

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO-653

Name: HO 101 / Fredricks Rd over Hudson Branch

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: _____<br>_____<br>_____                         |  |
| 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. HO-653

SHA Bridge No. HO 101 Bridge name Frederick Road over Hudson Branch

**LOCATION:**

Street/Road name and number [facility carried] Frederick Road

City/town Ellicott City Vicinity X

County Howard

This bridge projects over: Road  Railway  Water X Land

Ownership: State  County X Municipal  Other

**HISTORIC STATUS:**

Is the bridge located within a designated historic district? Yes  No X

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  Concrete Slab X Concrete Beam  Rigid Frame

Other  Type Name \_\_\_\_\_

**DESCRIPTION:**

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

**Describe Setting:**

Bridge No. HO 101 carries Frederick Road over Hudson Branch in Howard County. Frederick Road runs east-west, while Hudson Branch flows from the north to the south. The bridge is located near the town of Ellicott City with a mix of historic and modern houses around the bridge.

**Describe Superstructure and Substructure:**

Bridge No. HO 101 over Hudson Branch in Howard County is a single span concrete slab bridge built in 1930. The clear span length is 19 feet, the total bridge length is 21', with a clear roadway width of 23'-1". The roadway and bridge is skewed at 12 degrees to the stream. A 3 inch diameter gas pipe crosses the stream on the south side of the bridge. The bridge is currently not posted.

The superstructure, consisting of the roadway and the slab, are in fair condition. The concrete slab is 2 feet in depth with a 4-1/2" bituminous wearing surface. There are hollow sounding areas on the underside of the slab along the north and south edges with heavy efflorescence. The north and south fascias have spalling along the bottom edge of the slab. The northeast corner has a small concrete spall with exposed reinforcing. The concrete parapets were replaced with a w-beam guardrail in 1982.

The substructure consists of stone masonry abutments and wingwalls. This construction technique suggests the possibility that the substructure pre-dates the concrete slab. The east abutment is topped with a section of brick between slab and the roadway approach. Grouted rip rap protection was added to the east abutment at an unknown date. According to the 1995 Howard County Bridge Inspection Report, the substructure is in overall good condition.

**Discuss Major Alterations:**

The concrete parapets were replaced with w-beam guardrails and the concrete was repaired in 1982.

**HISTORY:**

**WHEN was the bridge built:** 1930 \_\_\_\_\_

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

**Source of date:** Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form X \_\_\_\_\_

**Other (specify)** \_\_\_\_\_

**WHY was the bridge built?**

Maryland's primary and secondary roads and bridges had become inadequate to the huge trucks and volumes of cars in use after World War I.

**WHO was the designer?**

Unknown

**WHO was the builder?**

Unknown

**WHY was the bridge altered?**

The bridge was altered to extend the life of the bridge.

**Was this bridge built as part of an organized bridge-building campaign?**

Yes, post World War I improvements to primary and secondary roads.

**SURVEYOR/HISTORIAN ANALYSIS:**

**This bridge may have National Register significance for its association with:**

**A - Events \_\_\_\_\_ B- Person \_\_\_\_\_**

**C- Engineering/architectural character \_\_\_\_\_**

The bridge does not have National Register significance.

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

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 Commissions 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 which 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 II.

**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, this bridge did not have a direct impact on the growth or 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 the historic/visual character of the potential district?**

Yes, this bridge is located in an area which may be eligible for historic designation. Frederick Road, an historic transportation route linking Baltimore City with Frederick, Maryland, is the main street of Ellicott City. This bridge is located in an area near Ellicott City known as St. Johns Village, comprising of a cluster of historic buildings. This bridge would not detract from the potential district.

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

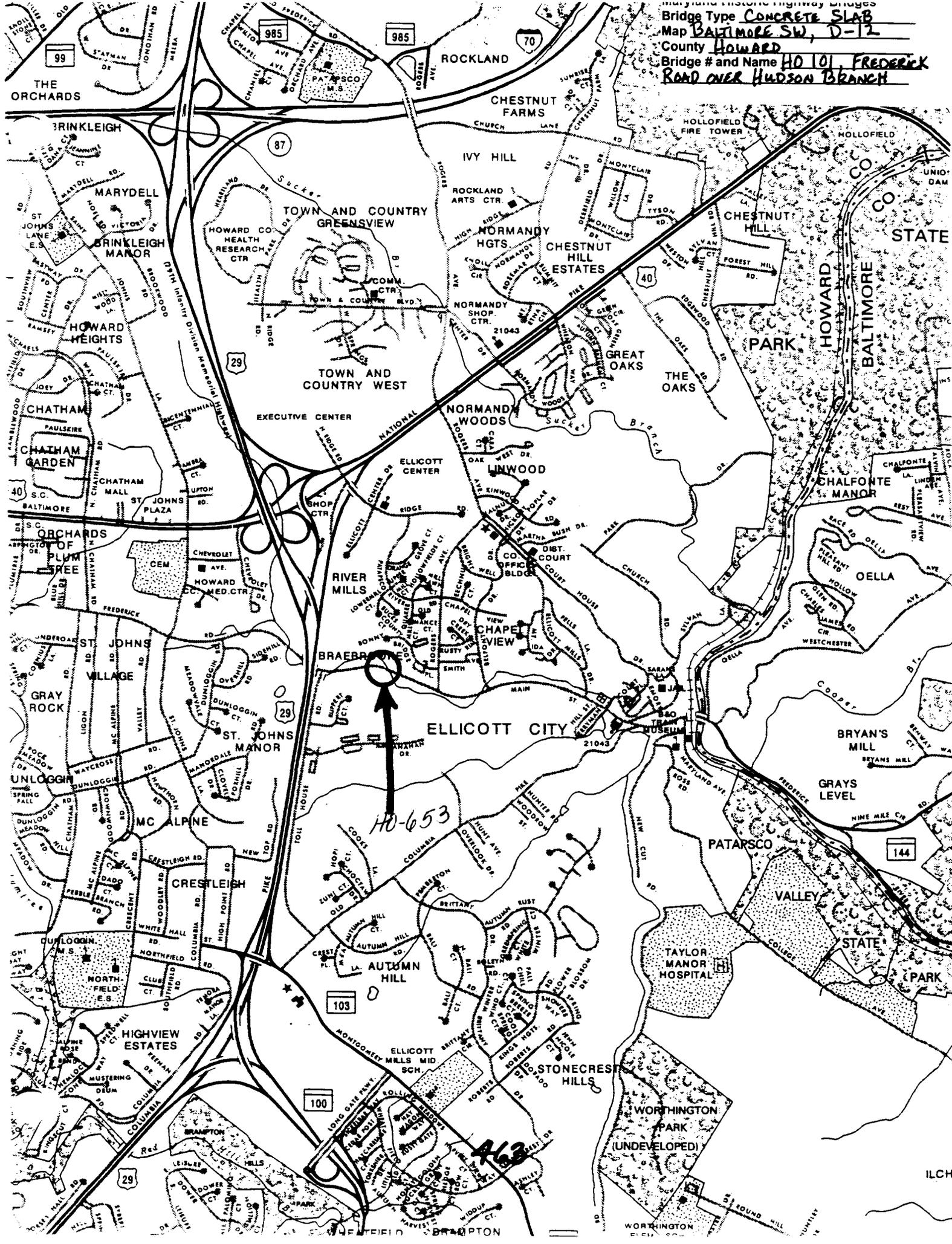
No, this bridge is not a significant example of its type because its character defining features have been altered or they are in a deteriorated state.

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

No, this structure does not retain the integrity of its original design because the parapets were removed.



Bridge Type CONCRETE SLAB  
Map BALTIMORE SW, D-12  
County HOWARD  
Bridge # and Name HO 101, FREDERICK ROAD OVER HUDSON BRANCH



HO-653

463

ILCHE



Inventory # HO-653

Name HO101 - FREDERICK RD OVER HUDSON BRANCH

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>7 of <sup>4</sup>36



Inventory # HO-653

Name HOIDI-FREDERICK RD OVER HUDSON BRANCH

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description WEST APPROACH LOOKING  
SOUTHEAST

Number 2 of 4  
6 of 36



Inventory # H0-653

Name H0101 - FREDERICK RD OVER HUDSON BRANCH

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description SOUTH ELEVATION

\_\_\_\_\_

\_\_\_\_\_

Number 3 of 4

9 of 26

1995 PHOTOGRAPHIC UNIT



Inventory # H0-653

Name HOLDI - FREDERICK RD OVER HUDSON BRANCH

County/State HOWARD | MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description NORTH ELEVATION

Number 4 of 4

10-10-1995 11:10 11\*01