

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-1065

Name: US 40 OVER SWAN CREEK / 17022

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. HA-1865

NAME AND SHA NO.: 12022

LOCATION

Road Name and Number: US 40 over Swan Creek

City/Town: Aberdeen  vicinity

County: Harford

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

501

## **DESCRIPTION**

### **Describe the Setting:**

Bridge #12022 carries US 40 over Swan Creek near Aberdeen in Harford County, Maryland. US 40 runs roughly southwest to northeast in that location. Bridge #12022 is situated between MD 155 and MD 132 north of the Aberdeen Proving Ground. Several residences and industrial buildings are located nearby. A concrete arch Amtrak bridge is visible when looking south from Bridge #12022.

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

Bridge #12022 is a single-span, concrete T-beam structure which carries two lanes of traffic running in each direction over Swan Creek. US 40 in that location consists of a divided highway with a wide grass median strip. The bridge measures 40' in total length, with a span length of 40', a clear roadway width of 42'-6", and a bituminous concrete surface. The bridge is constructed of horizontally-grooved concrete abutments and wingwalls. A plain closed concrete parapet runs along the north side of the bridge, and an open concrete parapet runs along the south side. Both approaches to the bridge are lined with metal guardrails.

Inspection reports from 1970 through 1979 note increased deterioration.

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:**

The parapet on the westbound side of the road was rebuilt. Drawings in the SHA files dating to 1934 refer to widening an existing bridge and removing portions of the existing superstructure in order to accommodate the widening.

## **HISTORY**

**When Built:** 1935

**Why Built:** Statewide road improvement programs and local transportation needs

**Who Built:** State Roads Commission, contract #H 188-2-48 and #H 77

**Who Designed:** Unknown

**Why Altered:** The bridge was altered to replace one parapet wall.

**Was this bridge built as part of an organized bridge building campaign?:** No

**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?**

Road improvements in Harford County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the State Roads Commission established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

**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?**

Bridge #12022 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

**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?**

No, the bridge is not located in an area which has been determined eligible for historic designation.

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

No, this structure is not a significant example of its type. The character-defining elements have been compromised by modern additions.

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

No, the bridge does not retain integrity of the primary character-defining elements of a concrete beam bridge. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers, and wing walls. One of the original open-balustrade style parapet walls has been replaced with a closed, solid concrete parapet wall.

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

No, this structure is not a significant example of the work of the State Roads Commission.

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

No, this structure should not be given further study. Previous alterations have placed its integrity in doubt.

**BIBLIOGRAPHY**

Spero, P.A. C. & Company and Louis Berger & Associates  
1994        *Historic Bridges in Maryland: Historic Context Report.*  
              Maryland State Highway Administration, Baltimore.

State Highway Administration  
              Bridge Inspection Reports. On file 707 North Calvert Street, Baltimore.

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

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

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HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION  
MARYLAND HISTORICAL TRUST**

**MHT NO. HA-1865**

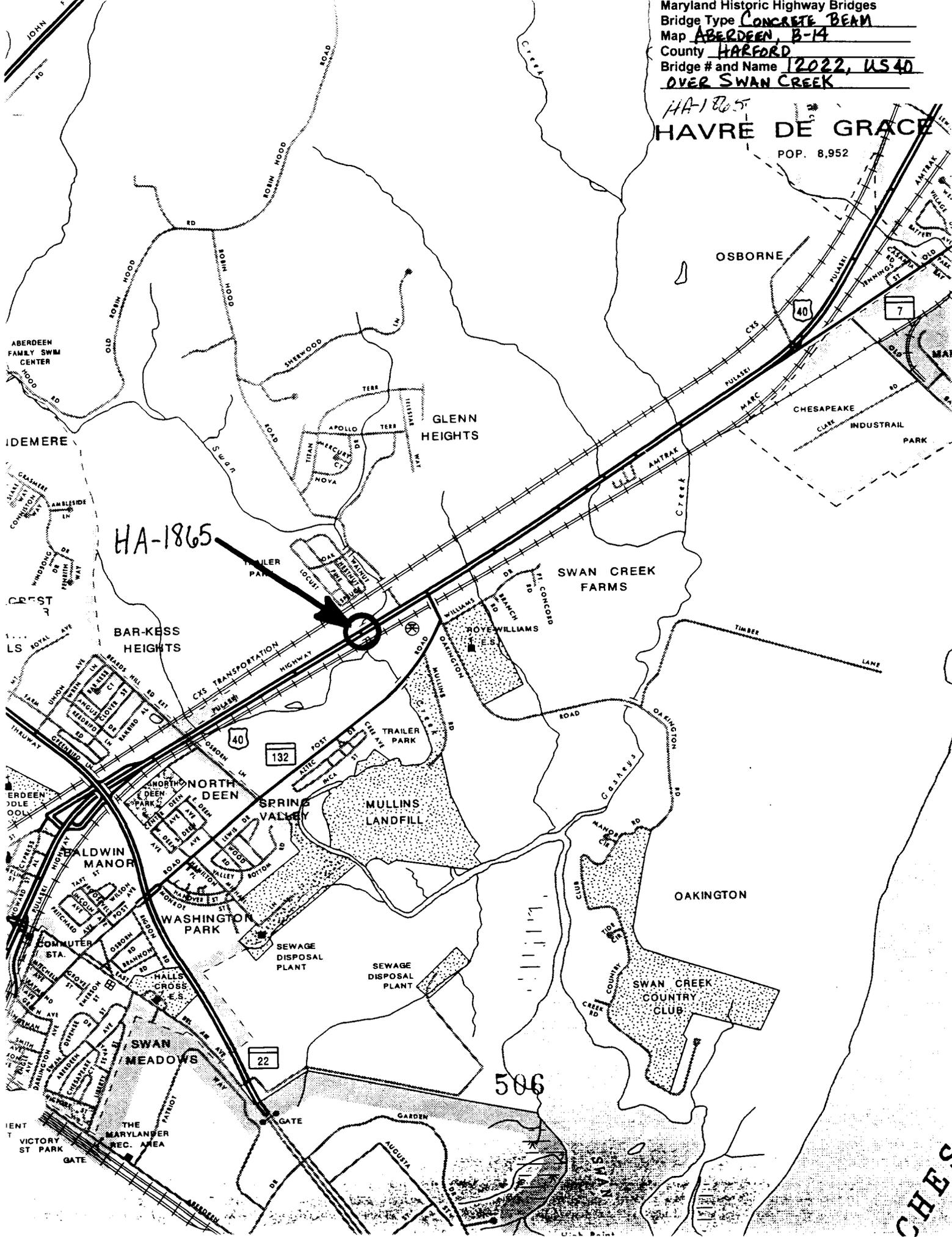
**SURVEYOR INFORMATION**

**Name:** Gabrielle M. Lanier  
**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 ABERDEEN, B-14  
County HARFORD  
Bridge # and Name 12022, US 40  
OVER SWAN CREEK

*HA-1865*  
**HAVRE DE GRACE**  
POP. 8,952





HA-1865

HARFORD COUNTY, MD

JOHN TARQUINIO

24 JAN 1995

~~HARVARD SHPO~~ S HA

STATE HIGHWAY BRIDGE 12022

VIEW LOOKING EAST

ON MD ROUTE 40

1/A



HA-1865

HARFORD COUNTY, MD

JOHN TARQUINIO

24 JAN 1995

~~MARYLAND SHPO~~ SHA

STATE HIGHWAY BRIDGE 12022

VIEW LOOKING WEST

ON MD ROUTE 40

2/A



HA-1865

HARFORD COUNTY, MD

JOHN TARQUINIO

24 JAN 1995

~~MARYLAND SHPD~~ SHA

STATE HIGHWAY BRIDGE 12022

VIEW LOOKING SOUTH

3/4



HA-1865

HARFORD COUNTY, MD

JOHN TARQUINIO

24 JAN 1995

~~MARYLAND SHPD~~ SHA

STATE HIGHWAY BRIDGE 12022

VIEW LOOKING NORTH

4/4



HA-1865

HARFORD COUNTY, MD

JOHN TARQUINIO

24 JAN 1995

~~MARYLAND SHPO SH#~~

STATE HIGHWAY BRIDGE 12022

VIEW FROM BRIDGE LOOKING SOUTH  
@ PARALLEL AMTRAK BRIDGE

5/5

**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 Adaptation

**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: State Roads Commission

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

Property/District Name: Bridge #12022, US 40 over Swan Creek, Aberdeen, Harford County  
Survey Number: HA-1865

Project: Safety improvements & resurfacing Agency: SHA

Site visit by MHT Staff:  no  yes Name \_\_\_\_\_ Date \_\_\_\_\_

Eligibility recommended \_\_\_\_\_ Eligibility not recommended

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G  
 None

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

Bridge #12022, US 40 over Swan Creek, Aberdeen, Harford County, Maryland, is a concrete beam bridge which was apparently surveyed for SHA's Historic Bridge Inventory, although the Inventory Index does not record a number for it. The bridge has a pierced parapet, but has been widened considerably. In addition, SHA notes that there is continuing deterioration of the structure. Based on that information, the Interagency Bridge Committee determined that the bridge was not National Register-eligible, and it is OPS' opinion that they made the correct determination. The bridge, which is a common type does not retain sufficient integrity of materials or setting to adequately meet Criterion C of the National Register. And although there has been some discussion about recognizing the National Road (U.S. 40) and its importance as a major transportation project, this bridge cannot be considered as a contributing resource to that potential historic district.

Documentation on the property/district is presented in: Project Review and Compliance files

Prepared by: Rita Suffness, SHA/PAC Spero & Co.

A.E. Bruder 1/11/99  
Reviewer, Office of Preservation Services Date

NR program concurrence:  yes  no  not applicable

B. Kurty 1/20/99  
Reviewer, NR program Date

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US 40  
Attachment 2  
HA-1865

Aberdeen  
ing Ground  
Chapel Hill  
ation Plant



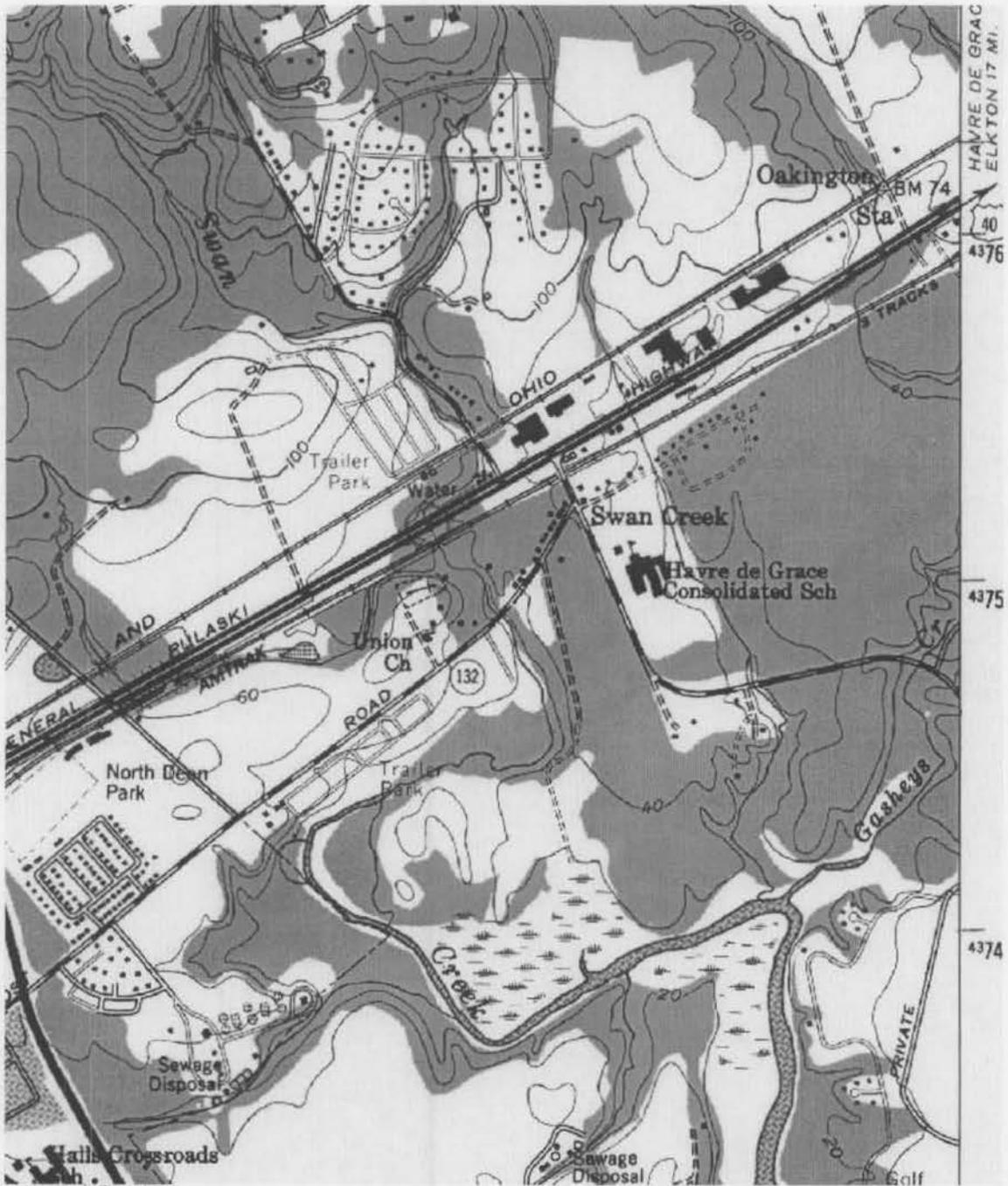
21078

# ABERDEEN

- SEE GRID A13
- 1 BALTIMORE CT
  - 2 1ST ST
  - 3 2ND ST
  - 4 CORNELL ST
  - 5 OAK ST
  - 6 CHESTNUT ST

**BOX NO 12028**  
US 40 OVER SWAN  
CREEK

**BOX CULVERT IN BLVD**  
US 40 OVER TRUB OF SWAN  
CREEK

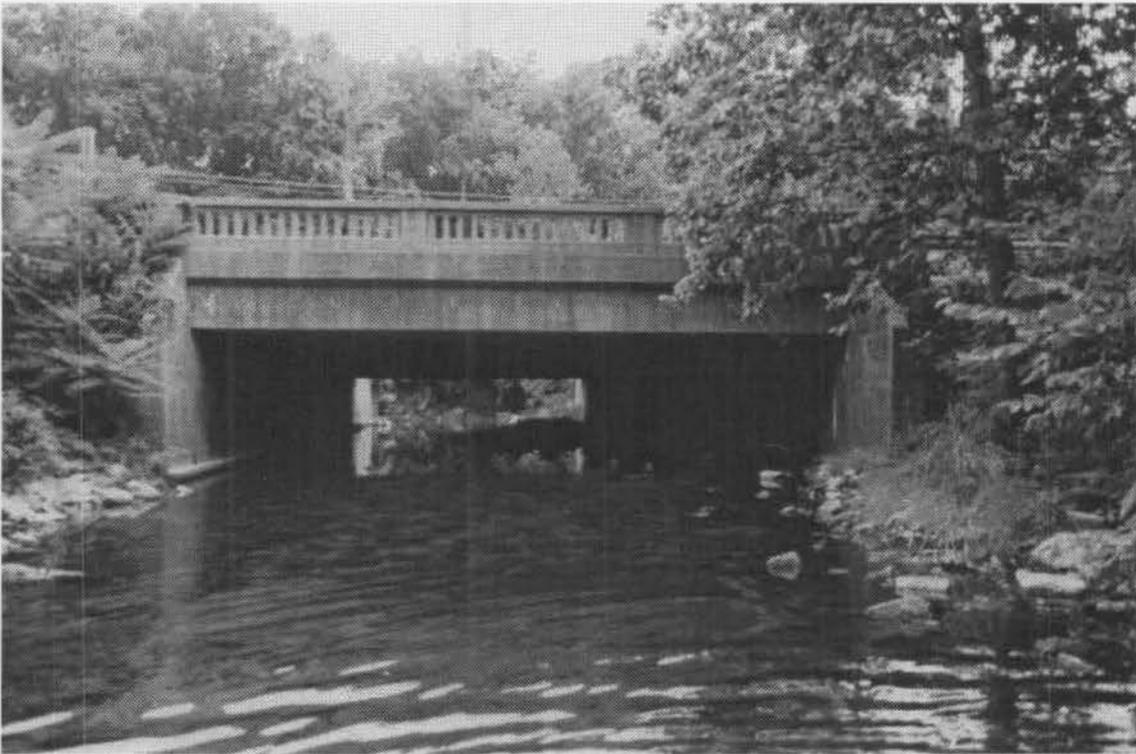


HA- 1865  
 Bridge #12022  
 US 40 over Swan Creek  
 Harford County  
 Aberdeen Quad

Photographs of Bridge No. 1202200 on US 40 over Swan Creek



US 40 LOOKING EAST



PARAPET ALONG EBR OF US 40

HA-1865

Photographs of Bridge No. 1202200 on US 40 over Swan Creek



PARAPET ALONG WBR OF US 40