**Maryland Historical Trust**

Maryland Inventory of Historic Properties number: BA-2652

Name: B-0117 / Eagle Mill Rd over Little Falls

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 ___X____ Eligibility Not Recommended _____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments:_____

Reviewer, OPS: Anne E. Bruder_____ Date: 3 April 2001____

Reviewer, NR Program: Peter E. Kurtze_____ Date: 3 April 2001____

JMG

**MARYLAND INVENTORY OF HISTORIC PROPERTIES** **MHT NO. BA-2652**
**HISTORIC BRIDGE INVENTORY**
**MARYLAND STATE HIGHWAY ADMINISTRATION**
**MARYLAND HISTORICAL TRUST**

**NAME AND SHA NO.:** B-0117

**LOCATION**
**Road Name and Number:** Eagle Mill Road over Little Falls
**City/Town:** Bentley Springs X vicinity
**County:** Baltimore

**Ownership:** _ State X County _ Municipal _ Other

**Bridge projects over:** _ Road _ Railway X Water _ Land

**Is bridge located within 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 Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

__ Metal Girder
__ Rolled Girder __ Rolled Girder Concrete Encased
__ Plate Girder __ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name ___

## DESCRIPTION

**Describe the Setting:**

Bridge B-0117 carries Eagle Mill Road over Little Falls in Baltimore County. Eagle Mill Road runs east and west, while Little Falls flows north-south. Located in the Piedmont physiographic province, a region characterized by variegated topography created by rivers and streams cutting through the valley, the bridge is surrounded by agricultural land and two residences/farms located within 100 yards of the bridge.

**Describe the Superstructure and Substructure:**
**(Discuss points identified in Context Addendum, Section C)**

Bridge B-0117, a single span concrete tee-beam structure skewed 29 degrees, has a clear span length of 33' and a total bridge length of 35'. The 18'-3" wide roadway carries two lanes of traffic. The low, solid concrete parapets and the concrete slab are integrated with the 4 concrete girders. Steel W-beam guardrails are attached to the ends of the parapets. The substructure consists of concrete abutments and concrete wing walls. According to a 1993 inspection report, the abutments may consist of stone masonry jacketed with concrete.

Details of the bridge's present condition from a 1993 inspection report include cracking and efflorescence, spalling and exposed rebar on the underside of the deck, minor vertical cracking of the parapets, and cracking, spalling, delamination, and disintegration of the beams. The abutments exhibit horizontal hairline cracks, especially at the western stem.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

**Discuss major alterations:**

According to the 1993 inspection report, the northeast and southeast wing walls were rebuilt in 1985.

## HISTORY

**When Built:** 1920
**Why Built:** Statewide road improvement programs and local transportation needs.
**Who Built:** Unknown
**Who Designed:** Unknown

**Why Altered:** N/A
**Was this bridge built as part of an organized bridge building campaign?:** No
This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

## SURVEYOR ANALYSIS

**This bridge may have NR significance for association with:**

_ A (Events) _ B (Person) _ C (Engineering/Architectural Character)

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

In many ways, Baltimore County was a leader in modern bridge construction, affecting the materials and design of concrete structures throughout the state. Baltimore was the first of the state's counties to hire a professional engineer to oversee construction and maintenance of its roads. Early Maryland Geological Survey and State Road Commission Reports relate that the county began to build concrete bridges and culverts in 1901, and that by 1903 had constructed many good roads and replaced old wooden bridges with permanent structures. The "progressive work" by the Baltimore county engineer in 1903 was evidenced by the first reinforced concrete highway bridge built in the state. The method of reinforcing concrete using steel rods embedded in concrete beams allowed the girders to withstand heavy loads with no steel surface exposed to air, thereby significantly reducing maintenance costs.

A 1906 state highway report stated that improvement projects begun in 14 counties included the widening, straightening, and/or grading of many existing roads, as well as the construction of many new bridges to carry these rebuilt roads. The rapid increase of automobile, truck, and bus traffic during the early decades of the twentieth century prompted the replacement of old bridges with new, modern concrete structures. During the 1920s, the State Road Commission embarked upon a plan to both improve the safety and comfort of the primary roads while also building up the secondary and farm-to-market road system. The establishment of district engineering offices during the 1910s, the creation of a separate bridge department within the State Road Commission in 1920, and the development of standard statewide specifications for bridges undoubtedly aided the construction of nearly 750 concrete bridges and culverts between 1902 and 1929 in Baltimore County. Finally, the elimination of toll roads, many of which ran through the county and terminated in Baltimore city, may have induced the improvement of additional county roads in an effort to provide unlimited access through the county.

**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, the construction of this bridge did not play an active role in the growth or development of this portion of Baltimore County.

**Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?**

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

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

No, this bridge is not a significant example of its type. Some of the character defining elements have been rebuilt (northeast and southeast wing walls). Further, the use of stone for the substructure does not conform to concrete beam bridges constructed during the 1920s.

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

No, this bridge does not retain integrity of its character defining elements. Both of the northeast and southeast wing walls have recently (1985) been rebuilt. Further, recent reports indicate that the structure exhibits signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls. The bridge retains the majority of its original super- and substructure elements. However, according to the description of concrete beam bridges in the historic context, the primary character defining elements of a concrete tee-beam bridge's substructure generally consist of concrete abutments, wing walls, and piers. Therefore, the stone abutments, wing walls, and pier do not conform to this standard.

**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 work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

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

No, this bridge should not receive further study.

## BIBLIOGRAPHY

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Johnson, A.N.
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P.A.C. Spero and Company and Louis Berger and Associates, Inc.
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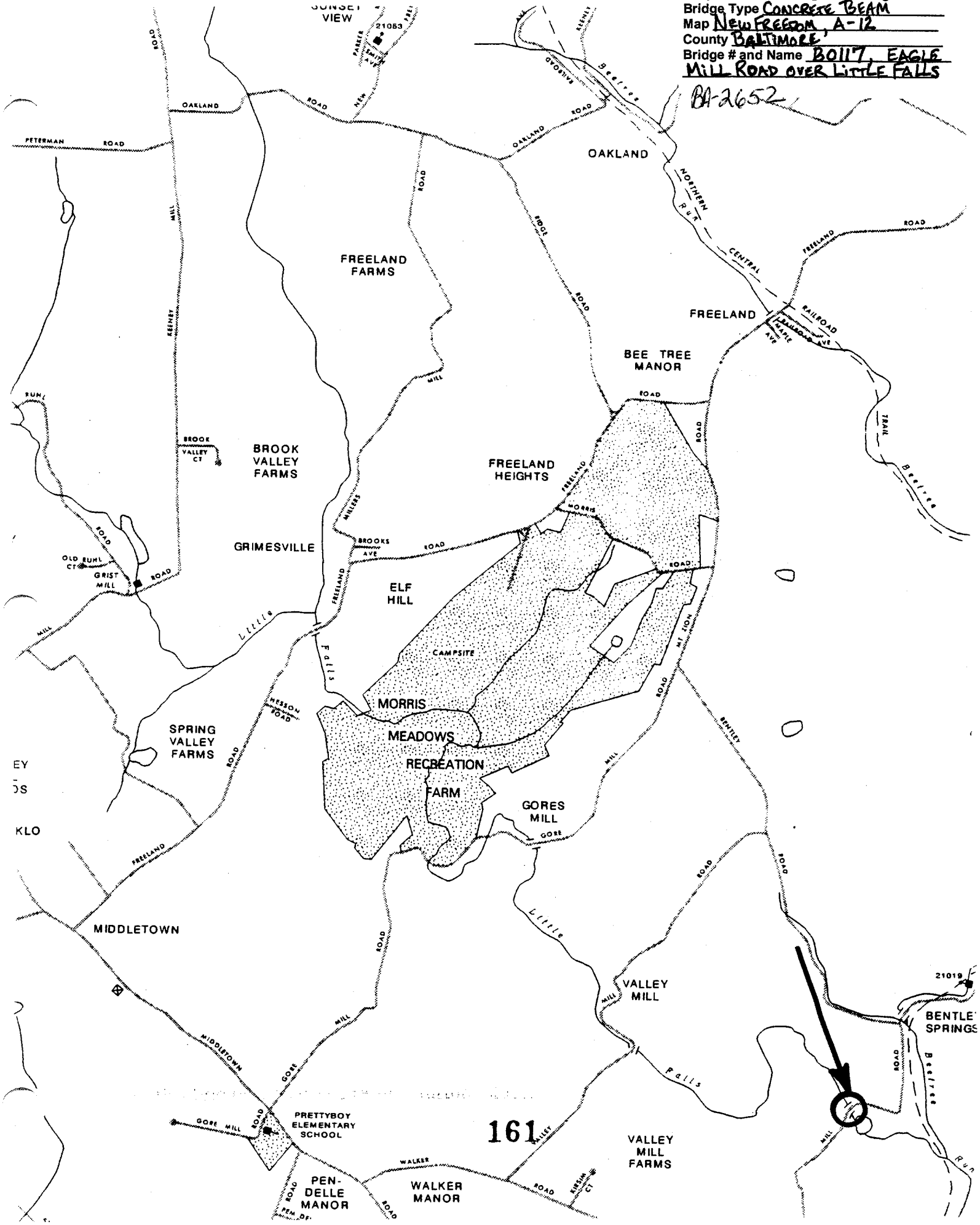
## SURVEYOR INFORMATION

**Name:** Margaret A. Bishop
**Organization:** KCI Technologies, Inc.
**Address:** 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

**Date:** 13 May 1996
**Telephone:** (717) 691-1340

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map NEW FREEDOM, A-12
County BALTIMORE
Bridge # and Name B0117, EAGLE MILL ROAD OVER LITTLE FALLS
BA-2652



Inventory # BA-2655

Name B0117-EAGLE MILL RD OVER LITTLE FALLS

County/State BALTIMORE COUNTY | MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING NORTHEAST

Number 1 ~~20~~ of ~~24~~ 5

Inventory # BA-2652

Name B017- EAGLE MILL RD OVER LITTLE FALLS

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION LOOKING EAST

Number ~~21~~ 2 of ~~29~~ 5

Inventory # BA-2652

Name B117 - EAGLE MILL RD OVER LITTLE FALLS

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION LOOKING NORTH

Number ~~22~~ 3 of ~~24~~ 5

Inventory # BA-2652

Name B0117- EAGLE MILL RD OVER LITTLE FALLS
County/State BALTIMORE COUNTY / MD
Name of Photographer DAVE DIEHL
Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING WEST

Number ~~23~~ 4 of ~~24~~ 5

Inventory # BA-2652

Name B0117- EAGLE MILL RD OVER LITTLE FALLS

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description OLD COLLAPSED STONE STRUCTURE

Number ~~24~~ 5 of ~~24~~ 5