

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO-661

Name: Stacy Lane over Dorsey Rd.

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 <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </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: _____ _____	
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>

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

MHT No. HO-661

SHA Bridge No. HO 32 Bridge name Shady Lane

LOCATION:

Street/Road name and number [facility carried] Shady Lane over Dorsey Branch

City/town Glenwood Vicinity X

County Howard

This bridge projects over: Road _____ Railway _____ Water X Land _____

Ownership: State _____ County X Municipal _____ Other _____

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes _____ No X

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 _____

Vertical Lift _____

Bascule Single Leaf _____

Retractable _____

Bascule Multiple Leaf _____

Pontoon _____

Metal Girder X _____:

Rolled Girder X _____

Plate Girder _____

Rolled Girder Concrete Encased _____

Plate Girder Concrete Encased _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete _____:

Concrete Arch _____ Concrete Slab _____ Concrete Beam _____ Rigid Frame _____

Other _____ Type Name _____

DESCRIPTION:

Setting: Urban _____ Small town _____ Rural X

Describe Setting:

Bridge HO 32 carries Shady Lane over Dorsey Branch in Howard County, Maryland. Shady Lane runs in a generally north-south direction at this location; Dorsey Branch runs generally east-west. The bridge is located in a rural area, with a wooded channel bank and open fields. There are two modern twentieth century domestic structures in view from the bridge.

Describe Superstructure and Substructure:

The superstructure of Bridge HO 32 is a single 22 foot 5 inch span steel beam with a corrugated metal deck, and a total length of 25 feet. It also has a standard W-beam guardrail and a bituminous concrete wearing surface. The substructure consists of concrete abutments and wingwalls.

Discuss Major Alterations:

There is no obvious indication of major alterations made to Ho 32. However, the 1995 inspection report indicates that this structure is in good condition and not in need of major repairs. The inspection report suggests superficial modifications such as cleaning and painting. The current condition of the bridge would indicate that alterations, possible beam and/or deck replacement and abutment repair, have been made since the bridge's original construction in the 1930s. It is probable that these repairs and changes would have occurred between the mid-1970s and the early 1980s, when many similar bridges in Howard County were being rehabilitated. A conversation with a county bridge engineer indicates that it is highly likely that some if not all of the steel beams were replaced. The deck was replaced and the abutments were cleaned and patched in a rehab episode between 1980 and 1985, however, there is no documentary evidence to confirm this.

HISTORY:

WHEN was the bridge built: 1935
This date is: Actual _____ Estimated X
Source of date: Plaque Design plans _____ County bridge files/inspection form X Other
(specify): _____

WHY was the bridge built?

The bridge was constructed in response to the need for more efficient transportation network and increased load capacity.

WHO was the designer?

Unknown

WHO was the builder?

Unknown

WHY was the bridge altered?

The bridge was altered to ensure its structural integrity.

Was this bridge built as part of an organized bridge-building campaign?

There is no evidence that the bridge was built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

- A - Events _____ B- Person _____**
C- Engineering/architectural character _____

The bridge does not have National Register significance.

Was the 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 HO 32 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?

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

The bridge is located in an area which does not appear to be eligible for historic designation.

Is the bridge a significant example of its type?

No, this structure is not a significant example of its type. The good condition of the present structure suggests that the structure has had significant repairs, therefore placing its integrity in doubt.

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

The rolled wide flange beams are considered primary character defining elements. According to the 1995 inspection report they are in good condition, which would indicate that they have been replaced fairly recently. The same can be said for the bridge deck, which is considered a secondary character defining element, and the concrete abutments, which are considered a primary character defining element.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?

While the structure is a typical example of bridge construction in the 1930s, it is not a significant example of a particular manufacturer, designer, or engineer.

Should the bridge be given further study before an evaluation of its significance is made?

No further study of this bridge is required to evaluate its significance.

BIBLIOGRAPHY:

Howard County
v.d. Bridge Inspection Files

Greiner, Inc.
1995 Historic Bridge Inventory Form.

H0-661

P.A.C. Spero & Company and Louis Berger & Associates
1995 Historic Bridges in Maryland: Historic Bridge Context.

Surveyor:

Name: Stephanie L. Bandy **Date:** August 1995

Organization: State Highway Administration **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road, Brooklandville, MD 21002

Revised by P.A.C. Spero & Company, April 1998

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

Property/District Name: Bridge HO-32 Survey Number: HO-661

Project: Bridge Replacement Agency: FHWA

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

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

Bridge HO-32 is located in a rural area and carries Shady Lane over Dorsey Branch in Howard County, Maryland. The bridge was included in the Historic Bridge Inventory and was determined not eligible for listing on the National Register of Historic Places by the Interagency Bridge Committee.

Bridge HO-32 is a single-span steel beam structure with a corrugated metal deck and a total length of 25 feet. The substructure consists of concrete abutments and wing walls. It has standard W-beam guard rail and a bituminous concrete wearing surface.

The bridge was built in 1935 and was rehabilitated, probably in the mid-1970s. The bridge is not a significant example of its type and has lost its integrity due to major alterations. The bridge thus does not meet Criterion C of the Register. The bridge is not a significant example of a particular manufacturer, designer or engineer, and thus does not qualify under Criterion B. The property is not known to have any associations with events significant to our past and thus does not qualify under Criterion A.

Documentation on the property/district is presented in: Review and Compliance Files

Prepared by: Department of Public Works

Kimberly Prothro Williams March 20, 1997
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable
Peter G. Kuntz 3/20/97
Reviewer, NR program Date

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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)
- 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
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaptation

IV. Historic Period Themes:

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

V. Resource Type:

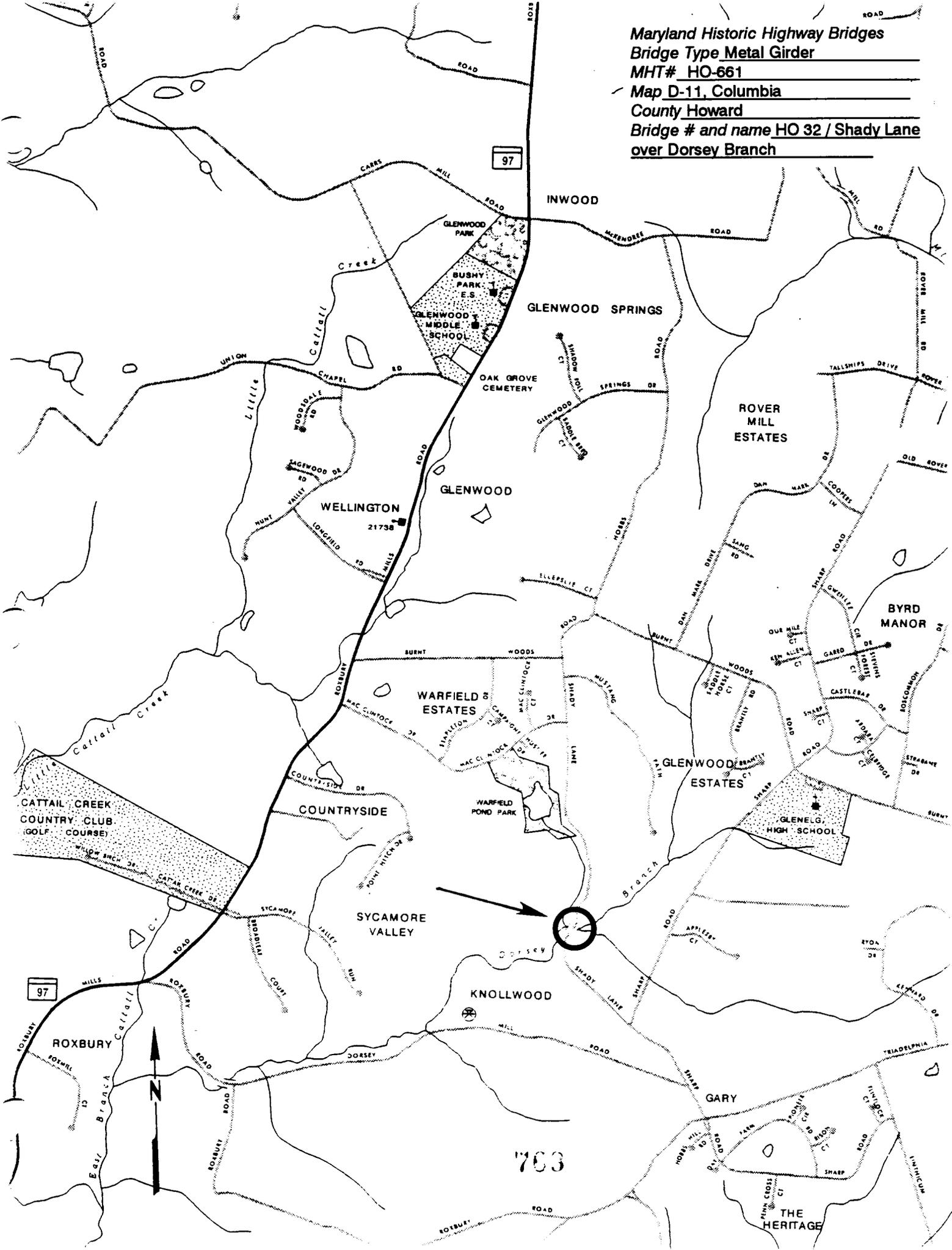
Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Bridge

Known Design Source: _____

Maryland Historic Highway Bridges
Bridge Type Metal Girder
MHT# HO-661
Map D-11, Columbia
County Howard
Bridge # and name HO 32 / Shady Lane
over Dorsey Branch





Inventory # Ho-661

Name N032-SHINY LAKE OVER DORSEY BRANCH

County/State HOWARD/MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description NORTH APPROACH LOOKING SOUTH

Number ¹~~28~~ ⁴ of 31

PHOTOGRAPHIC SERVICE



WARNING
WEIGHT NOT TO EXCEED
100 0 POUNDS
SPEED NOT TO EXCEED
25 MILES PER HOUR

Inventory # H0-661

Name H032 - SHADY LAKE OVER DORSEY BRANCH

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING NORTH

Number 2 of 4
~~24~~ of ~~31~~

NO. 1730 - 4000000K 42*01



Inventory # HO-661

Name 16032 - SHADY LANE OVER DORSEY BRANCH

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description EAST ELEVATION LOOKING WEST

Number ³ ~~20~~ of ⁴ ~~31~~

U.S. GEOLOGICAL SURVEY



Inventory # HO-6661

Name HO32 - SHADY LANE OVER DORSEY BRANCH

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description WEST ELEVATION LOOKING EAST

Number 4 4
31 of 31

• 1150 WEST 10TH ST • 90 • 01 •