

Bridge No. 3036
BA-2784
US 40 over Honeygo Run
White Marsh vicinity
1935
Public

Bridge No. 3036 carries US 40 over Honeygo Run in the White Marsh vicinity in Baltimore County. The bridge is a one-span, four-lane, concrete beam bridge. The structure is 26 feet long and has a clear roadway width of 80 feet. The out-to-out width is 83 feet, ten inches. The superstructure consists of 15 T-beams, which support a concrete slab and concrete parapets. The beams measure 17 inches by 21 inches and are spaced six feet, three inches apart. The slab measures 13 inches thick, and it has a bituminous wearing surface. The structure has pierced parapets and the roadway approaches are straight and level with the bridge. The substructure consists of two scored concrete abutments and four flared scored concrete wing walls.

Bridge No. 3036 was built as a component of Maryland's first dual highway, the Pulaski Highway (US 40). The bridge is eligible for the National Register of Historic Places (NRHP) under Criterion C, as a significant example of concrete beam construction and as an example of the work of the Maryland State Roads Commission (SRC) in the 1930s.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2784

1. Name of Property (indicate preferred name)

historic Bridge No. 3036
 other US 40 over Honeygo Run

2. Location

street and number US 40 (Pulaski Highway) not for publication
 city, town White Marsh vicinity
 county Baltimore

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

name Maryland State Highway Administration
 street and number 707 North Calvert Street telephone 800-548-5026
 city, town Baltimore state MD zip code 21202

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A tax map and parcel: N/A
 city, town N/A liber N/A folio N/A

5. Primary Location of Additional Data

Contributing Resource in National Register District
 Contributing Resource in Local Historic District
 Determined Eligible for the National Register/Maryland Register
 Determined Ineligible for the National Register/Maryland Register
 Recorded by HABS/HAER
 Historic Structure Report or Research Report at MHT
 Other: Historic Bridge Inventory

6. Classification

Category	Ownership	Current Function	Resource Count	
			Contributing	Noncontributing
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	0	0
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	0	0
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	1	0
<input type="checkbox"/> site		<input type="checkbox"/> domestic	0	0
<input type="checkbox"/> object		<input type="checkbox"/> education	1	0
		<input checked="" type="checkbox"/> transportation		
		<input type="checkbox"/> funerary		
		<input type="checkbox"/> government		
		<input type="checkbox"/> health care		
		<input type="checkbox"/> industry		
		<input type="checkbox"/> landscape		
		<input type="checkbox"/> recreation/culture		
		<input type="checkbox"/> religion		
		<input type="checkbox"/> social		
		<input type="checkbox"/> work in progress		
		<input type="checkbox"/> unknown		
		<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> other:		
			Number of Contributing Resources previously listed in the Inventory 1	

7. Description

Inventory No. BA-2784

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

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

Bridge No. 3036 carries US 40 over Honeygo Run in the White Marsh vicinity in Baltimore County. The bridge is located east of the US 40/MD 43 interchange and west of the US 40/Ebenezer Road intersection. The areas immediately north and south of the bridge are undeveloped.

Built in 1935, Bridge No. 3036 is a one-span, four-lane, concrete beam bridge. The structure is 26 feet long and has a clear roadway width of 80 feet. The out-to-out width is 83 feet, ten inches. The superstructure consists of 15 T-beams, which support a concrete slab and concrete parapets. The beams measure 17 inches by 21 inches and are spaced six feet, three inches apart. The slab measures 13 inches thick, and it has a bituminous wearing surface. The structure has pierced parapets and the roadway approaches are straight and level with the bridge. The substructure consists of two scored concrete abutments and four flared scored concrete wing walls.

8. Significance

Inventory No. BA-2784

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> invention	politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	other:

Specific dates	1935	Architect	State Roads Commission
Construction dates	1934-1935	Builder	unknown

Evaluation for:

National Register

Maryland Register

not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance reports, complete evaluation on a DOE Form - see manual.)

Bridge No. 3036, US 40 over Honeygo Run, was built as a component of Maryland's first dual highway, the Pulaski Highway (US 40). The bridge is eligible for the National Register of Historic Places (NRHP) under Criterion C, as a significant example of concrete beam construction and as an example of the work of the Maryland State Roads Commission (SRC) in the 1930s.

In the early 1930s, traffic congestion on the Philadelphia Road (present-day MD 7) prompted highway officials to plan for roadway improvements east of Baltimore City in Baltimore and Harford counties. There was considerable controversy as to whether to reconstruct the existing road with modifications in alignment and grade, or whether to construct an entirely new road on a new location between Baltimore and Aberdeen. The SRC, the Public Works Administration, and the United States Bureau of Public Roads finally agreed to build a new road south of and generally parallel to the Baltimore and Ohio Railroad. The new Philadelphia Road was designed as a dual highway on 150-foot right of way, and was to consist of two 20-foot travel lanes separated by a 50-foot park area. In 1934, contracts had been awarded for grading and drainage, and the work was underway. By 1936, work on the 30 mile stretch between the Baltimore City Line and Havre de Grace was nearing completion. The final design consisted of two 20-foot lanes of concrete separated by a parkway 30 feet in width. The road was officially opened to traffic in January 1938. The new Philadelphia Road eventually became a segment of the Pulaski Highway (US 40).

The new road required the construction of numerous bridges. Practically all the bridge work in Baltimore County was completed in 1935. In addition to the crossing at Honeygo Run, bridges were built over Redhouse Creek, Stemmers Run, White Marsh, Gunpowder Falls, and Little Gunpowder Falls. The majority of these crossings were concrete beam bridges based on standardized plans.

Widespread use of standardized bridge plans came about in the early twentieth century. Standardized design helped meet the need for inexpensive, easily built and maintained road bridges. Reinforced concrete proved to be a versatile material that permitted the development of a variety of economical bridges for the use on roads crossing small streams and rivers. Two national organizations, the American Association of State Highway Officials (AASHTO) and the U.S. Bureau of Public Roads, were instrumental in bringing about standardization. AASHTO's Subcommittee on Bridges and Structures first issued its standard specification in 1925. The U.S. Bureau of

9. Major Bibliographical References

Inventory No. BA-2784

See Continuation Sheet

10. Geographical Data

Acreage of surveyed property	<u>approx. 0.05</u>		
Acreage of historical setting	<u>approx. 0.05</u>		
Quadrangle name	<u>White Marsh</u>	Quadrangle scale	<u>1:24,000</u>

Verbal boundary description and justification

The boundary encompasses Bridge No. 3036 and the ground on which it stands. The boundary isolates the bridge from adjacent areas that are not directly associated with the history of the bridge.

11. Form Prepared By

name/title	Melissa Hess		
organization	State Highway Administration	date	10/20/05
street and number	707 North Calvert Street	telephone	545-8560
city or town	Baltimore	state MD	zipcode 21202

The Maryland Inventory of Historic Properties 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
DHCD/DHCP
100 Community Place
Crownsville MD 21032
410-514-7600

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. BA-2784

Name Bridge No. 3036

Continuation Sheet

Number 8 Page 1

HISTORIC CONTEXT

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization: Piedmont

Chronological/Developmental Period(s): Modern Period

Historic Period Theme(s): Transportation

Resource Type: Concrete Beam Bridge

Category: Structure

Historic Environment: Pulaski Highway

Historic Function(s) and Use(s): Transportation

Known Design Source: State Roads Commission

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No BA-2784

Name Bridge No. 3036

Continuation Sheet

Number 8 Page 2

Public Roads conducted extensive tests on bridge types and promulgated standard designs for concrete highway bridges from 1916 to 1931.

The earliest concrete beams bridges in the nation were deck girder spans that featured concrete slabs supported by a series of longitudinal concrete beams. Developed in the early twentieth century, deck girder spans continued to be widely used in the 1920s. Although visually similar to deck girder bridges, the T-beam span features a series of reinforced concrete beams that are integrated into the concrete slab, forming a monolithic mass appearing in cross section like a series of upper-case "T"s connected at the top. By the 1930s, the T-beam bridge was widely built in Maryland.

The as-built plans for Bridge No. 3036 indicate that the design was based on SRC specifications dated September 1933 and AASHTO Standard Specifications for Highway Bridges and Incidental Structures. The plans were signed by SRC's chief Bridge Engineer, Walter C. Hopkins, and approved by SRC's Chief Engineer, Harry D. Williar, Jr. in March 1934.

In 2001, Bridge No. 3036 was determined eligible for the National Register of Historic Places as part of the Maryland Historic Bridge Inventory.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. BA-2784

Name
Continuation Sheet

Number 9 Page 1

Hall, Caroline and Eric F. Griffiths. Bridge No. 3036, US 40 over Honeygo Run. Maryland Inventory of Historic Bridges. Inventory form prepared for the Maryland State Highway Administration (SHA)/Maryland Historical Trust. Baltimore: SHA, 1997.

P.A.C. Spero and Company and Louis Berger & Associates. "Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report." Baltimore: P.A.C. Spero & Company, 1995.

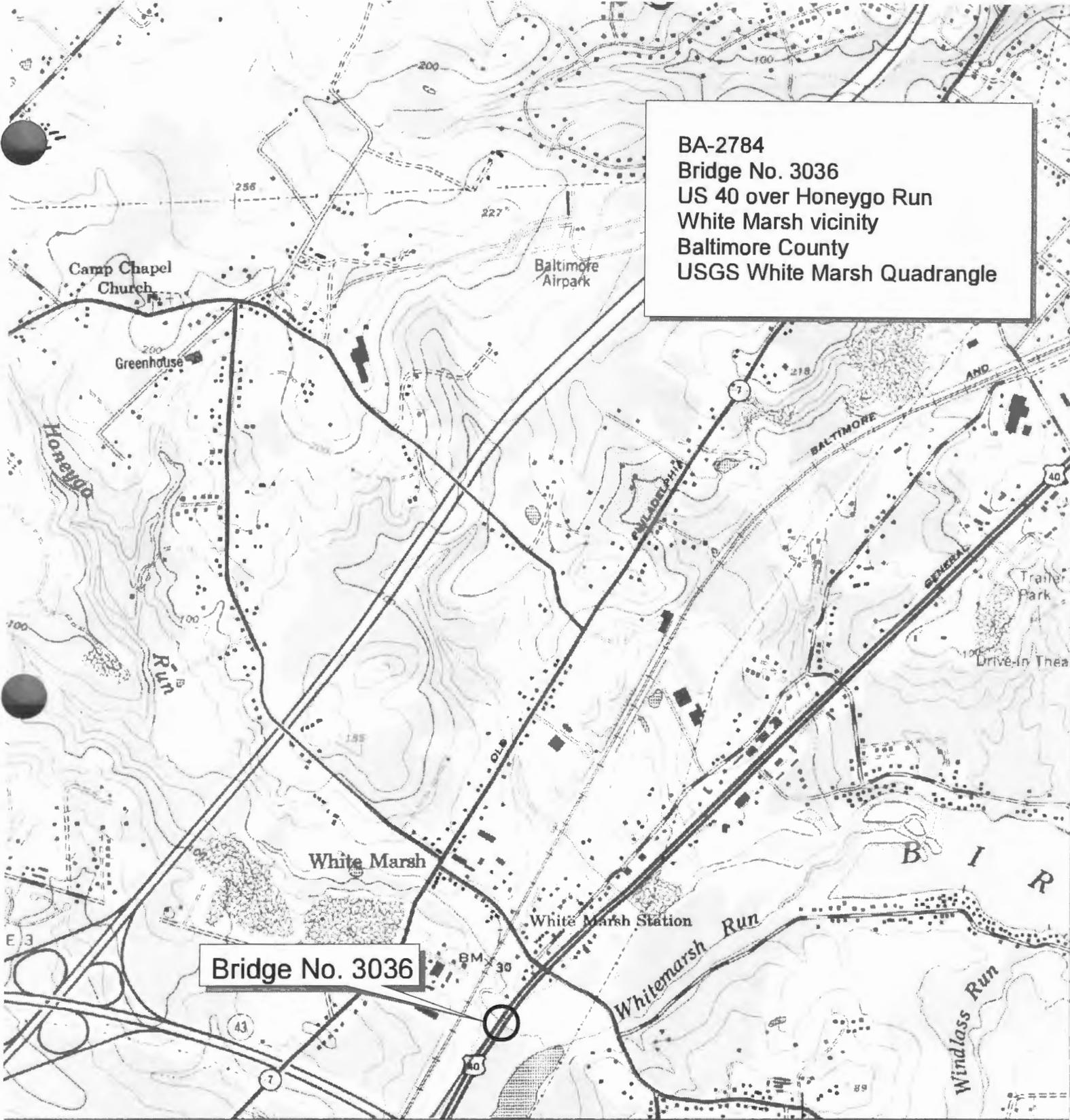
State Roads Commission of Maryland. *A History of Road Building in Maryland*. Baltimore: State Roads Commission, 1958.

_____. *Report of the State Roads Commission of Maryland: Operating Report for the years 1931, 1932, 1933 and 1934*. Baltimore: State Roads Commission, 1934.

_____. *Report of the State Roads Commission of Maryland: Operating Report for the years 1935-1936*. Baltimore: State Roads Commission, 1937.

_____. *Report of the State Roads Commission of Maryland: Operating Report for the years 1937-1938*. Baltimore: State Roads Commission, 1939.

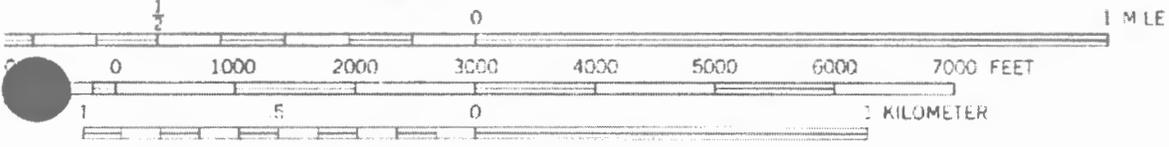
BA-2784
 Bridge No. 3036
 US 40 over Honeygo Run
 White Marsh vicinity
 Baltimore County
 USGS White Marsh Quadrangle



Bridge No. 3036

375 GOLDEN RING 4.1 MI. BALTIMORE 12 MI. (MIDDLE RIVER) 5762 IV SW POPLAR 2 MI. BALTIMORE 12 MI. 25' CHASE 3 MI. HAREWOOD 4.4 MI.

SCALE 1:24 000



CONTOUR INTERVAL 20 FEET
 NATIONAL GEODETIC VERTICAL DATUM OF 1929



Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2784

Name: US40 over Honeygo Run / #3036

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
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u> 3 </u> April 2001

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

MHT No. BA-2784

SHA Bridge No. 3036 Bridge name US 40 over Honeygo Run

LOCATION:

Street/Road name and number [facility carried] US 40 (Pulaski Highway)

City/town White Marsh Vicinity X

County Baltimore

This bridge projects over: Road Railway Water X Land

Ownership: State X County Municipal Other

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes No X

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 X:
Concrete Arch Concrete Slab Concrete Beam X Rigid Frame
Other Type Name

DESCRIPTION:Setting: Urban _____ Small town X Rural _____**Describe Setting:**

Bridge No. 3036 carries US 40 (Pulaski Highway) over Honeygo Run in Baltimore County. US 40 runs north-south and Honeygo Run flows east-west. The bridge is located in the vicinity of White Marsh and is surrounded by commercial development.

Describe Superstructure and Substructure:

Bridge No. 3036 is a 1-span, 4-lane, concrete beam bridge. The bridge was originally built in 1935. The structure is 26 feet long and has a clear roadway width of 80 feet. The out-to-out width is 83 feet, 10 inches. The superstructure consists of fifteen (15) T-beams which support a concrete slab and concrete parapets. The beams measure 17 inches x 21 inches and are spaced 6 feet, 3 inches apart. The slab, an integral part of the T-beam, measures 13 inches thick, and it has a bituminous wearing surface. The structure has pierced parapets and the roadway approaches are straight and level with the bridge. The substructure consists of two (2) concrete abutments and four (4) flared concrete wing walls. The bridge has a sufficiency rating of 53.0.

According to the 1995 inspection report, this structure is in satisfactory condition with structural elements showing only minor deterioration. The concrete roadway surface has random patches and some transverse and diagonal cracking. The concrete beams have surface spalls and longitudinal cracks. The abutments have random vertical and diagonal cracking, and the wing walls have random cracking with surface erosion. The southwest wing wall and parapets have surface spalls with exposed reinforcing bars.

Discuss Major Alterations:

Inspection reports from 1995 detail the repair of scour holes in the wing walls.

HISTORY:WHEN was the bridge built: 1935This date is: Actual X Estimated _____

Source of date: Plaque _____ Design plans _____ County bridge files/inspection form _____

Other: State Highway Administration bridge files/inspection form

WHY was the bridge built?

The route of present U.S. 40 was traveled as early as 1733, when *Poor Richard's Almanac* noted the route of the Old Philadelphia Road (State Route 7) on the general course of the present highway. Under pressure from the federal Bureau of Public Roads in the early 1930s, the State Roads Commission planned the construction of a new road from Baltimore to Havre de Grace, in lieu of widening the old Philadelphia Road. In 1935, the "new" Philadelphia Road opened as Maryland's first dual highway, and was christened the Pulaski Highway. This bridge was built as a component of the construction of the Pulaski Highway.

WHO was the designer?

State Roads Commission

WHO was the builder?

BA-2784

Unknown

WHY was the bridge altered?

N/A

Was this bridge built as part of an organized bridge-building campaign?

The bridge was constructed by the State, as part of a campaign to increase load capacity on secondary roads during the 1930s.

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 beam construction. The structure has a high degree of integrity and retains such character-defining elements of the type as the T-beams and integral slab, pierced parapets, abutments, and wing walls.

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

The earliest concrete beam bridges in the nation were deck girder spans that featured concrete slabs supported by a series of longitudinal concrete beams. This method of construction was conceptually quite similar to the traditional timber beam bridge which had found such widespread use both in Europe and in America. Developed early in the twentieth century, deck girder spans continued to be widely used in 1920 when noted bridge engineer Milo Ketchum wrote *The Design of Highway Bridges of Steel, Timber and Concrete* (Ketchum 1920).

Although visually similar to deck girder bridges, the T-beam span features a series of reinforced concrete beams that are integrated into the concrete slab, forming a monolithic mass appearing in cross section like a series of upper-case "T"s connected at the top. Thaddeus Hyatt is believed to have been the first to come upon the idea of the T-beam when he was studying reinforced concrete in the 1850s, but the first useful T-beam was developed by the Belgian Francois Hennebique at the turn of the present century (Lay 1992:293). The earliest references to T-beam bridges refer to the type as concrete slab and beam construction, a description that does not distinguish the T-beam design from the concrete deck girder. Henry G. Tyrrell was perhaps the first American bridge engineer to use the now standard term "T-beam" in his treatise *Concrete Bridges and Culverts*, published in 1909. Tyrrell commented that "it is permissible and good practice in designing small concrete beams which are united by slabs, to consider the effect of a portion of the floor slab and to proportion the beams as T-beams" (Tyrrell 1909:186).

By 1920, reinforced concrete, T-beam construction had found broad application in standardized bridge design across the United States. In his text, *The Design of Highway Bridges of Steel, Timber and Concrete*, Milo S. Ketchum included drawings of standard T-beam spans recommended by the U.S. Bureau of Public Roads as well as drawings of T-beam bridges built by state highway departments in Ohio, Michigan, Illinois, and Massachusetts (Ketchum 1920). By the 1930s the T-beam bridge was widely built in Maryland and Virginia.

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 which 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.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer, stated in 1906, "the general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do away with the further expense of the maintenance of expensive and dangerous wooden structures." Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

In 1930, the roadway width for all standard plan bridges was increased to 27 feet in order to accommodate the increasing demands of automobile and truck traffic (State Roads Commission 1930). The range of span lengths remained the same, but there were some changes designed to increase the load bearing capacities. The reinforcing bars increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

In 1933, a new set of standard plans were introduced by the State Roads Commission. This time their preparation was not announced in the Report; new standard plans were by this time nothing special - they had indeed become standard. Once again accommodating the ever-increasing demands of traffic, the roadway was increased, this time to 30 feet. The slab span's reinforcing bars remained the same diameter but were placed closer together to achieve still more load capacity.

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 which 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 which 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 beam bridge, possessing a high degree of integrity.

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 T-beams and integral slab, pierced parapets, abutments, and wing walls.

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 State Roads Commission in the 1930s.

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 _____ SHA inspection/bridge files X
Other (list):

Ketchum, Milo S.

1908 *The Design of Highway Bridges and the Calculation of Stresses in Bridge Trusses.* The Engineering News Publishing Co., New York.

1920 *The Design of Highway Bridges of Steel, Timber and Concrete.* Second edition. McGraw-Hill Book Company, New York.

Lay, Maxwell Gordon

1992 *Ways of the World: A History of the World's Roads and of the Vehicles That Used Them.* Rutgers University Press, New Brunswick, New Jersey.

Luten, Daniel B.

1912 Concrete Bridges. *American Concrete Institute Proceedings* 8:631-640.

1917 *Reinforced Concrete Bridges.* National Bridge Company, Indianapolis, Indiana.

Maryland State Roads Commission

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

1930b *Standard Plans.* State of Maryland, State Roads Commission, Baltimore.

State Roads Commission

1958 *A History of Road Building in Maryland.* Published by author, Baltimore.

Taylor, Frederick W., Sanford E. Thompson, and Edward Smulski

1939 *Reinforced-Concrete Bridges with Formulas Applicable to Structural Steel and Concrete.* John Wiley & Sons, Inc., New York.

Tyrrell, H. Grattan

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

BA-2784

SURVEYOR:

Date bridge recorded 3/2/97

Name of surveyor Caroline Hall/Eric F. Griffitts

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

Phone number (410) 296-1685 **FAX number** (410) 296-1670



1. BA- 2784
2. US 40 over Honeygo Run
3. Baltimore County (3036)
4. Eric Griffiths
5. 3-97
6. MD SHPO
7. EAST Elevation
8. 1 of 6



5

7

1. BA-2784
2. US40 over Honeygo Run
3. Baltimore County (3036)
4. ERIC Griffiths
5. 3-97
6. MD SHPD
7. Beam detail under Bridge
8. 2046



- 1 BA-2784
- 2 US 40 over Honeygo Run
- 3 Baltimore County (3036)
- 4 ERIC Griffiths
- 5 3-97
- 6 MD SHPO
- 7 North Approach
- 8 4 of 6



- 1 BA-2784
- 2 US 40 over Honygo Run
- 3 BA 140. County (3036)
- 4 Eric Griffiths
- 5 3-97
- 6 MD SHPO
- 7 West Elevation
- 8 3046



Edgewood 9
Aberdeen 17

- 1 BA. 2784
- 2 US 40 over Honeygo Run (3036)
- 3 Baltimore County
- 4 ERIC Griffiths
- 5 3-97
- 6 MD. SHPO
- 7 South Approach
- 8 5 of 6



1. BA-2784
2. us 40 over Honeygo run
(3036)
3. Baltimore County
4. Eric Griffiths
5. 3-97
6. MD STPD
7. North Abutment + W Wingwall
8. Lot 6



695
Baltimore 10
JCT 4
43

BA-2784

Bridge No 3036

US 40 over Honeygo Run

Baltimore County, MD

M. Fless

October 2005

MD SHPO

North Elevation, View SW

Photo 1 of 8



BA-2784

Bridge No 3036

US 40 over Honeygo Run

Baltimore County, MD

M. Hess

July 2004

MD SHPO

ART-2611 <No. 1 >028
449 1717 N N N N-02 <044>@

North Parapet, View West

Photo 2 of 8



BA-2784

Bridge No. 3036

US 40 over Honeygo Run

Baltimore County, MD

M. Hess

July 2004

MD SHPO

ART-2611 <No. 6 >037

449 1717 N N N+2-13 <044>©

North Parapet, view North

Photo 3 of 8



BA-2784

Bridge No 3036

US 40 over Honeygo Run

Baltimore County, MD

M. Hess

July 2004

MD SHPO

ART-2611 <No. 2 >030
449 1717 N N N N-10 <044>©

South Elevation, View North

Photo 4 of 8



BA-2784

Bridge No 3036

US 40 over Honeygo Run

Baltimore County, MD

M Hess

July 2004

MD SHPO

ART-2611 <No. 3 >031
449 1717 N N N-2 04 <044>©

Southside Abutment, View NE

Photo 5 of 8



BA-2784

Bridge No 3036

US 40 over Honeygo Run
Baltimore County, MD

M. Hess

July 2004

MD SHPO

ART-2611 <No. 4 >033
449 1717 N N N-3 28 <044>@

South Elevation, View N

Photo 6 of 8



BA-2784

Bridge No 3036

US 40 over Honeygo Run

Baltimore County, MD

M. Hess

July 2004

MD SHPO

ART-2611 <No. 7 >039
449 1717 N N N+1-14 (044)©

South Parapet, View South

Photo 7 of 8



BA. 2784

Bridge No 3036

US 40 over Honeygo Run

Baltimore County, MD

M. Hess

October 2005

MD SHPO

View East towards Ebenezer Road

Photo 8 of 8

9302765

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

Property/District Name: Bridge 3036, US 40 over Honeygo Run Survey Number: BA-2784

Project: Repair of Bridge 3036, Baltimore County Agency: SHA

Site visit by MHT Staff: X no yes Name Date

Eligibility recommended Eligibility not recommended X

Criteria: A B XC D Considerations: A B C D E F XG None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on information provided by SHA, Bridge 3036 does not meet the National Register Criteria for individual listing. The 1935 concrete girder bridge is one of approximately 100 concrete girder bridges extant on Maryland's highways which were constructed in or before 1935. The bridge is not known to possess any engineering significance or to be associated with any significant event or person. In addition, it is not located in any known historic district.

Documentation on the property/district is presented in: Project file

Prepared by: Rita Suffness

Elizabeth Hannold December 18, 1993
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes no not applicable
[Signature] 12/22/93
Reviewer, NR program Date

fmj

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

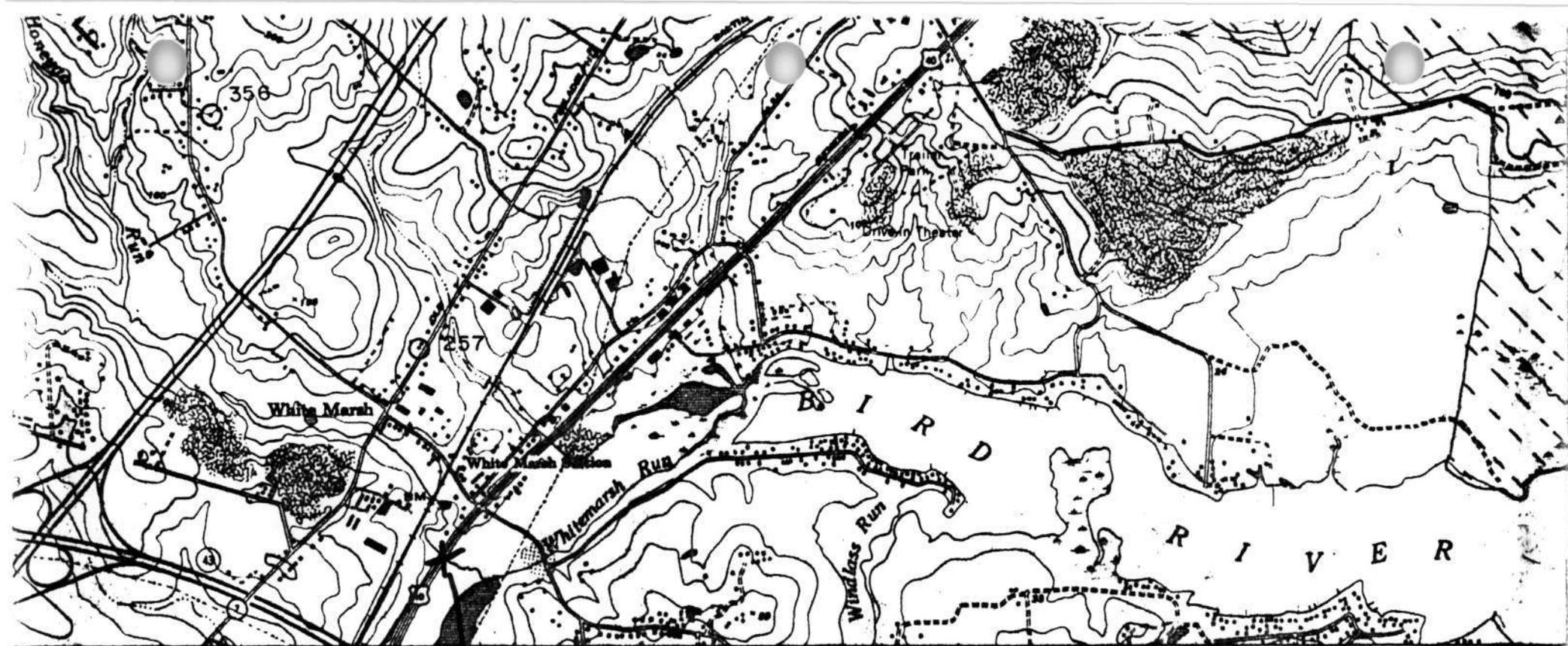
V. Resource Type:

Category: Structure

Historic Environment: Rural

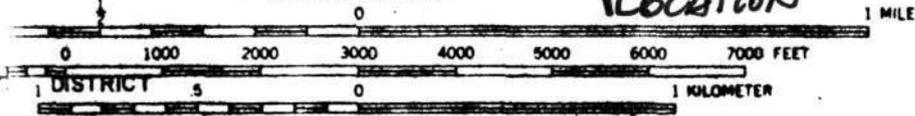
Historic Function(s) and Use(s): Transportation

Known Design Source: NA



(MIDDLE RIVER)
5762 IV SW

SCALE 1:24 000



CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



QUADRANGLE LOCATION

ROAD CLASSIFICATION

- Heavy-duty _____ Light-duty _____
- Medium-duty _____ Unimproved dirt _____
- Interstate Route U.S. Route State Route

WHITE MARSH, MD.

NW/4 GUNPOWDER 15' QUADRANGLE
N3922.5—W7622.5/7.5

1951

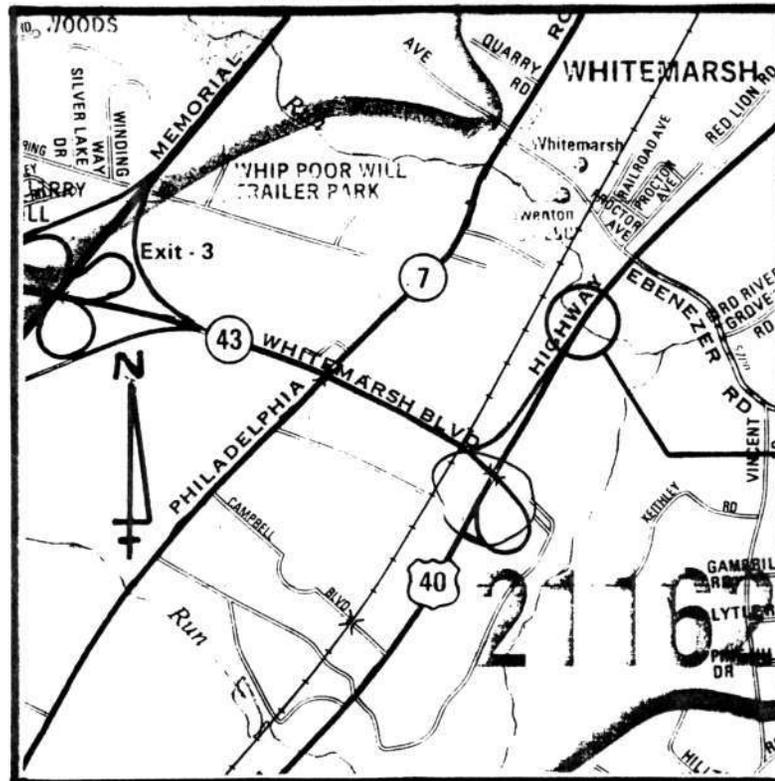
PHOTOREVISED 1966 AND 1974

AMS 5762 IV NW—SERIES V833

TOPOGRAPHIC COVERAGE
THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, RESTON, VIRGINIA 22092
OLDER TOPOGRAPHIC COVERAGE IS AVAILABLE ON REQUEST

BA-2784

BALTIMORE COUNTY



BRIDGE NO. 3036

LOCATION MAP

NOTE:

Location Map taken from Statewide Grid Map C-13.

REVISIONS

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

BRIDGE INSPECTION AND REMEDIAL ENGINEERING DIVISION
SCOUR REPAIR TO BRIDGE NO. 3036
U.S. 40 OVER HONEYGO RUN
LOCATION MAP

SCALE: 1" = 2000' DATE: Sept, 1991 CONTRACT 802-03036-92
DESIGNED BY: R.L.M. DRAWN BY: R.L.M. CHECKED BY: R.S.T.

APPROVED: CHIEF, BRIDGE INSPECTION AND REMEDIAL ENGINEERING DIVISION

BA-2784



BRIDGE No. 3036

U.S. 40 over HONEYCROFT Run

10/24/89

BA 2784

4

C NORTH END OF BRIDGE LOOKING WEST

6513 N N N- 3L-1