

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: M:15-95

Name: MD108 over Patuxent River (Swell Bridge)

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 M:15-95

SHA Bridge No. 15008 **Name:** MD 108 over the Patuxent River (Snell Bridge)

Location:

Street/Road Name and Number: MD 108 (Ashton Road)

City/Town: Ashton **Vicinity** X

County: Montgomery

Ownership: X State 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 15008 carries MD 108 over the Patuxent River in Montgomery County. MD 108 runs north-south over the eastern flowing Patuxent River. The area immediately adjacent to the bridge has no residential development.

Describe Superstructure and Substructure:

Bridge 15008 is a single-span closed concrete arch bridge. The length of the bridge is 123 feet and the bridge has an 85-foot clear span. The spandrel wall has a two-inch cove molding around the arch. The spandrel walls are approximately 12 feet high and 34 feet wide. The bridge has a rise of approximately 12 feet from springline to the crown. There is a clear roadway width of 24 feet, with an overall width of 27 feet 2 inches. According to a 1996 inspection report, the bridge is in satisfactory condition with a sufficiency rating of 71.1.

The arch has fine longitudinal, transverse and irregular cracks with efflorescence mostly along outside edges. Longitudinal construction joints have efflorescence and small spalls. Both abutments have moderate erosion above and below the waterline, with exposed aggregate, and small spalls on bottom outside edges. The spandrel walls have light scaling and horizontal cracks with efflorescence on the faces. The walls also have large spalls on the face at the bottom of the abutments along the wingwall joints.

The parapets are original. The builders used an open parapet design that consists of panels securely fastened by dowels to the structure. The parapets have light to moderate scaling and some balustrades are spalled with rusted reinforcement bars exposed. The bottom outside edges of the walls at the wing joints are spalled because of misalignment and both walls have random areas of scaling with aggregate exposed mostly at the wheel guards. The western parapets also has a 12-foot long area on the cap and parapet that has been repaired.

Discuss Major Alterations:

There has been minor patching on the exterior and interiors of the parapet, however there have been no major alterations to this bridge.

When Built: 1928

Why Built: Improvement of lateral corridors

Who Built: State Roads Commission

Who Designed: State Roads Commission

Why Altered: N/A

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

No, this bridge was not built during an organized 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?

In 1920 the Maryland State Legislature enacted the "Lateral and Post Roads Loan of 1920". The Act that created this loan mandated that the proceeds were to be used for the construction of rural post roads, lateral roads and the extension of the State Roads System, with the assistance of funds from the federal government and several counties of the State. Half of the loan was used for the purpose construction of lateral roads. This

money was apportioned to the counties on the basis of actual road mileage. The counties then matched the State's money through bond issues, special assessments, or other revenue.

Bridge 15008 was built in 1928 using lateral funds. The funds were used to complete the widening of the Clarksville Pike between Olney in Montgomery County and Elioak in Howard County.

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 this bridge is a significant example of its type. This bridge represents the State Roads Commission's efforts toward the standardization and unification of the county and state roads throughout the state's road system.

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

Yes, this bridge retains integrity of its character defining elements. The arch ring, spandrel walls, abutments, wingwalls, and parapets are original and intact.

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 _____ SHA inspection/bridge files X

Other (list):

Surveyor:

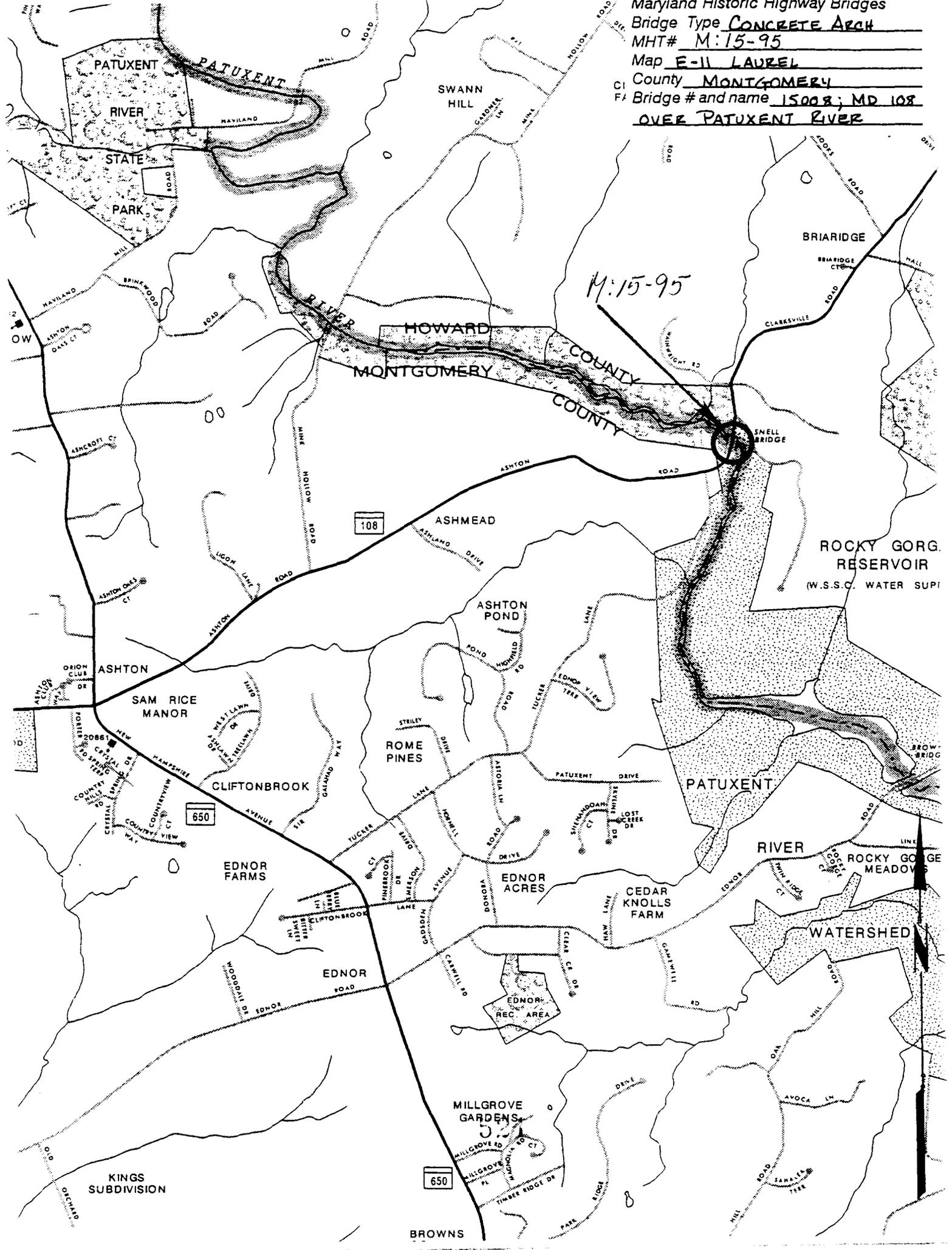
Name: Stacie Y. Webb **Date:** March 1996

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

Address: 707 N. Calvert Street, Baltimore, Maryland

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

Maryland Historic Highway Bridges
 Bridge Type CONCRETE ARCH
 MHT# M:15-95
 Map E-11 LAUREL
 County MONTGOMERY
 Bridge # and name 15008; MD 108
OVER PATUXENT RIVER





Inventory # M:15-95

Name 5008 - MD108 OVER PATUXENT RIVER

County/State MONTGOMERY / MD

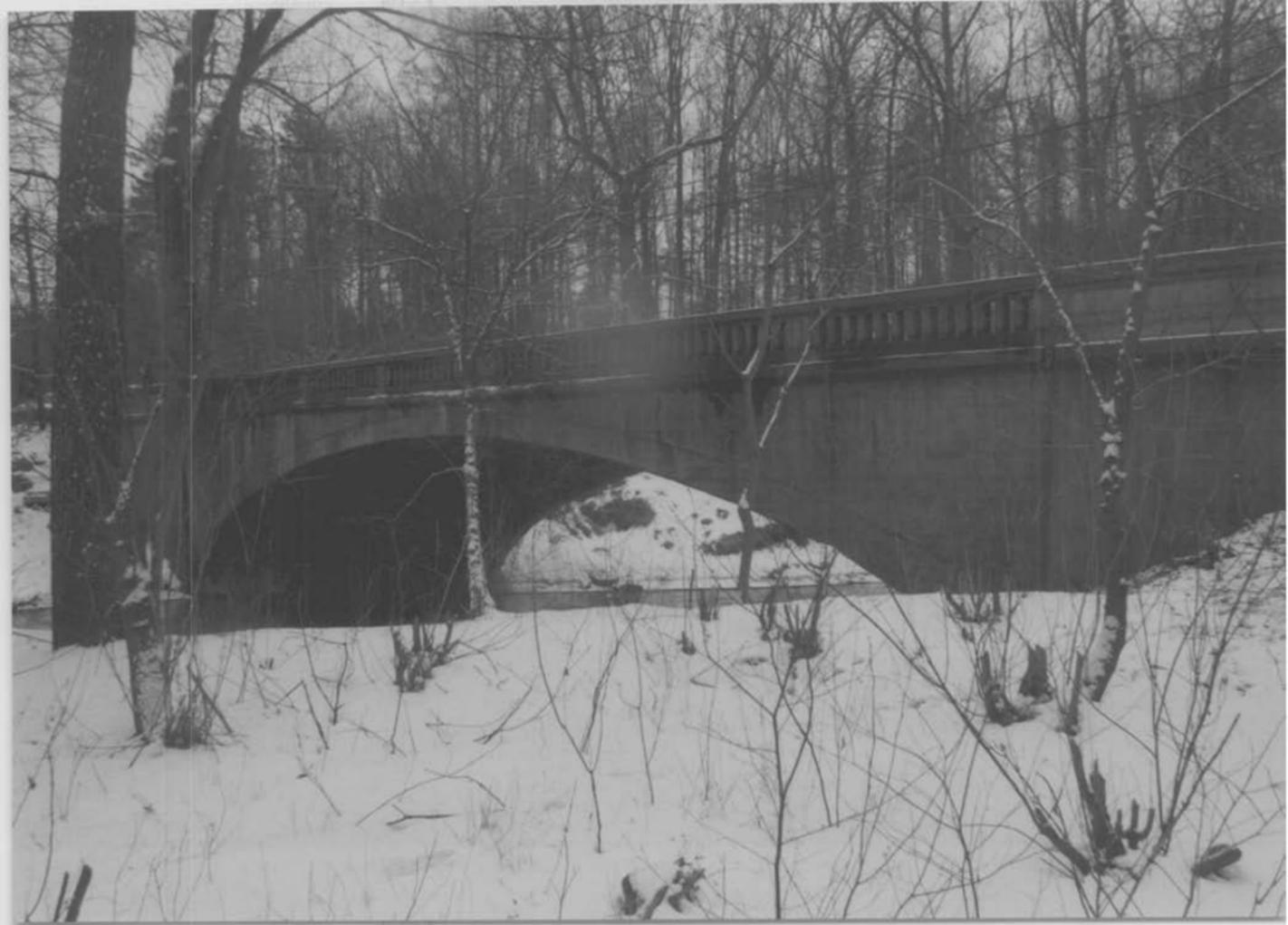
Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH WEST

Number 1 of 4
13 of 25



Inventory # M:15-95

Name 15008 - MD 108 OVER PATUXENT RIVER

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION NORTH

Number 2 of 4



Welcome
to
Howard County

Inventory # M:15-95

Name 15008 - MD 108 OVER PATUXENT RIVER

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH EAST

Number ³~~15~~ of ⁴~~35~~



Inventory # M:15-95

Name 15008 - MD 108 OVER PATUXENT RIVER

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION SOUTH

Number 4 of 35