

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO-654

Name: HO 107/Woodland Rd over Trib of Little Patuxent 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 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>

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

MHT No. HO-654

SHA Bridge No. HO 102 Bridge name Woodland Road over Tributary of Little Patuxent River

**LOCATION:**

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

City/town Columbia 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 102 carries Woodland Road over Tributary of Little Patuxent River. Woodland Road runs north-south, while Tributary of Little Patuxent River flows from the west to the east. The area around the bridge is forested with randomly developed areas.

**Describe Superstructure and Substructure:**

Bridge No. HO 102 over a Tributary of Little Patuxent River in Howard County, is a single span concrete slab built in 1935, with a rebuilt superstructure circa 1983. The span length is 22' with a clear roadway width of 21'-4". The overall condition of the superstructure is good. The slab and parapets were replaced circa 1983 with a new concrete slab and standard w-beam guardrails.

The substructure consists of abutments and wingwalls of stone masonry construction. Both south abutments have cracks along their top. The southeast wingwall has shifted out 1" from the face of the wall at the crack.

**Discuss Major Alterations:**

The entire superstructure was replaced circa 1983 leaving the original abutments and wingwalls. The new superstructure consists of a concrete slab and w-beam wingwalls.

**HISTORY:**

**WHEN was the bridge built:** 1935

**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?**

By 1930, Maryland's primary and secondary roads and bridges had become inadequate to the huge freight trucks and volume of passenger cars in use.

**WHO was the designer?**

Unknown

**WHO was the builder?**

Unknown

**WHY was the bridge altered?**

The bridge was altered in an effort 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 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 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 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?**

Although built during the post World War I construction phase, this bridge did not greatly effect the area surrounding it. The structure did not increase settlement or industry.

**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?**

No, this bridge is not located in an area which is eligible for historic designation.

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

No, this structure is not a significant example of its type. The character defining elements are not present in their original 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 superstructure has been replaced.

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

Unknown

**Should the bridge be given further study before an evaluation of its significance is made?**

No, this structure should not be given further study. Although it reflects the state's post war construction needs of an expanded secondary roads system, its current condition has placed its integrity in doubt.

**BIBLIOGRAPHY:**

County inspection/bridge files       X       SHA inspection/bridge files                     

Other (list):

HC-6.54

**SURVEYOR:**

**Date bridge recorded** 8/95

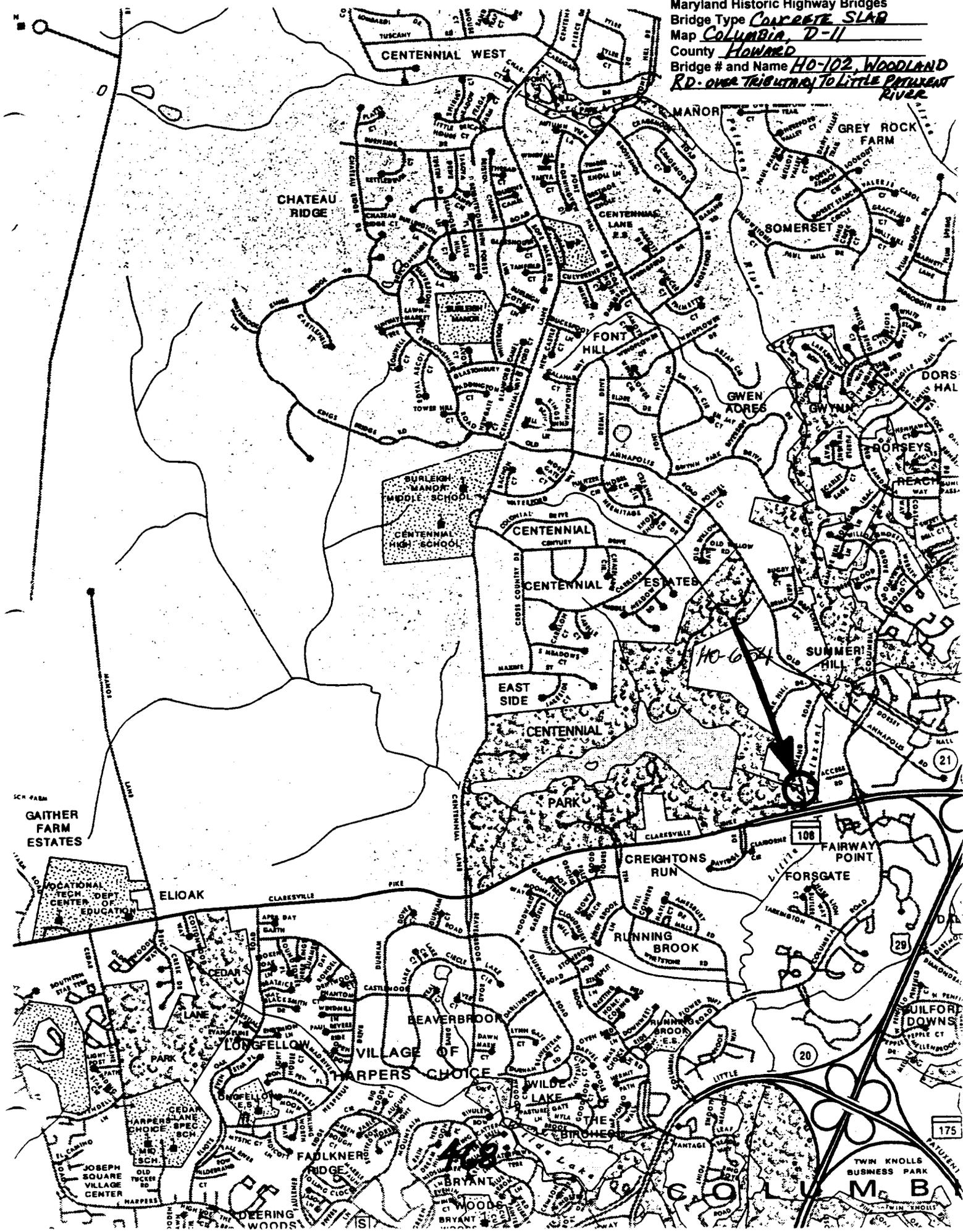
**Name of surveyor** Leo Hirrell

**Organization/Address** P.A.C. Spero & Company, 40 W. Chesapeake Avenue, Baltimore, MD  
21204

**Phone number** (410) 296-1685

**FAX number** (410) 296-1670

Maryland Historic Highway Bridges  
Bridge Type CONCRETE SLAB  
Map COLUMBIA, D-11  
County HOWARD  
Bridge # and Name HO-102, WOODLAND  
RD. over TRIBUTARY TO LITTLE PATENT  
RIVER



GAITHER FARM ESTATES

ELIOAK

BEAVERBROOK

VILLAGE OF HARPERS CHOICE

PARK

LONGFELLOW

WILDE LAKE

RUNNING BROOK

CREIGHTONS RUN

FAIRWAY POINT

FORSGATE

CECILIA

WILSON

FADKNER

BRYANT

WILSON

TWIN KNOLLS BUSINESS PARK

JOSEPH SQUARE VILLAGE CENTER

OLD TWIGGS RD

DRYING WOODS

BRYANT

WILSON

TWIN KNOLLS BUSINESS PARK

21

20

175

108

29

20

175



Inventory # 40-654

Name H0102-WOODLAND RD OVER <sup>BRANCH OF LITTLE</sup> PATUXENT RIVER

County/State HOWARD / MA

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description SOUTH APPROACH

Number 23 of 26

PHOTOGRAPHIC SECTION



Inventory # HO-654

Name HO102- WOODLAND RD OVER BRANCH  
OF LITTLE PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description NORTH APPROACH  
\_\_\_\_\_  
\_\_\_\_\_

Number 2 of 4

(1194 9550210 50\*00)



Inventory # 110-654

Name H0102 - WOODLAND RD. OVER BRANCH OF  
LITTLE PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description WEST ELEVATION

Number 3 of 4  
25 of 36

10-26 112-150-111



Inventory # H0-654

Name H012- WOODLAND RD OVER BRANCH OF  
LITTLE PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description EAST ELEVATION

Number 4 of 4

10-27-95