

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO-664

Name: Daisy Rd over Cattail Crk. (Bridge HO-41)

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"/>	Eligibility Not Recommended <input type="checkbox"/>
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, 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>

*June*

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Metal Arch Metal Cantilever Concrete Concrete Arch  Concrete Slab  Concrete Beam Rigid Frame Other Type Name \_\_\_\_\_**Description:**

**Describe Setting:** Bridge HO41 carries Daisy Road over Cattail Creek in Howard County, Maryland. Daisy Road runs in a north-south direction at this location; Cattail Creek runs generally east-west. The bridge is located in a rural area with one 19th century domestic structure and a 19th century church visible from the bridge. Cattail Creek has a wooded channel bank at this location, and there are open fields surrounding the bridge on both sides.

**Describe Superstructure and Substructure:** The superstructure of HO41 is a single span steel beam bridge with a concrete deck and bituminous concrete wearing surface. There are steel W beam guard rails on both sides of the bridge deck and along the east approach. The span length is 42', with a total bridge length of 46'.

**Discuss Major Alterations:** The Howard County bridge inspection reports do not mention any major alterations occurring on this bridge.

**History:****When Built:** estimated 1940**Why Built:** local transportation needs**Who Built:****Why Altered:****Was this bridge built as part of an organized bridge building campaign:** yes**Surveyor Analysis:****This bridge may have NR significance for association with:** A Events  B Person C Engineering/Architectural

**Was this bridge constructed in response to significant events in Maryland or local history:** No, it is not likely that HO41 was constructed in response to specific events in Maryland or local history other than the need for a more stable structure at the crossing due to the increased traffic volume of the early 20th century.

**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:** It is not likely that construction of or alterations to HO41 had a significant impact on the growth and 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 historic and visual character of the possible district:** No, this area is not eligible for historic designation.

**Is the bridge a significant example of its type:** Bridge HO41, while in fairly good condition, is merely a typical example of an early 1940's steel beam bridge, and is not considered significant.

**Does the bridge retain integrity of the important elements described in the Context Addendum:** Rolled wide flange beams are considered a primary character defining element. There is no record in the county bridge inspection files of these beams ever having been replaced. The floor system and deck are considered secondary character defining elements. There is no record of any substantial repairs to these elements either. The most recent inspection report lists the superstructure condition as fair, but in need of repairs. The report recommends cleaning and repainting of beams and guard rails, and repairing several rusty areas. As indicated by the inspection reports, the only alterations made to the superstructure of HO41 is that the guard rails were replaced in the late 1980's and that the roadway has been resurfaced several times in the past fifteen years.

Concrete abutments are considered primary character defining elements. There is nothing in the county inspection records to indicate that any repair work has been done to the abutments in the past. The most recent inspection report lists the substructure as being in fair condition and recommends repairing cracks and spalling in the masonry.

HO41, while in fair condition, is in need of repairs. These needed alterations place the integrity of the structure in jeopardy.

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why:** No, this bridge is not a significant example of the manufacturer, designer, and/or engineer.

**Should this bridge be given further study before significance analysis is made and why:** No, HO41 should not be given further study before significance analysis is completed. While it is in fair condition, it is not a noteworthy example of a steel beam bridge.

**Bibliography:**

Howard County

v.d Bridge Inspection Files.

Greiner, Inc.

1995 Historic Bridge Inventory Form.

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

1994 Historic Bridges in Maryland: Historic Bridge Context.

United States Geological Survey

1945 7.5' Woodbine Quadrangle, photorevised 1979.

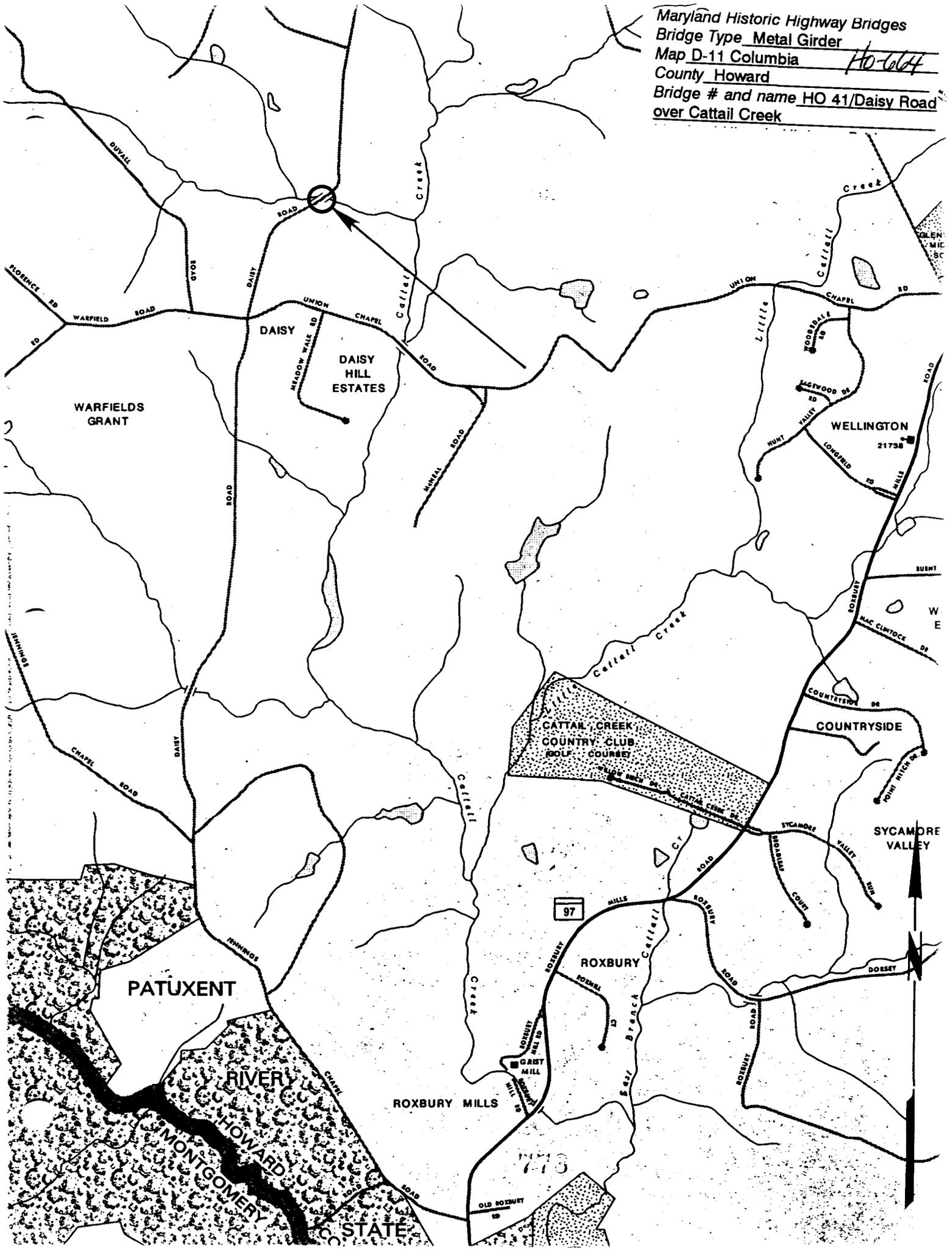
**Surveyor:**

**Name:** Stephanie L. Bandy **Date:** August 1995

**Organization:** State Highway Admin. **Telephone:** (410) 321-2213

**Address:** 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges  
Bridge Type Metal Girder  
Map D-11 Columbia *HO-604*  
County Howard  
Bridge # and name HO 41/Daisy Road  
over Cattail Creek





Inventory # HO-664

Name HO-41 - Daisy RD. over Cattail Creek

County/State Howard / MD

Name of Photographer David Diehl, ~~II~~ II

Date 2-8-95

Location of Negative SHA

Description West Approach Looking EAST

Number <sup>1</sup>~~3~~ of <sup>4</sup>~~21~~



Inventory # H0-6664

Name H041-Daisy Rd over CATTAIN CREEK.

County/State HOWARD / MD

Name of Photographer DAVID DIEHL, ~~ST~~

Date 2-8-95

Location of Negative SHA

Description EAST APPROACH LOOKING WEST

Number 2 of 4

1995 SEP 15 11 06 AM '95



Inventory # HO-664

Name HOHI - DAISY RD OVER CATTAIL CREEK

County/State HOWARD / MD

Name of Photographer DAVID DIEHL, ~~III~~ II

Date 2-8-95

Location of Negative SHR

Description SOUTH ELEVATION LOOKING

NORTH

Number 3 of 4

2000-000000000000



Inventory # HO-664

Name HO41-DAISY RD OVER CATTAIL CREEK

County/State HOWARD / MD

Name of Photographer DAVID DIEHL, JR II

Date 2-8-95

Location of Negative SHA

Description NORTH ELEVATION LOOKING

SOUTH

Number 4 of 4

PHOTOGRAPHIC UNIT

Property Address <u>Daisy Road over Cattail Creek, Howard County</u>
Owner Name/Address <u>Howard County Department of Public Works, 3430 Courthouse Drive, Ellicott City, MD 21043</u>
Year Built <u>1940</u>

**Description:**

Bridge HO-41, Daisy Road over Cattail Creek, is a single-span, 2-lane metal girder bridge with a 30.7 degree skew. The bridge was constructed in 1940. The structure is 14 meters (46 feet) long and has a clear roadway width of 7.1 meters (23.4 feet); there are no sidewalks. The out-to-out width is 7.5 meters (24.5 feet). The superstructure consists of nine rolled metal girders that support a concrete deck and metal guardrails. The girders are spaced approximately .9 meters (3 feet) apart. The concrete deck is 25.4 centimeters (10 inches) thick and has a bituminous wearing surface. The substructure consists of two concrete abutments. There are four flared concrete wingwalls. The bridge is posted for 20.9 tonnes (23 tons) and 35 miles per hour, and has a sufficiency rating of 40.8.

According to the 1997 inspection report, the superstructure is in poor condition and the substructure is in fair condition. The asphalt wearing surface is settling and cracking at the approaches. The concrete deck is in serious condition, with a large spall that reveals the bottom mat of reinforcing steel. There has been a steel plate installed on top of the spall. Both edges of the slab exhibit spalls and moist concrete. Several of the girders exhibit moderate rust with delaminations forming at the bearings. The inside faces of both fascia beams exhibit heavy rust. There is cracking and spalling of the wingwalls, and all the wingwalls have been patched.

**National Register Evaluation:**

A preliminary determination of NR eligibility was made for Bridge HO-41, Daisy Road over Cattail Creek, by the Interagency Review Committee in 1996. However, in the October 2, 1997 meeting of the Interagency Review Committee, it was determined that Metal Girder/Beam, Concrete Beam, and Concrete Slab bridges could be re-assessed using the procedures from May 1997. P.A.C. Spero & Company requests that the National Register eligibility of this structure be reconsidered. A significant example of a metal girder bridge should possess all the character defining elements (CDEs) of its type, and be readily recognizable as an historic structure from the perspective of the traveler. The integrity of distinctive features visible from the roadway approach, including railings, is important in structures such as bridge HO-41, which are common examples of their type. The railing of this structure has been replaced. The new railing is a steel guardrail which extends across the bridge and along the roadway approaches. Since metal girder bridges are an extremely common type, they must also possess a high degree of integrity of their primary elements, which include metal girders and stone, timber, or concrete abutments, as well as all secondary elements, which include railings, the floor system, and the deck, in order to be considered as a significant example. This structure lacks the integrity of its character-defining elements.

The revised 1995 Historic Highway Bridges in Maryland 1631-1960 describes the history and structural components of each type of bridge within Maryland. The components or members needed for assessing historic integrity are known as character defining elements. The alteration, elimination, and present condition of CDEs should be taken into account when determining a structure's integrity. Bridge HO-41 is a rolled metal girder bridge and according to Appendix C in the Historic Highway Bridges in Maryland: 1631-1960 a rolled metal girder bridge has three primary CDEs; rolled longitudinal I-beams, abutments of stone, concrete, or timber, and a pier, if applicable. Bridge HO-41 possesses two character-defining elements, including the rolled metal girders and concrete abutments, however, these elements are in deteriorated condition. Bridge HO-41 is an undistinguished example of a metal girder bridge; it lacks integrity of workmanship and design due to the replacement of the railings with guardrails and the poor condition of the deck and floor system. The integrity of materials is compromised by the deterioration of the girders and the patching of the wingwalls and deck. The bridge lacks integrity of feeling due to its overall poor condition. Bridge HO-41 does not retain sufficient integrity of its CDEs and secondary elements to be considered a significant example of a metal girder bridge. The structure is not eligible under Criterion A, as research conducted indicates no association with any historic events or trends significant in the development of national, state or local history. Historic research indicates that the structure has no association with persons who have made specific contributions



Maryland Inventory of Historic Properties  
Historic Bridge Inventory  
Maryland State Highway Administration  
Maryland Historical Trust

MHT Number HO-664

Name and SHA No. HO 41

**Location:**

Street/Road Name and Number: Daisy Road

City/Town: Lisbon Vicinity     

County: Howard

Ownership:      State  County      Municipal      Other

This bridge projects over:      Road      Railway  Water      Land

Is the bridge located within a 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

     Metal Truss

     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 Concrete Arch  Concrete Slab  Concrete Beam Rigid Frame Other Type: Name \_\_\_\_\_**Description:**

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**Discuss Major Alterations:** The Howard County bridge inspection reports do not mention any major alterations occurring on this bridge.

**History:****When Built:** estimated 1940**Why Built:** HO 41 was constructed to meet local transportation needs.**Who Built:****Why Altered:** HO 41 was likely altered to meet structural and safety needs.**Was this bridge built as part of an organized bridge building campaign:** yes**Surveyor Analysis:****This bridge may have NR significance for association with:** A Events  Person C Engineering/Architectural

**Was this bridge constructed in response to significant events in Maryland or local history:** No, it is not likely that HO 41 was constructed in response to specific events in Maryland or local history other than the need for a more stable structure at the crossing due to the increased traffic volume of the early 20th century.

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Historic Bridge Context, September 1994.

HO-664

**Surveyor:**

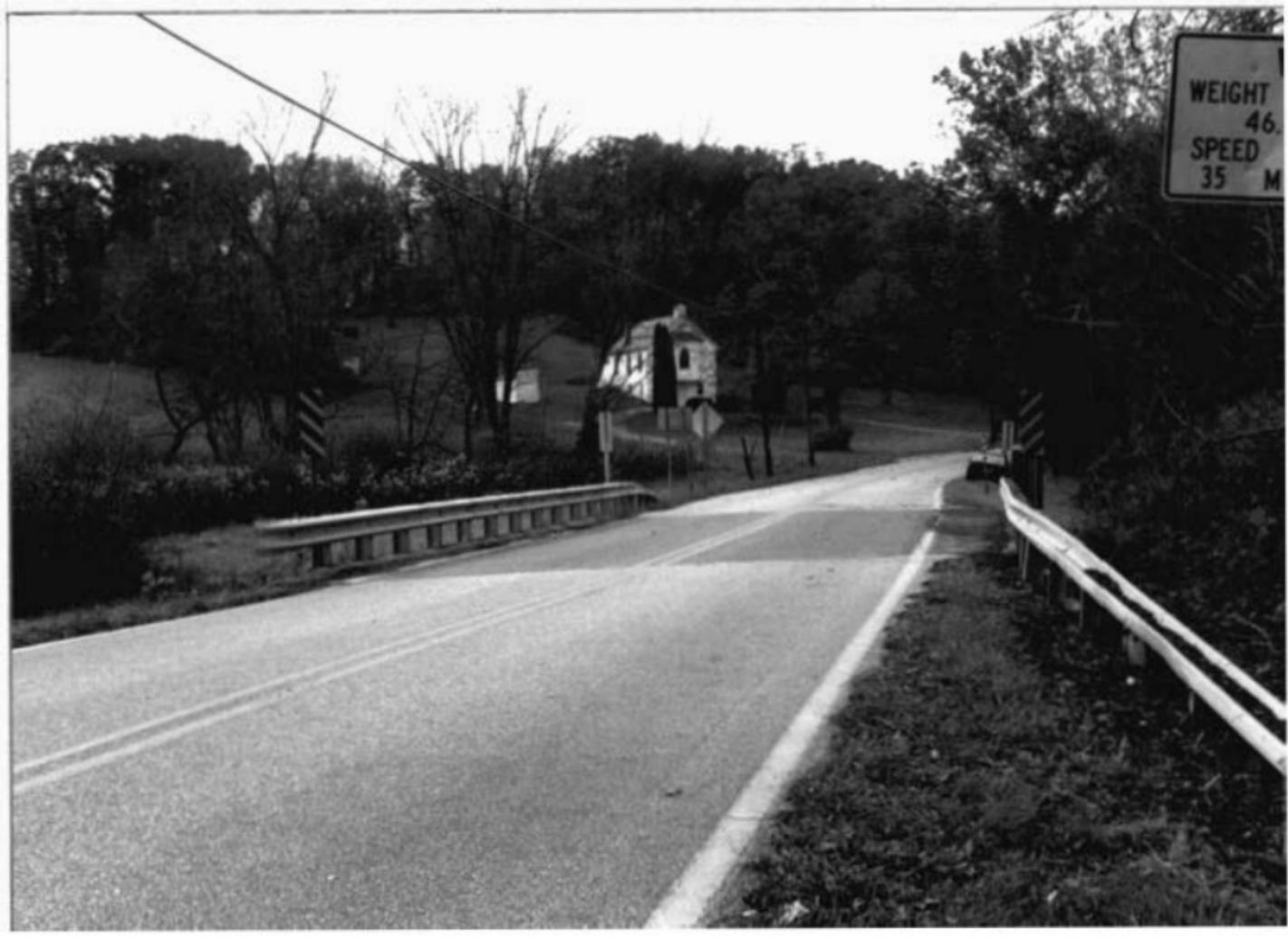
**Name:** Stephanie L. Bandy **Date:** August 1995

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1. 43-502
2. BRIDGE 110-41 DAISY ROAD OVER CATTAIL CREEK
3. HOWARD CO. MD
4. SUSAN TAYLOR
5. NOVEMBER 1997
6. MD SHPO
7. SOUTH ROADWAY APPROACH, LOOKING NORTH
8. 1 OF 6



WEIGHT 46.  
SPEED 35 M

1. HO-664
  2. BRIDGE HO-41 DAISY ROAD OVER CATARAUGUS CREEK
  3. HOWARD CO., MD
  4. SUSAN TAYLOR
  5. NOVEMBER 1997
  6. MD SIDC
  7. NORTH FORWARD APPROACH, LOOKING SOUTH
- P. 2 OF 6



1 NO. 664

2 BRIDGE NO. 41 JASPER ROAD OVER CAT-TAIL CREEK

3 HOWARD CO, MD

4 SUSAN TAYLOR

5 NOVEMBER 1997

6 MD SWFO

7 EAST FREEDOM

8 3 OF 6



1. HO-664

2. BRIDGE HO-41, LAISSE VOIR OVER CATTAIL CREEK

3. HOWARD CO. MD

4. SUSAN TAYLOR

5. NOVEMBER 1997

6. MD SHPO

7. WEST ELEVATION

8. 4 OF 6



1. HO-664

2 BRIDGE HO-41, DAISY ROAD OVER CATTAIL CREEK

3 HOWARD CO, MD

4 SUSAN TAYLOR

5 NOVEMBER 1997

6 MD SHPS

7 SOUTH ABUTMENT / GIRDERS

8. 6 of 6



1. 10-664

2. BRIDGE - 0-4' JAY'S ROAD OVER CATMIL CREEK

3. HOWARD CO, MD

4. SUSAN TAYLOR

5. NOVEMBER 1997

6. MID SITE

7. NORTH ABUTMENT & GIRDERS

8. 5 OF 6