

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO-657

Name: River Rd over Gockelburn Branch

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 <input checked="" type="checkbox"/> X  | Eligibility Not Recommended <input type="checkbox"/>   |
| Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" 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: _____<br>_____<br>_____  |  |
| 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>  |

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Metal Arch Metal Cantilever Concrete Concrete Arch  Concrete Slab  Concrete Beam Rigid Frame Other Type Name \_\_\_\_\_**Description:**

**Describe Setting:** Bridge HO6 carries River Road over Rockburn Branch in Howard County, Maryland. River Road runs in a generally east-west direction at this location; Rockburn Branch runs generally north-south. The bridge is located in a wooded rural area, which is part of Patapsco Valley State Park. There are no structures visible from the bridge.

**Describe Superstructure and Substructure:** The superstructure of HO6 is a single span steel beam bridge, with a span length of 26' and a total length of 28.5'. HO6 has a corrugated metal deck with bituminous overlay on the roadway and standard W-beam guard rails on both sides of the bridge and along the northern approach. The substructure is stone masonry abutments and wing walls, with matching stone corner posts on all four ends of the bridge.

**Discuss Major Alterations:** The only major alteration made to the bridge was the replacement of the original stone parapet with a W-beam guard rail. The exact date of this replacement is uncertain. The only other work that has been done to the bridge has consisted of routine cleaning and maintenance.

**History:****When Built:** estimated 1940**Why Built:** local transportation needs and as part of a statewide road improvement program.**Who Built:** State Roads Commission**Why Altered:** structural repairs and safety needs.**Was this bridge built as part of an organized bridge building campaign:** yes**Surveyor Analysis:****This bridge may have NR significance for association with:** A Events  B Person C Engineering/Architectural

**Was this bridge constructed in response to significant events in Maryland or local history:** Patapsco Valley State Park was founded in the early 1930's. It is likely that HO 6 was constructed to meet the need for a stronger and more stable structure to carry visitors to and from the park.

**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:** Construction and alteration of the structure provided for a more stable route through Patapsco Valley State Park, however it did not have a significant 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 historic and visual character of the possible district:** No, this bridge is not located in an area which may be eligible for historic designation.

**Is the bridge a significant example of its type:** The ornamental stone masonry corner posts, coupled with the fact that HO 6 is currently in good condition and has had little repair work or modifications made to it in its life, make it a significant example of its type.

**Does the bridge retain integrity of the important elements described in the Context Addendum:** The rolled I-beams are considered primary character defining elements. According to the 1995 inspection report they are in fair condition and have never been repaired or replaced. The same can be said for the corrugated metal bridge deck, which is considered a secondary character defining element.

Stone masonry abutments and wing walls are considered a primary character defining element. The abutments have not been significantly altered in the past 55 years either. Only routine maintenance has been performed on them.

The stone masonry parapet would be considered an ornamental feature. Applied ornamentation is an important character defining element. This parapet was removed in order to install a modern W-beam guard rail for safety reasons. The parapet was designed to match the stone abutments and did not serve a major structural purpose, but rather was a decorative feature.

Except for the replacement of the stone parapet with a W-beam guard rail, the superstructure and substructure both retain integrity of the important character defining elements described in the Context Addendum.

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why:** The structure could be considered a typical example of a steel beam bridge of the early 20th century, but the addition of the ornamental stone masonry corner posts causes the bridge to be regarded as a significant example of the designer and/or engineer, although that person or company is unknown.

**Should this bridge be given further study before significance analysis is made and why:** Yes, this structure should be given further study for several reasons. One is that it has ornamental stone masonry corner posts designed to match the stone masonry abutments. Secondly, it is an excellent example of a steel beam bridge of the early 20th century that is still in good condition and retains most of its original structural elements. Lastly, this structure is located in Patapsco Valley State Park, which was founded in the early 1930's, and may have a direct relationship to the development of this park as a major recreation

facility of the area.

**Bibliography:**

Howard County

v.d Bridge Inspection Files.

Greiner, Inc.

1995 Historic Bridge Inventory Form.

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

1994 Historic Bridges in Maryland: Historic Bridge Context.

United States Geological Survey

1957 7.5' Relay Quadrangle, photorevised 1966, 1974.

**Surveyor:**

**Name:** Stephanie L. Bandy **Date:** August 1995

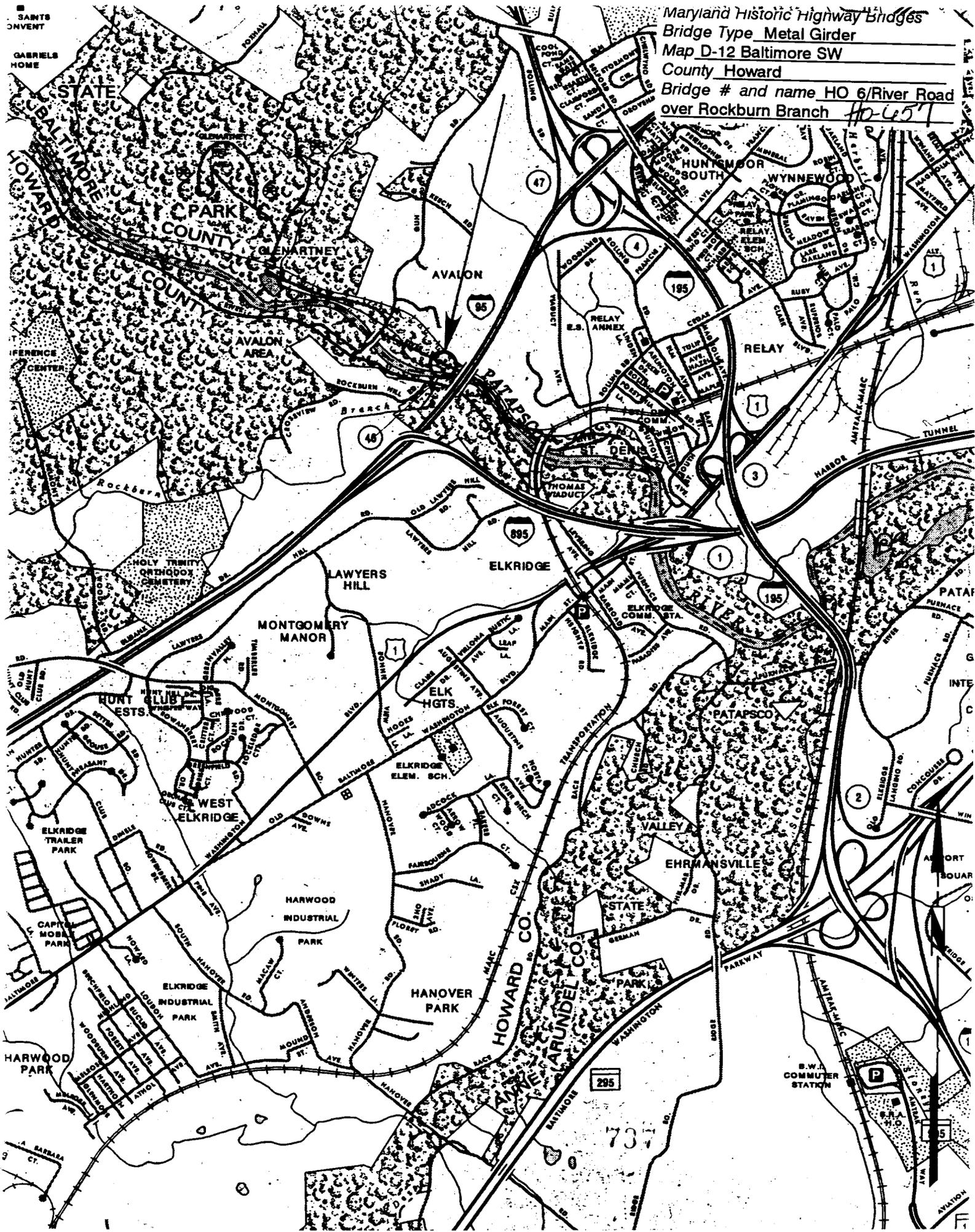
**Organization:** State Highway Admin. **Telephone:** (410) 321-2213

**Address:** 2323 West Joppa Road Brooklandville, MD 21022

SANTS  
ONVENT

GABRIELS  
HOME

Maryland Historic Highway Bridges  
Bridge Type Metal Girder  
Map D-12 Baltimore SW  
County Howard  
Bridge # and name HO 6/River Road  
over Rockburn Branch HO-657



B.W. COMMUTER  
STATION

295

737

195

AVATON



Inventory # H0-657

Name H00-RIVER ROAD OVER ROCKBURN BRANCH

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description WEST APPROACH

Number <sup>1</sup>33 of <sup>4</sup>36



WARNING  
LAWNS AND EXPOSED  
ROADS  
DANGER

Inventory # HO-657

Name HOV - RIVER RD OVER ROCKBURN BRANCH

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description EAST APPROACH

Number 2 of 4  
~~34~~



Inventory # H0-657

Name HOW - RIVER RD OVER ROCKBURN BRANCH

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

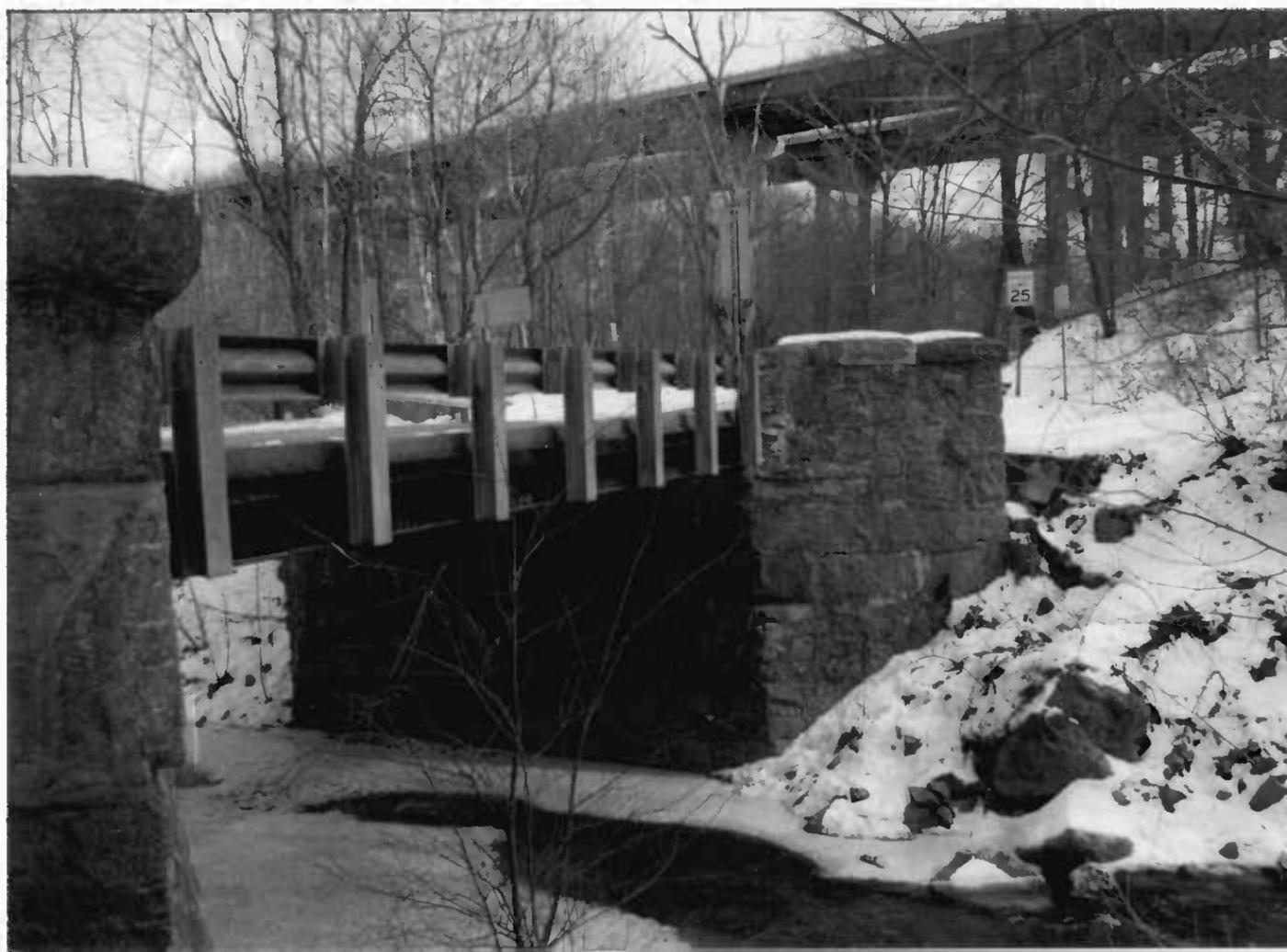
Date 2/95

Location of Negative SHA

Description NORTH ELEVATION

Number 3 of 4  
~~30~~ of ~~30~~

100-21-1000000000 90



Inventory # H0-657

Name H06-RIVER RD OVER ROCKBURN BRANCH

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description SOUTH ELEVATION

Number 4 of 4  
30 of 30