

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: BA-2664

Name: #3028/WW 25 over Jones 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 _____	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>

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MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. BA-2664

NAME AND SHA NO.: 3028

LOCATION

Road Name and Number: MD 25 over Jones Falls

City/Town: Towson vicinity

County: Baltimore

Ownership: State County Municipal Other

Bridge projects over: Road Railway Water Land

Is bridge located within 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 Bridge
- Metal Truss Bridge
- Moveable 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

Describe the Setting:

Situated within the Piedmont physiographic zone of Maryland, Bridge 3028 bears MD 25 over Jones Falls in central Baltimore County. Characterized by an undulating landscape, this area, although well wooded and seemingly secluded, is located a short distance north of the Baltimore city limits near the intersection of I-83 (Jones Falls Expressway) and I-695 (Baltimore Beltway). I-83 passes above MD 25 roughly 200 yards north of Bridge 3028.

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

Composed of two concrete-beam spans with a total clear span length of roughly 64 feet, Bridge 3028 carries two traffic lanes across its 31-foot wide clear roadway. Approximately five inches of bituminous overlay cover the original concrete slab. A pair of concrete piers and concrete abutments with wing walls undergird the bridge's superstructure.

Contemporary inspection reports have described bridge elements as exhibiting a great deal of cracking, delamination, scaling, spalling and efflorescence. Most of the girders display random and vertical cracking with scale and delaminating sections. Some patching has occurred near the abutment bearing along the bottom face of the girders. Girder G2 has exposed reinforcing stirrups where a full-width, three-foot long section of concrete has spalled off its bottom face. Girder G3 also features a large spalled section, two-feet long and two-inches deep along its bottom face. Girders G5 and G6 both possess similar spalled areas with exposed rebar. The two pier columns display surface pitting, horizontal and map cracking, and rust stains. The abutments feature vertical, horizontal and map cracking with efflorescence while the wing walls possess random cracking and surface erosion.

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. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

Inspection records indicate that in 1930 the State Roads Commission widened Bridge 3028 by adding two additional t-beam sections along its east facade.

HISTORY

When Built: circa 1930

Why Built: Unknown

Who Built: State Roads Commission

Who Designed: Unknown

Why Altered: Widening of Bridge 3028 may have occurred as part of the State Roads Commission's ongoing program during the 1920s of widening one-lane bridges.

Was this bridge built as part of an organized bridge building campaign?: No. State Roads Commission documents do not indicate that construction of this bridge occurred as part of an organized building campaign.

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?

No. Despite its location on an early-nineteenth-century turnpike, the Falls Turnpike, Bridge 3028 relates to twentieth-century events. Research has not revealed any associations between the bridge and events significant in Maryland or local history during the twentieth 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?

No, construction of the bridge did not have any pronounced impact on the area's development or growth.

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?

Although resources a short distance northwest of the bridge along MD 25 contribute to the Rockland Historic District (BA-221) identified by the Maryland Historical Trust, this district relates to developments associated with the settlement and early industrial development of the region in the nineteenth century. Construction of Bridge 3028 occurred during the early twentieth century and does not relate to events contributing to the Rockland Historic District.

Is the bridge a significant example of its type?

No, this bridge is not a significant example of its type due to its much deteriorated and altered condition.

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

Bridge 3028's current character defining elements seem to possess fair integrity. However, the widening of the bridge in 1930 may detract from its overall integrity. The State Highway Administration scheduled Bridge 3028 for replacement in 1981 but loss of Federal funding has postponed construction of a new span at this location.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, Bridge 3028 is not a significant example of the State Roads Commission bridge building.

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

No. Further study is unlikely to reveal any additional information linking Bridge 3028 with any significant patterns, events or persons, or associations with significant engineering and/or methods of construction. In addition, Maryland Historical Trust survey documents indicate that a previous evaluation of the bridge determined the resource not significant.

BIBLIOGRAPHY

Maryland Inventory of Historic Properties

Survey information on file at Maryland Historical Trust, Crownsville, MD.

Maryland State Highway Administration

As-Built Drawings. On file at 707 North Calvert Street, Baltimore.

Bridge Contract Files. On file at 707 North Calvert Street, Baltimore.

Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

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

1994

Historic Bridges in Maryland: Historic Context Report. Maryland State Highway Administration, Baltimore.

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MHT NO. BA-2664

State Roads Commission of Maryland

1930 *Report of the State Roads Commission of Maryland for the Years 1927, 1928, 1929 and 1930.* Baltimore.

1933 *Financial Report of the State Roads Commission of Maryland for the Years 1929 - 1930 - 1931 - 1932 and Addenda 1933.* Baltimore.

1958 *A History of Road Building in Maryland.* Baltimore.

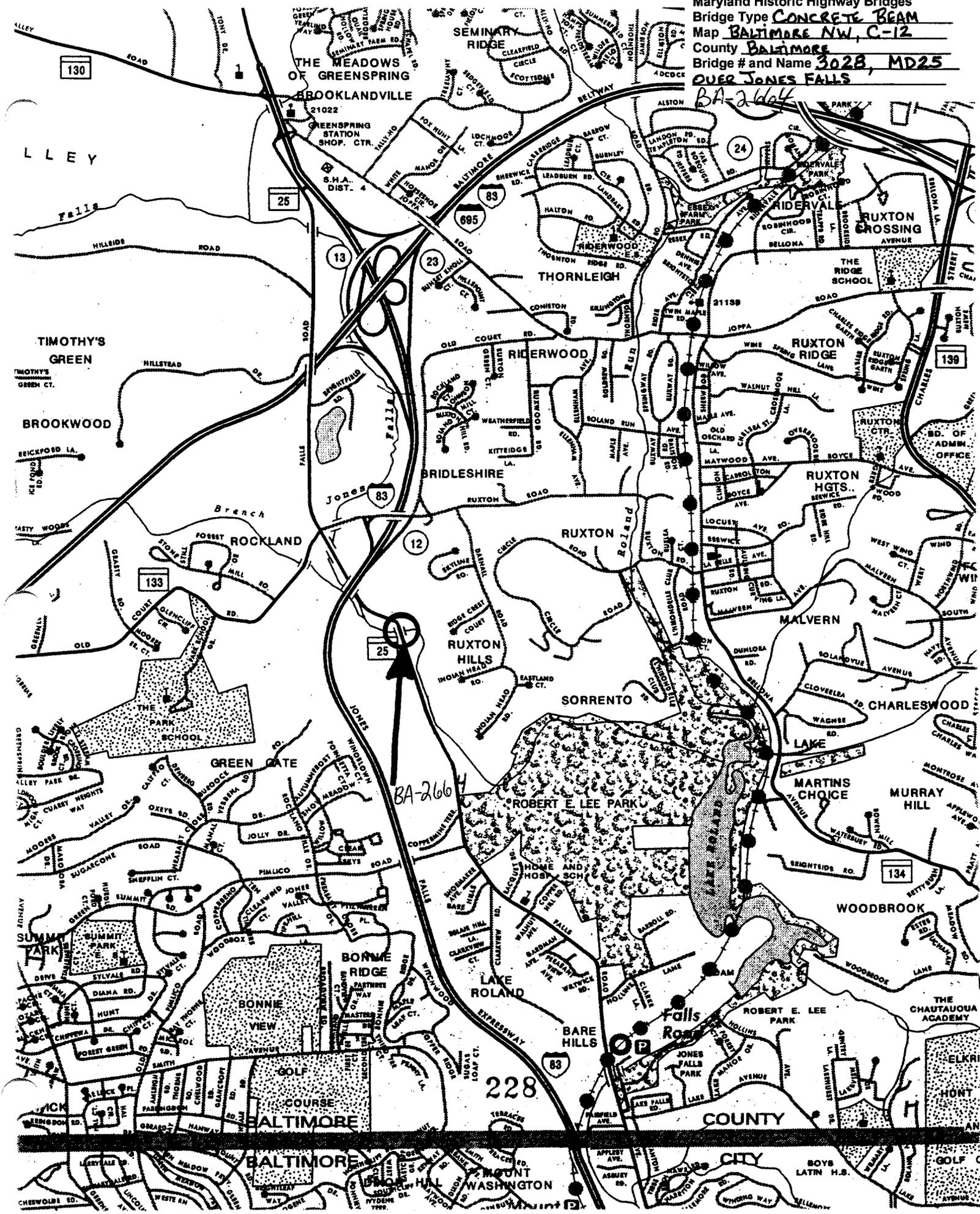
SURVEYOR INFORMATION

Name: Stuart Paul Dixon
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 BALTIMORE NW, C-12
County BALTIMORE
Bridge # and Name 3028, MD25
OVER JONES FALLS

BA-2664





Inventory # BA-2664

Name 3028-MD 25 OVER JONES FALLS
County/State BALTIMORE COUNTY/MD
Name of Photographer DAVE DIEHL
Date 1/95

Location of Negative SHA

Description NORTH APPROACH LOOKING
SOUTH

Number ¹25 of ⁴25



Inventory # BA-2664

Name 3028-MD 25 OVER JONES FALLS

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE DIENZ

Date 1/95

Location of Negative SNA

Description EAST ELEVATION LOOKING
SOUTH

Number 23 of 4



Inventory # BA-2664

Name 3028-MD 25 OVER JONES FALLS

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description WEST ELEVATION LOOKING
EAST

Number 34 of 34



Inventory # BA-2464

Name 3028 MOQS OVER JONES FALLS

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIERL

Date 1/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING
NORTH

Number 45 of 41