

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO-667

Name: Mayfield Avenue over Deep Run

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> |

July



Metal Arch

Metal Cantilever

Concrete

Concrete Arch Concrete Slab Concrete Beam

Rigid Frame

Other Type Name _____

Description:

Describe Setting: Bridge HO62 carries Mayfield Avenue over Deep Run in Howard County, Maryland. Mayfield Avenue runs in an east-west direction at this location; Deep Run runs generally north-south. The bridge is located in a modern housing development. Deep Run has a wooded channel bank and an open field to the southwest of the bridge.

Describe Superstructure and Substructure: The superstructure of HO62 is a single span steel beam with a concrete deck. The span length is 22'6", with a total bridge length of 25'. There is a standard W-beam guard rail on the south side of the bridge and a concrete barrier wall with a chain link fence on the north side of the bridge. There are also W-beam guardrails on both sides of either approach.

The substructure of HO62 consists of stone masonry and concrete abutments and concrete wing walls.

Discuss Major Alterations: HO62 was widened to a clear roadway width of 38' between concrete curbs. This widening entailed three major alterations to the structure. First, the abutments were widened on either side by attaching concrete extensions to the original stone masonry, resulting in a combination stone and concrete abutment with concrete wing walls. Secondly, the deck was removed and replaced with a wider concrete deck. Lastly, a concrete barrier wall and chain link fence were installed on the north elevation.

Documentation from county bridge inspection files suggests three separate rebuilding episodes, one in 1975, one in 1982 and one in 1992. It is unclear as to which alterations were made in which year.

History:

When Built: approximately 1945

Why Built: local transportation needs

Who Built:

Why Altered: demand presented by the 20th century housing development for a larger and stronger bridge, and for structural repairs 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** **B Person**
 C Engineering/Architectural

Was this bridge constructed in response to significant events in Maryland or local history: Installation of steel beam bridges during the early part of the twentieth century was common practice state wide, as well as county wide. As the population of the county rose and the automobile became the most common mode of transportation, it became necessary for larger and more stable bridges. Other than being a typical bridge of the time period, it is not likely that HO 62 was constructed in response to any specific 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: No, construction and alteration of the structure did not have a significant 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 historic and visual character of the possible district: No, this bridge is not located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type: The current bridge retains no original structural elements except for the stone masonry abutments, which were modified with concrete additions during the widening episode. This bridge is not considered a significant example of its type because of the replacements and modifications made to it in the past twenty years.

Does the bridge retain integrity of the important elements described in the Context Addendum: Rolled wide flange beams are considered primary character defining elements. During the widening episode new beams were added to increase the width of the bridge. The floor system and bridge deck are considered secondary character defining elements. The floor system was extensively modified during the widening episode, and the deck was replaced. The guard rail and barrier wall with chain link fence are considered tertiary character defining elements as additional functional features. These current safety features were also added during the widening episode of HO62.

Stone and cement abutments are considered primary character defining elements. While the original 1940's stone masonry abutments are present they have extensive modifications. Not only have they been repaired and repointed, but they have had modern concrete attached to them in order to widen the abutments and create wing walls.

The combination of modern additions and modifications to the superstructure, and the extensive additions made to the substructure jeopardize the integrity of this bridge.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why: While the structure is a typical example of bridge construction in the

1940's, it is not a significant example of a particular manufacturer, designer or engineer.

Should this bridge be given further study before significance analysis is made and why:No, this structure should not be given further study. Recent modifications to the structure place its integrity in doubt.

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

1957 7.5' Savage Quadrangle, photorevised 1966, 1974.

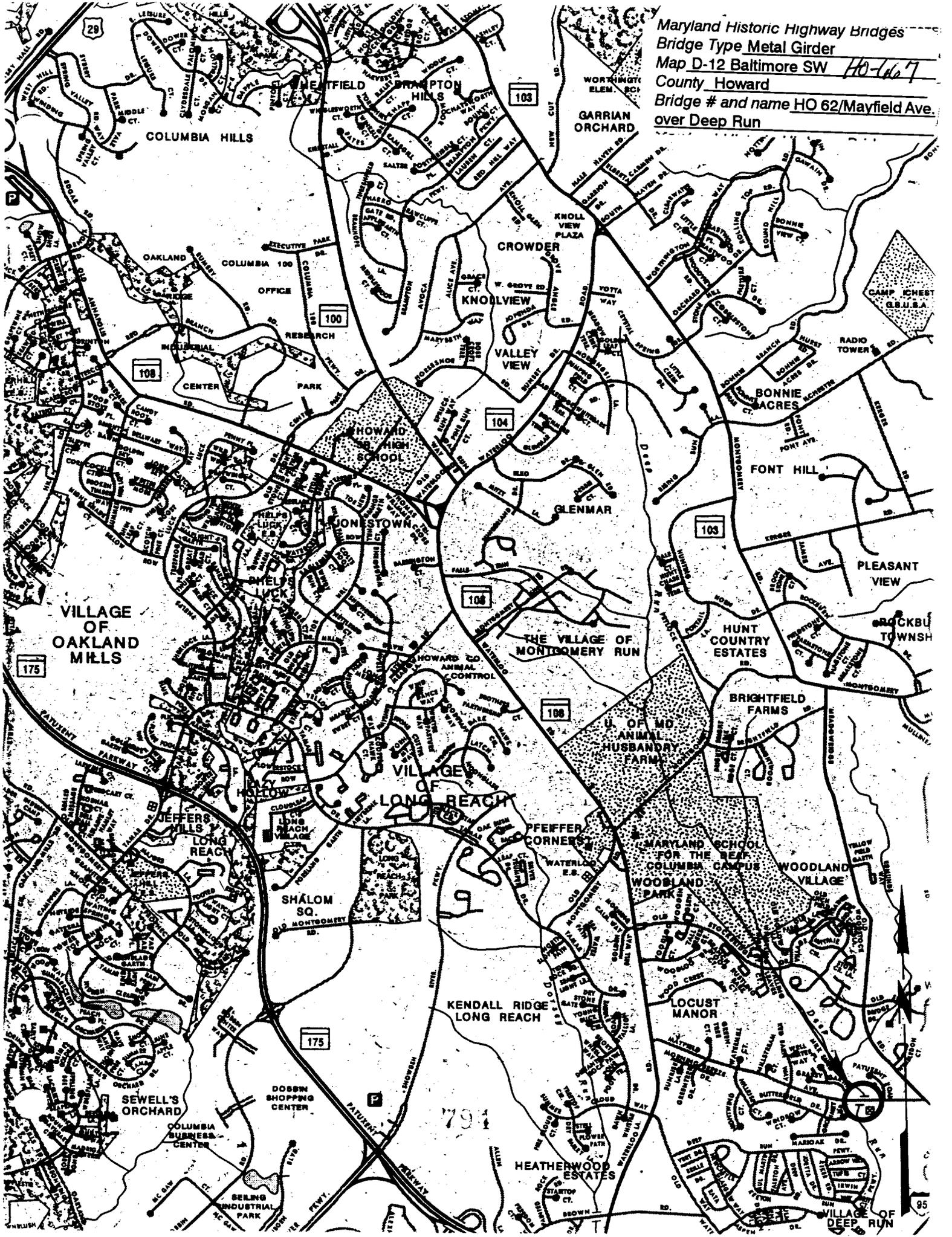
Surveyor:

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-12 Baltimore SW HO-667
County Howard
Bridge # and name HO 62/Mayfield Ave.
over Deep Run





Inventory # HO-667

Name HO62 - MAYFIELD AVE OVER DEEP RUN

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative JHA

Description NORTH ELEVATION LOOKING SOUTH

Number 1 of 5

10-25 11-54 27K 52*01



Inventory # HO-667

Name HO02 - MAYFIELD AVE OVER DEEP RUN

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description SOUTH ELEVATION LOOKING

NORTHWEST

Number 2 of 5
24 of 32

10-26 K1591 92-01



Inventory # H0-6667

Name H062-MAUFIELD AVE OVER DEEP RUN

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description WEST ABUTMENT

Number 3 of 5
25 of 32



Inventory # HO-667

Name 11062 - MAYFIELD AVE OVER DEEP RUN

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description WEST APPROACH LOOKING EAST

Number 4 of 5
~~26~~ of ~~32~~

10-28 11:10 AM '95



Inventory # HO-667

Name HOV 2 - MAYFIELD AVE OVER DEEP RUN

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description EAST APPROACH LOOKING WEST

Number ⁵ ~~20~~ of ⁵ ~~22~~

APR 22 1995