

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-1877

Name: Stafford Rd. over Herring 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 <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> </u> A <u> </u> B <u> X </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 </u> April 2001 <u> </u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u> 3 </u> April 2001 <u> </u>

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

MHT Number HA-1877

Name and SHA No. H 19 over Herring Run

Location:

Street/Road Name and Number: Stafford Road over Herring Run

City/Town: Havre De Grace Vicinity X

County: Harford

Ownership: ___ State X County ___ Municipal ___ Other

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

Is the bridge located within a designated district: X yes ___ no

___ NR listed district ___ NR determined eligible district

___ locally designated ___ other

Name of District Lower Deer Creek National Register Historic 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

X Metal Girder

X 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 _____

Description:

Describe Setting:

Bridge H 19 carries Stafford Road north-south over Herring Run in Harford County, Maryland. The bridge is located approximately 20' south of an intersection with Lapidum Road. The south approach has a 10' wide gravel traveled way. The north approach is level and tangent, the south approach is level and curved. The north approach to the bridge is the intersection of Lapidum and Stafford roads, and the south approach is a private driveway. There are w-beam traffic barriers on the north end of the bridge that terminate along Lapidum Road. The stream flows through the south span only. Upstream and downstream banks are vegetated and no erosion was observed. Some residences are visible in across the Susquehanna river the distance to the east. A single residence is visible to the south. The stream margins are covered in heavy vegetation.

Describe Superstructure and Substructure:

Bridge H 19, built 1930, is a two span continuous steel beam bridge with a corrugated metal deck and stone masonry pier and abutments. Each span is 22' long, has a clear bridge roadway width of 13.2', and a deck width (out-to-out): 13.9'. The deck is corrugated galvanized steel with bituminous fill. The steel beam ends are encased in concrete at the abutments, bearings if any, are encased. There are no bearings at the pier.

The stone masonry and mortar joints of the abutments are sound and in good condition except for a few hairline cracks and voids in the mortar joints. The stone masonry and mortar joints in the pier are sound and in good condition. The top portion of the southwest wing wall is missing.

Discuss Major Alterations:

In 1990 the stones of the pier were reset after sustaining impact damage, and a concrete encasement was built around the nose of the pier for protection, at which time guardrail and pot hole repairs were also completed. The center pier appears to have been built at a later date than the original construction and was repaired in 1992. The corrugated metal deck and steel beams are not original superstructure material (year unknown).

History:

When Built: 1930

Why Built: Local transportation

Who Built: Unknown

Why Altered:Not Applicable

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

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:

This bridge is near the historic town of Lapidum. Lapidum was founded during the early 18th century. By the middle of the 18th century a ferry was in operation across the Susquehanna River to Port Deposit in Cecil County. This bridge is located within sight of the Susquehanna and Tidewater Canal. The canal was in operation by 1839 and continued in operation until after 1900. The Susquehanna and Tidewater Canal was an important event in Maryland and local history.

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?

It is unknown whether the construction of this bridge had 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?

The town of Lapidum may be eligible as a separate district, distinct from Lower Deer Creek National Register Historic District. Historic standing structures within the vicinity of the bridge include HA-373, HA-374, HA-375, HA-376, and HA-377. It is likely that this bridge would be a contributing element of the possible district.

Is the bridge a significant example of its type?

This bridge may be a significant example of its type.

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

This bridge appears to retain integrity of the important elements described in the Context Addendum. The only known modifications to this bridge include the reset of stones in the masonry piers and the installation of a concrete encasement around the pier.

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

Further study of this bridge is unnecessary. This bridge appears to retain the integrity of

its primary character defining elements, and is considered eligible for inclusion on the National Register of Historic Places under Criteria A, and may also be eligible under Criteria C.

Bibliography:

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

1953 7.5' Aberdeen Quadrangle, photorevised 1985.

United States Geological Survey

1900 15' Havre De Grace Quadrangle.

Wright, C. Milton.

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

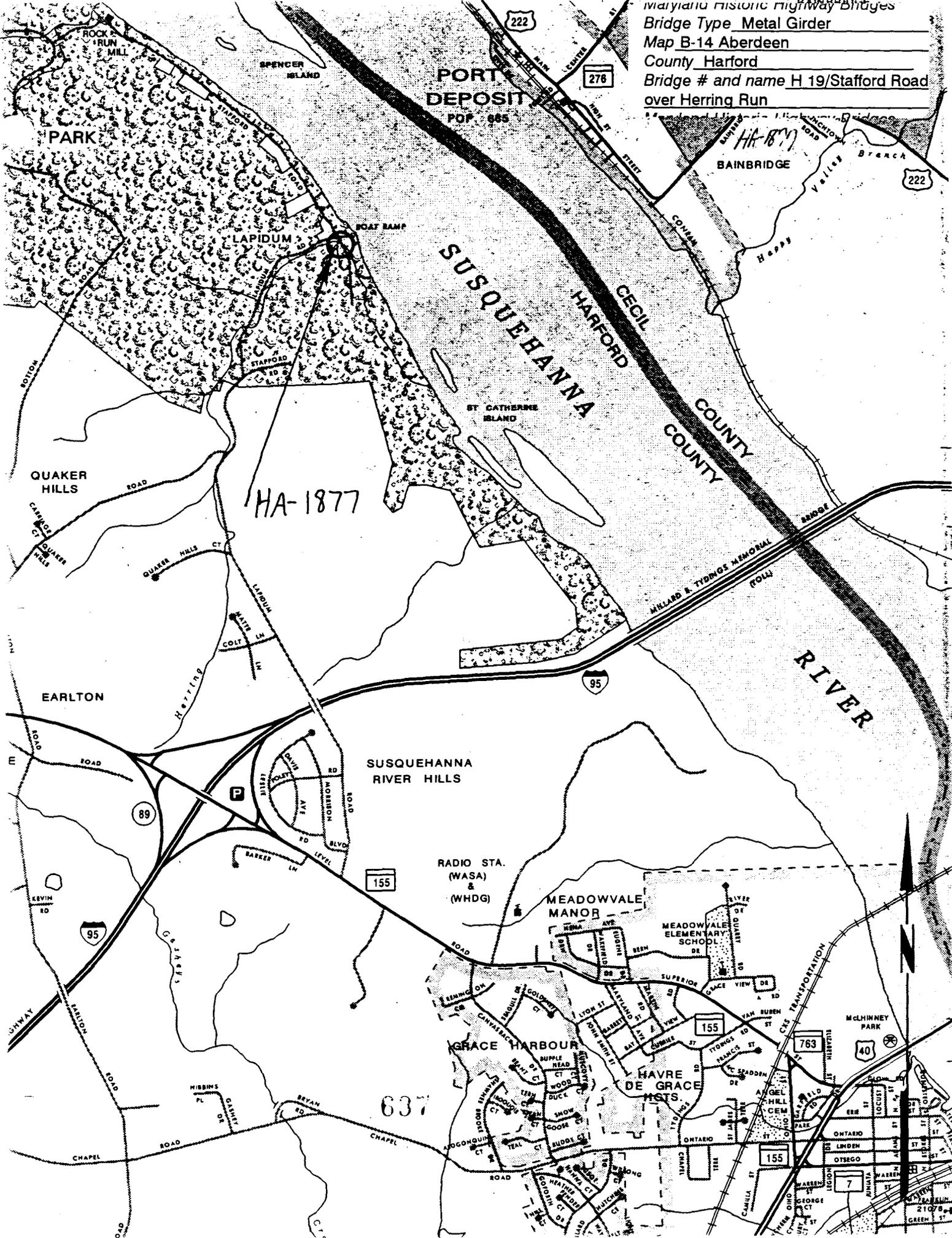
Surveyor:

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 19/Stafford Road
over Herring Run



WEIGHT
LIMIT
12
TONS

HA-1877

HARFORD COUNTY, MD

JOHN TARQUINIO

24 JAN. 1995

~~MARYLAND STATE~~ SHH

STATE HIGHWAY BRIDGE NO. H19

VIEW LOOKING SOUTH
ON STAFFORD RD

1/6

A black and white photograph of a road, possibly a bridge or a narrow road, with guardrails on both sides. The road is paved and appears to be leading into a wooded area. The guardrails have a striped pattern at the ends. A sign is visible on the right side of the road, partially cut off. The sign has the text "WE", "LI", and "TO" visible. The background shows trees and a utility pole.

WE
LI
TO

MHT#: HA-1877

PLACE: - HARFORD COUNTY, MD

INSP: - JOHN TARQUINIO

DATE: - 24 JAN 1975

NEG: - ~~MARYLAND SHPO~~ SHTA

SUBJ: - STATE HIGHWAY BRIDGE NO. H17

- VIEW LOOKING NORTH

ON STAFFORD RD

PHOTO: 2/6



NO. HA-1877

PLACE: - HARFORD COUNTY, MD

INSP: - JOHN TARQUINIO

DATE: - 24 JAN 1995

NEG: - ~~MARYLAND SHPD~~ SIXT

SUBT: - STATE HIGHWAY BRIDGE HI?
VIEW LOOKING EAST

PHOTO: 3/6



HA-1877

HARFORD COUNTY, MD

JOHN TARQUINIO

24 JAN 1975

~~MARYLAND STATE~~ SMA

STATE HIGHWAY BRIDGE HA

VIEW LOOKING WEST

9/6



HA-1377

HARFORD COUNTY, MD

JOHN TARQUINIO

24 JUL 1975

~~MARYLAND SAPO~~ SHH

STATE HIGHWAY BRIDGE HA

VIEW FROM BRIDGE LOOKING

NORTH AT NEARBY STONE FOUNDATION

5/6



HA-1377

HARFORD COUNTY, MD

JOHN TARQUINIO

24 JAN 1995

~~MARYLAND SHPO~~ SHA

STATE HIGHWAY BRIDGE #119

VIEW FROM BRIDGE LOOKING

NORTH AT CANAL & CANAL LOCK

6/6