

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO-649

Name: 13032/US 40 OVER LITTLE 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 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 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: _____	
_____	
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>

*hms*

MARYLAND INVENTORY OF HISTORIC BRIDGES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION/  
MARYLAND HISTORICAL TRUST

MHT No. HO-649

SHA Bridge No. 13032 Bridge name US 40 over Little Patuxent River

**LOCATION:**

Street/Road name and number [facility carried] US 40

City/town Ellicott City Vicinity X

County Howard

This bridge projects over: Road  Railway  Water  Land

Ownership: State  County  Municipal  Other

**HISTORIC STATUS:**

Is bridge located within a designated historic district? Yes  No

National Register-listed district  National Register-determined-eligible district

Locally-designated district  Other

Name of district \_\_\_\_\_

**BRIDGE TYPE:**

Timber Bridge \_\_\_\_\_:  
Beam Bridge \_\_\_\_\_ Truss -Covered \_\_\_\_\_ Trestle \_\_\_\_\_ Timber-And-Concrete \_\_\_\_\_

Stone Arch Bridge \_\_\_\_\_

Metal Truss Bridge \_\_\_\_\_

Movable Bridge \_\_\_\_\_:  
Swing \_\_\_\_\_ Bascule Single Leaf \_\_\_\_\_ Bascule Multiple Leaf \_\_\_\_\_  
Vertical Lift \_\_\_\_\_ Retractable \_\_\_\_\_ Pontoon \_\_\_\_\_

Metal Girder \_\_\_\_\_:  
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 13032 carries four lanes of traffic, two eastbound and two westbound, on U.S. Route 40 near Ellicott City in Howard County. Little Patuxent River runs in a northwest-southeast direction at this location. The bridge is located in a semi-wooded area with several housing developments nearby. The structure's skew angle is approximately 33°.

**Describe Superstructure and Substructure:**

This bridge is a single span reinforced concrete rigid frame which spans 41'-6½", with a total length of 108'-2". The original deck is a 1'-3" concrete slab poured integrally with both concrete abutments which bear on spread footings. The distance between faces of curbs is, according to plans dated May, 1985, is 92'-1-1/4". The 1938 plans showed a clear roadway width of 88 feet.

**Discuss Major Alterations:**

This bridge was built in 1939. In 1985, the existing balustrade and sidewalks were removed and replaced with Jersey type parapets in each side, to which W-beam guardrails were connected for safety.

**HISTORY:**

WHEN was bridge built (actual date or date range) 1939  
 This date is: Actual  Estimated \_\_\_\_\_  
 Source of date: Plaque \_\_\_\_\_ Design plans  County bridge files/inspection form \_\_\_\_\_  
 Other (specify) \_\_\_\_\_

WHY was bridge built? To provide a reliable crossing of US 40 over the Little Patuxent River, to meet local and regional transportation needs.

WHO was the designer State Roads Commission

WHO was the builder \_\_\_\_\_

WHY was bridge altered? [check N/A \_\_\_\_\_ if not applicable] Safety concerns \_\_\_\_\_

Was bridge built as part of organized bridge-building campaign? Yes  No \_\_\_\_\_  
 This bridge was built by the State Roads Commission as part of the Good Roads Movement and as part of the construction of a new Route 40. The 1938 plans do not indicate that it replaced any earlier structure at this crossing.

**SURVEYOR/HISTORIAN ANALYSIS:**

This bridge may have National Register significance for its association with:  
 A - Events \_\_\_\_\_ B- Person \_\_\_\_\_  
 C- Engineering/architectural character

Was bridge constructed in response to significant events in Maryland or local history? No  Yes   
If yes, what event?

This bridge was one of a small number of concrete rigid frame bridges erected in Maryland in the 1930s and 1940s. Its monolithic frame reflects advances in reinforced concrete structural engineering in the early twentieth century. These bridges were built throughout the state, primarily by the State Roads Commission and the city of Baltimore, as part of the Good Roads Movement. This bridge, along with bridges 21013 (1941), 21015 (1936), and 21016 (1936) in Washington County, was erected as part of the construction of U.S. 40 by the State Roads Commission in the 1930s, one of Maryland's early major highway projects.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area? No  Yes

U.S. 40, an early major highway project in the state, had a significant impact on residential, agricultural, commercial, and industrial growth in Maryland along its path from Aberdeen through Baltimore and west to Frederick.

Is the bridge located in an area which may be eligible for historic designation? No  Yes   
Would the bridge add to  or detract from  historic & visual character of the possible district?

Is the bridge a significant example of its type? No  Yes

Concrete bridges are the largest component of Maryland's historic bridges. Their numbers reflect how quickly they became popular after their introduction to the state and the country at the opening of the twentieth century. Many in Maryland are purely functional structures, but their plastic nature made them amenable to graceful curves and ornamental parapets that reflected the influence of the City Beautiful movement during the first part of the twentieth century. The versatility and strength of reinforced concrete bridges, along with their plasticity, made them the preferred choice for bridges by state and county highway departments in Maryland and throughout the country in the 1910s. The standard plans of the State Roads Commission of the teens, twenties, and thirties made their use almost universal during that period.

While concrete bridges as a whole are very common in Maryland, reinforced concrete rigid frame bridges make up one of the smallest groups of historic bridge types in the state. There are probably only about a dozen such structures standing in the state under county or state control that were erected prior to 1945. The rigid frame bridge, unlike other reinforced concrete spans, is monolithic. It is characterized by a superstructure and substructure, including abutments, designed as a continuous unit. (Concrete balustrades, cast afterwards, are not part of the monolithic design.) The rigid frame was an important engineering advance for reinforced concrete bridges. It was developed by German engineers and Brazilian Emilio Baumgart around 1920, and introduced to the United States primarily through the efforts of New York engineer Arthur G. Hayden in 1922-1923.

Concrete rigid frame bridges became increasingly popular in the 1930s and 1940s. It was during this period that Maryland's few examples of the type were erected. These include bridges 1030 (1937, 1992) in Allegany County; BC-1406 (1938) and BC-3402 (1940) in Baltimore City; 5013 (1936) in Caroline County (1936); 6031 (1934) in Carroll County; 10058 (1941) in Frederick County; 11018 (1937) in Garrett County; 13032 (1939) in Howard County; 21013 (1941), 21015 (1936), and 21016 (1936) in Washington County; and WO-801 (c.1930) in Worcester County. These bridges generally have one or two spans of between 30 and 60 feet; the longest, BC-1406, measures 68 feet. With the exception of WO-801, the history of which remains clouded, they were built by the state or the city of Baltimore.

This bridge falls within the 1910-1940 period of significance for concrete bridges, during which reinforced concrete bridge construction was increasingly standardized in the state and particular subtypes, including the rigid frame, were introduced to the state road network.

Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum? No X Yes \_\_\_\_\_

The replacement of its original parapets with Jersey style parapet walls has probably destroyed this bridge's integrity.

Is bridge a significant example of work of manufacturer, designer and/or engineer? No X Yes \_\_\_

Should bridge be given further study before significance analysis is made? No X Yes \_\_\_\_\_

It is believed that the replacement of the bridge's parapets has destroyed its integrity and it therefore is not eligible for listing in the National Register.

#### BIBLIOGRAPHY:

Bridge inspection reports and files of the Maryland State Highway Administration.

Condit, Carl. *American Building*. Chicago: University of Chicago Press, 1968.

County survey files of the Maryland Historical Trust.

P.A.C. Spero & Company and Louis Berger & Associates, Inc. *Historic Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration, September, 1994.

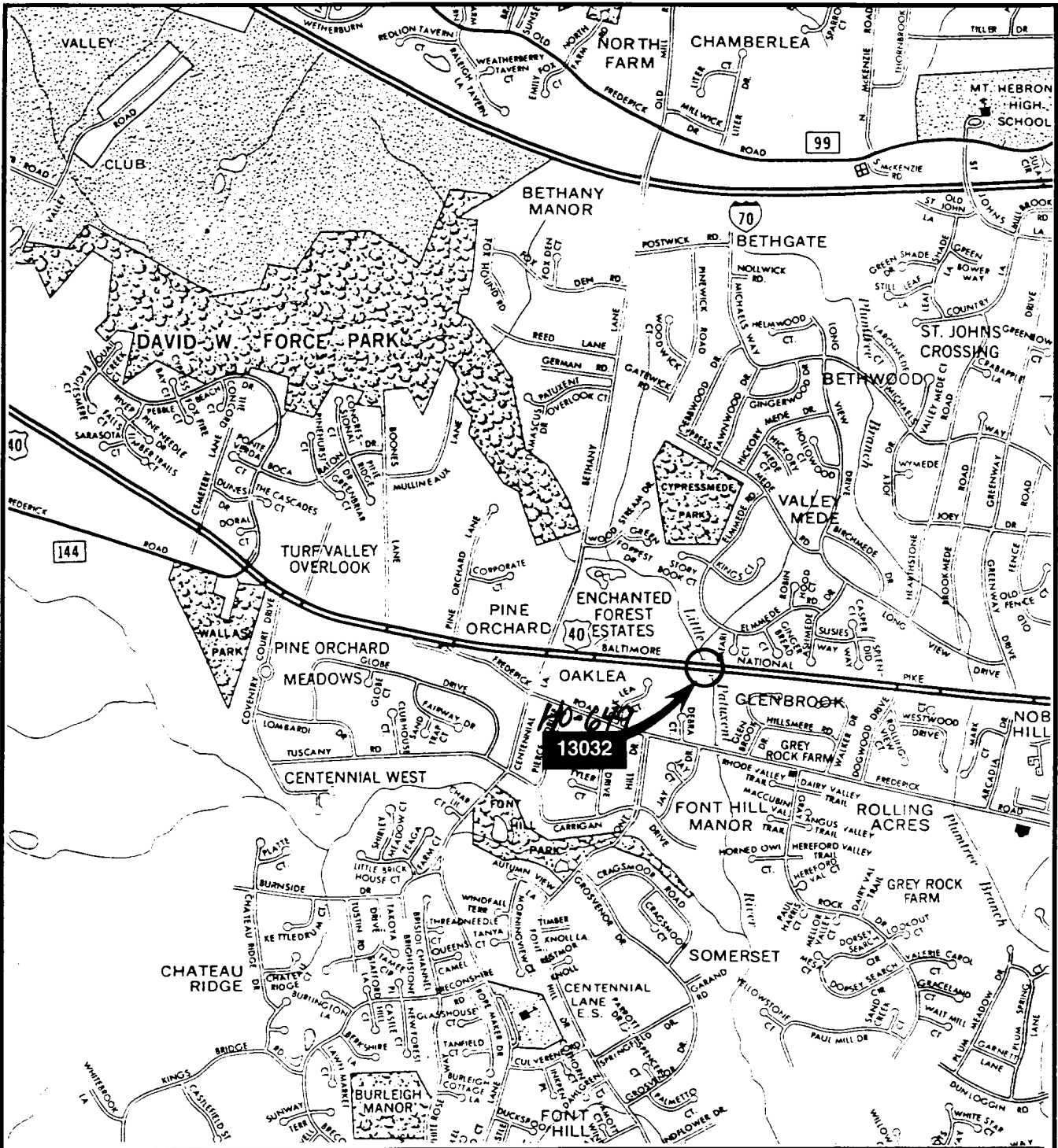
#### SURVEYOR/SURVEY INFORMATION:

Date bridge recorded 2/13/95

Name of surveyor David Diehl/Marvin Brown

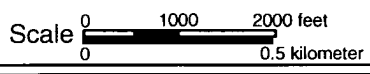
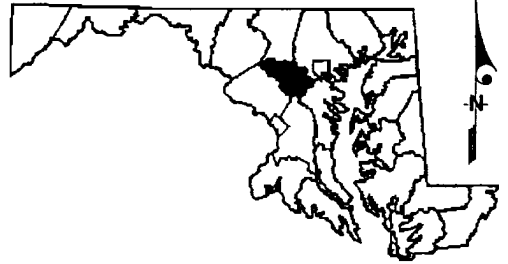
Organization/Address GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111

Phone number 410-561-0100 FAX number 410-561-1150



**Howard County - Bridge Number 13032**

US 40 over Little Patuxent River, 1939





Inventory # HO-649

Name 13032-US#10 OVER LITTLE PATUXENT RIVER

County/State HOWARD | MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description EAST APPROACH

Number <sup>1</sup>18 of <sup>4</sup>36

2025 RELEASE UNDER E.O. 14176





Inventory # H0-649

Name 13032 - US RT 40 OVER <sup>LITTLE</sup> PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description WEST APPROACH

Number 2 of 4  
~~1~~ of ~~36~~

11-00000000 02\*0



Inventory # HO-649

Name 13032-US RT 40 OVER LITTLE PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description SOUTH ELEVATION

Number 3 of 4  
20 of 20

RECEIVED FEB 21 1995



Inventory # HO-649

Name 13032-US RT 40 OVER LITTLE PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description NORTH ELEVATION

Number 4 of 4  
21 of 30

NO. 13032-1000-1-11-10