

**Name/Address:** Abandoned Road Culvert, north of Padonia Road  
**Construction Date:** early twentieth century  
**Town/Vicinity:** south of Texas  
**County:** Baltimore County  
**Access:** Private

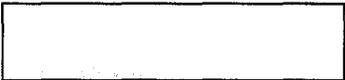
**Summary Description:**

This small abandoned road culvert is located about 15-20 feet west of the light rail tracks north of Padonia Road and spans a now-channelized creek. The culvert consists of two abutments of approximately 5-6 feet in height laid in a random limestone rubble. The rough, small, squarish stones support a concrete deck and wood parapet. The road would have led to houses north of the culvert, which have now been demolished, and to the former Padonia Station of the Northern Central/Pennsylvania Railroad prior to the culvert's abandonment in the mid-twentieth century. The modest culvert is not distinctive architecturally nor exemplary of an engineering technique. The bank of the creek is retained by stone bedded in concrete. The creek itself has been channelized with concrete.

**Statement of Significance:**

This abandoned road culvert is a typical modest example of a stone, concrete and timber structure built to span a small watercourse. The culvert was probably built in the early twentieth century and modified with concrete later in the century. The structure is not significant as an example of engineering, nor does it appear to have played an important role in the history of the Padonia or Texas communities, nor is it known to be associated with people significant to local, state, or national history; therefore, the abandoned culvert does not appear to meet the National Register criteria.

Maryland Historical Trust  
State Historic Sites Inventory Form



BA - 2875

1. Name (indicate preferred name)

historic

and/or common Abandoned Road Culvert

2. Location

street & number north of Padonia Road, east of Beaver Dam Road  not for publication

city, town Padonia/Texas  vicinity of congressional district

state Maryland county Baltimore

3. Classification

- |                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Category</b><br><input type="checkbox"/> district<br><input type="checkbox"/> building(s)<br><input checked="" type="checkbox"/> structure<br><input type="checkbox"/> site<br><input type="checkbox"/> object | <b>Ownership</b><br><input type="checkbox"/> public<br><input checked="" type="checkbox"/> private<br><input type="checkbox"/> both<br><b>Public Acquisition</b><br><input type="checkbox"/> in process<br><input type="checkbox"/> being considered<br><input checked="" type="checkbox"/> not applicable | <b>Status</b><br><input type="checkbox"/> occupied<br><input type="checkbox"/> unoccupied<br><input type="checkbox"/> work in progress<br><b>Accessible</b><br><input type="checkbox"/> yes: restricted<br><input checked="" type="checkbox"/> yes: unrestricted<br><input type="checkbox"/> no | <b>Present Use</b><br><input type="checkbox"/> agriculture<br><input type="checkbox"/> commercial<br><input type="checkbox"/> educational<br><input type="checkbox"/> entertainment<br><input type="checkbox"/> government<br><input type="checkbox"/> industrial<br><input type="checkbox"/> military | <input type="checkbox"/> museum<br><input type="checkbox"/> park<br><input type="checkbox"/> private residence<br><input type="checkbox"/> religious<br><input type="checkbox"/> scientific<br><input type="checkbox"/> transportation<br><input checked="" type="checkbox"/> other: none |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

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

name unknown

street & number telephone no.:

city, town state and zip code

5. Location of Legal Description

courthouse, registry of deeds, etc. not located liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title Cultural Resources Investigations for Proposed Construction of Double Track, North Half, Central Light Rail, Baltimore & Baltimore Co., MD

date 1999

depository for survey records Maryland Historical Trust  federal  state  county  local

city, town Crownsville state MD

# 7. Description

Survey No. BA-2875

### Condition

- excellent
- good
- fair

- deteriorated
- ruins
- unexposed

### Check one

- unaltered
- altered

### Check one

- original site
  - moved
- date of move

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

### Description

This small abandoned road culvert is located about 15-20 feet west of the light rail tracks north of Padonia Road and spans a now-channelized creek. The culvert consists of two abutments of approximately 5-6 feet in height laid in a random limestone rubble. The rough, small, squarish stones support a concrete deck and wood parapet. The road would have led to houses north of the culvert, which have now been demolished, and to the former Padonia Station of the Northern Central/Pennsylvania Railroad prior to the culvert's abandonment in the mid-twentieth century. The modest culvert is not distinctive architecturally nor exemplary of an engineering technique. The bank of the creek is retained by stone bedded in concrete. The creek itself has been channelized with concrete.

# 8. Significance

Survey No. BA-2875

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"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature
<input type="checkbox"/> 1600-1999	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government
		<input type="checkbox"/> invention	

**Specific dates:** post 1900 **Builder/Architect:** unknown

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.

**Statement of Significance**

This abandoned road culvert is a typical modest example of a stone, concrete and timber structure built to span a small watercourse. The culvert was probably built in the early twentieth-century and modified with concrete later in the century. The structure is not significant as an example of engineering, nor does it appear to have played an important role in the history of the Padonia or Texas communities nor is it known to be associated with people significant to local, state, or national history; therefore, the abandoned culvert does not appear to meet the National Register criteria.

**History**

The Texas and Padonia areas were once thriving communities with a quarry-based economy. The Northern Central Railroad bisected the area and provided a reliable means of shipment of goods and passenger transportation in and out of the county. Stations were located at Padonia and Texas, and railroad spurs served the quarries. Today the area is characterized by unbridled commercial development, and the residential communities that grew up around the quarries have virtually disappeared. The abandoned road alignment is evidence of the changes in the county, the reconfiguration of traffic patterns by abandonment of smaller local roads in favor of major thoroughfares. Multilane York and Padonia Roads and the newly opened Beaver Dam Road are the focal points of development. Large parcels are being developed into office and industrial parks and large commercial franchises with vast parking lots. The land around the former road is currently under development. The area south of the road, where the Padonia Station once stood, is not yet being developed but is adjacent to actively developing parcels.

<b>MARYLAND HISTORICAL TRUST REVIEW</b>	
Eligibility recommended _____	Eligibility not recommended _____
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, Office of Preservation Services	Date
_____	_____
Reviewer, NR Program	Date
_____	_____

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## 9. Major Bibliographical References

Survey No. BA-2875

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Kerri Culhane, Rachel Mancini, and Donna J. Seifert

1999 Cultural Resources Investigations for Proposed Construction of Double Track for the North Half of Central Light Rail, City of Baltimore and Baltimore Co., MD. John Milner Associates, Alexandria, Virginia.

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## 10. Geographical Data

Acreage of nominated property: less than one acre

Quadrangle name Cockeysville 7.5'

Quadrangle scale 1:24,000

UTM Reference do NOT complete UTM references

zone easting northing

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### Verbal boundary description and justification

The boundaries are limited to the structural remains of the culvert.

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

state	code	county	code
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state	code	county	code
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## 11. Form Prepared By

name/title Kerri Culhane/Project Architectural Historian

organization John Milner Associates, Inc.

date 10/1999

street & number 5250 Cherokee Avenue, Suite 410

telephone 703/354-9737

city or town Alexandria

state Virginia

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  
DHCP/DHCD  
100 Community Place  
Crownsville, MD 21032

**PRESERVATION VISION 2000; THE MARYLAND PLAN  
STATEWIDE HISTORIC CONTEXTS**

**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:**

- 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. Historic Period Themes:**

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

**IV. Resource Type:**

Category: Structure

Historic Environment: Village

Historic Function(s) and Use(s): TRANSPORTATION: road-related; culvert

Known Design Source: none



scale: vertical 1"=50'  
horizontal 1"=10'

BA-2875



BA-2875



BA-2875

ABANDONED ROAD CULVERT NORTH OF PADONIA ROAD

BALTIMORE CO., MD

K. CULHANE

8/1999

MDOT/MD

VIEW TO WEST

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