

Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2865

Name: MD 147 over Little Gunpowder 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 <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> </u> A <u> </u> B <u> X </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>

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number BA-2865

SHA Bridge No. 3090 Name: MD 147 over Little Gunpowder Falls

Location:

Street/Road Name and Number: MD 147 (Harford Road)

City/Town: Reckford Vicinity X

County: Baltimore

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

 Concrete Arch Concrete Slab Concrete Beam

 Rigid Frame

 Other Type Name _____

Describe Setting:

Bridge 3090 carries MD 147 over Little Gunpowder Falls. MD 147 runs in an east-west direction and crosses southern flowing Little Gunpowder Falls. MD 147 (Harford Road) is a major corridor between Baltimore City and Baltimore County with a great degree of both commercial and residential development.

Describe Superstructure and Substructure:

Bridge 3090 is a single-span, filled spandrel concrete arch built in 1928. The bridge is 67 feet long with a clear span measuring 56 feet. The crown measures 26 feet. The barrel is 1 foot 10 inches thick with a 6-inch earthen fill. The arch has a rise of 8 feet. There is a 24-foot clear roadway, with an overall width of 27 feet 2 inches. According to a 1996 inspection report the arch has longitudinal cracks along the western spandrel wall. There are minor popouts up to 3 inches in diameter throughout the bridge. There is erosion at the base of both arches. Previously patched areas have map cracking with minor efflorescence. The bridge is listed as being in satisfactory condition, with a sufficiency rating of 77.3.

This bridge has an open panel type railing. This type of reinforced concrete railing consists of vertical posts securely fastened by dowels to the structure, horizontal balustrades and solid panels that fill the space between the posts and the railings. Bridge 3090 has a 15-to-1 expansion joint railing. The parapet is 2 feet 11 inches tall with a cap that is 1 foot by 4 feet 3 inches. The north corner of the parapet has been hit by vehicles, causing spalling and scrapes. This section also has advanced deterioration due to exposure. Both parapets exhibit misalignment. The west parapet is 1 inch out of alignment at the northern endblock and 7/8-inch out of alignment at the south. The eastern balustrade is a 1/2-inch out alignment at the northern endblock and 1 7/8 inches at the south.

The abutment is directly below the springline. The southern abutment can not be inspected because the streambed is above the springline. The northern abutment has surface spalls with heavy concrete erosion with stains around the weep holes. The footing is exposed and has wooden planks driven along the face starting at the west end, then tapers back up to where the footing is covered. The wingwalls have random cracks with efflorescence, with most stains around the patches.

Discuss Major Alterations:

There have been no major alterations to this bridge. However, in 1986 there were patching repairs completed on the wingwalls, the base and face of the arch.

History:

When Built: 1928

Why Built: Expansion of Harford Road from Baltimore to Bel Air

Who Built: State Roads Commission

Why Altered: N/A

Was this bridge built as part of an organized bridge building campaign? Yes, the bridge was built as part of the expansion of Harford Road into Baltimore and Harford Counties.

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events Person

C Engineering/Architectural

The bridge was determined eligible by the Interagency Review Committee in June 1996.

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

Work on 6 roads within Baltimore County was undertaken concurrently with work within Baltimore City. Coordination between the two jurisdictions was needed to insure correct alignments of bridge approaches, and surfaces. As a result, the State Roads Commission used almost identical bridge plans as the City. In some cases an expensive construction cost was unavoidable. This parallel construction with Baltimore City reduced the available funds for the county. As a consequence, the work was confined to 6 roads within a short distance of the City limits.

One of these 6 roads was Harford Road. Harford Road was also known as the Baltimore to Bel Air Road. The improvement of this corridor was at the heart of the "Seven-Year Plan". Beginning in 1908, a contract was let on sections of Harford Road from the City Limits to Taylor Avenue (about 3 miles). Although only a 3-mile section of the road was paved and graded, the replacement of timber bridges along the corridor fell within the scope of the "Seven-Year Plan."

By 1928 standard plans had been made for all bridges with spans up to 36 feet in length. It was only necessary for the Resident Engineer (Districts were known as residences) to investigate the foundations, and then to refer to the standard plan and select the foundation that would fit the location and conditions. Concrete slabs and girders over 36 feet and concrete arches were designed for individual situations in 1928.

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 a single-span concrete arch bridge built during the state's initial road building period. The development of MD 147 (Harford Road) began in 1908 as part of the State's first Seven-Year Plan. This plan called for the connection of county seats and the replacement of narrow timber structures. During the allotted 7 years, the State Roads Commission continued the policies and practices set forth by the plan. This bridge was built to further the connection between Baltimore and Bel Air. This arch bridge represents the State Roads Commission's continuing efforts to expand roads between the urban centers and the rural regions.

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

The bridge retains integrity of the character defining elements of a concrete arch bridge, including its wingwalls, abutments, parapets, and spandrel walls. The bridge retains integrity of location, design, setting, materials, workmanship, feeling, and association. However, the bridge does have serious structural problems.

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

No this bridge should be given further study.

Bibliography:

State Highway Department Inspection Reports

State Roads Commission

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

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Surveyor:

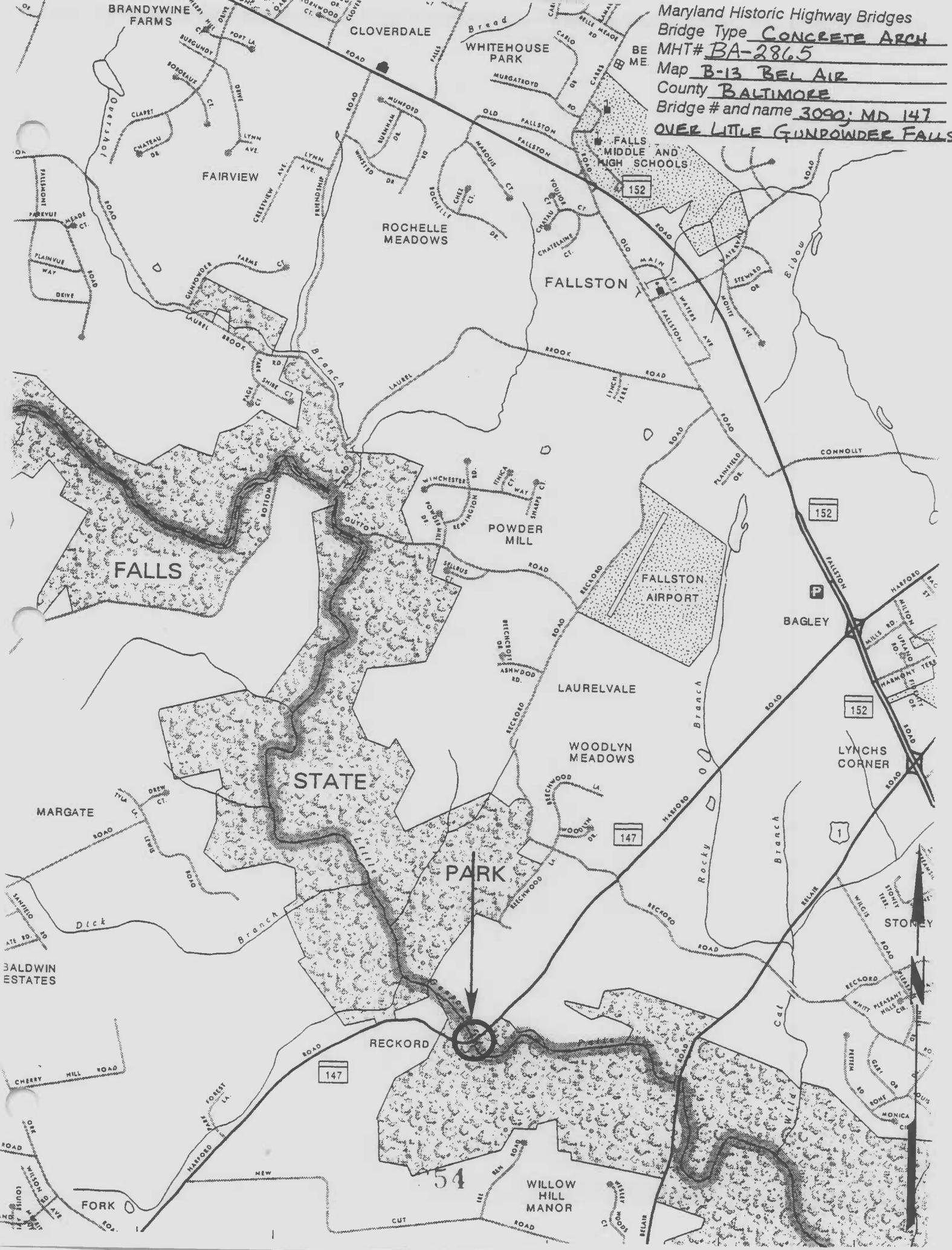
Name: Stacie Y. Webb **Date:** April 1996

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

Address: 707 N. Calvert Street, Baltimore, MD

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

Maryland Historic Highway Bridges
Bridge Type CONCRETE ARCH
MHT# BA-2865
Map B-13 BEL AIR
County BALTIMORE
Bridge # and name 3090; MD 147
OVER LITTLE GUNPOWDER FALLS





BALTIMORE
COUNTY
Little
Gunpowder
Falls

Inventory # BA-2865

Name 3090-MD147 OVER LITTLE GUNPOWDER FALLS

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1195

Location of Negative SHA

Description NORTH APPROACH LOOKING
SOUTH

Number ¹~~10~~ of ⁴~~30~~



Inventory # BA-2865

Name 3090-MD 147 OVER LITTLE GUNPOWDER FALLS

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description EAST ELEVATION LOOKING
NORTHWEST

Number 2 of 24



Inventory # BA-2865

Name 3090 - MD 147 OVER LITTLE GUNPOWDER FALLS

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description WEST ELEVATION LOOKING
SOUTHEAST

Number 3 of 4



Inventory # BA-2865

Name 3090-MD147 OVER LITTLE GUNPOWDER FALLS

County/State BALTIMORE COUNTY/MO

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING
NORTH

Number 4 of 34