**Maryland Historical Trust**

**Maryland Inventory of Historic Properties Number:** HO-725

**Name:** Sheppard Lane over Middle Patuxent River

**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 bridged received the following determination of eligibly.**

**MARYLAND HISTORICAL TRUST**

Eligibility Recommended ___X____ Eligibility Not Recommended _____

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
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number HO-725

**SHA Bridge No.** HO 8 **Name:** Sheppard Lane over Middle Patuxent River

**Location:**

**Street/Road Name and Number:** Sheppard Lane

**City/Town:** Clarksville **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

__Metal Girder
__Rolled Girder _Rolled Girder Concrete Encased
_Plate Girder _Plate Girder Concrete Encased

_Metal Suspension

_Metal Arch

_Metal Cantilever

X Concrete
X Concrete Arch _Concrete Slab_Concrete Beam
_Rigid Frame

_Other Type Name_____

**Describe Setting:**

Bridge HO-08 carries Sheppard Lane over the Middle Patuxent River. Sheppard Lane runs north-south over the western flowing Middle Patuxent River. The bridge is in a rural section of Howard County. There is no commercial development around the bridge and sparse residential settlement.

**Describe Superstructure and Substructure:**

Bridge HO-08 is a single span filled concrete arch bridge. The length of the bridge is 27 feet with a clear span measuring 23 feet at the springline. The bridge has a rise of approximately 12 feet from springline to the crown. There is a clear roadway width of 15 feet 10 inches, with an overall width of 17 feet 7 inches. The spandrel walls are approximately 12 feet wide. The spandrel walls have a 1-inch angle strip and a 2-inch cove molding around the intrados. The spandrel walls have severe deterioration on the eastern slope. There is reinforcement bar exposure on both western and eastern spandrel walls. The arch ring has fine vertical cracking and some signs of efflorescence. According to a 1996 inspection report, the bridge is in poor condition with a sufficiency rating of 2.0.

Bridge HO-08 has its original parapets. The builders used a closed parapet design. This reinforced concrete parapet consists of vertical posts securely fastened by dowels to the structure, horizontal rails, and solid panels that fill the space between posts and the railings. The panels may be precast, and the posts and rails were built in place. The precast panels are separated by solid paneled expansion joints. The parapets are in a single section. Within each section are 3 incised panels. The panels are incised 1 inch, and are approximately 1 foot high and 6 feet long. The parapets have moderate spalling at the construction joints and at the base of the curbs.

**Discuss Major Alterations:**

There have been no major alterations to this structure.

**History:**
**When Built?** 1927
**Why Built?** To connect rural areas of the county with the county seat and state post roads
**Who Built?** Luten Bridge Company, York, PA
**Who Designed?** Luten Bridge Company, York PA
**Why Altered?** N/A
**Was this bridge built as part of an organized bridge building campaign?**
No this bridge was not built as part any state bridge building campaign.

**Surveyor Analysis:**
**This bridge may have NR significance for association with:**
**_X_A Events** **_Person**
**_X_C Engineering/Architectural**

This bridge was determined eligible by the Interagency Review Committee in March 1996.

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

Yes, this bridge was constructed by the county using county bond funds. Howard County wanted to connect rural areas of the county with the county seat and state post roads. The Howard County Commissioners contracted with the Luten Bridge Company. The Luten Bridge Company of York, PA., was incorporated in 1909 as a contracting concern specializing in the designs of Daniel Luten. It grew to be the largest of Luten's loosely affiliated corporations and operated offices in Clarksburg, WV; Concord, NH; Columbus, OH;

Chatsworth, GA; and Syracuse, NY. Daniel Luten specialized in reinforced concrete bridges. His designs dominated the market and were copied (under patent protection) and used throughout the eastern United States.

**Is the bridge located in an area that 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 that is eligible for historic designation.

**Is the bridge a significant example of its type?**

Yes the bridge is a documented and good example of a concrete arch built by the Luten Bridge Company of York, Pennsylvania.

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

Yes this bridge retains integrity of its character defining elements, including paneled parapets, closed spandrel walls, concrete abutments and wingwalls.

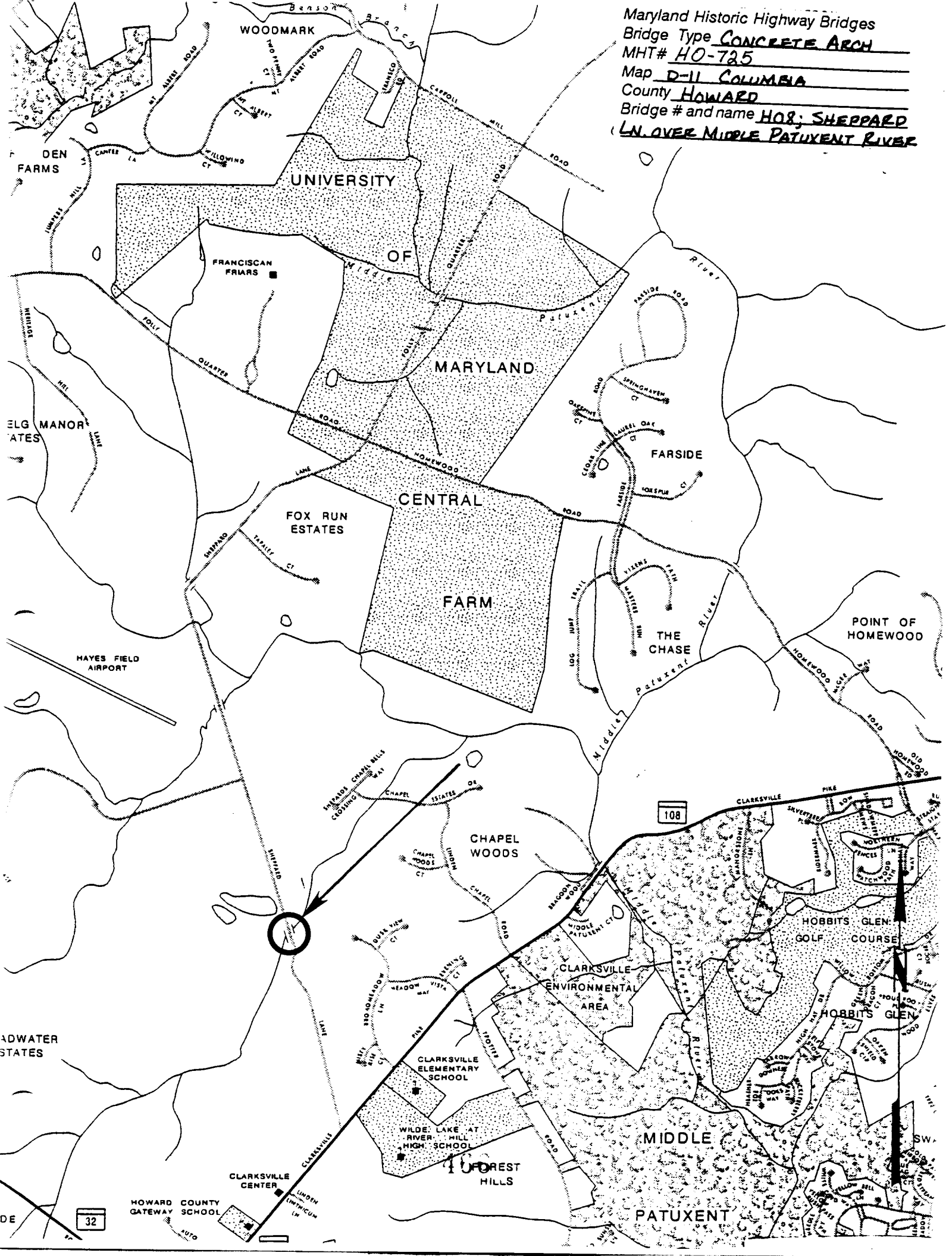
**Should this bridge be given further study before significance analysis is made and why?**

No, this bridge should not be given further study.

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

Surveyor:
**Name:** Stacie Y. Webb **Date:** March 1996
**Organization:** State Highway Admin. **Telephone:** (410) 545-8559
**Address:** 707 N. Calvert Street, Baltimore, Maryland
Edited by P.A.C. Spero & Company, December 1997

Maryland Historic Highway Bridges
Bridge Type CONCRETE ARCH
MHT# HO-725
Map D-11 COLUMBIA
County HOWARD
Bridge # and name HO8; SHEPPARD LN. OVER MIDDLE PATUXENT RIVER



Inventory # HO-725

Name H08 - SHEPPARD LN OVER MIDDLE PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description NORTH APPROACH

Number ~~12~~ 1 of ~~36~~ 5

Inventory # HO-725

Name H08 - SHEPPARD LANE OVER MIDDLE PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID OIEHL

Date 2/95

Location of Negative SHA

Description SOUTH APPROACH

Number ~~13~~ 2 of ~~30~~ 5

Inventory # HO-725

Name HO8-SHEPPARD LANE OVER MIDDLE PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description WEST ELEVATION

Number ~~14~~ 3 of ~~36~~ 5

Inventory # HO-725

Name HO8 - SHEPPARD LANE OVER MIDDLE PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DLENL

Date 2/95

Location of Negative SHA

Description EAST ELEVATION

Number ~~15~~ 4 of ~~36~~ 5

1927
LUTEN BRIDGE CO.
YORK PA.

Inventory # HO-725

Name HO8 - SHEPPARD LANE OVER MIDDLE PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description PLAQUE ON PARAPET

Number ~~10~~ 5 of ~~20~~ 5