Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO-731

Name: Roxbury Rd (Dorsey Mill Rd) over Dorsey Br.

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 Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number HO-731

Name and SHA No. Roxbury Road over Dorsey Branch / HO 30

Location:
Street/Road Name and Number: Roxbury Road

City/Town: Roxbury Mills 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 Beam _Rolled Beam 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 No. HO 30 carries Roxbury Road over Dorsey Branch in Howard County, Maryland. Roxbury Road runs in a generally east-west direction while Dorsey Branch runs generally north-south at this crossing. The bridge carries a 17'-9" (+/-) roadway with one opposing lane in each direction. The bridge is situated in a rural, densely wooded natural habitat. Dorsey Branch has a wooded channel bank in this area.

Describe Superstructure and Substructure: Bridge No. HO 30 is a single span, rolled steel beam bridge with a corrugated metal deck filled with bituminous concrete and has traffic barrier W-beam guard rails acting as bridge railings and attached to the exterior beams. There are ten beams on this bridge.

It is highly unlikely that the deck and guardrails are original features and indicate a deck replacement perhaps 25 years ago. It also appears that the abutments may be much older than even the beam sections and probably supported a timber deck in the 19th century. If so, this bridge offers clues to the history of rehabilitation of bridges in Maryland. According to the county inspection report of March 9, 1995, the bridge has two metal plates on the deck because of the deteriorated condition of the deck, the corrugated underside is heavily rusted, all beams need painting with one beam noted with heavy rusting and delaminated and there is minor mortar loss on the abutments. It was rated as being in fair condition and is posted for twelve tons and a speed of 30 mph.

The substructure consists of stone, gravity type abutments with short wingwalls. The bridge is 28'-4" (+/-) long, center to center bearings, with a total bridge length of 31' (+/-), out to out backwalls. The bridge is on a 65 (+/-) degree skew.

Discuss Major Alterations: There have been no documented major alterations or a rehabilitation to Bridge No. HO 30. The bridge is to be replaced, but there is no schedule.

History:
When Built: 1935
Why Built: County wide road improvement programs, to upgrade the condition of this local road.
Who Built: Howard County
Why Altered:N/A
Was this bridge built as part of an organized bridge building campaign:no

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, it is not likely that it was constructed in response to specific events in county or local history. The improvement of county owned roads resulted from several events that occurred during the middle three decades of the twentieth century and which focused on the overall improvement of county infrastructure to meet the needs of modern vehicular usage after the major highways were renovated. By the 1930's, many antiquated bridges and poorly aligned roadways were reconstructed, often as a way to employ those facing the rigors of the Great Depression. This bridge was probably a replacement of an earlier timber bridge which served this local area near Roxbury Mills in the 19th century. It was constructed in conjunction with work undertaken to improve the vertical and horizontal alignments of the existing roadway.

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 of this bridge by itself did not have 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: No. Bridge No. HO 30 is not a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum: In the evaluation of rolled metal bridges, the beams are considered primary character defining elements. The beams are original to the construction of the bridge in 1935. The floor system is considered a secondary character defining element. This is original as well. It is likely that cleaning, painting and minor repairs have been made to the floor system. The parapet or balustrade is considered a tertiary character defining element under additional functional features. Unfortunately, this was removed as was the bridge deck and therefore the integrity of the structure has been compromised.

Should this bridge be given further study before significance analysis is made and why: No. This bridge should not be given further study.

HO-731

Bibliography:

Greiner, Inc.
1995 Historic Bridge Inventory Form.
Spero, P.A.C. & Company, and Louis Berger & Associates
1994 Historic Bridges in Maryland: Historic Bridge Context
Howard County Engineering
v.d. Bridge Inspection Files.
United States Geological Survey

Surveyor:

Name: James T. Aguirre **Date:** August 7, 1996
Organization: State Highway Admin. **Telephone:** (410) 545-8559
Address: 707 North Calvert Street, Baltimore, MD 21202

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INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Bridge HO-30 Survey Number: HO-731

Project: Replace Bridge-Dorsey Mill Rd. over Dorsey Branch Agency: FHWA/HO County

Site visit by MHT Staff: X no ___ yes Name _____ Date _____

Eligibility recommended _____ Eligibility **not** recommended X

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on the available information, Bridge HO-30, Dorsey Mill Road over Dorsey Branch, does not appear to meet the National Register Criteria for individual listing. The single span, steel beam bridge was constructed in 1935. It has ten beams, a corrugated metal deck filled with bituminous concrete and traffic barrier W-beam gaurdrails acting as bridge railings and attached to the exterior beams. This extremely simple bridge is a common bridge type. Although there are no documented alterations, the deck and railings are not original. This degree of alteration has substantially compromised the integrity of the bridge. Numerous better examples remain througout the state. In addition, the bridge is in poor condition. Thus, Bridge HO-30 appears unlikely to meet any of the National Register Criteria. It is not located in a known historic district, although inventoried properties are located nearby, including Duvalls Range (or Stephen Boone Dorsey House HO-11).

On September 26, 1996, the interagency bridge committee determined this bridge to be ineligible.

Documentation on the property/district is presented in: Project file, Maryland Inventory Form HO-? (number not yet obtained)

Prepared by: James T. Aquirre, SHA (1996)

Elizabeth Hannold — November 7, 1996
Reviewer, Office of Preservation Services — Date

NR program concurrence: X yes ___ no ___ not applicable

Peter E. Kurtze — 11/8/96
Reviewer, NR program — Date

Survey No. HO-731

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

____	Eastern Shore	(all Eastern Shore counties, and Cecil)
____	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
X	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
____	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

____	Paleo-Indian	10000-7500 B.C.
____	Early Archaic	7500-6000 B.C.
____	Middle Archaic	6000-4000 B.C.
____	Late Archaic	4000-2000 B.C.
____	Early Woodland	2000-500 B.C.
____	Middle Woodland	500 B.C. - A.D. 900
____	Late Woodland/Archaic	A.D. 900-1600
____	Contact and Settlement	A.D. 1570-1750
____	Rural Agrarian Intensification	A.D. 1680-1815
____	Agricultural-Industrial Transition	A.D. 1815-1870
____	Industrial/Urban Dominance	A.D. 1870-1930
X	Modern Period	A.D. 1930-Present
____	Unknown Period (___ prehistoric	___ historic)

III. Prehistoric Period Themes:

____	Subsistence
____	Settlement
____	Political
____	Demographic
____	Religion
____	Technology
____	Environmental Adaption

IV. Historic Period Themes:

____	Agriculture
X	Architecture, Landscape Architecture, and Community Planning
____	Economic (Commercial and Industrial)
____	Government/Law
____	Military
____	Religion
____	Social/Educational/Cultural
X	Transportation

V. Resource Type:

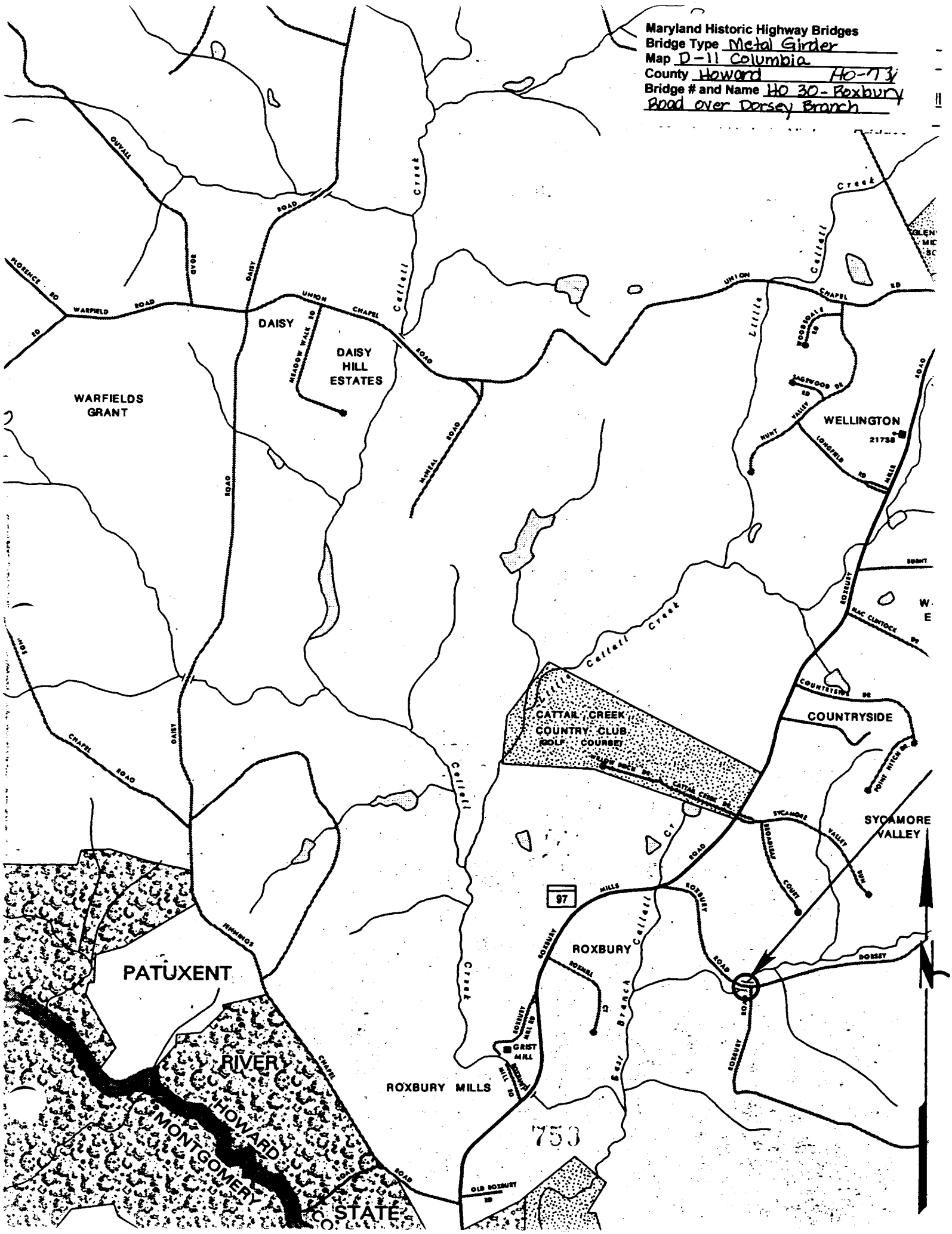
Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Transportation-vehicular

Known Design Source: _____

Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map D-11 Columbia
County Howard HO-73
Bridge # and Name HO 30-Roxbury Road over Dorsey Branch



HO-731

4030

ROXBURY ROAD OVER DORSEY BRANCH

HOWARD CO., MD

C. HALL

8/98

MD SHPO

WEST APPROACH

1 OF 5

15286

HO-731

HO30

ROXBURY ROAD OVER DORSEY BRANCH

HOWARD CO., MD

C. HALL

8/98

MD SHPO

EAST APPROACH

2 OF 5

30

HO-231

HO 30

ROXBURY ROAD OVER DORSEY BRANCH

HOWARD CO., MD

C. HALL

8/98

MD SHPO

SOUTH ELEVATION

3 OF 5

HO-731
HO 30

ROXBURY ROAD OVER DORSET BRANCH

HOWARD CO., MD
C. HALL
7/98
MD SHPO
SOUTH RAILING
4 OF 5

30

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HO30

HOWARD CO., MD

C. HALL

8/98

MD SHPO

NORTH RAILING

5 OF 5

ROXBURY ROAD OVER DORSEY BRANCH