

Maryland Historical Trust

Maryland Inventory of Historic Properties number: B-4620

Name: HILTON PARKWAY OVER FRANKLINTOWN RD  
9 Gwynns Falls (Hilton Parkway Rd)

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 _____
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" 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>

*Handwritten signature*

MARYLAND INVENTORY OF HISTORIC BRIDGES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION/  
MARYLAND HISTORICAL TRUST

MHT No. B-4620

SHA Bridge No. BC 2208 Bridge name Hilton Parkway over Franklintown Road and Gwynns Falls (Hilton Parkway Bridge)

**LOCATION:**

Street/Road name and number Hilton Parkway

City/town Baltimore City Vicinity \_\_\_\_\_

County Baltimore

This bridge projects over: Road  Railway \_\_\_\_\_ Water  Land \_\_\_\_\_

Ownership: State \_\_\_\_\_ County \_\_\_\_\_ 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 \_\_\_\_\_:  
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:**

Setting: Urban X Small town \_\_\_\_\_ Rural \_\_\_\_\_

**Describe Setting:**

Bridge BC 2208 carries Hilton Parkway over Franklinton Road and Gwynns Falls in Baltimore County. Hilton Parkway runs north-south, Gwynns Falls flows southeast, and Franklinton Road runs east-west. The bridge is located in the center of Baltimore in Gwynns Falls Park, and is surrounded by a wooded area and high rise apartment building.

**Describe Superstructure and Substructure:**

Bridge BC 2208 is a 5-span, 4-lane, stone-faced filled concrete arch bridge. The bridge was originally built in 1938, and a center jersey-barrier median was added in 1991. The structure is 505 feet long and has a clear roadway width of 60 feet; there is 1 sidewalk measuring 5 feet wide. The out-to-out width is 68 feet 7 inches. The superstructure consists of 5 stone-faced concrete arches that support a concrete deck and stone-faced concrete parapets with a metal railing. The arches span approximately 100 feet. The bridge consists of filled spandrel arches faced with stone. The concrete deck has a bituminous wearing surface. A date plaque on the parapet states that the bridge was built in 1938 by the City of Baltimore Department of Public Works. The substructure consists of 2 stone-faced concrete abutments and 4 stone-faced concrete piers. There are 4 straight wingwalls. The bridge is not posted, and has a sufficiency rating of 95.8.

According to the 1995 inspection report, this structure was in good condition with light deterioration throughout. The asphalt wearing surface has small cracks and scaling. The concrete has efflorescence and deterioration. The mortar joints have efflorescence and some cracking on the spandrel walls and arches. There is a 25 square foot area on the north side of span 5 that is deteriorated due to fire damage. The joints in the stone work of the piers and abutments have efflorescence and some are cracked. Also, the concrete parapets are in good condition.

**Discuss Major Alterations:**

The parapets and median were constructed in 1991. The bridge may have undergone general repair at that time.

**HISTORY:**

WHEN was the bridge built: 1938

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

Source of date: Plaque X Design plans \_\_\_\_\_ County bridge files/inspection form \_\_\_\_\_ 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?** City of Baltimore Department of Public Works

**WHO was the builder?** City of Baltimore Department of Public Works

**WHY was the bridge altered?** The bridge was altered to correct functional or structural deficiencies.

**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 arch construction. The structure has a high degree of integrity and retains such character-defining

elements of the type as the arch ring with stone voussoirs, the barrel, the stone-faced spandrel walls, abutments, piers, and wingwalls.

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

The advent of modern concrete technology fostered a renaissance of arch bridge construction in the United States. Reinforced concrete allowed the arch bridge to be constructed with much more ease than ever before and maintained the load-bearing capabilities of the form. As the structural advantages of reinforced concrete became apparent, the heavy, filled barrel of the arch was lightened into ribs. Spandrel walls were opened, to give a lighter appearance and to decrease dead load. This enabled the concrete arch to become flatter and multi-centered, with longer spans possible. Designers were no longer limited to the semicircular or segmental arch form of the stone arch bridge. The versatility of reinforced concrete permitted development of a variety of economical bridges for use on roads crossing small streams and rivers.

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 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 been inadequate to 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.

As the nation's automotive traffic increased in the early twentieth century, local road networks were consolidated, and state highway departments were formed to supervise the construction and improvement of state roads. With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction through the standardization of bridge designs.

The concept and practice of standardization was one of the most important developments in engineering of the twentieth century. In Maryland, as in the rest of the nation, the standardized concrete types became the predominant bridge types built. In the period 1911 to 1920 (the decade in which standardized plans were introduced), beams and slabs constituted 65 percent and arches 35 percent of the extant 29 bridges built in Maryland. In the following decade, 1921-1930, the beam (now the T-beam) and slab increased to 73 percent and the arch had declined to 27 percent of the 129 extant bridges; in the next decade (1931-1940), the beam and slab achieved 82 percent and arches had further declined, constituting only 18 percent of the total of extant bridges built on state-owned roads between 1931 and 1946.

Although beam and slab bridges became the utilitarian choice, it appears that the arch was selected when aesthetics as well as other site conditions were considered. The architectural treatment of extant arch bridges supports this assessment. Many of these bridges were multiple span structures with open spandrels or masonry facing. Another decorative feature of the concrete arch bridge was an open, balustrade-style parapet. Despite the popularity of ornamental arches and the increase in use of beam and slab bridges, examples of simpler, single and multiple span closed concrete arch bridges with solid parapets continued to be constructed throughout the early twentieth century.

**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 arch bridge, possessing distinctive ornamentation and design.

**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 arch ring, barrel, piers, spandrel walls, abutments, and wingwalls. The parapets were replaced in 1991, but the new parapets do not detract from the integrity of the bridge.

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

This bridge is a significant example of the work of the Baltimore City Department of Public Works.

**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):**

Johnson, Arthur Newhall

1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland*. Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

P.A.C. Spero & Company and Louis Berger & Associates

1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

Tyrrell, H. Grattan

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

**SURVEYOR:**

Date bridge recorded December 1997

Name of surveyor Wallace, Montgomery & Associates / P.A.C. Spero & Company

Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204

Phone number (410) 296-1635 FAX number (410) 296-1670

Revised by P.A.C. Spero & Company, April 1998

Maryland Historic Highway Bridges

Bridge Type CONCRETE ARCH

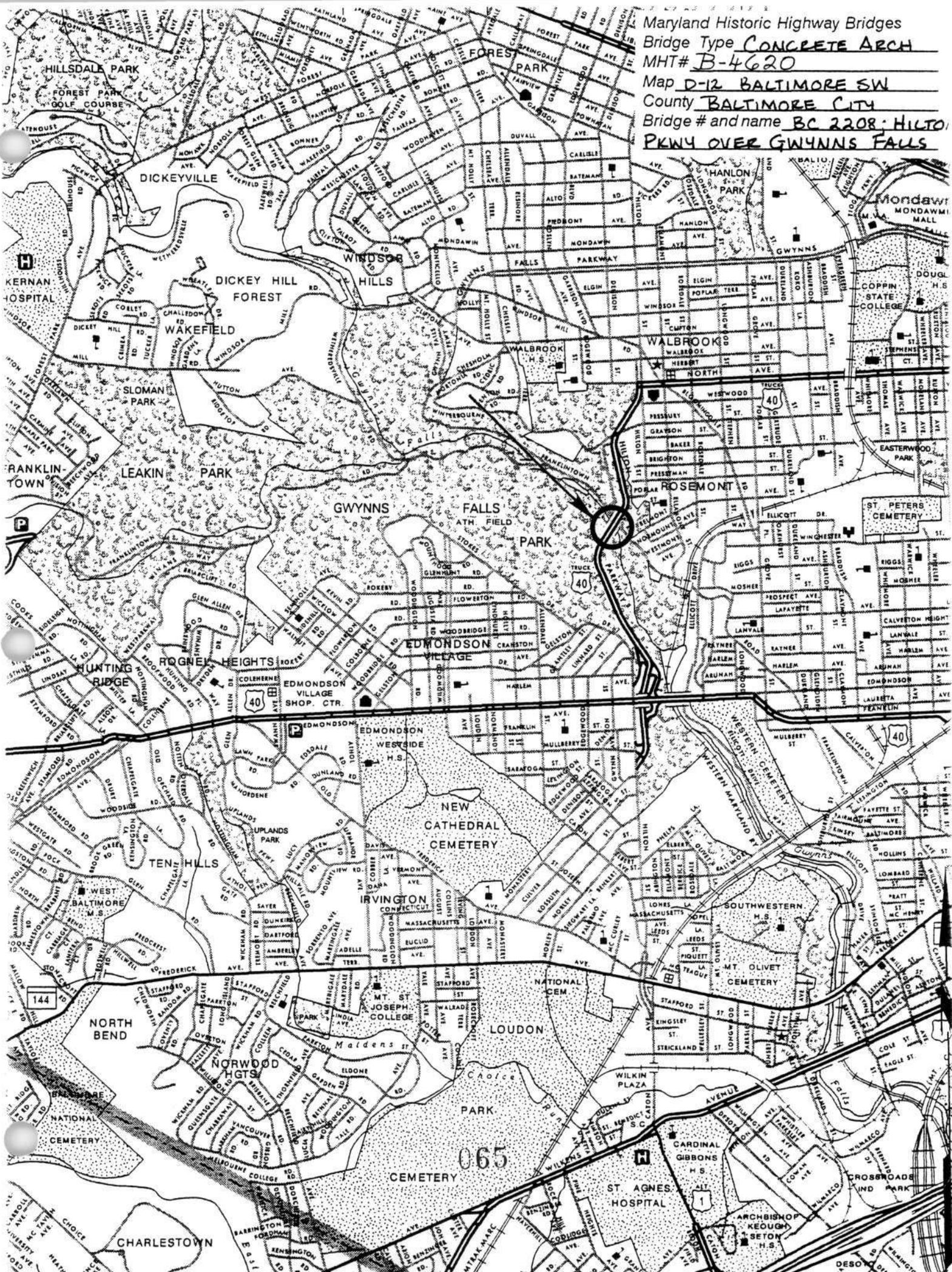
MHT# B-4620

Map D-12 BALTIMORE SW

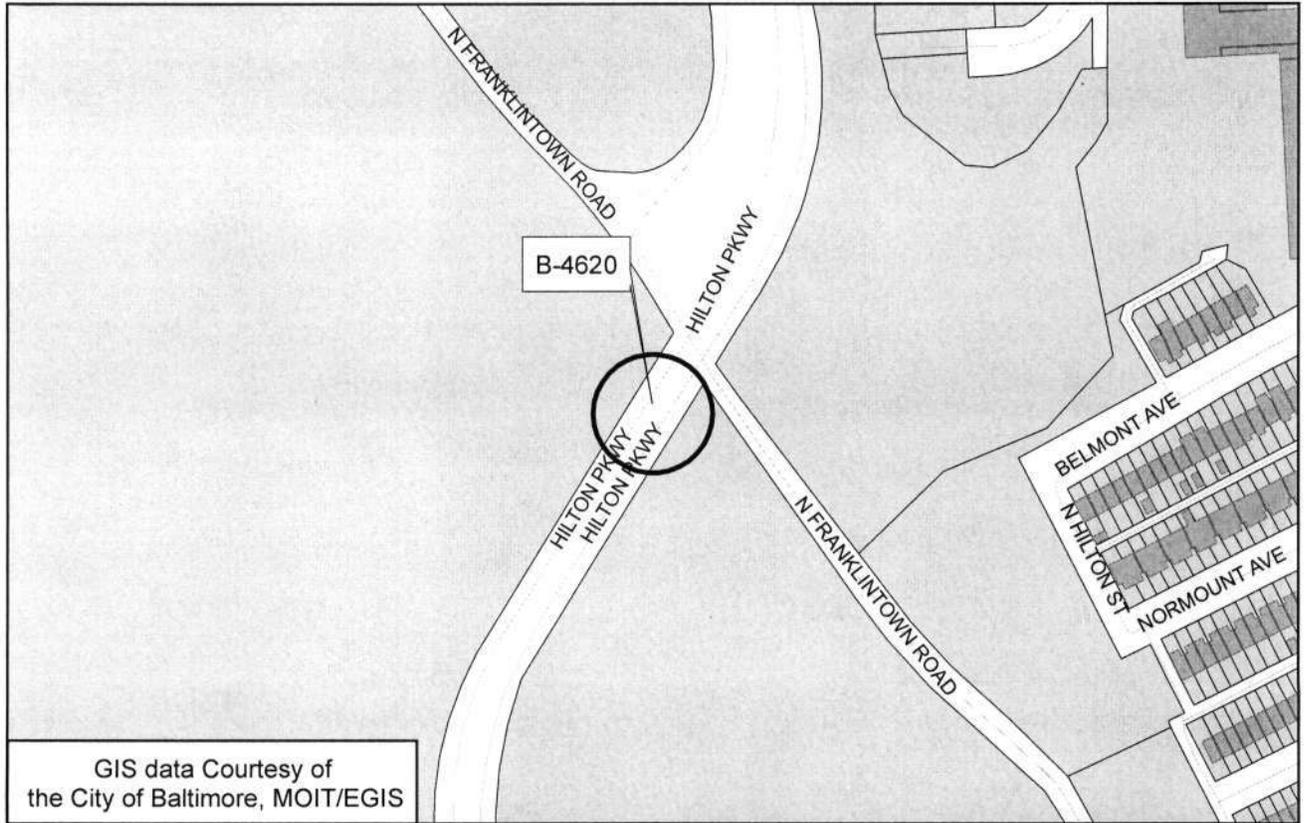
County BALTIMORE CITY

Bridge # and name BC 2208; HILTON

PKWY OVER GWYNNS FALLS



B-4620  
Hilton Parkway Bridge, Bridge 2208  
Hilton Parkway over Franklinton Road & Gwynns Falls  
Baltimore City  
Baltimore West Quad





Inventory # B-4620

Name 2208-HILTON PKWY OVER FRANKLINTOWN RD, GWYNNS

County/State BALTIMORE CITY/MARYLAND FALLS

Name of Photographer TIM SCHEN

Date 1/95

Location of Negative SHA

Description WEST ELEVATION NEAR FRANKLIN-  
TOWN ROAD

Number 5 of 25 1 of 6



Inventory # B-4620

2208-HILTON PARKWAY OVER FRANKLINTOWN

Name ROAD AND GWYNNS FALLS

County/State BALTIMORE CITY/MARYLAND

Name of Photographer TIM SCHDEN

Date 1/95

Location of Negative SHA

Description WEST ELEVATION NEAR MORRIS  
ROAD

Number ~~6~~ of ~~25~~ 2 of 6

PHOTOGRAPHED



Inventory # B-4620

2208- HILTON PARKWAY OVER FRANKLINTOWN

Name ROAD AND GWYNNS FALLS

County/State BALTIMORE CITY / MARYLAND

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description EAST ELEVATION

Number 1 of 25 3 of 6



Inventory # B-4620  
2208 - HILTON PARKWAY OVER FRANKLINTOWN

Name ROAD AND GWYNNS FALLS

County/State BALTIMORE CITY/MARYLAND

Name of Photographer \_\_\_\_\_

Date 1/95

Location of Negative SHA

Description NORTH APPROACH  
\_\_\_\_\_  
\_\_\_\_\_

Number 8 of 25 4 of 6

CITY OF BALTIMORE  
DEPARTMENT OF PUBLIC WORKS  
BUREAU OF HIGHWAYS

HILTON PARKWAY BRIDGE  
CONSTRUCTED 1938

HOWARD W. JACKSON  
MAJOR

BERNARD L. CROZIER  
CHIEF ENGINEER

GEORGE CORB  
ENGINEER

HERMAN J. LUCKE, JR.  
ASSOCIATE ENGINEER

FRANK ANGELOZZI & SONS  
CONTRACTOR

Inventory # B-4620  
220B-HILTON PARKWAY OVER FRANKLINTOWN

Name ROAD AND GWYNNS FALLS

County/State BALTIMORE CITY/MARYLAND

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description PLATE ON NW PARAPET  
\_\_\_\_\_  
\_\_\_\_\_

Number ~~9 of 25~~ 5 of 6

PHOTOGRAPHED BY [REDACTED]



Inventory # B-4620

2208- HILTON PARKWAY OVER FRANKLINTOWN

Name ROAD AND GWYNNS FALLS

County/State BALTIMORE CITY/MARYLAND

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SAA

Description SOUTH APPROACH

Number ~~10 of 25~~ 6 of 6