

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-1862

Name: 12010/MD7 OVER FAYNUM RUN.

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>

July

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

MHT NO. HA-1862

NAME AND SHA NO.: 12010

LOCATION

Road Name and Number: MD 7 over Bynum Run

City/Town: Abingdon vicinity

County: Harford

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:

Bridge #12010 carries MD 7 over Bynum Run near Creswell in Harford County. This area is located near the northernmost border of Maryland's Tidewater or Coastal Plain physiographic region. MD 7 runs roughly southeast to northwest at this location. Bridge #12010 is situated between I-95 and US 40 and surrounded by scattered residential and agricultural development.

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

Bridge #12010 is a concrete T-beam bridge that carries two lanes of traffic over Bynum Run. The structure consists of two spans measuring 30' in length for a total length of 62' and a clear roadway width of 24'. The bridge is comprised of plain, unadorned concrete abutments, parapets, piers, and wingwalls and a concrete slab and deck. The superstructure contains 6 concrete girders. Metal guardrails line both approaches to the bridge. The dates "1923-91" are imprinted on the inside surface of the north parapet wall. The original parapets, visible in a 1990 photograph that was taken before the bridge was rehabilitated, were built of incised concrete. According to a set of 1919 drawings on file at the State Highway Administration, the original bridge followed standard plans for concrete girder bridges.

The earliest inspection report in the SHA files, which dates to 1932, notes disintegration at the pier footing as well as cracks in the girders. Inspection reports dating to 1970 and 1974 note deterioration of the concrete on the outside of one girder, and reports from 1976-1980 note increased deterioration in the same area.

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:

The bridge was rebuilt in 1991, although the original piers and wingwalls of the 1923 bridge remain. Drawings in the SHA files dating to 1990 discuss the repairs, which involved replacement of the exterior girders as well as replacement of the original parapets with jersey-type barriers.

HISTORY

When Built: 1923, rebuilt 1991

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Roads Commission, contract #H 27

Who Designed: Unknown; original design followed standard plans for concrete girder bridges

Why Altered: The bridge was rebuilt to correct severe deterioration of the girders and to replace the original parapet walls.

Was this bridge built as part of an organized bridge building campaign?: No

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?

Road improvements in Harford County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the State Roads Commission established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

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?

Bridge #12010 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

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, the bridge is not located in an area eligible for historic designation.

Is the bridge a significant example of its type?

No, the bridge is not a significant example of its type. Because the bridge was partially rebuilt in 1991, the character-defining elements have been compromised.

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

No, the bridge does not retain integrity of the primary character-defining elements of a concrete beam bridge. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers, and wing walls. The replacement of the original girders and parapet walls in 1991 has compromised the integrity of the bridge.

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

No, this structure is not a significant example of the work of the State Roads Commission. According to the 1919 drawings for the original bridge, this structure followed then-standard plans for concrete girder bridges.

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

No, this structure should not be given further study. The 1991 rebuilding has compromised its integrity.

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

MHT NO. HA-1862

BIBLIOGRAPHY

Spero, P.A. C. & Company and Louis Berger & Associates
1994 *Historic Bridges in Maryland: Historic Context Report.*
 Maryland State Highway Administration, Baltimore.

State Highway Administration
 Bridge Inspection Reports. On file 707 North Calvert Street, Baltimore.

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

State Roads Commission of Maryland
1958 *A History of Road Building in Maryland.* Baltimore.

SURVEYOR INFORMATION

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 Mechanicsburg, PA 17055

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

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INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Bridge No. 12010 Survey Number: HA-1862

Project: Repair Br. 12010 Agency: SHA

Site visit by MHT Staff: no yes Name _____ Date _____

Eligibility recommended _____ Eligibility **not** recommended

Criteria: A B C D Considerations: A B C D E F G None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on the available information, Bridge No. 12010, which carries MD 7 over Bynum Run in Harford County, does not meet the Maryland Register/National Register Criteria for listing. The two span concrete T beam bridge was constructed in 1923, but extensively rehabilitated in 1991. The rehabilitation included replacing the exterior girders as well as replacement of the original parapets with jersey barriers and severely compromised the integrity of the bridge. Thus the bridge is unlikely to be eligible under Criterion C as a representative example of its type. It is not known to have any association with significant events or people and thus is unlikely to be eligible under Criteria A or B. It is not located in any known historic district.

On October 4, 1996, the interagency bridge review committee determined this bridge to be ineligible for the National Register of Historic Places.

Documentation on the property/district is presented in: Project file, Maryland Inventory
form HA-1862

Prepared by: Gabrielle Lanier, KCI

Elizabeth Hannold December 27, 1996
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable

Peter E. Kuntze 12/30/96
Reviewer, NR program Date

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: Structure

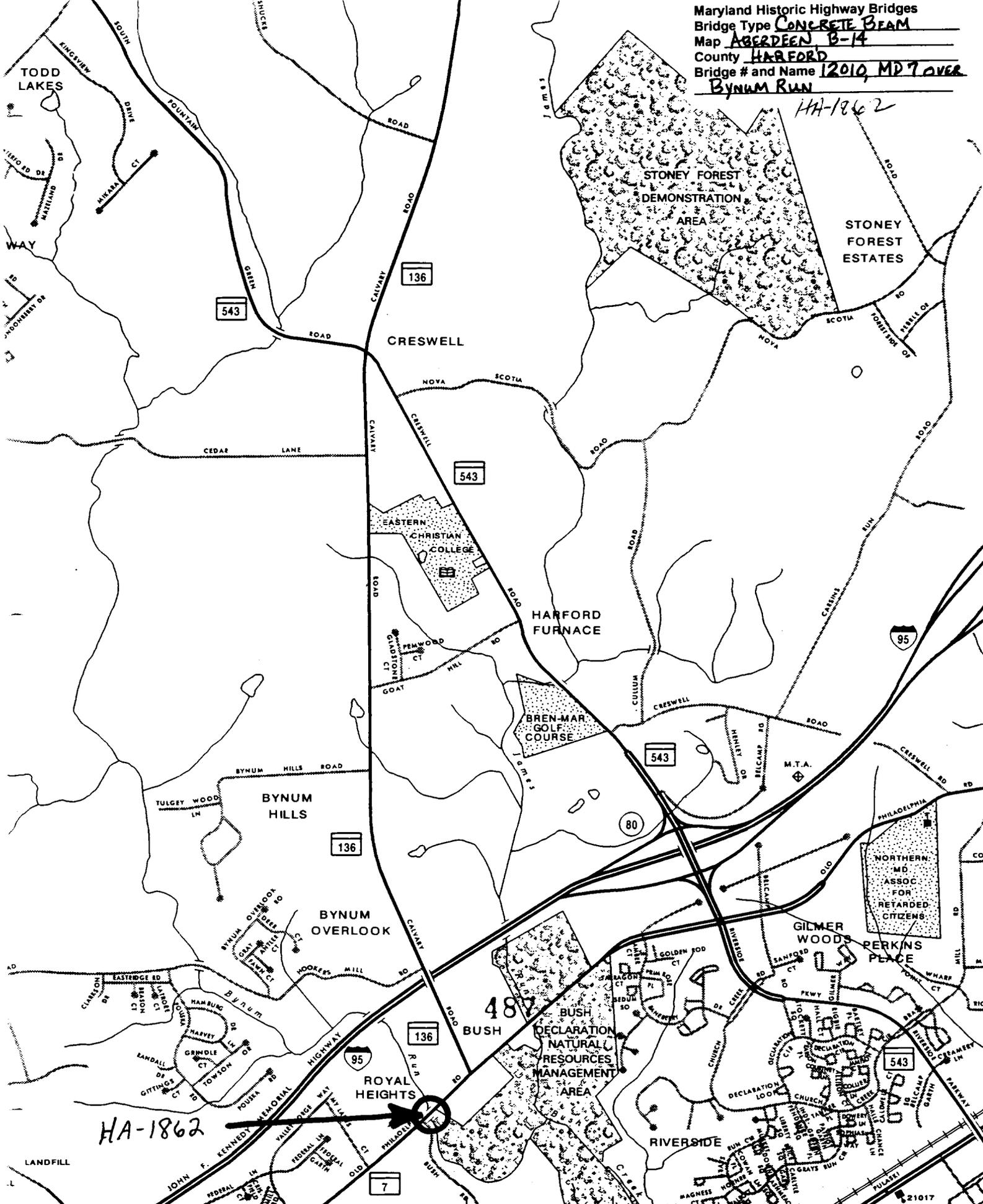
Historic Environment: Rural

Historic Function(s) and Use(s): Transportation-vehicular

Known Design Source: State Roads Commission

Maryland Historic Highway Bridges
 Bridge Type CONCRETE BEAM
 Map ABERDEEN B-14
 County HARFORD
 Bridge # and Name 12010, MD 7 OVER
BYNUM RUN

HA-1862





BYNUM
RUN

HA-1862

HARFORD COUNTY, MD

JOHN TARQUINIO

26 JAN 1995

~~MARYLAND SHPO STA~~

- STATE BRIDGE NO. 12010 OVER
BYNUM RUN

- VIEW LOOKING EAST ON
MD ROUTE 7

1/5



HA-1862
HARFORD COUNTY, MD

JOHN TARQUINIO

26 JAN 1995

~~MARYLAND SHPO~~ SHA

- STATE BRIDGE NO. 12010 OVER
BYNUM RUN
- VIEW LOOKING WEST ON MD.
ROUTE 7



HA-1862

HARFORD COUNTY, MD

JOHN TARQUINIO

26 JAN 1995

~~MARYLAND SHPO S HA~~

- STATE BRIDGE NO. 12010 OVER
BYNUM RUN
- VIEW LOOKING NORTH

3/5



HA-1862

HARFORD COUNTY, MD

JOHN TARQUINIO

26 JAN 1995

~~MARYLAND SHPO~~ SM7

- STATE BRIDGE NO. 12010 OVER

BYNUM RUN

- VIEW LOOKING SOUTH

4/5

A black and white photograph showing a highway guardrail. The guardrail is made of three horizontal metal beams supported by a concrete wall. On the concrete wall, there is a rectangular marker with the number '1923-91' inside. The road is in the foreground, and the background shows a grassy field with some trees and a utility pole.

1923-91

HA-1862

HARFORD COUNTY, MD

JOHN TARQUINIO

26 JAN 1995

~~MARYLAND SHPD~~ SINT

- BRIDGE NO. 12010 OVER BYNUM RUN

- VIEW LOOKING SOUTH AT

RELIEF SHOWING ORIGINAL CONSTRUCTION

DATE & DATE OF MAJOR REHAB.

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