

Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2662

Name: B-0454 Stungtown Rd over Black Rock Run

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>  A  </u> <u>  B  </u> <u>  C  </u> <u>  D  </u>	Considerations: <u>  A  </u> <u>  B  </u> <u>  C  </u> <u>  D  </u> <u>  E  </u> <u>  F  </u> <u>  G  </u> <u>None</u>
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>  3  </u> April 2001 <u>      </u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>  3  </u> April 2001 <u>      </u>

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MARYLAND INVENTORY OF HISTORIC PROPERTIES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION  
MARYLAND HISTORICAL TRUST

MHT NO. BA-2662

NAME AND SHA NO.: B-0454

LOCATION

Road Name and Number: Stringtown Road over Black Rock Run

City/Town: Stringtown  vicinity

County: Baltimore

Ownership:  State  County  Municipal  Other

Bridge projects over:  Road  Railway  Water  Land

Is bridge located within designated district?:  yes  no

NR listed district  NR determined eligible district

locally designated  other

Name of District Western Run-Belfast Road Historic District

BRIDGE TYPE

Timber Bridge

Beam Bridge  Truss-Covered  Trestle  Timber-and-Concrete

Stone Arch Bridge

Metal Truss Bridge

Moveable 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

### **Describe the Setting:**

Bridge B-0454 carries Stringtown Road over Black Rock Run in central Baltimore County. Stringtown Road runs east and west, while Black Rock Run flows north-south. Located in the Piedmont physiographic province, a region characterized by variegated topography created by rivers and streams cutting through the valley, the bridge is surrounded by wooded land, open fields and several houses within one-quarter mile.

### **Describe the Superstructure and Substructure: (Discuss points identified in Context Addendum, Section C)**

Bridge B-0454, a single-span concrete tee-beam structure with a 30 degree skew, has a clear span length of 29' and a total bridge length of 38'. The 27'-4" wide roadway carries two lanes of traffic. The open balustrade concrete parapets and the concrete slab are integrated with the five concrete girders. The substructure consists of concrete abutments and concrete wing walls.

A 1993 inspection report gave this bridge an overall rating of satisfactory. Details of the structure's defects included weathering, spalling, and scaling of the concrete balustrades, hairline map cracks and moderate honeycombing on the underside of the deck, efflorescence on the exterior bays, vertical cracking in the west abutment, and severe scouring at the northeast wing wall.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

### **Discuss major alterations:**

According to available documentary evidence, this bridge has not undergone any major alterations.

## HISTORY

**When Built:** 1931

**Why Built:** Statewide road improvement programs and local transportation needs.

**Who Built:** Unknown

**Who Designed:** Unknown

**Why Altered:** N/A

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**Was this bridge built as part of an organized bridge building campaign?:** No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

**SURVEYOR ANALYSIS**

**This bridge may have NR significance for association with:**

A (Events)    B (Person)    C (Engineering/Architectural Character)

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

In many ways, Baltimore County was a leader in modern bridge construction, affecting the materials and design of concrete structures throughout the state. Baltimore was the first of the state's counties to hire a professional engineer to oversee construction and maintenance of its roads. Early Maryland Geological Survey and State Road Commission Reports relate that the county began to build concrete bridges and culverts in 1901, and that by 1903 had constructed many good roads and replaced old wooden bridges with permanent structures. The "progressive work" by the Baltimore county engineer in 1903 was evidenced by the first reinforced concrete highway bridge built in the state. The method of reinforcing concrete using steel rods embedded in concrete beams allowed the girders to withstand heavy loads with no steel surface exposed to air, thereby significantly reducing maintenance costs.

A 1906 state highway report stated that improvement projects begun in 14 counties included the widening, straightening, and/or grading of many existing roads, as well as the construction of many new bridges to carry these rebuilt roads. The rapid increase of automobile, truck, and bus traffic during the early decades of the twentieth century prompted the replacement of old bridges with new, modern concrete structures. During the 1920s, the State Road Commission embarked upon a plan to both improve the safety and comfort of the primary roads while also building up the secondary and farm-to-market road system. The establishment of district engineering offices during the 1910s, the creation of a separate bridge department within the State Road Commission in 1920, and the development of standard statewide specifications for bridges undoubtedly aided the construction of nearly 750 concrete bridges and culverts between 1902 and 1929 in Baltimore County. Finally, the elimination of toll roads, many of which ran through the county and terminated in Baltimore city, may have induced the improvement of additional county roads in an effort to provide unlimited access through the county.

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**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?**

No, the construction of this bridge did not play an active role in the growth or development of this portion of Baltimore County.

**Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?**

Yes, this bridge is located in the National Register-listed Western Run-Belfast Road Historic District.

**Is the bridge a significant example of its type?**

Yes, due to its apparent lack of major alterations and satisfactory condition, this bridge stands as a significant example of its type.

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

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, none of these character defining elements has been replaced or removed.

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

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

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

Yes, Further study should focus on how this bridge may fit into the Western Run-Belfast Road Historic District.

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1908 *Second Report on State Highway Construction (January 1906-January 1908)*. The Johns Hopkins Press, Baltimore.

Johnson, A.N.

1903 *Third Report on the Highways of Maryland (1902-1903)*. The Johns Hopkins Press, Baltimore.

LeViness, Charles T.

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P.A.C. Spero and Company and Louis Berger and Associates, Inc.

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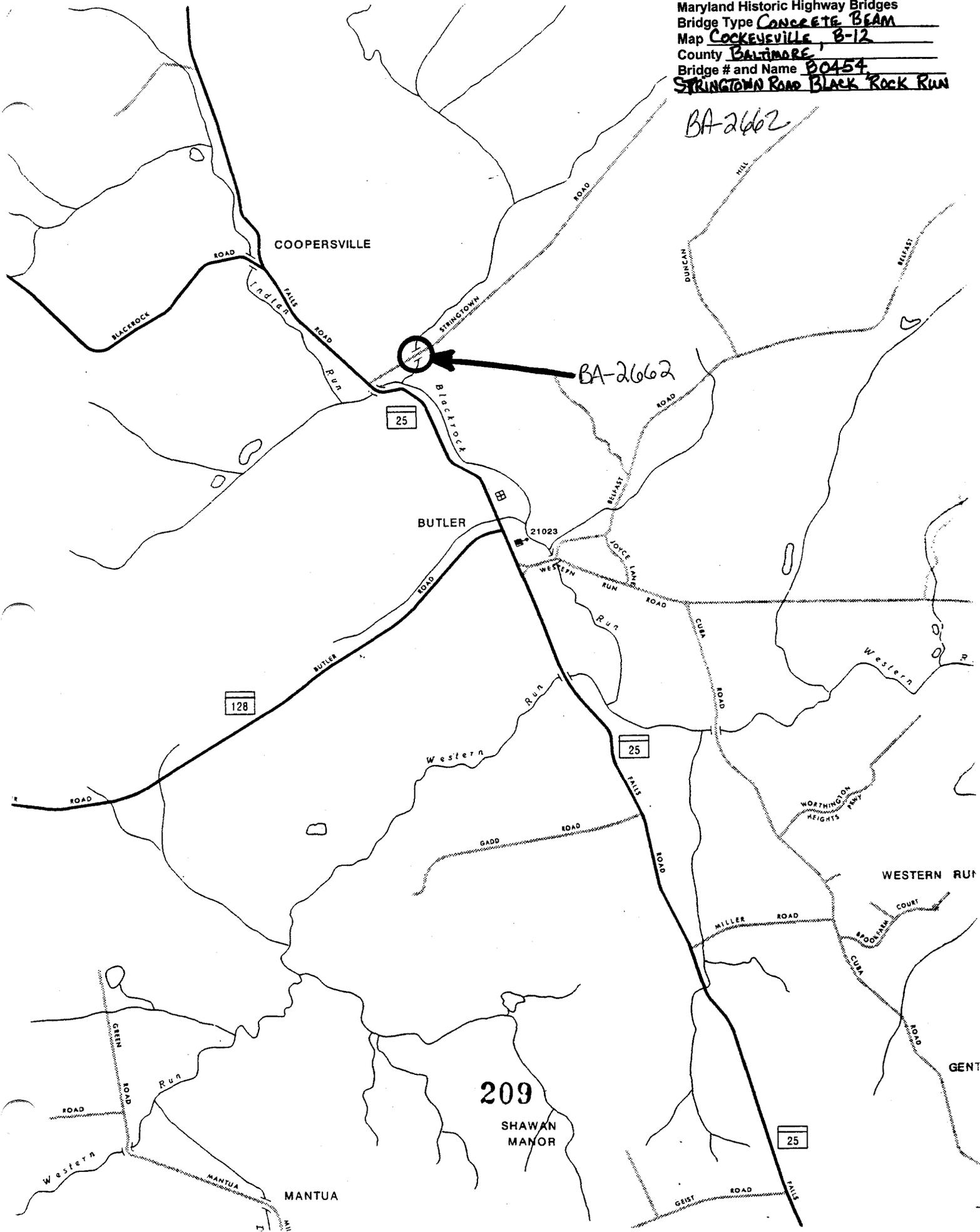
**SURVEYOR INFORMATION**

**Name:** Margaret A. Bishop  
**Organization:** KCI Technologies, Inc.  
**Address:** 5001 Louise Dr., Suite 201  
Mechanicsburg, PA 17055

**Date:** 13 May 1996  
**Telephone:** (717) 691-1340

Maryland Historic Highway Bridges  
Bridge Type CONCRETE BEAM  
Map COCKEYSVILLE, B-12  
County BALTIMORE  
Bridge # and Name 0454  
STRINGTOWN ROAD BLACK ROCK RUN

BA-2662





Inventory # BA-2662

Name 80454-STRINGTOWN RD OVER BLACKROCK RUN

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIENL

Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING  
WEST

Number <sup>1</sup>29 of 314



Inventory # BA-2662

Name BOLSH- STRINGTOWN RD OVER BLACKROCK RUN

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION LOOKING  
NORTHWEST

Number 230 of 314



Inventory # BA-2662

Name BOYSH-STRINGDOWN RD OVER BLACK ROCK RUN

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION LOOKING  
SOUTHEAST

Number 3 of 39 4



Inventory # BA-2662

Name CD454-STRINGTOWN RD OVER BLACK ROCK RUN

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING EAST

Number 4 of 39 4