

Maryland Historical Trust

Maryland Inventory of Historic Properties number: ~~B-4632~~ BA-2732

Name: PRETTY BOY DAM RD. OVER PRETTY BOY RESERVOIR

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 _____
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" 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>

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

MHT No. ~~B-4632~~

SHA Bridge No. BC 6520 Bridge name Pretty Boy Dam Road over Pretty Boy Reservoir

**LOCATION:**

Street/Road name and number Pretty Boy Dam Road

City/town Hereford Vicinity X

County Baltimore (Note: Though this bridge is located in the northern portion of the county, it is owned by Baltimore City)

This bridge projects over: Road      Railway      Water X Land     

Ownership: State      County      Municipal X Other     

**HISTORIC STATUS:**

Is the 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 X:  
Concrete Arch X Concrete Slab      Concrete Beam      Rigid Frame     

Other      Type Name

**DESCRIPTION:**

Setting: Urban  Small town \_\_\_\_\_ Rural \_\_\_\_\_

**Describe Setting:**

Bridge BC 6520 carries Pretty Boy Dam Road over Pretty Boy Reservoir in Baltimore County. Pretty Boy Dam Road runs north-south. The bridge is located in the vicinity of Hereford, and is surrounded by water and a wooded area.

**Describe Superstructure and Substructure:**

Bridge BC 6520 is a 30-span, 1-lane, concrete bridge. The bridge has 4 concrete arch spans and 26 concrete girder spans. The bridge was originally built in 1932. The structure is 693 feet long and has a clear roadway width of 20 feet; there are 2 sidewalks each measuring 4 feet wide. The out-to-out width is 32 feet. The superstructure consists of 4 arches that support concrete deck with a red brick wearing surface and concrete panel parapets. The arches each span approximately 75 feet and are filled spandrel arches. The structure has solid panel parapets and the roadway approaches have a bituminous wearing surface and are in poor condition. The substructure consists of gallery walls and 3 piers. There is a gatehouse at mid-span that provides access into the dam structure. The bridge and gatehouse have classical revival details such as pilasters. The bridge is posted for 10 tons, and has a sufficiency rating of 76.8.

According to the 1995 inspection report, this structure was in fair condition with spalling, delamination, and efflorescence. The brick wearing surface is in good condition, but the concrete deck exhibits major deterioration and spalling. The concrete has efflorescence and spalling. The 4 main arch spans exhibit cracks with exposed aggregate. The arch has localized spalling throughout. The piers are spalling at the water line and have exposed reinforcement bars and efflorescence. Also, the concrete parapets are in good condition.

**Discuss Major Alterations:**

The bridge has undergone no major repairs.

**HISTORY:**

WHEN was the bridge built: \_\_\_\_\_ 1932 \_\_\_\_\_

This date is: Actual  Estimated \_\_\_\_\_

Source of date: Plaque  Design plans  County bridge files/inspection form  Other (specify): \_\_\_\_\_

WHY was the bridge built? The bridge was constructed as a crossing over the Prettyboy Dam and Reservoir, a concrete gravity dam constructed in 1932. The funds for the dam came from "A Public Improvement Commission" started in 1920, which raised money over a nine-year period from loans approved by Baltimore residents.

WHO was the designer? Baltimore City

WHO was the builder? J.A. Laporte Corporation for Baltimore City

WHY was the bridge altered? N/A

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

This bridge was determined eligible by the Interagency Review Committee in June 1996.

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

The advent of modern concrete technology fostered a renaissance of arch bridge construction in the United States. Reinforced concrete allowed the arch bridge to be constructed with much more ease than ever before and maintained the load-bearing capabilities of the form. As the structural advantages of reinforced concrete became apparent, the heavy, filled barrel of the arch was lightened into ribs. Spandrel walls were opened, to give a lighter appearance and to decrease dead load. This enabled the concrete arch to become flatter and multi-centered, with longer spans possible. Designers were no longer limited to the semicircular or segmental arch form of the stone arch bridge. The versatility of reinforced concrete permitted development of a variety of economical bridges for use on roads crossing small streams and rivers.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads that moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of \$3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's. Most improvements to local roads waited until the years after World War I.

As the nation's automotive traffic increased in the early twentieth century, local road networks were consolidated, and state highway departments were formed to supervise the construction and improvement of state roads. With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction through the standardization of bridge designs.

The concept and practice of standardization was one of the most important developments in engineering of the twentieth century. In Maryland, as in the rest of the nation, the standardized concrete types became the predominant bridge types built. In the period 1911 to 1920 (the decade in which standardized plans were introduced), beams and slabs constituted 65 percent and arches 35 percent of the extant 29 bridges built in Maryland. In the following decade, 1921-1930, the beam (now the T-beam) and slab increased to 73 percent and the arch had declined to 27 percent of the 129 extant bridges; in the next decade (1931-1940), the beam and slab achieved 82 percent and arches had further declined, constituting only 18 percent of the total of extant bridges built on state-owned roads between 1931 and 1946.

Although beam and slab bridges became the utilitarian choice, it appears that the arch was selected when aesthetics as well as other site conditions were considered. The architectural treatment of extant arch bridges supports this assessment. Many of these bridges were multiple span structures with open spandrels or masonry facing. Another decorative feature of the concrete arch bridge was an open, balustrade-style parapet. Despite the popularity of ornamental arches and the increase in use of beam and slab bridges, examples of simpler, single and multiple span closed concrete arch bridges with solid parapets continued to be constructed throughout the early twentieth century.

This bridge was constructed as part of the Prettyboy Dam complex, in 1932. The dam complex was one of a group of reservoirs in Baltimore County designed to provide fresh water for the citizens of Baltimore

**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?**

The construction of the Prettyboy Dam and Reservoir created a large lake. This bridge was constructed to permit local traffic to cross the reservoir.

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

This bridge is located in an area that may be eligible for historic designation. The structure, which is a good example of a concrete arch bridge, would contribute to the character of the potential district.

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

The bridge is a potentially significant example of a concrete arch bridge, possessing distinctive ornamentation and design.

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

The bridge retains the character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including parapets, spandrel walls with pilasters, barrel, arch ring and piers, however some deterioration is evident.

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

This bridge is a significant example of the work of City of Baltimore Department of Public Works.

**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:**

County inspection/bridge files \_\_\_\_\_ SHA inspection/bridge files \_\_\_\_\_  
Other (list):

Baltimore City Bridge Inspection Form

Johnson, Arthur Newhall  
1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland*. Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

Maryland Historical Trust State Historic Sites Inventory Form  
1996 Prettyboy Dam, BA-2732.

P.A.C. Spero & Company and Louis Berger & Associates  
1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

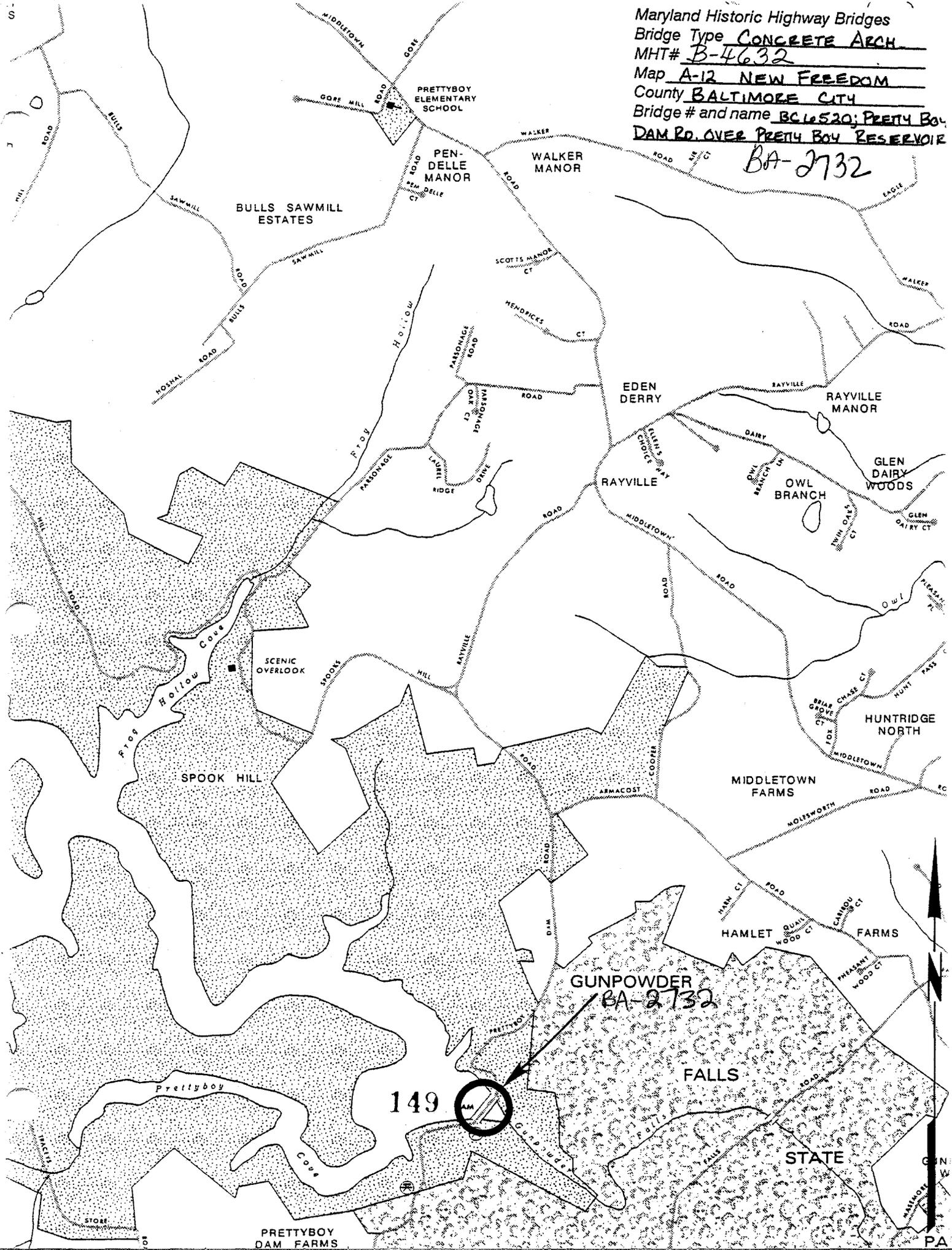
Tyrrell, H. Grattan  
1909 *Concrete Bridges and Culverts for Both Railroads and Highways*. The Myron C. Clark Publishing Company, Chicago and New York.

**SURVEYOR:**

Date bridge recorded December 1997 / revised August 1998  
Name of surveyor Caroline Hall  
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204  
Phone number (410) 296-1635 FAX number (410) 296-1670

Maryland Historic Highway Bridges  
Bridge Type CONCRETE ARCH  
MHT# B-4632  
Map A-12 NEW FREEDOM  
County BALTIMORE CITY  
Bridge # and name BC16520; PRETTY BOY  
DAM RD. OVER PRETTY BOY RESERVOIR

BA-2732

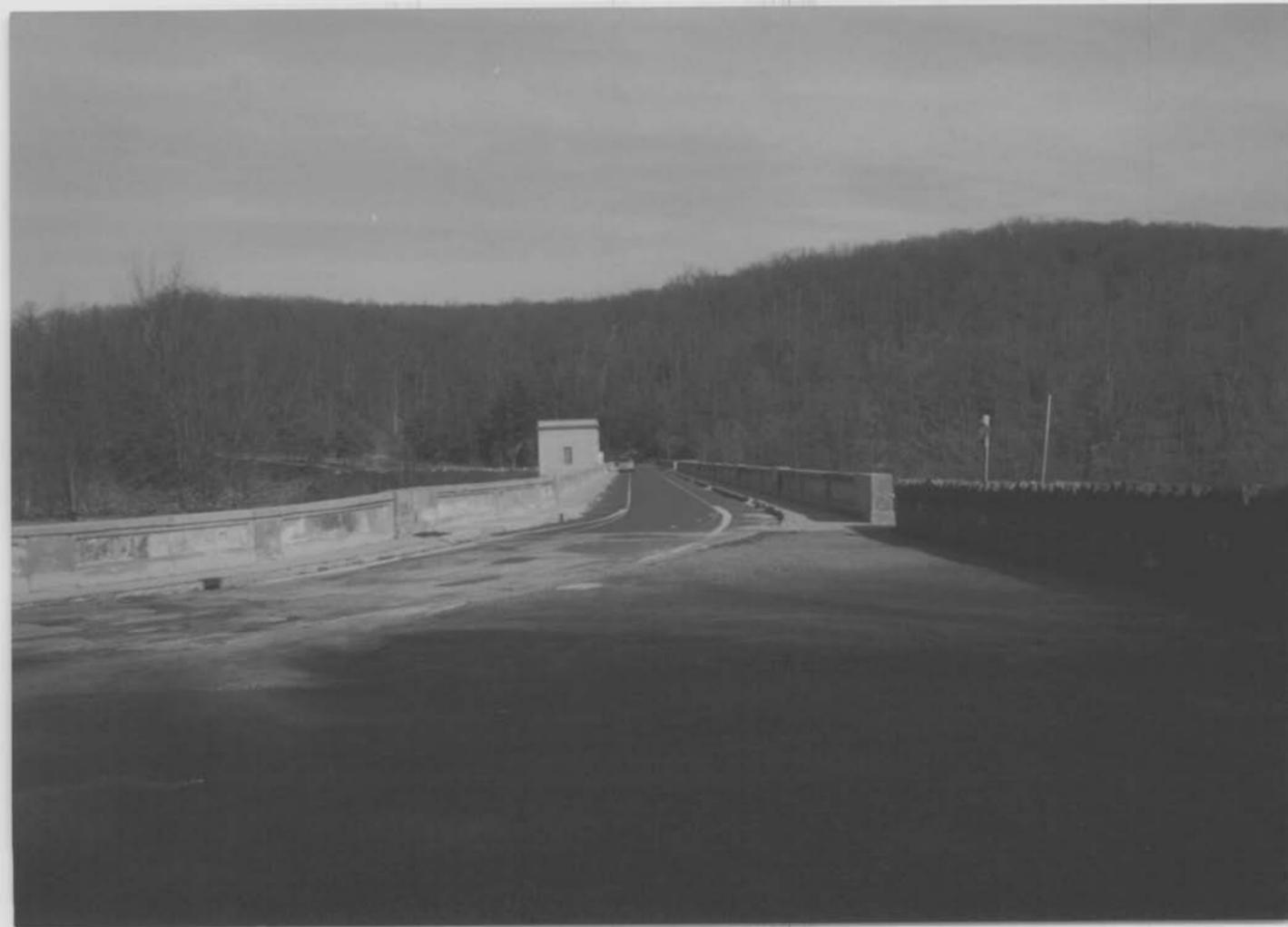


GUNPOWDER  
BA-2732

149

PRETTYBOY  
DAM FARMS

PA



Inventory # ~~B-4632~~ BA-2732

Name 6520 - PRETTY DAM RD OVER PRETTY BOY RESEVOIR

County/State BALTIMORE CITY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description NORTH APPROACH LOOKING  
SOUTHWEST

Number 1 of 374



Inventory # ~~B-4632~~ BA-2732

Name ~~6520~~ PRETTY DAM RD OVER PRETTY BOY RESERVAR

County/State BALTIMORE CITY/MD

Name of Photographer DAVE DEHL

Date 1/95

Location of Negative SHA

Description EAST ELEVATION LOOKING

SOUTH

Number <sup>2</sup>26 of <sup>4</sup>37



Inventory # B-4632 BA-2732

Name 6520 - PRETTY DAM RD OVER PRETTY BOY RESEVOIR

County/State BALTIMORE CITY / MD

Name of Photographer DAVE KENL

Date 1/95

Location of Negative SHA

Description WEST ELEVATION LOOKING NORTH

Number 3 of 39 ~~4~~



Inventory # ~~4632~~ BA 2732

Name 6520-PRETTY DAM RD OVER PRETTY BOY RESERVOIR

County/State BALTIMORE CITY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING

NORTH

Number <sup>4</sup>28 of <sup>4</sup>39

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

Property/District Name: Prettyboy Dam Survey Number: BA-2732

Project: Rehabilitate Prettyboy Dam Bridge Agency: FHWA/Baltimore City

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, the Prettyboy Dam, located in northern Baltimore County, just outside Gunpowder Falls State Park in the Hereford vicinity, meets the National Register Criterion A and C. The Dam complex consists of three principal components: a concrete gravity dam, a gatehouse, and a closed spandrel, concrete arch bridge. Behind and to the north of the dam complex is the Prettyboy water reservoir. Constructed by the City of Baltimore from 1930 to 1933, Prettyboy was the northernmost reservoir in the city's water system, which also includes Lake Roland, Hampden Reservoir, Druid Lake, High Service Reservoir, Mount Royal Reservoir, Loch Raven, Montebello Lake, and Clifton Lake. The dam reflects the continued growth of the City of Baltimore in population and associated infrastructure needs in the early part of the 20th century and the continued concern for a good, clean water supply. This concern began in the mid 19th century and was met first by series of reservoirs on the Jones Falls, then by a system on the Gunpowder River. The Prettyboy Dam represents the culmination of the Gunpowder Falls water system. Planning for the bridge began in 1900 and the project, which also included roads, other bridges and culverts and acquisition and clearing of hundreds of acres, cost more than \$4 million. The design of the dam, bridge and gatehouse reflect the aesthetics of the City Beautiful Movement with classical proportions and detailing and the inclusion of such features as the decorative fountains at the base of dam and walkways and viewing areas on the riverbank. The complex retains a high level of integrity. The only notable alteration is the removal of the original lampposts which stood at both ends of the bridge (Baltimore City DPW may have these in storage but does not intend to reinstall them). The bridge is slated to be rehabilitated.

Documentation on the property/district is presented in: Project files, Maryland Inventory  
Form BA-2732

Prepared by: Lauren Archibald, MARR Associates, Inc.

Elizabeth Hannold February 27, 1996  
Reviewer, Office of Preservation Services Date

NR program concurrence:  yes  no  not applicable  
Olavud R. R. R. R. R. 2-27-96  
Reviewer, NR program Date

*gmg*

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: Structures and building

Historic Environment: Rural

Historic Function(s) and Use(s): Public Works, Transportation-vehicular

Known Design Source: Baltimore City DPW, J.A. Laporte Corp., contractor

**Maryland Comprehensive Historic Preservation Plan Data**

**Property:** Prettyboy Dam and Bridge, vicinity of Hereford, Baltimore County, MD

**Geographical Organization:** Piedmont

**Chronological Period:** Industrial/Urban Dominance A.D. 1870-1930

**Historic Period Theme:** Economic and Public Health

**Resource Type:**

**Category:** Dam, Bridge, Gatehouse, and Reservoir

**Historic Environment:** Rural

**Historic Function and Use:** Dam and Bridge

**Known Design Source:** Baltimore City Dept. of Public Works

# Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF  
HISTORIC PROPERTIES

Survey No. BA-2732

Magi No.

DOE  yes  no

## 1. Name (indicate preferred name)

historic Prettyboy Dam

and/or common

## 2. Location

street & number Prettyboy Dam Road  not for publication

city, town Hereford  vicinity of congressional district

state Maryland county Baltimore

## 3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input type="checkbox"/> transportation
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

## 4. Owner of Property (give names and mailing addresses of all owners)

name City of Baltimore

street & number 417 E. Fayette Street telephone no.: (410)396-6935

city, town Baltimore state and zip code Maryland

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Baltimore County Courthouse liber

street & number Courts Building folio

city, town Towson state Maryland

## 6. Representation in Existing Historical Surveys

title Maryland Inventory of Historic Bridges

date 1995  federal  state  county  local

pository for survey records Maryland State Highway Administration

city, town Baltimore state Maryland

## 7. Description

Survey No. BA-2732

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The Prettyboy Dam and Reservoir are located in northern Baltimore County, just outside Gunpowder Falls State Park. The reservoir proper lies within water Districts No. 5 and No. 6, and the dam complex is in District No. 7. As it is a watershed, the area is relatively pristine and is surrounded by rolling hills and forests.

The Prettyboy Dam complex consists of three principal components: a concrete gravity dam, a gatehouse, and a closed-spandrel, concrete arch bridge. Behind and to the north of the dam complex is the Prettyboy water reservoir. The four-span bridge crosses the length of the dam crest, which partially supports it. A long series of stone steps lead down on the west side of the bank to an overlook, where one can view the panorama of Prettyboy Dam and Bridge. As water from the reservoir passes over the steep dam spillway, it flows downward to the holding pool below. At the base of the spillway are two concrete fountains which spray water upward in juxtaposition to the downward flow of the water on the spillway. This, the elegant arches of the bridge, the rocky banks along the Gunpowder River, and the narrow river itself was always a spectacular and colorful sight. The Prettyboy Dam complex is essentially unchanged today.

The concrete dam, which is the free overfall or straight drop type of dam, is ca. 692.5 feet long. The concrete dam was apparently built in nine sections, each ten feet thick with 24" x 8" bonding grooves. The spillway is covered with concrete slabs, which give the spillway face a smooth-finished appearance. On the reservoir side of the dam, the dam is reinforced with steel plates at all vertical expansion joints. Most dams that are over 50 feet in length require expansion and contraction joints. The concrete dam was laid on rock, and along the reservoir face of the dam (north face), the drawings state that a "cut-off trench shall be cut with a channel machine of at least six feet [in width] and carried sufficiently far down into solid rock to prevent any seepage of water under the dam" (Baltimore County Engineering Department Drawing 4 of 33). Seepage is always an important concern in dam construction.

The curved crest of the dam has a peak elevation of 520 feet. It employs a relatively simple design, whereby water flows over the crest of the dam and directly under the four concrete arches of the bridge. The spillway crest serves as an overflow which automatically releases water whenever the reservoir surface rises

Survey No. BA-2732

Prettyboy Dam, Baltimore County, Maryland

### 7. Description

above crest level. In addition to this automatic overflow over the crest, the dam also has regulated gates and valves to control and direct the flow of water from the reservoir.

At the base of the overfall, on the east side of the dam, is a stilling pool or basin. It was built as an extension of the concrete apron and was poured directly over the rock bottom of the stream. Stilling basins are usually required in order to avoid scouring of the streambed. Two fountains are seated at the top of the dam apron, at the level of the stilling pool or basin. The decorative concrete fountains are shaped like urns similar to the type found in early twentieth century gardens. From the stilling basin, water flows out and toward the south down the Gunpowder River.

The reinforced concrete arch bridge over the dam is a closed spandrel type with a closed balustrade. The bridge has four arches with contraction-expansion joints at each span. The arches are paired, and the pair flanks a broad, central buttress. The buttress was designed with two pylons topped with slim pilasters along the sides. The concrete arches, which measure 68.5 feet in width, are divided by oval-shaped piers. Each pier has a decorative cap or "nose" on the top. Since the piers are seated at the top of the dam spillway, passersby on the bridge may look down and view them from above. The decorative caps are reminiscent of the classical revival anthemion, with a palmetto leaf design radiating in a cluster. The design also resembles the sunrise-sunburst motif characteristic of the Art Deco embellishments which had reached the United States by the early 1930s.

The surface of the road deck is somewhat unusual, as it is laid with vitrified red brick paving. The brick paving, which is in fairly good condition, lies upon a sand cushion underlain by a concrete slab. The narrow concrete sidewalks along the road deck are visibly deteriorating, and small pieces of concrete have spalled off. Originally, two finely detailed lampposts resembling classical columns stood on the east and west abutments of the bridge; these were removed sometime later in the twentieth century.

The facade of the gatehouse features smoothly finished, oolitic limestone, with rusticated limestone quoining on all four sides. The gatehouse has a flat roof with dropped and molded cornice. The structure has a symmetrical facade with a double-leaf door and full surrounds and pediment, flanked on each side by a large window. At the present time, the door and windows are boarded

Survey No. BA-2732

Prettyboy Dam, Baltimore County, Maryland

### 7. Description

up. The original design included eight-pane casement windows, a hollow metal door and four-light transom overtop with a decorative bronze grille.

Information on the interior of the gatehouse and dam was gleaned from documentary sources and from engineers' drawings. Inside the gatehouse is a concrete stairway leading down to the main floor. From here, one descends into the interior of the dam structure via a long series of 175 concrete steps, which lead down to the cone-valve and needle-valve rooms, where water is drawn from the reservoir through large pipes. Valves or control gates are typically used in dams such as this one, where full water flow predominates. The control mechanisms are located approximately 80 feet below the crest of the dam, at approximately an intermediate point along the spillway.

# 8. Significance

Survey No. BA-2732

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> other (specify) public health
		<input type="checkbox"/> invention		

**Specific dates** 1930-1933 **Builder/Architect** Baltimore City Dept. of Public Works

check: Applicable Criteria:  A  B  C  D  
 and/or  
 Applicable Exception:  A  B  C  D  E  F  G  
 Level of Significance:  national  state  local

Prepare both a summary paragraph of significance and a general statement of history and support.

The concern for a good, clean water supply in Baltimore began over a century before; and by 1848, it was noted that "Baltimore is most inadequately supplied with water," and that "the time had arrived for a movement to be made towards diverting the water of Gwynn's Falls, the Gunpowder, or some other falling streams of the vicinity, for this purpose" (Scharf 1881:217). The first water-works began construction in 1858, when a dam was erected across Jones Falls, eight miles outside the city. By ca. 1881, Lake Roland, Hampden Reservoir, Druid Lake, High Service Reservoir, and Mount Royal Reservoir had been constructed off of Jones Falls; and three reservoirs were constructed on the Gunpowder River, including Loch Raven, Montebello Lake, and Clifton Lake. It was claimed that "[t]he completion of the Gunpowder Permanent Water-supply gives Baltimore a system of water-works unequalled in the United States, affording a supply of water nearly double that of the great city of New York..." (Scharf 1881:22).

The Gunpowder Falls water system proved inadequate before the turn of the century; and in 1893, a larger dam was constructed higher upstream from Loch Raven, and was further increased in 1912 (Duvall 1945:286). That dam was not completed until 1922. However, the system was greatly improved by the completion of Prettyboy Dam in 1933. Constructed by the City of Baltimore during a three-year period from 1930-1933, Prettyboy was the northernmost reservoir in the county and city's system.

After the Gunpowder Valley was flooded for the Prettyboy Reservoir, a number of residences were inundated. The area throughout the valley had been used principally for cattle ranching, farming, and small milling operations. The most well-known and prolific milling activity was the Hoffman paper mills. There were excellent mill sites in the area. Near the Hoffman mills, which began in 1776, a school, store, church, and

Survey No. BA-2732

Prettyboy Dam, Baltimore County, Maryland

## 8. Significance

millworker's houses eventually were erected, and the nucleus became known as Hoffmanville. The paper mills continued to operate for another century.

The twentieth century concrete gravity dams, such as the one at Prettyboy, are relatively simple to design, and were derived from the masonry gravity dams pioneered by French engineer M. De Sazilly ca. 1850. Since the Prettyboy Dam was to be used for storage, and because it was a massive gravity-type dam, it was relatively costly to build. Funds to construct the Prettyboy Dam and Reservoir were raised over a nine-year period from loans approved by Baltimore residents. A "Public Improvement Commission" was created in 1920, and they began raising funds in 1924. The dam called for 192,000 cubic yards of concrete, and the cost of constructing the dam was \$2,383,732. However, this sum did not include the building of roads, other bridges and culverts, the purchase and clearing of land for the reservoir, and numerous engineering expenses. The total cost for the entire project was \$4,110,135. Closed-spandrel bridges, such as the one at Prettyboy, are always more expensive to build than open-spandrel types, since they require far more concrete.

Chief water engineers for Prettyboy Dam included Baltimore City employees Charles F. Goob, Edward G. Rost, and Leon Small. Bernard L. Crozier and C. B. Cornell were the construction engineers; James W. Armstrong was the filtration engineer; Frank O. Heyder was the architect, and John H. Gregory was the consulting engineer. The contractor for the project was J. A. Laporte Corporation.

The bridge and gatehouse are reminiscent of the classical revival style, and the fountains are also characteristic of classical revival garden furniture of the early twentieth century. During the latter part of the first quarter of the twentieth century and through the Great Depression years, this was a common architectural style for a variety of public buildings, including courthouses, banks, schools, and post offices. Applied to the Prettyboy Gatehouse, the styling makes this small and simple structure seem elegant and dignified.

The City Beautiful movement also probably influenced the siting and design of Prettyboy as a complex. That movement was an attempt to make cities and their environs more attractive, green, and pleasing for people. At Prettyboy, there was a magnificent fall of water, sited 500 feet above the stream below, with steep and craggy banks on either side. This was juxtaposed with a broad, tranquil lake to the north as far as the eye can see. Thus, the siting and construction of Prettyboy incorporated both

Survey No. BA-2732

Prettyboy Dam, Baltimore County, Maryland

## 8. Significance

rustic and serene qualities in landscape design. At the same time, however, the environment had been purposely altered, and of course, highly controlled: the sides of the streambanks were covered with rip-rap, while the area to the north, once a streambed, had become a massive lake with water flow controlled by valveworks at the dam.

### Summary

The Prettyboy Dam complex consists of a dam with spillway and lower sluice gates, a four-span concrete arch dam over the dam, a gatehouse, a lower pool, and two concrete fountains at the base of the dam. The Prettyboy Dam complex was completed in 1933. The Prettyboy Reservoir, which holds approximately 20 billion gallons, was one of a group of reservoirs in Baltimore County designed to provide fresh water for citizens <sup>of the City of Baltimore.</sup> The Prettyboy Reservoir had the highest crest of any of the area's reservoirs. Prettyboy is 520 feet, and the Liberty Reservoir has a crest of 420 feet. Other reservoirs, such as Guilford and Lock Raven, had maximum crests of 341 feet and 240 feet, respectively.

Based on the research to date, the Prettyboy Dam, Bridge, and Gatehouse complex should be considered eligible to the National Register of Historic Places under Criterion C. The exterior, or visible, architectural components of the complex are essentially intact. The Prettyboy Dam is significant locally and regionally as a fine example of a classical revival bridge and gatehouse, while the overall siting and design of the dam exemplify the twentieth century City Beautiful aesthetics. The Prettyboy Dam complex was not only an unusual engineering achievement, but it was an accomplishment that combined natural beauty and civil engineering to make a magnificent public structure.

# 9. Major Bibliographical References

Survey No. BA-2732

Please see continuation sheet

# 10. Geographical Data

Acreage of nominated property approx. 1 acre

Quadrangle name New Freedom & Hereford, 1958, 1974

Quadrangle scale 1"=1000 ft

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

D	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

E	<input type="text"/>	<input type="text"/>	<input type="text"/>
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F	<input type="text"/>	<input type="text"/>	<input type="text"/>
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G	<input type="text"/>	<input type="text"/>	<input type="text"/>
---	----------------------	----------------------	----------------------

H	<input type="text"/>	<input type="text"/>	<input type="text"/>
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### Verbal boundary description and justification

The property contains the dam, bridge, gatehouse, and surrounding lands owned by Baltimore City.

### List all states and counties for properties overlapping state or county boundaries

state	code	county	code

state	code	county	code

# 11. Form Prepared By

name/title Lauren Archibald, Architectural Historian

organization MAAR Associates, Inc.

date May 1995

street & number P.O. Box 655

telephone (302) 368-5777

city or town Newark

state Delaware

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: ~~Maryland Historical Trust  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438~~

MARYLAND HISTORICAL TRUST  
DHCP/DHCD  
100 COMMUNITY PLACE  
CROWNSVILLE, MD 21032-2023  
514-7600

Survey No. BA-2732

Prettyboy Dam, Baltimore County, Maryland

9. Major Bibliographical References

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Scharf, Thomas J.

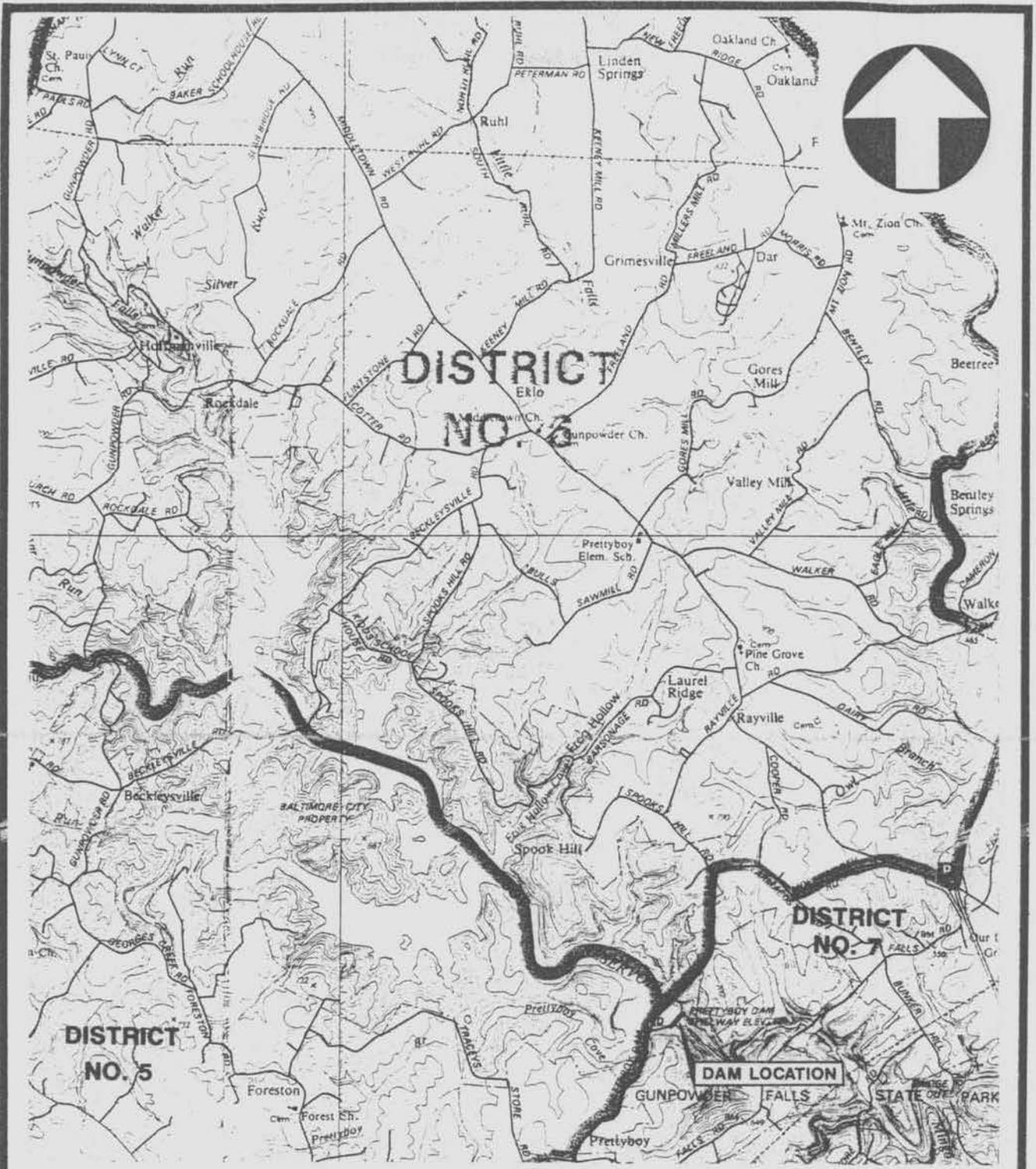
1881

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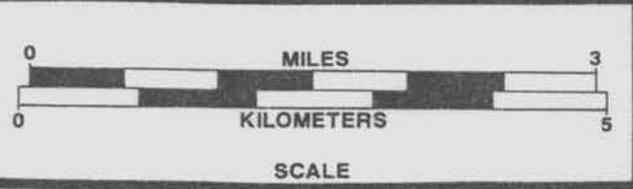
United States Department of the Interior

1965

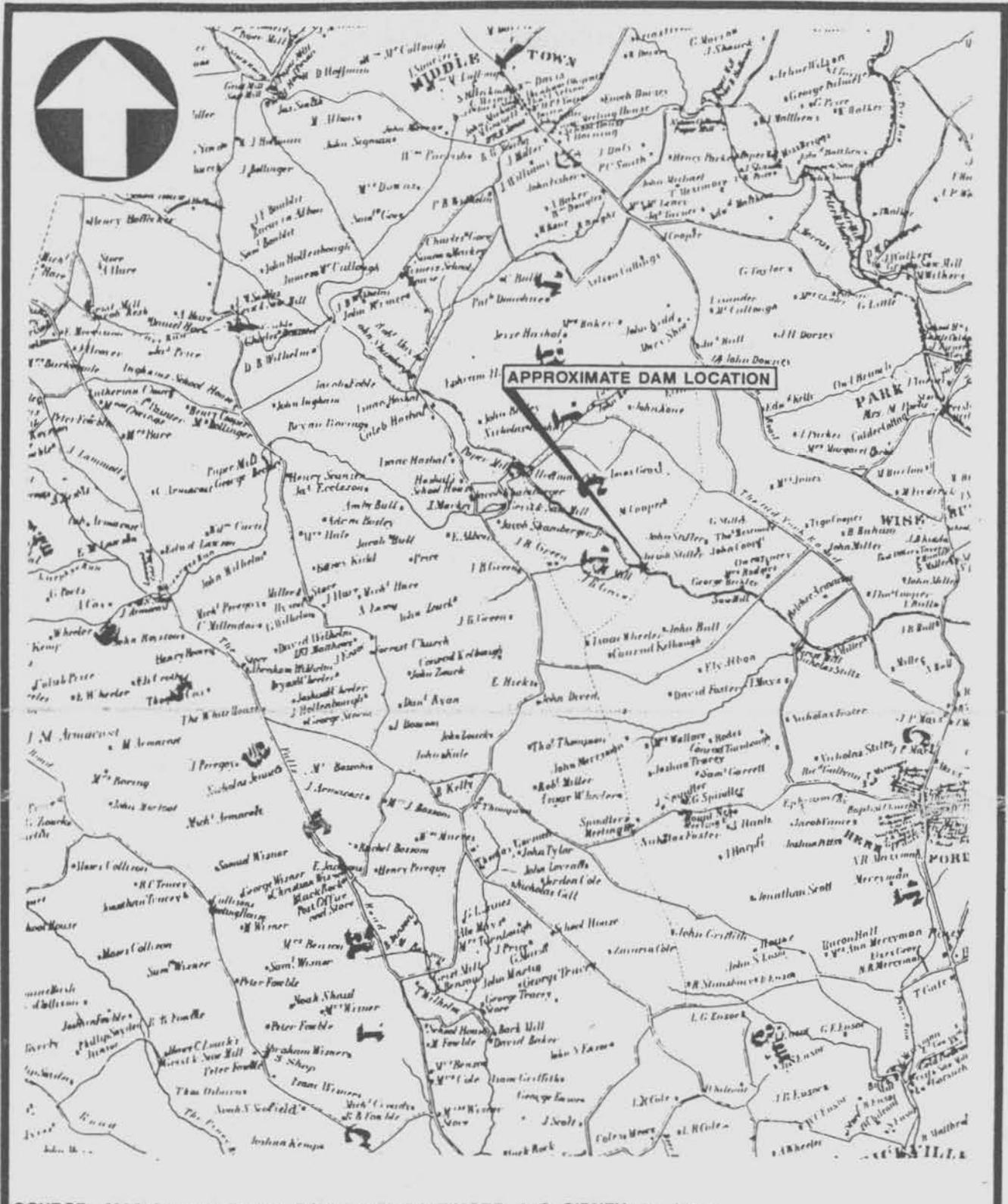
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Interior, Bureau of Reclamation. U. S. Government  
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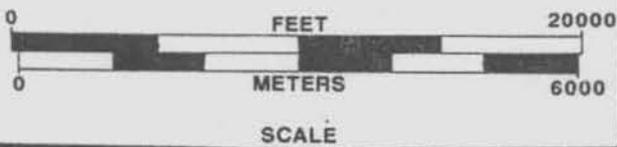
SOURCE: TOPOGRAPHIC MAP OF BALTIMORE COUNTY, 1985



MAI PROJECT: M-106  
 PRETTYBOY DAM BRIDGE (BA-2732)  
 FIGURE  
 TOPOGRAPHIC MAP, 1985

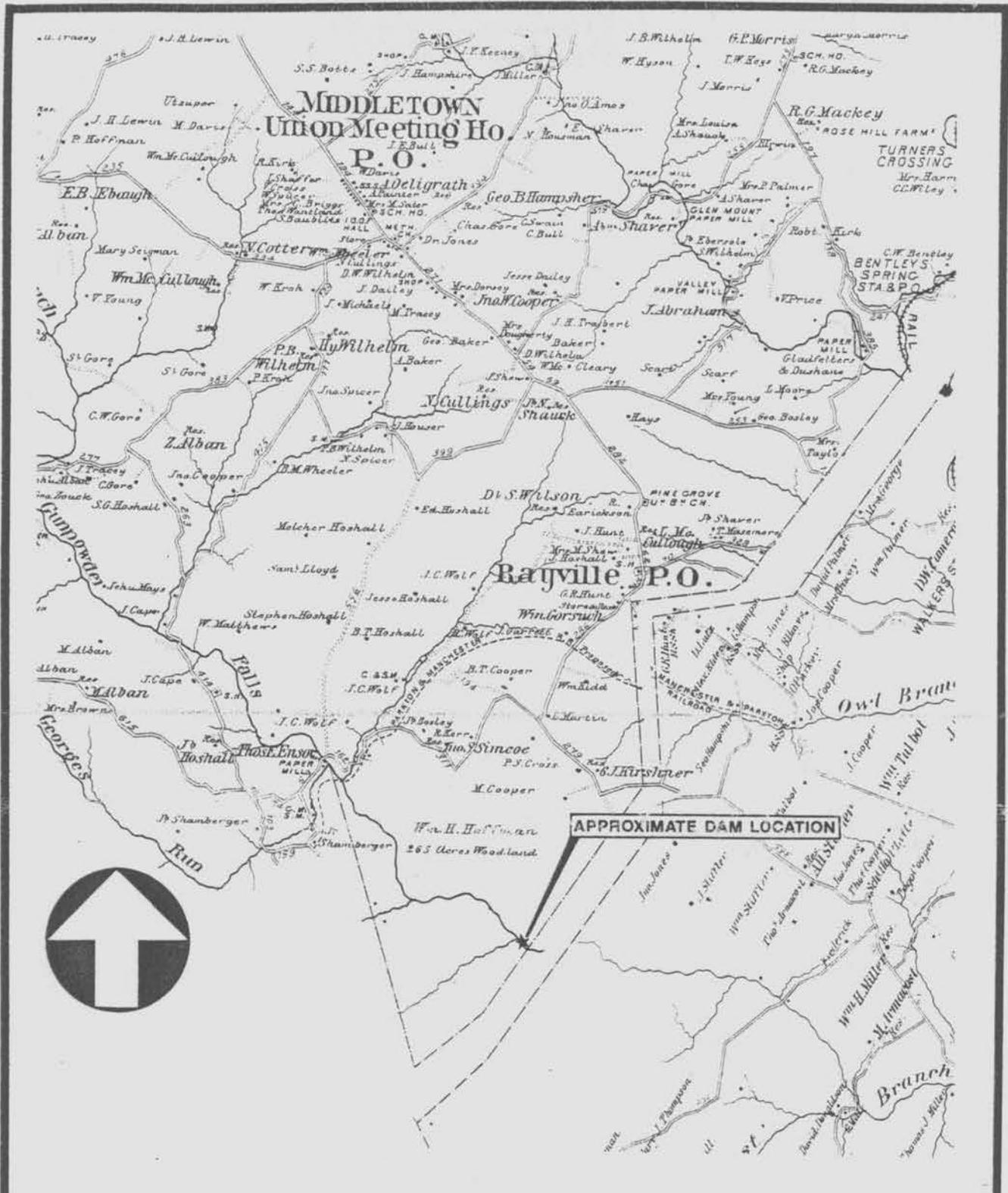


SOURCE: MAP OF THE CITY & COUNTY OF BALTIMORE, J. C. SIDNEY, ca. 1850

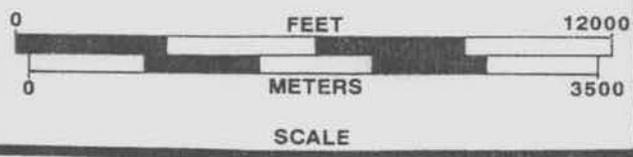


MAI PROJECT: M-106  
PRETTYBOY DAM BRIDGE (BA-2732)

FIGURE  
MAP OF THE PROJECT VICINITY ca. 1850

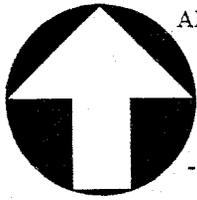


SOURCE: ATLAS OF BALTIMORE COUNTY, MARYLAND, G. M. HOPKINS, 1877



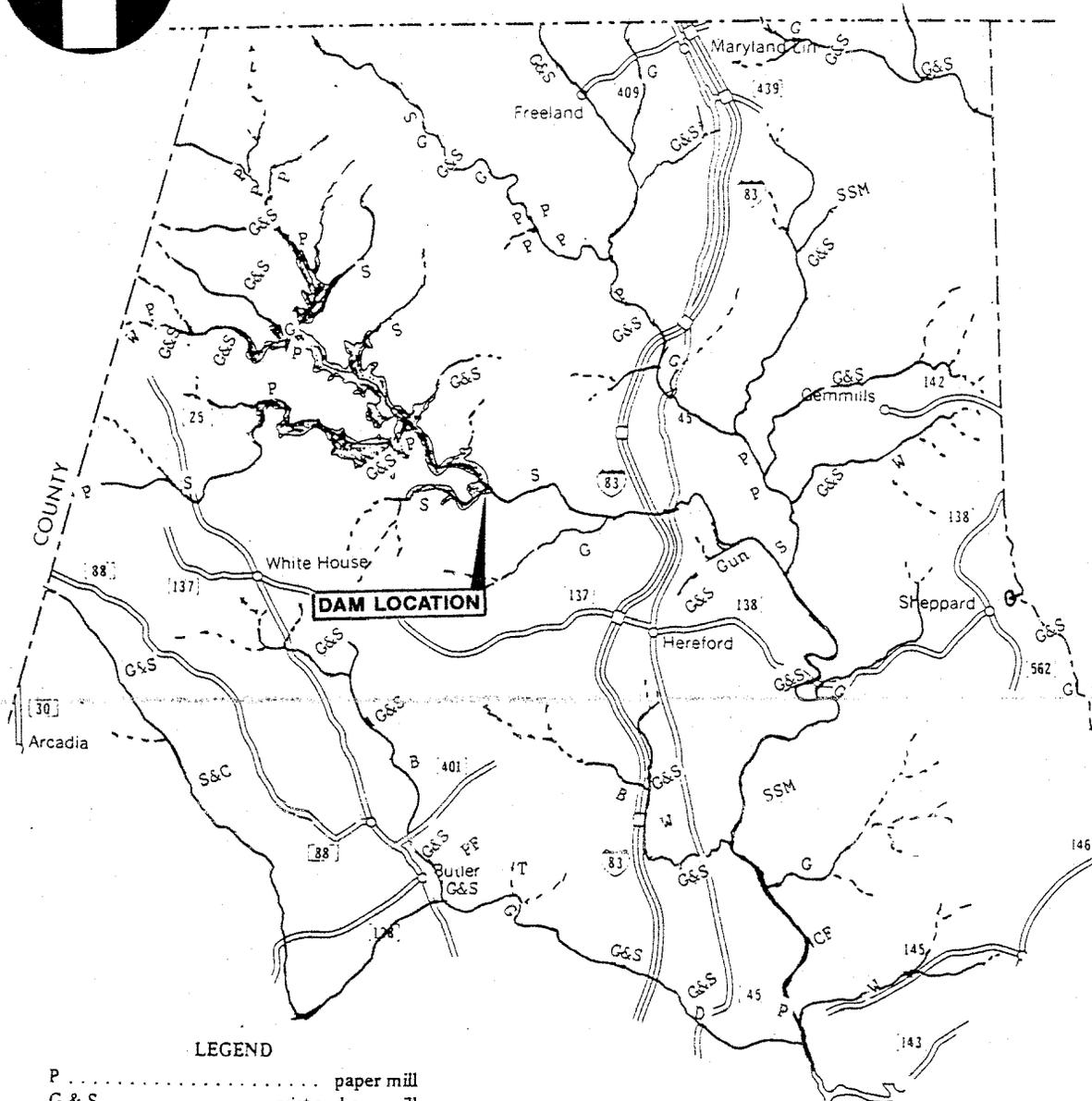
MAI PROJECT: M-106  
PRETTYBOY DAM BRIDGE (BA-2732)

FIGURE  
MAP OF THE PROJECT VICINITY IN 1877



APPROXIMATE LOCATION OF MILLS AND INDUSTRIES AS SHOWN ON  
SIDNEY'S MAP OF 1850 and THE G.M. HOPKINS ATLAS OF 1877

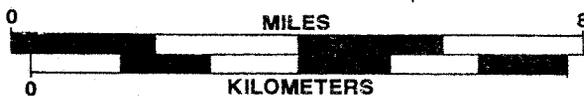
PENNSYLVANIA



LEGEND

- |             |                       |           |                      |
|-------------|-----------------------|-----------|----------------------|
| P .....     | paper mill            | T .....   | tanyard              |
| G & S ..... | grist and saw mill    | CF .....  | cotton cloth factory |
| S .....     | saw mill              | PF .....  | plow factory         |
| G .....     | grist mill            | GUN ..... | gunpowder mill       |
| S & C ..... | saw and chopping mill | D .....   | distillery           |
| W .....     | fulling mill          |           |                      |
| SSM .....   | steam saw mill        |           |                      |
| B .....     | bark mill             |           |                      |

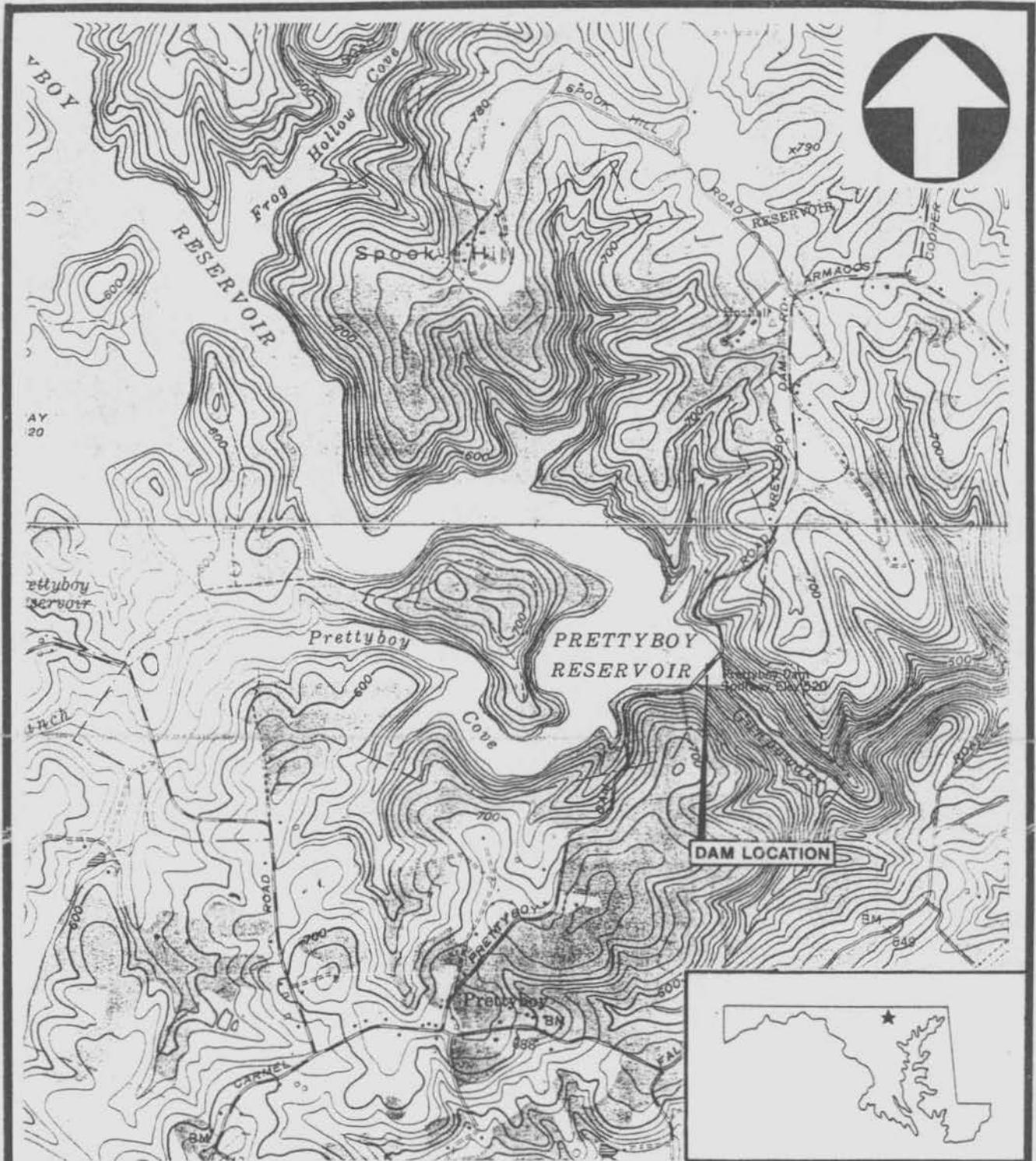
SOURCE: CLEMENS & CLEMENS, 1983:52



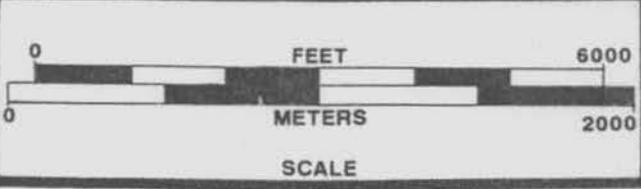
SCALE

MAI PROJECT: M-106  
PRETTYBOY DAM BRIDGE (BA-2732)

FIGURE  
APPROXIMATE LOCATION OF MILLS & INDUSTRIES  
IN NORTHERN BALTIMORE COUNTY



SOURCE: USGS NEW FREEDOM & HEREFORD QUADRANGLES, 1958, 1974



MAI PROJECT: M-106  
 PRETTYBOY DAM BRIDGE (BA-2732)

FIGURE  
 PROJECT LOCATION MAP  
 VIC. OF HEREFORD BALTIMORE CTY., MD



DA-2132

Prettbody Dam

Baltimore County, Maryland

Richard Green, MAAR Associates, Inc.

April 1995

Maryland SMPO

Prettbody Dam Bridge, SW view of Upstream Facade

1 of 6



BA-2732

Prettyboy Dam

Baltimore County, Maryland

Richard Green, MAAR Associates, Inc.

April 1995

Maryland SHPO

Prettyboy Dam Roadbed, NE View

2 of 6



EA-2732

Prettyboy Dam

Baltimore County, Maryland

Richard Green, MAAR Associates, Inc

April 1995

Maryland SHPo

Prettyboy Dam Bridge Gatehouse, Front Facade

3 of 6



BA-2732

Prettyboy Dam

Baltimore County, Maryland

Richard Green, MAAR Associates, Inc.

April 1995

Maryland SHPD

Prettyboy Dam Bridge, NE View of Downstream Facade

4 of 6



BA-2732

Prettyboy Dam

Baltimore County, Maryland

Richard Green, MAAR Associates, Inc.

April 1995

Maryland SHPO

Prettyboy Dam Bridge, Spillway

5 of 6



BA-2732

Prettybay Dam

Baltimore County, Maryland

Richard Green, MAAR Associates, Inc.

April 1995

Maryland SHPO

Prettybay Dam Bridge, Sluice Gate Pilasters

6 of 6