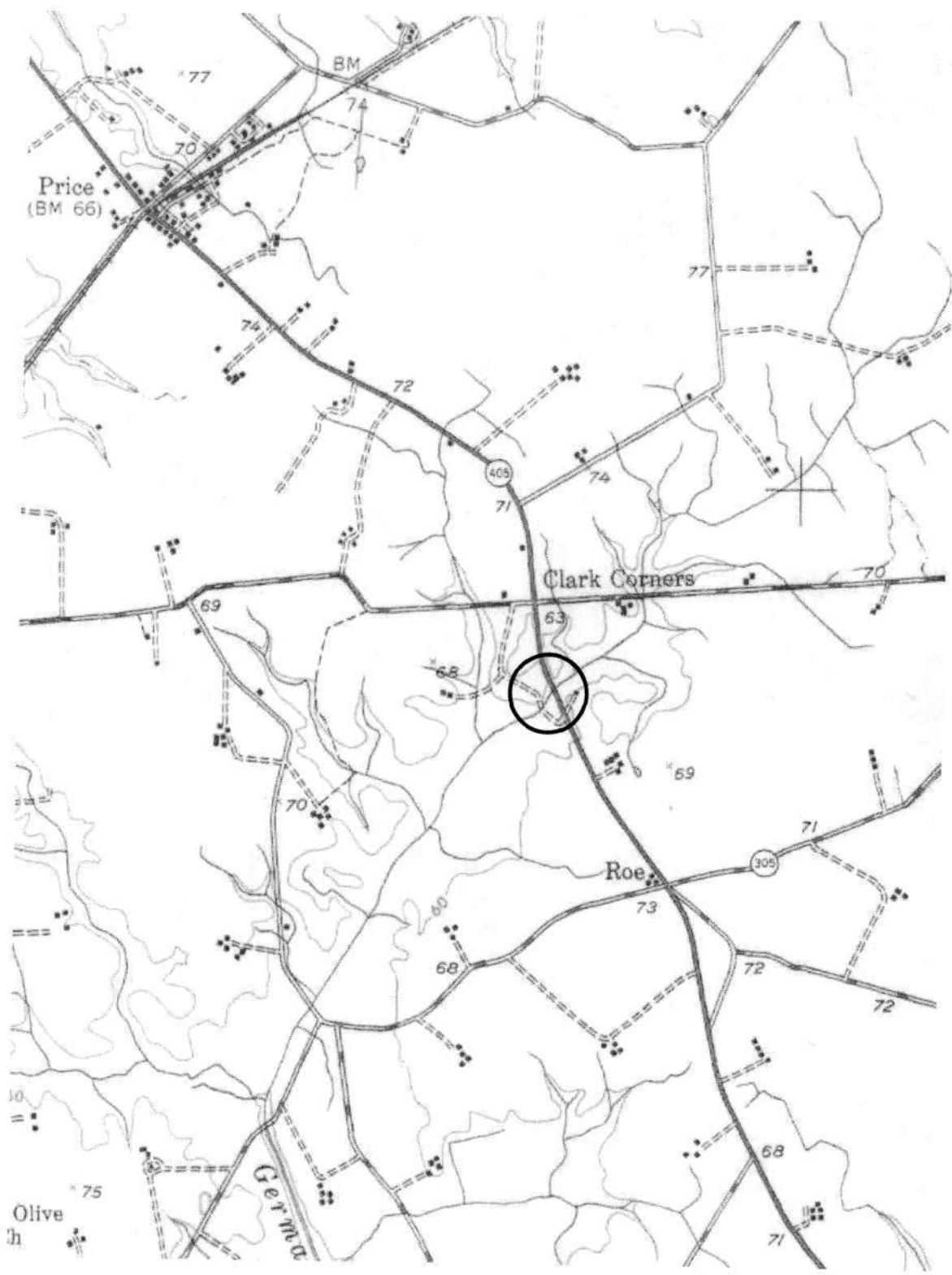


Figure 4. This 1951 map shows the location of the current Price Station Road Bridge, circled, in its rural environment. United States Geological Survey, "Maryland-Delaware Barclay Quadrangle," 1944, Photorevised 1951.



Figure 5. A view of the Price Station Bridge, looking southwest.
Site Visit, Robinson & Associates, 12/21/04.

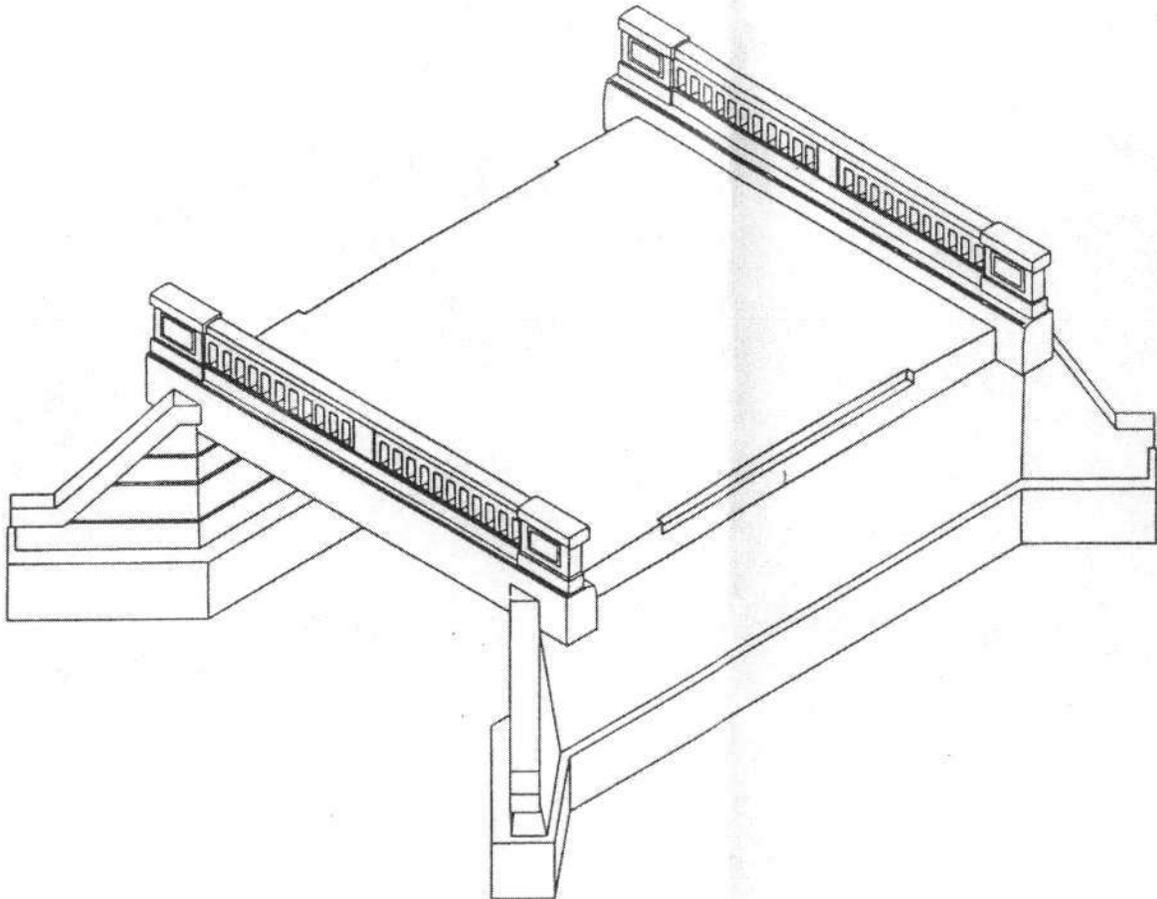


Figure 6. This isometric drawing is a typical 1930 Standard 18'-0" Slab Bridge from the Maryland Roads Commission. The design is a single-span version of the Price Station Road Bridge, which is double-span to accommodate a distance more than twice as long. Maryland Historical Trust and Maryland State Highway Administration, "Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report," Prepared by P.A.C. Spero & Company and Louis Berger & Associates, July 1995, Revised October 1995.

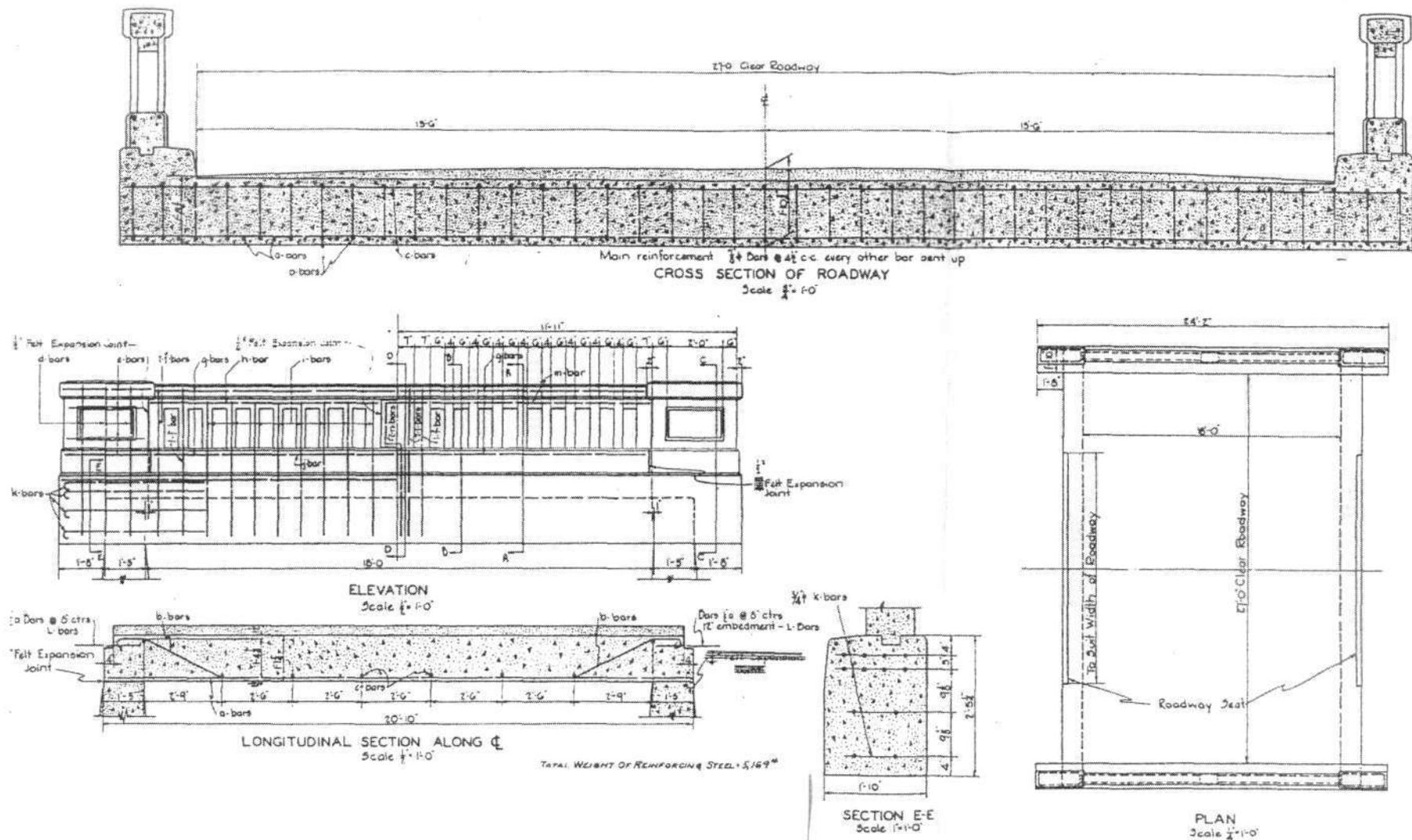


Figure 7. These drawings are some of the specifications for a concrete slab bridge from the 1930 Standard Plan issued by the Maryland Roads Commission. With the addition of a central supporting pier, these specifications are virtually identical to those for the 40-foot-long Price Station Road Bridge.

Maryland Historical Trust and Maryland State Highway Administration, "Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report," Prepared by P.A.C. Spero & Company and Louis Berger & Associates, July 1995, Revised October 1995.

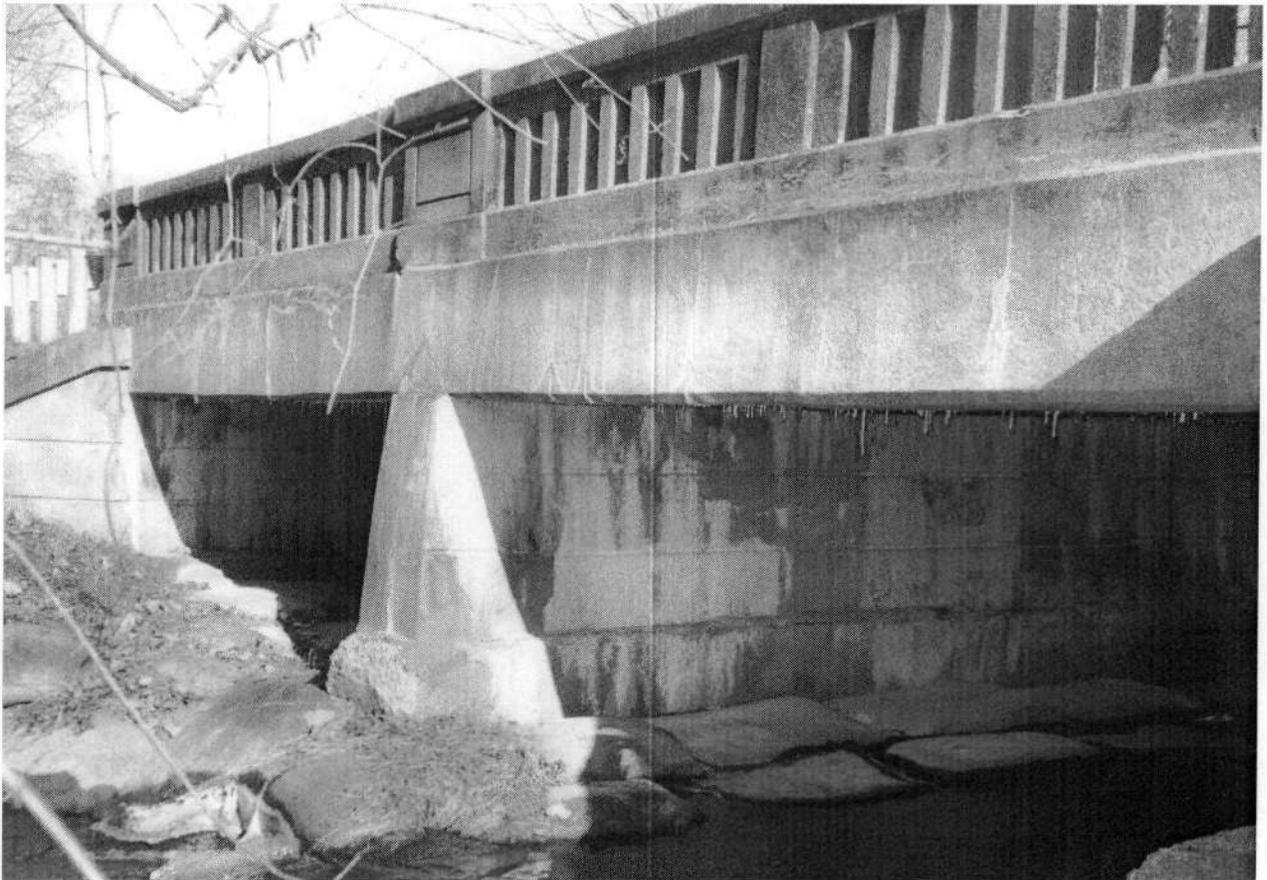
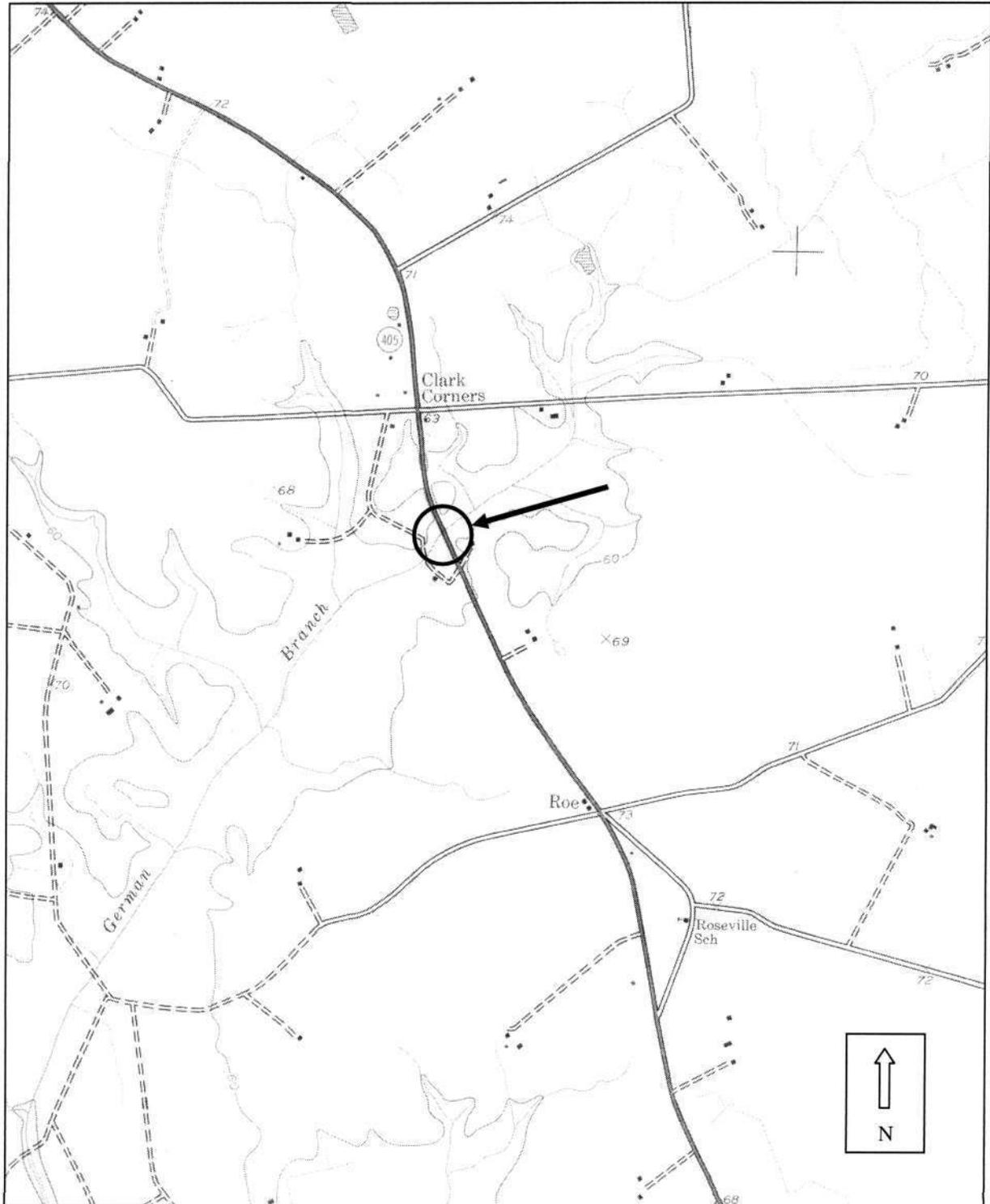


Figure 8. The length of the Price Station Road bridge called for a double-span bridge with a supporting pier placed at midpoint.
Site Visit, Robinson & Associates, 12/21/04.

Bridge #17034, MD 405 over German Branch
Vicinity of Price, MD
USGS Map, Price Quadrangle
7.5 Minute Series
1944, Photorevised 1973

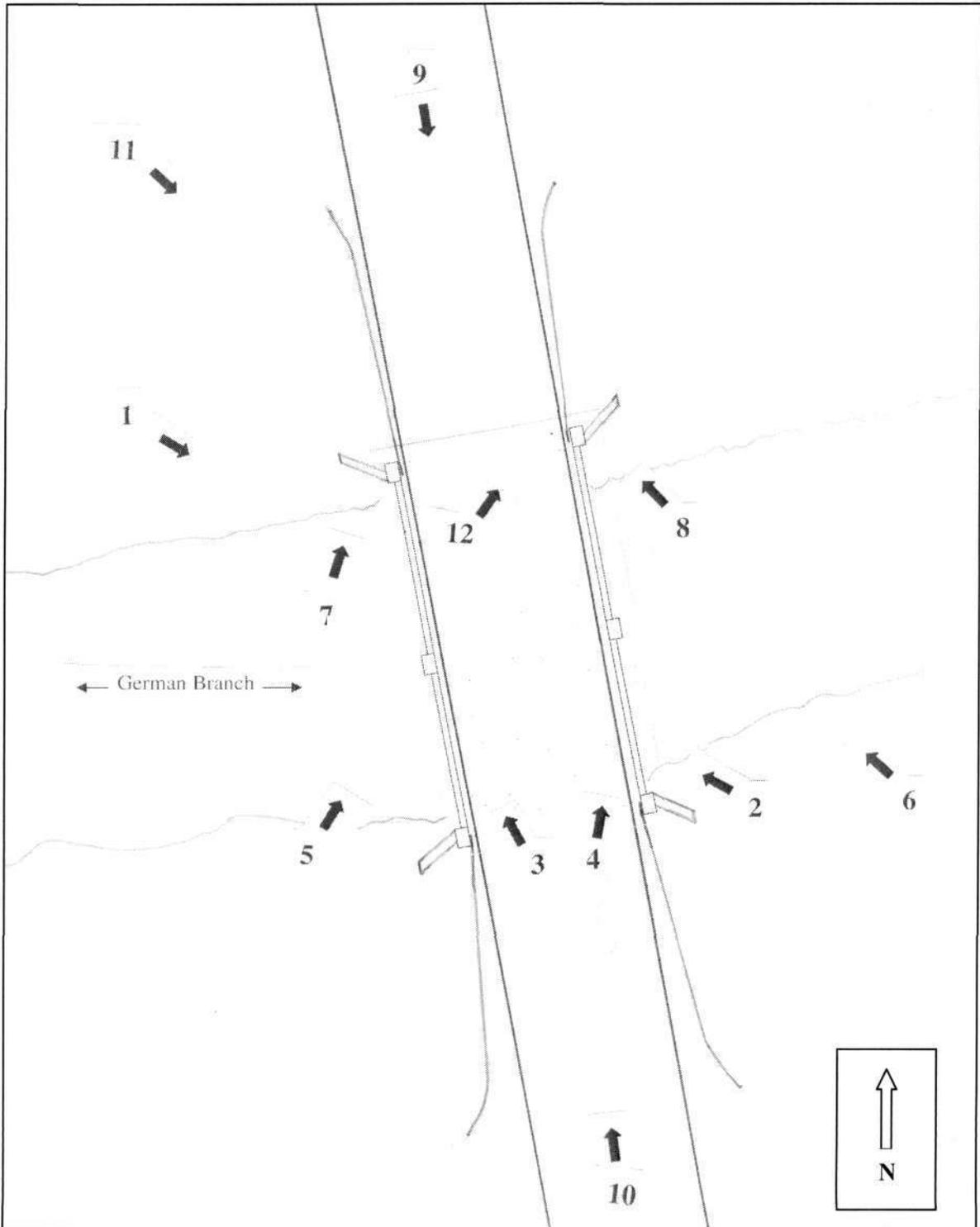
MIHP No. QA- 493



KEY TO PHOTOGRAPHS AND SLIDES

Bridge #17034, MD 405 over German Branch
Queen Anne's County
Vicinity of Price, Maryland

MIHP No. QA- 493



INDEX TO PHOTOGRAPHS

Bridge #17034, MD 405 over German Branch
Queen Anne's County
Vicinity of Price, Maryland

MIHP No. QA- 493

Photographer: Carrie Schomig

December 21, 2004

QA- 493	-1	EXTERIOR VIEW OF WEST BALUSTRADE
QA- 493	-2	EXTERIOR VIEW OF EAST BALUSTRADE
QA- 493	-3	INTERIOR VIEW OF WEST BALUSTRADE
QA- 493	-4	INTERIOR VIEW OF EAST BALUSTRADE
QA- 493	-5	SUBSTRUCTURE COMPONENTS OF WEST SIDE
QA- 493	-6	SUBSTRUCTURE COMPONENTS OF EAST SIDE
QA- 493	-7	NORTHWEST WINGWALL
QA- 493	-8	NORTHEAST WINGWALL
QA- 493	-9	APPROACH FROM NORTH, LOOKING SOUTH
QA- 493	-10	APPROACH FROM SOUTH, LOOKING NORTH
QA- 493	-11	CONTEXTUAL VIEW, LOOKING SOUTHEAST
QA- 493	-12	CONTEXTUAL VIEW, LOOKING NORTHEAST

Prepared by: Robinson & Associates, Inc.
1909 Q Street, NW
Washington, D.C. 20009



MIHP No. QA-493

MD 405 over German Branch, #17034

Queen Anne's County, MD

Carrie Schomig

12-21-04

MD SHPO

Exterior view of west balustrade

1/12



9755

MIHP No. QA-493

MD 405 over German Branch, #17034

Queen Anne's County, MD

Carrie Schomig

12-21-04

MD-SHPO

Exterior view of east balustrade

2/12



MIHP No. QA-493

MD 405 over German Branch, #17034

Queen Anne's County, MD

Carrie Schomig

12-21-04

MD-SHPD

Interior view of west balustrade

3/12



1703400

9790-152

MIHP No. QA-493

MD 405 over German Branch, #17034

Queen Anne's County, MD

Carrie Schomig

12-21-04, MD SHPO

Interior view of east balustrade

4/12



9750-182

MHP No. QA-493

MD 405 over German Branch, # 17034

Queen Anne's County, MD

Carrie Schomig

12-21-04

Substructure components of west side

5/12



MIHP No. QA-493

MD 405 over German Branch, #17034

Queen Anne's County, MD

Carrie Schomig

12-21-04

MD-SHPO

Substructure components of east side

6/12



MIHP No. QA-493

MD 405 Over German Branch, #17034

Queen Anne's County, MD

Carrie Schomig

12-21-04

MD-SHPO

Northwest Wingwall

7/12



MIHP No. QA-493

MD 405 over German Branch, # 17034

Queen Anne's County, MD

Carrie Schomig

12-21-04

MD-SHPO

Northeast wingwall

8/12



Q-45 12

MIHP No. QA-493

MD 405 over German Branch, # 17034

Queen Anne's County, MD

Carrie Schomig

12-21-04

MD-SHPO

Approach from north, looking south

9/12



TRUCKS MUST
WEIGH 10,000 LBS OR MORE
STOP HERE TO WEIGH
WEIGH HERE

0754-12

MHP No. QA-493

MD 405 over German Branch, #17034

Queen Anne's County, MD

Carrie Schomig

12-21-04

MD-SHPO

Approach from south, looking north

10/12



SINGLE LANE
SPEED LIMIT 25 MPH
DANGER - AHEAD
ROAD WORK AHEAD

MIHP No. QA-493

MD 465 over German Branch, #17034

Queen Anne's County, MD

Carrie Schomig

12-21-04

MD-SHPO

Contextual view, looking southeast

11/12



97545/20

MIHP No. QA-493.

MD 405 over German Branch, #17034

Queen Anne's County, MD

Carrie Schomig

12-21-04

MD-SHPO

Contextual view, looking northeast

12/12

Maryland Historical Trust

Maryland Inventory of Historic Properties number: QA-493

Name: 17034/MD 405 OVER GERMAN FARM

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> 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

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

MHT No. QA-493

SHA Bridge No. 17034 Bridge name MD 405 over German Branch

LOCATION:

Street/Road name and number [facility carried] MD 405 (Price Station Road)

City/town Price Vicinity X

County Queen Anne's

This bridge projects over: Road Railway Water Land

Ownership: State County Municipal Other

HISTORIC STATUS:

Is the 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:

Setting: Urban _____ Small town _____ Rural X _____

Describe Setting:

Bridge No. 17034 carries MD 405 (Price Station Road) over German Branch in Queen Anne's County. MD 405 runs east-west and German Branch flows north-south. The bridge is located in the vicinity of Price, and is surrounded by woods and farmland.

Describe Superstructure and Substructure:

Bridge No. 17034 is a 2-span, 2-lane, concrete slab bridge. The bridge was originally built in 1931. The structure is 40 feet long and has a clear roadway width of 28 feet. The out-to-out width is 32 feet. The concrete slab is 2 feet, 3 inches thick, and it has a bituminous wearing surface. The structure has pierced, concrete parapets and the roadway approaches have steel guard rails. The substructure consists of two (2) concrete abutments, and one (1) concrete, intermediate pier at mid-length, and there are flared, concrete wing walls. The bridge is posted for 58,000 gross vehicle weight, and has a sufficiency rating of 51.7.

According to the 1996 inspection report, this structure is in poor condition. The concrete slab has patches and small potholes and the bituminous surface has transverse, map, longitudinal, and alligator cracking. The concrete abutments, pier, and wing walls have major gunnite repair with spalling and cracking and erosion at the water line. The parapet wall has vertical and map cracking with light to moderate scale. There are some areas of spalling and a small area with exposed reinforcing bars.

Discuss Major Alterations:

At an unknown date, repairs were made to the abutments, pier and wing walls with gunnite. The structure has had no major alterations.

HISTORY:

WHEN was the bridge built: 1931 _____

This date is: Actual X _____ Estimated _____

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

Other (specify): State Highway Administration bridge files/inspection form

WHY was the bridge built?

The bridge was constructed in response to the need for a more efficient transportation network and increased load capacity.

WHO was the designer?

Unknown

WHO was the builder?

Unknown

WHY was the bridge altered?

N/A

Was this bridge built as part of an organized bridge-building campaign?

There is no evidence that the bridge was built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

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

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

The bridge is eligible for the National Register of Historic Places under Criterion C, as a significant example of concrete slab construction. The structure has a high degree of integrity and retains such character-defining elements of the type as the concrete slab, integral parapets, abutments, pier, and wing walls.

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

Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-1904 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of \$3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's. Most improvements to local roads waited until the years after World War I.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer, stated in 1906, "the general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do away with the further expense of the maintenance of expensive and dangerous wooden structures." Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

In 1930, the roadway width for all standard plan bridges was increased to 27 feet in order to accommodate the increasing demands of automobile and truck traffic (State Roads Commission 1930). The range of span lengths remained the same, but there were some changes designed to increase the load bearing capacities. The reinforcing bars increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

In 1933, a new set of standard plans were introduced by the State Roads Commission. This time their preparation was not announced in the Report; new standard plans were by this time nothing special - they had indeed become standard. Once again accommodating the ever-increasing demands of traffic, the roadway was increased, this time to 30 feet. The slab span's reinforcing bars remained the same diameter but were placed closer together to achieve still more load capacity.

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?

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

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

The bridge is located in an area which does not appear to be eligible for historic designation.

Is the bridge a significant example of its type?

The bridge is a potentially significant example of a concrete slab bridge, possessing a high degree of integrity.

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

The bridge retains the character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including the concrete slab, parapets, abutments, wing walls, and pier.

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

This bridge is not a significant example of the work of a manufacturer, designer, and/or engineer.

Should the bridge be given further study before an evaluation of its significance is made?

No further study of this bridge is required to evaluate its significance.

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County inspection/bridge files _____ SHA inspection/bridge files X
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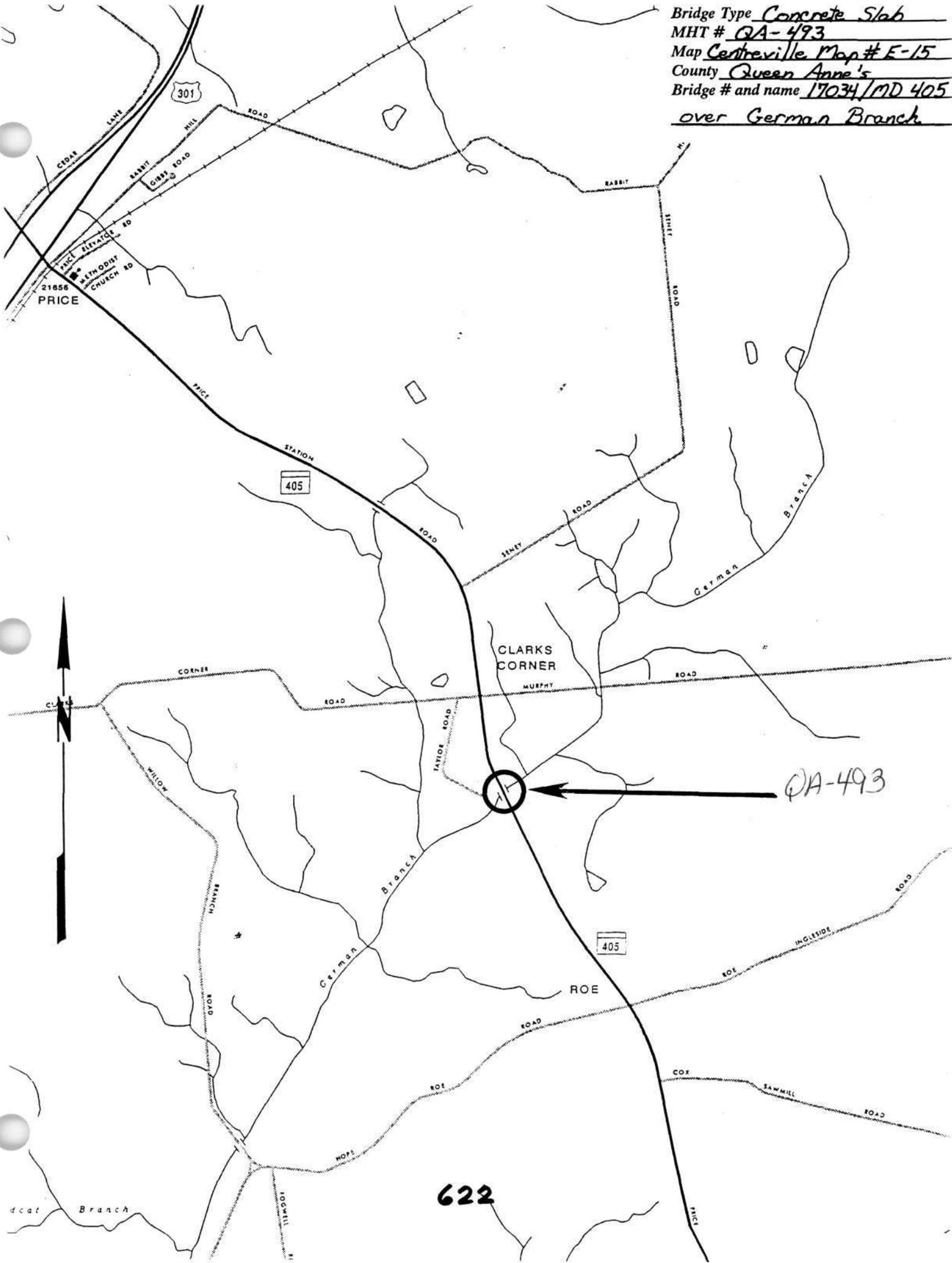
Tyrrell, H. Grattan

1909 *Concrete Bridges and Culverts for Both Railroads and Highways*. The Myron C. Clark Publishing Company, Chicago and New York.

SURVEYOR:

Date bridge recorded 2/25/97
 Name of surveyor Caroline Hall
 Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204
 Phone number (410) 296-1685 FAX number (410) 296-1670

Bridge Type Concrete Slab
MHT # QA-493
Map Centreville Map # E-15
County Queen Anne's
Bridge # and name 17034/MD 405
over German Branch



QA-493

622



DUMP
TRUCK

TRUCK
SPEED

25

WEIGHT
LIMIT

5800
GVW

1. QA-493
2. MD 405 over German Branch (17034)
3. Queen Anne Co, Md.
4. Caroline Hall
5. 3/97
6. MDSHIPD
7. roadway approach
8. 1 of 6



1. QA-493
2. MD 405 over German Branch (17034)
3. Queen Anne Co., Md
4. Caroline Hall
5. 3/97
6. MDSHPD
7. roadway approach
8. 2 of 6



1. GA-493
2. MD 405 over German Branch (17034)
3. Queen Anne Co., Md.
4. Caroline Hall
5. 3/97
6. MDSHPD
7. west side
8. 3 of 6



1. QA-493
2. MD 405 over German Branch (17034)
3. Queen Anne Co., Md
4. Caroline Hall
5. 3/97
6. MDSHPD
7. east side
8. 4 of 6



1. QA-493
2. MD 405 over German Branch (17034)
3. Queen Anne Co., Md.
4. Caroline Hall
5. 3/97
6. MDSHPO
7. detail of substructure
8. 5 of 6



1. QA-493
2. MD 405 over German Branch (17034)
3. Queen Anne Co., Md.
4. Caroline Hall
5. 3/97
6. MDSHPO
7. detail of parapet wall
8. 6 of 6

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

Property/District Name: Bridge 17034, MD 405 over German Branch Survey Number: QA-493

Project: Repair of Bridge 17034, Queen Anne's County Agency: SHA

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

Eligibility recommended _____ Eligibility not recommended

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 information provided by SHA, Bridge 17034 does not meet the National Register Criteria for individual listing. The 1931 two span concrete slab bridge is one of approximately 120 concrete girder bridges extant on Maryland's highways which were constructed in or before 1931. The bridge was built to a standard design, is not known to possess any engineering significance or to be associated with any significant event or person. In addition, it is not located in any known historic district.

Documentation on the property/district is presented in: Project file

Prepared by: Rita Suffness

Elizabeth Hannold December 18, 1993
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable
R. Henderson 12-21-93
Reviewer, NR program Date

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- 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
- 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
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: Structure

Historic Environment: Rural

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

Known Design Source: NA

QA-493

60

61

280,408

410

407

386-389, 406

405

62

71

Hayden

Clark
Corners

Location

72

173

Road

172

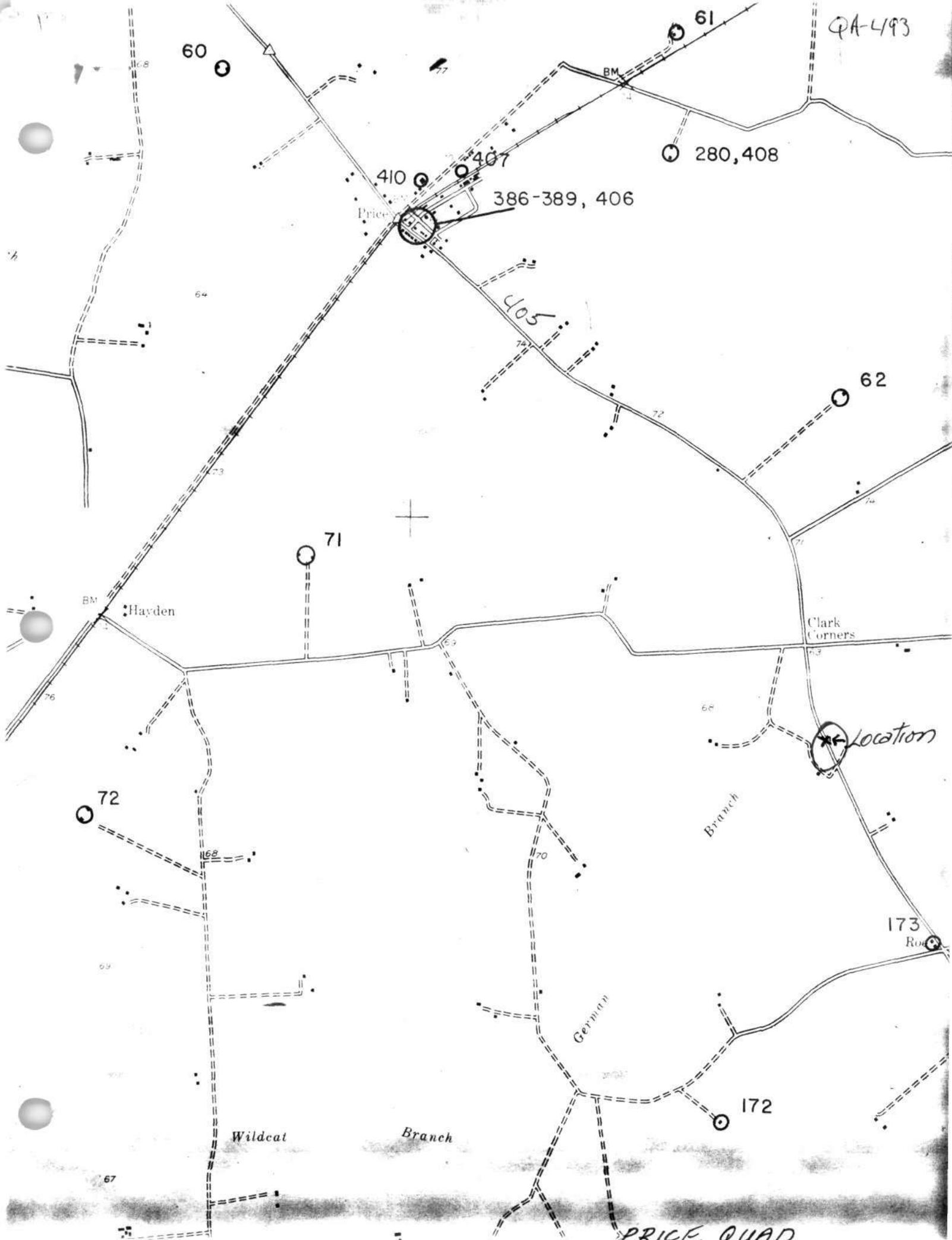
Wildcat

Branch

German

Branch

PRICE. QUAD





BRIDGE No. 17034

QA-493

Md. 405 over German Branch
upstream elevation

5



Bridge No. 17034

QA-493

Md. 405 over German Branch

downstream elevation