

# ENVIRONMENTAL ASSESSMENT/



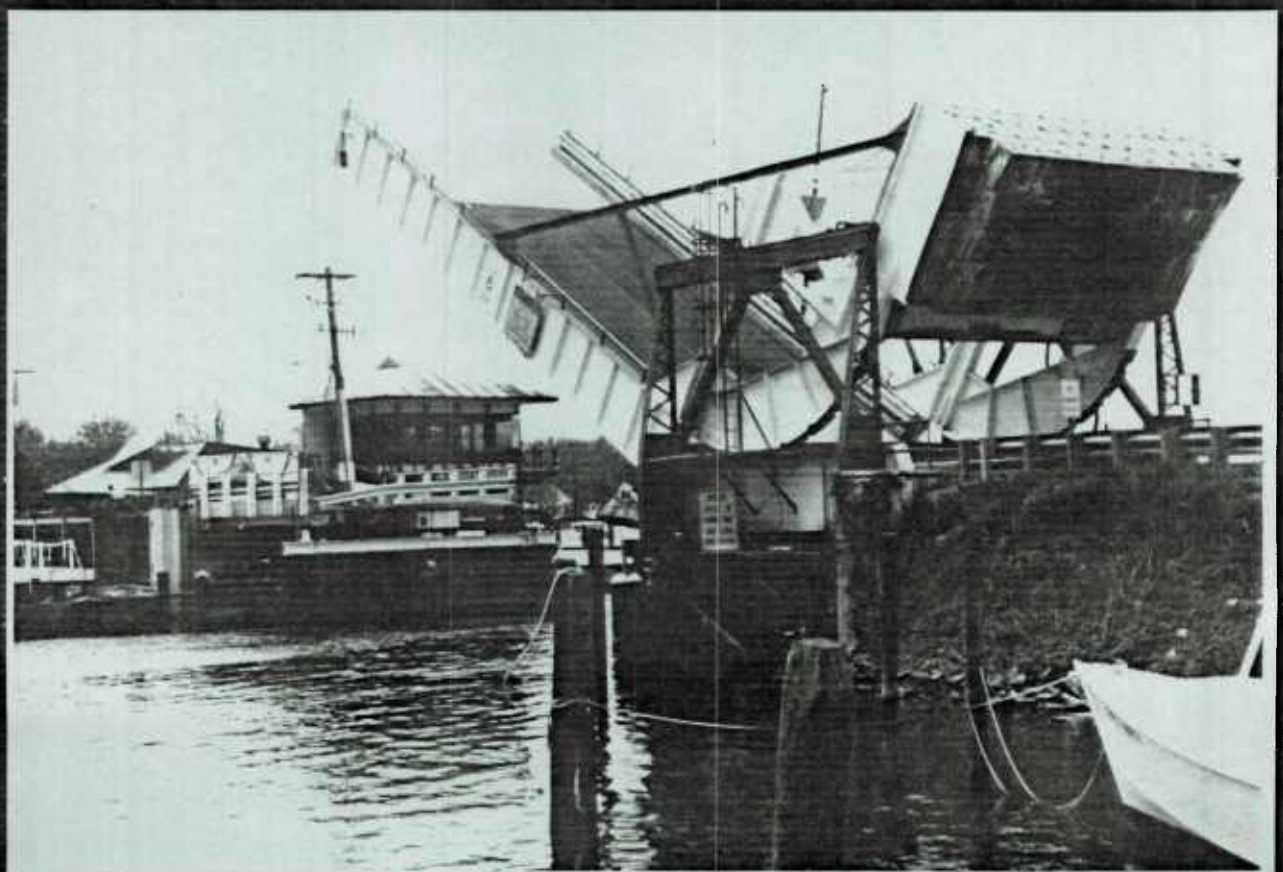
# Finding of NO SIGNIFICANT IMPACT/ FINAL 4(f) EVALUATION

for

CONTRACT NO. T 369-101-271

## **U.S. Route 33**

Replacement of Bridge No. 20001  
over Knapps Narrows



prepared by

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

and

MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION



U.S. Department  
of Transportation

Federal Highway  
Administration

Region 3  
Maryland Division

November 23, 1994

The Rotunda  
Suite 220  
711 West 40th Street  
Baltimore, Maryland 21211-2187

IN REPLY REFER TO:

Contract No.: T 369-101-271  
MD 33 Bridge No. 20001 over  
Knapps Narrows  
Talbot County

Mr. Hal Kassoff  
State Highway Administrator  
State Highway Administration  
707 N. Calvert Street  
Baltimore, Maryland 21202

Attention: Mr. Neil Pedersen

Dear Mr. Kassoff:

Transmitted for your use is the signed title page for the Final Section 4(f) Evaluation, the Environmental Assessment with a signed title page, and the Finding of No Significant Impact for the subject project. As you know, this project was originally processed as a Categorical Exclusion but was converted to an EA/FONSI so that the Coast Guard could adopt our document for their permitting action. Due to the fact that public participation procedures already undertaken for the CE satisfy the requirements for processing this project as an EA/FONSI and no changes have resulted from the conversion, no further public participation activities are warranted. All requirements under 23 CFR 771 have been met for this project. While the public participation period for reprocessing this project as an EA has effectively been reduced to zero, normal coordination activities (e.g. state clearinghouse, etc.) appropriate for EA/FONSI processing should be undertaken.

Sincerely yours,

*George K. Frick, Jr.*  
for George K. Frick, Jr.  
Acting Division Administrator

Enclosures (3)

Report Number: FHWA MD-4-f-93-01-F

Federal Highway Administration  
Region III

MD 33 Replacement of Bridge No. 20001  
over Knapps Narrows  
Talbot County, Maryland

ADMINISTRATIVE ACTION

Final Section 4(f) Evaluation

U.S. Department of Transportation  
Federal Highway Administration  
and  
State of Maryland  
Department of Transportation  
State Highway Administration

SUBMITTED PURSUANT TO: 49 U.S.C. 303(c) and 16 U.S.C. 470(f)

HAL KASSOFF  
ADMINISTRATOR

11/3/94  
Date

Neil J. Pedersen  
Neil J. Pedersen, Director  
Office of Planning and  
Preliminary Engineering

11-17-94  
Date

David P. Linton  
Federal Highway Administration  
Division Administrator  
*fath*

REPORT NUMBER: FHWA-MD-EA-94-01-D

FEDERAL HIGHWAY ADMINISTRATION  
REGION III

Maryland Route 33  
Replacement of Bridge No. 20001  
over Knapps Narrows

ADMINISTRATIVE ACTION

ENVIRONMENTAL ASSESSMENT

U.S. Department of Transportation  
Federal Highway Administration

and

State of Maryland  
Department of Transportation  
State Highway Administration

Submitted pursuant to 42 USC. 4332 (2) (C), 23 CFR 771,  
CEQ Regulations (40 CFR 1500 et seq.) and 23 USC.128

HAL KASSOFF  
ADMINISTRATOR

11/10/94  
Date

By: Neil J. Pedersen  
Neil J. Pedersen, Director  
Office of Planning and  
Preliminary Engineering

11-23-94  
Date

By: David L. Lantieri  
Federal Highway Administration  
Division Administrator

Introduction

This Environmental Assessment is being prepared subsequent to the Section 4(f) Evaluation in order to address concerns expressed by the US Coast Guard. The Section 4(f) Evaluation was required due to impacts on the National Register eligible Knapps Narrows Bridge and the Tilghman Island Historic District. The Draft Section 4(f) Evaluation was approved by the Federal Highway Administration on April 23, 1993. The Final Section 4(f) Evaluation was approved on November 17, 1994.

Purpose and Need for Action

The purpose of the proposed project is to replace the existing, deteriorating MD 33 bridge over Knapps Narrows and to eliminate existing pedestrian and vehicular safety problems associated with the bridge.

The existing 95' structure was built in 1934 and consists of a 50' single leaf, overhead counterweight bascule span and four short steel beam approach spans, all supported on timber piles. The bridge has a narrow 20' wide roadway with no sidewalks. There are height restrictions on the bascule of 10'-8" near the guardrail due to knee braces (corner brackets to stabilize the overhead counterweight) and 13'-9" in the center of the roadway due to the overhead counterweight support girder. The bridge was partially reconstructed in 1970 and the bridge operating machinery was replaced in 1980.

Recent inspections of the bridge and its substructure (May, 1992) revealed a deteriorating condition, especially in the timber piles, and racking (twisting) due to settlement, which has caused misalignment and wearing of the gears and other parts of the 12 year old bascule machinery, which is now considerably out of level.

The Federal Sufficiency Rating, which is an index to the condition and functionality of the bridge, is 34.08%. (By comparison, a new bridge would have a rating of 100%.) The Rating of the Knapps Narrows Bridge, which is based on structural condition, bridge and roadway geometry, length of detour, traffic, and loading far exceeds the rating of 50% needed to qualify for a federally funded bridge replacement. The State Highway Administration (SHA) priority rating, which is based on detour length, structural condition, traffic, loading, and age is "D-" (on a scale of "A to E" with "A" being best and "E" being the worst). The bridge is, also, fast approaching a level of service that may require weight restrictions. This is a major concern, because weight restrictions are not allowed by law on a bridge such as this which provides sole access to the island.

The timber piles which support the existing structure are the major safety concern. The piles are approximately twenty years beyond their expected life span. Although the rating of the timber piles presently indicates a satisfactory load carrying capacity, the exposed portions of the timber piles have splits and delaminations. This deterioration, once it starts, generally accelerates rapidly. Underwater inspection indicates the piles are in fair condition from the

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mudline to the waterline. However, at the waterline, where the piles are exposed to alternating wet/dry conditions, there is a substantial amount of staining (indicating fungus), very heavy plant growth and barnacles within the splits. The exterior 1 to 2 inches of most piles are deteriorating, which means the 12 inch diameter piles have lost up to 30% of their original section. No remedial action can preserve these 58-year-old piles. Since the further life expectancy of this bridge cannot accurately be projected, it would be prudent from a safety standpoint to replace them in the very near future.

Height restrictions force many trucks to cross the bridge in the center of the roadway due to the combination of the narrow 10 foot lanes and protruding knee braces. When this occurs the bridge functions as a single lane structure which impedes the flow of traffic. As a result, traffic must stop at the opposite end of the bridge, and is sometimes required to back up to permit adequate truck clearance. This creates a capacity problem which, although temporary in nature, is inconvenient at best and becomes dangerous when vehicles are forced to back off the bridge. This problem is compounded by accompanying structural problems of the existing bridge. Despite the fact that trucks utilize the center of the roadway, the protruding knee braces and overhead counterweight support girder are repeatedly struck by the trucks, which can and does weaken the structure. The additional maintenance work required by these repeated truck collisions also creates safety problems from the resulting impediments to traffic.

In addition to its being an impediment to the flow of traffic, the bridge's narrow 20 foot wide roadway section which provides no sidewalks is extremely unsafe for pedestrian and bicycle traffic as well. Being the sole access to and from the island, it is used daily by cars, trucks, pedestrians, and bicyclists enroute to homes, schools, churches, play areas, scenic places; restaurants, stores, businesses, and places of employment. Because the bridge provides the only overland connection to the mainland, the need for a bridge which includes a separate pedestrian walkway is a primary concern expressed by a majority of community residents.

MD 33 and the Knapps Narrows bridge are also part of a Bicycle Tour route that encompasses the St. Michael's - Easton - Oxford area. Bicyclists utilize 8 foot shoulders on MD 33 north of the bridge and, prior to the bridge, bicyclists are warned by signs to stay on shoulders. However, upon reaching the bridge, they have no shoulders for safe crossing and are required to mingle with the vehicular traffic.

The Knapps Narrows bridge opens approximately 12,000 times a year, which is more often than any other bridge in Maryland and more often than most bridges on the East Coast. This is due to its low clearance to the water (8 to 10 feet depending on the tide) and the numerous workboats and pleasure boats which navigate the channel. Approximately 10 miles of travel is saved by using the channel as a short cut between the Chesapeake Bay and points along the Choptank River, such as Oxford and Cambridge, in lieu of traveling around the island.

Considerable repair work on this bridge, which has been ongoing for the last ten years, results in inconvenience and compromises safety for the residents of the island. The bridge is the only access to the mainland where many vital services such as hospitals and fire stations are located.

with a 5 foot sidewalk and have unrestricted vertical clearance over the roadway. The 6'-8' vertical underclearance would be maintained.

Alternative C proposes construction of a new, low-level bascule on new location east of the existing site and removal of the existing bridge. The new bridge would have the same typical section and clearances as Alternative B.

After further coordination with the local community, the Maryland Historic Trust (MHT), and the Advisory Council on Historic Preservation (ACHP), Alternative C was modified and chosen as the Selected Alternative. Alternative C Modified proposes construction of a new, bascule span on relocation approximately 50 feet east of the existing site and removal of the existing bridge. The bridge will be designed to resemble the existing historic bridge but will not have the height restrictions that exist at present and will have two twelve foot travel lanes with 3 foot shoulders and a 5 foot sidewalk on the east side of the bridge. This concept, which included two sidewalks, was presented at a meeting on October 20, 1993 with local historic groups and MHT representatives who indicated support for the Selected Alternative.

The No Build Alternate was determined not to be a prudent or feasible option as the Knapps Narrows Bridge provides the only link to vital services on the mainland and if rendered unusable would result in a severe hardship not only for community residents but also for area watermen.

With Alternative A the bridge would be in relatively good structural condition after rehabilitation, but would have a remaining life of 15 to 20 years at a cost of approximately 7.4 million dollars and persisting need for repairs. Additionally, the rehabilitation would retain the existing, narrow, twenty foot roadway with restricted overhead clearance which currently impedes the flow of traffic and does not provide safe pedestrian access. This alternative would also require closing the existing bridge for approximately six months and the construction of a temporary moveable bridge and detour road for the maintenance of highway and pedestrian traffic. Based on these factors, the State Highway Administration does not consider Alternate A, the rehabilitation alternative, to be a prudent or feasible solution.

Alternative B would also require the six month closing of the existing bridge and the construction of a temporary moveable bridge and detour road. As the temporary bridge concept was opposed by much of the community and Alternative B offered no advantage over Alternative C, Alternative B was not selected.

The Selected Alternative was derived from the original Alternative C, which also proposed a new bascule span 50 feet east of the existing bridge. Original Alternative C was modified to reflect a number of refinements. The horizontal and vertical alignments were revised to increase the design speed to 25 mph. Vertical alignment options to provide 12 foot and 15 foot underclearances with the revised horizontal alignment were then developed. When the right of way acreage impacted (0.456 ac. and 0.492 ac. respectively), and the visual appearance of the embankments associated with each of these alignments were compared it was concluded that there are negligible differences in quantity and quality of these impacts. The 12 foot



For most repairs only one-half of the bridge needs to be closed at any one time. However, when repair work requires partial closure, trucks, ambulances, and other large emergency vehicles (St. Michael's ladder truck or Tilghman's tanker truck) are prohibited from crossing. One such closing prohibited an ambulance from crossing the bridge, requiring the carrying of the island patient (by foot) to a waiting ambulance on the other side of the bridge. In another instance it was necessary to close the bridge completely for several nights for one repair, requiring the State Highway Administration to provide emergency vehicles on the island and have emergency boats ready for transport.

Due to heavy reliance on Knapps Narrows as a short cut for boaters, as evidenced by the frequency of bridge openings and as the only link to the mainland for residents and businesses, a bridge is needed which provides dependable service with an extended life expectancy. The present bridge is too old and deteriorated to be depended upon for reliable service and if rendered unusable would result in a severe hardship not only for community residents but also for area watermen.

The problems caused by the frequency of use for boating, vehicular and pedestrian traffic, the lack of sidewalks for safe pedestrian crossings, the truck crossing damage and temporary constriction of traffic, and the frequent repair work necessary to maintain this deteriorating but vital bridge clearly show the safety problems involved with this bridge. A May, 1992 inspection of the bridge indicated that it would not be cost effective to consider rehabilitation. A complete removal of the existing bridge will be required.

Based on the State Highway Administration's evaluation of the feasibility and cost effectiveness of rehabilitating the existing MD 33 bridge over Knapps Narrows, alternatives to rehabilitation of the existing bridge were developed to improve safety and enhance the capacity of the bridge and approach roadway which do not require roadway obstructions and provide wider travel lanes and sidewalks.

Alternatives

Four alternatives were presented in the Draft Section 4(f) Evaluation:

The No-Build Alternative would provide remedial or maintenance improvements to keep the bridge usable. Ultimately, the bridge would need to be closed to traffic.

Alternative A, the rehabilitation alternative, consists of repairs to the existing bascule leaf and extensive removal and replacement of deteriorated parts of the bridge including total replacement of the timber pile substructure. This alternative will retain the existing 20 foot roadway and restricted overhead clearance.

Alternative B proposes the removal of the existing bridge and construction of a new, low-level bascule at the existing location. The new bridge would have a 30 foot roadway

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underclearance was selected as a result of a boat survey and because MHT requested the lowest profile possible to fit in with the low lying nature of the island. Both the 12 foot and 15 foot underclearance options allowed 70% of the boat traffic to pass under the bridge without opening and delaying motorists. As the 15 foot underclearance demonstrated no additional benefit over the 12 foot underclearance option, the lower option was selected consistent with the MHT recommendation.

The proposed typical section permits a sidewalk, 3 foot shoulders, and 2 foot wider lanes for safety of pedestrians, bicyclists, and motorists. The shifted alignment allows for construction of the new bridge while the existing bridge remains in place to handle existing traffic until the new bridge is completed. This uninterrupted service that can be provided during construction reduces disruption to the community and is a distinct advantage of the Selected Alternative. The Selected Alternative also precludes the need for a temporary bridge. The new bridge would be located just east of the existing bridge; the approach roads would extend approximately 550 feet on each shore before tying into the existing roadways.

A new structure has an anticipated life expectancy of 70 years, compared with 15 to 20 years for a rehabilitated structure. The construction cost is 9.2 million dollars for the Selected Alternative and 7.4 million dollars for the rehabilitated structure. Therefore, the Selected Alternative is the more cost effective of the two, would not require as much maintenance, and better addresses the purpose and need for the project.

### Impacts

The primary impact of this project is to historic properties, namely the Knapps Narrows Bridge itself and to the Tilghman Island Historic District. (The Knapps Narrows Bridge is a contributing element to the Historic District as well as being individually historic.) According to Section 106 guidelines, all of the build alternatives (including rehabilitation) would have an Adverse Effect on the Knapps Narrows Bridge. Alternatives C, D, and C Modified would also have an Adverse Effect on the Tilghman Island Historic District because of the removal of the historic bridge. (A more detailed explanation of impacts is contained on pages 9-10 of the Final Section 4(f) Evaluation.)

Although Alternative C Modified, the Selected Alternative, will have an Adverse Effect, the impact to these historic properties is not significant for the following reasons:

- A Memorandum Of Agreement has been executed between the Federal Highway Administration, the Advisory Council on Historic Preservation, the State Historic Preservation Officer and the State Highway Administration which fully mitigates the impacts to the bridge and historic district.
- The existing bridge will undergo HABS/HAER recordation (a form of preservation).

- A cultural documentation project will also be developed and implemented which documents the experience of the bridge tenders and bridge users and develops a context of the bridge's use.

Alternative C Modified will replicate the existing structure; a new overhead counterweight bascule bridge will be built just east of the existing structure. Although the existing bridge is the only overhead counterweight bascule bridge in Maryland, there are however a total of 20 (15 historic) moveable bridges on the Maryland highway system. Nine other overhead counterweight bascule bridges are located in Delaware, New Jersey, Illinois and Massachusetts. The Maryland State Highway Administration is in the process of developing an historic bridge preservation plan; moveable bridges are currently being inventoried and evaluated. Per the MOA, the preservation plan for moveable bridges will be completed within two years.

Although National Register eligible under Criterion C for its unique engineering type and Criterion A for its association with Tilghman Island, the existing bridge has undergone extensive repairs throughout the years; many original elements have been replaced. For example, the original timber deck was replaced with a steel grid, portions of which are concrete filled. One all-timber approach span was replaced with steel beams and a concrete deck. Portions of the girder tracks and all of the machinery of the bascule have been replaced. All of the floorbeams have been modified and the main girders have plates over many rust holes. The railings and wheel guards have been replaced. Thus, even the least intrusive build alternative proposed, Alternative A (the rehabilitation alternative), would have further compromised the integrity of the bridge and resulted in an Adverse Effect under Section 106. Although this type of bridge is rare, the vehicular and safety concerns coupled with severe maintenance problems led the SHPO to concur that the bridge needed to be replaced.

The impacts to the Historic District are not significant because of the mitigation for the bridge and as discussed above, the reduced underclearance of the bridge is in keeping with the low lying nature of the island and further mitigates impacts to the District. No other contributing elements are impacted and the right-of way impact to the District is minor (0.456 ac). Mitigation of impacts to the bridge include constructing a bridge of similar design and appearance and recordation in HABS/HAER of the existing bridge. The impact is not significant also because of the compromised integrity of the existing structure, the presence of other moveable bridges in Talbot County and Maryland, and there are nine other overhead counterweight bascule bridges located in Delaware, New Jersey, Illinois, and Massachusetts.

A Phase I archeological survey was performed; no intact archeological resources were identified within the project area.

No other Section 4(f) protected resources are impacted.

Existing land use in the area is designated "village center" which consists of residential and commercial uses with the commercial use oriented toward serving the local residents. Marine

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traffic would be detoured for approximately 2-3 months under all alternatives, except the no-build. Selected Alternative C Modified requires the permanent relocation of three structures belonging to three separate businesses and five boat slips belonging to a fourth business. The affected businesses are Harrison's Soft Crabs, Harrison's Oysters, Miss Brenda's Soft Crabs, and Fairbank's boat slip rentals. Harrison's oyster business, which is open only during the winter and employs 26 people, is the only oyster business in the area and the owner will maintain operations during construction at a different site. The three seafood businesses can be permanently relocated on the same properties on which they now reside with little or no interruption to business. The boat slips cannot be replaced on the same property due to the location of the new bridge; however, there is a possibility that the boat slips could be replaced in the location left vacant by the removal of the fill for the existing bridge. No impacts to publicly-owned public parks or recreational areas would occur with the proposed improvements. No known minority or handicapped individuals would be affected.

There are minor (ditch) wetland impacts associated with the relocation of the alignment; the Corps of Engineers has agreed that the ditches created by the new alignment will offset the impact.

The entire project area is within the Limited Development Area of the Chesapeake Bay Critical Area. Although no impacts to wetlands are required, construction would occur in "waters of the U.S." under jurisdiction by the Army Corps of Engineers (ACOE) (8600 sq. ft. or 0.197 acre) requiring a Section 404 permit. ACOE has affirmed that restoring the area of the existing embankment to open waters would satisfactorily mitigate the impacts of the project. A permit from the U.S. Coast Guard would also be required.

Each build alternate crosses the 100 year floodplain of Knapps Narrows. Sediment and erosion control measures and stormwater management techniques approved by the Maryland Department of the Environment would be implemented to minimize water quality impacts. There are no known federally listed threatened or endangered species within the project area.

Due to the limited scope of the subject project, noise and air quality analyses are not warranted.

The proposed action is consistent with the Talbot County Comprehensive Plan adopted August 28, 1990.

Comments and Coordination

Extensive coordination was conducted with local, state, and federal historic preservation agencies in preparation of the MOA. This project was also presented at the Interagency Review Meetings on May 20, 1992, and April 21, 1993. An Alternates Public Meeting was held May 6, 1992, and a Combined Location/Design Public Hearing was held on May 26, 1993, at Tilghman Island Elementary School. Detailed information about these coordination efforts are on pages 12-18 of the Final Section 4(f) Evaluation. Copies of Agency and Citizen Correspondence are included in Section X of that document.

FEDERAL HIGHWAY ADMINISTRATION  
REGION III

FINDING OF NO SIGNIFICANT IMPACT

MD Route 33  
Replacement of Bridge No. 20001  
over Knapps Narrows

U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION

and

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

The FHWA has determined that Alternate C Modified, consisting of removal of the existing bridge and a new overhead counterweight bascule span on relocation approximately 50 feet east of the existing site, will have no significant impact upon the environment. This FONSI is based on the attached Environmental Assessment and the Final Section 4(f) Evaluation. This FONSI has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. The FHWA takes full responsibility for the accuracy, scope, and contents of the Environmental Assessment and attached documentation.

David P. Linton  
for Division Administrator

11-23-94  
Date

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**I. INTRODUCTION**

Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U.S.C. 303[c]) permits the use of publicly owned public parkland or recreation areas, wildlife and waterfowl refuges, or land from a significant historic site (as determined by the officials having jurisdiction over the park, recreation area, refuge or site) only if there is no prudent and feasible alternative to using that land; and the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.

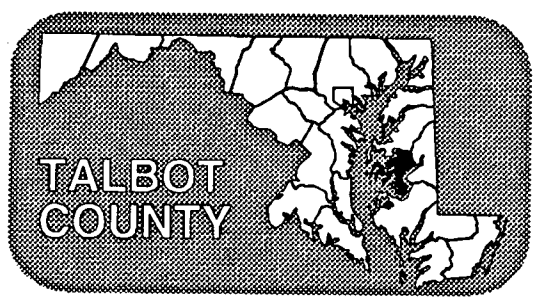
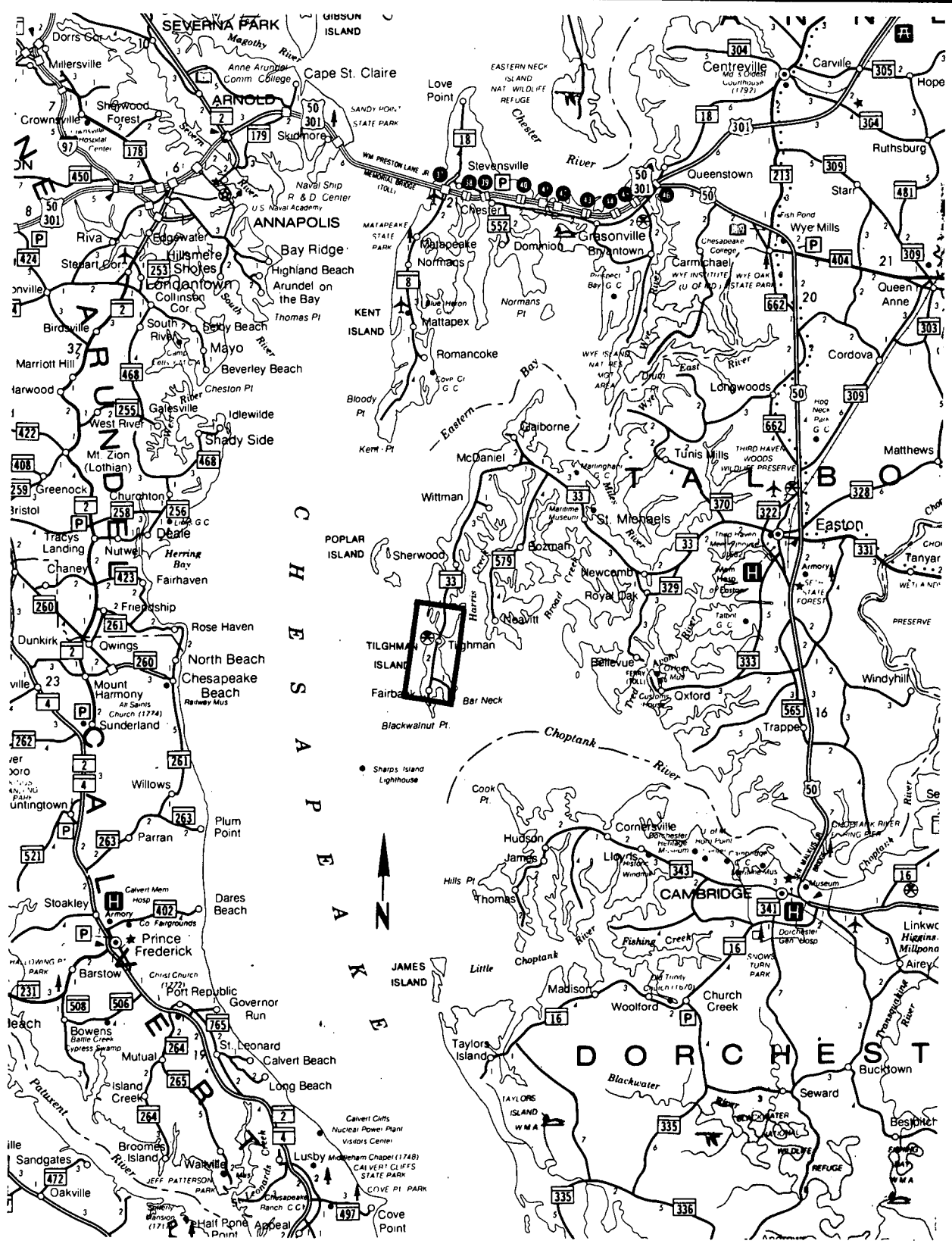
The Federal Highway Administration approved this project as a Categorical Exclusion with the preparation of a Section 4(f) Evaluation on January 6, 1993. A Draft Section 4(f) Evaluation was circulated on April 26, 1993 and a combined Location/Design Public Hearing was held May 26, 1993 at Tilghman Elementary School on Tilghman Island.

**II. DESCRIPTION OF PROPOSED ACTION**

The purpose of the proposed project, which is located in Talbot County, Maryland, (See Figures 1 and 2) is to replace the existing, deteriorated MD 33 bridge over Knapps Narrows in order to eliminate existing pedestrian and vehicular safety problems associated with the narrow width of the bridge and the restricted clearance over the roadway caused by required knee braces which stabilize the overhead counterweight. This bridge, which is state owned and maintained, provides the only land access between the Tilghman Island community and the mainland and must be frequently raised and lowered to accommodate the demands of both commercial and recreational boating traffic which uses Knapps Narrows as a shortcut to avoid the ten mile trip around the island.

The existing 95 foot long structure, built in 1934, consists of a 50 foot single leaf overhead counterweight bascule span and four short steel beam approach spans, all supported on timber piles (See Figure 3). The bridge has a narrow 20 foot wide roadway (See Figure 4) and no shoulders or sidewalks. Height restrictions (10'-8") are required near the guardrail due to knee braces (corner brackets used to stabilize the overhead counterweight) and (13'-9") in the center of the roadway due to the overhead counterweight support girder. The bridge was originally designed to accommodate





**MARYLAND STATE HIGHWAY ADMINISTRATION**

**Maryland Route 33  
Over Knapps Narrows**

**PROJECT LOCATION**

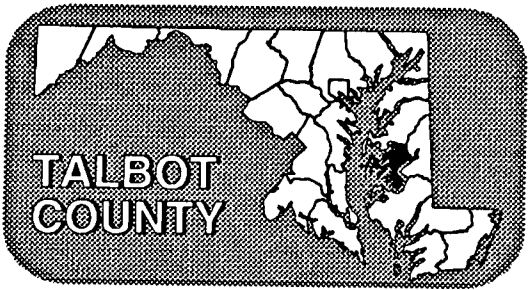
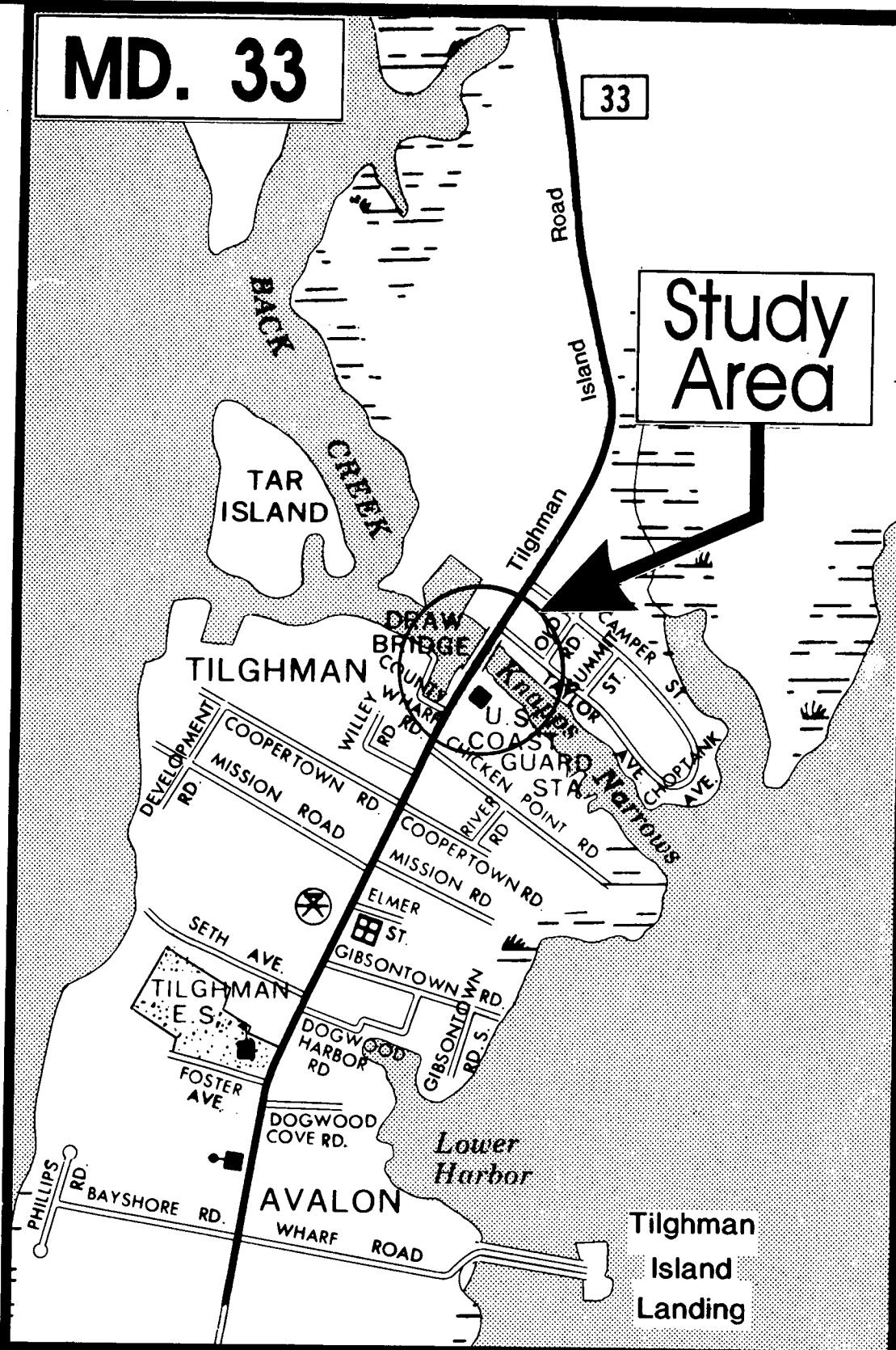
DATE	NOT TO SCALE	FIGURE 1
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MD. 33

33

18

Study Area

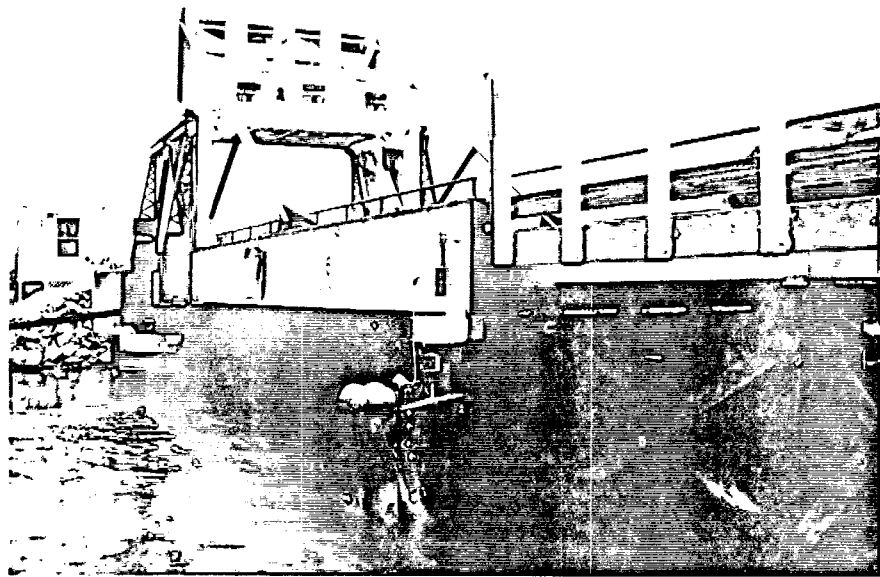
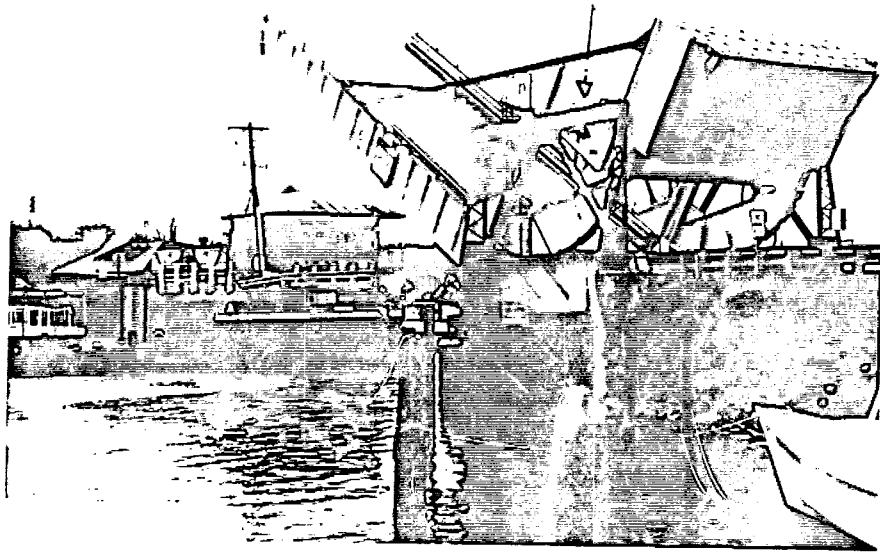


MARYLAND STATE HIGHWAY ADMINISTRATION

Maryland Route 33  
Over Knapps Narrows

**STUDY AREA**

DATE \_\_\_\_\_ NOT TO SCALE FIGURE 2



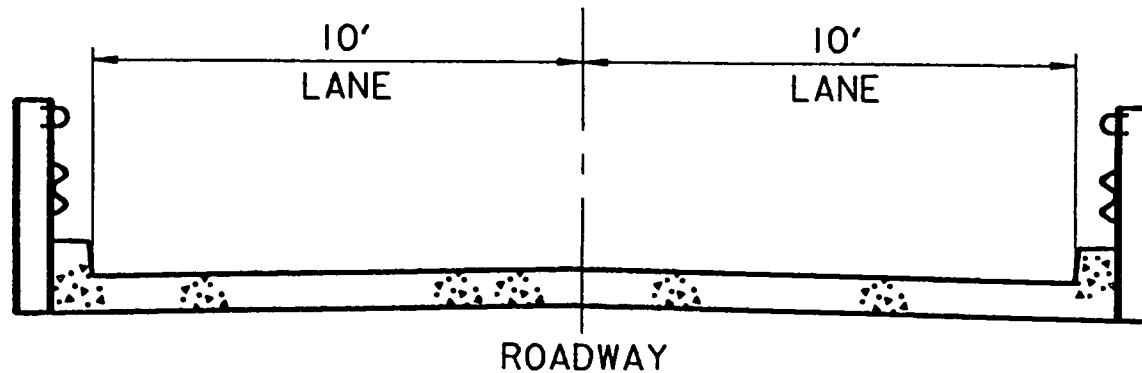
MD 33 Bridge Over Knapps Narrows  
Tilghman Island Bridge  
National Register Eligible

(Contributing element to Tilghman Island Historic District)

FIGURE 3

# EXISTING TYPICAL SECTION

## MD 33 OVER KNAPPS NARROWS



NOT TO SCALE

THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

an H-20 vehicle (a 2-axle, 20 ton gross weight truck). The capacity of the bridge has been analyzed and rated for today's legal vehicle (an HS-20 tractor-trailer truck with a 36 ton gross weight) and is rated in the "Operating range", the maximum permissible load level to which the structure may be subjected. The desirable rating for bridges is the "Inventory range", which provides a load level at which the structure can safely be used for an indefinite period of time. Use of the "Operating range" rating eliminates the need to post the bridge for a weight limit, but requires more frequent inspection and monitoring than an "Inventory range" rated bridge.

The Federal Sufficiency Rating, which is an index to the condition and functionality of the bridge, is 34.08%. (By comparison, a new bridge would have a rating of 100%.) The Rating of the Knapps Narrows Bridge, which is based on structural condition, bridge and roadway geometry, length of detour, traffic, and loading, far exceeds the rating of 50% needed to qualify for a federally funded bridge replacement. The State Highway Administration (SHA) priority rating, which is based on detour length, structural condition, traffic, loading, and age is "D-" (on a scale of "A to E" with "A" being best and "E" being the worst). The bridge is, also, fast approaching a level of service that may require weight restrictions. This is a major concern, because weight restrictions are not allowed by law on a bridge such as this which provides sole access to the island.

The timber piles which support the existing structure are the major safety concern. The piles are approximately twenty years beyond their expected life span. Although the rating of the timber piles presently indicates a satisfactory load carrying capacity, the exposed portions of the timber piles have splits and delaminations. This deterioration, once it starts, generally accelerates rapidly. Underwater inspection indicates the piles are in fair condition from the mudline to the waterline. However, at the waterline, where the piles are exposed to alternating wet/dry conditions, there is a substantial amount of staining (indicating fungus), very heavy plant growth and barnacles within the splits. The exterior 1 to 2 inches of most piles are deteriorating, which means the 12 inch diameter piles have lost up to 30% of their original section. No remedial action can preserve these 58-year old piles. Since the further life expectancy of this bridge cannot accurately be projected, it would be prudent from a safety standpoint to replace them in the very near future.

Height restrictions force many trucks to cross the bridge in the center of the roadway due to the combination of the narrow 10 foot lanes and protruding knee braces. When this occurs the bridge functions as a single lane structure which impedes the flow of traffic. As a result, traffic must stop at the opposite end of the bridge, and is sometimes required to back up to permit adequate truck clearance. This creates a capacity problem which, although temporary in nature, is inconvenient at best and becomes dangerous when vehicles are forced to back off the bridge. This problem is compounded by accompanying structural problems of the existing bridge. Despite the fact that trucks utilize the center of the roadway, the protruding knee braces and overhead counterweight support girder are repeatedly struck by the trucks, which can and does weaken the structure. The additional maintenance work required by these repeated truck collisions also creates safety problems from the resulting impediments to traffic.

In addition to its being an impediment to the flow of traffic, the bridge's narrow 20 foot wide roadway section which provides no sidewalks is extremely unsafe for pedestrian and bicycle traffic as well. Being the sole access to and from the island, it is used daily by cars, trucks, pedestrians, and bicyclists enroute to homes, schools, churches, play areas, scenic places, restaurants, stores, businesses, and places of employment. Because the bridge provides the only overland connection to the mainland, the need for a bridge which includes a separate pedestrian walkway is a primary concern expressed by a majority of community residents.

MD 33 and the Knapps Narrows bridge are also part of a Bicycle Tour route that encompasses the St. Michaels - Easton - Oxford area. Bicyclists utilize 8 foot shoulders on MD 33 north of the bridge and, prior to the bridge, bicyclists are warned by signs to stay on shoulders. However, upon reaching the bridge, they have no shoulders for safe crossing and are required to mingle with the vehicular traffic.

The Knapps Narrows bridge opens approximately 12,000 times a year, which is more often than any other bridge in Maryland and more often than most bridges on the East Coast. This is due to its low clearance to the water (8 to 10 feet depending on the tide) and the numerous workboats and pleasure boats which navigate the channel. Approximately 10 miles of travel is saved by using the channel as a short cut between the Chesapeake Bay and points along

the Choptank River, such as Oxford and Cambridge, in lieu of traveling around the island.

Considerable repair work on this bridge, which has been ongoing for the last ten years, results in inconvenience and compromises safety for the residents of the island. The bridge is the only access to the mainland where many vital services such as hospitals and fire stations are located. For most repairs only one-half of the bridge needs to be closed at any one time. However, when repair work requires partial closure, trucks, ambulances, and other large emergency vehicles (St. Michael's ladder truck or Tilghman's tanker trunk) are prohibited from crossing. One such closing prohibited an ambulance from crossing the bridge, requiring the carrying of the island patient (by foot) to a waiting ambulance on the other side of the bridge. In another instance it was necessary to close the bridge completely for several nights for one repair, requiring SHA to provide emergency vehicles on the island and have emergency boats ready for transport. A history of bridge repairs is shown in the **Appendix A**.

Due to heavy reliance on Knapps Narrows as a short cut for boaters, as evidenced by the frequency of bridge openings and as the only link to the mainland for residents and businesses, a bridge is needed which provides dependable service with an extended life expectancy. The present bridge is too old and deteriorated to be depended upon for reliable service and if rendered unusable would result in a severe hardship not only for community residents but also for area watermen.

The problems caused by the frequency of use for boating, vehicular and pedestrian traffic, the lack of sidewalks for safe pedestrian crossings, the truck crossing damage and temporary constriction of traffic, and the frequent repair work necessary to maintain this deteriorating but vital bridge clearly show the safety problems involved with this bridge. Based on the State Highway Administration's evaluation of the feasibility and cost effectiveness of rehabilitating the existing MD 33 bridge over Knapps Narrows, alternatives to rehabilitation of the existing bridge were developed to improve safety and enhance the capacity of the bridge and approach roadway which do not require roadway obstructions and provide wider travel lanes and sidewalks. Alternative C Modified, the Selected Alternative, proposes construction of a new, bascule span on relocation approximately 50 feet east of the existing site and removal of the existing bridge.

III. SELECTED ALTERNATIVE

As a result of coordination with citizens, local historic groups and the Maryland Historic Trust (MHT), Alternative C Modified has been selected. Alternative C Modified proposes construction of a new, bascule span on relocation approximately 50 feet east of the existing site and removal of the existing bridge. The bridge will be designed to resemble the existing historic bridge but will not have the height restrictions that exist at present and will have two twelve foot travel lanes with 3 foot shoulders and 5 foot sidewalks. This concept was presented at a meeting on October 20, 1993 with local historic groups and MHT representatives who indicated support for the Selected Alternative.

The original Alternative C, which also proposed a new bascule span 50-feet east of the existing bridge, was revised to reflect a number of refinements. The horizontal and vertical alignments were revised to increase the design speed to 25 mph. Vertical alignment options to provide 12 foot and 15 foot underclearances with the revised horizontal alignment were then developed. When the right of way acreage impacted (0.456 ac. and 0.492 ac. respectively), and the visual appearance of the embankments associated with each of these alignments were compared it was concluded that there are negligible differences in quantity and quality of these impacts. However, the 12 foot underclearance was selected as a result of a boat survey and because MHT requested the lowest profile possible to fit in with the low lying nature of the island. Both the 12 foot and 15 foot underclearance options allowed 70% of the boat traffic to pass under the bridge without opening and delaying motorists. As the 15 foot underclearance demonstrated no additional benefit over the 12 foot underclearance option, the lower option was selected consistent with the MHT recommendation.

The proposed typical section permits a sidewalk, 3 foot shoulders, and 2 foot wider lanes for safety of pedestrians, bicyclists, and motorists. The shifted alignment allows for construction of the new bridge while the existing bridge remains in place to handle existing traffic until the new bridge is completed. This uninterrupted service that can be provided during construction reduces disruption to the community and is a distinct advantage of the Selected Alternative. The Selected Alternative also precludes the need for a temporary bridge. The new bridge would be located just east of the existing bridge; the approach roads would extend



approximately 550-feet on each shore before tying into the existing roadways.

A new structure has an anticipated life expectancy of 70 years, compared with 15 to 20 years for a rehabilitated structure. The construction cost is 9.2 million dollars for the Selected Alternative and 7.4 million dollars for the rehabilitated structure. The Selected Alternative, therefore, is the more cost effective of the two, would not require as much maintenance, and, moreover, addresses the purpose and need for the project.

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#### IV. DESCRIPTION OF 4(f) PROPERTY

##### Tilghman Island Bridge (See Figures 3 & 4)

The Knapps Narrows Bridge, No. 20001, built in 1934, has the distinction of being the only overhead counterweight bascule span bridge in the state of Maryland. The 95 foot long/20 foot wide bridge opens for boats more often than any other moveable bridge in Maryland and more often than most bridges on the East Coast. As a moveable bridge, it is also significant as a relatively rare structure, designed to accommodate both vehicular and water-borne traffic. It represents one of two historic moveable bridges which are part of Maryland's state road system in Talbot County, and one of 15 historic moveable bridges throughout the state road network, identified by the Maryland Historical Trust (MHT) for the Maryland Department of Transportation in a jointly conducted survey which took place during 1980-81.

This structure, which carries MD 33 over Knapps Narrows onto Tilghman Island, is a heel trunion rolling lift bridge with the counterweight suspended above the roadway. The moveable span is approached by bridge spans supported on timber pilings. There is a small wood frame bridge tender's house on the west side of the road at the north end of the bridge, square in plan with one room. Unlike other similar arrangements with moveable bridges, this building is not physically connected to the bridge. **(See Photograph #2 of Figure 3 for bridge tender's house.)**

The bridge is extremely important to the State and Tilghman Island, both as a unique engineering type (Criteria C) and for its historical and aesthetic relationship to the island (Criteria A). Despite the bridge's history of repair and replacement work detailed in Appendix A of this document, the State Historic Preservation Officer (SHPO) determined that the bridge was eligible for the National Register of Historic Places based on Criterion C for engineering and Criterion A for its association with the unique maritime heritage of the island. The SHPO has also determined that the bridge is a significant contributing resource to the Tilghman Island Historic District, which is also eligible for the National Register of Historic Places.

**Tilghman Island Historic District (See Figure 5)**

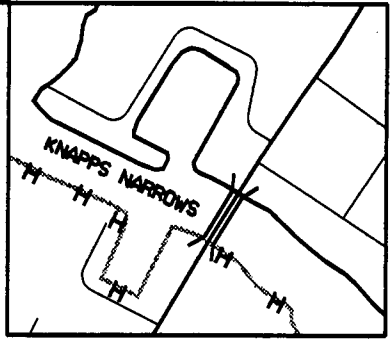
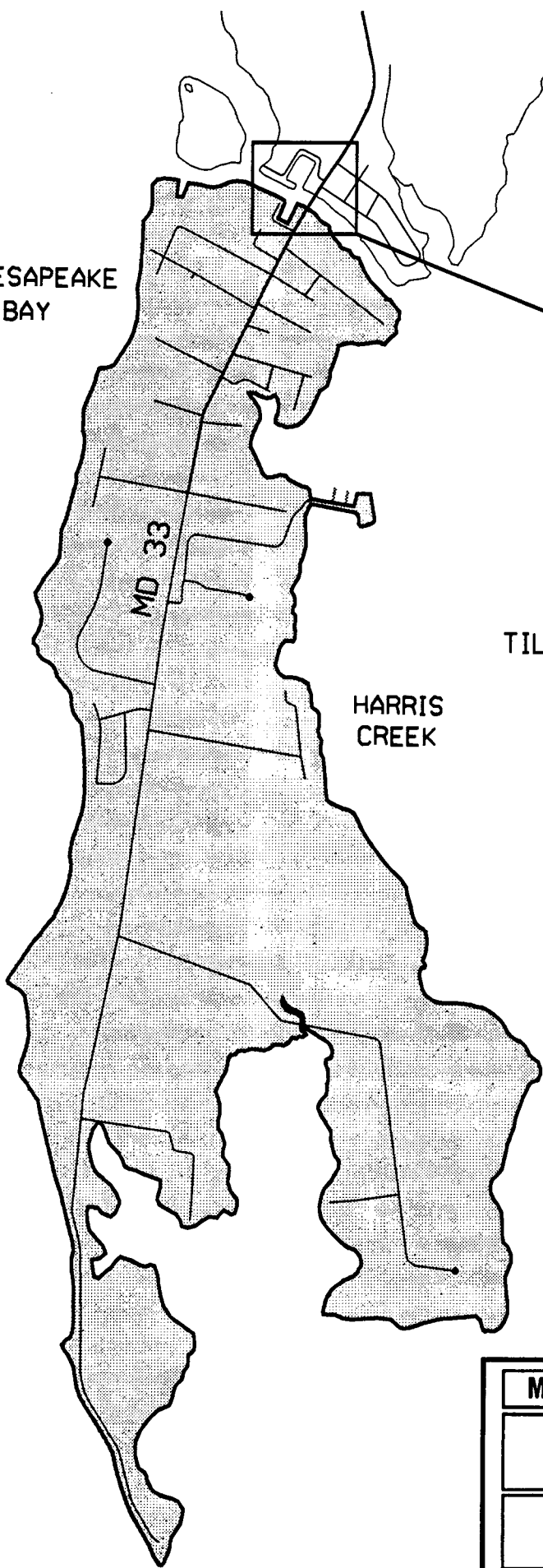
The Tilghman Island Historic District, which is eligible for the National Register of Historic Places, is significant under Criteria A and C as perhaps the best remaining example of the Chesapeake island community. Tilghman was one of several small islands, including Deale, Smith, Hooper and Sharp's Islands, which began as large plantations in the 18th century, developed into agricultural communities in the mid-19th century and, at the turn-of-the century, blossomed with the advent of the seafood and tourist industries. Most of these islands have experienced considerable change in recent decades and some, like Sharp's Island have been lost to erosion. Although there are mid-and late-20th century houses scattered throughout the island as well as several concentrations of new development, Tilghman is still characterized by its 19th and early 20th century frame houses and still consists of four distinct villages surrounded by open fields and ever-present views of the water. Moreover, Tilghman remains a community of watermen and home to a large number of skipjacks. Therefore, Tilghman offers the best opportunity in Maryland for the study of the development of these islands and the lifeways of the Chesapeake.

In the 1700s Tilghman Island was divided into several large plantations owned by Matthew Tilghman. By the mid-19th century much of the land had been subdivided into smaller farms and by the last quarter of the 19th century four small communities had grown up: Tilghman, Avalon, Fairbank and Barneck. Although mostly residential, these villages also contained stores, churches and schools. In the 1880s and 1890s, with improvements in shipping and food preservation, the seafood industry developed and the island flourished. Packing houses for oysters, crabs, fish, and roe as well as for tomatoes, corn, and other vegetables were found on the island. Boatbuilding and repair was another important industry. Tilghman was known for several boat types indigenous to the Chesapeake: log canoes, bug-eyes, and skipjacks. Improvements in rail and steamboat transportation in the 1890s brought tourists from Baltimore and other areas. Many private homes were converted to boarding houses in the summer and several hotels were constructed. Resources representing all of these industries remain on the island today.

The architecture of Tilghman Island dates from the mid-19th through the 20th century and is nearly all frame construction and

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CHESAPEAKE BAY



TILGHMAN ISLAND BRIDGE (NRE)

HARRIS CREEK

MD 33



LEGEND	
	Historical Boundary
	Historic District

MARYLAND STATE HIGHWAY ADMINISTRATION	
Maryland Route 33 Over Knapps Narrows	
Tilghman Island Historic District (NRE)	
DATE	NOT TO SCALE FIGURE 5

modest, vernacular design. However, there are several houses of more elaborate design along Wharf Road in Tilghman and, scattered throughout the island, a number of houses of an unusual pie shape formed by two equal, diagonally-placed wings and a projecting entrance bay. The building was done by local carpenters, some of whom also worked as boat builders.

The boundaries of the island itself form the most appropriate boundaries for the historic district. The period of significance extends to World War II.

**V. DESCRIPTION OF IMPACTS**

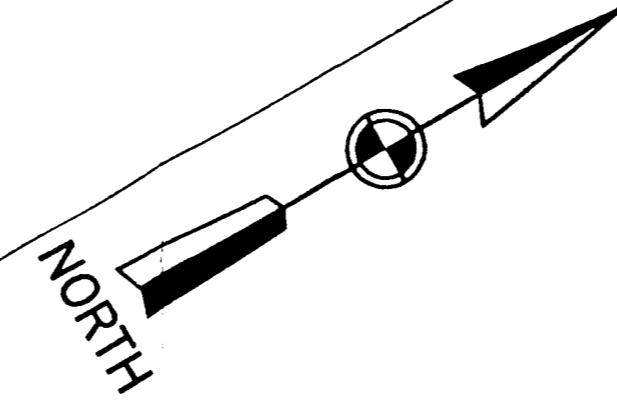
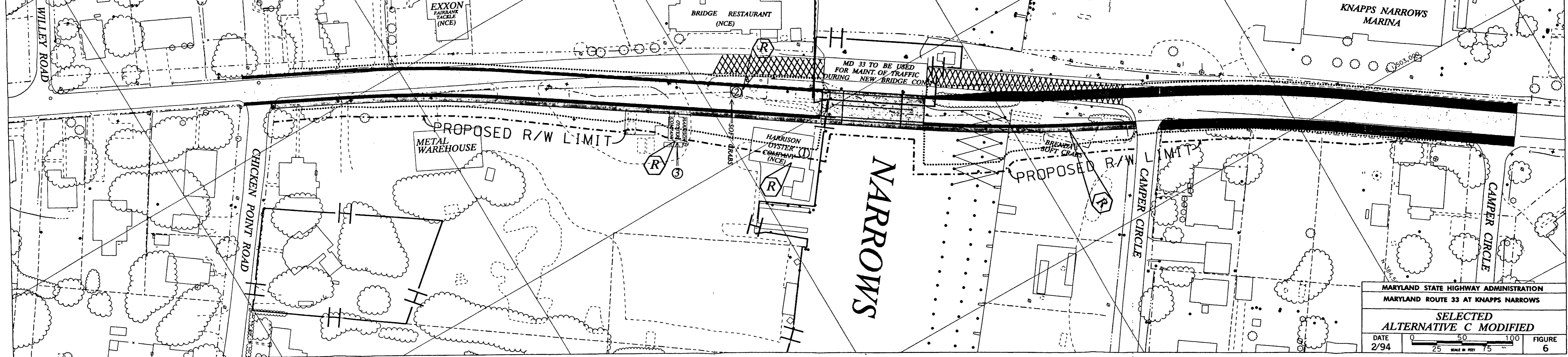
Except for the bridge, Selected Alternative C Modified impacts only non-contributing elements to the historic district. (See **Figure 6 map of the Selected Alternative and Figure 8 Photographs of impacted property.**) Approximately 19,850 sq. ft. or 0.456 acre of right-of-way is required, as well as the permanent relocation of three structures belonging to three separate businesses and five boat slips belonging to a fourth business. The affected businesses are Harrison's Soft Crabs, Harrison's Oysters, Miss Brenda's Soft Crabs, and Fairbank's boat slip rentals. Harrison's oyster business, which is open only during the winter and employs 26 people, is the only oyster business in the area and the owner will maintain operations during construction at a different site. The three seafood businesses can be permanently relocated on the same properties on which they now reside with little or no interruption to business. The boat slips cannot be replaced on the same property due to the location of the new bridge; however, there is a possibility that the boat slips could be replaced in the location left vacant by the removal of the fill for the existing bridge.

The entire project area is within the Limited Development Area of the Chesapeake Bay Critical Area. Although no impacts to wetlands are required, construction would occur in "waters of the U.S." under jurisdiction by the Army Corps of Engineers (ACOE) (8600 sq. ft. or 0.197 acre) requiring a Section 404 permit. ACOE has affirmed that restoring the area of the existing embankment to open waters would satisfactorily mitigate the impacts of the project. A permit from the U.S. Coast Guard would also be required.

The Maryland Historical Trust has determined that Selected Alternative C Modified which requires permanent removal of the

**LEGEND**

- PROPOSED ROADWAY
- PROPOSED RIGHT-OF-WAY LINE
- EXISTING RIGHT-OF-WAY LINE
- PROPERTY LINE
- HISTORIC BOUNDARY
- REQUIRED RELOCATIONS
- NONCONTRIBUTING ELEMENT WITHIN HISTORIC DISTRICT
- SLOPE LIMITS
- PAVEMENT TO BE REMOVED
- BUILDING ON HARRISON OYSTER PROPERTY (BY NUMBER)
- TEMPORARY DETOUR
- BOAT SLIPS TAKEN



KNAPPS

NARROWS

MARYLAND STATE HIGHWAY ADMINISTRATION  
 MARYLAND ROUTE 33 AT KNAPPS NARROWS

**SELECTED ALTERNATIVE C MODIFIED**

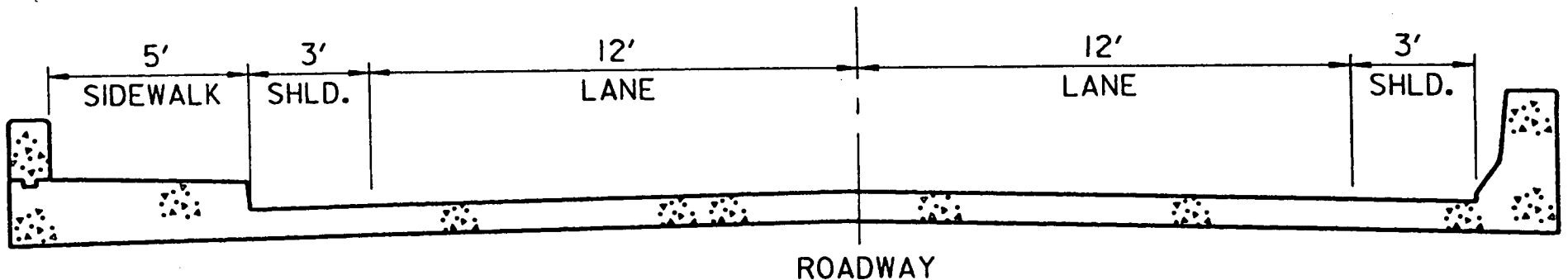
DATE 2/94

0 50 100  
 25 75  
 SCALE IN FEET

FIGURE 6

# PROPOSED TYPICAL SECTION

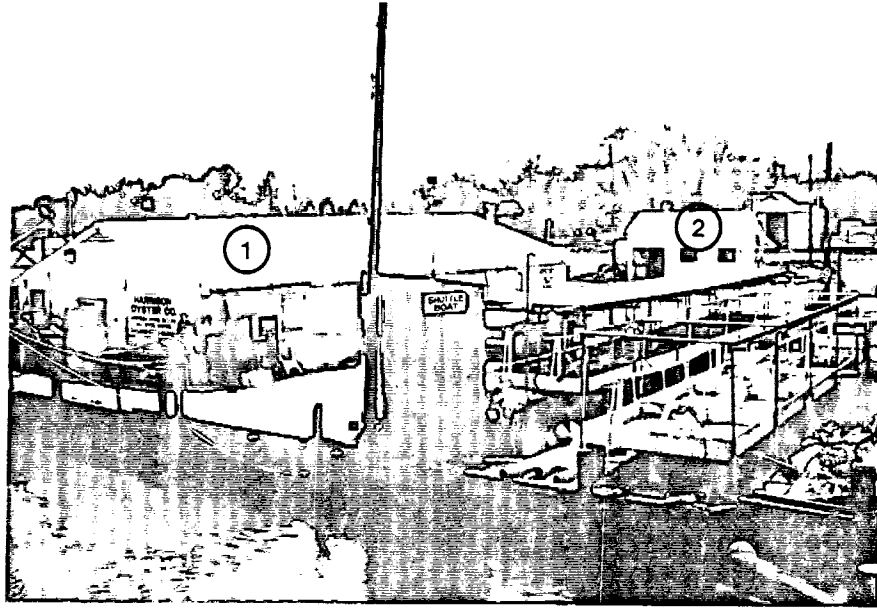
## MD 33 OVER KNAPPS NARROWS



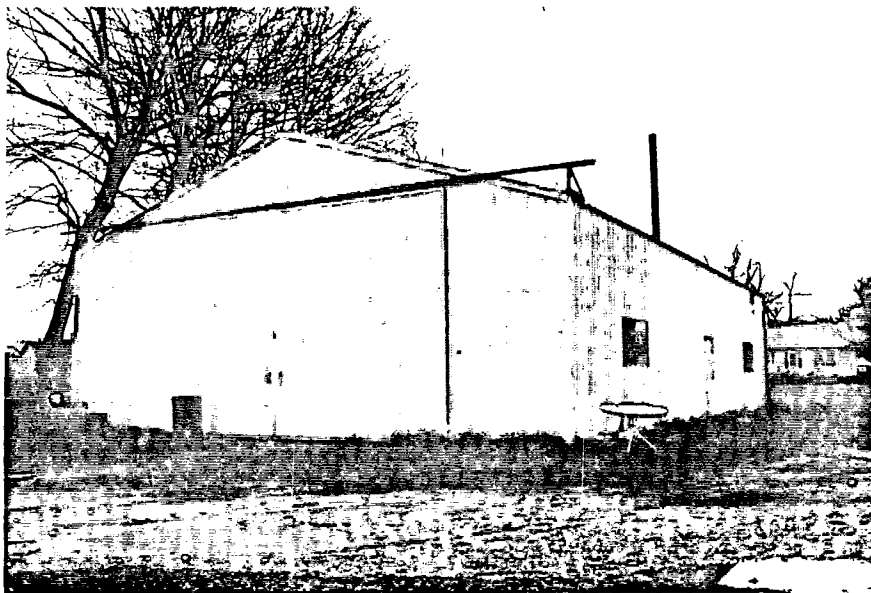
NOT TO SCALE

THE DIMENSIONS SHOWN ARE FOR THE PURPOSE OF DETERMINING COST ESTIMATES AND ENVIRONMENTAL IMPACTS, AND ARE SUBJECT TO CHANGE DURING THE FINAL DESIGN PHASE.

FIGURE 7



HARRISON OYSTER COMPANY  
View from bridge of northern end of property  
Structures (1) & (2)  
Non-contributing element (NCE)



HARRISON OYSTER COMPANY  
Structure (3)



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Knapps Narrows Bridge, results in an adverse effect to both the Tilghman Island Historic District and to the bridge itself, both of which are considered eligible for the National Register of Historic Places. (See letter dated May 21, 1993, in the Correspondence Section.)

Coordination with MHT and the Advisory Council for Historic Preservation (ACHP) has been initiated in accordance with Section 106 of the National Historic Preservation Act of 1966. To address the adverse effects to the Tilghman Island Historic District and the Knapps Narrows Bridge, a Memorandum of Agreement (MOA) (summarized in Section IX. COORDINATION and appended to this document) was coordinated with the ACHP and MHT.

MHT has concurred that no further terrestrial or underwater archeological study is required. (See letter of February 8, 1993 in Correspondence Section.)

#### VI. Avoidance Alternative

The No-build Alternative is the only alternative which avoids impacts to both the Tilghman Island Historic District (NRE) and the Knapps Narrows Bridge (NRE). Under the No-build Alternative, only normal maintenance, which does not address the safety issues associated with the structural deterioration or low overhead clearance of the bridge and the narrow bridge roadway, would be performed. The No-build Alternative would not replace the existing structure or improve its major deficiencies (i.e. deteriorating timber piles, girders and floor beams which need strengthening, low overhead clearance, narrow bridge roadway, etc.) and, therefore, avoids impacts to the MD 33 bridge and the Tilghman Island Historic District. Ultimately, the bridge would be closed for safety reasons due to continued deterioration. Since this is the only access to Tilghman Island, the State Highway Administration does not consider the No-build Alternative to be a prudent alternative. The No-build Alternative does not adequately address the purpose and need of this study which is to provide a structurally sound bridge and to eliminate limited vehicle capacity and safety issues due to typical section and geometrical deficiencies and structural deterioration.

A rehabilitation alternative (Alternative A in the draft document) proposed repairs to the existing bascule leaf span and required removal and extensive replacement of deteriorated parts of

the bridge. Alternative A, impacting only the Knapps Narrows Bridge and not the historical district, was not considered feasible nor prudent as it did not address the low overhead clearance and constrained roadway width set forth in the purpose and need of the project and would result in a poor cost/life expectancy ratio.

**VII. MEASURES TO MINIMIZE HARM**

The design of the proposed bridge has been reviewed by the MHT as part of the Memorandum of Agreement (MOA) developed and coordinated with the State Historic Preservation Officer (SHPO). The Memorandum of Agreement includes a provision that the bridge be documented to the standards of the Historic American Engineering Record (HAER). (See signed MOA in Section X CORRESPONDENCE.) This agreement also calls for an effort to market the bridge, and a cultural documentation project. Additionally, the MHT will be offered the opportunity to salvage and store any portion of the bridge it chooses and replacement plans will be submitted to SHPO for his review and comment.

**VIII. CONCLUDING STATEMENT**

Based upon the above considerations, it is determined that there is no feasible and prudent alternative to the removal of the Tilghman Island Bridge and the use of land from the Tilghman Island Historic District and that the proposed action includes all possible planning to minimize harm resulting from such use. With the mitigation proposed, MHT and ACHP have no objection to the Selected Alternative. (See Signed MOA in Section X CORRESPONDENCE.)

**IX. COORDINATION**

A summary of the coordination with state and federal historic preservation agencies appears in the final paragraphs of SECTION V. DESCRIPTION OF IMPACTS. The ACHP and the MHT have signed the MOA which is appended to this document.

Local historic preservation groups, (i.e., St. Michael's Bay Hundred, Talbot County Historic Preservation Community) the MHT, and SHA met on October 20, 1993 to discuss concerns of various historic groups. The discussion included the justification for why SHA wants to replace the bridge (included in SECTION II DESCRIPTION OF PROPOSED ACTION). Artist renderings of the alternatives presented at the Public Hearing of May, 1993 were shown along with a rendering of Alternative C Modified shown in plan view, typical section, and artist's rendering. Since the historic groups' main concern was minimizing impact to the historic district, they requested implementation of the minimum waterway clearance which would still decrease openings. SHA's subsequent study determined that minimum clearance to be 12 feet. SHA also agreed to keep overall proposed structure depth as close as possible to existing depth. Alternative C Modified provides a structure that looks identical to the existing bridge, which is, with regards to impact to the district, as unimposing visually as the existing bridge. At the same time, Alternative C Modified provides a safe and structurally sound bridge. An aesthetics committee for the replacement project, comprised of the Talbot County Historic Preservation Commission chairman, concerned citizens, and SHA representatives, has met to discuss such things as bridge color and materials for the new operator's house. They plan to deal with topics such as landscaping in future meetings.

**Interagency Meeting Comments**

The project was presented at Interagency Review Meetings on May 20, 1992 and on April 21, 1993.

At the first meeting, the alternates presented at the Alternates Public Meeting, i.e., a rehabilitation alternative and two low level replacement options (one on the existing alignment and one just east of the existing alignment) were discussed. The presentation emphasized the purpose and need for the project (to replace a deteriorated structure) and whether or not the bridge was eligible for inclusion on the National Register of Historic Places.

Most agency questions centered around the condition and use of the existing bridge, what rehabilitation would entail, and the height of a new bridge. The Army Corps of Engineers (ACOE) representative was concerned about Section 106 requirements limiting SHA to only the consideration of the rehabilitation alternative. SHA replied that a meeting was planned with MHT to addresses this issue.

At the second meeting Alternative A was presented as a non-preferred alternate, and the agencies were updated on the project's development. The agency concerns with Alternative C regarded: 1.) removal of existing piles, 2.) the feasibility of leaving the existing bridge in place, and 3.) coordination with MHT to complete the Section 106 process. SHA responded that: 1.) the existing piles would be cut off; 2.) that there would be maintenance and safety liability problems with leaving the old bridge in the open position (unused), and that 3.) MHT and SHA are in the process of resolving the historical impact issue.

The ACOE representative, after some discussion on the possibility of traffic signals regulating one way traffic across the existing bridge, requested SHA to present that as an option at its public hearing. SHA complied with this request at its Combined Location/Design Public Hearing in May, 1993. One speaker responded favorably to the idea. See Summary of Public Involvement below.

**Summary of Public Involvement**

An Alternates Public Meeting was held on May 6, 1992, for the purpose of presenting various options for the MD 33/Knapps Narrows Bridge project. Approximately 70 citizens attended the meeting at Tilghman Elementary School on Tilghman Island. Those who spoke at the public meeting indicated a preference for the rehabilitation alternative (Alternative A). Comments from community members who did not speak publicly but discussed the project with SHA personnel expressed concern regarding the risk of pedestrian crossings of the existing bridge and felt that sidewalks were needed.

A Combined Location/Design Public Hearing was held on May 26, 1993 at the Tilghman Elementary School. Approximately 65 people attended the meeting; ten citizens voiced their concerns. The purpose of the hearing was to provide all interested persons the opportunity to present their views regarding the alternatives proposed for the replacement or rehabilitation of the bridge. The formal record was held open until June 11, 1993 for comments. See

Section X Correspondence for responses to written comments. Following is a summary of the speakers' comments received during the hearing:

Mr. Thomas Stohlman, chairman of the Talbot County Historic Preservation Commission

Mr. Stohlman supports Alternative A, rehabilitation of the bridge, and feels further study would provide a "rejuvenated" bridge with a longer life span than that presently forecasted and would provide a solution to the pedestrian/biker situation. His statement was endorsed by the Board of Directors of the Talbot County Historic Trust.

Response: SHA studies into rehabilitation of the existing bridge resulted in finding that the bridge could not be changed enough in dimension to provide the safety inherent in the purpose of the project and would likely compromise the historic integrity of the bridge. The existing, narrow, 20 foot roadway with restricted overhead clearance which currently impedes the flow of traffic and does not provide safe pedestrian access would necessarily remain. Based on these limitations, and the cost/life expectancy ratio of approximately 7.4 million dollars/15 to 20 years, the State Highway Administration does not consider the Rehabilitation Alternative to be a reasonable or feasible solution and has not selected this alternate. The Talbot County Historic Preservation Commission concurred with this selection of Alternative C Modified. Alternative C Modified was ultimately chosen as the Selected Alternative.

Ms. Irene Miller, president of Historic St. Michael's Bay Hundred, Incorporated

Ms. Miller considers the exploration of Alternative A (bridge rehabilitation) incomplete, and is concerned with losing a landmark as well as development coming to the island. She recommended consideration of a single lane (signalized) bridge with a (cantilevered) pedestrian walkway.

Response: (See response to Mr. Stohlman, above) The existing two lane bridge will be replaced by a two lane bridge; therefore, no increased traffic capacity (conducive to development) is anticipated. The sequencing of the signals to accommodate one way traffic would still result in delays which, in emergency situations, could be critical. Cantilevering sidewalks is not feasible for this type of bascule bridge because the machinery of

the bridge, which extends beyond the roadway on each side, would not allow the sidewalk to be adjacent to the bridge roadway.

Ms. Miller represented her group at a meeting held on October 20, 1993 on Tilghman Island for several local historic groups and the Maryland Historic Trust. Various alternatives, including Alternative C Modified, which proposes to replace the existing bridge with a new one which replicates existing one, were presented. The historic groups, after some discussion, endorsed Alternative C Modified. Alternative C Modified was ultimately chosen as the Selected Alternate.

Mr. Buddy Harrison, Jr., chief of Tilghman Fire Company

Mr. Harrison endorsed Alternative C. He expressed concern about the serious impediment to emergency response and other safety problems caused by the restrictions of the present bridge. Currently trucks, school buses, ambulances, and fire trucks need to center themselves in the roadway to cross the bridge, permitting only one way traffic and resulting in delays. He is also concerned about the same impediment inherent in the temporary one-lane bridge required with Alternative A or B and the impact to watermen and the water industry of the marine detour associated with Alternative A or B.

Response: Selected Alternative C Modified proposes construction of a new, bascule span on relocation approximately 50 feet east of the existing site and removal of the existing bridge. The Selected Alternative eliminates the restrictions mentioned and requires no temporary bridge or marine detour. It was developed to improve safety and enhance the capacity of the bridge and approach roadway by removing obstructions and providing wider travel lanes and sidewalks.

Mr. Billy Reiss, resident

Mr. Reiss supports none of the proposed alternatives, but favors cementing the piles and cantilevering sidewalks onto the existing bridge in order to minimize project cost.

Response: Providing cement jackets around the piles would require excavation around the piles below the mudline, which would result in increased water turbidity. In addition, there would be no certainty that this would be economically feasible or that the remainder of the timber piles would not continue to deteriorate. Furthermore, this method would not address the safety concerns

noted in the above responses. Cantilevering sidewalks is not feasible for this type of bascule bridge because the machinery of the bridge, which extends beyond the roadway on each side, would not allow the sidewalk to be adjacent to the bridge roadway.

Mr. Eric Werner, new resident

Mr. Werner views the existing bridge as a tourist attraction and is concerned about its loss from an historical perspective. He expressed concern about a modern bridge not conforming with the character of the island. He feels that more investigation into the preservation of the existing bridge should be done. Additionally, he feels that area accidents are not a result of problems with the bridge but are due to the proximity of the bar, restaurant, and gas station with the intersection. He proposes that the community help with maintaining the old bridge or be involved in building a new one and asks whether any local contractors will be involved in construction.

Response: (See response to Mr. Stohlman, above.) The Selected Alternative C Modified replacement bridge is being designed to be visually and functionally similar to the existing bridge and thus should be consistent with the character of the surrounding community -- having no impact on tourism. In addition, construction of the Selected Alternative should correct the safety problems associated with the geometric and structural deficiencies of the existing bridge. SHA will include the address of a local employment agency in the contract; however, SHA cannot require the general contractor to hire local contractors.

Mr. Wally Jansen, St. Michael's resident

Mr. Jansen supports Alternative A, rehabilitation of the bridge, and feels further study would yield a solution to the pedestrian/biker problem and sequencing the signals would take care of the problems caused by constraints of the present bridge. Mr. Jansen fears development pressures if a new bridge is constructed.

Response: (See response to Mr. Stohlman, Ms. Miller above.)

Mr. Fred Glose, concerned citizen

Mr. Glose endorsed Alternative A and asked about accidents at the bridge, composition of new piles, and why an unrestricted bridge was needed.

Response: Alternative C Modified was chosen. (See description of the Selected Alternative in response to Mr. Buddy Harrison, Jr. above.) The new piles will be either steel, concrete, or a combination of the two. A bridge with additional vertical clearance is desired for safety reasons; i.e., so that one-way traffic does not cause accidents or delay emergency response vehicles.

Ms. Rose Garvin, resident

Ms. Garvin supports Alternative A but does not specify a reason.

Response: Alternative C Modified was chosen. (See description of the Selected Alternative in response to Mr. Buddy Harrison, Jr. above.)

Mr. Billy Reiss - 2nd comment

Mr. Reiss was concerned about an access road being cut off by the project.

Response: No access road will be cut off under any alternative.

Mr. Buddy Harrison, Sr., owner of impacted island businesses

Mr. Harrison favors Alternative C and expressed his views that change is progress and should not be stifled, that the marine detour associated with Alternatives A and B would be detrimental to the watermen, and that instinctive opposition to anything new is not always best for the community.

Response: Alternative C Modified was chosen. (See description of the Selected Alternative in response to Mr. Buddy Harrison, Jr. above.)

Mr. Fred Glose, Jr., concerned citizen

Mr. Glose endorses Alternative A and expresses concern that a new bridge would bring "progress" in the form of development to the island.

Response: The purpose of the project is to replace an unsafe and deteriorating bridge. Selected Alternative C Modified will not increase traffic capacity of the through roadway. Talbot County establishes development policies for the county in compliance with the state growth management requirements. The Talbot County Comprehensive Plan 1990 characterized Tilghman, an unincorporated population center, as a Village Center. The plan indicates that a



village center should remain small in area and population sizes. Generally, the plan supports future development in and around existing population centers where public utilities, facilities and services can be provided. It discourages future developments in the Tilghman village center due to lack of additional capacity in the central sewer service.

SHA representatives held a meeting on July 7, 1993 at Tilghman Island with local watermen who had some specific requirements for the new bridge regarding underclearances, leaf opening, a fender system, sight distances, and operator's house. The composition of an aesthetic task force was also discussed. All the watermen's requests were incorporated into the design of the Selected Alternative.

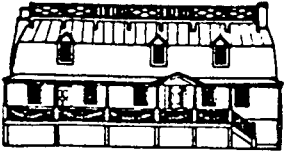
SHA representatives held a meeting on October 20, 1993 on Tilghman Island with representation from several local historic groups and the Maryland Historic Trust. Various alternatives were discussed and a new alternative, C Modified, was presented. Alternative C Modified proposes to replace the existing bridge with a new one which replicates existing one. Selected Alternative C Modified requires similar right-of-way impacts as the original Alternative C, but was preferred by the local historic groups and HMT as the preferred option. Alternative C Modified was ultimately chosen as the Selected Alternative.

**X. CORRESPONDENCE**

AGENCY CORRESPONDENCE

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MARYLAND  
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TRUST

William Donald Schaefer  
Governor

Jacqueline H. Rogers  
Secretary, DHCD

December 12, 1990

Ms. Cynthia D. Simpson  
Assistant Division Chief  
Project Planning Division  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

Re: Bridge No. 20001  
MD 33 over Knapps Narrows from  
Willey Road to 2000' north of  
Knapps Narrows, Tilghman Island  
Talbot County

Dear Ms. Simpson:

Thank you for your letter of October 17, 1990 informing us that State Highway Administration (SHA) is considering replacing Bridge No. 20001 over Knapps Narrows either in the existing location or on a new location nearby.

The Maryland Historical Trust (MHT) strongly recommends against any replacement of the Tilghman Island Bridge. Located just to the East of three National Register-listed skipjacks, this unusual, low drawbridge spanning the Narrows provides those entering Tilghman Island with a unique experience and vista. The island itself is of exceptional significance as a still active maritime community representative of Maryland's rich maritime heritage. Furthermore, replacement of the bridge seems unnecessary as the bridge appears to operate in an efficient manner. Any action which promotes increased traffic would, in our opinion, be inadvisable, given the character of the community and the size of the island.

To address your question regarding levels of significance for properties in the project area, we concur with the following:

<u>Name</u>	<u>Level of Significance</u>
Three Skipjacks (T534, T542, T544)	National Register
Jones House (Nicholas Residence, T365)	Maryland Inventory

*Maryland*

Division of Historical and Cultural Programs  
Department of Housing and Community Development  
Shaw House, 21 State Circle, Annapolis, Maryland 21401 (301) 974-5007

Ms. Cynthia D. Simpson  
December 12, 1990  
Page 2

Ed Lomax House and Cemetery  
(Cromwell Farm)

Maryland Inventory

Cooper-Cummings House

Maryland Inventory

However, we do not concur that the Tilghman Island Bridge (T486) and Cooper-Garvin House are Maryland Inventory Level. Despite the Maryland Inventory level designation of the bridge in the M/DOT Report, we believe it is eligible for the National Register for the following reasons:

The Tilghman Island Bridge is eligible under Criteria C for engineering and under Criteria A for association with the unique maritime history of Tilghman Island. Constructed in 1934, the bridge is over 50 years old. As a movable bridge it is relatively rare in the State of Maryland. As an overhead counterweight bridge, it is extremely rare, one of three in the state, according to the 1980-1981 M/DOT bridge survey. Aesthetically, the low profile of the bridge is in harmony with the low lying, marshy landscape. In addition, the bridge is indicative of the great importance of maritime activities to this community which developed around the harvesting and processing of shellfish and which serves as the home of the skipjack fleet. Still a center of fishing and boating, the bridge lifts many times a day to allow maritime traffic to pass.

We believe the Cooper-Garvin House is eligible for the National Register of Historic Places, either individually or as one of a group of related houses, for the following reasons:

The Cooper-Garvin House is eligible under Criteria C for architecture. One of a group of approximately nine remaining houses of a unique, quarter-circle plan found in a small area of Talbot County. These houses are believed to be the work of James H. Cooper, a local builder who was extremely active in the building boom which took place on Tilghman Island at the turn of the century. The inventive design utilizes simple materials and forms to create a house that has unusual presence. The Cooper-Garvin House is also of interest as apparently having been built for Alexander Cooper, the brother of James H. Cooper.

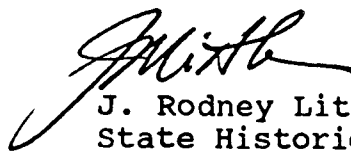
Ms. Cynthia D. Simpson  
December 12, 1990  
Page 3

You should be aware of a recent, MHT-sponsored survey of cultural resources on Tilghman Island which awaits evaluation, but may lead to the designation of a National Register Historic District on the Island. This district would probably include the project area and all the properties identified in your letter would be considered contributing resources.

Finally, our records do not indicate that we have corresponded with SHA concerning archeological resources on this project. Please send us a copy of the project's archeological assessment (including terrestrial and submerged resources), and keep us informed regarding the schedule for implementing Phase I archeological surveys.

We hope SHA will reevaluate its determinations of eligibility for the Tilghman Island Bridge and Cooper Garvin House so that we may concur. We would appreciate being kept abreast of any developments concerning the bridge replacement. The project would be of great interest to the Maryland Historical Trust, and certainly to the Tilghman Island community as well. If you should have any question, please contact Elizabeth Hannold (for structures) or Elizabeth Cole (for archeology) at (301) 974-5007.

Sincerely,

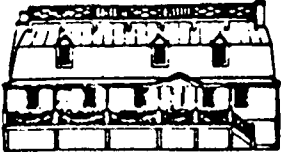


J. Rodney Little  
State Historic Preservation Officer

JRL/JEF/EH/EJC

cc: Ms. Rita Suffness  
Dr. Ira Beckerman  
Mr. Thomas C. Williams  
Mrs. Polly Shannahan

MARYLAND  
HISTORICAL



TRUST

PROJECT  
DEVELOPMENT  
DIVISION

JUN 16 2 52 PM '92

47  
William Donald Schaefer  
Governor

Jacqueline H. Rogers  
Secretary, DHCD

June 15, 1992

Office of Preservation Services

Ms. Cynthia D. Simpson  
Deputy Division Chief  
Project Planning Division  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

Re: Contract No. T 369-101-271  
MD 33 over Knapps Narrows from  
Willey Road to 2000' north of  
Knapps Narrows  
Talbot County, Maryland  
Section 106 Review

*Cynthia*  
Dear Ms. Simpson:

Thank you for your letter of April 13, 1992, received April 22, 1992, regarding the above-referenced project. Under the sponsorship of the Maryland Historical Trust and the Talbot County Historic District Commission, a reconnaissance-level survey was undertaken on Tilghman Island in 1990. The survey identified fifty contributing resources (see attached list of inventoried properties). Based on this survey and a site visit by Ron Andrews and Beth Hannold of my staff, we have determined that Tilghman Island is a National Register Historic District. The boundaries of the district are coterminous with the island.

The Tilghman Island Historic District is significant under Criteria A and C as perhaps the best remaining example of a Chesapeake island community. Tilghman was one of several small islands, including Deale, Smith, Hooper and Sharp's Islands, which began as large plantations in the 18th century, developed into agricultural communities in the mid-19th century and, at the turn-of-the century, blossomed with the advent of the seafood and tourist industries. Most of these islands have experienced considerable change in recent decades and some, like Sharp's Island have been lost to erosion. Although there are mid- and late-20th century houses scattered throughout the island and several concentrations of new development, Tilghman is still characterized by its 19th and early 20th century frame houses and still consists of four distinct villages surrounded by open fields and ever-present views of the water. Moreover, Tilghman remains a community of

*Maryland*

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Department of Housing and Community Development  
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watermen and home to a large number of skipjacks. Therefore, Tilghman offers the best opportunity in Maryland for the study of the development of these islands and the lifeways of the Chesapeake.

In the 1700s Tilghman Island was divided into several large plantations owned by Matthew Tilghman. By the mid-19th century much of the land had been subdivided into smaller farms and by the last quarter of the 19th century four small communities had grown up: Tilghman, Avalon, Fairbank and Barneck. Although mostly residential, these villages also contained stores, churches and schools. In the 1880s and 1890s, with improvements in shipping and food preservation, the seafood industry took off and the island burgeoned. Packing houses for oysters, crabs, fish, and roe as well as for tomatoes, corn, and other vegetables were found on the island. Boatbuilding and repair was another important industry. Tilghman was known for several boat types indigenous to the Chesapeake: log canoes, bug-eyes, and skipjacks. Improvements in rail and steamboat transportation in the 1890s brought tourists from Baltimore and other areas. Many private homes were converted to boarding houses in the summer and several hotels were constructed. Resources representing all of these industries remain on the island today.

The architecture of Tilghman Island dates from the mid-19th through the 20th century and is nearly all frame construction and modest, vernacular design. However, there are several houses of more elaborate design along Wharf Road in Tilghman and, scattered throughout the island, a number of houses of an unusual pie shape formed by two equal, diagonally-placed wings and a projecting entrance bay. The building was done by local carpenters, some of whom also worked as boat builders.

The boundaries of the island itself form the most appropriate boundaries for the historic district. The period of significance extends to World War II.

We hope you will agree with the above opinion. We will await your response to our determination. If you have any questions, please contact Beth Hannold at (410) 514-7600.

Sincerely,



J. Rodney Little  
State Historic Preservation Officer

JRL/EAH  
Enclosure

cc: Mr. Thomas C. Williams      Mrs. Polly Shannahan  
    Ms. Rita Suffness



Tilghman Island Architectural Survey  
Talbot County, MD  
August 1990

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William Donald Schaefer  
Governor

51

Jacqueline H. Rogers  
Secretary, DHCD

Office of Preservation Services

July 13, 1992

Ms. Cynthia D. Simpson  
Deputy Division Chief  
Project Planning Division  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

Re: Contract No. T 369-101-271  
MD 33 over Knapps Narrows from  
Willey Road to 2000' north of  
Knapps Narrows  
Talbot County, Maryland  
Section 106 Review

Dear Ms. Simpson:

At the request of Bruce Grey of your staff we have reviewed the graphic and written materials relating to the feasibility of the rehabilitation of the existing Knapps Narrows bridge which were transmitted to the Maryland Historical Trust (Trust) on June 17, 1992, June 24, 1992 and July 8, 1992. Although we are pleased to have this opportunity to consult with State Highway Administration (SHA), we are reluctant at this time to take a position on the need for replacement, or to comment on technical engineering aspects of bridge rehabilitation. As I am sure you understand, these are not our areas of expertise. However, with SHA's assistance, we hope to gain a better understanding of these and other issues involved in this project.

After reviewing the materials which SHA provided, we have developed a number of questions which will guide us in examining this project. From the standpoint of the Section 106 review, the two most important questions at this time appear to be:

- ◆ the integrity of the bridge as it exists today
- ◆ the probable impact of rehabilitation on the integrity of the bridge

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Guidance for evaluating integrity, is provided in National Register Bulletin #15: "How to Apply the National Register Criteria for Evaluation," (pp. 44-49). The steps in assessing integrity are:

- ♦ Define the **essential physical features** that must be present for a property to represent its significance.
- ♦ Determine whether the **essential physical features** are **visible** enough to convey their significance.
- ♦ Determine whether the property needs to be compared with **similar properties**. And,
- ♦ Determine, based on the significance and essential physical features, **which aspects of integrity** are particularly vital to the property being nominated and if they are present.

Using these guidelines, we have identified several areas where more specific information will be required.

- 1) Comparable Resources - How many other moveable bridges are there in Talbot County and in the state? Are there others of this type (heel trunion rolling lift bridges with overhead counterweight) or closely related types in the state? If so, please provide information on their location, construction date, current condition, and integrity.
- 2) Existing Integrity - Please provide a more detailed "History of Repairs." For example, most items in the history, such as "replaced machinery" or "replaced structural members," are too general to be of any use in evaluating integrity. They do not tell us how important these elements are or how many or how much was replaced. It might be useful to know the percentage of original material that has been replaced over the years, if that can be calculated.
- 3) Rehabbed Integrity - Please provide a more detailed description of the repair and replacement work expected to be necessary to rehabilitate the bascule span (excluding the approaches and substructure). Similarly, it might be useful to know the percentage of original material that would be replaced as a result of the rehabilitation.

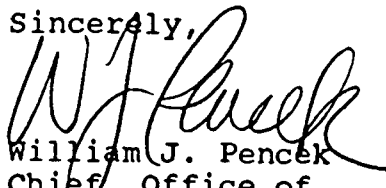
We believe the site visit with SHA bridge engineers and project planning staff which has been arranged for July 16, 1992 will be of assistance in assessing integrity and may help us to refine the last two questions. However, it may be that only an expert in historic bridge engineering will be able to satisfactorily answer these questions which turn on highly technical points of bridge engineering and National Register eligibility.

In addition to the questions above relating to significance and integrity, in reviewing the materials on the project, we find we have several questions relating to the proposed replacement bridge alternatives:

- 1) What would be the impact of the approaches on the island for Alternates B and C, which are 6 feet higher than the existing bridge? Where on the island would the approach begin to rise and at what slope? Are any graphics available which illustrate the approaches for Alternates B and C?
- 2) If the height of the bridge were raised 6 feet, what impact would that have on the number of openings required? In other words, what percentage of the boats passing through Knapps Narrows now require the bridge to open and what percentage would require opening under Alternates B and C?
- 3) In the various materials we were provided, the width of proposed Alternates B and C varies from 35 feet to 44 feet. What is accurate?

In conclusion, we are not convinced that rehabilitation is not a prudent and feasible alternative. We hope this letter is of some assistance to SHA in outlining our approach to examining the questions raised by the proposed project. The site visit should help Trust staff to better understand the existing condition of the bridge and rehabilitation requirements. If you wish to schedule another meeting following the site visit to further discuss the matter, we would be happy to meet with you. In the meantime, should you have any questions, please contact me or Elizabeth Hannold of my staff at (410) 514-7600.

Sincerely,



William J. Pencak  
Chief, Office of  
Preservation Services

WJP/EAH

cc: Mr. Bruce Grey  
Ms. Rita Suffness  
Ms. Jerry Barkdoll

Ms. Lorraine Strow  
Mr. Paul Wetlauffer

MARYLAND  
HISTORICAL



TRUST

Office of Preservation Services

Ms. Cynthia D. Simpson  
Deputy Division Chief  
Project Planning Division  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

August 4, 1992

Re: Contract No. T 369-101-271  
MD 33 over Knapps Narrows from  
Willey Road to 2000' north of  
Knapps Narrows  
Talbot County, Maryland  
Section 106 Review

Dear Ms. Simpson:

Thank you for arranging our July 16, 1992 site visit to the Knapps Narrows Bridge. The visit was most helpful and informative. We now have a better understanding of the existing condition of the bridge and the work which would be required to rehabilitate it. The visit also served to reconfirm our belief that the bridge is extremely important to the State and Tilghman Island, both as a unique engineering type and for its historical and aesthetic relationship to island. The bridge serves as a gateway to Tilghman Island. Its unusual appearance and mode of operation, which are completely visible due to the fully exposed, overhead counterweight design, make the experience of entering the island a special one. Its low profile and utilitarian appearance are aesthetically in keeping with the low-lying tidal landscape and the work-a-day atmosphere of the commercial fishing port. This unique experience would not be duplicated by the proposed concrete bridge with the mechanisms concealed under the bridge deck.

We believe that, despite the repair and replacement work over its nearly 60 year history, the Knapps Narrows Bridge retains sufficient integrity to be individually eligible for the National Register under Criterion C for engineering and Criterion A for its association with the unique maritime heritage of the island. We also believe that it is a significant contributing resource to the Tilghman Island Historic District, which is eligible for the National Register of Historic Places. While additional rehabilitation could render the bridge no longer individually

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*Lorraine*  
William Donald Schaefer  
Governor

Jacqueline H. Rogers  
Secretary, DHCD

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Ms. Cynthia D. Simpson  
August 4, 1992  
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eligible under Criterion C, we believe that the bridge could remain eligible under Criterion A and as a contributing resource in the district after additional rehabilitation.

We strongly believe that a thorough and creative investigation of all possible approaches to rehabilitating and retaining the historic Knapps Narrows Bridge is warranted. In addition, it is our understanding that Section 123 (f) of the Surface Transportation and Uniform Assistance Act of 1987 encourages States to give special consideration to rehabilitating historic bridges and that Section 4(f) requires the State to demonstrate that there are no feasible and prudent alternatives to the demolition of a historic bridge. At this point, we continue to believe that rehabilitation may be a possibility and merits further consideration.

In this vein, our staff "brainstormed" to develop the questions below exploring the feasibility of retaining the bridge. Our discussion was based on the assumption that the stringers will be reinforced and the pilings replaced. These actions will serve to strengthen the bridge, reduce or eliminate racking, and lengthen the life of the bridge and would not necessarily destroy its integrity.

1. Vertical Clearance - If the knee braces were eliminated, the vertical clearance would be increased at the sides of the bridge, eliminating the tendency for taller trucks to move to the center of the roadway. In addition, this would eliminate the maintenance problem caused by trucks hitting the braces. Is there any way that the knee braces which support the counterweight could be redesigned or eliminated? We understand that the concrete counterweight itself may need to be replaced as it is spalling. Could this provide an opportunity to alter the counterweight in such a way that the need for knee braces is eliminated? Could the counterweight be braced in a different fashion? Is it at all possible to gain additional height by adjusting the bridge roadway surface?

2. Separation of pedestrian and vehicular traffic - The lack of separation between vehicular and pedestrian traffic has been cited as a problem. Would it be possible to regulate traffic through a system of lights, gates or other means, allowing pedestrians and cyclists to cross the bridge separately from cars and trucks? For example, pedestrians and cyclists only could be allowed to cross for 30 seconds or so at certain intervals or as determined by the bridge operator. Alternatively, would it be possible to construct a light-weight walk/bikeway which would be cantilevered from one side of the bridge and open with the bridge?

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August 4, 1992  
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3. Pilings - Replacing the existing timber pilings would eliminate the major safety concern and alleviate racking and settling problems. Could the pilings be replaced with timber pilings? We have noted a number of recent local government projects replacing 40- and 50-year old timber bridges with new timber bridges, leading us to wonder why the use of timber is considered feasible in these instances. Have there been improvements in the treatment of timber pilings which extend their life? How long could new timber pilings be expected to remain safe? Could concrete or metal pilings be designed to more closely approximate the appearance of wood pilings? Can they be produced in a dark color or in a cylindrical appearance?

We lack the technical expertise to fully explore these questions or to identify the full range of rehabilitation solutions and therefore rely on SHA's expertise and judgment to do so. As we mentioned in our previous letter, it may be appropriate and useful to utilize an outside expert in historic bridge engineering to examine the feasibility of rehabilitating the bridge.

In reexamining our July 13, 1992 letter we believe the following questions should be addressed by SHA for the record:

1) Comparable Resources - On the site visit, Ms. Rita Suffness mentioned that the Knapps Narrows Bridge is the only overhead counterweight highway bridge in the state. Please confirm this. How many other moveable bridges are there in Talbot County and in the State?

2) Rehabbed Integrity - Please provide a more detailed description of the repair and replacement work expected to be necessary to rehabilitate the bascule span (excluding the approaches and substructure). It might be useful to know the percentage of original material that would be replaced as a result of the rehabilitation. Please provide a cost breakdown of the expected repair and rehabilitation work.

Lastly we have several miscellaneous questions:

1) To what extent does the 13'9" maximum vertical clearance prevent vehicles from coming onto the island. We understand that this is 2'3" below the normal vertical clearance over State roads. What percentage of trucks on the road require a higher clearance? Are these types of trucks likely to be coming onto the island and with what frequency?



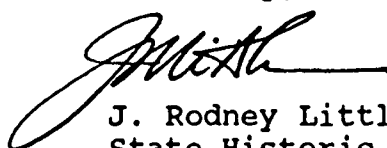
Ms. Cynthia D. Simpson  
August 4, 1992  
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- 2) Have any possible relocation sites been identified for the historic bridge if it is replaced? The small park at the north end of the island does not appear to provide an appropriate setting. A relocation site which allowed the use of the bridge as an operating lift bridge would be optimum.
- 3) Why was the wooden plank decking removed? If the bridge were rehabbed, would it be possible to replace the planking, if not on the approaches, at least on the bridge itself?
- 4) Does SHA still retain ownership of the previous bridge alignment (along Bridge Street)?
- 5) Please clarify why SHA included rehabilitation as an alternate for study. We assume that this means that rehabilitation was thought to be a feasible alternative. However, the June 9, 1992 memo from Earle Freedman to Hal Kassoff states that "we have consistently supported total replacement of the existing bridge with a new, low-level bascule."

We regret having to respond to the site visit with additional questions. We do feel it is important to examine the issues thoroughly and that this resource deserves the highest level of consideration. In addition, both Section 106 and Section 4(f) require SHA to address many of these same questions.

Should you have any questions or wish to meet again, please contact Ms. Elizabeth Hannold at (410) 514-7636.

Sincerely,

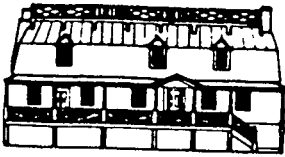


J. Rodney Little  
State Historic Preservation Officer

JRL/EAH

- cc: Mr. Bruce Grey
- Ms. Rita Suffness
- Ms. Lorraine Strow
- Ms. Jerry Barkdoll
- Mr. Paul Wetlauffer
- Mr. Thomas C. Williams
- Mr. Victor MacSorely
- Mr. William J. Pencek
- Mr. Ronald Andrews

MARYLAND  
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Office of Preservation Services

Ms. Cynthia D. Simpson  
Deputy Division Chief  
Project Planning Division  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

PROJECT  
DEVELOPMENT  
DIVISION

DEC 22 1 50 PM '92

December 17, 1992

*Loraine*  
58  
William Donald Schaefer  
Governor

Jacqueline H. Rogers  
Secretary, DHCD

Re: Contract No. T 369-101-271  
MD 33 from Wiley Road to  
2000' north of Knapps Narrows  
Talbot County, Maryland  
Section 106 Review

Dear Ms. Simpson:

The Maryland Historical Trust has received your recent request for concurrence that the following properties on which the project may have an impact are not contributing resources to the Tilghman Island Historic District:

- ◆ Harrison Oyster Company
- ◆ Bridge Restaurant
- ◆ Exxon Bait & Tackle/Fairbank Tackle

We are unable to concur with your determination of eligibility without additional information. Please provide a location map for these three properties, photographs of each building and a date of construction for each.

Should you have any questions, please contact me at (410) 514-7630.

Sincerely,

*Jo Ellen Freese*  
Jo Ellen Freese  
Administrator  
Project Review and Compliance

JEF/jef

cc: Ms. Rita Suffness  
Mr. Thomas C. Williams  
Mr. Victor MacSorley

*Maryland*  
Division of Historical and Cultural Programs  
Department of Housing and Community Development  
100 Community Place, Crownsville, Maryland 21032-2023 (410) 514-7600

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59  
William Donald Schaefer  
Governor

Jacqueline H. Rogers  
Secretary, DHCD

February 8, 1993

Office of Preservation Services

Ms. Cynthia D. Simpson  
Deputy Division Chief  
Project Planning Division  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

RE: Contract No. T 369-101-271  
MD 33 from Wiley Road to  
2000 Ft. north of Knapps Narrows  
Talbot County, Maryland

Dear Ms. Simpson:

Thank you for your recent letter and draft Memorandum of Agreement (MOA), dated 7 January 1993 and received by the Trust on 12 January 1993, requesting our comments on the above-referenced project. We subsequently received a copy of the draft report on the Phase Ib archeological survey conducted of the project area. In addition, Ms. Rita Suffness of your staff provided us with the most recent information available concerning the proposed design for Alternatives 3 and 4. We understand that the proposed new bridge would be only 2 feet higher than the existing bridge and that Alternatives 3 and 4 now include a low retaining wall (approximately 2 feet high) on the west side of the south approach to the bridge which will eliminate the need to remove the Exxon Bait and Tackle and the Bridge Restaurant.

Based on the information provided, we concur that the Exxon Bait and Tackle, the Bridge Restaurant and the Harrison Oyster Company are not contributing resources in the Tilghman Island Historic District. We concur that Alternatives 3 and 4 will adversely affect the Tilghman Island Historic District and Bridge No. 20001, the Knapps Narrows Bridge. Again, we wish to reiterate that we believe the Knapps Narrows Bridge is a unique and important resource and that rehabilitation is feasible. However, we concede that, from the standpoint of longevity and long term costs, replacing the bridge would be the preferred option. We have reviewed the proposed Memorandum of Agreement which would be required if either Alternatives 3 and 4 are selected and have suggested several minor alterations and additions (see enclosure 1).

*Maryland*

Division of Historical and Cultural Programs  
Department of Housing and Community Development  
100 Community Place, Crownsville Maryland 21032-2023 (410) 514-7600

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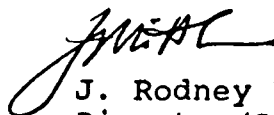
Ms. Cynthia D. Simpson  
February 8, 1993  
Page 2

Staff archeologists reviewed the following draft archeological report: "Phase IB Intensive Archeological Survey MD Route 33 Bridge at Knapps Narrows, Talbot County, Maryland." The report was prepared by Engineering Science, Chartered. The draft report presents succinct documentation of the survey's goals, methodology and results. The study included terrestrial and underwater components. The report is consistent with the standards of the "Guidelines for Archeological Investigations in Maryland" (McNamara 1981). The survey did not identify any intact archeological resources within the project area. We concur that additional terrestrial or underwater investigations are not warranted for this particular project.

The attached enclosure 2 lists the Trust's specific comments on the draft report itself. We ask SHA to have the consultant address these issues in the final document. We look forward to receiving a copy of the final report, and completed NADB form, when available.

If you have questions or require further information, please call Ms. Elizabeth Hannold (for structures), Ms. Beth Cole (for archeology) or Mr. Paul Hundley (for underwater archeology). Thank you for your assistance.

Sincerely,



J. Rodney Little  
Director/State Historic  
Preservation Officer

Enclosures  
JRL/EJC/EAH  
9203816

cc: Mr. Don Klima  
Ms. Rita Suffness  
Mr. Richard Ervin  
Mr. Thomas C. Williams  
Mr. Victor MacSorley

Ms. Cynthia D. Simpson  
February 8, 1993  
Enclosure 1

**MHT COMMENTS ON DRAFT MOA**

(The following should be substituted for or added to SHA's draft MOA in the locations marked on the attached copy of the MOA)

I. Documentation

A. HABS/HAER Recordation of Bridge

SHA will contact the Historic American Building Survey/Historic American Engineering Record (HABS/HAER) (Ms. Tina Le Coff, Mid-Atlantic Regional Office, National Park Service, Second and Chestnut Streets, Philadelphia, Pennsylvania, 19106) to determine what level and kind of recordation is required for Bridge #20001. SHA will ensure that all documentation is completed and accepted by HABS/HAER prior to demolition or removal and relocation of the bridge.

B. Cultural Documentation Project

SHA, in consultation with the Maryland Historical Trust's Cultural Conservation Program, will develop and implement a cultural documentation project to document the experience of the bridge tenders and the bridge users and to develop a context of the bridge's use and its place in the lives of the watermen, tenders, motorists, pedestrians, and the community. The project may include a search for historic photographs and documents, contemporary photography (color slides and black and white photographs), and taped oral and video interviews with bridge tenders and users.

C. Scheduling

The recordation component of the mitigation shall be initiated 9 months prior to the Advertisement Date and will be completed prior to the demolition or removal and relocation of Bridge #20001.

D. Reporting

SHA will submit draft reports and products for the HABS/HAER recordation and the cultural documentation project to the Maryland SHPO for review and approval. The SHPO will provide review comments within 30 working days after receipt. In addition to the copy of the bridge recordation submitted to HABS/HAER, SHA will provide two copies of all final reports and products to the SHPO and a copy to the Talbot County Library in Easton, Maryland.

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## II. Marketing Plan

In consultation with the SHPO, SHA will prepare and implement a marketing plan for Bridge #20001. The marketing plan shall include the following components:

- A. An information package on the bridge, containing photographs, plans, a description of the structures's historic and engineering significance, costs, and requirements regarding rehabilitation and maintenance. The brochure shall also include the Secretary of the Interior's Standards for the Treatment of Historic Properties.
- B. A distribution list of potential purchasers or transferees.
- C. An advertising plan and schedule.
- D. A schedule for receiving and reviewing offers.

## III. Selection of Transferee

- A. SHA shall review all offers in consultation with the SHPO prior to acceptance. Transfer of the structure shall incorporate the appropriate rehabilitation requirements. If there is no acceptable offer which will conform to the rehabilitation and maintenance requirements, SHA with the approval of the SHPO may transfer the structure without preservation restrictions.
- B. SHA shall provide the SHPO 30 days to review and approve the proposed relocation of the structure. Before relocation, SHA will document the bridge as noted in Stipulation I.
- C. If no purchaser or transferee is identified as the result of the marketing effort, the bridge will be documented as noted in Stipulation I and demolished.

## IV. Statewide Historic Bridge Survey

SHA will complete a statewide historic bridge survey by \_\_\_\_ 199\_\_ . SHA will coordinate with the SHPO regarding the content and design of the statewide historic bridge survey. The survey will include an inventory of and preservation plan for all bridges in Maryland on and off the Federal-aid system and will generally be in accordance with the outline provided by the SHPO in its August 20, 1991 letter to SHA (Appendix A).

V. New Construction

Plans for the replacement Bridge #20001 will be submitted to the SHPO for review and approval to ensure that the design of the new bridge is compatible with the Tilghman Island Historic District.

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Ms. Cynthia D. Simpson  
February 8, 1993  
Enclosure 2

MHT COMMENTS ON DRAFT REPORT

- 1) The discussion of historic structures in the project vicinity (pages 18 and 20) should be corrected to reflect SHA's identification and evaluation of historic structures for this project and note the presence of the Tilghman Island Historic District and its contributing resources.
- 2) References to the Maryland Historic Sites Inventory (pages 18 and 19) should be corrected to read "Maryland Inventory of Historic Properties."
- 3) The Cultural Background/Paleoecological Setting and Previous Investigations sections should be followed by a brief discussion which employs this background data to develop an informed assessment of the project area's terrestrial and underwater archeological potential.
- 4) The Results chapter is very brief. The chapter does not appear to present the results of the literature search and historical research described in the Methods of Investigation. In addition, the chapter should provide a more thorough description and interpretation of the field results (particularly the identification of "old pilings" that may be related to the 1869 bridge). The chapter should also give an interpretation for the survey's negative results, in light of the area's considered high potential for containing underwater historic properties.
- 5) Finally, the report discussion (including recommendations) should clearly emphasize that the survey addressed both terrestrial and underwater archeological resources. The text should still reflect the different levels of survey intensity applied for the terrestrial and underwater project areas.



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PRELIMINARY  
MEMORANDUM OF AGREEMENT

WHEREAS, the Federal Highway Administration (FHWA) proposes to assist the Maryland State Highway Administration (SHA) in the replacement of the Knapps Narrows Bridge (#20001) on MD 33 from Wiley Road to 2000 feet north of Knapps Narrows in Talbot County, Maryland; and

WHEREAS, the FHWA has determined that the undertaking will have an adverse effect upon the Knapps Narrows Bridge and the Tilghman Island Historic District, properties considered eligible for listing in the National Register of Historic Places, and has consulted with the Maryland State Historic Preservation Officer (SHPO) and the Advisory Council on Historic Preservation (Council) pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act, as amended (16 U.S.C. 470f); and,

WHEREAS, the SHA participated in consultation, and has been invited to concur in this Memorandum of Agreement;

NOW, THEREFORE, the FHWA, the Maryland SHPO, the Council, and the SHA agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties. Execution of the actions and measures described in this Memorandum of Agreement constitutes adequate and acceptable mitigation of adverse effects on the historic properties.

Stipulations

FHWA will ensure that the following measures are carried out:

I. Recordation

SHA will provide recordation of the Knapps Narrows Bridge in accordance with Historic American Engineering Standards (HAER).

SHA, in consultation with MHT's Cultural Conservation Program Division, will develop and implement an oral history project which may include taped interviews with bridge tenders to document the structure in the context of its use and place in the lives and livelihoods of the boatmen and their families.

A. Scheduling

The recordation component of the mitigation shall be initiated 9 months prior to the Advertisement Date.

See  
IA-0  
of MHT's  
Revisions

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B. Reporting

SHA will submit draft reports of the HAER recordation and oral history project to the Maryland SHPO for review and comment. Any comments made within 30 working days after receipt will be taken into account in the preparation of the final report. SHA will provide copies of all final reports to the Maryland SHPO, the Council, and the Talbot County Library in Easton, Maryland.

II. Marketing

In addition, SHA will attempt to market the structure and have it relocated to a terrain and situation approximating its current location.

III. Statewide Historical Bridge Survey

SHA will coordinate with the SHPO regarding the content and design of the statewide historical bridge survey.

IV. Review

Plans to replace the existing Knapps Narrows Bridge will be submitted to the SHPO for his review and comment.

Performance Standards

All work carried out pursuant to this agreement will be carried out by or under the direct supervision of individuals meeting, at a minimum, the appropriate federal qualifications presented in "Professional Qualifications" (36 CFR Part 66, Appendix C).

Dispute Resolution

Should the Maryland SHPO or Council object within 30 days of the receipt of any plans or actions proposed pursuant to this agreement, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall request the further comments of the Council pursuant to 36 CFR Section 800.6(b). Any Council comment provided in response to such a request will be taken into account by the FHWA in accordance with 36 CFR Section 800.6(c)(2) with reference only to the subject of the dispute; the FHWA's responsibility to carry out all actions under this Agreement that are not the subject of the dispute will remain unchanged.

See I AND HHTS. REVISIONS ADD I A-C

See V VI.

VII VI.

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Enclosure 8 Cont'd.

Execution of the Memorandum of Agreement and implementation of its terms evidence that FHWA has afforded the Council an opportunity to comment on the replacement of the Knapps Narrows Bridge (#20001) on MD 33 from Wiley Road to 2000 feet north of Knapps Narrows in Talbot County, Maryland, and its effects on historic properties, and that FHWA has taken into account the effects of the undertaking on historic properties.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Robert D. Bush, Executive Director

FEDERAL HIGHWAY ADMINISTRATION

By: \_\_\_\_\_ Date: \_\_\_\_\_  
A. Porter Barrows, Division Administrator

MARYLAND STATE HISTORIC PRESERVATION OFFICER

By: \_\_\_\_\_ Date: \_\_\_\_\_  
J. Rodney Little, State Historic  
Preservation Officer

MARYLAND STATE HIGHWAY ADMINISTRATION

By: \_\_\_\_\_ Date: \_\_\_\_\_  
Hal Kassoff, Administrator



Maryland Department of Transportation  
State Highway Administration  
**RECEIVED**

F  
SHA

JE 68

PROJECT  
EVAL/EAM

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

APR 1 2 05 PM 1993

February 24, 1993

MAR 8 1993

DIVISION OF  
AND CULTURAL RESOURCES

Re: Contract No. T 369-101-271  
MD 33 from Wiley Road  
to 2000' north of Knapps Narrows  
Talbot County, Maryland

Mr. J. Rodney Little  
State Historic Preservation Officer  
Maryland Historical Trust  
100 Community Place  
Crownsville MD 21032-2023

Dear Mr. Little:

In reviewing your February 8, 1993 letter concerning the effects of our project on the Tilghman Island Historic District, we have determined that we did not obtain your concurrence in an effect determination for Alternate 2, the rehabilitation alternate. Your office stated on August 4, 1992 that the proposed rehabilitation would disqualify the bridge from listing as an independent resource in the National Register under Criterion C, for engineering. However, it would qualify under Criterion A.

We request that you sign on the concurrence line documenting your agreement with our determination that Alternate 2 would have an adverse effect on historic resources. Once signed, please fax the letter to us by February 26, 1993, and call Ms. Suffness on 333-1183 or Ms. Strow on 333-1184 should you have any questions.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

*Tilghman Quad*

by: Cynthia D. Simpson  
Cynthia D. Simpson  
Deputy Division Chief  
Project Planning Division

LHE:RMS:ih  
Enclosures


- cc: Mr. Tom Folsie
- Mr. Earle Freedman
- Mr. Bruce Grey
- Mr. Ralph Manna
- Ms. Lorraine Strow

My telephone number is 333-1177

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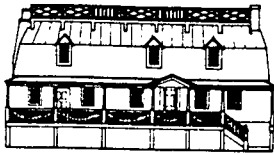
69  
Mr. J. Rodney Little  
Page Two  
MD 33 from Wiley Road

Concurrence:

  
\_\_\_\_\_  
State Historic Preservation Office

3/26/93  
Date

MARYLAND  
HISTORICAL



TRUST

70  
William Donald Schaefer  
Governor

Jacqueline H. Rogers  
Secretary, DHCD

May 21, 1993

Office of Preservation Services

Ms. Cynthia D. Simpson  
Deputy Division Chief  
Project Planning Division  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

Re: Contract No. T 396-101-271  
MD 33 from Wiley Road to 2000'  
north of Knapps Narrows  
Talbot County, Maryland

Dear Ms. Simpson:

We are writing to clarify our position regarding the alternatives proposed for the above referenced project and, in particular, for the Alternative A, the rehabilitation alternative. The information booklet for the Wednesday, May 26, 1993 Public Hearing incorrectly states that Alternative A would have an adverse effect on the Tilghman Island Historic District.

State Highway Administration (SHA) and Maryland Historical Trust (MHT) have agreed that the only National Register eligible resources are located within the area of potential effects for this project are the Knapps Narrows Bridge and the Tilghman Island Historic District. We believe the bridge is eligible for the National Register of Historic Places under Criterion C for engineering and Criterion A for its association with the unique maritime heritage of Tilghman Island. In addition, the bridge is a contributing element in the Tilghman Island Historic District.

We understand from extensive communications with SHA that the rehabilitation which would be required to make the bridge serviceable would entail substantial replacement of original fabric and as well as minor alterations to the bridge's appearance. This work, along with the extensive repairs and replacement of fabric which have already occurred over the bridge's history, would compromise the integrity of the bridge as an example of a particular engineering type. In accordance with the Advisory Council's Regulations, an undertaking has an adverse effect on a historic property when it diminishes the integrity of the property's location, design, setting, materials, workmanship,

*Maryland*

Division of Historical and Cultural Programs  
Department of Housing and Community Development  
100 Community Place, Crownsville, Maryland 21032-2023 (410) 514-7600

71  
feeling or association (36 CFR § 800.9(b)). Thus, we found that the proposed rehabilitation would have an adverse effect on the bridge.

However, the Rehabilitation Alternative would not have an adverse effect on the district. The bridge is one of many contributing resources in the district. If rehabilitated as proposed, it would still have much the same appearance, would continue to operate in the same manner, and would still contribute to the district.

To summarize, the proposed alternatives would have the following effects:

	<u>Knapps Narrows Bridge</u>	<u>Tilghman Island Historic District</u>
Alternative A	Adverse	No Adverse
Alternative B	Adverse	Adverse
Alternative C	Adverse	Adverse

From a preservation standpoint, the rehabilitation alternative is obviously the most preferable.

We hope this explanation will assist SHA to make our position clear at the May 26, 1993 Public Meeting. In addition, we hope SHA will present the traffic signal option for Alternative A which was proposed by the Army Corps in their April 22, 1993 letter.

Should you have any questions, please contact Ms. Elizabeth Hannold at (410) 514-7636.

Sincerely,



Jo Ellen Freese  
Administrator  
Project Review and Compliance

JEF/EAH

cc: Ms. Rita Suffness  
Mr. Bruce Grey  
Mr. Paul Wettlaufer  
Mr. Don Klima  
Ms. Mary Ann Naber  
Mr. Thomas C. Williams  
Mr. Victor MacSorely



Maryland Department of Transportation  
State Highway Administration

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

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December 10, 1993

RE: Project No. T 369-151-280  
Bridge No. 20001  
MD 33 over Knapps Narrows  
Talbot County, Maryland

Mr. J. Rodney Little  
State Historic Preservation Officer  
Maryland Historical Trust  
100 Community Place  
Crownsville MD 21032-2023

Dear Mr. Little:

We are pleased that we will now be able to remove the Tilghman Island Bridge with provisions for marketing and, should marketing efforts fail, demolition with recordation. We have discussed the development of a marketing packet with Ms. Hannold of your staff, which is attached for your review. Many items noted in the marketing plan are items developed by your office, thus, we are not including copies with this letter. They will be given to potential purchasers. A draft advertising plan is also included.

Ads will be placed in Star Democrat, Chesapeake Bay Banner, News and Farmer, and the Daily Banner. Due to the prohibitive cost of the ads for the Preservation News (\$250.00) and Baltimore Sun Sunday Real Estate (approximately (\$100.00)), we will wish to limit advertising to one of these two publications.

We contacted eleven county agencies on October 20, 1992 in the hopes of soliciting interest in taking the structure. We did not have any positive results. Copies of our inquiries are attached.

Please provide us with any comments as soon as possible and call Ms. Suffness on 333-1183 if you have any questions.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Cynthia D. Simpson  
Cynthia D. Simpson  
Deputy Division Chief  
Project Planning Division

LHE:RMS:sc  
Attachments (15)

cc: Mr. Bruce Grey  
Mr. Ralph Manna

Ms. ~~Sharon Preller~~  
Lorraine Strom

My telephone number is \_\_\_\_\_  
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717  
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202





DEPARTMENT OF THE ARMY  
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS  
P.O. BOX 1715  
BALTIMORE, MD 21203-1715

REPLY TO  
ATTENTION OF

Operations Division

JAN 14 1993

PROJECT  
DEVELOPMENT

Subject: MD 33 over Knapps Narrows, Talbot County;  
#T 369-101-271

Maryland State Highway Administration  
Attn: Mr. Louis H. Ege, Jr.  
707 North Calvert Street  
Baltimore, MD 21203-0717

Dear Mr. Ege:

I am replying to your letter of August 24, 1992, requesting clarification of our jurisdiction over areas classified under the Cowardin Classification System as open-water wetlands.

The Cowardin System is just one method of classifying wetlands. Under the Cowardin System, open water areas less than 2 meters deep are considered "open-water wetlands." This does not constitute a "jurisdictional wetland" as defined by the 1987 Corps of Engineer's Wetland Delineation Manual unless all three parameters (hydrology, soils, and vegetation) are satisfied.

According to your letter, the area in question is bulkheaded, and no vegetation exists. Therefore, this area cannot be classified as a "jurisdictional wetland" but would, nevertheless, be regulated by the Corps as "waters of the U.S." Pursuant to issuance of a Corps permit, mitigation can be required for impacts to "waters of the U.S." if determined necessary to offset the impacts of the project.

Because the Federal Highway Administration has approved this project for NEPA processing as a Categorical Exclusion with a 4(f), we understand that it will not follow the new procedure for merging NEPA and Section 404 since there will be no public distribution, or agency review, of the 4(f) document. We would appreciate, nevertheless, that you continue to present this project at the interagency meetings as it progresses through project development, so that we can identify any preference(s) we have regarding the alternatives in order to avoid extensive changes to the proposed project when you apply for a permit.

Sincerely,

Keith A. Harris  
Acting Chief, Special Projects  
Permit Section



DEPARTMENT OF THE ARMY  
BALTIMORE DISTRICT, U.S. ARMY CORPS OF ENGINEERS  
P.O. BOX 1715  
BALTIMORE, MD 21203-1715

24

REPLY TO  
ATTENTION OF  
Operations Division

APR 22 1993

Subject: MD 33 at Knapps Narrows, #T 369-101-271, Talbot County

Mr. Hal Kassoff  
Maryland State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21203-0717

Dear Mr. Kassoff:

I am writing in response to the discussion of the subject project at the April 21, 1993 Interagency Meeting. We understand from the discussion that the rehabilitation of the existing bridge will be an alternative presented at the upcoming Public Hearing, but that this alternative is not preferred since it will maintain the substandard roadway geometrics (i.e., two 10-foot lanes and 11-foot vertical clearance). The substandard roadway geometrics have been the cause of numerous accidents, both from trucks hitting the overhead truss chord as well as vehicles scraping the guardrail in an attempt to avoid being hit by oncoming traffic.

We understand that this is the last example of an overhead counterweight bridge in the state of Maryland. We are writing concerning this historic issue because of our responsibility, as a Federal Agency, to comply with Section 106. At the Interagency Meeting, the Corps recommended that you propose, at the Public Hearing, an alternative involving a rehabilitation of the existing bridge in conjunction with the installation of two permanent traffic signals to limit vehicular usage of the bridge to alternating flows of one-way traffic. This would eliminate the fixed-object accidents because traffic would now have use of the full 20-foot cross section. In addition, trucks could drive in the center of the roadway, where the vertical clearance is greater than 11 feet (see enclosed cross section). Your staff indicated that the only objection to this proposal would be the inconvenience that it causes the public. My representative to the Interagency Meeting suggested that the Public Hearing would be a good forum to gauge the extent to which the community perceives this to be an inconvenience. We recommended that this proposal be presented at the Hearing as a separate option of Alternate A in order to ensure that the public recognizes and responds to the traffic signal proposal.

Your staff expressed some concern that this new proposal would invalidate the Draft 4(f) Evaluation which is being reviewed by FHWA. However, the FHWA representative indicated that this proposal is similar to Alternative A of the 4(f) Evaluation, and would therefore not require a change in the 4(f) Evaluation.

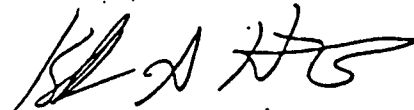
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In presenting this proposal to the public, you may wish to emphasize the point that a bascule span has been proposed under all three alternatives. Therefore, even under the bridge replacement scenario, the public will continue to be inconvenienced by delays for bridge openings, since the bridge will continue to open on demand. In light of this fact, the public may possibly view the additional incremental delay attributed to having to wait for a traffic signal as an insignificant added inconvenience, and possibly as an acceptable tradeoff for preserving the historic bridge.

We sensed from our discussion with the Maryland Historical Trust representative that the Trust is willing to let the local community decide whether they consider this inconvenience to be reasonable.

We appreciate your consideration of this request in an effort to preserve the State's last surviving example of this type bridge. If you have any questions, please call me or Mr. Paul Wettlaufer of my staff at (410) 962-1843.

Sincerely,



Keith A. Harris  
Acting Chief, Special Projects

CC: MHT  
Cynthia Simpson

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Although the Knapps Narrows bridge has the distinction of being the only overhead counterweight bascule span bridge in the state of Maryland, it represents one of two historic moveable bridges which are part of Maryland's state road system in Talbot County, and only one of 15 historic moveable bridges throughout the state road network, identified by the Maryland Historical Trust (MHT) for the Maryland Department of Transportation in a jointly conducted survey which took place during 1980-81. A Memorandum of Agreement regarding the effect of Selected Alternate C Modified on the Knapps Narrows Bridge has been coordinated with the Maryland Historical Trust (MHT) and the Advisory Council on Historic Preservation (ACHP) and is appended to this document.

An alternative to install two traffic signals to regulate one way traffic across a rehabilitated bridge was presented by SHA at its Combined Location/Design Public Hearing in May, 1993. Although two speakers responded favorably to the idea, other speakers argued that the use of a temporary bridge needed with the rehabilitated option would be detrimental to Tilghman Island business and, therefore, the community in general. Ultimately, this alternative was not selected because it did not address all the safety problems related to the purpose of the project. It would not have addressed the safety problems caused by traffic constriction itself or the safety problems from the resulting impediments to traffic required by frequent repair to an old bridge or repairs necessitated by repeated blows from trucks which, though centered, still hit the protruding knee braces and overhead counterweight support girders. Additionally, improved pedestrian safety requires the addition of a sidewalk which could not be provided with a rehabilitation alternative.



# United States Department of the Interior

OFFICE OF THE SECRETARY  
WASHINGTON, D.C. 20240

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ER-93/0444

JUL 28 1993

Mr. A. Porter Barrows  
Division Administrator  
Federal Highway Administration  
711 West 45th Street, Suite 220  
Baltimore, Maryland 21211

Dear Mr. Barrows:

This is in response to the request for the Department of the Interior's comments on the draft Section 4(f) evaluation for SR-33 bridge replacement over Knapps Narrows, Talbot County, Maryland.

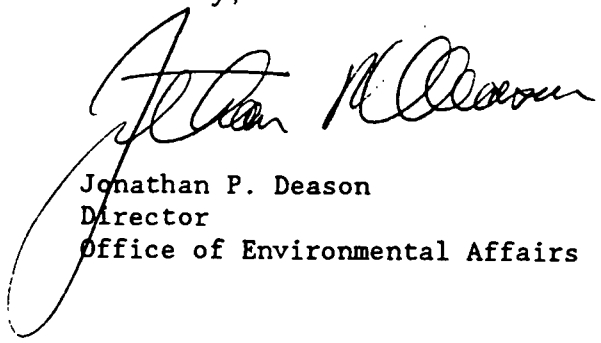
We concur that there are no feasible and prudent alternatives to the use of the Tilghman Island Historic District by either Alternative B or C with adverse effects to the bridge itself through replacement or rehabilitation of the existing bridge under Alternative A. We also concur with the proposed measures to minimize harm provided that they are coordinated with and approved by the Maryland State Historic Preservation Officer and the Advisory Council on Historic Preservation. Continued coordination and consultation with the Maryland State Historic Preservation Officer is recommended regarding review and approval of the mitigation measures. A signed copy of the Memorandum of Agreement which will be prepared regarding mitigation measures should be included in the final statement.

2 | In addition, should public access to the Bay be needed, consideration should be given to providing a public boat launching area with access ramp(s), space being available specifically with Alternative C, in accordance with Section 147 of the Federal-Aid Highway Act of 1976, as amended. This possibility should be explored with the Maryland Department of Natural Resources.

The Department of the Interior has no objection to Section 4(f) approval of this project.

We appreciate the opportunity to provide these comments.

Sincerely,

  
Jonathan P. Deason  
Director  
Office of Environmental Affairs

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cc:

Mr. Neil J. Pedersen, Director ✓  
Office of Planning & Preliminary Engineering  
State Highway Administration  
707 North Calvert Street, Room 506  
Baltimore, Maryland 21202

Mr. H. Grant Dehart, Director  
Maryland Department of Natural Resources  
Program Open Space  
Tawes State Office Building E-3  
Annapolis, Maryland 21401  
Attn: Mr. Gene Cheers

1 -- This project, in accordance with Section 106 of the National Historic Preservation Act of 1966, has been coordinated with Maryland Historic Trust (MHT) and the Advisory Council for Historic Preservation (ACHP) regarding historic sites. A Memorandum of Agreement which proposes measures to minimize the impact of Selected Alternative C Modified, and has been coordinated with and approved by both MHT and ACHP, has been appended to this document.

2 -- The suggested provision of a public boat ramp was explored with Daniel Cowee, Talbot County Planner. He indicated that a public boat launching area with access ramp is not needed at this location because of the availability of access at Dogwood harbor within a mile of the bridge.



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William Donald Schaefer  
 Governor

Robert Perciasepe  
 Secretary

MEMORANDUM

TO: Susan Scotto

THRU: J.L. Hearn  
 Dane Bauer  
 Angelo Bianca  
 Charlotte Holland

FROM: Ray Anderson REA

SUBJECT: WMA Environmental Review Comments  
 State Clearinghouse Project  
 RE: State Application Identifier: MD 930520-0479

DATE: May 28, 1993

\*\*\*\*\*  
 This memo presents our comments on the draft Section 4(f) Evaluation -Replacement of MD Route 33 Bridge over Knapps Narrows.

When the site preparation or the building-debris removal involves either construction (the placement of any outfall, pipe, riprap, or any other fill material) in an adjacent waterway or wetlands, a Section 404 Permit is required from the U.S. Army Corps of Engineers (Corps) and a 401 Water Quality Certification is needed from the Maryland Department of the Environment (MDE). Section 404 of the Clean Water Act prohibits the discharge of dredged or fill material into waters of the U.S. without a permit from the Corps.

Under Section 401 of the Clean Water Act, the State of Maryland is required to issue a Water Quality Certification for any federally permitted activity which may result in a discharge of dredged or fill material in State waters or wetlands. This Water Quality Certification confirms that the activity will not cause a violation of the State water quality standards or limitations. Mr. Ken Pensyl, Water Quality Certification Division should be contacted at (410) 631-3609 for more details concerning the Certification,



The Wetlands Law (Title 9 of the Natural Resources Article of the Annotated Code of Maryland) requires property owners to obtain permission from the State of Maryland either through a Wetlands License issued by a State Board of Public Works and/or a Wetlands Permit or approval granted by the Department of Natural Resources (DNR) before altering tidal wetlands or allowing the discharge of stormwater. Section 8-803 of the Natural Resources Article of the Annotated Code of Maryland requires that a person shall obtain a non-tidal waterway construction permit for the DNR for any construction in the 100-year floodplain which alters the course, current or cross-section of a stream or body of water within the State.

Please contact Mr. Walt Washington, Operations Division, Corps, at (410) 962-4500 for more details concerning the Section 404 permit. Please contact Mr. Gary Setzer, Resource Protection Program, DNR at (410) 974-2101 for more information concerning the permits issued by the DNR. One permit application must be filed with the DNR to obtain all of these approvals.

Stormwater management and soil erosion controls should be implemented during construction of the project to protect the water quality of nearby streams. Approval of the stormwater management and erosion and sediment control plan is required from the Water Management Administration. This approval should be acknowledged during the engineering study of the project. A permit may be required if the project disturbs more than 5,000 square feet of earth or involves more than 100 cubic yards of earthwork. Please contact Mr. Daniel O'Leary, Sediment and Stormwater Plan Review Division at (410) 631-3563 for more details.

Ms. Mary J. Abrams  
Identifier# MD9305820-0479

**Additional Comments:**

Any solid wastes, including construction, demolition and land clearing debris, generated from the subject project must be properly disposed of at a permitted solid waste acceptance facility, in conformance with State regulations pertaining to "Regulation of Water Supply, Sewage Disposal, and Solid Waste" (COMAR 26.04). Recycling of some solid waste such as land clearing debris should be considered. For information on solid waste acceptance facilities, please contact Mr. Barry Schmidt, Solid Waste Program, Waste Management Administration at (410) 631-3318.

JUDGE JOHN C. NORTH, II  
CHAIRMAN  
410-822-9047 OR 410-974-2418  
410-820-5093 FAX



WESTERN SHORE OFFICE  
45 CALVERT ST., 2ND FLOOR  
ANNAPOLIS, MARYLAND 21401

SARAH J. TAYLOR, Ph.D.  
EXECUTIVE DIRECTOR  
410-974-2418/26  
410-974-5338 FAX

EASTERN SHORE OFFICE  
31 CREAMERY LANE  
EASTON, MARYLAND 21601

STATE OF MARYLAND  
CHESAPEAKE BAY CRITICAL AREA COMMISSION

June 22, 1993

Mr. Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and Preliminary Engineering, Room 506  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21203

Re: Knapps Narrows Bridge Replacement

Dear Mr. Ege:

Thank you for allowing the Critical Area Commission to review the alternatives for the Knapps Narrows Bridge replacement during the planning stage. There appear to be unavoidable impacts associated with each alternative. Therefore, we have no specific comments at this time. Once an alternative has been selected, the project should be submitted to the Critical Area Commission for review and approval by the Commission. Critical Area Commission staff will be happy to assist you in this process. Please contact us once an alternative has been selected.

Sincerely,

Theresa I. Corless  
Natural Resources Planner

PROPOSED  
DEVELOPMENT  
DIVISION  
JUN 28 10 00 AM '93

84

Response to CAC letter -- June 22, 1993

Alternate C Modified is the Selected Alternate for the replacement of the MD 33 bridge over Knapps Narrows. Coordination with the Chesapeake Bay Critical Areas Commission will continue through the design phase of the project.

U.S. Department  
of Transportation

United States  
Coast Guard



Commander  
Fifth Coast Guard District

Federal Building  
431 Crawford Street  
Portsmouth, VA 23704-5004  
Staff Symbol: (88)  
Phone: (804) 398-6227

85

RECEIVED  
DEVELOPMENT  
DIV

JUN 23 9 51 AM '93

16590  
22 Jun 93

Mr. Louis H. Ege, Jr., Deputy Director  
Office of Planning and Preliminary Engineering  
Maryland Department of Transportation  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

Dear Mr. Ege:

My Bridge Staff has reviewed the Administrative Action/Draft Section 4(f) Evaluation for the replacement of Bridge No. 20001 across Knapps Narrows, mile 0.4 at Tilghman, Maryland.

The Coast Guard's main concern with any project crossing a navigable waterway of the United States is the impact the crossing may have on navigation at that location. All projects are reviewed to ensure adequate clearances for navigation are provided by such structures. The Administrative Action/Draft Section 4(f) Evaluation has been reviewed and it appears that the navigational issues have been adequately addressed. Of all the alternates studied, Alternate C is preferred since it appears to present the least impact to navigation.

As Knapps Narrows is a navigable waterway of the United States, a Coast Guard Bridge Permit will be required for construction of a new bridge in the vicinity of the study area.

If you should have any questions regarding this project, please contact Ms. Linda Gilliam, Bridge Management Specialist, at (804) 398-6227.

Sincerely,

A handwritten signature in cursive script that reads "Ann B. Deaton".

ANN B. DEATON  
Chief, Bridge Section  
By direction of the Commander  
Fifth Coast Guard District

U.S. Department  
of Transportation

United States  
Coast Guard



Commander  
Fifth Coast Guard District

Federal Building  
431 Crawford Street  
Portsmouth, VA 23704-5004  
Staff Symbol: (805)  
Phone: (804) 398-6227

8/10

16590  
29 Jul 93

Mr. Hal Kassoff, Administrator  
Maryland Department of Transportation  
State Highway Administration  
707 North Calvert Street  
Baltimore, Maryland 21203-0717

MS 53 T 36

STATE HWY ADM

Dear Mr. Kassoff:

This is in response to your letter dated June 28, 1993, requesting Coast Guard concurrence that the proposed project across Knapps Narrows, mile 0.4, at Tilghman Island, Maryland, qualifies as a Categorical Exclusion.

Since the bridge has been determined to be eligible for the National Register of Historic Places, we will need written confirmation from the Advisory Council on Historic Preservation and the Maryland State Historic Preservation Officer stating that this project will not impact any other historic property, other than the bridge, that removal of the bridge can be satisfactorily mitigated, and that they concur with the Categorical Exclusion Determination. We must also receive a letter from the Federal Highway Administration stating they have classified this project as being categorically excluded.

Once concurrence/confirmations have been received from the above agencies, you will receive a letter from us stating whether we concur with the Categorical Exclusion Determination.

If you should have any questions regarding this matter, please contact Ms. Linda Gilliam, Bridge Management Specialist, at (804) 398-6227.

Sincerely,

A handwritten signature in black ink, appearing to read "Ann B. Deaton".

ANN B. DEATON  
Chief, Bridge Section  
By direction of the Commander  
Fifth Coast Guard District

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CITIZEN CORRESPONDENCE



Maryland Department of Transportation  
State Highway Administration

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

PROJECT  
DEVELOPMENT

JUN 1 1993

June 2, 1993

Mr. Fred Glose  
Maryland Chemical  
1551 Russell Street  
Baltimore, MD 21230

Dear Mr. Glose:

Thank you for attending the recent Public Hearing for the Knapps Narrows project and for providing us with your comments. As you requested, please find enclosed a copy of accident data, etc. and a copy of the Draft 4(f) Evaluation. The accident data for 1989 through 1991 was only recently obtained; there was not sufficient time to work up the accident rates for those years.

If you have any questions or need further information, please call me at (410) 333-2833.

Very truly yours,

Ralph P. Manna  
Project Manager  
Bridge Design Division

RPM:lc

Enclosure

cc: Tom Folsie

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202





Maryland Department of Transportation  
State Highway Administration

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

June 4, 1993

Ms. Beth Winter  
P. O. Box 301  
Main Street & Phillips Road  
Tilghman, MD 21671

Dear Ms. Winter:

As you requested by telephone on June 1, we are providing you with accident data and an analysis for the years 1986 through the first nine months of 1989 for MD 33 in the immediate vicinity of the bridge over Knapps Narrows.

The study worksheet and accident history indicate that seven accidents were reported during the study period; three resulted in injuries and the other four resulted in property damage alone. Six of the accidents involved collisions with fixed objects, most often the bridge itself, and the other accident involved a pedacycle (classified as a pedestrian).

Thank you for your interest in the MD 33 project. If you need further explanation of the data or have any other questions, please call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as  
Enclosure

cc: Mr. Ralph P. Manna

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME Rose T. Garvin DATE 05/26/93

PLEASE PRINT ADDRESS 5904 Tilghman Is. Rd. (PO Bx 224)

CITY/TOWN Tilghman STATE MD ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

*I have been in residence since 1953 and presently operate an antique shop on Tilghman. I believe the choice of bridge should be for the benefit of the waterman, the residents & the visitors in that order, even though my business is dependent upon tourism. I personally have used the existing bridge as a boat passenger, car driver, truck or motor home passenger, & foot pedestrian. Yes, you have to slow down, be careful, and sometimes give way to another person. I do not find that necessarily negative. I have no objections to the existing bridge - in fact, I believe it helps to slow down the on-coming traffic, which is positive.*

*It is important that we spend our taxpayers' money wisely. If two million dollars can be saved by repairing the existing structure so that its life span and usage is beneficial to the public, it should be done.*

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation  
State Highway Administration

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

June 7, 1993

Ms. Rose T. Garvin  
5904 Tilghman Island Road  
P. O. Box 224  
Tilghman MD 21671

Dear Ms. Garvin:

Thank you for your recent comments about the MD 33 bridge over Knapps Narrows project. We share your concerns about saving taxpayers' money. In order to get the best value for our money, the initial construction cost and the long-term costs for future operations, maintenance and repairs must be considered for each bridge alternative. We believe that the long-term costs of replacing the bridge will be equal to or less than the long-term costs of rehabilitating the existing bridge. In addition to cost, we will consider safety as well as other issues you mentioned in your thoughtful letter, when deciding which alternative to pursue.

Feel free to call the project manager, Mr. Thomas K. Folse at (419) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (with/incoming)

My telephone number is \_\_\_\_\_

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STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

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Contract No. T 369-101-271 N JUN 3 10 00 AM '93  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME Chris Kennedy DATE 5/30/93

PLEASE PRINT

ADDRESS Chicken Point Rd  
CITY/TOWN Tilghman STATE Md ZIP CODE 2

I/We wish to comment or inquire about the following aspects of this project:

MAINTAINING THE PRESENT BRIDGE "A" ALLOWS THE  
LEAST LIKELY HOOD OF COST OVERRUNS. MORE  
IMPORTANTLY IT PRESERVES THE CHARACTER OF  
TILGHMAN BIST. ITS ONE OF THE WONDERFUL  
FACTS OF LIFE THAT YOU MUST OCCASIONALLY  
SLOW DOWN & WAIT FOR THE BRIDGE. ITS  
NOT MORE "EFFICIENT" TO NOT HAVE TO WAIT  
5 MIN FOR THE BRIDGE. WE NEED ~~THE~~ MORE  
"EFFECTIVE" LIVING NOT FASTER LIVING.  
I LIVED HERE 15 YRS & NEVER EXPERIENCED  
HONKING DUE TO FRUSTRATION AT THE BRIDGE  
NOR DIFFICULTY WITH PEDESTRIANS. SO IF  
THERES NO PROBLEM WHY ARE WE FIXING IT?  
DONT PROMOTE METROPOLITAN IDEAS IN A  
SLEEPY VILLAGE PLEASE

Please add my/our name(s) to the Mailing List.\* Yes

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation  
State Highway Administration

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

June 7, 1993

Mr. Chris Kennedy  
Chicken Point Road  
Tilghman MD 21671

Dear Mr. Kennedy:

Thank you for your recent comments concerning the MD 33 bridge over Knapps Narrows project. We understand your concern about the speed of traffic across the bridge. We have no intention or desire to increase this speed. Please keep in mind that all of the alternatives under consideration would still require motorists and pedestrians to wait for boat traffic to pass the drawbridge. This is one aspect of the bridge we see no need to change.

However, the existing bridge has serious safety and structural problems that should be addressed. We must consider all of the issues, including those you have thoughtfully described, when choosing which alternative to pursue.

As you requested, your name has been added to the project mailing list so that you will receive future mailings. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)

My telephone number is \_\_\_\_\_

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June 9, 1993

Mr. Thomas K. Folse  
Project Manager  
Project Planning Division  
State Highway Administration  
707 N. Calvert Street  
Baltimore, Maryland 21202

Dear Mr. Folse:

The enclosed petition contains 522 signatures in support of Proposition "A" with modification concerning the reconstruction of the bridge in the unincorporated village of Tilghman, Maryland. These signatures support the request to the Md. State Highway Administration to do a complete study for the rebuilding of the current cantilevered overhead counter weight draw bridge with consideration to the addition of an exterior walkway attached to the structure and the restructuring of the overhead beam work that currently causes a height restriction.

According to the county, there are 420 registered voters in the unincorporated village of Tilghman, Md. With the 371 signatures of current residents of legal voting age contained within the petition this conotates an 88% approval rate of the registered voters concerning the rebuilding of the current bridge.

These 371 residential signatures represent much more than the support of Proposition "A" with modifications. They also incorporate the support/approval of over 7,645 years of living on the island along with 6 bed and breakfast business owners, 5 of the 6 major restaurants owners, 7 of the 8 largest retail store owners not to mention over 30 independent watermen and other self employed people who call this village "home".

This petition also contains 151 signatures of visitors who bring much needed revenue on to the island in support of the local businesses. Many of these visitors stated that their visit was one of several they make yearly and that these trips had been made for several years in the past with many more planned for the future. Several of these visitors' signatures were obtained as the visitors sat in the parking lot of the Bay Hundred Restaurant specifically to watch the unique bridge in question do what it has done faithfully for 60 years. This supports our reasoning concerning the bridge as an historical landmark that should be rejuvenated.

Copies of this package are being sent to the local historical societies, several prominent government officials and to at least 1 major newspaper to make sure that the voices and concerns of the local residents are heard and respectively noted. We know you will use these documents in support of your decision to elect Proposition "A" and to rebuild the historical bridge at the entrance of one of the last surviving watermen villages on the Chesapeake Bay.

Thank you for your time and consideration.

*Eric L. Werner*  
Eric L. Werner  
Resident and spokesman for  
the residents support of  
Proposition A.

5760 Tilghman Island Road  
Tilghman, Maryland 21671

PROJECT DEVELOPMENT  
JUN 3 1993

HISTORIC ST. MICHAELS - BAY HUNDRED, INC.  
ST. MICHAELS, MARYLAND 21663

May 30, 1993

Mr. Thomas K. Folse  
Project Manager  
Project Planning Division  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202

Dear Mr. Folse:

We would like the enclosed statement from Historic St. Michaels-Bay Hundred put on file. An oral presentation was made at the meeting on May 26.

Thank you.

*Irene Miller*  
Irene Miller  
President

Enc.

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HISTORIC ST. MICHAELS - BAY HUNDRED, INC.  
P.O. BOX 964  
ST. MICHAELS, MARYLAND 21663

May 26, 1993

Historic St. Michaels-Bay Hundred, Inc., a non-profit historic preservation group headquartered in St. Michaels, has been in existence for nearly ten years. Formed to promote the preservation of the built environment and way of life in St. Michaels and the related region between Oak Creek Bridge and Tilghman Island Bridge, Historic St. Michaels assumes the role of supportive neighbor when issues related to the Tilghman heritage arise. For example, in 1990, when the Talbot County Historic Preservation Commission received a grant from the Maryland Historical Trust to survey Tilghman's historic architecture, it was Historic St. Michaels-Bay Hundred that matched the grant and provided research assistance for the architectural historian.

Through that experience Historic St. Michaels gained an enriched appreciation of the built environment of Tilghman and the role it has played in the Island's past and present unique way of life. An important element of that environment is the Tilghman Bridge. Built in 1934, the bridge has been and remains an integral part of the community's life. It has not only served its purpose well in the past, it is today an important landmark and contributor to the unique character of Tilghman Island. Architectural historian Elizabeth Hughes has written, in a memo dated May 12, 1993

Historically, Tilghman Island's link to the mainland has always been less important than its connection with the water. The draw bridge has always seemed to me to stand as a symbol of the Island's independence, with the Bay and the Creek serving as the Island's moat. [

The bridge, as the gateway to Tilghman sets a tone which visitors find irresistibly engaging. Appropriately scaled, intriguing to watch, the bridge imparts a significant measure of the character and integrity that, to the outsider, mark the Tilghman community. To quote Elizabeth Hughes

Replacement, rather than restoration of the draw bridge, seems to me to be a great mistake. By sacrificing the Bridge, Islanders will be sacrificing yet another piece of the Island's heritage. Tilghman Island is not yet like any other place, but it has the potential to become just like any other place. When and if it does, it will no longer be an attractive or interesting destination, and visitors will cease to come.





Maryland Department of Transportation  
State Highway Administration

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

97

June 10, 1993

Ms. Irene Miller, President  
Historic St. Michaels - Bay Hundred, Inc.  
P. O. Box 964  
St. Michaels MD 21663

Dear Ms. Miller:

Thank you for speaking at our public hearing for the MD 33 bridge over Knapps Narrows project and for sending us your follow-up letter.

We continue to consider Alternative A as a feasible alternative, although it is currently not our preferred alternative. The selection of Alternative A would require further creative investigation, as you suggest.

We appreciate your input into our project planning process. You brought up some worthwhile points to consider. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

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PROJECT DEVELOPMENT  
JUN 4 10 30 AM '93

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME Rondy Atstrom DATE 5/28/93

PLEASE PRINT ADDRESS 21724 Camper Circle

CITY/TOWN Tilghman STATE MD ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

I am endorsing "ALTERNATIVE A" in so far as it requires rehabilitation of the existing bridge. Please research attaching a pedestrian walkway.

The historical significance of the present bridge is PARAMOUNT to the proper future development of the island as a viable economic community and its very existence. A new bridge will deprive Tilghman of its historic significance and ambience.

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

June 10, 1993

Ms. Rondy Alstrom  
21724 Camper Circle  
Tilghman MD 21671

Dear Ms. Alstrom:

Thank you for your recent comments concerning the MD 33 bridge over Knapps Narrows project. We have noted your preference for Alternative A. If Alternative A is eventually selected, we will take another look at providing safer pedestrian access to and from Tilghman Island.

We appreciate your input into our project planning process. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by:

Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

STATE DEVELOPMENT

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

Jun 4 10 32 AM '93

NAME Davin McGee DATE 5/28/93

PLEASE PRINT

ADDRESS 610 Gusrvan St

CITY/TOWN Baltimore STATE Md ZIP CODE 21224

I/We wish to comment or inquire about the following aspects of this project:

Alternative C would be the most viable construction for this bridge. It would provide a safer passage of large vehicles eg. school Buses & Business trucks. It would provide for a walkway for bikers & pedestrians to cross. Alternate C would help the businesses on the Island to continue without damages due to long lines, ~~and~~ poor access and or egress and safety.

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation  
State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

101

June 10, 1993

Mr. Devin McGee  
610 Gusryan Street  
Baltimore MD 21224

Dear Mr. McGee:

Thank you for your recent comments concerning the MD 33 bridge over Knapps Narrows project. Your recommendation of Alternative C has been noted. The comments you made with regard to the safety improvements that would be provided by Alternative C such as wider lanes, shoulders, and a sidewalk for benefit of motorists, cyclists and pedestrians have also been recognized. We appreciate your interest in this project and welcome your input into the alternative selection process.

As you requested, your name has been added to the project mailing list so that you will receive future mailings. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Keith E. Belcher  
Keith E. Belcher  
Project Engineer  
Project Planning Division

LHE:KEB:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

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707 North Calvert St., Baltimore, Maryland 21203-0717

102

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

PROJECT DEVELOPMENT

JUN 1 1993

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME ZONA H. LINDSAY DATE May 31, 1993

PLEASE PRINT

ADDRESS 5550 LEEWARD LANE (Box 372)

CITY/TOWN Tilghman STATE MD ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

Mr. Lindsay (William P.) and I would like to  
add our names to the endorsement of Plan A for the  
Tilghman Island draw bridge. We feel that the bridge  
is of historic and cultural importance to the residents of  
the island, and should be retained.

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation  
State Highway Administration**

103  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

June 10, 1993

Ms. Zona H. Lindsay  
5550 Leeward Lane  
P. O. Box 372  
Tilghman MD 21671

Dear Ms. Lindsay:

Thank you for your recent comments concerning the MD 33 bridge over Knapps Narrows project. We have noted that you and Mr. Lindsay prefer Alternative A because of the bridge's historic and cultural importance to residents of the island.

As you requested, your name has been added to the project mailing list so that you will receive future mailings. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

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707 North Calvert St. re, Maryland 21203-0717

PROJECT  
DEVELOPMENT  
32

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME CATHERINE RICHARDS DATE MAY 31 1993

PLEASE PRINT ADDRESS P.O. Box 37 Snows Landing

CITY/TOWN Tilghman STATE Md ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

I would like to take this opportunity to show my support for Alter "A" (\*with the addition of a pedestrian walk way on the east side of the rehabilitated structure). At the 5-26 meeting I got the distinct impression that the decision for Alter "C" had already been made - and that the meeting was a required formality. I have only resided on the island for 2 years and can still look at our island and our bridge through the eyes of a newcomer. Tourists do not come to the island just to see the bridge however, the bridge is a gateway to our village. The majority of our tourists travel from metropolitan areas or planned communities such as Reston Va., to these folks the bridge is different, special - a bit of history - and does in fact set the stage for their visit to this "vibrating" water community. A replacement such as Alter "B" or "C" would be just another stretch of road on the trip - with no character, no flavor, no history. I do understand that rehabilitation does not eliminate the need for future maintenance but also feel very strongly that the present bridge is not a hazard (\*) and in fact encourages drivers to

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

Reduce speed - particularly tourists who often use the approach to the bridge as a opportunity to slow down and take in the sites. I ask that you allow our progress to be made but make





**Maryland Department of Transportation  
State Highway Administration**

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O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

June 10, 1993

Ms. Catherine Richards  
P. O. Box 37  
Snows Landing  
Tilghman, MD 21671

Dear Ms. Richards:

Thank you for your recent comments concerning the MD 33 bridge over Knapps Narrows project. We agree that the addition of a pedestrian walkway to the side of the rehabilitated bridge would help solve the issue of pedestrian safety. SHA's Bridge Design Division has looked into the feasibility of such a walkway. The idea was dropped from immediate consideration after several problems were realized.

Although adding a walkway to most fixed-span bridges would be relatively simple, a walkway for this bridge would need to be attached outside of the frame for the lift mechanism at one end of the bridge, rather than being simply attached to one of the main girders. Also, by adding the weight of the walkway to the lift-span, the overhead counterweight would also need additional weight. Potentially, the machinery could need to be redesigned to accomodate the extra weight. Each of these problems would add complexity to the design and increase the cost of the project. We are not saying that the walkway cannot be added, but it would be quite expensive. If the rehabilitation alternative is selected, we will revisit the pedestrian safety issue.

Again, thank you for your letter. As you requested, your name has been added to the project mailing list so that you will receive future mailings. If you have any questions, or additional suggestions, please feel free call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calvert St., Baltimore, Maryland 21203-0717

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. T 369-101-271 N 21 '93  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME JULIA THOMPSON DATE 6/1/93

PLEASE PRINT ADDRESS P.O. BOX 114 WHARF RD.

CITY/TOWN TILGHMAN STATE MD. ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

*I am for going with PLAN A. I  
can't see why we would need a new  
bridge, when it is possible to repair  
our existing historic bridge. Everything is  
changing on our island, but please help  
us to at least save something of our past.  
We already have a good road leading to  
the existing bridge, so why not save the  
state the extra money. A penny saved is a  
penny earned! Thank you!*

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation  
State Highway Administration

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O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

June 10, 1993

Ms. Julia Thompson  
P. O. Box 114  
Wharf Road  
Tilghman MD 21671

Dear Ms. Thompson:

Thank you for your recent letter endorsing Alternative A of the MD 33 bridge over Knapps Narrows project. We share your concerns about saving money. In order to get the best value for our money, the initial construction cost and the long-term costs for future operations, maintenance and repairs must be considered for each bridge alternative. We believe that the long-term costs of replacing the bridge will be equal to or less than the long-term costs of rehabilitating the existing bridge. In addition to cost, we will consider historic significance as well as other issues when deciding which alternative to pursue.

We appreciate your input into our project planning process. Feel free to call the project manager, Mr. Thomas K. Folsie at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by:

Thomas K. Folsie  
Thomas K. Folsie  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

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**Maryland Department of Transportation**  
**State Highway Administration**

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O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

June 14, 1993

Mr. and Mrs. William C. Reiss, Sr.  
21679 Camper Circle  
P. O. Box 191  
Tilghman MD 21671

Dear Mr. and Mrs. Reiss:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We are assuming that when you said to keep the old bridge, that you are in favor of rehabilitating the existing bridge, which currently has serious structural and mechanical problems that must be remedied. If the rehabilitation alternative is eventually selected, we will take another look at providing safer pedestrian access to and from Tilghman Island.

We appreciate your input into our project planning process. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
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707 North Calvert St., Baltimore, Maryland 21203-0717



P.O. BOX 310 • TILGHMAN, MARYLAND 21671  
PHONE: (410) 886-2121 • FAX: (410) 886-2599

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DEVE  
JUN 11 10 33 AM '93

June 8, 1993

Mr. Neal Pederson  
Room 401  
707 North Calvert Street  
Baltimore, MD 21203

Dear Neal:

As per my discussion with Dale Hilliard, I am requesting to keep the docket open on Knapps Narrows Bridge in reference to receiving comments for one week.

I am acting on behalf of the watermen of Tilghman.

Sincerely,

Buddy Harrison



**Maryland Department of Transportation  
State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

June 14, 1993

Mr. Buddy Harrison  
P. O. Box 310  
Tilghman MD 21671

Dear Mr. Harrison:

We received your June 8 request to Mr. Neil Pedersen for an extension of the comment period for the MD 33 bridge over Knapps Narrows project. We will extend the comment period for one week from June 11 to June 18, 1993.

Please call the project manager, Mr. Thomas K. Folsie, at (410) 333-1109 or toll-free at 1-800-548-5026 if you have any questions.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folsie  
Thomas K. Folsie  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

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STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME BARBARA Helvey - Hughes DATE 6-1-93

PLEASE PRINT

ADDRESS 5703 So Gibsontown RD

CITY/TOWN Tilghman STATE MD ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

Tilghman is one of the last East Coast islands that is truly beautiful - because it is the way it was years ago. The bridge we have is not only fully functional but also aesthetically pleasing! Must Gov Schiffer and his gang of opportunistic political buddies spare and ruin every lovely spot left in Maryland? We moved here from Annapolis 7 years ago because these same people were bent on razing that area and its environs. Tilghman is lovely just the way it is. I must wonder who would profit financially from a new bridge - that would be worth looking into, I am sure.

As a taxpayer, I am tired of this wastefulness - and of the deficit our budget did not have only a few meagre years ago. Enough is enough! Leave us, and our beautiful bridge, alone. We're just fine the way we are. Why don't you people use the money earmarked for this project to reduce our already too high budget. Balance that budget - run our state govt. the way any intelligent person would run a business -

Please add my/our name(s) to the Mailing List.\*

NO MORE RED INK -

Please delete my/our name(s) from the Mailing List.

AND NO NEW BRIDGE!

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

Should repairs be necessary for the bridge at some point - try to find someone honest - not someone inclined to overcharge +

Thank you,  
Barbara Helvey Hughes





**Maryland Department of Transportation  
State Highway Administration**

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O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

June 15, 1993

Ms. Barbara Helvey-Hughes  
5703 So. Gibsontown Road  
Tilghman MD 21671

Dear Ms. Helvey-Hughes:

Thank you for your recent letter about the MD 33 bridge over Knapps Narrows project. We share your concerns about saving taxpayers' money. In order to get the best value for our money, the initial construction cost and the long-term costs for future operations, maintenance and repairs must be considered for each bridge alternative. We believe that the long-term costs of replacing the bridge will be equal to or less than the long-term costs of rehabilitating the existing bridge. In addition to cost, we will also consider the other issues you mentioned in your letter when deciding which alternative to pursue.

Feel free to call the project manager, Mr. Thomas K. Folse at (419) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

DEVELOPMENT  
JUN 1 5 11 AM '93

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME Betty L. Whiting DATE 6/1/93  
PLEASE PRINT ADDRESS P.O. 292  
CITY/TOWN Tilghman STATE Md. ZIP CODE 21671

We wish to comment or inquire about the following aspects of this project:

I live and work on Tilghman Island. My place of work relies on tourist trade. My concern to you is, who is going to pay my bills when tourists are afraid to cross a floating bridge. I remember when work was going on the bridge several years ago, how people were afraid of being stranded on the island. Business was very slow. It's taken many years to save for the down payment on the house I purchased four years ago. Please don't endanger my home or my job. Please consider some of us on the island are single parents families and have to rely on ourselves. Bussing our children on a floating bridge is unsafe and unfair.

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

Betty L. Whiting



Maryland Department of Transportation  
State Highway Administration

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

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June 18, 1993

Ms. Betty L. Whiting  
P. O. Box 292  
Tilghman MD 21671

Dear Ms. Whiting:

Thank you for your recent comments concerning the MD 33 bridge over Knapps Narrows project. Your letter expressed concern about our proposed temporary bridge which would be used for either Alternative A, rehabilitation of the existing bridge, or Alternative B, replacement of the existing bridge with a new bridge at the same location. Alternative C, replacement of the existing with a new bridge east of the current location, would not require a temporary bridge.

The temporary bridge, if needed, may or may not be of a floating type and would be able to safely carry the anticipated traffic loads. The details of the temporary bridge will not be decided until a permanent bridge alternative is selected.

Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

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To : STATE HIGHWAY ADMINISTRATION  
COMMENTS;  
CONTRACT NO. T369-101-271 N

Combined Location / Design Public Hearing  
Maryland Route 33  
over Knapps Narrows

JUN 9 8 47 AM '93

From : Wilson Roe  
21469 Gibsontown Rd.  
P.O. Box 226  
Tilghman Md 21671

Date : 3 June 1993

I wish to make the following comments about this project.

I am a resident of Tilghman Island. My family came to Tilghman Island in the early 1800's. I was born here, my wife was born here and our three children were born here. For over forty years I have crossed Knapps Narrows bridge two times each working day. When the present bridge was built I was 7 years old and remember it vaguely, also the temporary bridge used during the construction.

During the past couple of years we have seen the waterman's business decline and an increase in tourism, it is the feeling of many here on the island that this trend is going to continue. Fishing has been restricted, Oystering has not been good, and now we are about to regulate crabbing. This certainly supports that belief. The existing Draw Bridge along with some of the old houses and Skipjacks (some of which are now beginning to charter sailing cruises) are assets to the tourist trade, and I know that no one comes to Tilghman Island to look at the old bridge, but it is one of the attractions of the Island.

We are a small rural community with limited potential for growth, the Island is only about 3 square miles, we have no heavy industry, no large trucks and there is little likelihood that this will change.

Since the land mass of this island is not going to increase, the population cannot greatly increase and there will be no need for larger, higher, busses or ambulances or fire fighting equipment.

As for the high accident rate at the bridge as stated by Mr. Manna exactly the opposite is true. There has never been a serious accident at the bridge that I can remember. There was a pickup truck stopped at the bridge house one time when

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the bridge was raised and the counter weight dented the cab, there were no injuries. And one Tilghman day a woman struck her head on the gate. I can remember nothing more serious than those two incidents.

Route 33 (speed limit 50 m.p.h.) becomes narrow now before you reach the bridge. The road way on Tilghman Island (speed limit 25 m.p.h.) is the same width as the road-bed on the existing bridge. At the present time most traffic has reduced speed before crossing the bridge. Widening the bridge will increase the probability of higher speeds across the bridge and onto the island. Since we have no sidewalks and children walk along the edge of the road a wider bridge without widening the road on the Island side will likely lead to an increase in accidents:

LETS REHABILITATE THE EXISTING BRIDGE.  
NEW BRIDGE HOUSE, NEW EQUIPMENT,  
KEEP THE EXISTING BRIDGE.

ADD WALK WAYS TO THE EXISTING BRIDGE  
"NIPPON CLIP-ON" WAS MENTIONED AT THE 5/26 MEETING

COMPROMISE WITH THE LOCAL WATERMEN FOR OPENINGS OF THE  
TEMPORARY BRIDGE. OPEN THE REHABILITATED BRIDGE  
ON THE HOUR FOR A PRE-DETERMINED DURATION  
(INSTEAD OF "ON DEMAND" OPENINGS)

THE EXISTING BRIDGE IS AN ASSET TO THE COMMUNITY, ONE  
THAT COULD NOT BE REPLACED IF LOST.

Thank You



Wilson Roe



Maryland Department of Transportation  
State Highway Administration

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

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June 18, 1993

Mr. K. Wilson Roe  
21469 Gibsontown Road  
P. O. Box 226  
Tilghman MD 21671

Dear Mr. Roe:

Thank you for your recent letter advocating rehabilitation of the existing MD 33 bridge over Knapps Narrows.

Accident data and analysis are enclosed for the years 1986 through the first nine months of 1989 for MD 33 in the immediate vicinity of the bridge over Knapps Narrows. The study worksheet and accident history indicate that seven accidents were reported during the study period; three resulted in injuries and the other four resulted in property damage alone. Six of the accidents involved collisions with fixed objects, most often the bridge itself, and the other accident involved a pedacycle (classified as a pedestrian).

In general, we prefer to provide a gradual transition from the open highway to town street, rather than using a sudden narrowing of the roadway with obstacles on each side and above to weed-out the speeders, as is the situation with the existing bridge. The gradual transition provides a safer approach.

If you need further explanation of the data or have any other questions, please call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

Enclosure

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
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707 North Calvert St., Baltimore, Maryland 21203-0717

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

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JUN 10 9 03 AM '93

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME H. DONN & ULLA B. HOOKER DATE JUNE 7, 1993

PLEASE PRINT ADDRESS 5701 LEEWARD LANE, PO BOX 194

CITY/TOWN TILGHMAN STATE MD ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

WE BELIEVE THE PRESENT BRIDGE SHOULD BE RETAINED AND WE THEREFORE SUPPORT OPTION A. THE BRIDGE HAS HISTORIC VALUE AND IS IMPORTANT IN DEFINING WHAT THE TILGHMAN COMMUNITY IS AND HOPES TO REMAIN. THE PRESENT BRIDGE IS THE LOGO OF THIS COMMUNITY AND DOES DRAW AND ATTRACT VISITORS WHICH HELPS TO SUPPORT BUSINESS ACTIVITY HERE. WE BELIEVE THE PRESENT BRIDGE SHOULD BE REFLURBISHED WITH THE FOLLOWING IMPROVEMENTS IF FEASIBLE:

- 1) THE ADDITION OF A CANTILEVERED SIDEWALK ON ONE SIDE OF THE BRIDGE AND PLACED ON THE OPPOSITE (WATER SIDE) OF THE MOVING GIRDERS.
- 2) ELIMINATION OF THE REDUCED HEIGHT RESTRICTION ON EACH SIDE OF THE ROADWAY BY RE-ENGINEERING THE COG TYPE DRIVE MECHANISM WHICH DRIVES THE RACK AND PINION RAISING SYSTEM. IE. RAISE AND CHANGE THE GEARING SYSTEM WHICH PROVIDES GEARED POWER TO THE PINION DRIVE SHAFT. IF THE LARGE COG WHICH DRIVES THE PINION SHAFT COULD BE MOVED UPWARD OR REPLACED WITH A SMALLER POWER TRANSMISSION SYSTEM, THE REDUCED HEIGHT RESTRICTION ON EACH SIDE OF THE ROADWAY WOULD DISAPPEAR.

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation  
State Highway Administration

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

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June 18, 1993

H. Donn and Ulla B. Hooker  
5701 Leeward Lane  
P. O. Box 194  
Tilghman MD 21671

Dear Mr. and Mrs. Hooker:

Thank you for your recent comments concerning the MD 33 bridge over Knapps Narrows project. We have noted your preference for Alternative A because of the bridge's historic and cultural importance to the community.

As you have suggested, SHA's Bridge Design Division has looked into the feasibility of adding a walkway to the side of the rehabilitated bridge. The idea was dropped from immediate consideration after several problems were realized. Although adding a walkway to most fixed-span bridges would be relatively simple, a walkway for this bridge would need to be attached outside of the frame for the lift mechanism at one end of the bridge, rather than being simply attached to one of the main girders. Also, by adding the weight of the walkway to the lift-span, the overhead counterweight would also need additional weight. Potentially, the machinery could need to be redesigned to accommodate the extra weight. Each of these problems would add complexity to the design and increase the cost of the project. Elimination of the reduced height restriction would further increase the cost.

We appreciate your input into our project planning process. If you have any questions or additional suggestions, please feel free call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:sjc

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

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707 North Calvert St., Baltimore, Maryland 21203-0717



Tilghman-On-Chesapeake  
P.O. Box 367  
Tilghman, Maryland  
21671  
301 886 2300  
301 886 2118 FAX

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June 8, 1993



**Mr. Ralph P. Manna**  
**Bridge Design Division**  
**State Highway Administration**  
**707 North Calvert Street**  
**Baltimore, MD 21202**

Dear Mr. Manna:

In behalf of Avalon Limited Partnership, I would like to express our views concerning the proposed alternatives for the Knapps Narrows Drawbridge. Avalon Limited partnership owns 186 acres on Tilghman Island. This includes the project known as Tilghman-On-Chesapeake, which is under development, and will ultimately have 73 homesites and a 114 slip marina. We believe that we are the largest single property owner on Tilghman Island, with approximately one sixth of the total land, and certainly the largest real estate project, with ultimately about 30 million dollars in potential property value. At our current projections, Tilghman-On-Chesapeake could generate as much as a half million dollars in state and county revenue from settlements, and over One hundred thousand dollars per year in property taxes per year in todays dollars.

Quite naturally, we are extremely interested in the proposed alternatives to the bridge construction and its impact to both our project and the citizenry and work force of Tilghman Island.

Our initial reaction to the alternatives was to try and maintain the status quo as much as possible, as we believe that the current drawbridge has significant historical value and is an integral part of the allure of Tilghman Island and the heritage of the watermen and descendants of centuries of hard working people who created the area as we now know it.

However, after viewing the alternatives, we feel that Alternatives A and B, which require the construction of a temporary bridge, could have a devastating impact on the local economy, which has suffered greatly over the last three years from the extreme hardships to the seafood industry and the economic depression. Further, we feel that the proposed one lane bridge would pose extreme danger to the population in terms of emergency services such as fire and ambulance response. And we have taken note of the SHA statistics that prove the current bridge area has an abnormally high accident rate for the amount of traffic in the area.

Sales by Kagan Associates, Inc.

Broker participation welcome

A venture of Y J Lovell (America) Inc.  
and Armiger Properties, Inc.

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If there were a way in which the current bridge could be repaired and altered to provide pedestrian lanes and a wider surface, without the havoc that would be created by a one lane temporary bridge with severely limited openings for such an extended period, we would wholeheartedly support it.

Given the Alternatives as shown, we reluctantly, but firmly support Alternate "C". The first concern of any such deliberation should be for the local citizens. Tilghman Island has survived for centuries on the backs of the hard working watermen and the ancillary businesses of the seafood industry. To limit their access through the Knapps Narrows would probably be the last nail in the coffin of an already severely depressed profession. Further, we believe that service businesses may be the key to the stabilization of the Island economy, and they would be devastated by the major deterrent that a one way bridge with limited openings would create for possibly one year or more; both to the visitors by water and land.

In addition to the property and settlement fees that may be generated to both State and Local Government, we are making a concerted effort to use a local work force at our project, and expect many Island residents to be involved in perpetual services here that will be potentially created with the success of Tilghman-On-Chesapeake; thus providing jobs and more local residents, who will obviously impact the local economy in a positive manner.

We have survived a brutal economy here at Tilghman-On-Chesapeake, and we feel that our project and real estate in general in this area, is finally beginning to show signs of an upward trend in sales progress. However, the stability of potential economic improvement is tenuous at best. Even the announcement of the quagmire that could be created by a temporary bridge might be the catalyst that could spell the beginning of disaster to the Tilghman Island area for the foreseeable future.

Thank you for considering our views, and we wish you good fortune in what will obviously be a "lose - lose" situation politically for those of you involved in making a decision that affects the lives of so many individuals.

Respectfully,



William A. Davis  
General Manager,  
Tilghman-On-Chesapeake

~~CC: Mr. Thomas K. Follett~~



**Maryland Department of Transportation  
State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

REC-11  
0-15-93  
JUN 21 1993

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June 18, 1993

**Mr. William A. Davis  
General Manager  
Tilghman-On-Chesapeake  
P.O. Box 367  
Tilghman, MD 21671**

Dear Mr. Davis:

Thank you for your recent comments concerning the MD 33 bridge at Knapps Narrows. We have noted your support for Alternative C. We also recognize your interest in trying to keep the existing bridge for its historical value. Unfortunately, it is impossible to rehabilitate the bridge without closing it to traffic and using a temporary bridge for some time.

We will consider all issues, such as cost, safety, future maintenance, historical significance, etc. in deciding which alternative to choose,. Feel free to call me at (410) 333-2833 if you wish to discuss this further.

Very truly yours,

**Ralph P. Manna  
Project Manager  
Bridge Design Division**

RPM/dac

cc: Tom Folsie (w/incoming)

My telephone number is \_\_\_\_\_

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free  
707 North Calver Baltimore, Maryland 21203-0717

124

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

PLEASE  
DEVOTE

June 10, 1993

NAME WILLIAM M. BLAUER JR. DATE 5-29-93

PLEASE PRINT ADDRESS 71424 WHARF ROAD

CITY/TOWN TILGHMAN STATE MD. ZIP CODE 21167

I/We wish to comment or inquire about the following aspects of this project:

With the money spent on the bridges in the last two years I feel it would be a big waste of tax payers money to build a new bridge.

If the piling under the bridge was bad I don't see piling outside the existing bridge. Put a steel beam under existing bridge for a new piling. This could it also with out interrupting to let a road traffic a few feet wide it all could be attached to existing bridge.

Another thing that would help have improvements provided on the bridge having steel cables. I want that don't open the bridge until it is needed. Making the bridge will only benefit everyone. Harold Harmon.

William M. Blauer Jr.  
(Blazer)

- Please add my/our name(s) to the Mailing List.\*
- Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation**  
**State Highway Administration**

125  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

June 21, 1993

Mr. William M. Blades, Jr.  
21424 Wharf Road  
Tilghman MD 21671

Dear Mr. Blades:

Thank you for your recent comments about the MD 33 bridge over Knapps Narrows project. We share your concerns about saving taxpayers' money. In order to get the best value for our money, the initial construction cost and the long-term costs for future operations, maintenance and repairs must be considered for each bridge alternative. We believe that the long-term costs of replacing the bridge will be equal to or less than the long-term costs of rehabilitating the existing bridge. In addition to cost, we will consider the other issues you mentioned in your letter when deciding which alternative to pursue.

We appreciate your input into our project planning process. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert S \_\_\_\_\_ Baltimore, Maryland 21202

126

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

JUN 10 1993

DEVELOPMENT

NAME R.C. DUVAL DATE 6/1/93

PLEASE PRINT ADDRESS 9060 QUAIL RUN ROAD

CITY/TOWN ST. MICHAEL'S STATE MD ZIP CODE 21663

I/We wish to comment or inquire about the following aspects of this project:

I WOULD LIKE TO URGE S.H.A. TO ADOPT OPTION "A" — RENEWAL RENOVATION OF THE EXISTING TILGHMAN ISLAND BRIDGE

I THINK THIS WOULD HELP PRESERVE THE CHARACTER OF THE ISLAND & ADJACENT COMMUNITY IN ADDITION TO PRESERVING AN HISTORIC STRUCTURE

THAT TRAFFIC WOULD CONTINUE TO BE LIMITED CAN ONLY BE A "PLUS" IN THESE TIMES OF UNBRIDLED ASSAULT UPON HISTORY & FRAGILE ECO. SYSTEMS

*R. Duval*

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation**  
**State Highway Administration**

127  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

June 21, 1993

Mr. R. C. Duvall  
9060 Quail Run Road  
St. Michaels MD 21671

Dear Mr. Duvall:

Thank you for your recent comments concerning the MD 33 bridge over Knapps Narrows project. We have noted that you prefer Alternative A because of the bridge's historic and cultural importance.

We appreciate your input into our project planning process. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street Baltimore, Maryland 21202

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

PROJECT 128  
DEVELOPMENT  
JUN 10 3 13 PM '93

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME Edwin M. Murphy DATE 6/1/93

PLEASE PRINT ADDRESS 21426 Wharf Rd.  
CITY/TOWN Tilghman STATE Md. ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

I have not found six people who are residents of Tilghman who are in favor of a new bridge.

It seems in a time when budgets are strained that repair would be the best thing to do when so many people are against a new structure.

New and improved has not always proved to be best.

This bridge has served very well and from talking with engineers that have repaired much larger structures see no reason this cannot be done.

I was born on Tilghman my mother and a grandparent and a great grandparent I feel my comments are as important as

- Please add my/our name(s) to the Mailing List.\* anyones.
- Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

105 I have driven a school bus for years and found no problem





**Maryland Department of Transportation**  
**State Highway Administration**

129  
O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

June 21, 1993

Ms. Edwina M. Murphy  
21426 Wharf Road  
Tilghman MD 21671

Dear Ms. Murphy:

Thank you for your recent letter about the MD 33 bridge over Knapps Narrows project. We share your concerns about saving money. In order to get the best value for our money, the initial construction cost and the long-term costs for future operations, maintenance and repairs must be considered for each bridge alternative. We believe that the long-term costs of replacing the bridge will be equal to or less than the long-term costs of rehabilitating the existing bridge. In addition to cost, we will also consider the other concerns you mentioned in your letter when deciding which alternative to pursue.

Feel free to call the project manager, Mr. Thomas K. Folsie at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folsie  
Thomas K. Folsie  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

JUN 10 9 03 AM '93

Contract No. T 369-101-2/1 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME WILLIAM W. BRADSHAW DATE 6-8-93

PLEASE PRINT ADDRESS 8129 Church Neck Rd.

CITY/TOWN ST. MICHAEL'S STATE Md. ZIP CODE 21663

I/We wish to comment or inquire about the following aspects of this project:

My wife, DARLENE AND I ARE SCHOOL BUS CONTRACTOR'S  
FOR TALBOT CO. WE TRANSPORT ELEMENTARY INTO  
TILGHMAN AND HIGH SCHOOL OUT. WE CROSS THIS  
BRIDGE EIGHT TIMES A DAY WITH APPROX 100  
STUDENTS AND ARE ~~VERY~~ AGAINST KEEPING THE  
OLD BRIDGE. OUR SUPERVISOR GEORGE PRINGLE  
HAS TAKEN THE POSITION IN FAVOR OF A NEW  
BRIDGE HE IS CONTACTING MEMBERS OF THE  
TALBOT CO COUNCIL TODAY AND ALSO S.H.A.  
WE FEEL THAT ALTERNATIVE C IS IN THE  
STUDENTS AND OUR BEST INTEREST.  
FOR SAFETY REASONS FOR THE STUDENTS,  
DRIVERS AND OUR EQUIPMENT WE WILL  
NOT CROSS OVER ANY TYPE OF FLOATING  
BRIDGE'S MADE UP OF BARGES. THANK YOU.

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation**  
**State Highway Administration**

131  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

June 21, 1993

Mr. William W. Bradshaw  
8129 Church Neck Road  
St. Michael's MD 21663

Dear Mr. Bradshaw:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We have noted your preference for Alternative C, replacement of the existing bridge with a new bridge to the east of the current bridge location.

The temporary bridge which would be used for Alternatives A and B may or may not be of a floating type. The details of the temporary bridge will not be decided until a permanent bridge alternative is selected. Whatever type is chosen would be designed to accommodate the anticipated traffic loads.

We appreciate your input into our project planning process. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. T 369-101-271  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME Sorathia George DATE 6-2-93

PLEASE PRINT ADDRESS Main St. Box 116

CITY/TOWN Tilghman STATE Md. ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

I am writing concerning the Knapps Narrows Bridge. I hope that we are able to use Plan A and keep our existing bridge - it is truly our land mark - I cannot understand why Plan C would even be considered - the cost and a bridge constructed like the plans would become a speed way.

We have a lovely road on Rt 33 and I hope to always be to see the Knapps Narrows Bridge upon coming home.

Please I have talked with some engineers and Plan A can be used and should be used - I feel we should consider the cost - the buying of the land for Plan C is such a waste.

Please I ask - leave the Knapps Narrows Bridge where it is now !!  
Thank you

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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Maryland Department of Transportation  
State Highway Administration

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

July 2, 1993

Ms. Dorothea George  
Main Street  
Box 116  
Tilghman MD 21671

Dear Ms. George:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We have noted your preference for Alternative A. Alternatives B and C were proposed so that serious traffic safety problems inherent in the existing bridge can be remedied. Alternative A would not improve the safety of the bridge.

We appreciate your input into our project planning process. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. ice Grey (w/incoming)  
Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street. Baltimore, Maryland 21202

134

**STATE HIGHWAY ADMINISTRATION**  
**QUESTIONS AND/OR COMMENTS**

PROJECT  
NO. 10  
DATE

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

9 03 1993

NAME H. RUSSELL DIZE DATE 6-7-93

PLEASE PRINT

ADDRESS RUDE AVE Box 165

CITY/TOWN TILGHMAN STATE MD. ZIP CODE 21671

//We wish to comment or inquire about the following aspects of this project:

To keep the old bridge would be a  
hardship on us skipjack owners because the old  
bridge is dangerous to navigation, it has already caused  
one accident by demasting a skipjack, the bridge  
does not raise to perpendicular, therefore we have  
to stay very close to the south side or risk the  
same fate.

also I own a seafood business on Tilghman.  
I have 5 trucks that use Rt 33 and the bridge at  
least 10 to 20 times a day, if traffic is heavy we  
have to hold traffic up until we can go over  
the middle of the bridge because if the truck  
goes to close to one side or the other it will hit  
the braces on either side.

I would like to cast my vote for  
a new bridge parallel to the existing bridge  
ALTERNATIVE C

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

135



**Maryland Department of Transportation  
State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

July 2, 1993

Mr. H. Russell Dize  
Rude Avenue  
Box 165  
Tilghman MD 21671

Dear Mr. Dize:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We have noted that you favor Alternative C because the existing bridge constricts automobile and boat traffic.

As you requested, your name has been added to the project mailing list so that you will receive future mailings. Feel free to call the project manager, Mr. Thomas K. Folsie at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folsie  
Thomas K. Folsie  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

PROJ. DEVELOPMENT

JUN 10 5 03

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME Pandy Gove DATE 6-7-93

PLEASE PRINT ADDRESS Sinclair Ave. P.O. Box 152

CITY/TOWN Tilghman STATE md. ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

- I oppose Alternative A because
- 1. It is unsafe you can't walk or drive
- across safely
- 2. It doesn't go all the way up.
- 3. It's slow lol
- 4. It will have to be worked on again
- 5. It would hurt the economy

I am for Alternative C

we deserve a new bridge

- Please add my/our name(s) to the Mailing List.\*
- Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.





**Maryland Department of Transportation**  
**State Highway Administration**

137  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

July 2, 1993

Mr. Randy Gowe  
Sinclair Avenue  
P. O. Box 152  
Tilghman MD 21671

Dear Mr. Gowe:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We have noted your preference for Alternative C and your opposition to Alternative A for safety and other reasons.

We appreciate your input into our project planning process. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. ~~La~~Eraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME Theresa Ann Gove DATE 6-8-93

PLEASE PRINT

ADDRESS P.O. Box 152 Sinclair Avenue

CITY/TOWN Tilghman STATE MD ZIP CODE 21671

If We wish to comment or inquire about the following aspects of this project:

I'm against alternative A for safety reasons.  
I'm for alternative C

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation  
State Highway Administration**

139  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

July 2, 1993

Ms. Theresa Ann Gowe  
Sinclair Avenue  
P. O. Box 152  
Tilghman MD 21671

Dear Ms. Gowe:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We have noted your preference for Alternative C and your opposition to Alternative A for safety reasons.

We appreciate your input into our project planning process. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

PROJECT DEVELOPMENT UNIT

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

JUN 10 9 02 AM '93

NAME GEORGE A. AND PAULINE G. HAMILTON DATE 6/7/93

PLEASE PRINT

ADDRESS PO Box 222

CITY/TOWN TILGHMAN STATE MD ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

Too little attention seems to have been paid to the traffic consequences of alternatives B & C. The restricted roadway and relatively abrupt elevation changes characteristic of the present bridge provide a natural, but not unsafe, obstruction which serves to slow traffic down before coming on to the island. This is a vitally needed impediment, without which traffic would enter the island at the high speeds encountered on Rt 33. In our opinion, providing a wider, smoother, unobstructed roadway at the bridge would result in unsafe speeds when abruptly entering the more congested area of the island.

For this reason, as well as the historic and aesthetic reasons put forth by others, we strongly prefer alternative A. We believe that, with further design work, this alternative could be very workable. For instance, a pedestrian/bicyclist walkway would be a valuable addition. As an alternative, the gates could remain down until pedestrians and bikers were across.

In the event that other alternatives are decided upon, we recommend that any new bridge roadway be restricted to the current 20 foot width plus a pedestrian sidewalk. Mr. Harrison's statements notwithstanding, we do not believe that our emergency equipment has ever been seriously impeded by the current roadway, and the narrower roadway may be saving lives!

*George A. Hamilton*



**Maryland Department of Transportation  
State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

1481

July 21, 1993

Mr. and Mrs. George A. Hamilton  
P. O. Box 222  
Thigman MD 21674

Dear Mr. and Mrs. Hamilton:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We have noted that you are in favor of Alternative A, rehabilitation of the existing bridge, for safety, historic and aesthetic reasons.

We disagree, however, with your assertion that Alternative A would be safer than alternatives B and C. In general, we prefer to provide a gradual transition from an open highway to a town street, rather than using a sudden narrowing of the roadway with obstacles on each side and above to weed-out the speeders, as is the situation with the existing bridge. The gradual transition usually provides a safer approach. Alternatives B and C would also provide safer passage for boats through Knapps Narrows.

We appreciate your input into our project planning process. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-346-8026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by:

Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

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Mr. Eric L. Werner  
July 9, 1993  
Page Two

A decision on which alternative and option to pursue will be made later this year. We appreciate your input into our project planning process. If you have any questions, comments or additional suggestions, please feel free call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:ds

cc: Mr. Ralph P. Manna (w/incoming)  
~~Ms. Lorraine Strow (w/incoming)~~



**Maryland Department of Transportation  
State Highway Administration**

143  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

July 9, 1993

Mr. Eric L. Werner  
5760 Tilghman Island Road  
Tilghman MD 21671

Dear Mr. Werner:

We have received your letter and a petition signed by the proponents of Alternative A, rehabilitation of the existing MD 33 bridge over Knapps Narrows. In addition to the rehabilitation, you have asked that we study the attachment of an exterior walkway and eliminate the reduced height restriction.

The State Highway Administration's (SHA) Bridge Design Division has looked into the feasibility of adding a walkway to the side of the rehabilitated bridge. The idea was dropped from immediate consideration after several problems were identified. Although adding a walkway to most fixed-span bridges would be relatively simple, a walkway for this bridge would need to be attached outside of the frame for the lift mechanism at one end of the bridge, rather than being simply attached to one of the main girders. Also, by adding the weight of the walkway to the lift-span, the overhead counterweight would also need additional weight. Potentially, the machinery could need to be redesigned to accommodate the extra weight. Each of these problems would add complexity to the design and increase the cost of the project. Elimination of the reduced height restriction would further increase the cost.

If we were to undertake the rehabilitation with the additional modifications you have proposed, considering that several major components of the bridge have already been altered, very little of the original bridge would remain. The result would be an expensive, narrow bridge which would provide only a minimal safety improvement for automobiles and pedestrians while compromising its historic character and offering no improvement to the constricted boat channel.

However, as a result of the petition, comments made at the public hearing and other letters, SHA's Bridge Design Division investigated the feasibility of constructing a new bridge similar in size and location as alternatives B and C, but with an overhead counterweight. A preliminary cost estimate put it in the same range as the new bridge alternatives presented at the public hearing. This option would preserve the unique character and appearance of the crossing, while providing the safety improvements we believe are important and allowing unrestricted overhead clearance to the pleasure and work boats that are essential to the character and economy of Tilghman. It would also require fewer repairs than a rehabilitated bridge.

My telephone number is 410-333-1109

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

PROJECT DEVELOPMENT DIVISION  
JUN 14 10 54 AM '93

NAME Wallace B. Jansen DATE June 6 93

PLEASE PRINT ADDRESS P.O. Box 1022  
CITY/TOWN St Michaels STATE MD ZIP CODE 21663

I/We wish to (comment) or inquire about the following aspects of this project:

CROSS OPTION "A" REHABILITATION of EXISTING BRIDGE.

WHY? (1) COST (2) HISTORIC SIGNIFICANCE, (3)  
MAINTENANCE of TILGHMAN ISLANDS WAYS,  
HERITAGE & TRADITION. (4) A BIGGER -  
WIDER BRIDGE WILL TURN TILGHMAN ISLANDS  
INTO WHAT THE STATE HAS DONE TO KEWT ISLAND.

TRAFFIC CONTROL COULD BE DONE W/ A  
STOP LIGHT - ONE WAY TRAFFIC LIKE CAROL  
JONES BRIDGE. - THE ROAD BED WOULD  
THEN BE 20' WIDE.

BIKELISTS RESTRICTIONS COULD BE  
ACCOMMODATED WITH A "WALKWAY" OUT BOARD of  
THE EXISTING BRIDGE SIDES.

KEEP THE BRIDGE - ENDORSE ALTERNATIVE "A"

Please add my/our name(s) to the Mailing List.\*  
 Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.





**Maryland Department of Transportation  
State Highway Administration**

145

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

July 14, 1993

Mr. Wallace B. Jansen  
P. O. Box 1022  
St. Michaels MD 21663

Dear Mr. Jansen:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project.

We have noted that you prefer Alternative A, rehabilitation of the existing bridge, with the option of controlling traffic for alternating one-way operation. If this option were to be chosen, an exterior walkway would not be necessary because the existing 20'-wide bridge could accommodate one lane of traffic with a sidewalk.

We appreciate your input into our project planning process. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_  
Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

DEVELOPMENT  
JUN 14 3 44 PM '93

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME John Motowidlak DATE 6-7-93

PLEASE PRINT ADDRESS 21472 Wharf Road

CITY/TOWN Tilghman STATE MD ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

I have commented on the bridge before. I was under the impression that the state was going with plan C.

I didn't attend the May 26 meeting through my own fault. I believe that we need another meeting here at Tilghman.

A lot of people on the island didn't realize what kind of new bridge we would get.

I am in favor of plan C and think the new bridge would be safe for vehicle and boat traffic.

I really believe we need another meeting. You we have a much better attendance.

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation  
State Highway Administration**

197  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

July 14, 1993

Mr. John Motovidlak  
21472 Wharf Road  
Tilghman MD 21671

Dear Mr. Motovidlak:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We have noted that you prefer Alternative C because it would improve the safety of the crossing for automobiles and boats. A decision on which alternative to pursue will be made later this year.

We do not anticipate any further public meetings for this project, although we would not rule out the possibility of one in the future. We would be happy to meet with any citizens' groups that would like to discuss the project.

Your name was already on the project mailing list with the address given above, so it was not added again as you requested. If the name or address is incorrect, or if you wish to comment further, feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

Sharon  
DEVELOP  
DIV.  
JUN 14 9 15 AM

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME DOONNA H WILSON DATE 6/7/93

PLEASE PRINT ADDRESS 21513 GIBSON TOWN Rd

CITY/TOWN Tilghman STATE Md ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

*We need Alternative C because the present bridge is obsolete, unsafe and extremely dangerous. I drive a school bus and was terrified every time I had to drive across it, which was twice a day. Now the same bus goes across 8 times a day. A lot of changes have taken place since 1994. Water, motor and foot traffic has increased 100%. We are blessed that we didn't have a tragedy when my son and crew member had to go overboard when his Skippack mast came down after hitting the bridge. (Because the bridge couldn't open all the way) Thank God it didn't cost any lives, but it sure cost a lot of money. We don't need to put another hold up on our watermen. We need a wider, safer bridge that has vertical clearance & sidewalk and would enable our watermen and their families to transgress the waterway and highway safely during construction.*

*Alternative C is the answer!!!*

*Thank you  
Doona H. Wilson*

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation  
State Highway Administration

149  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

July 14, 1993

Ms. Donna H. Wilson  
21513 Gibsontown Road  
Tilghman MD 21671

Dear Ms. Wilson:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We have noted that you are in favor of Alternative C for safety reasons.

As you requested, your name has been added to the project mailing list so that you will receive future mailings. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

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PROJECT DEVELOPMENT DIVISION

JUN 14 9 45 AM '93

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME MICHAEL M. RICHARDS DATE 6.9.93  
ADDRESS 5907 TILGHMAN ISLAND RD  
CITY/TOWN TILGHMAN STATE MD ZIP CODE 21671

PLEASE PRINT

I/We wish to comment or inquire about the following aspects of this project:

I STRONGLY FAVOR ACT "A" BECAUSE;  
1. THE ISLAND ECONOMY IS TURNING TO  
TOURISM AND THE IDENTITY MUST  
BE MAINTAINED - KEEP THE HISTORIC  
BRIDGE STRUCTURE -

1. PROVIDE WALKWAY ON EAST SIDE  
OF EXISTING BRIDGE - LET ONE OF  
YOUR YOUNG CREATIVE ENGINEERS  
WHO IS UNINFLUENCED BY POLITICS  
DESIGN IT!

2. COORDINATE OPENINGS OF TEMP-  
ORARY BRIDGE WITH COMMERCIAL  
WATERMEN TO PROVIDE ~~STREET~~  
ADEQUATE SERVICE.

3. PROVIDE CONTRACT INCENTIVES  
FOR EARLY COMPLETION!

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



Maryland Department of Transportation  
State Highway Administration

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

151

July 14, 1993

Mr. Michael M. Richards  
5907 Tilghman Island Road  
Tilghman MD 21671

Dear Mr. Richards:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We have noted that you favor Alternative A with the addition of an exterior walkway to preserve the identity of Tilghman Island.

We appreciate your input into our project planning process. If you have any questions or additional suggestions, please feel free call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

PROJECT  
DEVELOP  
DIV

Jul 11 9 13 am '93

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME JANE R. ROE DATE 6-10-93

PLEASE  
PRINT

ADDRESS P.O. Box 235

CITY/TOWN Tilghman STATE Md. ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

I would like to make a comment on the bridge. My husband is a waterman and it is not safe for him to go under the bridge with his skipjack. Also I have grandchildren that ride the bus and I do not want them in an un-safe situation. I am in favor of a new bridge.

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.





**Maryland Department of Transportation  
State Highway Administration**

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

153

July 14, 1993

Ms. Jane R. Roe  
P. O. Box 235  
Tilghman MD 21671

Dear Ms. Roe:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We have noted that you favor replacement of the existing bridge with a new one so that safety can be improved for watermen as well as automobile users.

We appreciate your input into our project planning process. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
    Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

PROJECT DEVELOPMENT DIV.

JUN 14 9 03 AM '93

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME WILLIAM BOE JR DATE 6-10-93

PLEASE PRINT ADDRESS P.O. Box 235

CITY/TOWN Tilghman STATE Md. ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

I am writing to make some comments about the Tilghman Bridge. I am the owner/captain of the skipjack "Martha Lewis" and I am in favor of a new bridge. Since the bridge will not go up high enough for the mast on my boat I must hug the south side of the bridge to get thru safely. I damaged the side of my skipjack last winter when I hit the side. If another boat were coming thru at the same time I would still have to hug the southern side regardless of who had the right of way since my mast will not clear the other side.

*William Boe Jr*

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation**  
**State Highway Administration**

O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

July 14, 1993

Mr. William Roe, Jr.  
P. O. Box 235  
Tilghman MD 21671

Dear Mr. Roe:

Thank you for your recent letter concerning the bridge over Knapps Narrows project. We are sorry that to read that your skipjack was damaged when you hit the bridge. Our proposal to replace the existing bridge with a new one as you prefer, would remedy the situation you have described.

As you requested, your name has been added to the project mailing list so that you will receive future mailings. Feel free to call the project manager, Mr. Thomas K. Folsie at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folsie  
Thomas K. Folsie  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

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1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

PROJECT  
DEVELOPMENT  
DIVISION

JUN 14 4 05 PM '93

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Barry M. Winter  
P.O. Box # 301  
5772 MD. Rt 33  
Tilghman Md. 21671

June 6, 1993

State Highway Administration  
office of planning and preliminary  
engineering

To whom it concerns,

As a businessman, artist and resident of Tilghman Island I would encourage you to pursue alternative A, rehabilitation of the existing bridge, as the most appropriate option. According to yourselves and the U.S. Army Corps of Engineers, (letter directed to Mr. Hal Kassoff, April 23, 1993), this is the last example of an overhead counterweight bridge in Maryland and at best the last of a handful remaining in the country. We are not asking for a precise historic restoration of the original bridge construction as that would be prohibitively expensive and more so incompatible with modern traffic demands and requirements. We do however feel that removal of the overhead counterweight portion of the bridge would greatly affect the atmosphere of the Island. I would like to add that since Tilghman Island is a small community with a finite amount of land and growth potential, what better location to maintain a rare somewhat restrictive, architecturally unique bridge than here, where its inconveniences are well accepted and ingrained into our lifestyle.

Safety is a concern to all of us and we would like to see modifications to the bridge that

improve this aspect. I cannot believe, as you responded, that "a walkway was not reasonable and would conflict with the outside supports of the bridge". Likewise, relocating the kneebraces to a nonrestrictive location is not beyond the scope of proposed structural repair. I am certain that once you approve alternative A and move it into final design phase the engineers involved will have little difficulty in addressing these requirements and envisioning creative solutions.

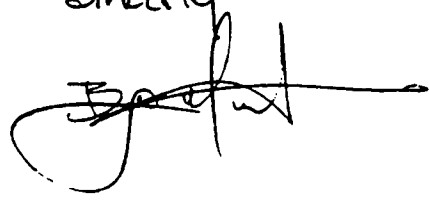
I have noticed that in your presentations to us that you have been careful to state that the "bridge area" is a high accident area. This statistically may be true when you talk about the "bridge area", but according to the state patrolmen who respond to tilghman, the bridge it's-self is not the cause or contributing influence to the accidents in the "bridge area". The location of two alcohol serving restaurants, a park, at least nine entrances onto MD 33 and five parking lots within the "bridge area", the patrolmen confirmed, were the contributing conditions responsible for the accidents, not the bridge. The new bridge proposals will not alleviate this condition instead they will enhance it. Driving down the wide laned MD 33 and approaching the narrow laned bridge with it's massive concrete overhead is an inherently ominous sight that causes drivers to slow down. Removing this visual cue means that drivers will not, from a distance, begin to sense a change in the road size or traffic pattern, more likely it will be when they reach the crest of the proposed bridge that the changes in roadway dynamics will be apparent.

I would like to note that the 13'9" vertical

clearance of the existing bridge is restrictive to only over-legal size vehicles thereby incurring nearly no hardship on the lifestyle or progress of Tilghman Island. As I suggested earlier relocating the kneebraces would open the bridge to two-way truck traffic, which would solve one of your major concerns at a greatly reduced cost compared to constructing a new bridge to solve the problem. If the existing bridge is structurally repaired and the timber pile bulkhead is replaced by a concrete substructure and new motors and mechanical elements are installed and the work and craftsmanship is done with care and quality you would expect its operation to require a minimum of maintenance. I understand that the metal design of the existing bridge will require a bit more maintenance than a solid concrete structure, but how far will the two million dollars saved go toward balancing the maintenance cost figures?

I feel that with some thought and innovation the shortfalls of our existing bridge can be eliminated and we can retain our unique bridge and atmosphere of Tilghman Island.

Thank you for listening

Sincerely  




**Maryland Department of Transportation  
State Highway Administration**

159  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

July 16, 1993

Mr. Barry M. Winter  
P. O. Box 301  
Tilghman MD 21671

Dear Mr. Winter:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We also noticed your signatures on the petition sent to us by the residents in favor of Alternative A. In addition to the rehabilitation, you have asked that we study the attachment of an exterior walkway and eliminate the reduced height restriction caused by the kneebraces which support the counterweight.

The State Highway Administration's (SHA) Bridge Design Division has looked into the feasibility of adding a walkway to the side of the rehabilitated bridge. The idea was dropped from immediate consideration after several problems were identified. Although adding a walkway to most fixed-span bridges would be relatively simple, a walkway for this bridge would need to be attached outside of the frame for the lift mechanism at one end of the bridge, rather than being simply attached to one of the main girders. Also, by adding the weight of the walkway to the lift-span, the overhead counterweight would also need additional weight. Potentially, the machinery could need to be redesigned to accommodate the extra weight. Each of these problems would add complexity to the design and increase the cost of the project. Elimination of the reduced height restriction would further increase the cost.

If we were to undertake the rehabilitation with the additional modifications you have proposed, considering that several major components of the bridge have already been altered, very little of the original bridge would remain. The result would be an expensive, narrow bridge which would provide only a minimal safety improvement for automobiles and pedestrians while compromising its historic character and offering no improvement to the constricted boat channel.

However, as a result of the petition, comments made at the public hearing and other letters, SHA's Bridge Design Division investigated the feasibility of constructing a new bridge similar in size and location as alternatives B and C, but with an overhead counterweight. A preliminary cost estimate placed it in the same range as the new bridge alternatives presented at the public hearing. This option would preserve the unique character and appearance of the crossing, while providing the safety

My telephone number is \_\_\_\_\_

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1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

160  
Mr. Barry M. Winter  
Page Two

improvements we believe are important and allowing unrestricted overhead clearance to the pleasure and work boats that are essential to the character and economy of Tilghman. It would also require fewer repairs than a rehabilitated bridge.

A decision on which alternative and option to pursue will be made later this year. We appreciate your input into our project planning process. If you have any questions or additional comments, please feel free call the project manager, Mr. Thomas K. Folsie at (410) 333-1109, or toll-free at 1-800-548-5026.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folsie  
Thomas K. Folsie  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)



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STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

PLANNING  
DEVELOPMENT  
DIVISION  
JUN 11 9 11 AM '93

NAME Carol Richards DATE 6/08/93

PLEASE PRINT

ADDRESS 5907 TILGHMAN IS RD

CITY/TOWN TILGHMAN IS STATE MD ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

I would like to record that I am in favor of all necessary removals & repairs being the action of choice for the bridge over Knapps Narrows at Rt 33. For all of the time and effort that has been applied to this project. I could not see that the 5/26 meeting added any additional information or creative ideas to the existing bridge. All efforts seem to have been applied to options 2+3 - ? Can there be a more "serviceable" tempo bridge during holidays? (opening & closing as needed?) What are the projected time differences between the #1 (rep. exist bridge) & 2 or 3 (new bridge). Taking away the politics - what best serves the needs of the residents?

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

pick-up at 5/26 meeting  
should be on list

102



Maryland Department of Transportation  
State Highway Administration

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

July 16, 1993

Ms. Carol Richards  
5907 Tilghman Island Road  
Tilghman MD 21671

Dear Ms. Richards:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We have noted that you are in favor of Alternative A, rehabilitation of the existing bridge.

The exact type of temporary bridge which would be needed for maintenance of traffic during construction of Alternatives A and B has not been determined. We cannot accurately predict the length of time that would be needed to open and close the temporary bridge to allow boats to pass through. If the time becomes too lengthy, then the bridge openings must be restricted so that automobiles and pedestrians will not be unduly inconvenienced. The schedule for temporary bridge openings would be developed after discussions with the local community and the U. S. Coast Guard if an alternative involving a temporary bridge is chosen.

The estimated construction times are seven to nine months for Alternative A, eight to ten months for Alternative B, and six to eight months for Alternative C.

As you requested, your name has been added to the project mailing list so that you will receive future mailings. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as  
cc: Mr. Ralph P. Manna (w/incoming)  
    Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_  
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707 North Calvert Street, Baltimore, Maryland 21202

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

163

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME Robert Wilson DATE June 5

PLEASE  
PRINT

ADDRESS Tilghman

CITY/TOWN Tilghman STATE MD ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

I Robert Wilson who is a skipjack Captain would like to see alternative C. A Bridge like the old one has a lot of draw backs and is costly to main tain alternative C would allow the tide to flow though better, traffic cross better and it wouldn't have as many blind spots when you pull out of your slip if you tie on the north side it would be faster going up and down I'm a native of Tilghman and travel across it about ten times a day and under it two times a day so I feel like I know much more about this bridge then some of the people with the petition. I have also witness numerous accident with traffic and boats with the old bridge.

Thank you

Robert Wilson

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

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Maryland Department of Transportation  
State Highway Administration

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

July 16, 1993

Mr. Robert Wilson  
Tilghman MD 21671

Dear Mr. Wilson:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We have noted that you are in favor of Alternative C because it would allow automobile and boat traffic to flow more smoothly and safely than the existing bridge.

As you requested, your name has been added to the project mailing list so that you will receive future mailings. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street Baltimore, Maryland 21202

14 vi 93

PROCEEDINGS  
Box 1322 FLD  
St. Michaels, MD 21663

165

JUN 16 3 17 PM '93

State Highway Administration  
Office of Planning and Preliminary Engineering  
P.O. Box 717  
Baltimore, MD 21203

Sirs,

This is to uphold the preservation of the Knapps Narrows draw bridge, and to urge you to spare it. It ought ~~to~~ be on the national register of historic places, and it is a real travesty to consider replacing it! Those who consider it a delay in their travels should go elsewhere.

Yours sincerely,

*J. T. Fesperman*  
John T. Fesperman

copy to

Ms. Irene Miller



Maryland Department of Transportation  
State Highway Administration

166  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

July 16, 1993

Mr. John T. Fesperman  
Box 392  
St. Michaels MD 21663

Dear Mr. Fesperman:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We have noted that you favor rehabilitation of the existing bridge for historic reasons.

We appreciate your input into our project planning process. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street Baltimore, Maryland 21202

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME William R. Bowen Jr & Theresa Bowen DATE \_\_\_\_\_

PLEASE PRINT ADDRESS 21466 Crapstone Rd

CITY/TOWN Tilghman STATE MD ZIP CODE 21677

I/We wish to comment or inquire about the following aspects of this project:

My husband and I both feel strongly that the only logical plan is Alternate C - to build a new bridge East of the existing bridges. There are many legitimate reasons ~~not~~ to go with Alternate A or B. First, we all know that the livelihood & way of life for most residents on Tilghman is the Chesapeake Bay & the seafood + harvests. Obviously, with a Alternative A or B would hamper, at the least, and maybe even paralyze, at the worst, both the livelihood & way of life for Tilghman residents. The economy here is dependent on tourists; and I'm sure Plan A or B would be a detriment to visitors. Moreover, we must have shipments of supplies coming into Tilghman so that restaurants & seafood businesses can give visitors what they come here for.

Also, I believe the economic growth of Tilghman would come to a standstill; and, for how long? The projects call for 11 months, but how many construction projects get done on time or even close to on time? Specifically, no homes or future businesses will be able to be built during this time. Especially, if someone wants to build a Nantucket or the like, as there will be no way for these buildings, machines or supplies to be transported to the island. An example would be my husband & I. We are young & cannot afford a stick built home.

- Please add my/our name(s) to the Mailing List.\* see continuation
- Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

CONTINUATION

Therefore, the best alternative would be a Nanticoke. We hope to start this winter or early spring.

Another aspect of a critical season would be for emergency purposes. It is bad enough we live one half hour away from the nearest hospital; but to put people in a position where medical help could be that much further away is totally ludicrous. Heaven forbid it there were some type of disaster, whether it was caused by weather or something else, how could we get additional help from neighboring towns? The answer here could mean a matter of life and death.

I think there may be a lot of people on Tilghman who really do not fully understand what these projects will entail. Perhaps there should be more coverage on this issue. The packet my husband received at the meeting should either be sent to everyone or placed at all local businesses so people could take it home & read it. Several people have signed a Petition against the new bridge most of which are ignorant to the details. Please be sure to do everything in your power to reach everyone and I am sure Alternative C will be most people's choice.

Thank you

Theresa P. Bowen





**Maryland Department of Transportation  
State Highway Administration**

169  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

July 16, 1993

Mr. and Mrs. William R. Bowen, Jr.  
21446 Coopertown Road  
Tilghman MD 21671

Dear Mr. and Mrs. Bowen:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We have noted that you are in favor of Alternative C because the temporary bridge which would be necessary to maintain traffic for alternatives A and b would inconvenience the businesses and residents of Tilghman Island.

As you requested, your name has been added to the project mailing list so that you will receive future mailings. Feel free to call the project manager, Mr. Thomas K. Folsie at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folsie  
Thomas K. Folsie  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Ralph P. Manna (w/incoming)  
    Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

Contract No. T 369-101-271 N<sup>105</sup>  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME Capt Stephen B. Ramsey DATE 7-20-93

PLEASE PRINT ADDRESS 1208 SOMAT DR  
CITY/TOWN Joppa STATE Md ZIP CODE 21085

I/We wish to comment or inquire about the following aspects of this project:

As a operator of a commual vessel we  
almost daily use Knapps Narrows.  
My boat is based at Harrison's  
if closing of narrows would make it  
impossible for me to be based  
somewhere else or move to western shore.

I am in favor of Plan C

Capt Stephen B. Ramsey

Please add my/our name(s) to the Mailing List.\*

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation  
State Highway Administration**

171  
O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

August 12, 1993

Captain Stephen Ramsey  
1208 Jomat Drive  
Joppa MD 21085


Dear Captain Ramsey:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows project. We have noted that you are in favor of Alternative C because the temporary bridge which would be necessary to maintain traffic for Alternatives A and B would inconvenience the businesses and residents of Tilghman Island.

As you requested, your name has been added to the project mailing list so that you will receive future mailings. Feel free to call the project manager, Mr. Thomas K. Folsé at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by:   
Keith E. Belcher  
Project Engineer  
Project Planning Division

LHE:KB:as

cc: Mr. Ralph P. Manna (w/incoming)  
    Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

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**STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS**

Contract No. T 369-101-271 N  
Combined Location/Design Public Hearing  
Maryland Route 33  
over Knapps Narrows  
Tilghman Elementary School  
Wednesday, May 26, 1993 at 7:30 p.m.

NAME FRANK HAMSLEY DATE 6-7-93

PLEASE PRINT ADDRESS CHICKEN PT RD

CITY/TOWN Tilghman STATE MD ZIP CODE 21671

I/We wish to comment or inquire about the following aspects of this project:

I am a resident of Tilghman Island and a commercial waterman. I

feel that the only option that should be considered for the bridge at Tilghman Island is Option C - Build a new bridge, while using the old one to maintain traffic flow, both vehicular and vessels, during the construction. The new bridge would provide:

1. Unlimited height restrictions for trucks, buses & emergency vehicles.
2. Unlimited overhead clearance for boats vs. restricted clearance now.
3. Elimination of blind spots on north & south ends of existing bridge.
4. Safer operation of boats due to much faster raise & lower time of span.
5. Old bridge must maintain traffic flow to expedite seafood deliveries.
6. A floating detour bridge would severely restrict commercial waterman operations. 11 mos. would put us out of business.
7. 15 min. back-ups would close down the entire main st. during the summer.

As commercial watermen we use that bridge from 2 to 8 times daily in our boats, and 15-20 times a daily in our cars and trucks. We are the people

that use that bridge and depend on its operation in our livelihood. We only want one option, - Option C. Build us a new drawbridge and let the other one continue to maintain vehicle and boat traffic during construction.

SIGNED: Frank Hamsley

Please add my/our name(s) to the Mailing List.

Please delete my/our name(s) from the Mailing List.

\*Persons who have received a copy of this brochure through the mail are already on the project Mailing List.



**Maryland Department of Transportation**  
**State Highway Administration**

177  
O. James Lighthizer  
Secretary

Hal Kassoff  
Administrator

June 23, 1993

Mr. Frank Hamsley  
Chicken Point Road  
Tilghman MD 21671

Dear Mr. Hamsley:

Thank you for your recent letter concerning the MD 33 bridge over Knapps Narrows. We have noted your preference for Alternative C, replacement of the existing bridge with a new bridge to the east of the current bridge location. A decision has not been made regarding the maintenance of traffic during construction.

We appreciate your input into our project planning process. Feel free to call the project manager, Mr. Thomas K. Folse, at (410) 333-1109 or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by:

Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as

cc: Mr. Bruce Grey (w/incoming)  
Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
1-800-735-2258 Statewide Toll Free  
707 North Calvert Street, Baltimore, Maryland 21202

Mr. Hamsley's concern was also expressed in writing by the following people:

Clifford Lee Wilson  
 Robert F. James, Jr.  
 Jack Thompson  
 Jimmy Haddaway  
 Troy D. Miller  
 Irving Crow  
 Samuel Barnett  
 Michael D. Hayden, Jr.  
 Larry Gifford Scharch, Jr.  
 Thomas G. Haddaway, Jr.  
 Charles Leroy Gowe  
 Lawrence M. Murphy  
 Warren E. Lowery  
 Richard Ledum, Jr.  
 William Gardner  
 William J. Aerne  
 William H. Ridenon  
 Walt Stansbury  
 Henry Reeser  
 Robert D. Barrett

Ronald Swartz  
 Jeffrey S. Cummings  
 Dale Radcliffe  
 Joseph Hall  
 John C. Tarbutton  
 Donna Weiss  
 Victoria A. Daisey  
 Rex Harrison  
 Anna C. Knox  
 Phillip Rookard  
 Thomas W. Lednum  
 Kennard Smith  
 Samuel Fairbanks, Jr.  
 Gilbert Tyler  
 Eugene Daisey  
 Jerome Buck  
 Bobbie L. Harrison  
 William E. Collins

Seth Water  
PO Box 20  
Toughman Md. 21671  
June 7, 1973

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To whom it should concern,  
I have been one of many who have spent time taking the names of those who would like to see the old bridge rehabilitated. After standing at the firehouse and going door to door I can honestly say that the community is strongly in favor of renovating the existing bridge. I think there are solutions which would make most people happy, however it seems that your heart is set on a new bridge. I can't help but wonder how sincere you have been in the investigation and evaluation of alternative A. I would like to see an independent bridge engineer brought in to give us the objective analysis that the SHA is unable to provide. If they built this bridge to last 50 yrs. with 1930's technology, then why, with 1990's technology can you only get 20 years out of a rebuild. SHA has written that the Chester River Bridge continued to have problems after it was renovated. I would not conclude as you have, that old bridges can not be rebuilt, rather that the work was incomplete or not done as well as it should or could have been. Why is it I hear of several bridge builders who scoff at your estimates and approaches. This is the last bridge of its kind in the State of Maryland, and no one can point to another vehicular overhead counterweight bridge in the country. That certainly warrants some extra consideration and some shared sacrifice which the majority of the community is quite willing to make. We are not historical preservationists. We are more than willing to see the bridge modified for safety. It is certainly possible to hang a catwalk off one side for pedestrians and bicyclists, and you have stated to the MHT that it is possible to relocate the knee braces that prohibit two lane truck passage.

I agree with you that safety is a concern, but I think you are looking at the problem with blinders on. The narrow corridor shared by vehicles, bicycles and pedestrians (and canines) does not end at the south end of the bridge. The first  $\frac{3}{4}$  mile of roadway on to the island is the most congested and suffers the same condition of heavy multiple use in a small area. Bicyclists must share the road with cars & trucks since the road sides are unrideable and groups of tourists & others out walking also use the road since theres barely two feet of gravel edge to walk on between the road and the drainage ditches which are very deep. If you are the State Highway Administration rather than the State Bridge Administration why are you focusing on 100' feet of a 5000' problem. I think this apparently myopic approach will in fact aggravate potential safety problems. The existing bridge acts as a speed regulator. A new bridge would bring traffic over to the narrow congested island roads at the open road speeds of Rt. 33. The existing bridge provides the proper transition between the two.

I have heard <sup>the</sup> complaint that large Nanicoles can not pass over the bridge but last Thursday the 3<sup>rd</sup>, a two story capecod rolled on to the island. I have never noticed the lack of food or beverages flowing at the local establishments because the delivery trucks could not make it over the bridge. As small as it may seem the bridge is built to allow passage of legal size trucks, as stated by STH on Oct 1, 1992. Another concern is the size of fire trucks which are getting larger, but I hope we won't be seeing many large multistory bldgs or condos in the Bay Hundred



area which might necessitate the larger fire equipment. A very valid concern is for the safety of the children as expressed by the school bus driver. I think with some thought we could find solutions to this concern, (such as always allowing the school bus a green light and the opposing traffic red!) and I don't mind spending the 30 or 50 extra seconds it adds to my time, that is one reason I choose to live here. What is annoying is the twenty minute wait under the broiling sun that is required in the summer as the pleasure boats straggle into the narrows. It may be worth considering a weekend schedule for these boats.

I hope you don't use that old argument that it is human nature to resist change to minimize the opinions of those who don't want a new bridge. This is not a knee-jerk reaction. Lets get past rumors of worst case scenarios and look at what is really possible for Alternative A.

Thanks-you for taking the time to understand my views.

Sincerely,  
Beth Winter



Maryland Department of Transportation  
State Highway Administration

O. James Lighthizer  
Secretary  
Hal Kassoff  
Administrator

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July 16, 1993

Ms. Beth Winter  
P. O. Box 301  
Tilghman MD 21671

Dear Ms. Winter:

Thank you for your recent letter advocating rehabilitation of the existing MD 33 bridge over Knapps Narrows.

When designing highways, we usually provide a gradual transition from an open highway to a town street. This is preferable to using a sudden narrowing of the roadway with obstacles on each side and above to weed-out the speeders, as is the situation with the existing bridge. The gradual transition normally provides a safer approach.

You raised a good point concerning the dimensions and condition of the shoulders on MD 33 just south of the bridge. However, the primary reason for the bridge project is to address the bridge's structural condition. The roadway widening and the addition of shoulders and a sidewalk in the vicinity of the bridge are currently under consideration as this project presents our best opportunity to address these safety needs.

As you requested by telephone on July 12, we are sending you a copy of the petition submitted to us by the residents of Tilghman supporting Alternative A. Feel free to call the project manager, Mr. Thomas K. Folse at (410) 333-1109, or toll-free at 1-800-548-5026 if you would like to discuss this project further.

Very truly yours,

Louis H. Ege, Jr.  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by: Thomas K. Folse  
Thomas K. Folse  
Project Manager  
Project Planning Division

LHE:TKF:as  
Enclosure

cc: Mr. Ralph P. Manna (w/incoming)  
Ms. Lorraine Strow (w/incoming)

My telephone number is \_\_\_\_\_

Maryland Relay Service for Impaired Hearing or Speech  
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707 North Calvert Street, Baltimore, Maryland 21202

APPENDICES

History of Repairs to Bridge No. 20001-  
MD 33 over Knapps Narrows

- 1970 Replacement of existing timber deck with concrete on the approach roadways and open steel grid on the bascule span.
- 1970-71 Repaired all babbitt bearings (machinery has been replaced since then).
- 1979 Replaced 1 traffic gate on island side.
- 1981 Electrical repairs.
- 1981 Electrical repairs.
- 1981 Approximately this date, Whiting & Turner replaced machinery and segmental girder track portions.
- 1985 Replaced structural members.
- 1986 Electrical repairs.
- 1987 Electrical repairs.
- 1988 Electrical repairs.
- 1989 Replaced one (1) beam bearing seat under roadway on mainland side, plus modify and strengthen beams, six (6) each, under subcontract with Smith Bros., Inc.
- 1992 Replaced stringers grate system and wheel guard.