Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2696

Name: STEVENSON RD. 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 __X___

Criteria: ___A ___B X C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Comments: Within Greenspring Valley ND -- but does not contribute to the district.

Reviewer, OPS: Anne E. Bruder Date: 3 April 2001

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

MARYLAND INVENTORY OF HISTORIC BRIDGES **MHT No. BA-2696**
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

SHA Bridge No. B 0241 **Bridge name** Stevenson Road over Jones Falls

LOCATION:
Street/Road name and number [facility carried] Stevenson Road

City/town Pikesville **Vicinity** X

County Baltimore

This bridge projects over: Road ____ **Railway** ____ **Water** X **Land** ____

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

HISTORIC STATUS:
Is bridge located within a designated historic district? Yes X **No** ____
National Register-listed district X **National Register-determined-eligible district** ____
Locally-designated district ____ **Other** ____

Name of district Green Spring Valley National Register Historic District

BRIDGE TYPE:
Timber Bridge ____:
Beam Bridge ____ **Truss -Covered** ____ **Trestle** ____ **Timber-And-Concrete** ____

Stone Arch Bridge ____

Metal Truss Bridge ____

Movable Bridge ____:
Swing ____ **Bascule Single Leaf** ____ **Bascule Multiple Leaf** ____
Vertical Lift ____ **Retractile** ____ **Pontoon** ____

Metal Girder X:
Rolled Girder ____ **Rolled Girder Concrete Encased** X
Plate Girder ____ **Plate Girder Concrete Encased** ____

Metal Suspension ____

Metal Arch ____

Metal Cantilever ____

Concrete ____:
Concrete Arch ____ **Concrete Slab** ____ **Concrete Beam** ____ **Rigid Frame** ____

Other ____ **Type Name** ____

BA-2696

DESCRIPTION:

Setting: Urban _____ **Small town** _____ **Rural** X

Describe Setting: Bridge B0241 carries Stevenson Road in a north-south direction over Jones Falls, which flows in a easterly direction. The area is developed with scattered houses near the bridge, and a wooded area around the bridge.

Describe Superstructure And Substructure:

Bridge B0241 is a single span bridge that was originally constructed as a concrete encased steel beam bridge with concrete abutments and concrete wingwalls. The parapets are metal post and rail with paige wire infill. The length of the span is 19.0 feet and the total length of the structure is 21.0 feet,the curb to curb is 26.3 feet and the deck out to out is 28.0 feet. The skew is 20 degrees and the wingwalls are parallel to the line of the bridge. The bridge is posted at 15t,26t and 40t. The 1993 inspection report described the bridge as in poor condition and recommended replacing the remaining original section.

Discuss Major Alterations:

In 1979 the center of the deck for the full span of the bridge was removed to a width of 20.4 feet and replaced with a reinforced concrete slab.

HISTORY:

WHEN was bridge built (actual date or date range) 1920, reconstructed 1979

This date is: Actual _ **Estimated** X

Source of date: Plaque _ **Design plans** _ **County bridge files/inspection form** X

Other (specify) _____

WHY was the bridge built?

The need for a more efficient transportation network and increased load capacity in the decades following World War I.

WHO was the designer?

State Highway Administration

WHO was the builder?

Unknown

WHY was the bridge altered?

The bridge was altered to accommodate the need for increased load limits, vehicle width and traffic volumes, as well as correcting deterioration of the bridge.

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

As part of an effort by the State to increase load capacity on secondary roads during the 1920s.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events _____ **B- Person** _____

C- Engineering/architectural character _____

This bridge is within the National Register district of Green Spring Valley, however, it is not listed as a contributing structure within the district.

Was the bridge constructed in response to significant events in Maryland or local history? Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-04 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.This bridge shows an early form of reinforcement using encased steel beams.

Maryland's road and bridge improvement programs mirrored economic cycles. The first road improvement program of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916 -1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war-related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920 to 1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of $3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund [with an equal sum from the counties] the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had become inadequate, to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930s. Most improvements to local roads waited until the years after World War II.

With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer stated in 1906, "The general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do way with the further expense of the maintenance of expensive and dangerous wooden structures". Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

The creation of standard plans and a description of their use was first announced in the 1912-15 Reports of the State Roads Commission whereby bridges spanning up to 36 feet were to use standardized designs.

Published on a single sheet, the 1912 Standard Plans included those structures that were amenable to such an approach: slab spans, (deck) girder spans, box culverts, box bridges, abutments, and piers (State Roads Commission 1912). Slab spans, with lengths of 6 to 16 feet in two foot increments, featured a solid parapet that was integrated into the slab, with a roadway of 22 feet.

In the Report for the years 1916-1919, a revision of the standard plans was noted:

> During the four years covered by this report, it has been found necessary to revise our standard plans for culverts and bridges, to take care of the increased tonnage which they have been forced to carry. Army cantonments...increased their operations several hundred

> per cent, and the brunt of the enormous truck traffic resulting therefrom, was borne by the State Roads of Maryland. In addition to these war activities, freight motor lines from Baltimore to Washington, Philadelphia, New York, and various points throughout Maryland, and the weight of many of these trucks when loaded, was in excess of the loads for which our early bridges were designed (State Roads Commission 1920:56).

Published on separate sheets, the new standard plans (State Roads Commission 1919) for slab bridges reveal that the major changes was an increase in roadway width from 22 feet to 24 feet and a redesign of the reinforcement. The slab spans continued to feature solid parapets integrated into the span. The range of span lengths remained 6 to 16 feet, but the next year (1920) witnessed the issue of a supplemental plan for a 20 foot long slab span (State Roads Commission 1920).

Based upon documentary evidence, Baltimore County and City were the early pioneers in concrete bridge building in Maryland. The first reinforced concrete bridge documented in Maryland was the bridge at Sherwood Station, built in 1903 by Baltimore County.

Evidence from historic maps suggests that almost all of the extant concrete slab bridges built before 1940 in Baltimore County replaced earlier bridges. With the exception of two bridges, all of these structures lie on roads whose alignments have changed little since the middle of the nineteenth century. The two exceptions are both located on Shelbourne Avenue in Arbutus. Shelbourne Avenue does not appear on the 1850 map of Baltimore County but does appear on the 1915 map. Both concrete slabs bridges on Shelbourne Avenue, however, were built after 1915. The evidence therefore suggests that these two bridges were also built to replace previous structures.

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?
There is no evidence to suggest that the construction of this bridge had a significant impact on the growth and development of this area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?
This structure is within the Green Spring Valley Historic District, but is not listed as a contributing structure.

Is the bridge a significant example of its type?
The bridge a not a significant example of its type.

Does the bridge retain integrity of important elements described in Context Addendum?
No, this bridge does not retain integrity of its character defining elements.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?
The bridge is not a significant example of the work a manufacturer, designer, and/or engineer.

Should the bridge be given further study before an evaluation of its significance is made?
No additional study will be needed before an evaluation of the significance of this bridge is made.

BIBLIOGRAPHY:

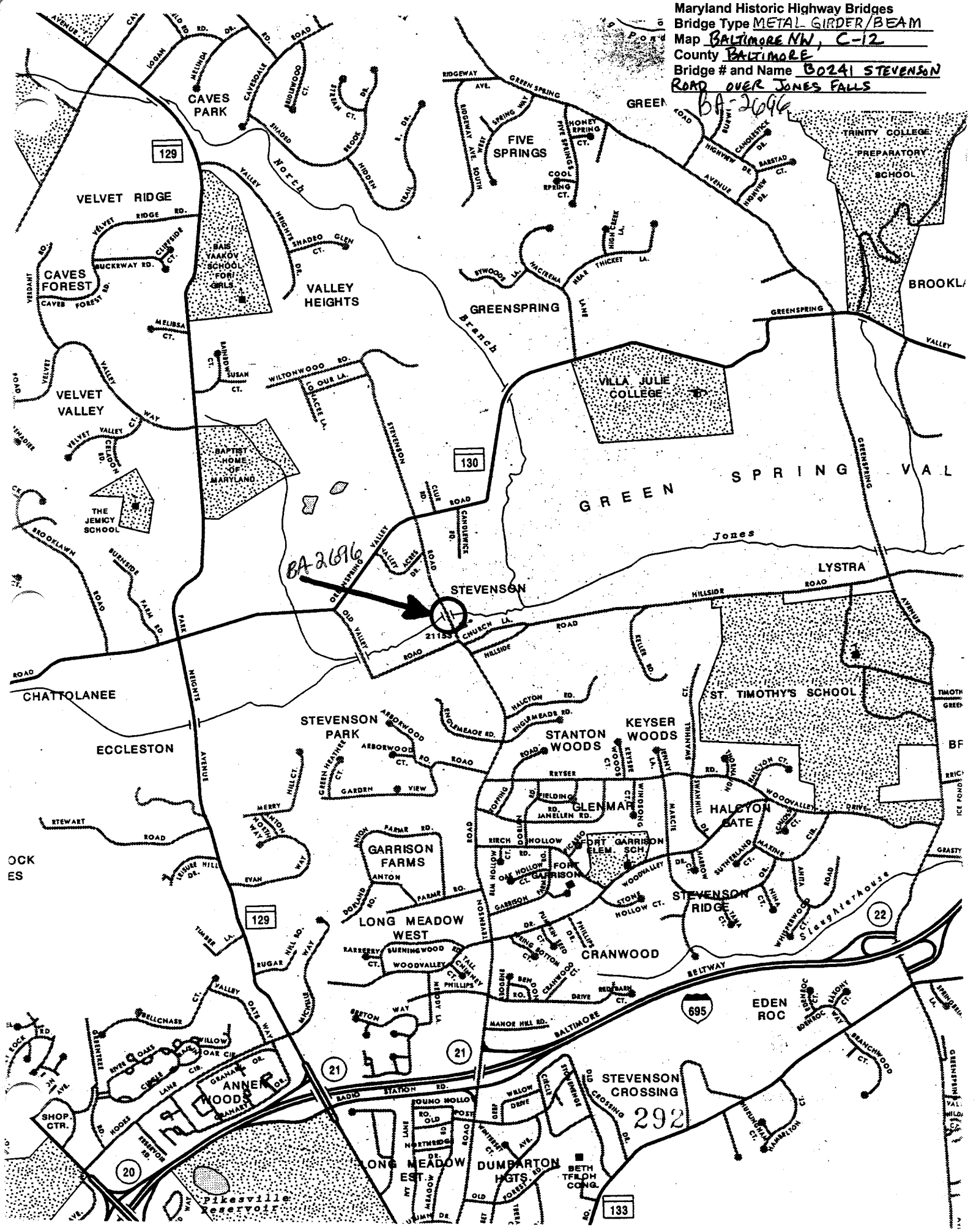
County inspection/bridge files ____X____ **SHA inspection/bridge files** _____
Other (list):

BA-2696

SURVEYOR:

Date bridge recorded 08/15/95
Name of surveyor Colin Farr
Organization/Address P.A.C. Spero & Company, Suite 412, 40 West Chesapeake Ave., Baltimore, MD 21204
Phone number (410) 296-1635 **FAX number** (410) 296-1670

Maryland Historic Highway Bridges
Bridge Type METAL GIRDER/BEAM
Map BALTIMORE NW, C-12
County BALTIMORE
Bridge # and Name B0241 STEVENSON ROAD OVER JONES FALLS
BA-2696



25

Inventory # BA-2696

Name B0241 STEVENSON RD OVER JONES FALLS

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING NORTHEAST

Number 14 of 34

Inventory # BA-2696

Name B0241- STEVENSON RD OVER JONES FALLS

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION LOOKING NORTH

Number ~~3~~ 2 of ~~39~~ 4

Inventory # BA-2696

Name B0241 - STEVENSON RD OVER JONES FALLS
County/State BALTIMORE COUNTY/MD
Name of Photographer DAVE DIEHL
Date 1/95

Location of Negative SHA

Description NORTH ELEVATION LOOKING SOUTHEAST

Number ~~6~~ 3 of ~~37~~ 4

Inventory # BA-2696

Name B0241- STEVENSON RD OVER JONES FALLS

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING SOUTHWEST

Number ~~7~~ 4 of ~~37~~ 4