

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO-650

Name: #13041/MD176 OVER DEEP RUN

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 PROPERTIES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION  
MARYLAND HISTORICAL TRUST

MHT NO. HO-650

NAME AND SHA NO.: 13041

LOCATION

Road Name and Number: MD 176 over Deep Run

City/Town: Dorsey  vicinity

County: Howard

Ownership:  State  County  Municipal  Other

Bridge projects over:  Road  Railway  Water  Land

Is bridge located within designated district?:  yes  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 Bridge

Metal Truss Bridge

Moveable 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 the Setting:**

Bridge 13041 carries MD 176 (Dorsey Road) over Deep Run in the Dorsey area of northeastern Howard County. MD 176 runs in an east-west direction at this location; Deep Run flows south-north. Situated between the Tidewater and Piedmont physiographic provinces, the bridge is surrounded by some wooded land and scattered residential and commercial development to the south.

### **Describe the Superstructure and Substructure: (Discuss points identified in Context Addendum, Section C)**

Bridge 13041, a single-span concrete beam bridge, has a clear span length of 38' and an overall bridge length of 42'. The 40' wide clear roadway, covered with asphalt, carries two lanes of traffic. The open balustrade parapets are divided into three sections with 13 openings per section. Steel W-beam guardrails are attached to the ends of the parapets. The substructure consists of striated concrete abutments and flared wing walls with concrete caps.

Photographs dated January 1995 illustrate the deteriorated condition of the structure. The southern parapet, headwall, and girders all exhibit severe spalling and disintegrating concrete. The north elevation and the substructure, however, appear to be in relatively good condition.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

### **Discuss major alterations:**

According to available documentary evidence, no significant alterations have been made to this bridge.

## HISTORY

**When Built:** 1937

**Why Built:** Statewide road improvement programs and local transportation needs

**Who Built:** State Roads Commission of Maryland, 1935 state standard specifications

**Who Designed:** Unknown

**Why Altered:** N/A

**Was this bridge built as part of an organized bridge building campaign?: No**

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

**SURVEYOR ANALYSIS**

**This bridge may have NR significance for association with:**

A (Events)    B (Person)    C (Engineering/Architectural Character)

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

The improvement of Howard County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

**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, the construction of this bridge did not play an active role in the growth or development of this portion of Howard County.

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

No, this bridge is not located within an area which is eligible for historic district designation.

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

Yes, due to its apparent lack of major alterations and fair condition, this bridge stands as a significant example of its type.

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

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, none of these character defining elements has been replaced or removed.

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

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

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

No, this bridge should not receive further study.

### **BIBLIOGRAPHY**

Crosby, Walter Wilson

1906 *First Report on State Highway Construction (May 1905-January 1906)*. The Johns Hopkins Press, Baltimore.

1908 *Second Report on State Highway Construction (January 1906-January 1908)*. The Johns Hopkins Press, Baltimore.

Johnson, A.N.

1903 *Third Report on the Highways of Maryland (1902-1903)*. The Johns Hopkins Press, Baltimore.

LeViness, Charles T.

1958 *A History of Road Building in Maryland*. State Roads Commission of Maryland, Baltimore.

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**Maryland State Highway Administration**

1987-93 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

**P.A.C. Spero and Company and Louis Berger and Associates, Inc.**

1994 *Historic Bridges in Maryland: Historic Context Report*. Prepared for Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore.

**State Roads Commission of Maryland**

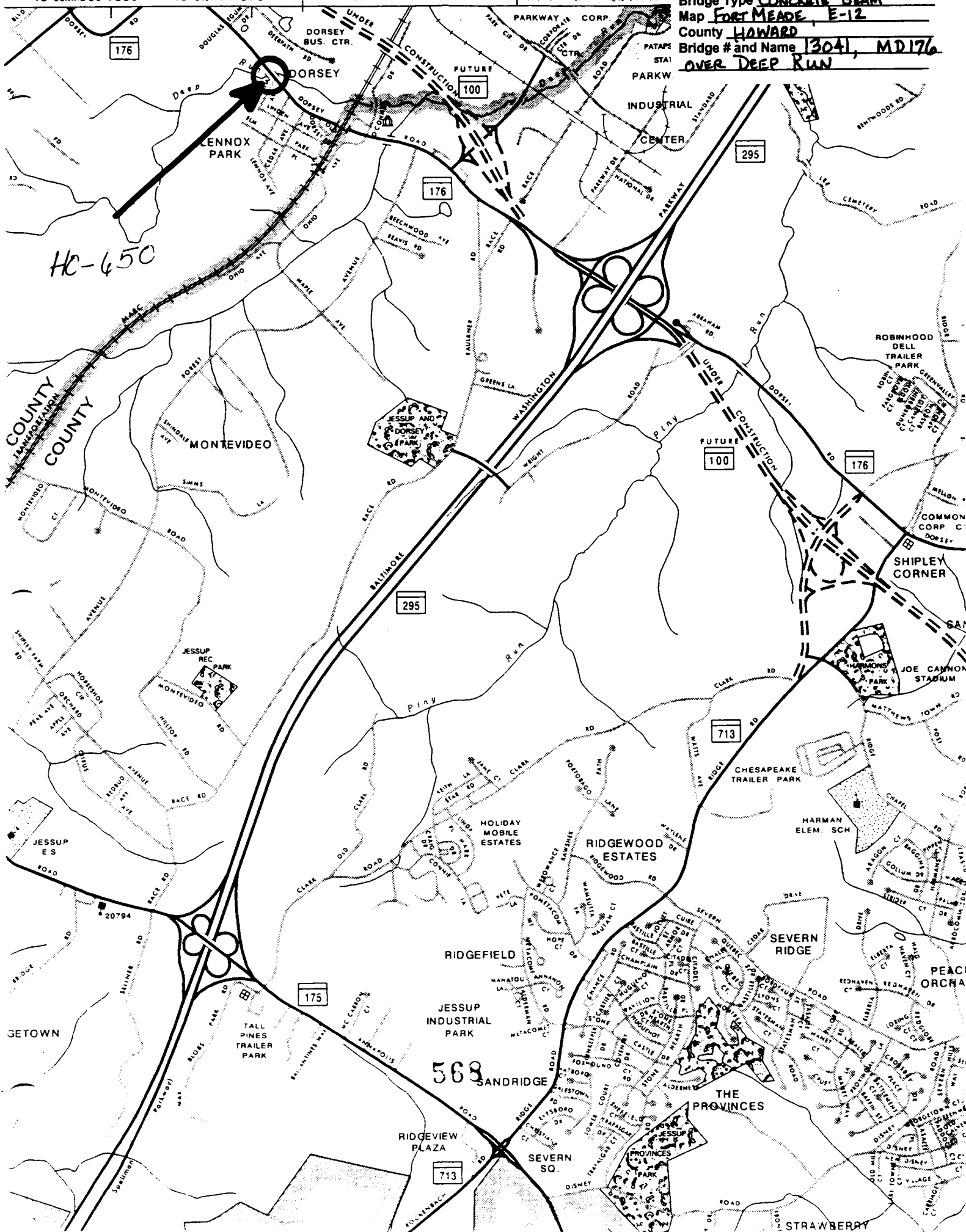
1930 *Reports of the State Roads Commission of Maryland for the Years 1927, 1928, 1929, and 1930*. State of Maryland, State Roads Commission, Baltimore.

1935 As-built drawings. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

**SURVEYOR INFORMATION**

**Name:** Margaret A. Bishop and Michelle M. Lupien  
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**Date:** 13 May 1996  
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HC-650

568 SANDRIDGE





Inventory # H0-650

Name B041-M0176 OVER DEEP RUN

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description EAST APPROACH LOOKING

NORTHWEST

Number <sup>1</sup>29 of <sup>4</sup>32

10-10-1995 15:00



Inventory # H0-650

Name 13041 - MD 176 OVER DEEP RUN

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description WEST APPROACH LOOKING

SOUTHEAST

Number <sup>2</sup> ~~20~~ of <sup>4</sup> ~~32~~

RESEARCH CENTER



PYRAMIDS  
FOR SALE

Inventory # H0-650

Name 13041-MD 176 OVER DEEP RUN

County/State HOWARD | MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description SOUTH ELEVATION LOOKING  
NORTH

Number 3 of 4  
~~31~~ of ~~32~~



Inventory # HO-650

Name 13041-MD 176 OVER DEEP RUN

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description NORTH ELEVATION LOOKING  
SOUTH WEST

Number 4 of 4  
32 of 32

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