

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: Cam - 1463

Name: #6005 / WD 852H over West Br. / Patapsco River

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 bridged received the following determination of eligibly.

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. CARR-1463

NAME AND SHA NO.: 6005

LOCATION

Road Name and Number: MD 852H over West Branch of Patapsco River

City/Town: Westminster vicinity

County: Carroll

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:

Located within Maryland's Piedmont physiographic zone, Bridge 6005 carries MD 852H over the West Branch of the Patapsco River in central Carroll County. MD 852H runs in an east-west direction while the waterway flows in a generally southerly direction. Nineteenth- and twentieth-century dwellings and farms form the predominate surrounding building stock. A railroad parallels the west side of the West Branch adjacent to the bridge. MD 852H crosses the railroad at grade a short distance west of the bridge.

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

Bridge 6005 consists of a single-span, concrete-beam structure with concrete abutments and concrete wing walls. The roughly 20-foot clear span carries 21-feet of clear roadway composed of a bituminous concrete surface atop a concrete deck. The total bridge length is 22 feet. Stone rip-rap and gabions protect the southwest creek bank. W-beam railings and guardrails protect passing traffic.

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:

Inspection records document the removal of the concrete railings between 1990 and 1995, and their replacement with the current w-beam guardrails. The bridge wing walls were replaced between 1988 and 1990.

HISTORY

When Built: 1911

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

Who Built: State Roads Commission

Who Designed: Unknown

Why Altered: W-beam railings installed probably due to deterioration of the original concrete railings.

Was this bridge built as part of an organized bridge building campaign?: No. Although this bridge was built during the period of the Good Roads Movement, it was not part of the primary corridors.

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?

Research has not identified any relationships between construction of Bridge 6005 and significant 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?

Construction of Bridge 6005 does not appeared to have any significant impact on the area's development or growth.

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?

Bridge 6005 is not located in an area potentially eligible for historic designation.

Is the bridge a significant example of its type?

Although construction of Bridge 6005 occurred prior to the standardization of bridge plans beginning in 1912, the bridge does closely follow the characteristics of the 1912 standard plans for a 20-foot span with a 22-foot roadway. Although this bridge may be a precursor to that bridge type, the loss of its original parapet/railing mitigates against it as a significance example of its type.

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

The surviving portions of the bridge's character defining elements appear to retain fair integrity. However the loss of its original parapet/railing and the replacement of its wing walls detracts from its overall integrity.

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

Possessing low integrity and predating the standardization of the State Roads Commission's (SRC) bridge plans, Bridge 6005 does not stand as a significant example of the SRC's bridge building.

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

No, due to its loss of integrity this bridge should not be given further study.

BIBLIOGRAPHY

Maryland State Highway Administration

As-Built Drawings. On file at 707 North Calvert Street, Baltimore.

Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

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

1994 *Historic Bridges in Maryland: Historic Context Report.* Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland

1912 *First, Second, Third, and Fourth Annual Reports of the State Roads Commission for the Years 1908, 1909, 1910 and 1911 to the General Assembly of Maryland.* Baltimore.

1958 *A History of Road Building in Maryland.* Baltimore.

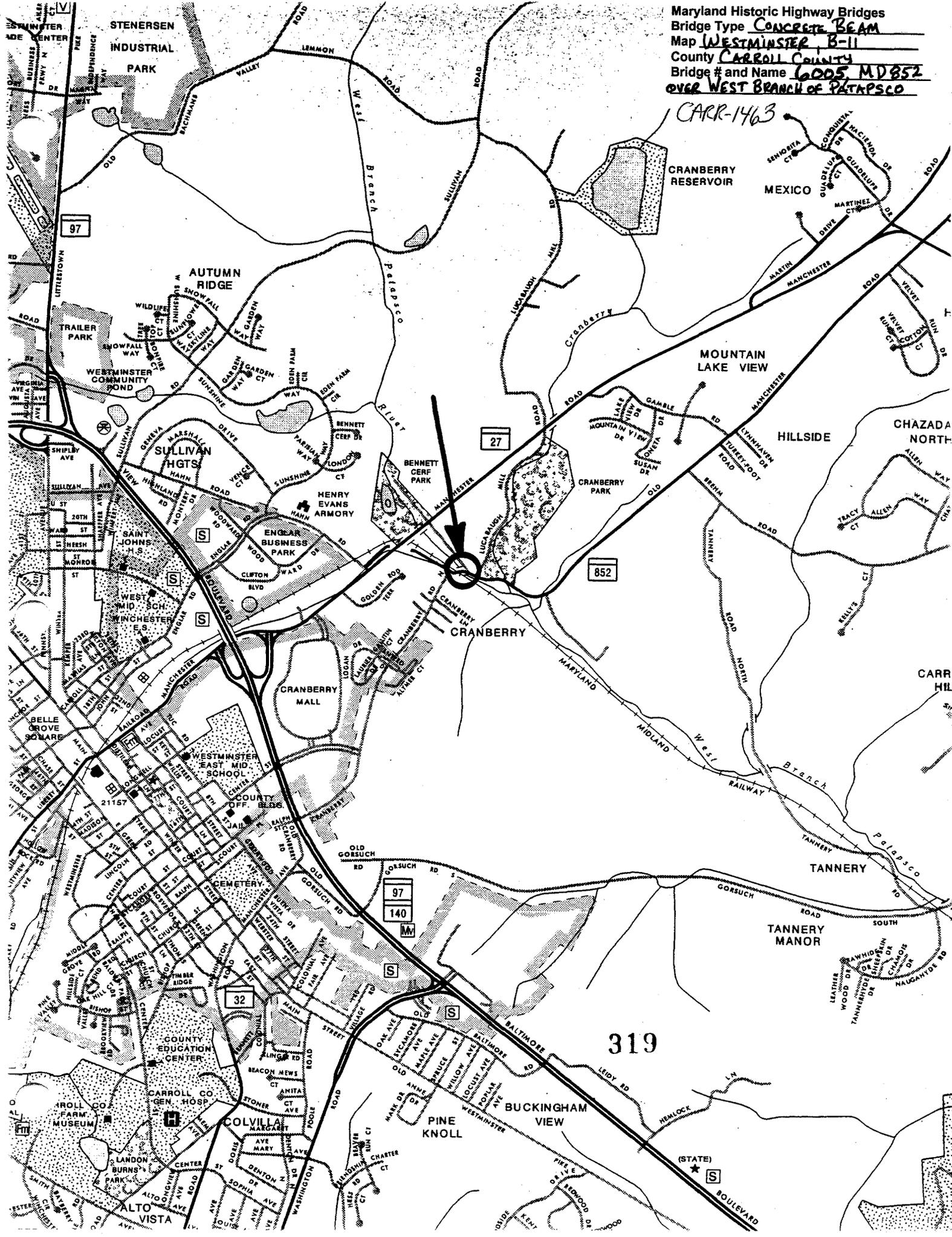
SURVEYOR INFORMATION

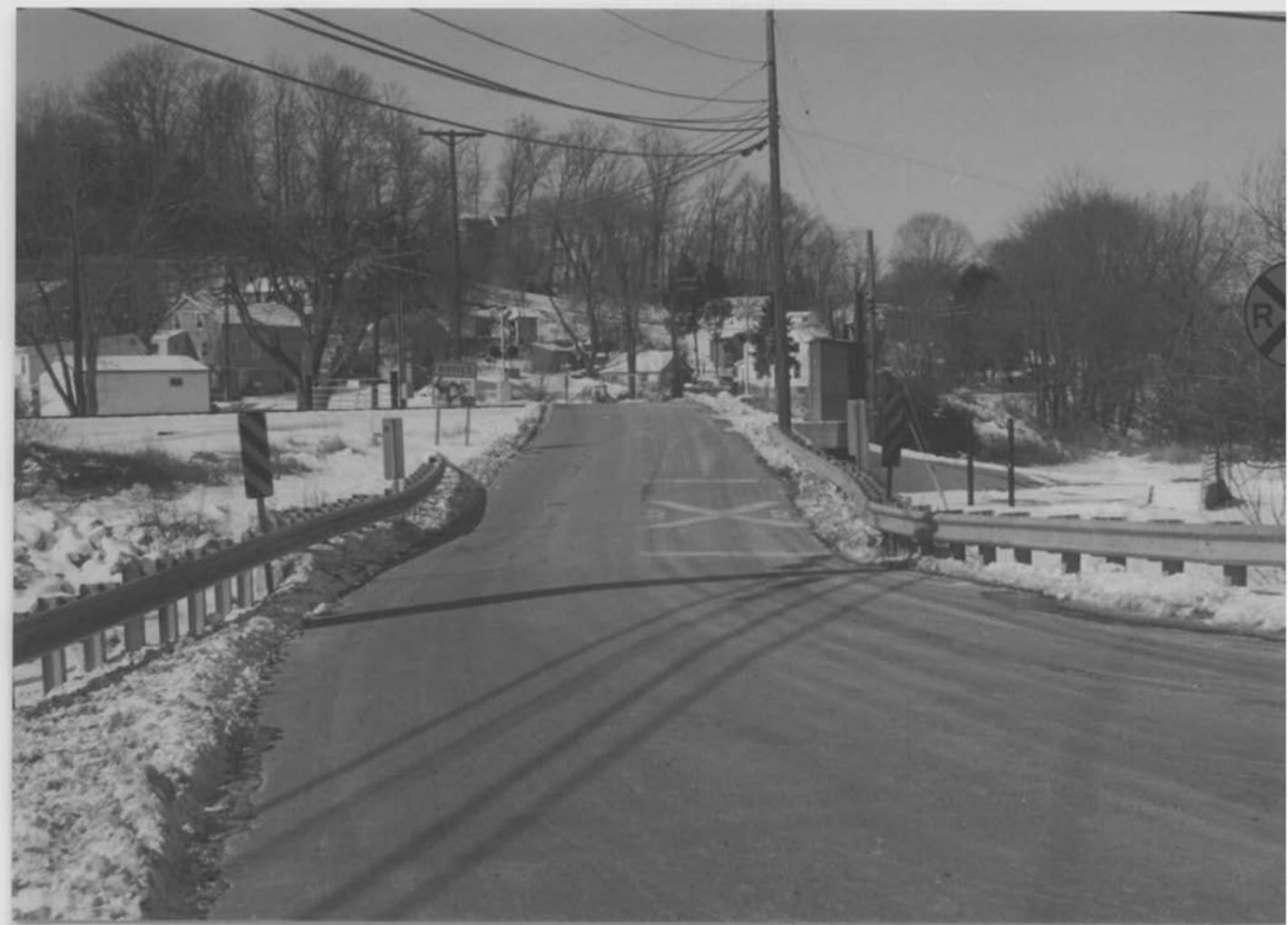
Name: Stuart Paul Dixon/Steven Linhart
Organization: KCI Technologies, Inc.
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Date: 13 May 1996
Telephone: (717) 691-1340

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map WESTMINSTER, B-II
County CARROLL COUNTY
Bridge # and Name 6005 MD852
OVER WEST BRANCH OF PATAPSCO

CARR-1463





Inventory # CARR-1463

6005

Name Md. 852 H over West Branch

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2-95

Location of Negative SHA

Description east approach looking
northwest

Number 1 26 of 29



Inventory # CARR-1463

6005

Name Md. 852H over West Branch

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2-95

Location of Negative SHA

Description west approach looking
southeast

Number 2 of 299



Inventory # CARR-1463

6005

Name md. 852H over West Branch

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2-95

Location of Negative SHA

Description south elevation looking
north

Number 3 28 of 29 4

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Inventory # CARR-1463

6005

Name Md. 852H over West Branch

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2-95

Location of Negative SHA

Description north elevation looking
south

4
Number 29 of 29

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