Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-1871

Name: 12061/MD 32 over AMTRAK Railroad

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 __X____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments:_____

_____

_____

Reviewer, OPS:_Anne E. Bruder_____ Date:__3 April 2001____

Reviewer, NR Program:__Peter E. Kurtze_____ Date:__3 April 2001____

MARYLAND HISTORIC BRIDGE INVENTORY MHT No. HA-1871
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

SHA Bridge No. 12061 **Bridge name** MD 132 over AMTRAK Railroad

LOCATION:
Street/Road name and number [facility carried] MD Rt 132

City/town Aberdeen **Vicinity** _____

County Harford

This bridge projects over: Road ___ **Railway** X **Water** ___ **Land** ___

Ownership: State X **County** __ **Municipal** _____ **Other** _____

HISTORIC STATUS:
Is 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 _ **Retractile** _____ **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** X **Concrete Beam** ___ **Rigid Frame** _____
Other _____ **Type Name** _____

DESCRIPTION:

Setting: Urban _____ **Small town** ____X____ **Rural** ____

Describe Setting: Bridge 12061 carries MD Route 132 in a north-south direction over the AMTRAK Railroad. The bridge is in the small town of Aberdeen.

Describe Superstructure and Substructure:

Bridge 12061 is a three span continuous concrete slab bridge with an overall length of 137 feet. The center span is 65 feet long and goes over the railroad track. The two end spans are 36 feet long. The clear roadway width is 22 feet and carries two lanes of traffic. The parapets are solid concrete with a protective barrier on top of the parapet over the electrified track in span #2. Piers #1 and #2 are concrete with three columns each and crash walls.

The 1993 inspection report described the bridge as in fair to poor condition indicating that there are several vertical cracks in both of the pier caps between the columns. This is the reason that the steel frame supports were installed in 1986. The concrete on the exterior sides of the pier caps has some spalling, heavy cracking and some efflorescence. There is spalled concrete with exposed reinforcement steel at pier #1 (columns #2 and #3) and at pier #2 (column #3) at the bottom of the columns above the crash wall. The concrete slab has several hairline cracks with some efflorescence.

Discuss Major Alterations:

SHA inspection files state that in 1972 parts of the concrete deck were removed and rebuilt and bearing blocks were installed; in 1986 steel frames were placed between columns to help support pier caps; in 1994 spalled concrete was repaired on columns 2 and 3 of Pier 1 and column 3 of Pier 2.

HISTORY:

WHEN was bridge built (actual date or date range) ____1943____

This date is: Actual ____X____ **Estimated** _____

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

Other (specify) SHA inspection files

WHY was the bridge built?

To carry MD132 over the railroad

WHO was the designer?

State Highway Administration

WHO was the builder?

State Highway Administration

WHY was the bridge altered?

N/A

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

Unknown

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events _____ B- Person _____
C- Engineering/architectural character _____

Was the bridge constructed in response to significant events in Maryland or local history?
Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-04 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's road and bridge improvement programs mirrored economic cycles. The first road improvement program 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 to 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 become inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930s. Most improvements to local roads waited until the years after World War II.

With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction.

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 way 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.

The creation of standard plans and a description of their use was first announced in the 1912-15 Reports of the State Roads Commission whereby bridges spanning up to 36 feet were to use standardized designs.

Published on a single sheet, the 1912 Standard Plans included those structures that were amenable to such an approach: slab spans, (deck) girder spans, box culverts, box bridges, abutments, and piers (State Roads Commission 1912). Slab spans, with lengths of 6 to 16 feet in two foot increments, featured a solid parapet that was integrated into the slab, with a roadway of 22 feet.

In the Report for the years 1916-1919, a revision of the standard plans was noted:

> During the four years covered by this report, it has been found necessary to revise our standard plans for culverts and bridges, to take care of the increased tonnage which they have been forced to carry. Army cantonments...increased their operations several hundred per cent, and the brunt of the enormous truck traffic resulting therefrom, was borne by the State Roads of Maryland. In addition to these war activities, freight motor lines from Baltimore to Washington, Philadelphia, New York, and various points throughout Maryland,and the weight of many of these trucks when loaded, was in excess of the loads for which our early bridges were designed (State Roads Commission 1920:56).

Published on separate sheets, the new standard plans (State Roads Commission 1919) for slab bridges reveal that the major changes was an increase in roadway width from 22 feet to 24 feet and a redesign of the reinforcement. The slab spans continued to feature solid parapets integrated into the span. The range of span lengths remained 6 to 16 feet, but the next year (1920) witnessed the issue of a supplemental plan for a 20 foot long slab span (State Roads Commission 1920).

The 1924 standard plans remained in effect until 1930, when 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 load bearing capacities. The reinforcing bars were increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

Three years later, in 1933, a new set of standard plans was introduced (State Roads Commission 1933). 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 width 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 bearing capacity.

A system of standard nomenclature for plans was introduced at this time: span type was indicated by a two-letter designator followed by span length and the year of the plan. Thus, CS-18-33 indicates an 18 foot concrete slab of the 1933 standard plan design; CG-36-33 was a 36 foot concrete girder (T-beam) of the same year. The inclusion of the year designator gave ready access to design details for each bridge and indicates that the State Roads Commission anticipated revisions to standard plans.

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?
No, there is no evidence to indicate that the construction of this bridge contributed to the growth and development of the 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?
No, this area is not eligible for historic designation.

Is the bridge a significant example of its type?
This bridge is not a significant example of its type.

Does the bridge retain integrity of important elements described in Context Addendum?
The bridge appears to retain integrity of its character defining elements.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?
No, this bridge is not a significant example.

Should the bridge be given further study before an evaluation of its significance is made?
No, further evaluation is not necessary.

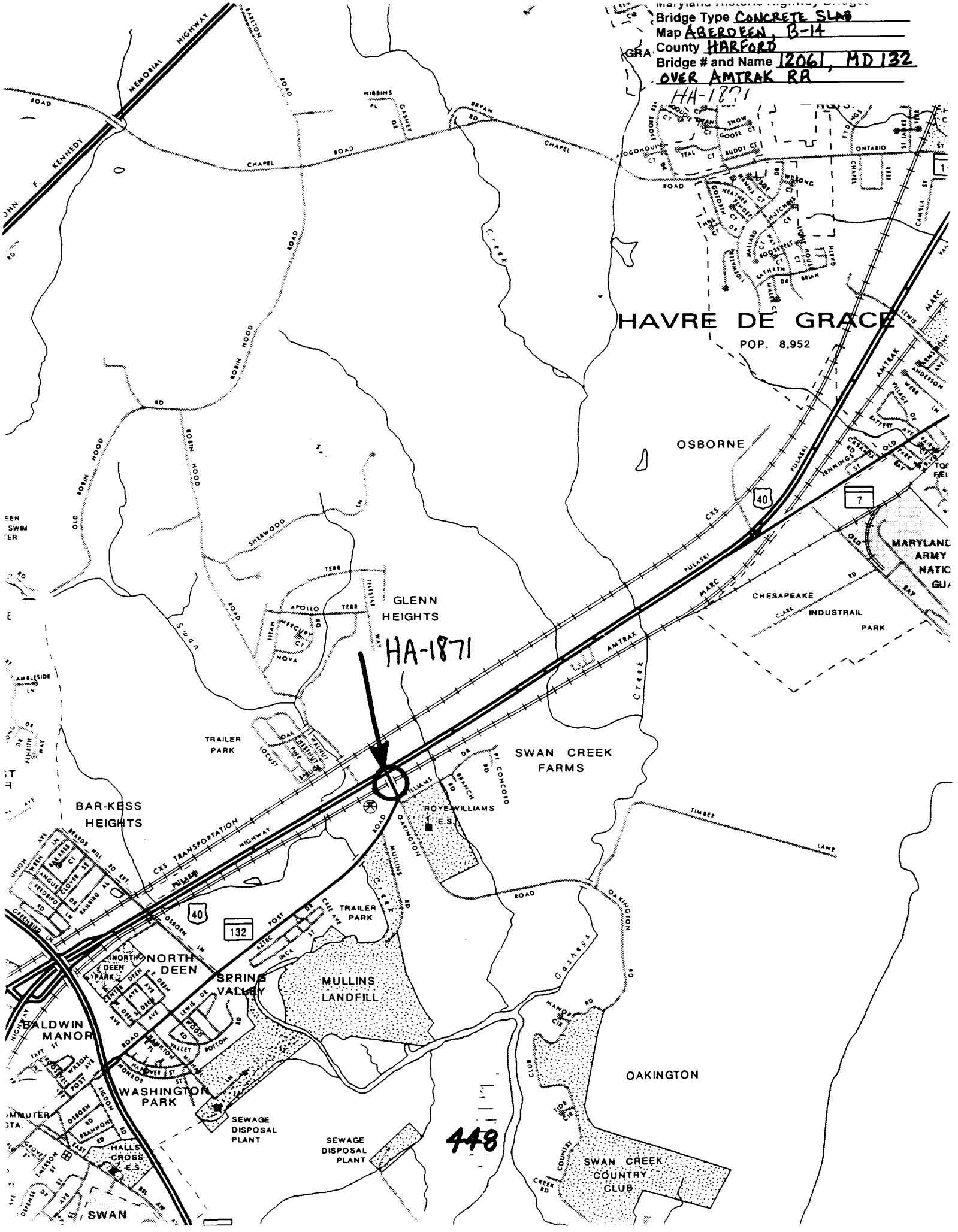
BIBLIOGRAPHY:

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

SURVEYOR:

Date bridge recorded 08/25/95
Name of surveyor Colin Farr
Organization/Address P.A.C. Spero & Company, Suite 412, 40 West Chesapeake Ave., Baltimore, MD 21204
Phone number 410-296-1635 **FAX number** 410-296-1670

Maryland Historic Highway Bridges
Bridge Type CONCRETE SLAB
Map ABERDEEN, B-14
County HARFORD
Bridge # and Name 12061, MD 132
OVER AMTRAK RR
HA-1871



HA-1871
HARFORD COUNTY, MD
JOHN TARQUINIO
29 JAN 1995
~~MARYLAND SHPO~~ SHA
STATE HIGHWAY BRIDGE 12061 OVER AMTRAK
VIEW LOOKING SOUTH ON
MD ROUTE 132
1/4

HA-1871
HARFORD COUNTY, MD
JOHN TARQUINIO
24 JAN 1995
~~MARYLAND SHPO~~ SHA
STATE HIGHWAY BRIDGE 17061 OVER AMTRAK
VIEW LOOKING SOUTH ON
MD ROUTE 132
2/4

HA-1871
HARFORD COUNTY, MD
JOHN TARQUINIO
24 JAN 1995
~~MARYLAND SHPO~~ SHA
STATE HIGHWAY BRIDGE 12061 OVER AMTRAK
VIEW LOOKING WEST
3/4

HA-1871
HARFORD COUNTY, MD
JOHN TARQUINIO
24 JAN 1995
~~MARYLAND SHPO~~ SHA
STATE HIGHWAY BRIDGE 12061 OVER AMTRAK
VIEW LOOKING EAST
4/4