

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO-731

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

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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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.

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: 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)

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 throughtout 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: yes no not applicable
Peter E. Kuntz 11/8/96
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 Adaption

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): Transportation-vehicular

Known Design Source: _____



HO-731

HO30

HOWARD Co., MD

C. HALL

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MD SHPO

WEST APPROACH

1 OF 5

ROXBURY ROAD OVER DURSEY BRANCH



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HC30

ROXBURY ROAD OVER DORSEY BRANCH

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EAST APPROACH

2 of 5



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HO 30

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SOUTH ELEVATION

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ROXBURY ROAD OVER DURSEY BRANCH



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HO 30

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SOUTH RAILING

4 OF 5

ROXBURY ROAD OVER DORSET BRANCH



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HO30

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NORTH RAILING

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ROXBURY ROAD OVER DORSET BRANCH