

Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2861

Name: MD 125 OVER BRICE 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 <input checked="" type="checkbox"/> X	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>

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number BA-2861

SHA Bridge No. 3066 Name: MD 125 over Brice Run (Old Court Road Bridge)

Location:

Street/Road Name and Number: MD 125 (Old Court Road)

City/Town: Randallstown Vicinity X

County: Baltimore

Ownership: X State County Municipal Other

This bridge projects over: Road Railway X Water Land

Is the bridge located within a designated district: yes X 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

 Metal Truss

 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

X Concrete

 Concrete Arch Concrete Slab Concrete Beam

 Rigid Frame

 Other Type Name _____

Describe Setting:

Bridge 3066 carries MD 125 over Brice Run. MD 125 runs in an east-west direction and crosses southern flowing Brice Run. There is limited residential development in the area. The bridge is located in a rural area of Baltimore County.

Describe Superstructure and Substructure:

Bridge 3066 is a single-span, filled spandrel concrete arch bridge. The overall length of the bridge is 56 feet with an 11-foot rise. The clear span is 45 feet. The wingwalls are approximately 13 feet by 13 feet at the arch. There is a clear roadway width of 22 feet, with the overall width of the bridge measuring 24 feet. The bottom deck is spalling, and has exposed reinforcement bars at the southern edge of the base. There is efflorescence and surface spalling along the longitudinal joint of the bridge. The spall at the southeast edge is 2 feet by 7.5 feet by 4 inches deep with exposed reinforcement bars. The curbs have minor surface erosion and are spalling on the southern side of the bridge. The curb has a build-up of dirt and debris within 2 inches from the top of the curb. The base of the arch is spalling along the water line and under the weep holes, and is discolored. There is wooden planking along the northern abutment. The southeast corner at the springline arch join has spalled up to 1-inch deep behind the rear. There is surface deterioration throughout the wingwalls with a large 3-foot spall at the bottom of the southwest wingwall at the abutment joint. According to a 1996 inspection report, the bridge is in satisfactory condition with a sufficiency rating of 63.2.

The designers chose a closed parapet design. This reinforced concrete railing consists of vertical posts securely fastened by dowels to the structure, horizontal rails, and solid panels that fill the space between the posts and railings. The 5 panels are solid, and separated by expansion joints. The panels are approximately 8 feet long and 2 feet high. The endblocks are 23 inches square. The parapets are approximately 3 feet high with an 18-inch cap. The parapets have surface spalling and erosion, with some reinforcement bars exposed at the top of the southeastern endblock. The northwest corner also shows signs of heavy deterioration. There is a 1-foot by 1-foot by 4-inch deep spall on the outside face of the parapet.

Discuss Major Alterations:

There have been no major alterations to this bridge.

History:

When Built: 1930

Why Built: Replacement of single-lane bridge during widening of county route.

Who Built: Baltimore County Highways Department

Why Altered: N/A

Was this bridge built as part of an organized bridge building campaign?. Yes, this bridge was built as part of the Special Bridge Fund bridge building campaign.

Surveyor Analysis:

This bridge may have NR significance for association with:

- A Events Person
- C Engineering/Architectural

The bridge was determined eligible by the Interagency Review Committee in June 1996.

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

The Baltimore County Highway Department built this bridge on Old Court Road. This road connected the farmers of Baltimore County with the central trading routes, the county seats, and Baltimore City. Old Court Road was being widened and redesigned as early as 1910. In 1930, when this structure was built, the Baltimore County Highway Department was also working on other structures within the county in order to

improve lateral post roads within the county. The County work was in conjunction with the efforts of the State Roads Commission. One of the bridges worked on was the original 3065, Old Court Road Bridge over the Patapsco River. The State Roads Commission redesigned the road and removed the existing structure.

The new bridge was built using funds from the "Special Bridge Fund." This fund allowed the state to issue bonds for the purpose of constructing new bridges where needed. The proceeds of the bond issue were credited to the accounts of the State Roads Commission, with 80% going directly to Commission-sponsored projects and 20% going to the City of Baltimore. This bridge was built to improve a connector road between the county seat and the surrounding county.

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

No, this bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

Yes, this bridge is a significant example of a single-span concrete arch bridge built during the 1910 to 1940 key period of significance. During this period reinforced concrete structures were characterized by increasing standardization of small slab, beam, frame, and culvert spans. Special subtypes of reinforced concrete bridges, such as the Luten arch, open spandrel ribbed arch, the rigid frame bridge, and concrete girders were introduced and built as grade crossing elimination structures.

It is important to note that the counties did not have specific plans for every arch during this time period. However, the engineers did have design specifications for the concrete, the reinforcement bars, the parapets, and the expansion joints. This structure retains its solid paneled parapets when the standards of the time called for open parapets. These parapets show that it took several years for all the standards to be brought into effect. It was up to the engineer to determine the load and traffic conditions along with the environmental confines when designing a standard arch bridge.

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 some repairs were made to the wingwalls, the spandrel walls, the parapets, and the abutments, all are original and have only moderate deterioration.

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

Yes, this bridge is a significant example of Baltimore County's efforts from 1910 to 1945 to eliminate dangerous single lane structures. The development of standardized plans helped to facilitate this process.

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

No this bridge should be given further study.

BA-2861

Bibliography:

County inspection/bridge files _____ SHA inspection/bridge files X

Other (list):

Johnson, Arthur Newhall

1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland*. Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

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

1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

State Roads Commission

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

Tyrrell, H. Grattan

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

SURVEYOR:

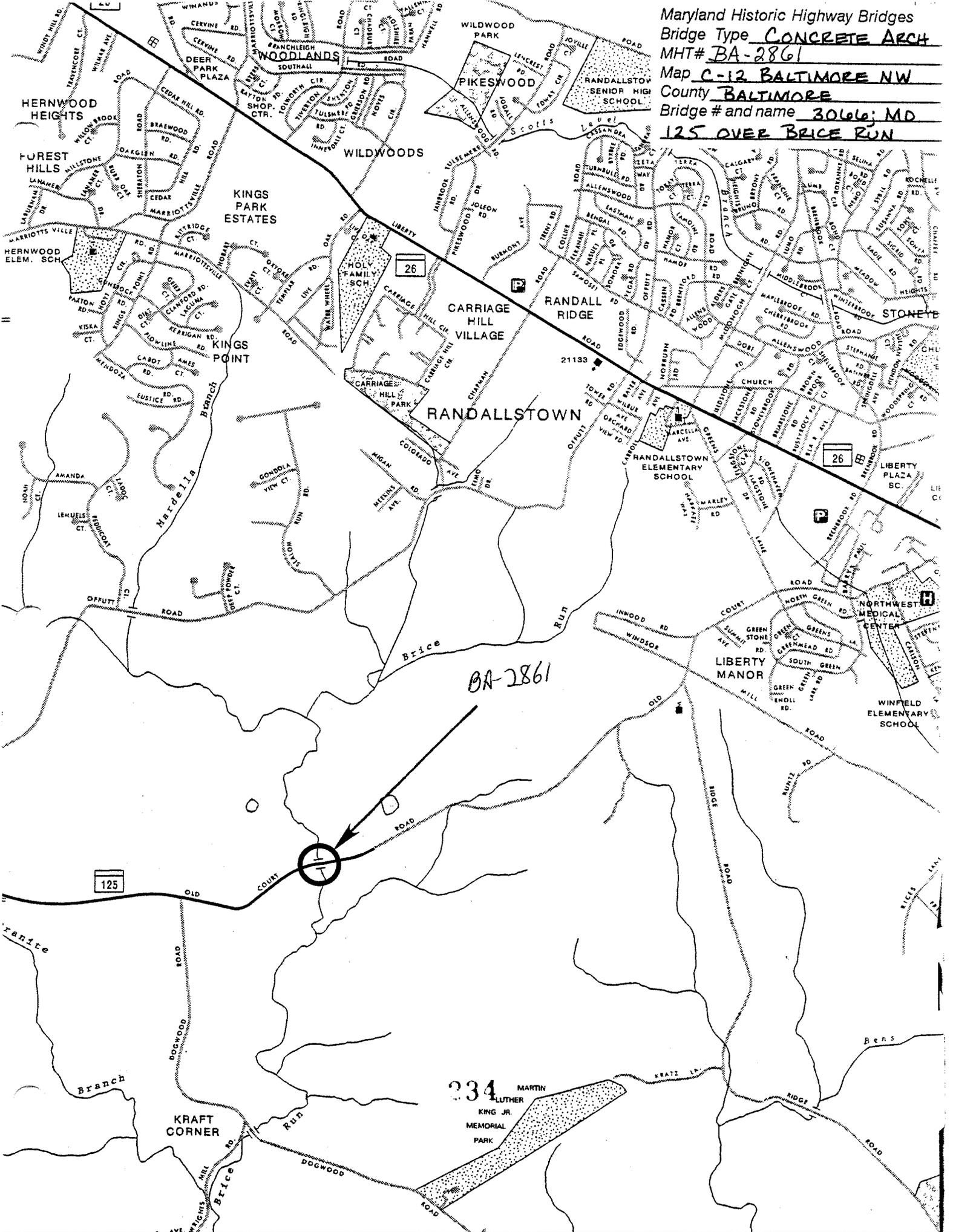
Date bridge recorded December 1997

Name of surveyor Wallace, Montgomery & Associates / P.A.C. Spero & Company

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

Phone number (410) 296-1635 FAX number (410) 296-1670

Maryland Historic Highway Bridges
Bridge Type CONCRETE ARCH
MHT# BA-2861
Map C-12 BALTIMORE NW
County BALTIMORE
Bridge # and name 3066; MD
125 OVER BRICE RUN



BA-2861



234 MARTIN LUTHER KING JR. MEMORIAL PARK

125

26

26



1. BA 2861
2. 30666, MD 125 OVER BRICE RUN (OLD COURT ROAD BRIDGE)
3. BALTIMORE COUNTY
4. WALLACE, MONTGOMERY & ASSOC.
5. 12/97
6. MD SHPO
7. ELEVATION LOOKING DOWNSTREAM
8. 1 OF 5



1. BA 2861

2. 3066, MD 125 OVER BRICE RUN (OLD COURT ROAD BRIDGE)

3. BALTIMORE COUNTY

4. WALLACE, MONTGOMERY & ASSOC.

5. 12/97

6. MD SHPO

7. ELEVATION LOOKING UPSTREAM

8. 2 OF 5

3066

BALTIMORE COUNTY
HIGHWAYS DEPARTMENT
OLD COURT ROAD BRIDGE
1938
COUNTY COMMISSIONERS
ROBERT C. BLANCK, PRESIDENT
FRANK S. OVERY
W. EDWARD HILLING
WALTER A. BRADY, BRIDGE ENGINEER
WILLIAM B. KELLY, JR.
CONTRACTORS

1. BA-2861
2. 3066, MD 125 OVER BRICE RUN
(OLD COURT RD BRIDGE)
3. BALTIMORE COUNTY
4. WALLACE-MONTGOMERY
5. 12/97
6. MD SHPO
7. PLAQUE
8. 3 OF 5



1. BA-2861

2. 3066, MD 125 OVER BRICE RUN
(OLD COURT ROAD BRIDGE)

3. BALTIMORE COUNTY

4. WALLACE, MONTGOMERY & ASSOC.

5. 12/97

6. MD SHPO

7. LOOKING WEST

8. 4 OF 5



1. BA-2861
2. 3066, MD 125 OVER BRICE RUN
(OLD COURT ROAD BRIDGE)
3. BALTIMORE COUNTY
4. WALLACE, MONTGOMERY & ASSOC.
5. 12/97
6. MD SHPO
7. LOOKING EAST
8. 5 OF 5