Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO 655

Name: HO 110/ Henryton Rd over Patapsco Rv. Trib

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

MHT No. HO-655

SHA Bridge No. HO 110 **Bridge name** Henryton Road over Patapsco River Tributary

LOCATION:
Street/Road name and number [facility carried] Henryton Road

City/town Sykesville **Vicinity** X

County Howard

This bridge projects over: Road ____ **Railway** ____ **Water** X **Land** ____

Ownership: State ____ **County** X **Municipal** ____ **Other** ____

HISTORIC STATUS:
Is the bridge located within a designated historic district? Yes ____ **No** X
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 ____ **Retractile** ____ **Pontoon** ____

Metal Girder ____:
Rolled Girder ____ **Rolled Girder Concrete Encased** ____
Plate Girder ____ **Plate Girder Concrete Encased** ____

Metal Suspension ____

Metal Arch ____

Metal Cantilever ____

Concrete X:
Concrete Arch ____ **Concrete Slab** X **Concrete Beam** ____ **Rigid Frame** ____
Other ____ **Type Name** ____

HC-455

DESCRIPTION:

Setting: Urban _____ **Small town** _____ **Rural** ___X___

Describe Setting: Bridge No. HO 110 carries Henryton Road over Patapsco River Tributary in Howard County. Henryton Road runs north-south, while the tributary of the Patapsco River flows from the east to the west. The area around the bridge is forested with a few buildings within the vicinity of the bridge.

Describe Superstructure and Substructure:

Bridge No. HO 110 over a Tributary of the Patapsco River in Howard County is a single span concrete slab bridge built c. 1930. The clear span length is 19'-6", the total bridge length is 21' and the clear roadway width is 27". The bridge is not currently posted. The bridge is skewed at a 16 degree angle to the roadway centerline. The superstructure consists of the roadway, slab and railing. The roadway surface has a large patch on the east side of the bridge roadway. The slab has approximately 4' of fill between the concrete deck and the road surface. The west fascia has longitudinal cracking, while the east fascia has areas of spalling and efflorescence at the deck/curb intersection. This area has been previously patched. The parapets were replaced with w-beam guardrails at an unknown date. The substructure consists of the concrete abutments and wingwalls. The west wingwalls are parallel with the abutment center line, while the east abutments are flared.

Discuss Major Alterations:

Four feet of fill was placed on top of the slab and the concrete parapets were replaced with w-beam guardrails. Both alterations occurred at an unknown date.

HISTORY:

WHEN was the bridge built: 1930

This date is: Actual _____ **Estimated** ___X___

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

Other (specify)

WHY was the bridge built?

Maryland's primary and secondary roads and bridges had become inadequate to the huge trucks and volumes of cars in use after World War I.

WHO was the designer?

Unknown

WHO was the builder?

Unknown

WHY was the bridge altered?

The bridge was altered to extend the life of the bridge.

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

Yes, post World War I improvements to primary and secondary roads.

SURVEYOR/HISTORIAN ANALYSIS:

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

The bridge does not have National Register significance.

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

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, this bridge did not have a direct impact on the growth or development of the area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?
No, the bridge is not located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type?
No, this bridge is not a significant example of its type because its character defining features have been altered or they are in a deteriorated state.

Does the bridge retain integrity of important elements described in Context Addendum?
No, this structure does not retain the integrity of its original design because the parapets were removed.

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

Should the bridge be given further study before an evaluation of its significance is made?
No, this structure should not be given further study. Its current condition has placed its integrity in doubt.

HC-655

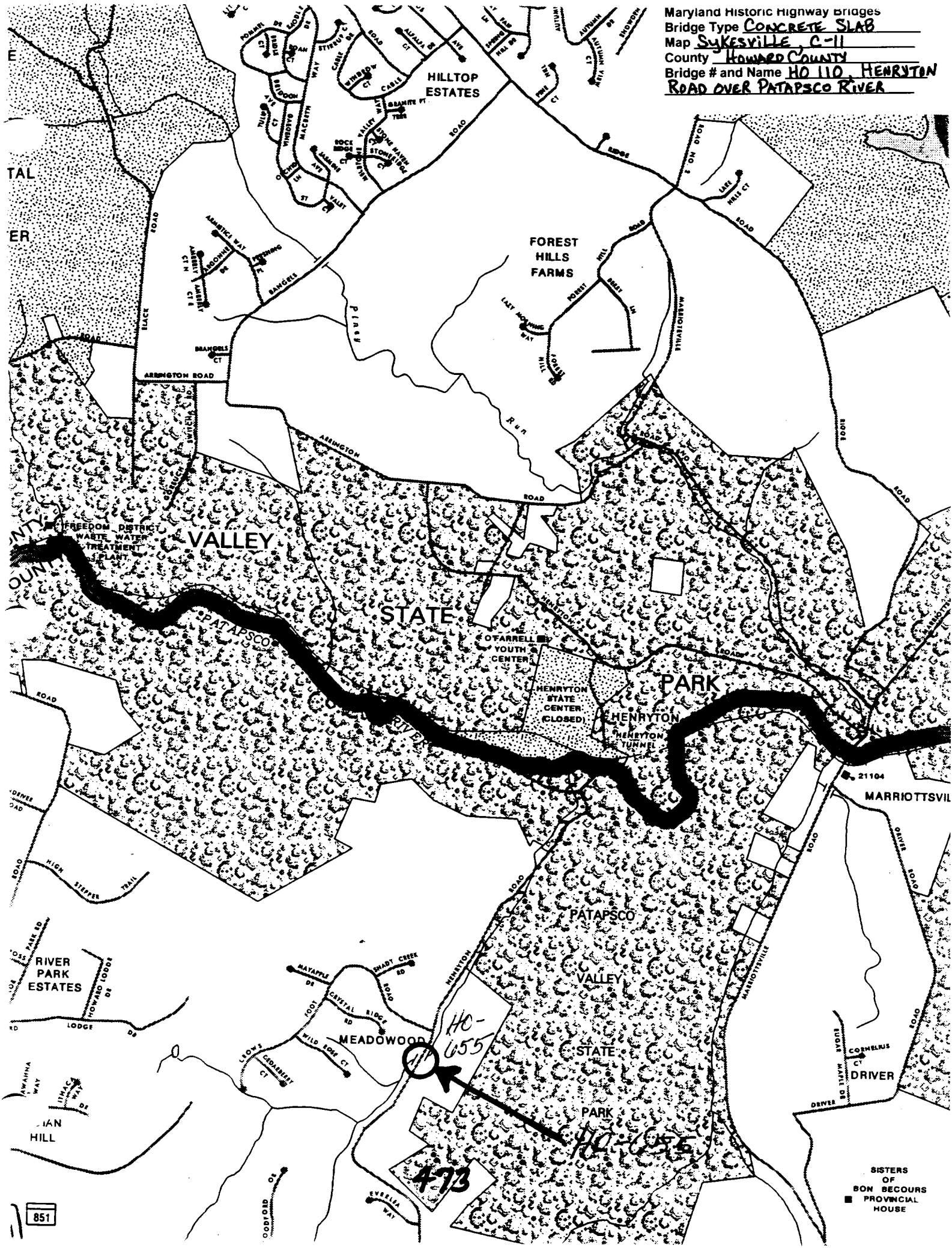
BIBLIOGRAPHY:

County inspection/bridge files X **SHA inspection/bridge files** _____
Other (list):

SURVEYOR:

Date bridge recorded 8/95
Name of surveyor Leo Hirrell
Organization/Address P.A.C. Spero & Company, 40 W. Chesapeake Avenue, Suite 412, Baltimore, MD 21204
Phone number (410) 296-1635 **FAX number** (410) 296-1670

Maryland Historic Highway Bridges
Bridge Type CONCRETE SLAB
Map SYKESVILLE, C-11
County HOWARD COUNTY
Bridge # and Name HO 110, HENRYTON ROAD OVER PATAPSCO RIVER



Inventory # HO-655

Name HO110-HENRYTON RD OVER STREAM
County/State HOWARD / MD
Name of Photographer DAVID DIEHL
Date 2/95

Location of Negative SHA

Description ~~WEST~~ SOUTH APPROACH LOOKING ~~EAST~~ NORTH

Number ~~8~~ 1 of ~~33~~ 4

Inventory # HO-655

Name HO110-HENRYTON RD OVER STREAM

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description ~~SOUTH~~ EAST ELEVATION LOOKING NORTHWEST

Number ~~1~~ 2 of ~~33~~ 4

Inventory # HO-655

Name HO110-HENRYTON RD OVER STREAM
County/State HOWARD / MD
Name of Photographer DAVID DIEHL
Date 2/95

Location of Negative SHA

Description ~~NORTH~~ WEST ELEVATION LOOKING SOUTHWEST

Number ~~10~~ 3 of ~~35~~ 4

1321

Inventory # HO-655

Name HO110 - HENRYTON RD OVER STREAM
County/State HOWARD / MD
Name of Photographer DAVID DIEHL
Date 2/95

Location of Negative SHA

Description ~~EAST~~ NORTH APPROACH LOOKING
~~WEST~~
SOUTH

Number ~~11~~ 4 of ~~33~~ 4