

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-1880

Name: GLENVIEW 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 <input checked="" type="checkbox"/> X	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> 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 Number HA-1880

Name and SHA No. H 30 over Mill Brook

Location:

Street/Road Name and Number: Glenville 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 30 carries Glenville Road east-west over Mill Brook in Harford County, Maryland. Mill Brook flows from south to north in this location. The approach roadway has a 16' wide bituminous concrete traveled way on both the east and west approaches. The east approach is on slight vertical grade and slightly curved. The west approach is on a slight vertical grade and tangent. There are no guardrails on the approaches. There are overhead utility lines on the south side of the bridge, and the area is lightly wooded along stream margins, and is surrounded by rural residences and farms.

Describe Superstructure and Substructure:

Bridge H 30, built 1930, is a simple span steel beam bridge 38' in length, with a concrete slab deck, full height stone masonry abutments with gunite coating, and wingwalls of piled rock construction. The superstructure support consists of eight steel wide-flange beams. Beam bearings, if any, were not visible. The deck is a 7" reinforced concrete slab with a 1" bituminous wearing surface. The deck is 17.7' wide (out-to-out), and has a roadway width of 16.7'. The railings are of the Steel W-beam type

The underside of the deck exhibits honey combing, some deterioration and some random hairline cracking. The bituminous concrete wearing surface is generally in good condition. Steel beam stringers are generally in good condition. The fifth stringer from the south end has a crack on the north face of web at the splice location extending approximately 1 1/2" down the web diagonally from the intersection of the web and top flange.

Discuss Major Alterations:

The tops of the curbs have been rehabilitated and new concrete placed. The pipe railing guardrail has been replaced with a W-beam guardrail. The stone abutments and wingwalls have recently been repaired with gunite. There is a concrete encasement for the footing of the abutment, and some rip-rap has been placed along the concrete encasement for the entire length of the abutment, but is now half washed away and remains at the downstream end only. In 1992, a concrete toewall was placed at the east abutment for scour protection. The downstream wingwall was replaced with gabions.

Bridge inspection files indicate that this bridge has wide flange steel stringers, which are indicative of a later construction date. Bridge inspection files indicate the steel stringers are rated for 18,000 PSI. This information is consistent with steel beams used in bridge construction between the years 1936 and 1963. This information indicates that the superstructure of this bridge was probably replaced between 1936 and 1963. The 1991 bridge inspection report indicates that this bridge was constructed in 1955. This date may actually represent the date of reconstruction of the bridge. There is no additional information regarding modification of this bridge.

History:

When Built: 1930

Why Built: Unknown

Who Built: Unknown

Why Altered: Unknown

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:

The predecessor of this bridge may have been constructed in response to significant events in Maryland or local history. Martinet's 1878 map Harford County, indicates there were several structures in the immediate vicinity of the bridge. At least two structures which were owned by a Dr. Roberts, and a grist mill a short distance to the north of the bridge may have played a role in the construction of this bridge.

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 unlikely that the construction of this bridge or its alteration had a significant impact upon the growth and the development of the area. It is more likely that the previous bridge may have had such an impact.

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 in Lower Deer Creek National Register Historic District. The bridge is located near historic standing structures HA-147 and HA-668. 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?

The bridge does not appear to be a significant example of its type.

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

This bridge does not appear to retain the integrity of the character defining elements described in the context addendum. Recent repairs include: replacement of pipe railing guardrail with a W-beam guardrail, rehabilitation of the concrete curbs, and repair of the stone abutments and wingwalls, which were completely encased in gunite. The original abutments and wingwalls are not visible through the gunite covering, but are presumably still intact.

Bridge inspection files indicate that this bridge has wide flange steel stringers, which are indicative of a later construction date. The bridge beam capacity is rated at 18,000 PSI live load. This was the typical strength of steel beams in bridges built between 1936 and 1963. This information indicates that the superstructure of this bridge was probably replaced between 1936 and 1963. The 1991 bridge inspection report indicates that this bridge was constructed in 1955. This date may actually represent the date of reconstruction of the bridge. There is no additional information regarding modification of this bridge.

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

Further analysis of this bridge is unnecessary. This bridge does not appear to have retained the integrity of its primary character defining elements, and is not eligible for inclusion on the National Register of Historic Places.

Bibliography:

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AA-1800

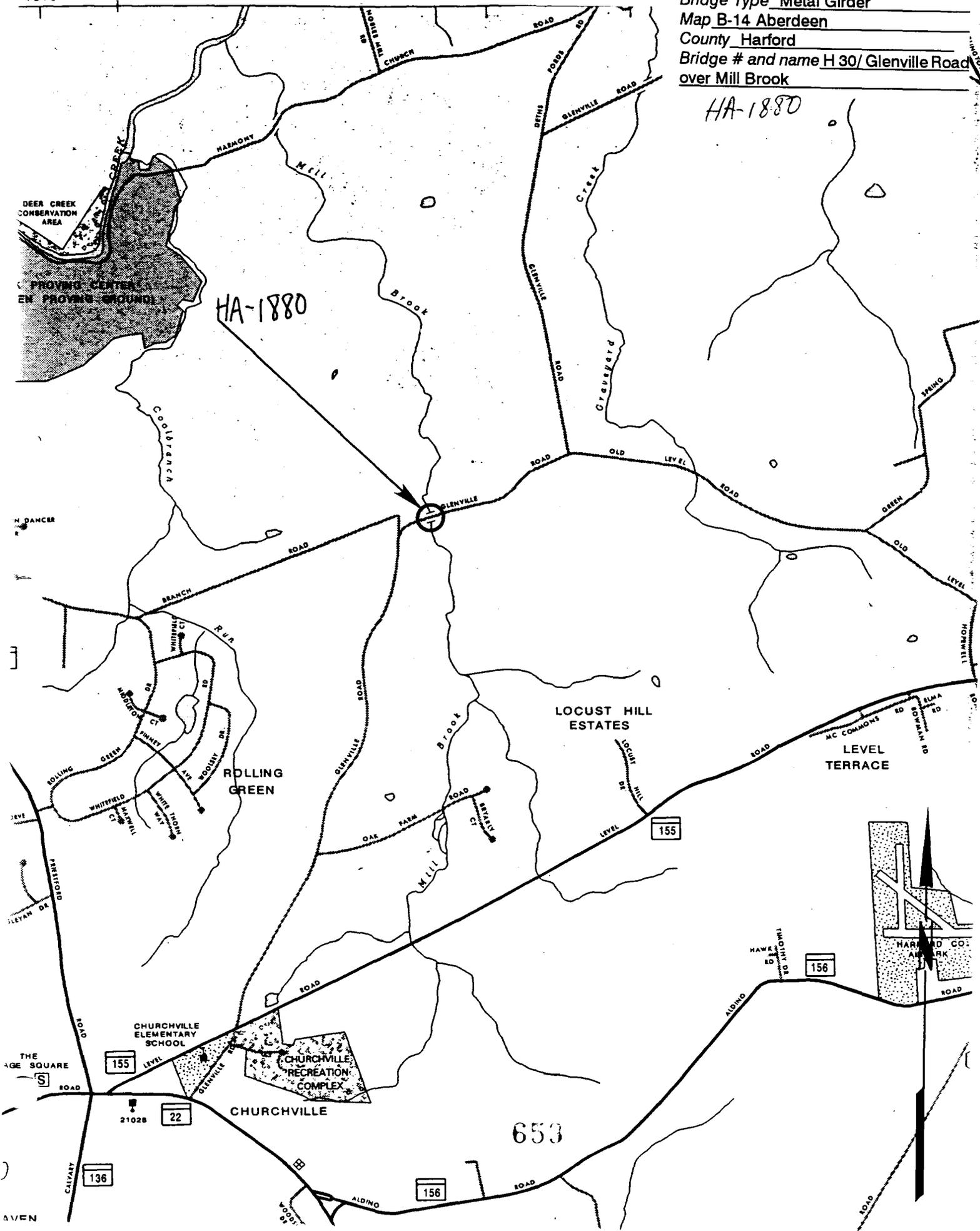
Surveyor:

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

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

Address: 2323 West Joppa Road Brooklandville, MD 21022

HA-1880





HA-1880

HARFORD COUNTY, MD

JOHN TARQUINIO

27 JAN 1995

~~MARYLAND SHPO~~ SHA

STATE HIGHWAY BRIDGE H30 OVER MILL
VIEW LOOKING WEST ON BRUK
GLENVILLE ROAD

1/4



HA-1880

HARFORD COUNTY, MD

JOHN TARQUINIO

27 JAN 1995

~~MARYLAND SHPO SITE~~

STATE HIGHWAY BRIDGE H30 OVER
VIEW LOOKING EAST ON MILL BROOK
GLENVILLE ROAD

2/4



HA-1880

HARFORD COUNTY, MD

JOHN TARQUINIO

27 JAN 1995

~~MARYLAND SHPO SHA~~

STATE HIGHWAY BRIDGE H30 OVER
VIEW LOOKING SOUTH MILL BROOK

3/4



HA-1880
HARFORD COUNTY, MD

JOHN TARQUINIO

27 JAN 1995

~~MARYLAND SHPO~~ SHA

STATE HIGHWAY BRIDGE H30 OVER
VIEW LOOKING NORTH HILL BROOK

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