

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-1873

Name: Nova Scotia Rd over James 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 _____	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>

*Eng*





Metal Cantilever

Concrete

Concrete Arch  Concrete Slab  Concrete Beam

Rigid Frame

Other Type Name \_\_\_\_\_

**Description:**

**Describe Setting:**

Bridge No. H 11 carries Nova Scotia Road north-south over James Run in Harford County, Maryland. The approach roadway has a bituminous concrete travelled way which is 16' wide on the north approach and 15' wide on the south approach. The north approach is on a slight down grade and on a curve. The south approach is level and on a curve. The area around the bridge appears to be heavily wooded along the margins of the creek with open spaces beyond the woods to the north, and agricultural fields to the south.

**Describe Superstructure and Substructure:**

Bridge No. H 11, built in 1930, is a single span steel beam bridge with a concrete slab deck and full height concrete abutments. The bridge has concrete curbs and W-beam guardrail. The steel beam stringers are generally in good condition, and the beams ends are encased in concrete. The bearings, if any are not visible. There is no bituminous concrete wearing surface on top of the bridge deck.

**Discuss Major Alterations:**

The original abutments were stone but have been encased in concrete. The deck surface is patched with bituminous concrete at both approaches, at the joints, and a single bituminous patch near the center of the span on the west side. The abutments and wingwalls appear to be original. However, numerous patches are visible in photographs of the southeast, southwest, and northeast top corner abutments and wingwalls. The concrete curbs appear to have been replaced along both sides of the bridge. The outside steel stringers are smaller than the others. It is unknown whether this is an original attribute of the bridge or a modification which occurred at a later date.

The steel beams of this is bridge are rated for a live load capacity of 16,000 PSI. This corresponds with the AASHTO standards for the use of bridge steel between the years 1905 and 1936.

**History:**

**When Built:** 1930

**Why Built:** Local transportation needs

**Who Built:** Unknown

**Why Altered:** Unknown

**Was this bridge built as part of an organized bridge building campaign: Yes**

**Surveyor Analysis:**

**This bridge may have NR significance for association with:**

A Events     Person  
 C Engineering/Architectural

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

It is unlikely that this bridge was constructed in response to significant events in local history, however an earlier bridge or ford may have been constructed for those reasons. Historic maps indicate that there were several structures in the vicinity of the crossing by 1878. At least one of the structures appears to be a grist and saw mill, and another appears to be a school.

**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?**

The construction and alteration probably didn't have a significant impact upon 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 historic and visual character of the possible district?**

This bridge is located very close to the Harford Iron Furnace Historic District. Neither this bridge nor its predecessor appears to have any functional relationship to the furnace complex, and does not add to the character of the Harford Iron Furnace Historic District.

**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 the important elements described in the Context Addendum?**

The primary character defining elements of this bridge do not appear to have integrity. Major repairs to the southeast, southwest, and northeast top corners of the abutments and wingwalls, and the replacement of the concrete curbs and guardrails, have occurred. The only primary character defining element which appears to retain complete integrity are the steel beams.

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

Further study of this bridge should not be completed before analysis of its significance is made. Photographs of this bridge indicate a major episodes of repair to the abutments,

wingwalls and concrete curbs, and the replacement of the guardrails. This bridge retains integrity of only one of its primary character defining elements, and would not be considered eligible for inclusion on the National Register of Historic Places.

**Bibliography:**

American Association of State Highway and Transportation Officials  
1989 Standard Specifications for Highway Bridges.

Greiner, Inc.

1995 Maryland Inventory of Historic Bridges.

Harford County

v.d. Harford County Bridge Inspection Files.

Martinet

1878 Map of Harford County.

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

1994 Historic Bridge Context: Historic Bridges in Maryland.

United States Geological Survey

1956 7.5' Bel Air Quadrangle, photorevised 1986.

United States Geological Survey

1901 15' Bel Air Quadrangle.

Wright, C. Milton.

1967 Our Harford Heritage: A History of Harford County, Maryland.

**Surveyor:**

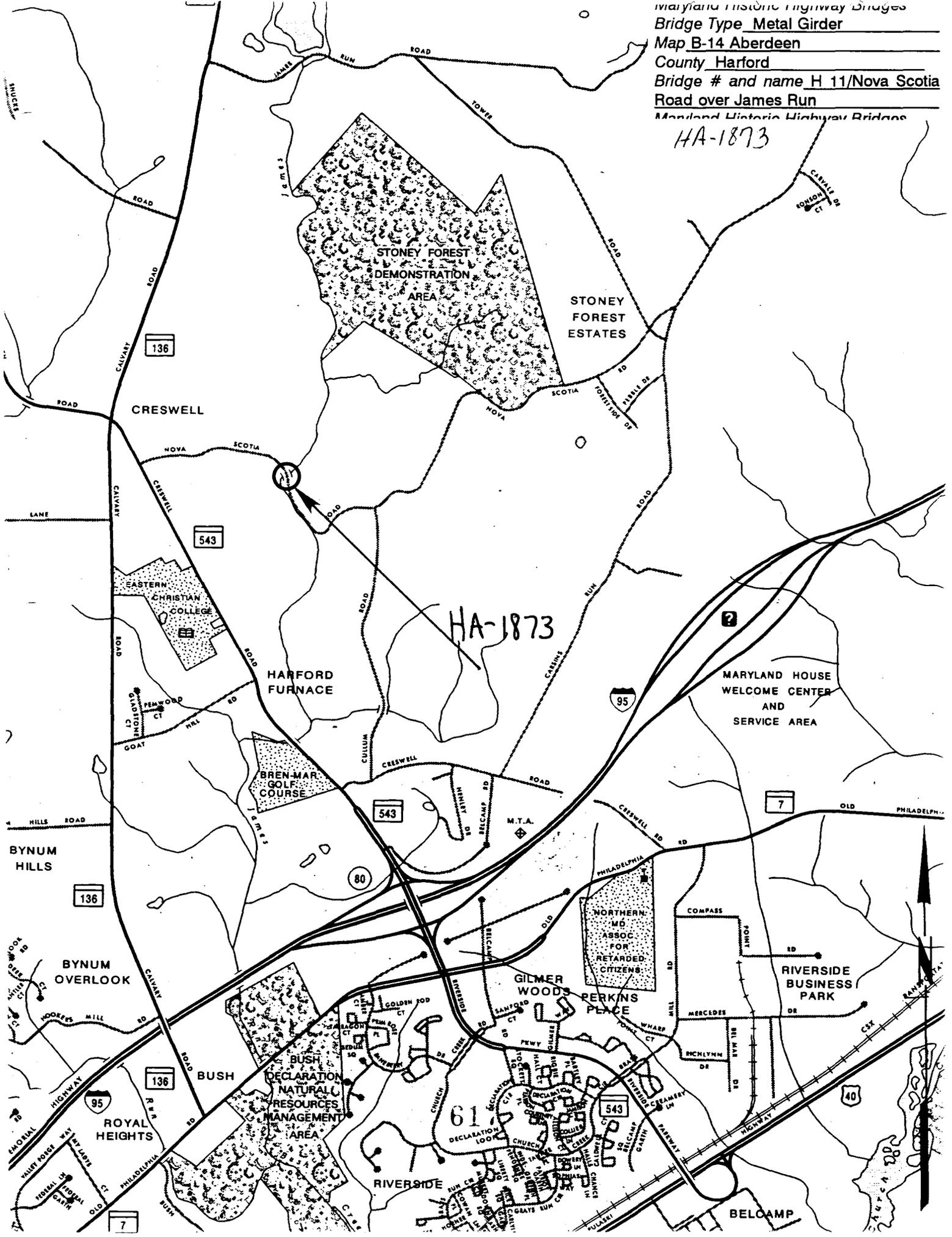
**Name:** Jason D. Moser \_\_\_\_\_ **Date:** September 1995

**Organization:** State Highway Admin. **Telephone:** (410) 321-2213

**Address:** 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges  
Bridge Type Metal Girder  
Map B-14 Aberdeen  
County Harford  
Bridge # and name H 11/Nova Scotia  
Road over James Run  
Maryland Historic Highway Bridges

HA-1873





HA-1873

HARFORD COUNTY, MD

JOHN TARQUINIO

26 JAN 1995

~~MARYLAND SHPO S MA~~

- BRIDGE NO. 111 OVER JAMES RUN
- VIEW LOOKING NORTH ON  
NOVIA SCOTIA RD

1/4



HA-1873  
HARFORD COUNTY, MD

JOHN TARQUINO

26 JAN 1995

~~MARYLAND SHPO~~ SMA

- BRIDGE NO. 111 OVER JAMES RUN
- VIEW LOOKING SOUTH ON  
NOVIA SCOTIA RD

2/4



HA-1873

HARFORD COUNTY, MD

JOHN TARQUINIO

26 JAN 1995

~~MARYLAND SHPO~~ SHA

- BRIDGE NO. H11 OVER JAMES RUN
- VIEW LOOKING EAST

3/4



HA-1873

HARFORD COUNTY, MD

JOHN TARQUINIO

26 JAN 1995

MARYLAND SHRO SMA

- BRIDGE NO. 111 OVER JAMES RUN
- VIEW LOOKING WEST

4/4