

Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2868

Name: MD 147 OVER GUNPOWDER FAUS

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 Number BA-2868

SHA Bridge No. 3094 Name: MD 147 over Gunpowder Falls

Location:

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

City/Town: Perry Hall Vicinity X

County: Baltimore

Ownership: State County Municipal Other

This bridge projects over: Road Railway Water Land

Is the bridge located within a 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

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

Concrete

Concrete Arch Concrete Slab Concrete Beam

Rigid Frame

Other Type Name _____

Describe Setting:

Bridge 3094 carries MD 147 over Gunpowder Falls. MD 147 runs in an east west direction and crosses southern flowing Gunpowder Falls. MD 147 (Harford Road) is a major corridor between Baltimore City and Baltimore County with a great degree of residential and commercial development. However, at this location there is little development. The area surrounding the bridge is wooded with no homes in the view shed of the bridge.

Describe Superstructure and Substructure:

Bridge 3094 is a double span filled spandrel concrete arch bridge built in 1928. The bridge is 135 feet long with each arch measuring 55 feet. The arch has a rise of 17 feet. The arch ring has a haunch with a 1-inch angle strip with a 2-inch cove molding. The crown is 2 feet wide and 37 feet wide. There is a clear roadway width of 24 feet, with an overall width of 27 feet 2 inches.

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 parapets and solid panels filling the space between the posts and the railings. Bridge 3094 has an 18-to-1 expansion joint railing. The railing is 2 feet 8 1/2 inches tall with a cap that is 1 foot by 3 1/2 inches.

The center pier is 36 feet 9 inches long and approximately 5 feet wide. The icebreaker is 4 feet 4 inches wide with an angle of 8 inches by 8 inches by 3/4 inch wide. There are 1-inch spalls under the weep holes on the south face. The northeast wing has a spall at the lower section near the spandrel wall that is 1 inch in diameter. The southeast and southwest wing walls have tiebacks at the top preventing the movement of the wall. All wings have map cracking and minor surface erosion. According to a 1996 inspection report, the bridge was in fair condition with a sufficiency rating of 62.2.

Discuss Major Alterations:

Bridge 3094 has had several major alterations. Most notably is the installation of tieback assemblies with double channel walers in the wingwalls and spandrel walls to prevent movement. These were added in 1994. Major patching has occurred on the barrel and abutments. In addition the pedestrian fence was added to the top of the parapets at an unknown date.

History:

When Built: 1928

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

Who Built: State Roads Commission

Why Altered: Preserve wingwall

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 not eligible by the Interagency Review Committee in June 1996.

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

Work for 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 was forced to build bridges almost identical in plan with

what the City was building. 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 bridges located a short distance from the City limits.

One of the 6 roads was Harford Road. Harford Road was also known as the Baltimore to Bell 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."

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 may be eligible for historic designation.

Is the bridge a significant example of its type?

No, this bridge has had significant structural problems and changes to its character defining elements. Bridge 3094 has had several major alterations. The installation of tiebacks, which were added in 1994, illustrate the bridge's continuing deterioration. In addition, this bridge should not be considered a significant example of the concrete arch construction. The need to eliminate dangerous one-way timber bridges was paramount in the priorities of the SRC from 1908 until 1945. The development of standardized plans helped facilitate this process. This bridge was neither the first or the last following the development of standardized plans nor an example of a structure built prior to the standardization of plans.

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. Major repairs were made to the wingwalls, the barrel, the spandrel walls, the parapets, and the abutments.

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

No this bridge should be given further study.

Bibliography:

County inspection/bridge files _____ SHA inspection/bridge files X

Other (list):

State Roads Commission

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

Surveyor:

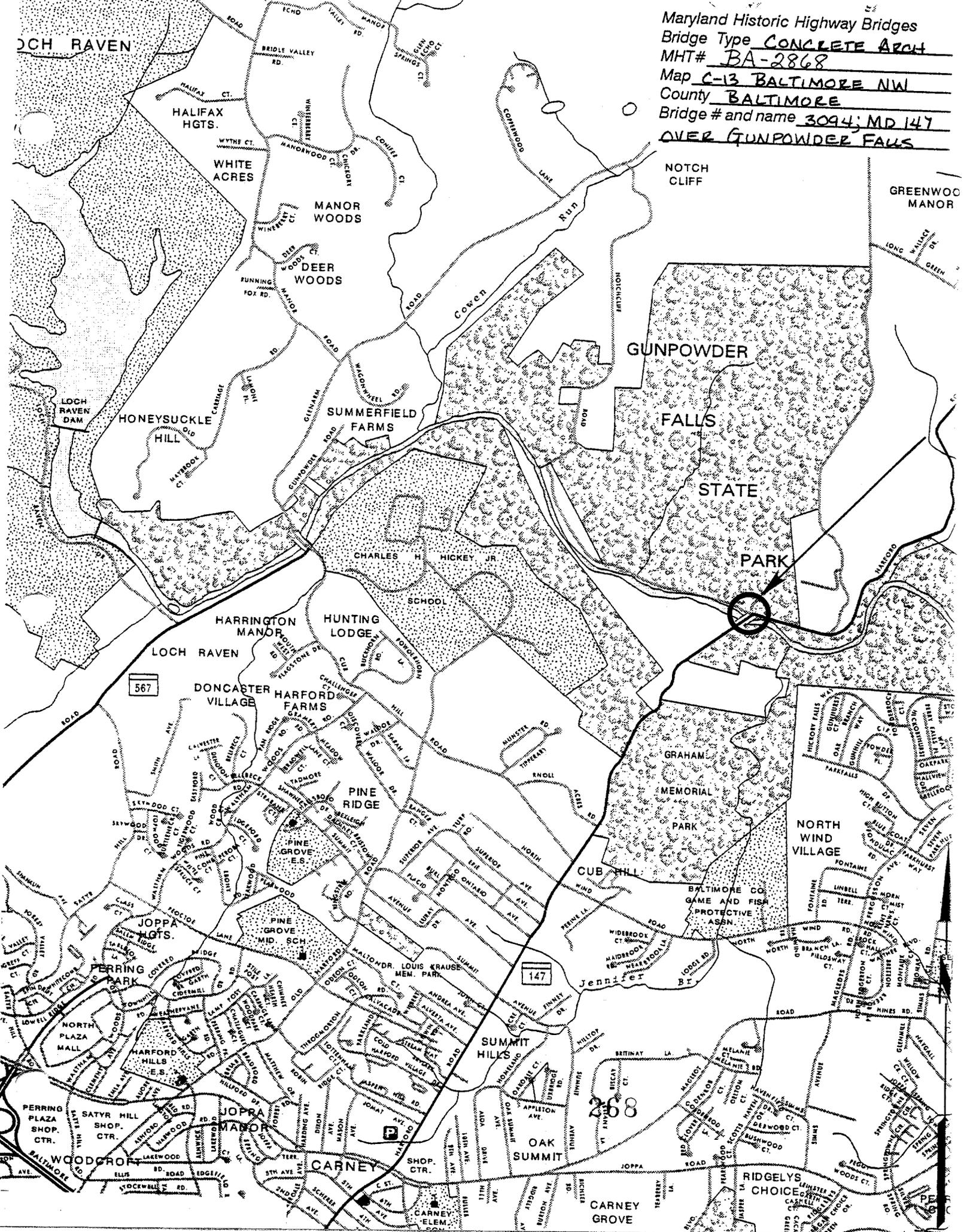
Name: Stacie Y. Webb **Date:** April 1996

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-2868
 Map C-13 BALTIMORE NW
 County BALTIMORE
 Bridge # and name 3094; MD 147
OVER GUNPOWDER FALLS



NOTCH CLIFF

GREENWOOD MANOR

GUNPOWDER FALLS

STATE PARK

PARK

HARRINGTON MANOR

HUNTING LODGE

LOCH RAVEN

DONCASTER VILLAGE

HARFORD FARMS

PINE RIDGE

GRAHAM MEMORIAL PARK

NORTH WIND VILLAGE

CUB HILL

BALTIMORE CO. GAME AND FISH PROTECTIVE ASSN.

JOPPA

FERRING PARK

SUMMIT HILLS

OAK SUMMIT

CARNEY GROVE

RIDGELY CHOICE

147

567

288



Inventory # BA-2868

Name 3094-MD 147 OVER GUNPOWDER FALLS

County/State BALTIMORE COUNTY / MD

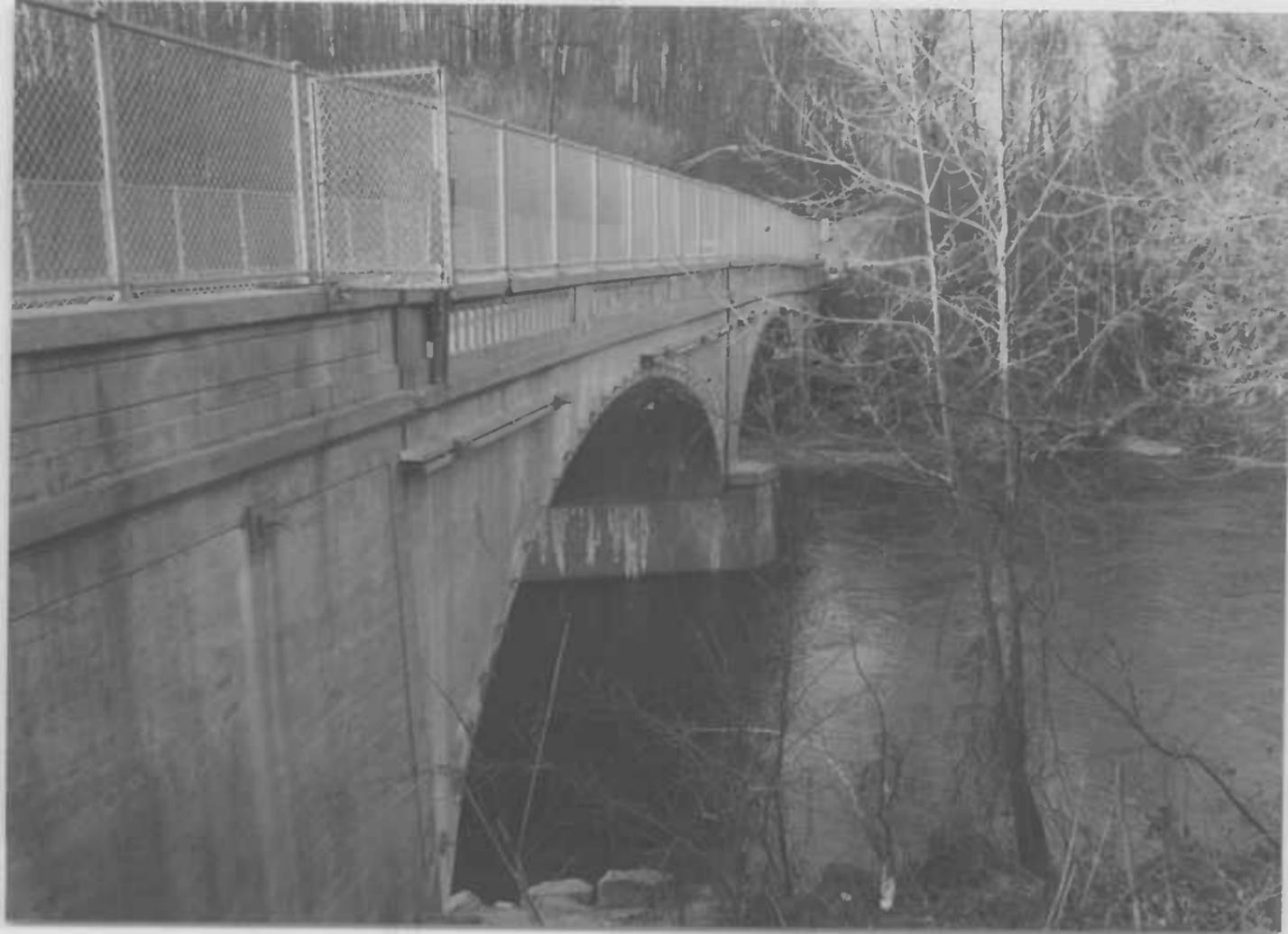
Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SAA

Description WEST APPROACH LOOKING
EAST

Number 27 of 35



Inventory # BA-2808

Name 3094-MD 147 OVER GUNPOWDER FALLS

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION LOOKING
SOUTHWEST

Number 2 of 28 35



Inventory # BA-2868

Name 304- MD147 OVER GUNPOWDER FALLS

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING WEST

Number 3 29 of 355

GUNPOWDER FALLS

BUILT - 1926

TATE ROADS COMMISSION

JOHN N. MACHALL - Chairman & Chief Engineer

BENNETT BARNALL

W. W. BROWN

J. R. STEVENS - Secretary

W. S. HOPKINS - Bridge Engineer

Inventory # BA-2868

Name 3094 - MD 147 OVER GUNPOWDER FALLS

County/State BALTIMORE COUNTY/MD

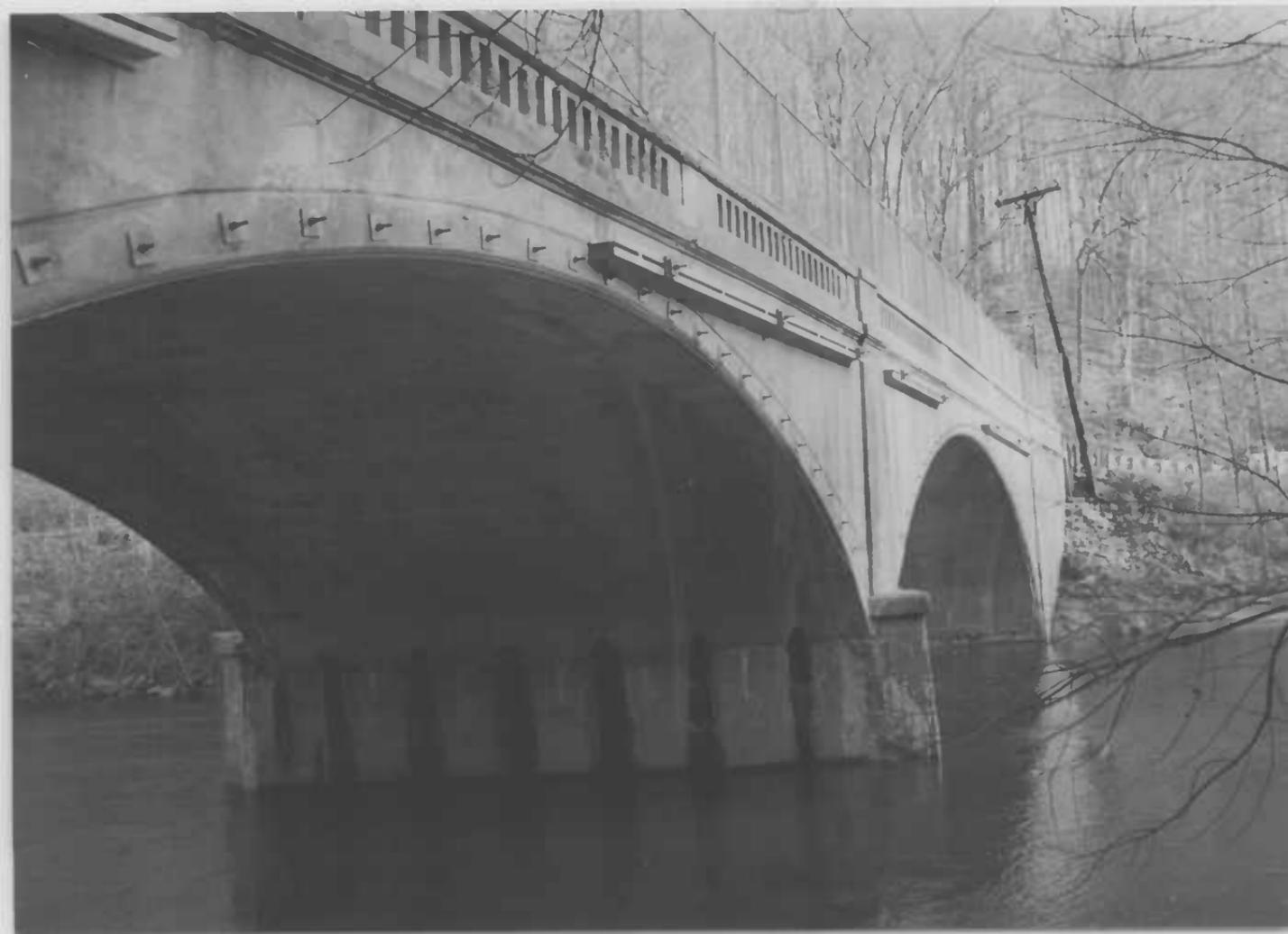
Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description PLAQUE ON SOUTH PARAPET

Number 430 of 355



Inventory # BA-2868

Name 3014 - MD 147 OVER GUNPOWDER FALLS

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION LOOKING
NORTHEAST

Number 5 of 25