

Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2663

Name: #3027 / MD 25000 Jones Falls

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"/>	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>

*JMS*

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

MHT NO. BA-2663

NAME AND SHA NO.: 3027

LOCATION

Road Name and Number: MD 25 over Jones Falls

City/Town: Towson  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

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:**

Situated within the Piedmont physiographic zone of Maryland, Bridge 3027 bears MD 25 over Jones Falls in central Baltimore County. Characterized by an undulating landscape, this area, although well wooded, is located a short distance north of the Baltimore city limits near the intersection of I-83 (Jones Falls Expressway) and I-695 (Baltimore Beltway). I-83 passes above MD 25 roughly 100 yards south of Bridge 3027. A small collection of mostly early nineteenth century buildings stand north of the bridge.

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

Bridge 3027 consists of two concrete-beam spans, each approximately 26-feet long, set upon a pair of concrete pier columns and concrete abutments. A bituminous overlay covers the concrete deck providing a 30 foot wide clear roadway and carrying two traffic lanes. Solid concrete parapets protect the bridge road surface.

Recent inspections of Bridge 3027's condition have identified large areas of spalling, efflorescence, cracking and exposed reinforcing members. Heavy spalling on girders G1 and G7 has left exposed rusty rebars and concrete aggregate. Although many areas display patching, efflorescence stains are bleeding through the fill material. Unpatched sections of the spalled girders exhibit light to medium vertical cracking with efflorescence and rust stains. The concrete abutments possess similar cracking and staining while the wing walls feature heavy scaling and surface spalling. The parapets display surface erosion leaving exposed aggregate and shallow spalling resulting in exposed rebar.

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. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

**Discuss major alterations:**

A 1931 inspection report discusses the condition of stone masonry abutments and piers supporting the bridge. Although an examination of bridge inspection files and plans at the Office of Bridge Development, Maryland State Highway Administration, do not provide documentary evidence that the pier has been encased or replaced with concrete, inspection reports from 1984 through 1995 suggest that the current pier consists of a single two-column concrete pier. In 1984, the upstream pier was repaired and protected with Class III riprap.

**HISTORY**

**When Built:** circa 1932

**Why Built:** Unknown

**Who Built:** State Roads Commission

**Who Designed:** Unknown

**Why Altered:** Poor condition of abutments and piers.

**Was this bridge built as part of an organized bridge building campaign?:** No. State Roads Commission documents do not indicate that construction of this bridge occurred as part of an organized building campaign.

**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?**

No. Despite its location on an early-nineteenth-century turnpike, the Falls Turnpike, Bridge 3027 relates to twentieth-century events. Research has not revealed any associations between the bridge and events significant in Maryland or local history during the 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?**

No, construction of the bridge did not have any pronounced impact on the area's development or growth.

**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?**

Although resources a short distance northwest of the bridge along MD 25 contribute to the Rockland Historic District (BA-221) identified by the Maryland Historical Trust, this district relates to developments associated with the settlement and early industrial development of the region in the nineteenth century. Construction of Bridge 3027 occurred during the early twentieth century and does not relate to events contributing to the Rockland Historic District.

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

No, this bridge is not a significant example of its type due to its much deteriorated condition.

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

Although Bridge 3027's current character defining elements possess fair integrity, the encasing in concrete or replacement of the bridge's original stone abutments and piers severely detract from its overall integrity. Available documentary records do not conclusively state whether the pier has been encased in concrete or replaced. Inspection reports and photographs suggest that the pier was probably replaced with a single two-column concrete pier.

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

No, Bridge 3027 is not a significant example of the State Roads Commission bridge building.

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

No. Further study is unlikely to reveal any additional information linking Bridge 3027 with any significant patterns, events or persons, or associations with significant engineering and/or methods of construction. In addition, Maryland Historical Trust survey documents indicate that a previous evaluation of the bridge determined the resource not significant.

**BIBLIOGRAPHY**

Maryland Inventory of Historic Properties

Survey information on file at Maryland Historical Trust, Crownsville, MD.

Maryland State Highway Administration

Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

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

1994 *Historic Bridges in Maryland: Historic Context Report*. Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland

1930 *Report of the State Roads Commission of Maryland for the Years 1927, 1928, 1929 and 1930*. Baltimore.

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**MHT NO. BA-2663**

1933      *Financial Report of the State Roads Commission of Maryland for the Years 1929 - 1930  
- 1931 - 1932 and Addenda 1933.* Baltimore.

1958      *A History of Road Building in Maryland.* Baltimore.

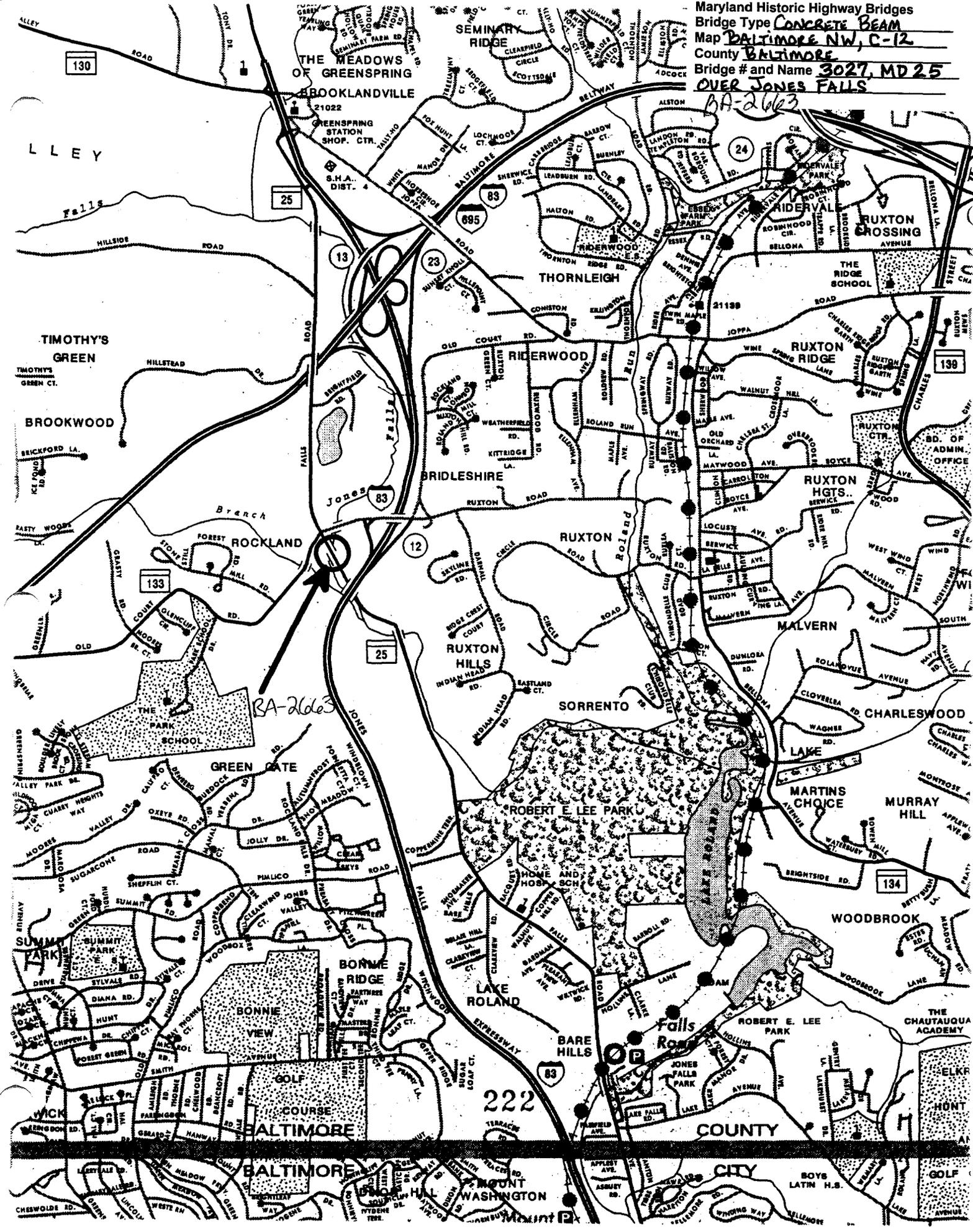
**SURVEYOR INFORMATION**

**Name:**                      Stuart Paul Dixon  
**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 BALTIMORE NW, C-12  
County BALTIMORE  
Bridge # and Name 3027, MD 25  
OVER JONES FALLS

*BA-2663*



*BA-2663*

222

BALTIMORE

COUNTY

CITY

WASHINGTON

GOLF



Inventory # BA-2663

Name 3027-MO 25 OVER JONES FALLS

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING  
NORTHWEST

Number 1 of 25



Inventory # BA-2663

Name 3027 - MD25 OVER JONES FALLS

County/State BALTIMORE COUNTY MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description NORTH APPROACH LOOKING

SOUTHEAST

Number 2 of 25



Inventory # BA-2663

Name 3027 MD 25 OVER JONES FALLS

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description EAST ELEVATION LOOKING  
WEST

Number <sup>3</sup>20

of <sup>4</sup>28



Inventory # BA-2663

Name 3027-MO25 OVER JONES FALLS

County/State BALTIMORE COUNTY/MO

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description WEST ELEVATION LOOKING  
EAST

Number 925 of 254