Maryland Historical Trust

Maryland Inventory of Historic Properties number: ~~T-490~~ T-940

Name: 20020/ MD 662 over Mill Creek

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

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X____

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

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

MARYLAND INVENTORY OF HISTORIC PROPERTIES **MHT NO. T-940**
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

NAME AND SHA NO.: 20020

LOCATION
Road Name and Number: MD 662 over Mill Creek
City/Town: Newtown X vicinity
County: Talbot

Ownership: X State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: _ yes X no
__ NR listed district _ NR determined eligible district
__ locally designated _ other
Name of District _

BRIDGE TYPE

__ Timber Bridge
__ Beam Bridge __ Truss-Covered __ Trestle __ Timber-and-Concrete

__ Stone Arch Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

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

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name __

DESCRIPTION

Describe the Setting:

Bridge 20020 carries MD 662 over Mill Creek in the Mill Creek Wildlife Sanctuary area of northwestern Talbot County. MD 662 runs in an east-west direction; Mill Creek flows north-south. Surrounded solely by woods, the bridge is located in the Tidewater physiographic province of eastern Maryland characterized by mostly flat terrain crossed by tidal rivers and streams.

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

Bridge 20020, a single-span concrete T-beam bridge, has a clear span length of 24'-9" and a total bridge length of 26'-6". The concrete deck, supported by 5 concrete girders, is topped by a 22' wide asphalt roadway which carries two lanes of traffic. Steel W-beam guardrails are attached to the ends of the solid concrete parapets, which are integral with the bridge's headwalls and girders. Concrete abutments and wing walls provide the substructure for the bridge.

Recent photographs dated March 1995 illustrate cracking and spalling of the northern parapet and disintegration of the parapets' concrete caps.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

Available documentary evidence indicates that this bridge has received no major alterations.

HISTORY

When Built: c. 1914
Why Built: Statewide road improvement programs and local transportation needs
Who Built: State Roads Commission of Maryland
Who Designed: Unknown
Why Altered: N/A
Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built early in the Good Roads Movement era but was not one of the primary corridors slated for improvement.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

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

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

The improvement of Talbot County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

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

No, the construction of this bridge did not play an active role in the growth or development of this portion of Talbot County.

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

No, this bridge is not located within an area which is eligible for historic district designation.

Is the bridge a significant example of its type?

Yes, due to its apparent lack of major alterations and fair condition, this bridge stands as a significant example of its type.

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

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, none of these character defining elements has been replaced or removed.

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

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

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

No, this bridge should not receive further study.

BIBLIOGRAPHY

Crosby, Walter Wilson
1906 *First Report on State Highway Construction (May 1905-January 1906).* The Johns Hopkins Press, Baltimore.

1908 *Second Report on State Highway Construction (January 1906-January 1908).* The Johns Hopkins Press, Baltimore.

Johnson, A.N.
1903 *Third Report on the Highways of Maryland (1902-1903).* The Johns Hopkins Press, Baltimore.

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

Maryland State Highway Administration
1987-93 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

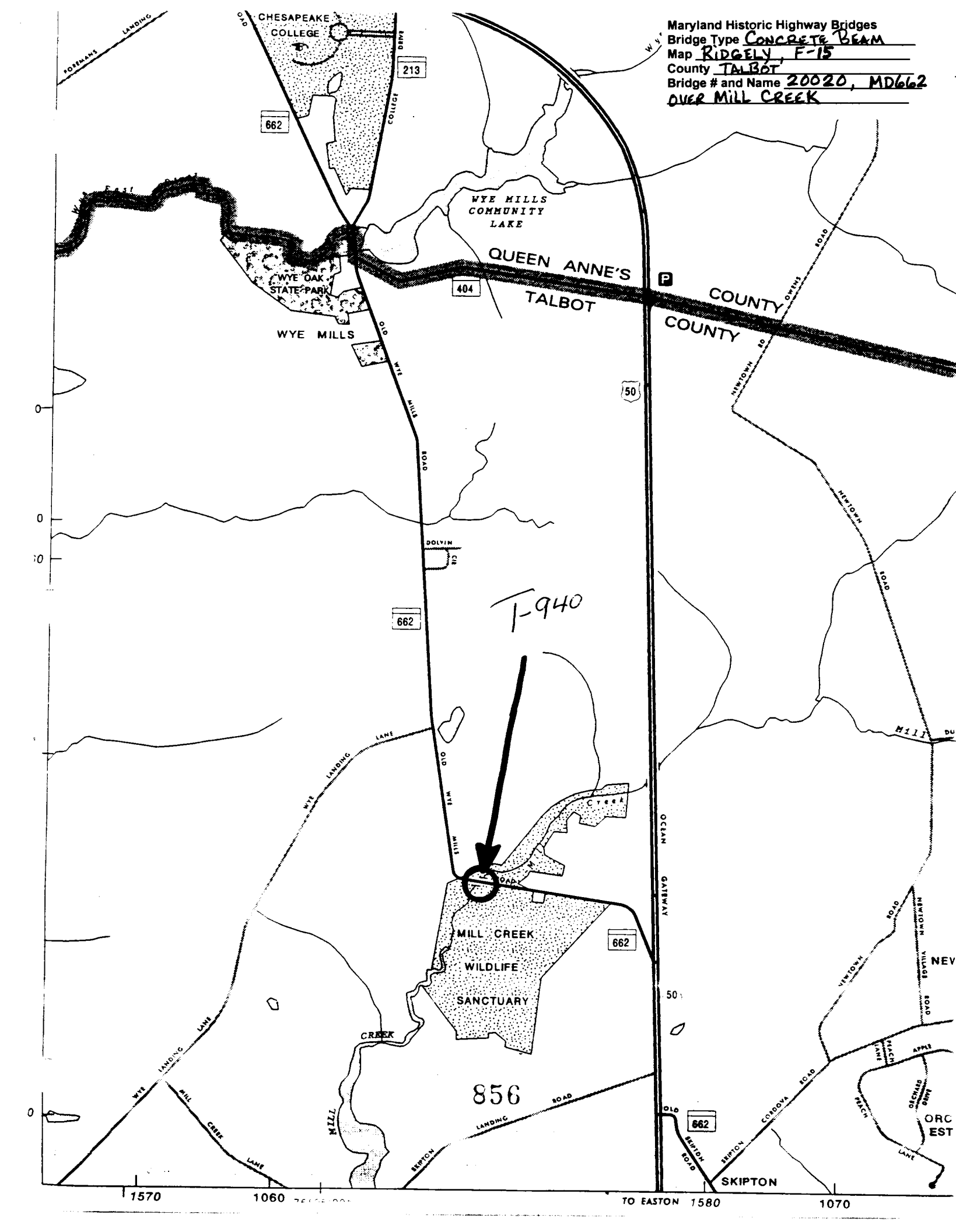
P.A.C. Spero and Company and Louis Berger and Associates, Inc.
1994 *Historic Bridges in Maryland: Historic Context Report*. Prepared for Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore.

State Roads Commission of Maryland
1930 *Reports of the State Roads Commission of Maryland for the Years 1927, 1928, 1929, and 1930*. State of Maryland, State Roads Commission, Baltimore.

1959-70 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

SURVEYOR INFORMATION

Name: Margaret A. Bishop and Michelle M. Lupien **Date:** 13 May 1996
Organization: KCI Technologies, Inc. **Telephone:** (717) 691-1340
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055


Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map RIDGELY, F-15
County TALBOT
Bridge # and Name 20020, MD662
OVER MILL CREEK
CHESAPEAKE COLLEGE
213
662
WYE MILLS COMMUNITY LAKE
QUEEN ANNE'S COUNTY
TALBOT COUNTY
404
WYE OAK STATE PARK
WYE MILLS
50
T-940
MILL CREEK WILDLIFE SANCTUARY
856
SKIPTON
TO EASTON
1570
1060
1580
1070

T-940

TALBOT County

MATT HICKSON

3-16-95

~~MARYLAND SHPO~~

BRIDGE 20020, LOOKING WEST

1 OF 4

T-940

TALBOT COUNTY

MATT HICKSON

3-16-95

~~MARYLAND~~ SHPO

BRIDGE 20020, LOOKING EAST

2 OF 4

T-940
TALBOT COUNTY
MATT HICKSON
3-16-95
MP~~HD~~ SHPO
BRIDGE 20020, LOOKING UPSTREAM (NORTH)
3 OF 4

#240

TALBOT COUNTY

MATT HICKSON

3-16-95

~~MARYLAND SHPO~~

BRIDGE 20020, LOOKING DOWNSTREAM (SOUTH)

4 OF 4