Maryland Historical Trust

Maryland Inventory of Historic Properties number: WO-670

Name: SANDY CR. RD. OVER FOR. OF MIDDLE PATUXENT

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 ___X____ Eligibility Not Recommended _____

Criteria: ____A ____B ___X___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
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number HO-670

Name and SHA No. Sanner Road over branch of Middle Patuxent/HO108

Location:
Street/Road Name and Number: Sanner Road

City/Town: Columbia Vicinity x

County: Howard

Ownership: __State x County __Municipal __Other

This bridge projects over: __Road __Railway x Water __Land

Is the bridge located within a 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

__Metal Truss

__Movable Bridge
__Swing __Bascule Single Leaf __Bascule Multiple Leaf
__Vertical Lift __Retractile __Pontoon

x Metal Girder
x 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 HO108 carries Sanner Road over a branch of the Middle Patuxent River in Howard County, Maryland. Sanner Road runs in a generally north-south direction at this location; the branch of the Middle Patuxent runs generally east-west. The bridge is located in a semi-wooded rural area. There is one twentieth century domestic structure in view from the bridge.

Describe Superstructure and Substructure: The superstructure of Bridge HO108 is a single span steel beam with a corrugated metal deck and bituminous overlay on the roadway. It has an 18' span length with a total length of just over 20'. It also has a standard W-beam guard rail. The substructure consists of stone masonry abutments and wing walls.

Discuss Major Alterations: There has been no major replacement work done on HO108. There has been routine maintenance, such as painting, rust removal, resurfacing of the roadway and replacement of the guard rail, over the years.

History:
When Built:estimated 1930
Why Built:local transportation needs
Who Built:
Why Altered:
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: Many less stable timber or stone bridges were replaced with steel beam bridges during the early part of the twentieth century. Other than being a typical replacement of the time period, it is not likely that HO108 was constructed in response to any specific events in Maryland or local history.

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, construction and alteration of the structure 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: Although there is no indication that major rehabilitation work has been done to the structure, it does not appear to be a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum: Rolled wide flange beams are considered a primary character defining element. The most recent inspection report, from 1995, lists the beams in satisfactory condition, with rust and in need of cleaning and painting. The deck is considered a secondary character defining element. This same inspection report lists the deck condition as satisfactory as well, with minor rust on the underside of the deck.

Stone masonry abutments are considered a primary character defining element. The 1995 inspection report lists the substructure in good condition, but suggests immediate repairs be made to the abutments and wing walls. The report states that the mortar facing on the stone abutments is cracking and breaking off, and that the southwest embankment is severely undermined near the wing wall, due to direct impact of channel flow toward this area.

Although there is no indication of alterations having been made in the past, it is highly unlikely that this structure, built around 1930, has had no major alterations. Due to the fact that the 1995 inspection report lists the structure in satisfactory condition leads one to believe that major repairs or rehabilitation have been made to the structure in the recent past. In consideration of these assumptions, it is unlikely that this bridge retains integrity of the important elements described in the Context Addendum.

Should this bridge be given further study before significance analysis is made and why: No, this structure should not be given further study. Probable recent modifications to the structure place its integrity in doubt.

HO-670

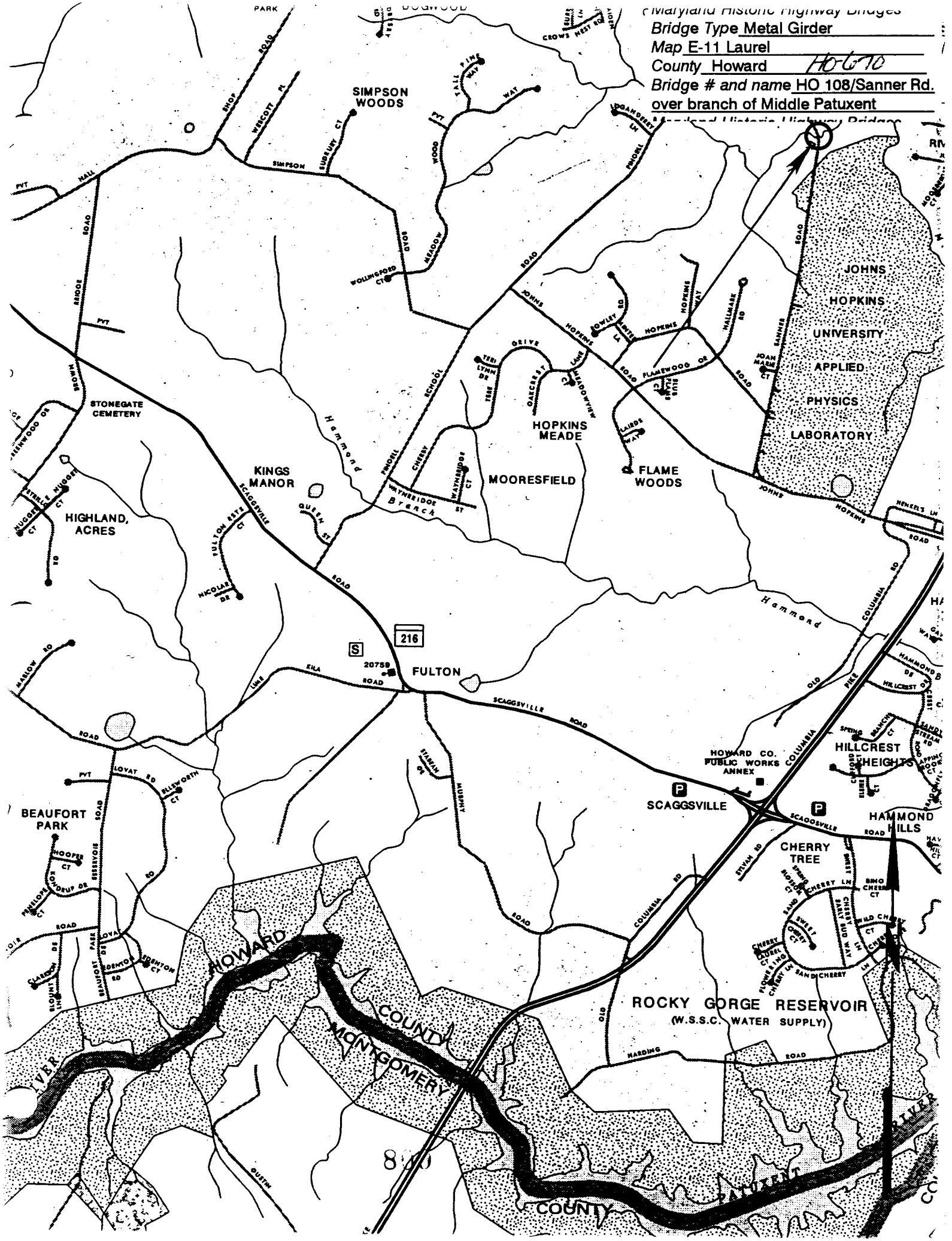
Bibliography:

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' Clarksville Quadrangle, photorevised 1979.

Surveyor:

Name: Stephanie L. Bandy **Date:** August 1995
Organization: State Highway Admin. **Telephone:** (410) 321-2213
Address: 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map E-11 Laurel
County Howard HO-670
Bridge # and name HO 108/Sanner Rd.
over branch of Middle Patuxent



Inventory # HO-670

Name NO108-SANDER RD OVER BRANCH OF MIDDLE PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description NORTH APPROACH LOOKING SOUTH

Number 1 B of ~~12~~ 4

Inventory # HO-670

Name HO106- SANNER RD OVER BRANCH OF MIDDLE PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING NORTH

Number ~~1~~ 2 of ~~32~~ 4

Inventory # HO-670

Name HO108- SANNERS RD OVER BRANCH OF MIDDLE PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description WEST ELEVATION LOOKING SOUTHEAST

Number ~~5~~ 3 of ~~32~~ 4

Inventory # HO-670

Name HO108 - SANNER RD OVER BRANCH OF MIDDLE PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description EAST ELEVATION LOOKING WEST

Number ~~6~~ 4 of ~~32~~ 4