

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: HO-725

Name: Sheppard Lane over Middle 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 bridged received the following determination of eligibly.

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>

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

MHT Number HO-725

SHA Bridge No. HO 8

Name: Sheppard Lane over Middle Patuxent River

Location:

Street/Road Name and Number: Sheppard Lane

City/Town: Clarksville Vicinity X

County: Howard

Ownership: State X County Municipal Other

This bridge projects over: Road Railway X Water Land

Is the bridge located within a designated district: yes X 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

X Concrete

 X Concrete Arch Concrete Slab Concrete Beam
 Rigid Frame

 Other Type Name _____

Describe Setting:

Bridge HO-08 carries Sheppard Lane over the Middle Patuxent River. Sheppard Lane runs north-south over the western flowing Middle Patuxent River. The bridge is in a rural section of Howard County. There is no commercial development around the bridge and sparse residential settlement.

Describe Superstructure and Substructure:

Bridge HO-08 is a single span filled concrete arch bridge. The length of the bridge is 27 feet with a clear span measuring 23 feet at the springline. The bridge has a rise of approximately 12 feet from springline to the crown. There is a clear roadway width of 15 feet 10 inches, with an overall width of 17 feet 7 inches. The spandrel walls are approximately 12 feet wide. The spandrel walls have a 1-inch angle strip and a 2-inch cove molding around the intrados. The spandrel walls have severe deterioration on the eastern slope. There is reinforcement bar exposure on both western and eastern spandrel walls. The arch ring has fine vertical cracking and some signs of efflorescence. According to a 1996 inspection report, the bridge is in poor condition with a sufficiency rating of 2.0.

Bridge HO-08 has its original parapets. The builders used a closed parapet design. This reinforced concrete parapet consists of vertical posts securely fastened by dowels to the structure, horizontal rails, and solid panels that fill the space between posts and the railings. The panels may be precast, and the posts and rails were built in place. The precast panels are separated by solid paneled expansion joints. The parapets are in a single section. Within each section are 3 incised panels. The panels are incised 1 inch, and are approximately 1 foot high and 6 feet long. The parapets have moderate spalling at the construction joints and at the base of the curbs.

Discuss Major Alterations:

There have been no major alterations to this structure.

History:

When Built? 1927

Why Built? To connect rural areas of the county with the county seat and state post roads

Who Built? Luten Bridge Company, York, PA

Who Designed? Luten Bridge Company, York PA

Why Altered? N/A

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

No this bridge was not built as part any state bridge building campaign.

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events Person

C Engineering/Architectural

This bridge was determined eligible by the Interagency Review Committee in March 1996.

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

Yes, this bridge was constructed by the county using county bond funds. Howard County wanted to connect rural areas of the county with the county seat and state post roads. The Howard County Commissioners contracted with the Luten Bridge Company. The Luten Bridge Company of York, PA., was incorporated in 1909 as a contracting concern specializing in the designs of Daniel Luten. It grew to be the largest of Luten's loosely affiliated corporations and operated offices in Clarksburg, WV; Concord, NH; Columbus, OH;

Chatsworth, GA; and Syracuse, NY. Daniel Luten specialized in reinforced concrete bridges. His designs dominated the market and were copied (under patent protection) and used throughout the eastern United States.

Is the bridge located in an area that 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 that is eligible for historic designation.

Is the bridge a significant example of its type?

Yes the bridge is a documented and good example of a concrete arch built by the Luten Bridge Company of York, Pennsylvania.

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

Yes this bridge retains integrity of its character defining elements, including paneled parapets, closed spandrel walls, concrete abutments and wingwalls.

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

No, this bridge should not be given further study.

Bibliography:

County inspection/bridge files _____ X _____ SHA inspection/bridge files _____

Other (list):

Surveyor:

Name: Stacie Y. Webb **Date:** March 1996

Organization: State Highway Admin. **Telephone:** (410) 545-8559

Address: 707 N. Calvert Street, Baltimore, Maryland

Edited by P.A.C. Spero & Company, December 1997



Inventory # HO-725

Name HO8-SHEPPARD LN OVER ^{MIDDLE} PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description NORTH APPROACH

Number 1 of 5
VE of 36

HO-725-10-10-10



Inventory # HO-725

Name H08 - SHEPPARD LANE OVER ^{MIDDLE} PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description SOUTH APPROACH

Number 2 of 5

U.S. GEOLOGICAL SURVEY



Inventory # H0-725

Name H08-SHEPPARD LANE OVER ^{MIDDLE} PATUMENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description WEST ELEVATION

Number 3 of 5
36



Inventory # HO-725

Name HOB-SHEPPARD LANE OVER ^{MIDDLE} PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description EAST ELEVATION

Number 4 of 5
18 of 36

1927
LUTEN BRIDGE CO.
KORONA

Inventory # HO-725

Name HO8-SHEPPARD LANE OVER ^{MIDDLE} PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description PLAQUE ON PARAPET

Number 5 of 5