

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: BA-2667

Name: #3039 US 40 over Stemmers 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 _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D	Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> 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>

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

MHT NO. BA-2667

vNAME AND SHA NO.: 3039

LOCATION

Road Name and Number: US 40 over Stemmers Run

City/Town: Middle River 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 in part of Maryland's Tidewater physiographic zone, Bridge 3039 carries US 40 over Stemmers Run in southeastern Baltimore County. The road traverses the relatively level topography in a northeast-southwest fashion while Stemmers Run generally flows southerly. The surrounding area features dense residential and commercial development dating from the twentieth century. Railroad tracks formerly owned by the Baltimore & Ohio Railroad parallel US 40 a short distance to the south.

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

Bridge 3039 consists of a single concrete-beam span carrying 80-feet of clear roadway composed of two northbound and two southbound lanes with a center turn lane. The 36-foot clear span rests atop concrete abutments and wing walls. Concrete balustrades border the roadways.

Inspection documents indicate this structure was scheduled for replacement in January of 1995. These reports also described the current bridge as possessing heavy spalling, exposed reinforcing members, cracking and efflorescence. Large spalled areas on the balustrades have exposed rebars on some posts. Most girders exhibit light to moderate vertical, horizontal and random cracks in addition to scale, rust staining and efflorescence. Girders G1 and G7 also feature stalactites. Vertical cracks with efflorescence and rust stains are visible on the abutments which have become slightly misaligned at the construction joints. The wing walls display diagonal, vertical and map cracking with efflorescence and minor spalling. The northeast wing wall has also separated six inches from the abutment.

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:

Inspection reports do not indicate there have been any major alterations to the bridge since its construction.

HISTORY

When Built: 1934

Why Built: Initial construction of New Philadelphia Road, now US 40.

Who Built: State Roads Commission

Who Designed: Unknown.

Why Altered: Not applicable.

Was this bridge built as part of an organized bridge building campaign?: Yes.

During the early 1930s, the State Roads Commission built a 30-mile, dual-lane divided highway linking Baltimore and Aberdeen. Designed to alleviate traffic congestion along the much-traveled Philadelphia Road (current MD 7) tracing much of the original, Colonial era highway between Baltimore and Philadelphia, the New Philadelphia Road became Maryland's principal new construction effort of the 1930s. Erected on an entirely new alignment bypassing established towns and railroad crossings, the New Philadelphia Road became known as the Pulaski Highway and now forms part of current US 40. Bridge 3039 formed part of the Baltimore-Aberdeen section of the New Philadelphia Road.

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?

Erected in 1934, Bridge 3039 formed part of the New Philadelphia Road built in response to increased automobile use on state roads and the growing inadequacy of the original road system improved by the State Roads Commission (SRC) to handle larger traffic volumes. The SRC's major building effort during the 1930s, and one of the first on a new alignment designed to bypass towns and railroads slowing traffic movement, construction of the road marked a transition from the improvement of earlier roads and turnpikes characterizing the SRC's operations during the early twentieth century to an organization of highway and transportation planners.

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?

Construction of the New Philadelphia Road provided entry to previously less-accessible areas of southeastern Baltimore and Harford counties and had a significant impact on the area's subsequent development. Bridge 3039 participated in this general trend.

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?

Bridge 3039 may contribute to a potential historic district encompassing resources related to development along US 40 after construction of the New Philadelphia Road.

Is the bridge a significant example of its type?

Although probably an elaboration of 1933 standard specifications for concrete girder bridges, this bridge is not a significant example of its type.

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

This bridge possesses fair integrity of its character defining elements. Sections of many of the bridge's girders and balusters possess deep spalling with exposed reinforcing members, surface erosion and scaling. In addition, the abutments and wing walls display cracking and surface erosion.

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

Bridge 3039 documents a somewhat common bridge type and is not a significant example of the State Roads Commission's bridge building.

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

Yes. Further study may indicate whether a linear historic district encompassing resources associated with the original construction of the New Philadelphia Road during the early 1930s and the surrounding area's subsequent development exist. Bridge 3039 may contribute to this potential historic district.

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MARYLAND HISTORICAL TRUST**

MHT NO. BA-2667

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As-Built Drawings. On file at 707 North Calvert Street, Baltimore.

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

1934 *Report of the State Roads Commission of Maryland. Operating Report for the Years 1933 - 1934.* Baltimore.

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

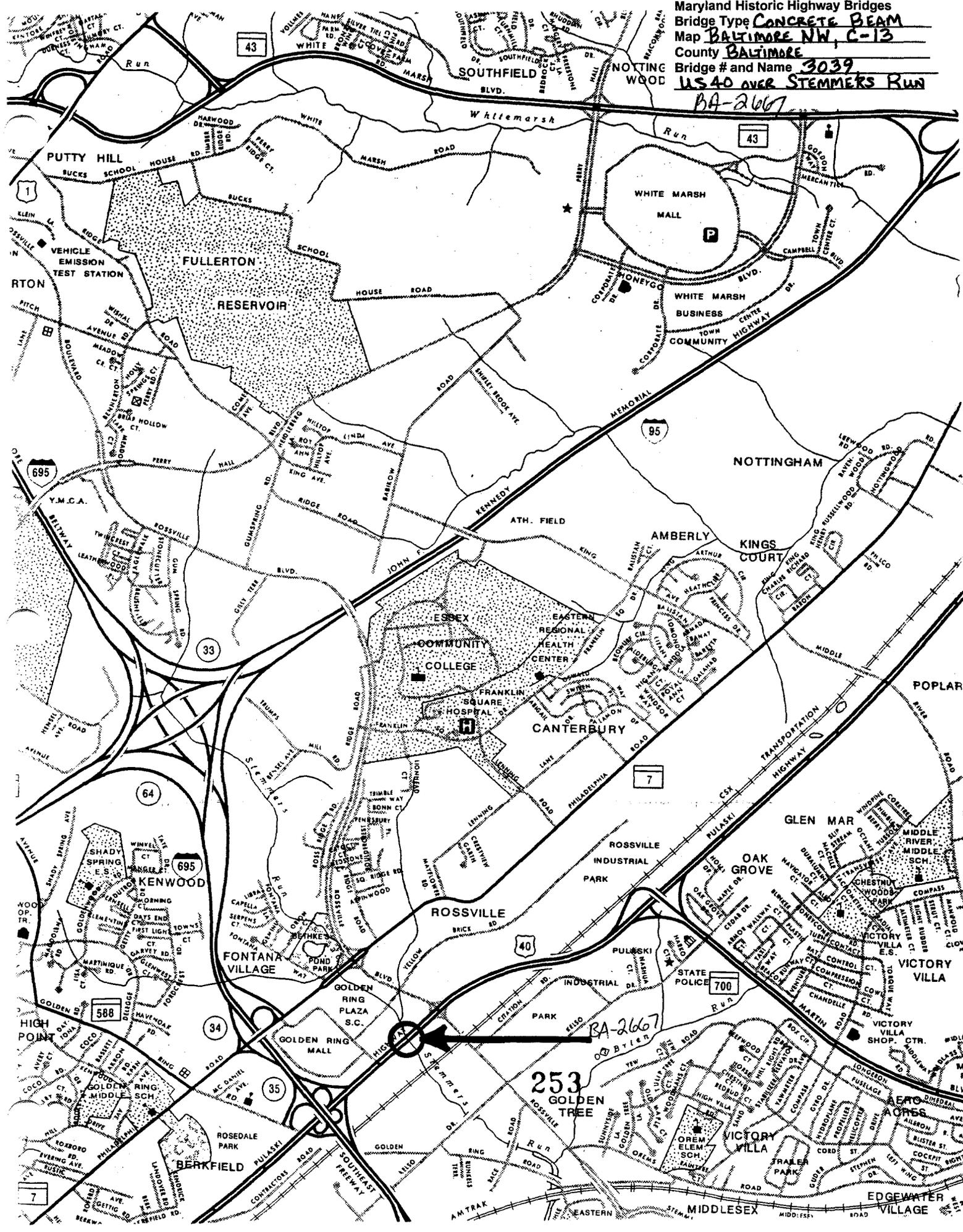
SURVEYOR INFORMATION

Name: Stuart Paul Dixon
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Mechanicsburg, PA 17055

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

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map BALTIMORE NW, C-13
County BALTIMORE
Bridge # and Name 3039
US 40 OVER STEMMERS RUN

BA-2667



253
GOLDEN TREE

BA-2667

7

34

35

33

64

7

700

43

43

95

695

695

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700



BA-2667

3039 U.S. 40 OVER STEMMERS RUN

BALTIMORE CO., MD

C. HALL

8/98

MD SHPO

NORTH APPROACH

1 OF 5



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3039 U.S. 40 OVER STEMMERS RUN

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WEST PARAPET

2 of 5



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SOUTH APPROACH

3 OF 5



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EAST PARAPET

4 of 5



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3039 U.S. 40 OVER STEMMERS RUN

BALTIMORE Co., MD

C. HALL

8/98

MD SHPO

EAST ELEVATION

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