

Westminster Turnpike Stone Arch Bridge
BA-3283
Baltimore/Carroll County - east of Finksburg, MD
1807

The Westminster Turnpike Stone Arch Bridge is a three-span stone arch structure north of MD 140 on the Baltimore/Carroll County line. The bridge has a paved asphalt surface and stone parapets capped in concrete. Located within the Liberty Reservoir, the bridge is partially buried and is occasionally inundated by water during times of heavy or prolonged precipitation. Vegetation, including trees, shrubs, grass, and vines, covers much of its surface.

The bridge was an important component of the Baltimore and Reisterstown Turnpike and should be considered under Criterion A for its role in nineteenth century commerce and transportation. The Westminster Turnpike Stone Arch Bridge also warrants consideration under Criterion C. As a stone arch bridge, it may be the oldest extant datable example in Maryland, predating the 1809 Parkton Stone Arch Bridge on the Baltimore and York Town Turnpike.

The Westminster Turnpike Stone Arch Bridge, constructed in 1807, carried people and goods along the Baltimore and Reisterstown Turnpike between Baltimore and western Maryland as well as southwest Pennsylvania. The Baltimore and Reisterstown Turnpike was one of several turnpikes created in the early nineteenth century as part of a statewide effort to improve overland transportation routes in Maryland. Its successful implementation brought trade to Baltimore from the surrounding countryside. The bridge remained part of the route between Baltimore and Westminster until 1947, when it was bypassed by a larger bridge capable of spanning the new Liberty Reservoir.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. BA-3283

1. Name of Property (indicate preferred name)

historic Westminster Turnpike Stone Arch Bridge
 other Bridge over Patapsco Falls; Glen Falls Bridge

2. Location

street and number 80' north of Westminster Road (MD 140), within west side of Liberty Reservoir not for publication
 city, town East of Finksburg vicinity
 county Baltimore/Carroll

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

name City of Baltimore Department of Public Works
 street and number 600 Abel Wolman Municipal Building telephone (410) 396-3500
 city, town Baltimore state MD zip code 21202

4. Location of Legal Description

courthouse, registry of deeds, etc. liber folio
 city, town tax map tax parcel tax ID number

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: _____

6. Classification

| Category | Ownership | Current Function | | Resource Count | |
|---|----------------------------------|---|---|----------------|------------------|
| <input type="checkbox"/> district | <input type="checkbox"/> public | <input type="checkbox"/> agriculture | <input type="checkbox"/> landscape | Contributing | Noncontributing |
| <input type="checkbox"/> building(s) | <input type="checkbox"/> private | <input type="checkbox"/> commerce/trade | <input type="checkbox"/> recreation/culture | _____ | _____ buildings |
| <input checked="" type="checkbox"/> structure | <input type="checkbox"/> both | <input type="checkbox"/> defense | <input type="checkbox"/> religion | _____ | _____ sites |
| <input type="checkbox"/> site | | <input type="checkbox"/> domestic | <input type="checkbox"/> social | <u>1</u> | _____ structures |
| <input type="checkbox"/> object | | <input type="checkbox"/> education | <input type="checkbox"/> transportation | _____ | _____ objects |
| | | <input type="checkbox"/> funerary | <input type="checkbox"/> work in progress | <u>1</u> | _____ Total |
| | | <input type="checkbox"/> government | <input type="checkbox"/> unknown | | |
| | | <input type="checkbox"/> health care | <input checked="" type="checkbox"/> vacant/not in use | | |
| | | <input type="checkbox"/> industry | <input type="checkbox"/> other: | | |
| | | | | | |

**Number of Contributing Resources
previously listed in the Inventory**

7. Description

Inventory No. BA-3283

Condition

excellent deteriorated
 good ruins
 fair altered

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

The Westminster Turnpike Stone Arch Bridge is a three-span stone arch structure that originally carried the Westminster branch of the Baltimore and Reisterstown Turnpike over the Patapsco River between Baltimore and Carroll counties. It is located north of MD 140 and west of the North Branch of the Patapsco River at Liberty Reservoir's north end. The bridge is oriented on an approximately northeast-southwest axis and is constructed of rubble stone with concrete capstones. Bypassed in 1947, the bridge is partially buried under fill, sediment, and vegetation; only the parapet and road surface remain visible.

The bridge has a flat span, and the former road surface is paved in asphalt. Stone parapets flank the roadbed, rising approximately two feet above the asphalt. The parapet shows evidence of multiple repairs; in many places, Portland cement has been heavily applied, obscuring the original stones. In other locations, the mortar is missing and stones have shifted. Some of the concrete capstones have cracked, and others are separating at the joints; the aggregate is visible along the tops and edges.

The bridge's arched spans are buried under fill, and only the center arches along its northwest and southeast elevations are still discernible. At the northwest elevation, the keystone and several voussoirs forming the top of the center arch are visible above the floating debris and backwaters of the reservoir. Two stone piers flank the arch. They are triangular in plan and have battered sides; each has a flat top that has been sealed with concrete. A third pier is visible at the southwest end of this elevation. This pier is similar to the others but is smaller with a flatter profile. At the elevation's northwest corner, the stone abutment extends several feet beyond the parapet.

The southeast elevation includes a central iron cross-brace visible just above ground level. Several voussoirs are evident west of the brace, which likely marks the middle of the center arch. On this southeast elevation, no piers are evident above ground. Photographs from a 2007 excavation reveal pointed triangular stone piers that terminate just below the center arch's crown, in contrast to the opposite elevation's taller, flat-topped piers.

Trees, grass, and thorny brush now surround the bridge and have become established on the bridge itself. Several trees up to ten inches in diameter are growing along both parapets, including outside the bridge and on the road surface. The center of the original macadam road remains free from taller vegetation, and broken asphalt is visible in places beneath the grass. The waters of the reservoir closely approach the bridge's northwest elevation and its northeast end, where the road has been removed.

8. Significance

Inventory No. BA-3283

| 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 | <input type="checkbox"/> performing arts |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> archeology | <input type="checkbox"/> education | <input type="checkbox"/> industry | <input type="checkbox"/> philosophy |
| <input checked="" type="checkbox"/> 1800-1899 | <input type="checkbox"/> architecture | <input checked="" type="checkbox"/> engineering | <input type="checkbox"/> invention | <input type="checkbox"/> politics/government |
| <input type="checkbox"/> 1900-1999 | <input type="checkbox"/> art | <input type="checkbox"/> entertainment/ recreation | <input type="checkbox"/> landscape architecture | <input type="checkbox"/> religion |
| <input type="checkbox"/> 2000- | <input checked="" type="checkbox"/> commerce | <input type="checkbox"/> ethnic heritage | <input type="checkbox"/> law | <input type="checkbox"/> science |
| | <input type="checkbox"/> communications | <input type="checkbox"/> exploration/ settlement | <input type="checkbox"/> literature | <input type="checkbox"/> 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 | <input type="checkbox"/> other: _____ |

Specific dates 1807-1947 **Architect/Builder** Unknown

Construction dates May – November 1807

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 projects, complete evaluation on a DOE Form – see manual.)

The Westminster Turnpike Stone Arch Bridge, constructed in 1807, carried people and goods along the Baltimore and Reisterstown Turnpike between Baltimore and western Maryland as well as southwest Pennsylvania. The Baltimore and Reisterstown Turnpike was one of several turnpikes created in the early nineteenth century as part of a statewide effort to improve overland transportation routes in Maryland. Its successful implementation brought trade to Baltimore that otherwise would have gone to Pittsburgh or Philadelphia. The bridge was an important component of the Baltimore and Reisterstown Turnpike and should be considered under Criterion A for its role in nineteenth century commerce and transportation. The Westminster Turnpike Stone Arch Bridge also warrants consideration under Criterion C. As a stone arch bridge, it may be the oldest extant datable example in Maryland, predating the 1809 Parkton Stone Arch Bridge on the Baltimore and York Town Turnpike.

The Westminster Turnpike Stone Arch Bridge was constructed in 1807 as part of the Baltimore and Reisterstown Turnpike Road. Although the turnpike company responsible for the road was chartered in 1805, the path of the new turnpike had been in use since the Colonial period, and plans for improvements to the route originated as part of earlier road building efforts. At the close of the eighteenth century, the poor condition of Maryland's western roads demonstrated the need for a new system of highways leading into Baltimore. In 1787, the state devised a series of county-controlled turnpikes. Although some progress was made on the roads, including the turnpike to Reisterstown, the strategy was ultimately unsuccessful. In its 1804-05 session, the Maryland General Assembly passed new legislation establishing three private turnpike companies: the Baltimore and Frederick Town Turnpike Road Company, the Baltimore and Reisterstown Turnpike Road Company, and the Baltimore and York Town Turnpike Road Company.¹

According to its charter, the Baltimore and Reisterstown Turnpike would extend from Baltimore to a fork at Reisterstown; from Reisterstown, one branch would continue west through Westminster to the Pennsylvania line and the other would extend north towards Hanover, Pennsylvania. Much of the proposed route was already in place via existing roads; these roads would be improved and converted to a toll road maintained by the turnpike company.² Originally scheduled to begin construction in 1808, the Baltimore and Reisterstown Turnpike Road Company sold enough stock to start building the road in 1805.³ During construction, the company frequently placed newspaper advertisements seeking local contractors and laborers to complete sections of the turnpike. In May 1807, the Baltimore and Reisterstown Turnpike Road Company advertised in the *Federal Gazette*, a Baltimore newspaper, soliciting bids for the construction of a stone bridge over the Patapsco Falls between Reisterstown and Westminster.⁴

Later that year, in a report to the United States Secretary of the Treasury, the Baltimore and Reisterstown Turnpike Road Company summarized its methods, progress, and difficulties encountered. As of November 1807, one ten-mile segment of road between

¹ Hall, Clayton Coleman, ed. *Baltimore: Its History and Its People*. Vol. I. New York: Lewis Historical Publishing Company, 1912: 456-61.

² *Republican Advocate*. "The Roads - No. V." November 16, 1804: 2-3

³ Maryland Geological Society. *Report on the Highways of Maryland*. Baltimore: Johns Hopkins Press, 1899: 167-69.

⁴ *Federal Gazette*. "Baltimore and Reisterstown Turnpike Road Office." May 23, 1807: 3.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-3283

Name
Continuation Sheet

Number 8 Page 1

Baltimore and Reisterstown had been completed and was collecting tolls. The road was 64 feet wide, including ditches, and the travel surface comprised stones no more than 3 inches in diameter upon a clay base. The maximum angle of ascent was 3.5 degrees. The company's bridges were all constructed of stone; the largest was 21 feet wide with three arched spans of 16, 24, and 16 feet.⁵

In 1818, the Baltimore and Reisterstown Turnpike Road Company responded to another government inquiry, this time from Maryland Governor Charles Goldsborough regarding the status of the state's turnpikes. In its reply, the company reported completion of the turnpike, including both the western and northern extensions to Pennsylvania, as of January 8, 1810. Bridges had been constructed "of solid materials"; those over the Patapsco River and Big Pipe Creek were noted as the most substantial.⁶

Stone arch bridges were almost certainly present in Maryland during the seventeenth and eighteenth centuries, but no datable examples are known. Such bridges did not come into widespread use until the early 1800s with the formation of private turnpike companies and the establishment of a system of roads connecting Baltimore to the surrounding counties. The three turnpike companies created in 1804 had by 1818 constructed multiple stone bridges in the state, including the Baltimore and Frederick Town Turnpike's four-span bridge over the Monocacy River (the 1808 Jug Bridge; demolished) and the 1809 Parkton Stone Arch Bridge (BA-593) on the Baltimore and York Town Turnpike. Washington County is home to many of the state's stone arch bridges, constructed between 1819 and 1875. Additional stone arch structures were constructed along the National Road and as part of the Chesapeake & Ohio Canal and the Baltimore & Ohio Railroad in the latter part of the nineteenth century.⁷ Typically, the stones used for construction were either rubble, ashlar, or squared. Stone structures became less common after 1900 with the development of new building technologies, particularly concrete. During the first decades of the twentieth century, concrete became the most widely used material for Maryland's bridges and small structures.⁸

Upon its completion, the Baltimore and Reisterstown Turnpike comprised 64 miles of highway between Baltimore, Reisterstown, and the Pennsylvania state line via Westminster and towards Hanover. According to historical reports, the Baltimore and Reisterstown Turnpike was initially heavily traveled. Goods and produce from as far away as Pittsburgh were carried by large Conestoga wagons pulled by teams of horses. Blacksmiths, wheelwrights, tanners, and saddlers served traffic along the route, and taverns offered rest for travelers.⁹

Turnpike construction continued throughout the 1860s but slowed as new technology and state-maintained roads became more prevalent. With the advent of railroads in the 1830s, many turnpikes suffered a decline in revenue, but major roads, including the Baltimore and Reisterstown Turnpike, continued to be maintained. The Maryland Geological Survey in 1899 described the Baltimore and Reisterstown Turnpike as one of the most travelled and best maintained roads leading out of Baltimore.¹⁰

As public sentiment against toll roads grew in the early twentieth century, pressure increased to convert the turnpikes into free public roads. The Maryland State Roads Commission (SRC) purchased the segment of the Baltimore and Reisterstown Turnpike within

⁵ "American State Papers, Senate, 10th Congress, 1st Session, Miscellaneous: Volume 1." *A Century of Lawmaking for a New Nation: U.S. Congressional Documents and Debates, 1774-1875*. Library of Congress. 1807. pp. 900-09. <http://memory.loc.gov/cgi-bin/ampage> (accessed March 25, 2013): 901.

⁶ Goldsborough, Charles. *Executive Report on Turnpike Roads*. Executive Communication to the General Assembly of Maryland at December Session, 1818, Annapolis: Jehu Chandler, 1819: 26-31.

⁷ P.A.C. Spero & Company and Louis Berger & Associates. *Historic Highway Bridges in Maryland: 1631-1960*. Historic Context Report, Baltimore: Maryland State Highway Administration, 1995: 50-53.

⁸ Parsons Brinckerhoff Quade & Douglas, Inc. *Small Structures on Maryland's Roadways*. Historic Context Report, Baltimore, MD: Maryland State Highway Administration, June 1997: 2.6-2.11.

⁹ Scharf, J. Thomas. *History of Western Maryland*. Philadelphia: Louis H. Everts, 1882: 806.

¹⁰ Maryland Geological Society, 224.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-3283

Name
Continuation Sheet

Number 8 Page 2

Baltimore City in 1911, and the remainder of the Reisterstown road and its branch to Westminster was purchased in 1915.¹¹ Responsibility for the road's upkeep was transferred to the state, and the turnpike became part of the federal highway system in 1926 as U.S. Route 140.

SRC bridge inspection charts from 1931 and 1932 for the Westminster Turnpike Stone Arch Bridge describe a three-span stone arch carrying US 140 over the North Branch of the Patapsco River. On each form, the bridge's location is noted as Glen Falls on the Baltimore/Carroll County line. The bridge had a 20-foot travel width, comprising a macadam road surface and concrete shoulders. The masonry was described as being in good condition with piers encased in concrete. Included sketches of the bridge show it was 78 feet in length with a 24-foot diameter central arch flanked by smaller 16-foot arches.^{12 13} These arch dimensions are identical to those of the completed stone bridge described in the Baltimore and Reisterstown Turnpike Company's 1807 report to the Secretary of the Treasury. This information, combined with the bridge's May 1807 advertising date, suggests the Westminster Turnpike Stone Arch Bridge was constructed between May and November 1807.

The Westminster Turnpike Stone Arch Bridge was removed from service in 1947 and bypassed by a larger steel beam bridge, SHA Bridge No. 0308300 (BA-2185), in anticipation of the creation of Liberty Reservoir from the North Branch of the Patapsco River.¹⁴ The stone arch bridge would be too low to span the backwaters resulting from the reservoir project.¹⁵ The North Branch was rerouted via a new channel to the east, and the original channel was closed and filled, leaving the stone bridge intact. At that time, MD 140 was also straightened and realigned on its current path between Finksburg and Glenn Falls.¹⁶ The dam was completed and sealed in 1954, and the Liberty Reservoir reached capacity in 1956.¹⁷ Over time, the waters of the reservoir have washed additional sediment and debris into the filled stream channel and against the bridge, burying it under several feet of muddy soil.

An excavation was conducted in 2007 to accurately survey the Baltimore County/Carroll County line, which incorporated the stone arch bridge when Carroll County was formed from eastern Frederick and western Baltimore counties in 1837.¹⁸ The excavation temporarily revealed a portion of the center arch at the southwest elevation, but the dirt was replaced and the bridge remains partially buried.

The bridge, now owned by the Baltimore City Department of Public Works, is not currently in use and has been allowed to deteriorate.

¹¹ *Baltimore Sun*. "Last Toll Road to Go." April 29, 1915: 10.

¹² Rausiburg, E.B. *Bridge No. 5027/4077*. Bridge Inspection Chart, Baltimore: Maryland State Roads Commission, 1931.

¹³ Day, G.C. *Bridge No. 4077*. Bridge Inspection Chart, Baltimore: Maryland State Roads Commission, 1932.

¹⁴ *Baltimore Sun*. "City to Share Bridge's Cost." April 19, 1946: 19.

¹⁵ Kermes, Becky. *SHA Bridge No. 3083 on MD 140 over the Patapsco River (BA-2185)*. Maryland Inventory of Historic Properties Form, Crownsville, Maryland: Maryland Historical Trust, 2004.

¹⁶ Ballard, Wilson T. *Reisterstown Twd. Westminster: Baltimore and Carroll Counties*. As-Built Construction Documents, The Maryland State Roads Commission, 1945.

¹⁷ *Baltimore Sun*. "All that Fuss, and No Water for the Reservoirs." October 21, 1954: 16.

¹⁸ Klausmeier and Getty, Senators. "Baltimore County and Carroll County - Authority to Place Boundary Markers." Maryland General Assembly: Senate Bill 940. 2013.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-3283

Name
Continuation Sheet

Number 9 Page 1

Works Consulted

"American State Papers, Senate, 10th Congress, 1st Session, Miscellaneous: Volume 1." *A Century of Lawmaking for a New Nation: U.S. Congressional Documents and Debates, 1774-1875*. Library of Congress. 1807. pp. 900-09. <http://memory.loc.gov/cgi-bin/ampage> (accessed March 25, 2013).

Ballard, Wilson T. *Reisterstown Twd. Westminster: Baltimore and Carroll Counties*. As-Built Construction Documents, The Maryland State Roads Commission, 1945.

Baltimore Sun. "All that Fuss, and No Water for the Reservoirs." October 21, 1954: 16.

Baltimore Sun. "City to Share Bridge's Cost." April 19, 1946: 19.

Baltimore Sun. "Last Toll Road to Go." April 29, 1915: 10.

Baltimore Sun. "The Patapsco Reservoir." March 13, 1954: 8.

Baltimore Sun. "Weller Pays Last Toll." May 21, 1915: 14.

Day, G.C. *Bridge No. 4077*. Bridge Inspection Chart, Baltimore: Maryland State Roads Commission, 1932.

Federal Gazette. "Baltimore and Reisterstown Turnpike Road Office." May 23, 1807: 3.

Gallatin, Albert. *Report of the Secretary of the Treasury on the Subject of Public Roads and Canals*. Washington, D.C.: R.C. Weightman, 1808.

Goldsborough, Charles. *Executive Report on Turnpike Roads*. Executive Communication to the General Assembly of Maryland at December Session, 1818, Annapolis: Jehu Chandler, 1819.

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The Hughes Company. *Bridge No. 5027*. Photograph, Baltimore: Maryland State Roads Commission, 1932.

Kermes, Becky. *SHA Bridge No. 3083 on MD 140 over the Patapsco River (BA-2185)*. Maryland Inventory of Historic Properties Form, Crownsville, Maryland: Maryland Historical Trust, 2004.

Klausmeier and Getty, Senators. "Baltimore County and Carroll County - Authority to Place Boundary Markers." Maryland General Assembly: Senate Bill 940. 2013.

Maryland Geological Society. *Report on the Highways of Maryland*. Baltimore: Johns Hopkins Press, 1899.

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

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. BA-3283

Name
Continuation Sheet

Number 9 Page 2

Parsons Brinckerhoff Quade & Douglas, Inc. *Small Structures on Maryland's Roadways*. Historic Context Report, Baltimore, MD: Maryland State Highway Administration, June 1997.

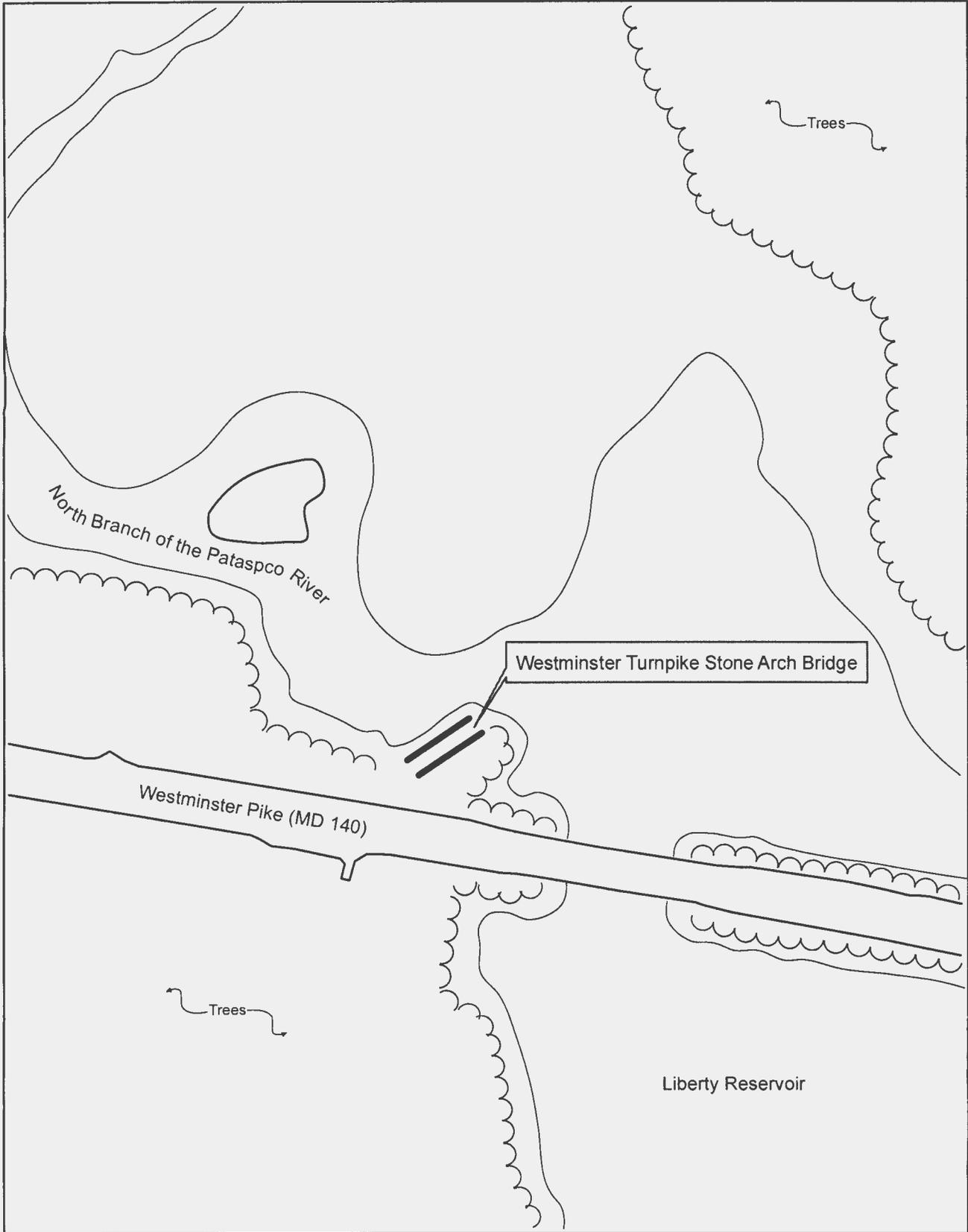
Rausburg, E.B. *Bridge No. 5027/4077*. Bridge Inspection Chart, Baltimore: Maryland State Roads Commission, 1931.

Republican Advocate. "The Roads - No. V." November 16, 1804: 2-3.

Scharf, J. Thomas. *History of Western Maryland*. Philadelphia: Louis H. Everts, 1882.

Site Plan

Westminster Turnpike Stone Arch Bridge (BA-3283)



USGS 7.5' Quadrangle - Reisterstown
1:4800
Baltimore County



Westminster Turnpike Stone Arch Bridge

Baltimore County



Westminster Turnpike Stone Arch Bridge

West side of Liberty Reservoir; north of MD 140 (Baltimore Blvd.)
Reistertown Quad
1:24,000



South Elevation, date unknown



Caption: "Stone bridge on the Westminster Pike, spanning the north branch of the Patapsco River. Built in 1806."

Source: Fisher, William Harmanus. *Some Old Houses of Maryland*. Easton, Maryland: Economy Printing Co. Inc. 1979: 34.



BA-3 283

Bridge # 5027

County Baltimore

Road Finksburg to Glen Falls Route 140

Over North Branch of Patapsco River

Width of Roadway 20'

Length Overall 78'

Date Built

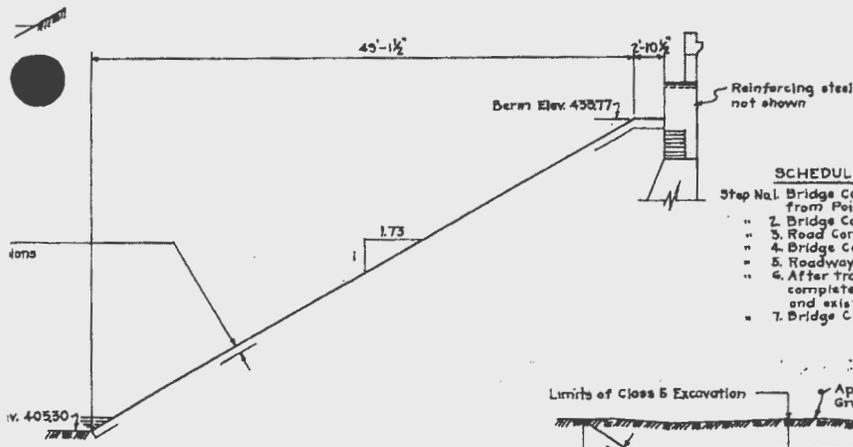
Relocation

Widen

Date Taken Dec. 30, 1930



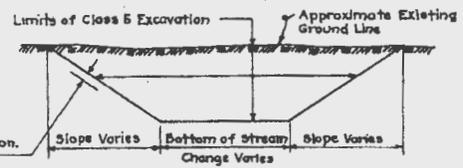
| FED. ROAD DIST. NO. | STATE | FED. AID PROJ. NO. | SHEET NO. | TOTAL SHEETS |
|---------------------|-------|--------------------|-----------|--------------|
| | MD. | | 1 | 6 |



SCHEDULE OF PROCEDURE:

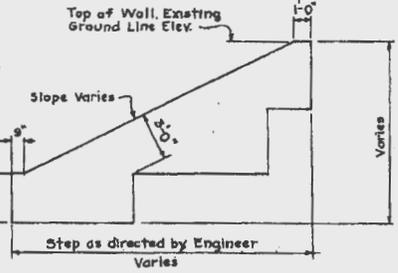
- Step No. 1. Bridge Contractor shall construct temporary stream change, permanent stream change from Point A to Point B, and fill downstream portion of existing channel.
- 2. Bridge Contractor shall construct substructure.
- 3. Road Contractor shall construct embankments.
- 4. Bridge Contractor shall erect superstructure and build as much of riprap as possible.
- 5. Roadway Contractor shall construct roadway surfacing contiguous to bridge.
- 6. After traffic has been diverted to new bridge and road, the bridge Contractor shall complete the stream change from Point B to Point C and the filling of temporary and existing channel.
- 7. Bridge Contractor shall complete riprap.

SECTION C-C
Scale 1/8"=1'-0"

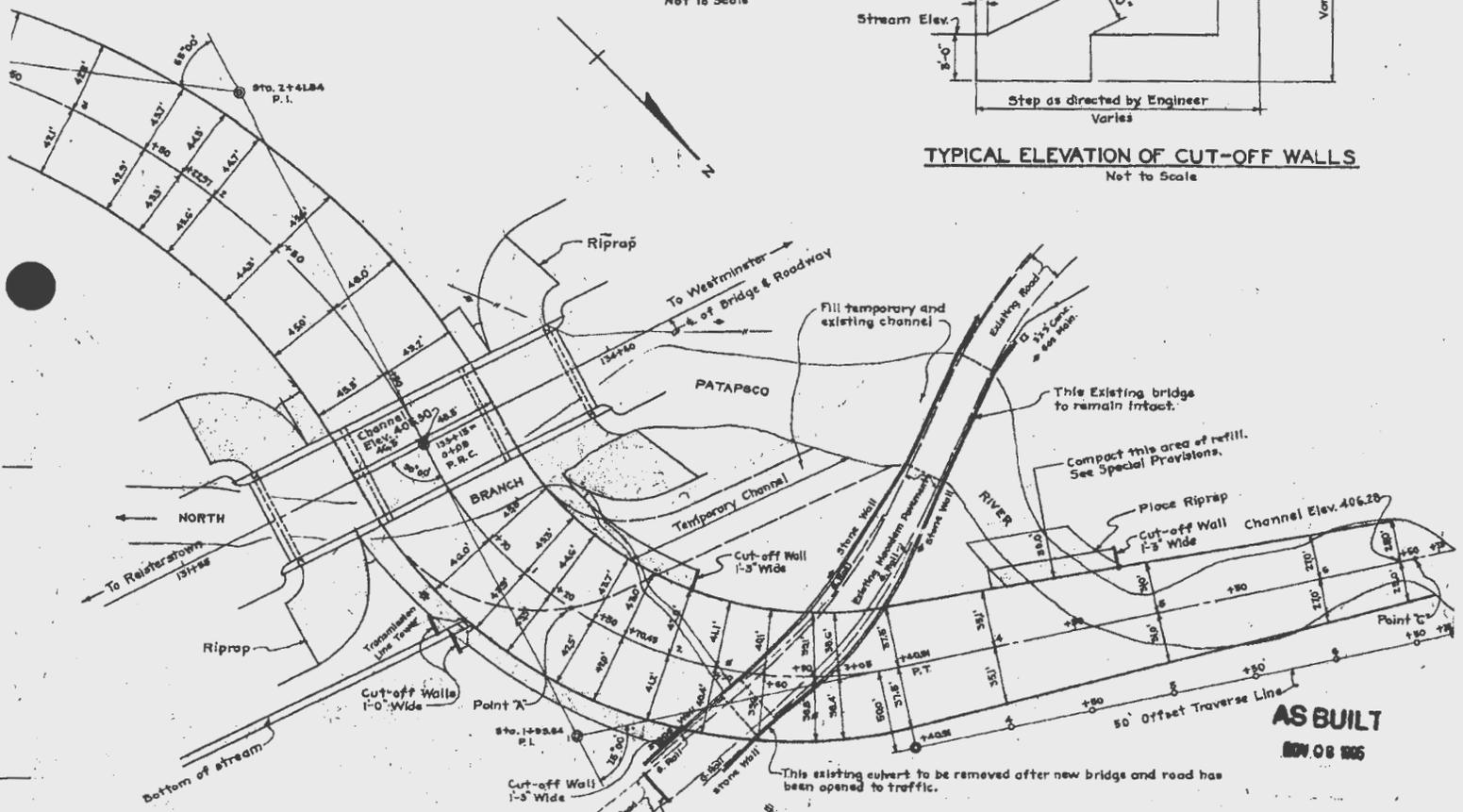


TYPICAL CROSS SECTION OF STREAM CHANGE
Not to Scale

Note: All concrete in cut-off walls to be Class B Concrete. See Plan for width of walls.



TYPICAL ELEVATION OF CUT-OFF WALLS
Not to Scale



Note: Elevation of existing lower wire of transmission line at Sta. 132.4 in center line of new road is 453.18

Note: Old stream channel and temporary channel shall be filled with material excavated from stream change. Old channel downstream from new bridge shall not be filled until temporary channel upstream from new bridge has been made and the downstream portion of stream change has been opened sufficiently to pass the normal stream flow or has been completed. The temporary channel and old channel upstream from new bridge shall not be filled until the upstream portion of stream change has been opened sufficiently to pass the normal stream flow or has been completed. Cost of handling material shall be included in the contract price for Class B Excavation.

PLAN
Scale 1"=50'

| REVISIONS |
|---|
| Steps protection changed to cast-in-place and layout added. 9-16-36 |

**STATE OF MARYLAND
STATE ROADS COMMISSION
BALTIMORE, MD.
STEEL BEAM BRIDGE
OVER NORTH BRANCH PATAPSCO RIVER
ON REISTERSTOWN-WESTMINSTER ROAD
STREAM CHANGE**

SCALE As Noted DATE January 1945 CONTRACT 5450-6-41
C1280-4-311

MADE BY W.E.A. APPROVED
TRACED BY W.E.A. *William T. ...*
CHECKED BY 3/8/46 CHIEF ENGINEER

APPROVED
...
BRIDGE ENGINEER

SHEET No. 1 OF



BA-3283

Westminster Turnpike Stone Arch Bridge

Baltimore County, MD

A.E. Bruder

2/28/2013

MD SHPO

View north to bridge from MD 140 westbound

1/14



BA-3283

Westminster Turnpike Stone Arch Bridge

Baltimore Co. MD

M. Manning

2/28/2013

MD SHPO

View northeast along bridge

2/14



BA - 3283

Westminster Turnpike Stone Arch Bridge

Baltimore Co. MD

M. Manning

2/28/2013

MD SHPO

View southwest along bridge

3/14



BA - 3283

Westminster Turnpike Stone Arch Bridge

Baltimore Co. MD

M. Manning

2/28/2013

MD SHPo

Southeast elevation

f/14



BA-3283

Westminster Turnpike Stone Arch Bridge

Baltimore Co. MD

M. Manning

2/28/2013

MD SHPo

Southeast elevation; west end

5/14



BA - 3283

Westminster Turnpike Stone Arch Bridge

Baltimore Co. MD

McManning

2/28/2013

MD SHPO

SE elevation; central reinforcing rod over voussoirs.

6/14



BA-3283

Westminster Turnpike Stone Arch Bridge

Baltimore Co. MD

McManning

2/28/2013

MD SHPO

Southeast parapet; east end

7/14



BA-3283

Westminster Turnpike Stone Arch Bridge

Baltimore Co. MD

M. Manning

2/28/2013

MD SHPO

Northwest elevation; east side

8/14



BA-3283

Westminster Turnpike Stone Arch Bridge

Baltimore Co. MD

McManning

2/28/2013

MD SHPO

Northwest elevation; west side

9/14



BA-3283

Westminster Turnpike Stone Arch Bridge

Baltimore Co. MD

M. Manning

2/28/2013

MD SHPO

Northwest elevation; center arch

1 of 14



BA-3283

Westminster Turnpike Stone Arch Bridge

Baltimore Co. MD

Mr. Manning

2/28/2013

MD SHPO

Center arch; detail of voussoirs

11/14



BA - 3283

Westminster Turnpike Stone Arch Bridge

Baltimore Co. MD

M. Manning

2/28/2013

MD SHPO

NW elevation; west pier flanking center arch

12/14



BA-3283

Westminster Turnpike Stone Arch Bridge

Baltimore Co. MD

Mr Manning

2/28/2013

MD SHPO

Northwest elevation, west end

13/14



BA-3283

Westminster Turnpike Stone Arch Bridge

Baltimore Co. MD

A. E. Bruder

2/28/2013

MD 84P0

West end of NW parapet; view north from bridge

14/14