

**MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes   
no

Property Name: Bridge No. 13029 Inventory Number: HO-671

Address: MD 732 over CSX City: Savage Zip Code: N/A

County: Howard USGS Topographic Map: \_\_\_\_\_

Owner: MD SHA/Howard County

Tax Parcel Number: \_\_\_\_\_ Tax Map Number: \_\_\_\_\_ Tax Account ID Number: \_\_\_\_\_

Project: MD 732 over CSX Agency: MD SHA

Site visit by MHT Staff:  no  yes Name: \_\_\_\_\_ Date: \_\_\_\_\_

Eligibility recommended  Eligibility **not** recommended

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  None

Is the property located within a historic district?  no  yes Name of district: \_\_\_\_\_

Is district listed?  no  yes Determined eligible?  no  yes District Inventory Number: \_\_\_\_\_

Documentation on the property/district is presented in: Compliance Files, Bridge Inventory

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Bridge No. 13029 was evaluated by the Interagency Historic Bridge Committee on February 1, 1996 and thought initially to meet the criteria for inclusion in the National Register of Historic Places. Contrary to the information in the form generated for the structure, which was done by contractual personnel who evidently did not access bridge files, it was built at an unknown date and was greatly altered and rehabilitated in 1936. It was raised due to CSX vertical clearance requirements, the original abutments were raised using concrete and are currently used as piers. In addition, two new concrete abutments were built. With further analysis of the details concerning its repair history, which relate to its current more pronounced state of disrepair, we have determined that it is unlikely to meet the criteria for inclusion in the National Register of Historic Places. The bridge exhibits the exposure of rebar, because of heavy spalling and the severe loss of concrete facing and has pronounced integrity problems. Although it retains the parapets, abutments and wingwalls, which are identified as primary character defining elements, they do not retain the requisite degree of integrity. We have confirmed that this structure does not have the potential to be listed on the National Register of Historic Places.

Prepared by: Rita M. Suffness

Date Prepared: July 24, 2001

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" 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: <u>DUE TO COMPROMISED INTEGRITY</u>	
<u>Andrew Lewis</u>	<u>09/25/01</u>
Reviewer, Office of Preservation Services	Date
<u>Rita M. Suffness</u>	<u>9/25/01</u>
Reviewer, NR program	Date

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO-671

Name: MD 32 over BR ORSC

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 <u><del>  </del></u>	Eligibility Not Recommended <u>X</u>
Criteria: <u>X</u> A <u><del>  </del></u> B <u>X</u> C <u>  </u> D Considerations: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D <u>  </u> E <u>  </u> F <u>  </u> G <u>  </u> None	
Comments: <u>DETERMINED INELIGIBLE ON 09/25/01 DUE TO COMPROMISED INTEGRITY</u>	
Reviewer, OPS: <u>ANNE E. BRADER</u> <u>ANDREW LEWIS</u> <u>09/25/01</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u> <u>09/25/01</u>	Date: <u>3 April 2001</u>

*Handwritten signature*

*Handwritten notes*



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

**Describe Setting:** Bridge 13029 carries Maryland 32 over the Baltimore and Ohio Railroad in Howard County, Maryland. MD 32 runs in a generally northwest-southeast direction; the B & O Railroad runs generally northeast-southwest at this crossing. The bridge is situated in a rural highway setting with associated railroad industrial and 20th century commercial structures visible from the bridge. Both banks along the tracks are marginally wooded.

**Describe Superstructure and Substructure:** Bridge 13029 is a triple span riveted steel plate girder. It has a corrugated metal deck with bituminous overlay on the road surface. It also has a concrete parapet wall along both sides of the bridge deck, which serves as a protective barrier wall. There are standard W beam guard rails along each side of both approaches. Two of the spans are 29' long each, and the center span is 55', with a total bridge length of 113'. The substructure of 13029 consists of concrete abutments and wing walls with 2 stone masonry and concrete piers.

**Discuss Major Alterations:** There is no documentary evidence in the state inspection files of any major alterations.

**History:****When Built:** 1936**Why Built:** Bridge 13029 was constructed as part of state wide road improvement programs and to meet local transportation needs.**Who Built:** Bridge 13029 was built to standard state specifications of the time.**Why Altered:** n/a**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:** No, 13029 was not constructed in response to significant events in Maryland or local history. It was likely constructed in response to a rise in population and increased live load

weight of the traffic it carried.

**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:** It is not likely that construction of this bridge had a significant impact on the growth and 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:** It is possible that this structure is a significant example of its type. It is in good condition and retains nearly all of its original structural features.

**Does the bridge retain integrity of the important elements described in the Context Addendum:** Riveted plate girders are considered primary character defining elements. Other than cleaning and repainting periodically over the years no major work has been done to the plate girders. The most recent inspection report indicates they are in fair condition. The floor system is considered a secondary character defining element. There is no indication from the documentary evidence that the floor system has ever been replaced. The bridge deck is considered a tertiary character defining element. The deck has been resurfaced several times in the past. The concrete parapet is considered a tertiary character defining element under additional functional features. Again, there is no indication that there has been any alterations made to the concrete parapet other than routine maintenance.

Concrete abutments and wing walls are considered a primary character defining element. There is no indication in the documentation available that any major alterations have been made to the abutments or wing walls. It is possible that minor repairs have been made in order to fill cracks or spalling. The combined stone masonry and concrete piers are considered primary character defining elements as well. Again, there is no indication of major alterations to the piers, however it is possible that minor repair work has been done.

Bridge 13029 does appear to retain integrity of the important elements described in the Context Addendum. Nearly all of the structural features are original to the construction episode of the bridge. This, coupled with the fact that the structure is still in good condition, indicates that it does retain its integrity.

**Should this bridge be given further study before significance analysis is made and why:** Yes, this bridge should be given further study before significance analysis is completed. It appears to retain its original integrity, and it is a unique example of a riveted plate girder bridge in that it is of above average length and it has somewhat ornamental concrete parapets on the bridge deck. This bridge should be compared with other examples of its type in the state and in the county before a significance determination is made.

**Bibliography:**

Greiner, Inc.

1995 Historic Bridge Inventory Form.

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

1994 Historic Bridges in Maryland: Historic Bridge Context.

State Highway Administration

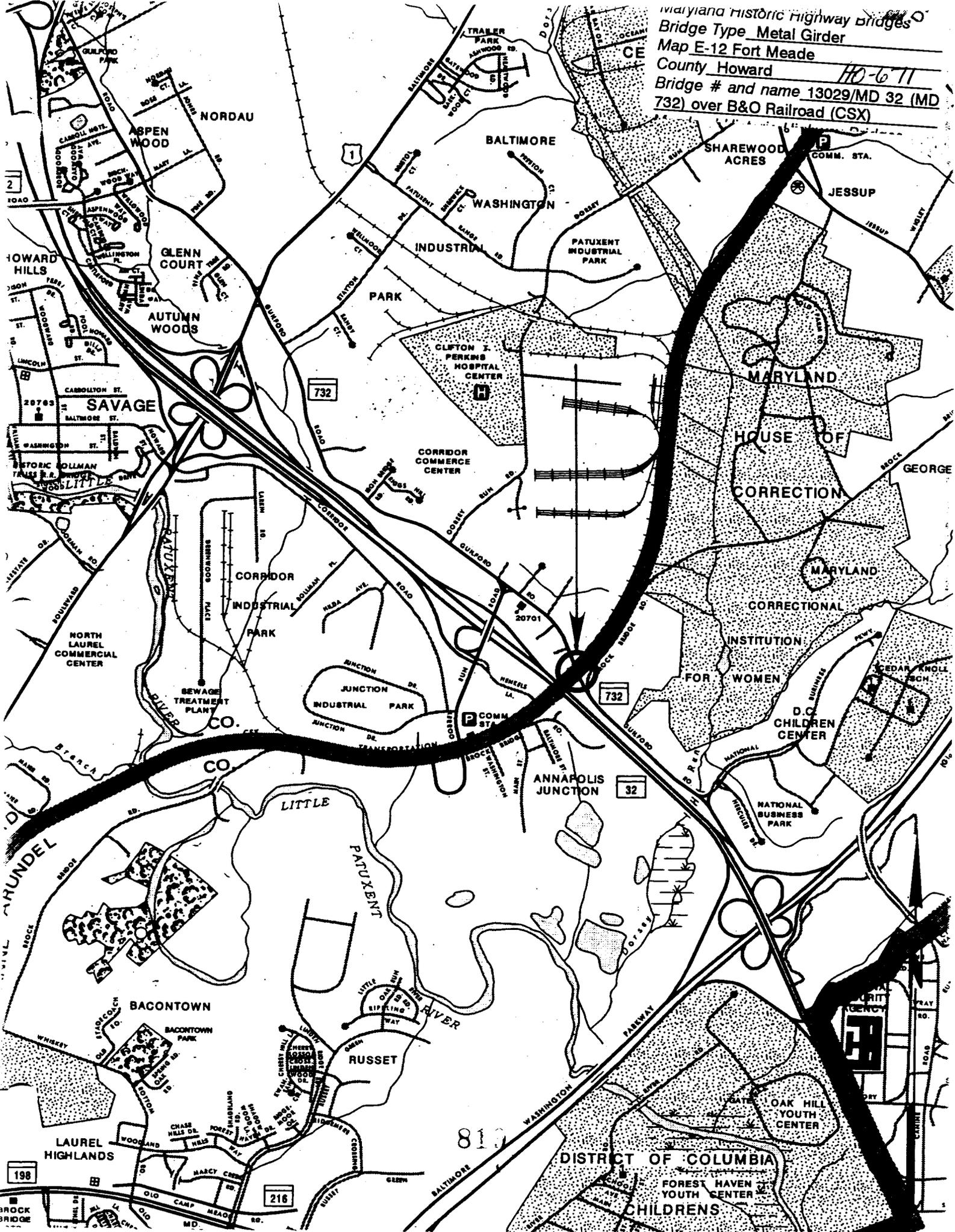
v.d. Bridge Inspection Files.

United States Geological Survey

1957 7.5' Savage 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

Maryland Historic Highway Bridges  
Bridge Type Metal Girder  
Map E-12 Fort Meade  
County Howard  
Bridge # and name 13029/MD 32 (MD 732) over B&O Railroad (CSX)





Inventory # H0-671

Name 13029-MD RT 32 OVER B B O RR

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description NORTH APPROACH

Number 1 of 4

100-100000-10000



Inventory # HO-671

Name 13029 - MD RT 32 OVER B&O RR

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description SOUTH APPROACH

Number 2 of 4



Inventory # HO-671

Name 13029 - MD RT 32 OVER B&ORR

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description EAST ELEVATION

Number 3 of 4

100-1045



Inventory # HO-671

Name 13024 - MD RT 32 OVER B&O RR

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description WEST ELEVATION

Number 4 of 4

NOF