

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: CAE-257

Name: MD 287 over Choptank River (Dandy Island Br.)  
#5002

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridged received the following determination of eligibly.

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

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

MHT No. CAR-257

SHA Bridge No. 5002 Name: MD 287 over Choptank River (Sandy Island Bridge)

**LOCATION:**

Street/Road name and number MD 287 ( Sandtown Road)

City/town Goldsboro Vicinity X

County Caroline

This bridge projects over: Road  Railway  Water  Land

Ownership: State  County  Municipal  Other

**HISTORIC STATUS:**

Is bridge located within a designated historic district? Yes  No   
National Register-listed district  National Register-determined-eligible district   
Locally-designated district  Other

Name of district

**BRIDGE TYPE:**

Timber Bridge   
Beam Bridge  Truss -Covered  Trestle  Timber-And-Concrete

Stone Arch Bridge

Metal Truss Bridge

Movable Bridge   
Swing  Bascule Single Leaf  Bascule Multiple Leaf   
Vertical Lift  Retractable  Pontoon

Metal Girder   
Rolled Girder  Rolled Girder Concrete Encased   
Plate Girder  Plate Girder Concrete Encased

Metal Suspension

Metal Arch

Metal Cantilever

Concrete   
Concrete Arch  Concrete Slab  Concrete Beam  Rigid Frame

Other  Type Name \_\_\_\_\_

**DESCRIPTION:**

**Describe Setting :**

Bridge 5002 carries MD 287 over the Choptank River in Caroline County east of Goldsboro, Maryland. The Choptank River flows from north to south while the bridge carries MD 287 in an east-west alignment. The structure is located in a rural setting surrounded by forests and wetlands, with modern houses in the area.

**Describe Superstructure and Substructure:**

Bridge 5002 is a 4-span filled concrete arch bridge located in Caroline County and was built in 1919. The bridge is 237 feet long. The 2 center arches each span 51 feet with a 7 foot 3 inch rise, while the outside arches span 48 feet each with a 7 foot 6 inch rise. The bridge carries 2 lanes of MD 287 and has a clear roadway width of 20 feet and an overall width of 23 feet 8 inches. The parapets are composed of 3 stretches of open parapets between two intermediate solid panels, and more substantial, articulated solid panels. According to a 1997 inspection report, the bridge is in fair condition with a sufficiency rating of 51.8.

Bridge 5002 has 3 piers measuring 9 feet by 20 feet. The pier walls have moderate scaling along the tidal line. All piers have vertical and horizontal cracks with some light efflorescence. The pier ends are spalling. In addition, on pier #3, there is exposed reinforcement bar and a void at the waterline south of its center. The parapets are in a deteriorated state. The ornate columns have been badly damaged over the years. The caps have vertical, transverse, and some horizontal cracks. Sections are bolted and strapped to the deck in sections. Scaling is prevalent throughout the bridge. An estimated 25 percent of the open parapets have been replaced with solid parapet sections. At the base, the curb has several areas that are broken or have pulled out from the wall as much as 1 inch.

**Discuss Major Alterations:**

Twenty-five percent of the existing parapets on both sides of the bridge have been replaced by solid concrete parapets. Concrete patching of the deck has occurred over the years with no documentation but can be seen by visual inspection. The bridge has not been changed significantly since 1919.

**HISTORY:**

WHEN was bridge built (actual date or date range) 1919  
This date is: Actual  Estimated   
Source of date: Plaque  Design plans  County bridge files/inspection form   
Other (specify) \_\_\_\_\_

WHY was bridge built? To replace an earlier bridge at the site  
WHO was the designer? Luten Bridge Company  
WHO was the builder? State Roads Commission  
WHY was bridge altered? To replace badly deteriorated parapets  
Was bridge built as part of an organized bridge-building campaign?  
This bridge was rebuilt in 1919, replacing an earlier bridge at the site.

**SURVEYOR/HISTORIAN ANALYSIS:**

This bridge may have National Register significance for its association with:  
A - Events  B- Person   
C- Engineering/architectural character

This bridge was determined eligible by the Interagency Review Committee in February 1996.

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

It is unknown why this bridge was constructed or reconstructed in 1919. Complete records do not exist as to why the original bridge was built (1908-1911). However, the original structure was probably built during the State Roads Commission's initial Seven-Year Plan. This initial plan concentrated on connecting county seats, the developing existing trade routes, and connecting the state borders. By the time the bridge was rebuilt in 1919, probably because of structural problems with the first bridge, the Luten Bridge Company had received several construction and design contracts from the State Roads Commission.

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?**

The original bridge may have had an impact on the area, but this bridge was only a reconstruction of the earlier bridge, and therefore did not have a significant impact on the development of the area. Since the area around the bridge is not heavily settled, however, it is unlikely that the bridge ever had a major impact on the growth of the area.

**Is the bridge located in an area that may be eligible for historic designation?**

No, the bridge is not located in an area that is eligible for historic designation.

**Is the bridge a significant example of its type?**

Yes, this bridge is a unique example of the Luten Bridge Company's "Park Bridge of Attractive Design," characterized by a decorative parapet composed of 3 stretches of open balustrade between 2 short intermediate solid expansion panels. This "Park Design" was detailed in the company's promotional literature. The plaque gives credit of the design of the bridge to the Luten Bridge Company in 1919. There are no other extant examples of this balustrade type within Maryland.

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

Yes, this structure retains the 1919 arch rings, spandrel walls, earthen fill, abutments, wingwalls, piers, and 75 percent of its original parapets. The changes to its parapets do no compromise the remaining original portions.

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

Yes, this is a significant example of a design by the Luten Bridge Company of York, Pennsylvania. The company was incorporated in 1909 as a contracting concern specializing in the designs of Daniel Luten. It grew to be the largest of Luten's loosely affiliated corporations and operated offices in Clarksburg, WV; Concord, NH; Columbus, OH; Chatsworth, GA; and Syracuse, NY. Daniel Luten specialized in reinforced concrete bridges. His designs dominated the industry and were copied (under patent protection) and used throughout the eastern United States.

**Should bridge be given further study before significance analysis is made?**

No, this bridge requires no further study.

**BIBLIOGRAPHY:**

County inspection/bridge files \_\_\_\_\_ SHA inspection/bridge files   X  

**Other (list):**

Johnson, Arthur Newhall

1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland*. Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

P.A.C. Spero & Company and Louis Berger & Associates

1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

State Roads Commission

1958 *A History of Road Building in Maryland*. State Roads Commission of Maryland, Baltimore, Maryland.

Tyrrell, H. Grattan

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

**SURVEYOR:**

Date bridge recorded December 1997

Name of surveyor Wallace, Montgomery & Associates / P.A.C. Spero & Company

Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204

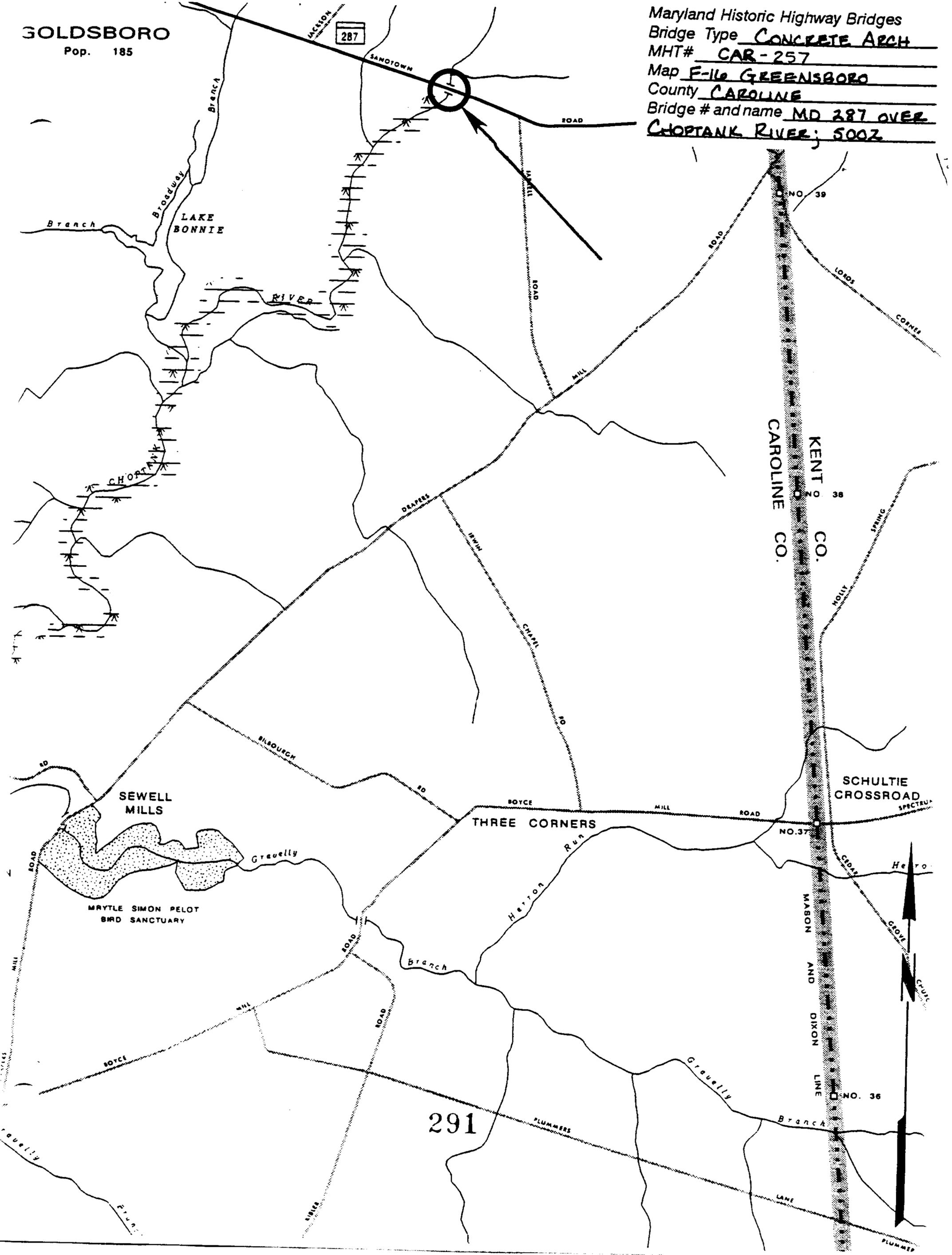
Phone number (410) 296-1635

FAX number (410) 296-1670

**GOLDSBORO**

Pop. 185

Maryland Historic Highway Bridges  
Bridge Type CONCRETE ARCH  
MHT# CAR-257  
Map F-16 GREENSBORO  
County CAROLINE  
Bridge # and name MD 287 OVER  
CHOPTANK RIVER; 500Z





CHOPTANK  
RIVER

CAR-257

CAROLINE COUNTY, MD

MATT HICKSON

2-1-95

~~MIRIAM SLIP~~ SHAF

BRIDGE No 5002, VIEW EAST ON MD 287

1 OF 7

CHOPTANK  
RIVER



CAR-257

CAROLINE COUNTY, MD

MATT HICKSON

2-1-95

~~MARYLAND~~ SH99 SHA

Box No. 5002, VIEW WEST ON MD 287

2 OF 7



CAR-257

CAROLINE COUNTY, MD

MATT HICKSON

2-1-95

~~MARYLAND SHPO~~ SHA

BRIDGE NO. 5002, VIEW LOOKING DOWNSTREAM (SOUTH)  
(-WEST)

3 OF 7

SANDY ISLAND BRIDGE

REBUILT-1918-1919

STATE ROADS COMMISSION

FRANK H. ZEUGER-CHAIRMAN

B. CLINTON UDE      JOHN F. MUDD

J. H. MACKALE-CHIEF ENGR.      D. R. WILSON-SECRETARY

CAR-257

CAROLINE COUNTY, MD

MATT HICKSON

2-1-95

MARYLAND SHPD SMTA

BRIDGE No. 5002, ID # ON DOWNSTREAM (SOUTH)  
PARAPET

4 OF 7

1919.  
LUTEN BRIDGE CO.,  
YORK, PA.

CAR-257

CAROLINE COUNTY, MD

MATT HICKSON

2-1-95

~~MARYLAND SHPO~~ SHA

BRIDGE No. 500Z, ID # ON UPSTREAM PARAPET  
(NORTH)

5 of 7

CAROLINE COUNTY COMMISSIONERS

W. C. TODD - PRESIDENT

J. S. LAPHAM

W. F. JACKSON

H. WALDORF - ROADS ENGR.

CAR-257

CAROLINE COUNTY, MD

MATT HICKSON

2-1-95

~~MARYLAND SHPG SMT~~

BRIDGE No. 5002, ID # ON UPSTREAM PARAPET  
(NORTH)

6 of 7



25

CAR-257  
CAROLINE COUNTY, MD

MATT HICKSON

2-1-95

~~MARYLAND SHPO SHA~~

BRIDGE NO. E00Z, LOOKING UPSTREAM (NE)

7 OF 7

CAR-257

1919

Sandy Island Bridge  
Goldsboro vicinity  
public (unrestricted)

This bridge carries Maryland Route 287 over the Choptank River east of Goldsboro, Maryland. It consists of four concrete arches, two measuring 48 feet in length, and two 51 feet in length, which carry a 20 foot wide roadbed. The concrete spandrels are scored into panels, as are the simple pilasters which separate them. The structure is lined by a fine classical balustrade of cast concrete.

Erected in 1919, this structure was built by the Luten Bridge Company of York, Pennsylvania, using designs of the Maryland State Roads Commission, under the chairmanship of G. Clinton Uhl. It represents the only historic concrete bridge -- part of Maryland's state road system in Caroline County, and one of nine bridges of the same structural type throughout the state road network -- identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey which took place during 1980-81.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Sandy Island Bridge

2 LOCATION

STREET & NUMBER

Md, Route 287 over the Choptank River

CITY, TOWN

Goldsboro

CONGRESSIONAL DISTRICT

1st

X VICINITY OF

STATE

Maryland

COUNTY

Caroline

3 CLASSIFICATION

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

4 OWNER OF PROPERTY

NAME

State Highway Administration

Telephone #:

STREET & NUMBER

301 West Preston Street

CITY, TOWN

Baltimore

X VICINITY OF

Maryland

STATE, zip code

21201

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.

Caroline County Court House

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Denton

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

CAR-257

# 7 DESCRIPTION

<b>CONDITION</b>		<b>CHECK ONE</b>	<b>CHECK ONE</b>
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED    DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This bridge consists of four concrete arches, end to end, two of 48' in length, two of 51', and carries the 20' roadbed of Maryland 287 across the Choptank in an E-W direction. The roadway rises 8' at the center. The concrete spandrels are scored into panels, as are the simple pilasters which separate them. The structure is lined by a classical balustrade of cast concrete. Two bridge plaques of bronze identify the builder and the State Roads Commissioners.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**8 SIGNIFICANCE**

CAR-257

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
<input checked="" type="checkbox"/> 1900	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES      1919

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

Luten Bridge Co., York Pa.  
 J.N. Mackall; Chief Engineer  
 for the State Roads Comm.

This bridge is notable for its particularly attractive site, a low run over the slowly running and narrow upper reaches of the Choptank, through a forest. Its classical balustrade, the most salient feature, is particularly fine, although in a very poor state of repair. The main bronze plaque, which identifies this structure with the State Roads Commission chairmanship of G. Clinton Uhl, notes that the present structure is a rebuilding of an earlier structure. See Clinton Uhl notes, general bridge significance, attached.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

CAR-257

see continuation sheet.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

Quadrangle Name: Goldsboro, MD

Quadrangle Scale: 1:24 000

UTM References:

18.434350 .4320220

VERBAL BOUNDARY DESCRIPTION

N/A

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

STATE

COUNTY

STATE

COUNTY

**11 FORM PREPARED BY**

NAME / TITLE

John Hnedak / M/DOT Survey Manager

ORGANIZATION

Maryland Historical Trust

DATE

1980

STREET & NUMBER

21 State Circle

TELEPHONE

(301) 269-2438

CITY OR TOWN

Annapolis

STATE

Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

CAR-257  
Sandy Island Bridge

9. Bibliography

Files of the Bureau of Bridge Design, State Highway  
Administration, 300 West Preston Street,  
Baltimore, Maryland.

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

Baltimore Sun, August 6, 1934.

## GENERAL BRIDGE SIGNIFICANCE

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

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

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

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

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

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

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

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

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

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

G. Clinton Uhl (1871-1934)

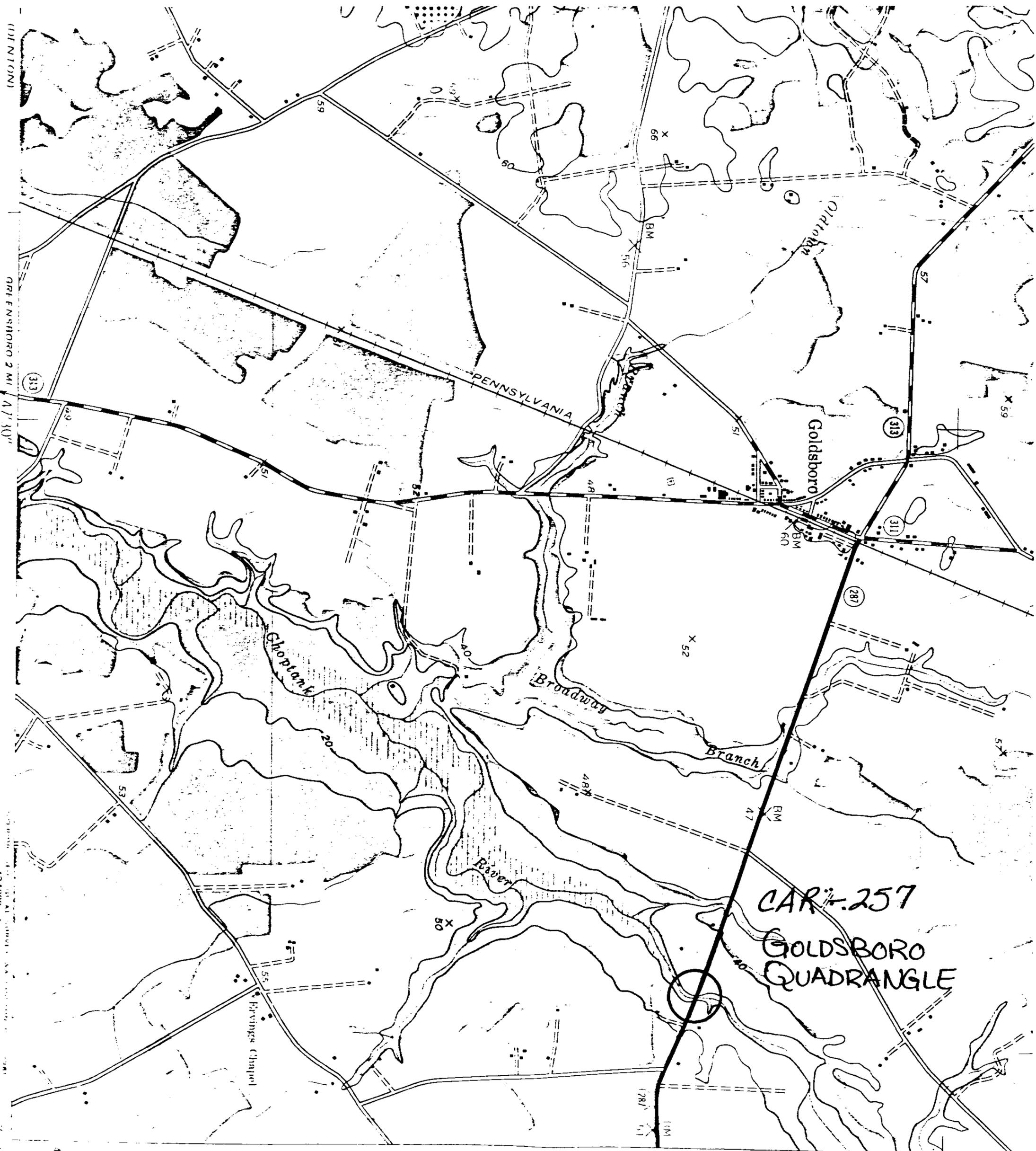
This bridge has been associated with the name of Clinton Uhl, either by direct reference or by the coincidence of its date of construction with Mr. Uhl's tenure as chairman of the State Roads Commission.

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

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

(DENTON)  
GREENSBORO 2 MI A7'30"

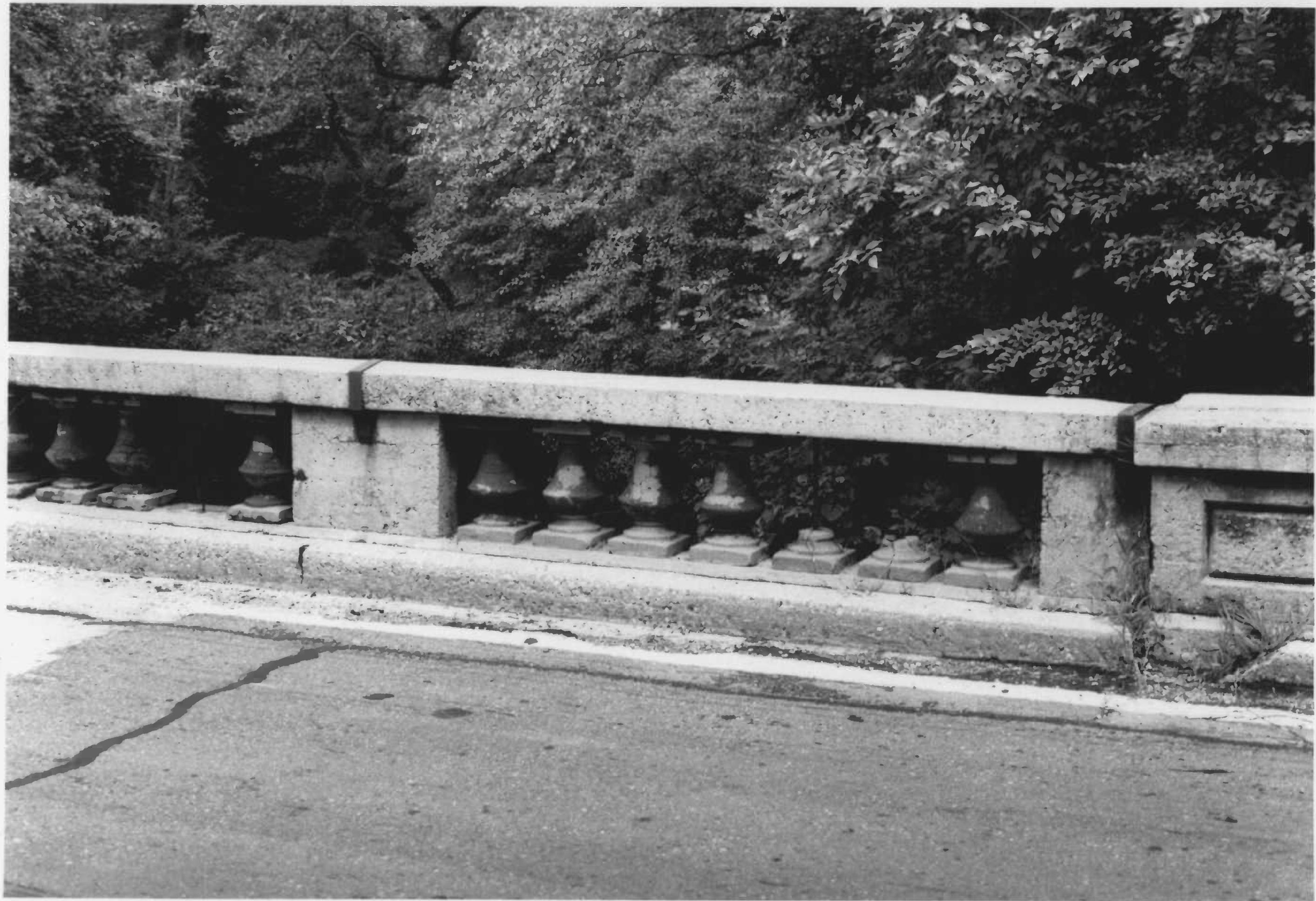
1 1000000  
of Al. ...  
A7 Addition 1



CAR-257  
GOLDSBORO  
QUADRANGLE

SANDTOWN 15 MI  
CAMDEN 14 MI

2130"



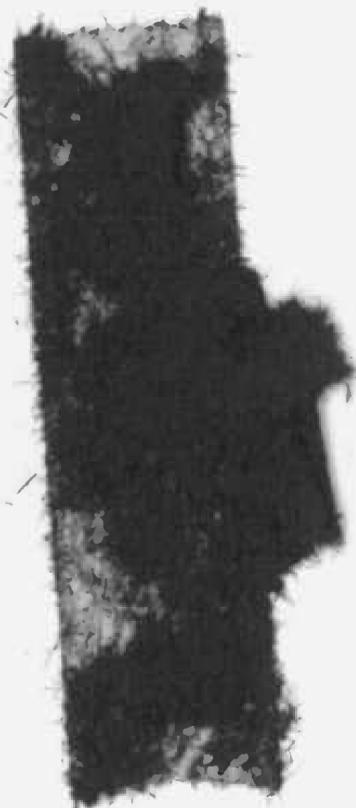
CAR-257

Sandy Island Bridge

M/DOT Survey

JDH/RDM

Summer 1980





CE-257

Sandy Island Bridge

M/DOT Survey

JDH/RDM

Summer 1980





CAR-257

Sandy Island Bridge

M/DOT Survy

JDH/RDM

Summer 1980

