

Memo to file

March 16, 2016

From: Casey Pecoraro
Inventory Registrar

Re: T-941
SHA Bridge No. 2001200

The following Historic Bridge Inventory form, prepared in 1995 to document the concrete slab bridge carrying MD 303 over Branch of Tuckahoe Creek, was completed using SHA Bridge No. 20012. The SHA Office of Structures, Remedial Section, later changed the formatting of bridge numbers from five-digits to seven or nine-digits (Anne Bruder, personal communication, June 26, 2015).

SHA Bridge No. 20012 corresponds with SHA Bridge No. 2001200.

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

MHT No. T-941

SHA Bridge No. 20012

Bridge name MD 303 over Branch of Tuckahoe Creek

LOCATION:

Street/Road name and number [facility carried] MD 303 (Tappers Corner Road)

City/town Cordova Vicinity X

County Talbot

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 Box Culvert Design

DESCRIPTION:

Setting: Urban _____ Small town _____ Rural X

Describe Setting:

Bridge 20012 carries MD 303 (Tappers Corner Road) over a branch of Tuckahoe Creek in northern Talbot County. The setting around the bridge consists of woods and cleared fields. The stream is flowing towards the east.

Describe Superstructure and Substructure:

Bridge 20012 is a box culvert measuring 2 feet high by 15 feet wide. It passes directly beneath the intersection of the road and a railroad bridge. There is a solid concrete barrier above both ends of the culvert that connects to the abutment of the railroad bridge. Bridge 20012 has inscribed panel concrete parapet walls.

Discuss Major Alterations:

The current box culvert replaced a concrete slab that was built in 1913. The parapet walls of the box culvert were repaired in 1992.

HISTORY:

WHEN was the bridge built? circa 1930

This date is: Actual _____ Estimated X

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

Other (specify) Early-twentieth century Talbot County road maps

WHY was this bridge built?

The bridge was built to meet the need for a more efficient transportation network and load capacity in the early decades of the twentieth century.

WHO was the designer?

Unknown

WHO was the builder?

Unknown.

WHY was the bridge altered?

The bridge has not been altered.

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

Unknown.

SURVEYOR/HISTORIAN ANALYSIS:

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

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

This bridge does not have National Register significance

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

An early mention of box culverts is contained in the 1900-01 Geological Survey Report. The author reported that "after a number of attempts the contractor abandoned the construction of a box culvert at this point and substituted a 30-inch pipe" (Reid 1902: 133). This statement illustrates that contractors in Maryland were using box culverts during the first few years of the twentieth century.

When the State Roads Commission issued the first Standard Plans for roadway structures in 1912, they included designs for both "box culverts" and "box bridges." The plans contained four designs for "steel-concrete" (reinforced concrete) culverts and one design for a "box bridge." The culverts ranged from 18 inches x 18 inches to 6 feet x 8 feet and specified plain concrete on the sides and bottom of the box and reinforced concrete on the top. The box bridge design was for spans from 10 feet to 16 feet and included reinforced concrete on all four sides of the box.

These designs may have continued in use until the State Roads Commission issued revised box culvert designs in 1931. The size of the culvert designs in 1931 range from a 2-foot x 2-foot box to a 6-foot x 6-foot box. Designs were included for eight sizes of box culverts, and each size culvert had a separate design for no-fill, 5-foot maximum fill and 10-foot maximum fill. The no-fill designs had a parapet rail with an incised rectangular design.

The State Roads Commission Reports between 1935 and 1945 contain numerous references to the construction of box culverts on state roadways. For example, from 1938 to 1940, 31 box culverts were built. Over the next two-year period, 32 box culverts were constructed (Maryland State Roads Commission 1940: 54, and 1943:42). Reports in the immediate post-World War II period continued to reference the construction of box culverts. Reinforced box culvert construction is still used today.

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 the bridge had a significant impact on the growth and development of this area. This area is primarily undeveloped.

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

The bridge is not located in an area eligible for historic designation.

Is the bridge a significant example of its type?

This box culvert is not a significant type; it is widely used, and is not significant from a design or technological standpoint.

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

The box culvert retains its character defining elements, including the box and the incised solid parapets.

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

Manufacturer, designer or engineer of this structure is unknown.

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

No.

BIBLIOGRAPHY:

State Highway Administration files for bridge #20012

Lake, Griffin, and Stevenson, 1877 Atlases and other early maps of the Eastern Shore of Maryland, Philadelphia, 1877.

Maryland State Roads Commission, Report of the State Road Commission of Maryland: Operating Report for the Years 1939-1940; Financial Report for the Years 1939-1940., State of Maryland, State Roads Commission, Baltimore, 1940.

Maryland State Roads Commission, Report of the State Road Commission of Maryland: Operating Report for the Years 1941-1942; Financial Report for the Years 1941-1942., State of Maryland, State Roads Commission, Baltimore, 1943.

Parsons Brinckerhoff Quade & Douglas, Inc., Small Structures on Maryland's Roadways: Historic Context Report, For Maryland State Highway Administration, Baltimore, 1997.

Reid, Harry Fielding and A.N. Johnson, Second Report on the Highways of Maryland, With Especial Reference to the Operations of the Highway Division During 1900 and 1901, Maryland Geological Survey, The Johns Hopkins University Press, Baltimore, 1902.

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 8/11/95

Name of surveyor Daniel Moriarty

Organization/Address P.A.C. Spero & Company, 40 W. Chesapeake Avenue, Suite 412, Baltimore, Maryland 21204

Phone number 410-296-1635

FAX number 410-296-1670

Revised by P.A.C. Spero & Company, July 1998

Maryland Historic Highway Bridges
Bridge Type CONCRETE SLAB
Map G15 EASTON
County TALBOT
Bridge # and name 20012, MD 303
OVER BRANCH OF TUCKAHOE CREEK





- 1) T-941
- 2) 20012, MD 303 OVER BRANCH OF TUCKAHOE CREEK
- 3) TALBOT Co., MD
- 4) DANIEL MORIARTY
- 5) AUGUST 1995
- 6) SHA
- 7) WEST APPROACH
- 8) 10F6

20012



1) T-941

2) 20012, MD 303 OVER BRANCH OF TUCKAHOE CREEK

3) TALBOT CO., MD

4) DANIEL MORIARTY

5) AUGUST 1995

6) SHA

7) EAST APPROACH

8) 2 OF 6

20012



- 1) T-941
- 2) 20012, MD 303 OVER BRANCH OF TUCKAHOE CREEK
- 3) TALBOT CO, MD
- 4) DANIEL MORIARTY
- 5) AUGUST 1995
- 6) SHA
- 7) NORTH PARAPET & BOX CULVERT
- 8) 3 OF 4

20012



- 1) T-941
- 2) 20012, MD 303 OVER BRANCH OF TUCKAHOE CREEK
- 3) TALBOT CO, MD
- 4) DANIEL MORIARTY
- 5) AUGUST 1995
- 6) SHH
- 7) SOUTH PARAPET
- 8) 4 OF 6

20012



- 1) T-941
- 2) 20012, MD 303 OVER BRANCH OF TUCKAHOE CREEK
- 3) TALBOT Co, MD
- 4) DANIEL MORIARTY
- 5) AUGUST 1995
- 6) SHA
- 7) NORTH PARAPET & ROADWAY
- 8) 5 OF 6

20012



- 1) T-941
- 2) 20012, MD 303 OVER BRANCH OF TUCKAHOE CREEK
- 3) TALBOT CO., MD
- 4) DANIEL MORIARTY
- 5) AUGUST 1995
- 6) SHA
- 7) SOUTH WINGWALLS
- 8) 6 OF 6

20012