

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-1987
Name: H185/Old Fallston Rd over MD & PA RR

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 <input checked="" type="checkbox"/> X	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> 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 BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. HA-1987

SHA Bridge No. H 185 Bridge name Old Fallston Road over Maryland and Pennsylvania RR

LOCATION:

Street/Road name and number [facility carried] Old Fallston Road

City/town Fallston Vicinity _____

County Harford

This bridge projects over: Road _____ Railway X Water _____ Land X

Ownership: State _____ County X Municipal _____ Other _____

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes _____ No _____
National Register-listed district _____ National Register-determined-eligible district _____
Locally-designated district _____ Other _____

Name of 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 _____ Retractable _____ Pontoon _____

Metal Girder X _____:
Rolled Girder _____ Rolled Girder Concrete Encased X _____
Plate Girder _____ Plate Girder Concrete Encased _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete X _____:
Concrete Arch _____ Concrete Slab X _____ Concrete Beam _____ Rigid Frame _____
Other _____ Type Name _____

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

Bridge H 185 carries Old Fallston Road over the abandoned Maryland and Pennsylvania Railroad (MA & PA RR) in Harford County. Old Fallston Road runs generally north-south and the MA & PA RR runs generally east-west; the tracks, however, are no longer extant. The bridge is located in the area of Fallston and is surrounded by a post office, a nursery, open fields and trees.

Describe Superstructure and Substructure:

Bridge H 185 is a 3-span, 2-lane, concrete slab and concrete-encased metal girder bridge. The bridge was originally built in 1930. The structure is 23.5 meters (77 feet) long and has a clear roadway width of 7.3 meters (24.1 feet); there are no sidewalks. The center span, which consists of concrete-encased metal girders, is 10.4 meters (34 feet long). The two concrete slab approach spans are each 6.1 meters (20 feet) long. The out-to-out width is 8.6 meters (28.2 feet). The concrete slab is .54 meters (1.8 feet) thick, and it has a bituminous wearing surface. The structure has open pierced concrete parapets and the roadway approaches have metal guardrails. The substructure consists of two concrete abutments and two concrete piers with reinforced crash walls, three columns, and a pier cap. There are four flared concrete wingwalls. The bridge is not posted, and has a sufficiency rating of 76.2.

According to the 1997 inspection report, this structure was in good condition with some light spalling and efflorescence. The asphalt wearing surface is in good condition. The concrete is lightly spalled in the superstructure, and has minor cracks and spalling in the substructure. Also, the concrete parapet is worn, and has some exposed aggregate and several small spalls.

Discuss Major Alterations:

The bridge has had no major alterations. The north and south ends of each concrete pier were repaired in 1994.

HISTORY:WHEN was the bridge built: 1930This date is: Actual X Estimated _____Source of date: Plaque _____ Design plans _____ County bridge files/inspection form X

Other (specify)

WHY was the bridge built?

The bridge was constructed in response to the need for more efficient transportation network and increased load capacity.

WHO was the designer?

Unknown

WHO was the builder?

Unknown

WHY was the bridge altered?

N/A

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

There is no evidence that the bridge was built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

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

A - Events _____ B- Person _____
C- Engineering/architectural character _____ X _____

The bridge is eligible for the National Register of Historic Places under Criterion C, as a significant example of concrete slab and concrete-encased metal girder construction. The structure has a high degree of integrity and retains such character-defining elements of the type as the original slabs and concrete-encased rolled girders, abutments, piers, and pierced parapets.

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

The reinforced concrete slab bridge is 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 1903-1904 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement 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 1920-1929, 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 that moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system 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 been inadequate for the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's. Most improvements to local roads waited until the years after World War I.

In the early years, there was a need to replace 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 away 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.

In 1933, the State Roads Commission introduced a new set of standard plans. This time their preparation was not announced in the Report; new standard plans were by this time nothing special - they had indeed become standard. Once again accommodating the ever-increasing demands of traffic, the roadway was increased, this time to 30 feet. The slab span's reinforcing bars remained the same diameter but were placed closer together to achieve still more load capacity.

In 1930, the roadway width for all standard plan bridges was increased to 27 feet in order to accommodate the increasing demands of automobile and truck traffic (State Roads Commission 1930). The range of span lengths remained the same, but there were some changes designed to increase the load bearing capacities. The reinforcing bars increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

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 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 that may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?

The bridge is located in an area that does not appear to be eligible for historic designation.

Is the bridge a significant example of its type?

The bridge is a potentially significant example of a concrete slab and concrete-encased metal girder bridge, possessing a high degree of integrity.

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

The bridge retains the character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including the original concrete slabs and concrete-encased metal girders, concrete abutments and piers, concrete wingwalls, and pierced concrete parapet.

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

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

Should the bridge be given further study before an evaluation of its significance is made?

No further study of this bridge is required to evaluate its significance.

BIBLIOGRAPHY:

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

Other (list):

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Lay, Maxwell Gordon

1992 *Ways of the World: A History of the World's Roads and of the Vehicles That Used Them*. Rutgers University Press, New Brunswick, New Jersey.

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1909 *Concrete Bridges and Culverts for Both Railroads and Highways*. The Myron C. Clark Publishing Company, Chicago and New York.

SURVEYOR:

Date bridge recorded 7/14/98

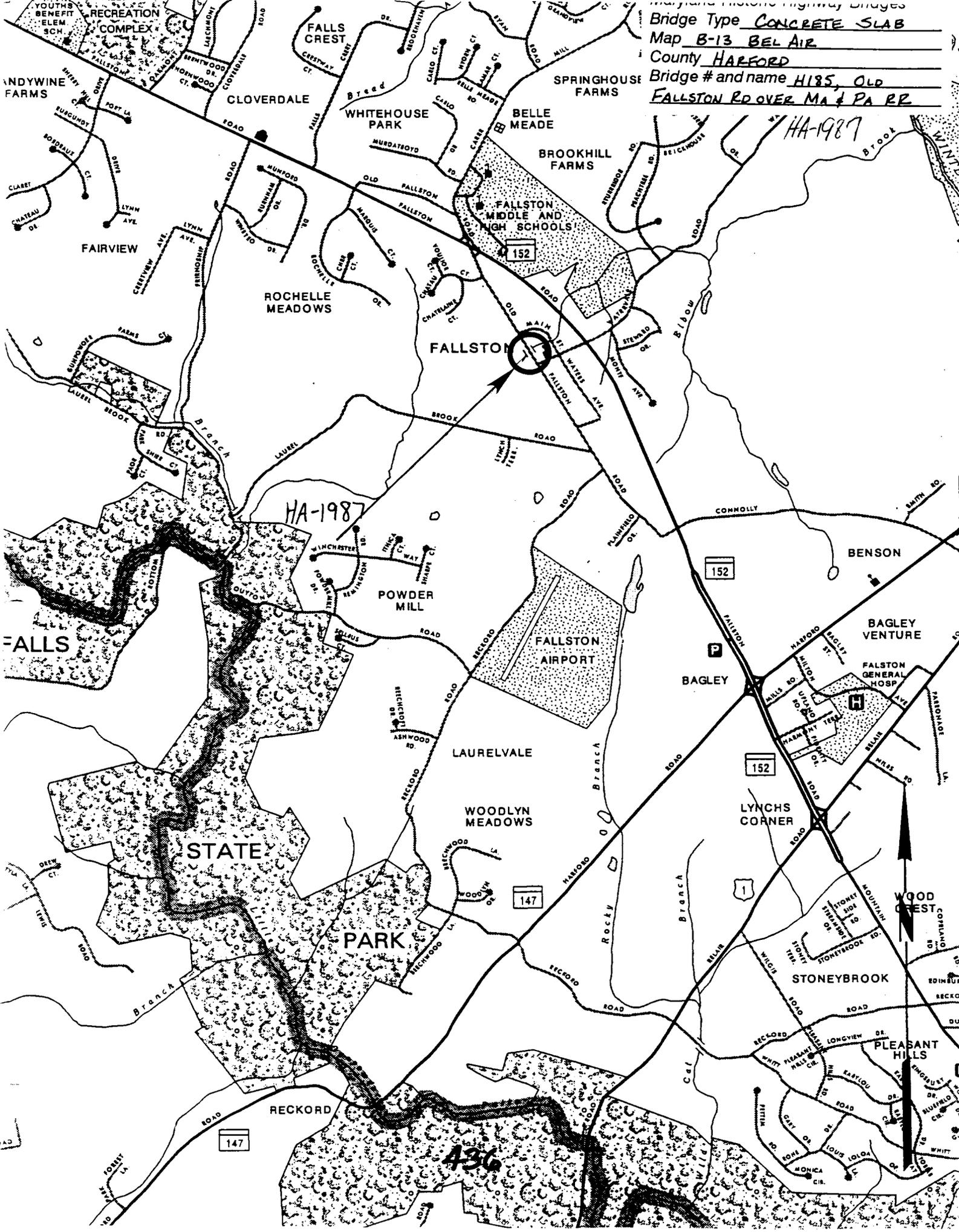
Name of surveyor Susan L. Taylor

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Bridge Type CONCRETE SLAB
Map B-13 BEL AIR
County HARFORD
Bridge # and name H185, OLD FALLSTON RD OVER MA & PA RR



HA-1987

HA-1987

436



HA-1987

HARFORD COUNTY, MD

JOHN TARQUINIO

25 JAN 1995

MARYLAND SHPO

- STATE BRIDGE NO. H185 OVER
MA & PA RAILROAD
- VIEW LOOKING SOUTH ON
OLD FALSTON ROAD

1/6



HA-1987

HARFORD COUNTY, MD

JOHN TARQUINIO

25 JAN 1995

MARYLAND SHPD

- STATE BRIDGE NO. 4185 OVER
MA & PA RAILROAD
- VIEW LOOKING NORTH ON OLD
FALSTON ROAD

2/6



HA-1987

HARFORD COUNTY, MD

JOHN TARQUINIO

25 JAN 1995

MARYLAND SHPO - ~~SHA~~

- STATE BRIDGE NO. H185 OVER
MA & PA RAILROAD
- VIEW LOOKING WEST

3/6



HA - 1987

HARFORD COUNTY, MD

JOHN TARQUINIO

25 JAN 1995

~~MARYLAND SHPO~~ SMA

STATE BRIDGE H185 OVER

MA & PA RAILROAD

- VIEW LOOKING EAST

4/6



HA 1987

HARFORD COUNTY, MD

JOHN TARQUINIO

25 JAN 1995

~~MARYLAND SHPO~~ SH19

STATE BRIDGE NO. 4185 OVER

MA & PA RAILROAD

- VIEW FROM BRIDGE LOOKING
EAST TO 'SALEM FARM CIRCA 1861'

5/6



HA-1987

HARFORD COUNTY, MD

JOHN TARQUINIO

25 JAN 1995

MARYLAND SHPO — SHH

- STATE BRIDGE NO. H135 OVER
MA & PA RAILROAD

- VIEW FROM BRIDGE LOOKING
EAST TO HOUSE ON 'SALEM FARM'
CIRCA 1861

6/6