

9400257

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

Property/District Name: Bridge #3020, Whitehouse, MD Survey Number: BA 2583

Project: Replace Br. #3020, MD 25 over Black Rock Run 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 information provided by SHA, Bridge #3020 does not meet the National Register Criteria for individual listing. The small concrete slab bridge appears to date to the latter part of the first decade of the twentieth century. As originally constructed it was wide (uniform width for 1912 standard plans) but was widened by 23 feet in 1927. It may have been built as part of a bridge building program on Falls Road (MD 25) which took place from 1908 through 1911. It has no railing or balustrade and approximates a box culvert in appearance. The bridge does not have any known design significance, is not associated with any known significant event or person and is not located in any known historic district. In addition, it lacks sufficient integrity for National Register listing due to its 1927 widening.

Documentation on the property/district is presented in: Project File, Inventory Form

Prepared by: Rita Suffness, SHA

Elizabeth Hannold  
Reviewer, Office of Preservation Services 3.8.94  
Date

NR program concurrence:  yes  no  not applicable  
f. Anderson  
Reviewer, NR program 3.8.94  
Date

*gmg*

Survey No. BA-2583

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 standard plan

Bridge No. 3020  
MD 25 over Blackrock Run  
Whitehouse, Maryland

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont (Baltimore County)

Chronological/Developmental Period (s): Industrial Urban/  
Dominance 1870-1930

Prehistoric/Historic Period Theme (s): Transportation

Resource Type:

Category: Structure

Historic Environment: Rural

Historic Function and Use: Transportation

Known Design Source: Either the Highway Division within the  
Maryland Geological Survey or the State Roads Commission

# Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF  
HISTORIC PROPERTIES

Survey No. BA-2583

Magi No.

DOE  yes  no

## 1. Name (indicate preferred name)

historic

and/or common Bridge No. 3020, MD 25 over Blackrock Run

## 2. Location

street & number MD 25 over Blackrock Run  not for publication

city, town Whitehouse  vicinity of congressional district

state Maryland county Baltimore

## 3. Classification

Category	Ownership	Status	N/A	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied		<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied		<input type="checkbox"/> commercial <input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress		<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>		<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted		<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted		<input type="checkbox"/> industrial <input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no		<input type="checkbox"/> military <input type="checkbox"/> other:

## 4. Owner of Property (give names and mailing addresses of all owners)

name Maryland State Highway Administration

street & number 707 N. Calvert Street telephone no.: 410 333 1183

city, town Baltimore state and zip code Maryland 21202

## 5. Location of Legal Description

courthouse, registry of deeds, etc. County Courthouse liber

street & number folio

city, town Towson state Maryland

## 6. Representation in Existing Historical Surveys

title N/A

date  federal  state  county  local

pository for survey records

city, town state

# 7. Description

Survey No. BA-2583

**Condition**

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

**Check one**

unaltered  
 altered

**Check one**

original site  
 moved      date of move \_\_\_\_\_

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

SEE CONTINUATION SHEET 7.2

# 8. Significance

Survey No. BA-2583

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input checked="" type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

**Specific dates** ca 1910 **Builder/Architect** Md. State Hwy. Administration

check: Applicable Criteria:  A  B  C  D  
and/or

Applicable Exception:  A  B  C  D  E  F  G

Level of Significance:  national  state  local

Prepare both a summary paragraph of significance and a general statement of history and support.

SEE CONTINUATION SHEET 8.2

# 9. Major Bibliographical References

Survey No. BA-2583

Files of Bridge Division, Maryland State Highway Administration  
State Roads Commission, Standard Plans, 1930, p. 85

Draft: Historic Bridges in Maryland: Historic Context Report, unpublished

# 10. Geographical Data

Acreage of <sup>inventoried</sup> ~~non-inventoried~~ property less than 1 acre

Quadrangle name Hampstead

Quadrangle scale 1:24,000

UTM References do NOT complete UTM references

A 

--	--	--	--	--	--	--	--	--	--

  
Zone Easting Northing

B 

--	--	--	--	--	--	--	--	--	--

  
Zone Easting Northing

C 

--	--	--	--	--	--	--	--	--	--

D 

--	--	--	--	--	--	--	--	--	--

E 

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F 

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G 

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H 

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state code county code

state code county code

# 11. Form Prepared By

name/title Rita Suffness, Leader, Cultural Resources Group

organization Md State Highway Administration date January 3, 1994

street & number 707 N. Calvert Street telephone 333 1183

city or town Baltimore state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: ~~Maryland Historical Trust~~  
Shaw House  
21 State Circle  
Annapolis, Maryland 21401  
(301) 269-2438

MARYLAND HISTORICAL TRUST  
DHCP/DHCD  
100 COMMUNITY PLACE  
CROWNSVILLE, MD 21032-2023  
-514-7600

Bridge No. 3020  
Whitehouse, Maryland  
Continuation Sheet 7.2  
Description

Bridge No. 3020 is a very small concrete slab bridge with two 11-foot spans. It was originally constructed as a 22-foot section, but was widened by 23-feet to the east in 1927.

This bridge is dated as "unknown, possibly before 1900" in the SHA inventory. However, it appears that it may date to the latter part of the first decade of the twentieth century for the following reasons. For one, prior to the 1912 standard plans issued by SHA (which were formulated approximately 1909) the roadway section was 14-feet wide. The 1912 standards were the first to call for a uniform 22-foot width, increasing the normal section by 8-feet (see Maryland State Roads Commission, Standard Plans, 1930, Baltimore).

In addition, page 155 of the SRC Report (First, Second, Third and Fourth Reports, for years 1908, 1909, 1910, and 1911) indicates that considerable State Aid Roads work was done on Falls Rd. (Md 25) from June 1, 1910 to Dec. 31, 1911 (Table C), Table G on page 162 indicates that 37 bridges were built from Jan. 1, 1908 to Dec. 31, 1911, along with 569 culverts. Due to its small size, bridge no. 3020 may have been classified as a culvert. It is reported in the same volume that all turnpikes had been purchased by the SRC by that time. This information is consistent with a 1908-1911 date of construction for Bridge No. 3020.

The structure is quite small, and is separated from the roadbed by two to six-feet of fill. There is no railing or balustrade, rather just a simple metal traffic barrier. The appearance of the structure approximates to a small degree that of a box culvert, as both spans are floored--the north flooring being rock, and the south flooring poured concrete.

In 1988 the pier and north abutment were underpinned in order to prevent further undermining of the substructure units. Prior to 1988 the good portion of the structure was encased in gunnite in order to deter corrosion of the reinforcing steel. In addition, a concrete slab invert was placed under the southern span to prevent undermining of the south abutment and pier.

#### Concrete Slab Bridges in Maryland

In Maryland, as in the rest of the nation, the standardized concrete bridge types came to predominate. In the period 1911 to 1920 (the decade when standardized plans were introduced) beams and slabs constituted 65 percent of the extant bridges built. In the 1912 standard plans, the roadway width was a uniform 22-feet, which exceeded by 8-feet the then current 14-foot wide standard section for concrete road construction. Most extant concrete bridges are built of reinforced concrete, or concrete reinforced with metal components such as metal shapes, girders, beams, or reinforcing bars. Concrete bridges may be categorized by the

configuration and arrangement of their major components. Substructure and superstructure are usually constructed of concrete, including parapet walls or railings.

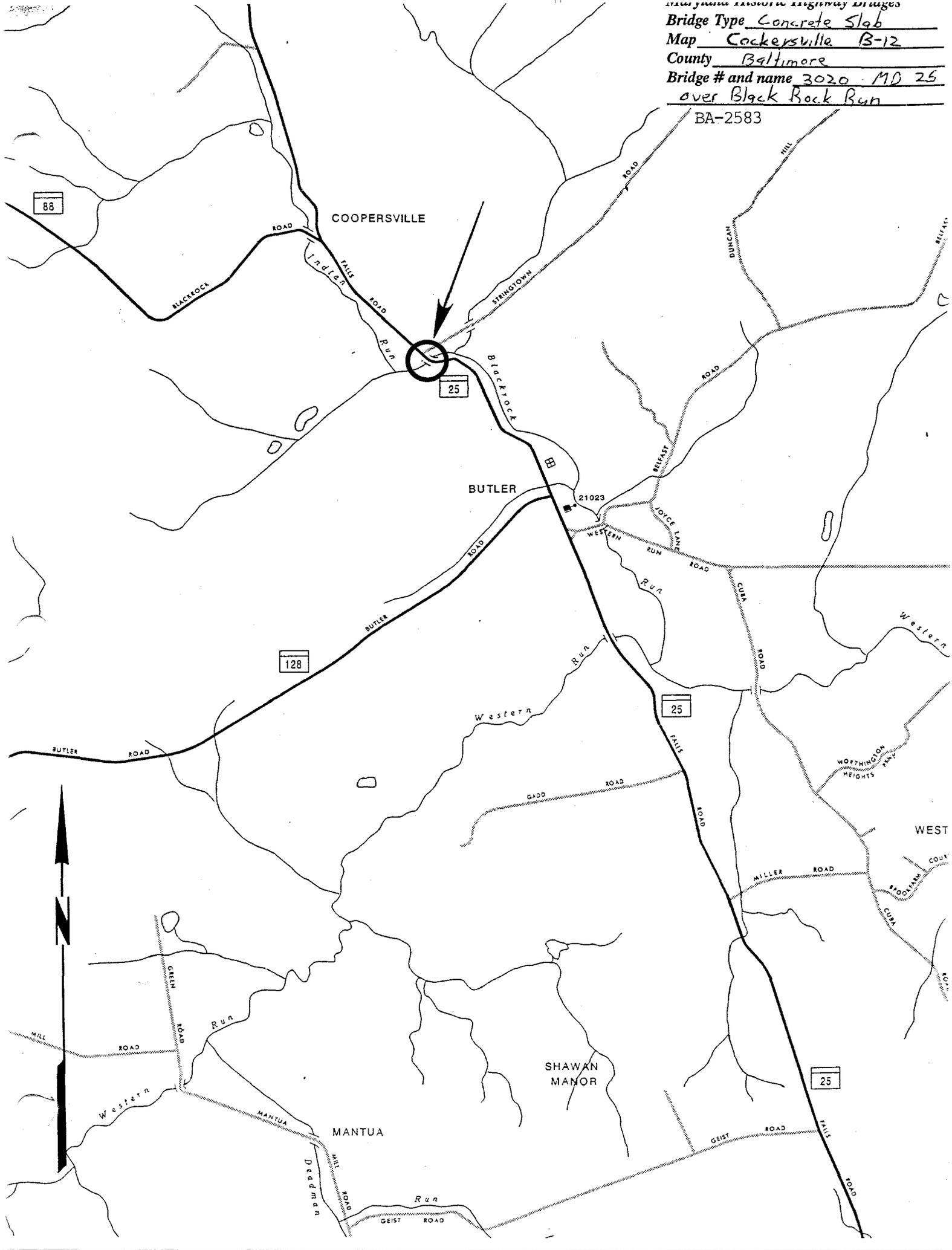
Concrete slab bridges consist of a concrete slab spanning between concrete abutments and wingwalls, and flanked by concrete parapets. The slab bridge is typically constructed entirely of reinforced concrete, with minimally ornamented parapet walls.

Bridge No. 3020  
Whitehouse, Baltimore County  
Continuation Sheet 8.2  
Statement of Significance

This undistinguished, small structure, probably constructed around 1910, is one of at least thirty-five bridges of the same type extant on Maryland State and County roads, built by 1910. Having been repaired numerous times, and lacking parapet walls, it is neither a well preserved nor a representative example of concrete slab types.

Bridge Type Concrete Slab  
Map Cockersville B-12  
County Baltimore  
Bridge # and name 3020 MD 25  
over Black Rock Run

BA-2583



88

COOPERSVILLE

25

BUTLER

128

25

25

SHAWAN MANOR

MANTUA





BA-2583

N



Br. 3020

White House

Baltimore County and

Success 12/93

Negative at MD State

Highway Administrator

Approach looking NW

1/5





BA-2583

Bridge 3020  
White House, Baltimore County  
Summer 1193  
Negative at MD State  
Highway Admin  
Roadway and west  
face looking north

2/5



Photocopy  
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EC 1993

N

BA-2583

DEC 1993

N

Budget 3020

White House, Baltimore  
County

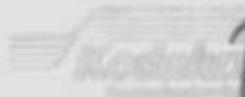
Suppno 11/93

reqs at MD state Highway  
Administration

West elevation looking N.E

3/5





BA 2583

N

DEC 1993

Bridge 3020

White House, Baltimore  
County

Support 11/93

logs at MD State

Highway, Administration

West Elevation looking NE

4/5

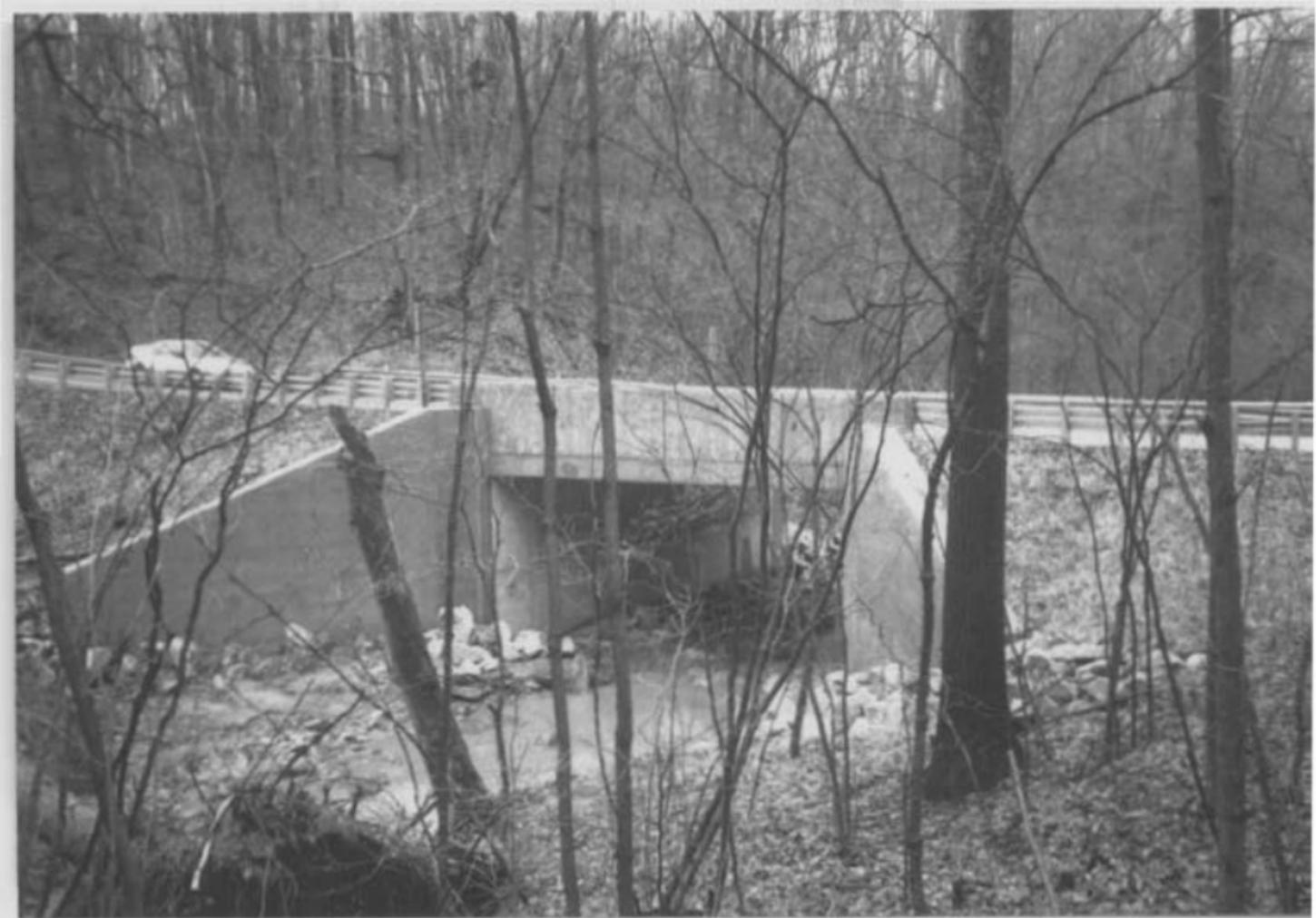




BA-2583



Barcode 3020  
White House, Baltimore County  
Superior 11/93  
map at MD State Highway  
Administration  
East Elevation looking SW  
5/S



1. BA-2583
2. MD 25 over Black <sup>(Replacement  
Bridge)</sup> Lak Run
3. Baltimore County (3020)
4. Eric Griffiths
5. 3/97
6. MD SHPD
7. West elevation
8. 1 of 2



1. BA-2583

(Replacement  
Bridge)

2. MD 25 over Black Rock Run

3. Baltimore County (3020)

4. Eric Gruffitts

5. 3/97

6. MD SHPO

7. east elevation

8. 2. of 2