

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-1879

Name: Harmony Church Rd over Mill Brook

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 <input checked="" type="checkbox"/> 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>

Ans



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

MHT Number HA-1879

Name and SHA No. H 28 over Mill Brook

Location:

Street/Road Name and Number: Harmony Church Road over Mill Brook

City/Town: Level 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 28 carries Harmony Church Road east-west over Mill Brook in Harford County, Maryland. Mill brook flows in a south to north direction at this location. The east approach is level, curved and has a 17' wide bituminous concrete and gravel traveled roadway. The west approach is a 17' wide bituminous concrete roadway and has a steep downgrade to the bridge and a sharp reverse curve. There are no traffic barriers on the approaches; however, there is 65'± of W-beam guardrail on the south side of the bridge and 80'± on the north side of the bridge. The guardrails have blunt ends. The upstream and downstream banks are vegetated. The area around Bridge H 28 is in a rural and wooded area with a few residential structures nearby.

Describe Superstructure and Substructure:

Bridge # H 28, built 1933, is a single span steel beam bridge with a timber plank deck and concrete abutments. This structure has a span length of 34' with a bridge deck width (out-to-out) of 15.3', and a bridge roadway width of 15.2'. The deck is constructed of 3" x 12" timber planks. The main superstructure members are steel I-beam stringers, with no bearings. There is a concrete encasement, 9" to 18" wide along the bottom of the east abutment. Both abutments have a corrugated metal backwall. Traffic barriers along the bridge consist of W-beam guardrails.

The steel beams have light corrosion and the top and bottom flanges of interior stringers have up to 1/8"± loss of flange thickness at midspan. Portions of the abutment wingwalls are honeycombed and have exposed aggregate. The timber deck is in good condition.

Discuss Major Alterations:

Some of the timber planks were replaced around 1993. The W-beam guardrails currently on this bridge are likely to have replaced an earlier guardrail of unknown construction type. The timber deck is supported by steel I-beams with a PSI rating of close to 16,000. This rating is consistent with steel stringers used in bridge construction between the years 1905 and 1936. This rating in combination with the I-beam construction indicates that these beams are original elements of the bridge.

History:

When Built: 1933

Why Built: Local transportation needs

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 may have been constructed in response to significant events in local history. This bridge is located very near a bark mill in the vicinity of Cooksville. Structures HA-158 (Tanbark Mill), HA-159, HA-160, HA-161, HA-162, and HA-169 are all located within the immediate vicinity of the bridge, at least one of which may be related to the bark mill.

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 this bridge had a significant impact upon the growth and development of this 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 bridge may be located within an area which might be eligible for a separate listing as a local historic district within the Lower Deer Creek National Register Historic District. It is unknown whether this bridge would add to or detract from the visual character of the district. The district's contributing structures date from the mid 18th century to the 1940's.

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 the integrity of its primary character defining elements as described by the Context Addendum. The use of steel I-Beam construction, and date range indicated by the live load capacity of this bridge indicate that the steel beams are original elements of the bridge.

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

No further study should be given to this bridge before its significance is determined. This bridge is eligible for inclusion on the National Register of Historic Places under Criteria C, and may also be eligible under Criteria A.

Bibliography:

- American Association of State Highway and Transportation Officials
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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.

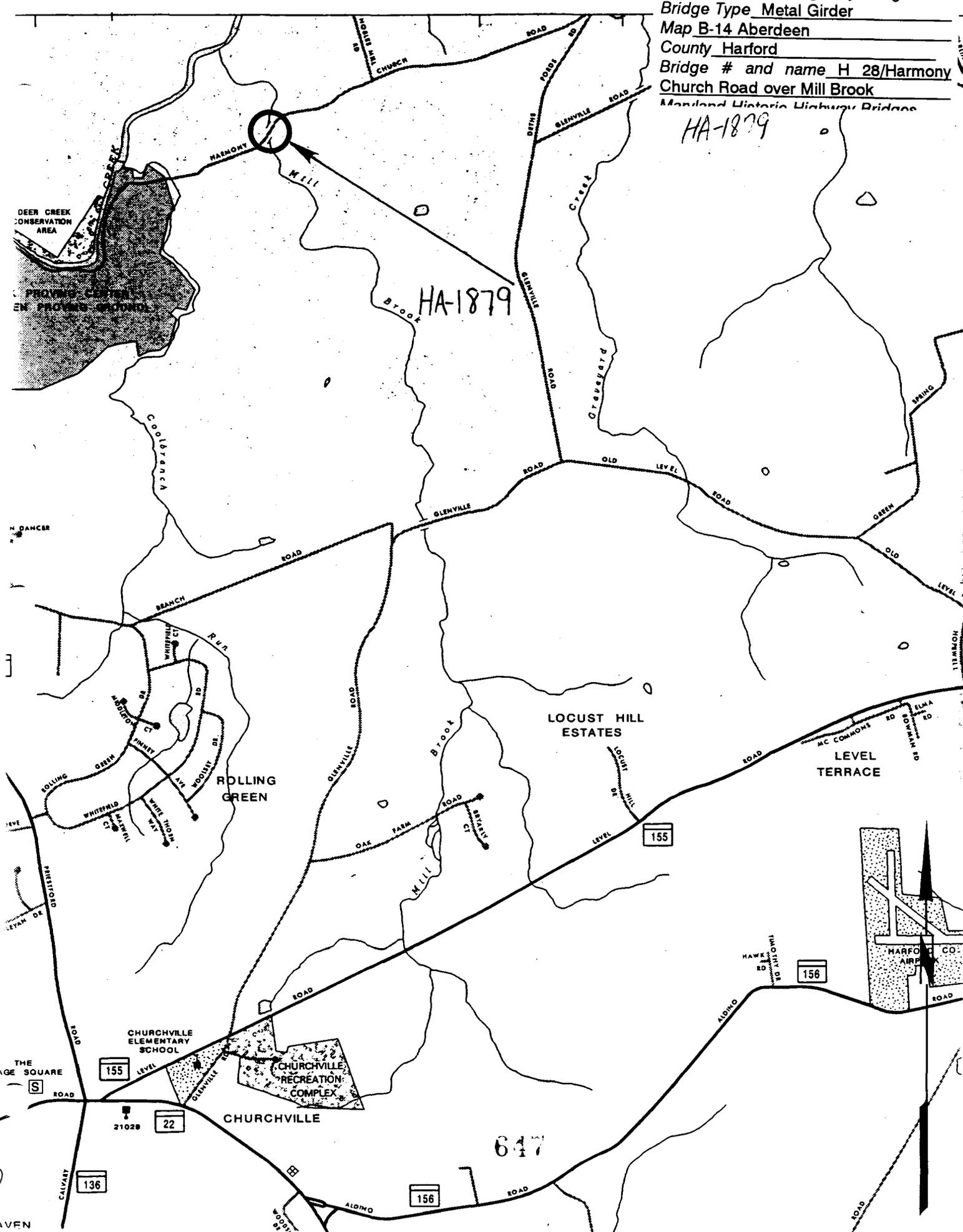
Surveyor:

Name: Jason D. Moser **Date:** September 1995
Organization: State Highway Admin. **Telephone:** (410) 321-2213
Address: 2323 West Joppa Road Brooklandville, MD 21022

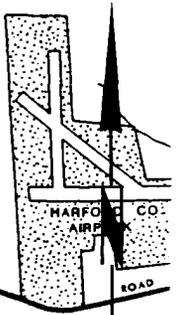
HA-1879

HA-1879

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HA-1879

HARFORD COUNTY, MD

JOHN TARQUINIO 27 JAN 1995

~~MARYLAND STATE~~ SHA

STATE HIGHWAY BRIDGE 418 OVER HILL
VIEW LOOKING WEST ON BROOK

HARMONY CHURCH RD

1/4



H/A-1879

HARFORD COUNTY, MD

JOHN TARQUINIO 27 JAN 1975

~~MARYLAND SHPO~~ SMA

STATE HIGHWAY BRIDGE H2B OVER MILL
BROOK

VIEW LOOKING EAST ON

HARMONY CHURCH RD

2/4



HP-1879

HARFORD COUNTY, MD

JOHN TARQUINO 27 JAN 1995

~~MARYLAND SHPO~~ SMA

STATE HIGHWAY BRIDGE H28 OVER MILL
VIEW LOOKING SOUTH BROOK

3/4



HA 1879

HARFORD COUNTY, MD

JOHN TARQUINIO

~~27 JAN 1995~~

~~MARYLAND SHAD~~ SHA

STATE HIGHWAY BRIDGE H20 OVER MILL
VIEW LOOKING NORTH BROOK

4/4