

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-1972

Name: 12009/MD7 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>

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MARYLAND INVENTORY OF HISTORIC BRIDGES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION/  
MARYLAND HISTORICAL TRUST

MHT No. HA-1972

SHA Bridge No. 12009 Bridge name MD 7 over James Run

**LOCATION:**

Street/Road name and number [facility carried] MD 7 (Old Philadelphia Road)

City/town Abingdon Vicinity X

County Harford

This bridge projects over: Road      Railway      Water X Land     

Ownership: State X County      Municipal      Other     

**HISTORIC STATUS:**

Is the 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      Retractable      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      Concrete Beam X Rigid Frame     

Other      Type Name

**DESCRIPTION:**

**Setting:** Urban \_\_\_\_\_ Small town \_\_\_\_\_ Rural  X

**Describe Setting:**

Bridge No. 12009 carries MD 7 (Old Philadelphia Road) over James Run in Harford County. MD 7 runs east-west and James Run flows north-south. The bridge is located in the vicinity of Abingdon, and is surrounded by a wooded area.

**Describe Superstructure and Substructure:**

Bridge No. 12009 is a 2-span, 2-lane, concrete beam bridge. The bridge was originally built in 1925. The structure is 56 feet long and has a clear roadway width of 24 feet. The out-to-out width is 26 feet. The superstructure consists of beams which support a concrete deck and concrete parapets. The structure has solid panel, concrete parapets and the roadway approaches have steel guard rails. The substructure consists of two (2) concrete abutments, and one (1) intermediate pier at mid-length. There are flared wing walls and the structure has a sufficiency rating of 65.0.

According to the 1996 inspection report, this structure was in fair condition with cracking, and delamination on both interior and exterior beams. The beams have some rusted reinforcing bars exposed. The pier and abutments have cracking and some erosion at and below the water line. The parapets have irregular cracks and scaling with some aggregate exposed. In addition, the parapets are misaligned over the pier and the north parapet has a visible dip over the pier. The curb at the base of the parapets has severe scaling and section loss.

**Discuss Major Alterations:**

Bridge 12009 has had no major alterations.

**HISTORY:**

**WHEN was the bridge built:** 1925

**This date is:** Actual  X  Estimated \_\_\_\_\_

**Source of date:** Plaque \_\_\_\_\_ Design plans  X  County bridge files/inspection form

**Other (specify) :** State Highway Administration bridge files/inspection form

**WHY was the bridge built?**

The bridge was constructed in response to the need for a more efficient transportation network and increased load capacity.

**WHO was the designer?**

State Roads Commission

**WHO was the builder?**

Unknown

**WHY was the bridge altered?**

N/A

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

There is no evidence that the bridge was built as part of an organized bridge building campaign.

**SURVEYOR/HISTORIAN ANALYSIS:**

**This bridge may have National Register significance for its association with:**

- A - Events \_\_\_\_\_
- B- Person \_\_\_\_\_
- C- Engineering/architectural character \_\_\_\_\_

This bridge does not have National Register significance.

**Was the bridge constructed in response to significant events in Maryland or local history?**

The earliest concrete beam bridges in the nation were deck girder spans that featured concrete slabs supported by a series of longitudinal concrete beams. This method of construction was conceptually quite similar to the traditional timber beam bridge which had found such widespread use both in Europe and in America. Developed early in the twentieth century, deck girder spans continued to be widely used in 1920 when noted bridge engineer Milo Ketchum wrote *The Design of Highway Bridges of Steel, Timber and Concrete* (Ketchum 1920).

Although visually similar to deck girder bridges, the T-beam span features a series of reinforced concrete beams that are integrated into the concrete slab, forming a monolithic mass appearing in cross section like a series of upper-case "T"s connected at the top. Thaddeus Hyatt is believed to have been the first to come upon the idea of the T-beam when he was studying reinforced concrete in the 1850s, but the first useful T-beam was developed by the Belgian Francois Hennebique at the turn of the present century (Lay 1992:293). The earliest references to T-beam bridges refer to the type as concrete slab and beam construction, a description that does not distinguish the T-beam design from the concrete deck girder. Henry G. Tyrrell was perhaps the first American bridge engineer to use the now standard term "T-beam" in his treatise *Concrete Bridges and Culverts*, published in 1909. Tyrrell commented that "it is permissible and good practice in designing small concrete beams which are united by slabs, to consider the effect of a portion of the floor slab and to proportion the beams as T-beams" (Tyrrell 1909:186).

By 1920, reinforced concrete, T-beam construction had found broad application in standardized bridge design across the United States. In his text, *The Design of Highway Bridges of Steel, Timber and Concrete*, Milo S. Ketchum included drawings of standard T-beam spans recommended by the U.S. Bureau of Public Roads as well as drawings of T-beam bridges built by state highway departments in Ohio, Michigan, Illinois, and Massachusetts (Ketchum 1920). By the 1930s the T-beam bridge was widely built in Maryland and Virginia.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement 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 1920-1929, 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 been inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's. Most improvements to local roads waited until the years after World War I.

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 away 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.

In 1930, 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 the load bearing capacities. The reinforcing bars increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

In 1933, a new set of standard plans were introduced by the State Roads Commission. 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 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 capacity.

**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?**

There is no evidence that the construction of this bridge had a significant impact on 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 the historic/visual character of the potential district?**

The bridge is located in an area which does not appear to be eligible for historic designation.

**Is the bridge a significant example of its type?**

A significant example of a concrete beam bridge should possess character-defining elements of its type, and be readily recognizable as an historic structure from the perspective of the traveler. The integrity of distinctive features visible from the roadway approach, including parapet walls or railings, is important in structures which are common examples of their type. In addition, the structure must be in excellent condition. This bridge, which has considerable deterioration in the concrete beams and parapets, is an undistinguished example of a concrete beam bridge.

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

The bridge retains much of the character-defining elements of its type, however, the integrity of these elements has been compromised by severe deterioration.

**Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?**

This bridge is not a significant example of the work of a manufacturer, designer, and/or engineer.

**Should the bridge be given further study before an evaluation of its significance is made?**

No further study of this bridge is required to evaluate its significance.

**BIBLIOGRAPHY:**

County inspection/bridge files \_\_\_\_\_ SHA inspection/bridge files  X

**Other (list):**

Ketchum, Milo S.

1908 *The Design of Highway Bridges and the Calculation of Stresses in Bridge Trusses.* The Engineering News Publishing Co., New York.

1920 *The Design of Highway Bridges of Steel, Timber and Concrete.* Second edition. McGraw-Hill Book Company, New York.

Lay, Maxwell Gordon

1992 *Ways of the World: A History of the World's Roads and of the Vehicles That Used Them.* Rutgers University Press, New Brunswick, New Jersey.

Luten, Daniel B.

1912 Concrete Bridges. *American Concrete Institute Proceedings* 8:631-640.

1917 *Reinforced Concrete Bridges.* National Bridge Company, Indianapolis, Indiana.

Maryland State Roads Commission

1930a *Report of the State Roads Commission for the Years 1927, 1928, 1929 and 1930.* State of Maryland, State Roads Commission, Baltimore.

1930b *Standard Plans.* State of Maryland, State Roads Commission, Baltimore.

Taylor, Frederick W., Sanford E. Thompson, and Edward Smulski

1939 *Reinforced-Concrete Bridges with Formulas Applicable to Structural Steel and Concrete.* John Wiley & Sons, Inc., New York.

Tyrrell, H. Grattan

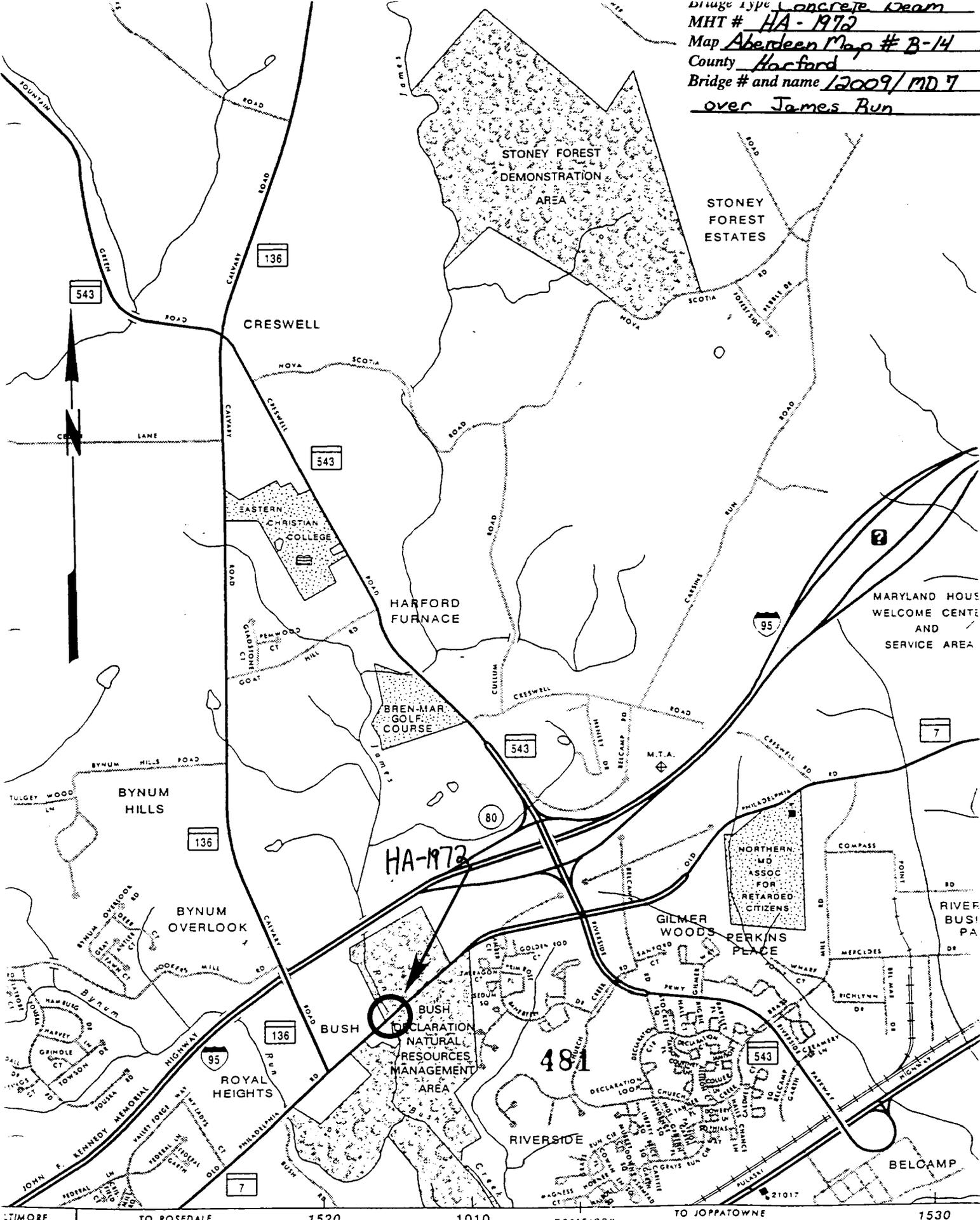
1909 *Concrete Bridges and Culverts for Both Railroads and Highways.* The Myron C. Clark Publishing Company, Chicago and New York.

HA-1972

**SURVEYOR:**

**Date bridge recorded** 2/25/97  
**Name of surveyor** Caroline Hall  
**Organization/Address** P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204  
**Phone number** (410) 296-1685 **FAX number** (410) 296-1670

Bridge type Concrete Beam  
 MHT # HA-1972  
 Map Aberdeen Map # B-14  
 County Harford  
 Bridge # and name 12009/MD 7  
over James Run





1. HA-1972
2. MD 7 over James Run (12009)
3. Harford Co, MD
4. Caroline Hall
5. 3/97
6. MD SHPO
7. north side
8. 3 of 6



1. HA - 1972
2. MD 7 over Jones Run (12009)
3. Harford Co, MD
4. Caroline Hall
5. 3/97
6. MD SHPO
7. roadway approach
8. 4 of 6



1. HA-1972

2. MD 7 over James Run (12.009)

3. Harford Co, MD

4. Caroline Hall

5. 3/97

6. MDSHPO

7. south side

8. 1 of 6



1. HA-1972
2. MD 7 over James Run (12009)
3. Harford Co, MD
4. Caroline Hall
5. 3/97
6. MD SHPO
7. roadway approach
8. 2 of 6



1. HA-1972
2. MD 7 over James Run (12009)
3. Harford Co, MD
4. Caroline Hall
5. 3/97
6. MD SHPO
7. north side
8. 5 of 6



1. HA-1972
2. MD 7 over James Run (12009)
3. Harford Co, MD
4. Caroline Hall
5. 3/97
6. MD SHPO
7. south side
8. 6 of 6



Survey No. HA-1972

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (  prehistoric  historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: Structure

Historic Environment: Rural

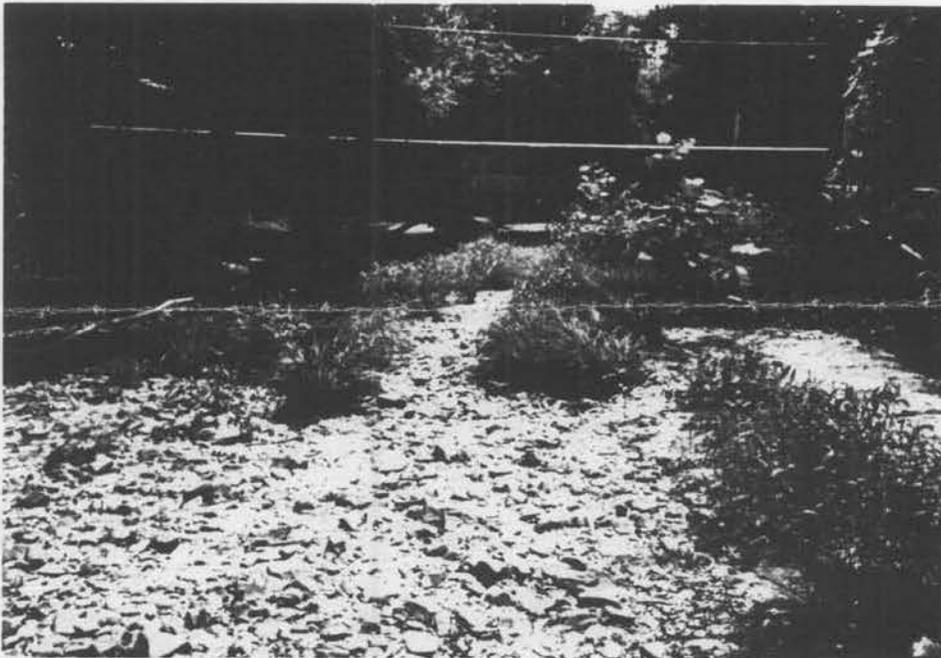
Historic Function(s) and Use(s): Transportation

Known Design Source: Unknown

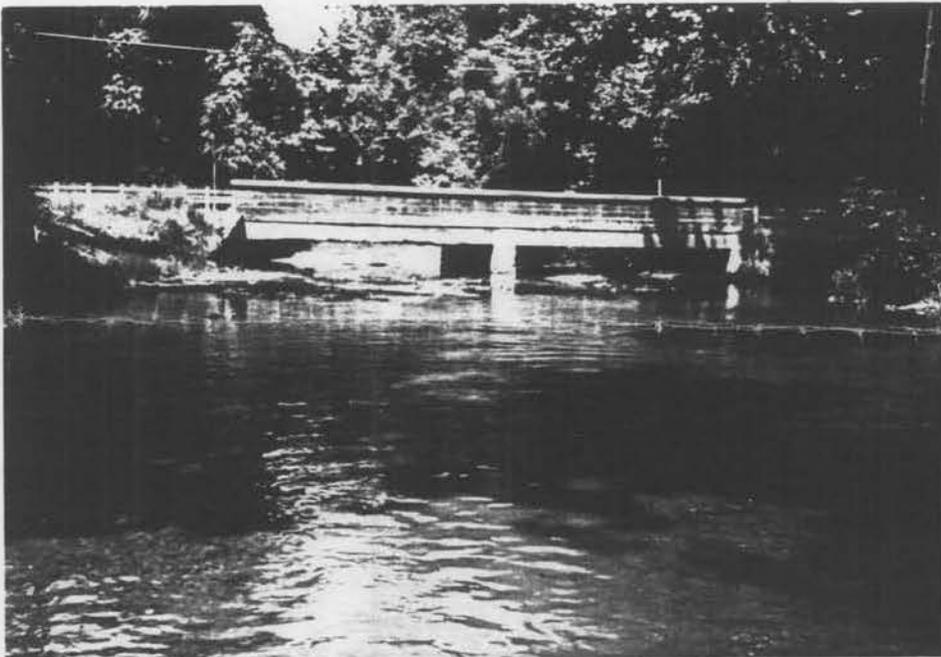
1990 In-Depth Defect Inspection

Bridge No. 12009

MD Route 7 over James Run

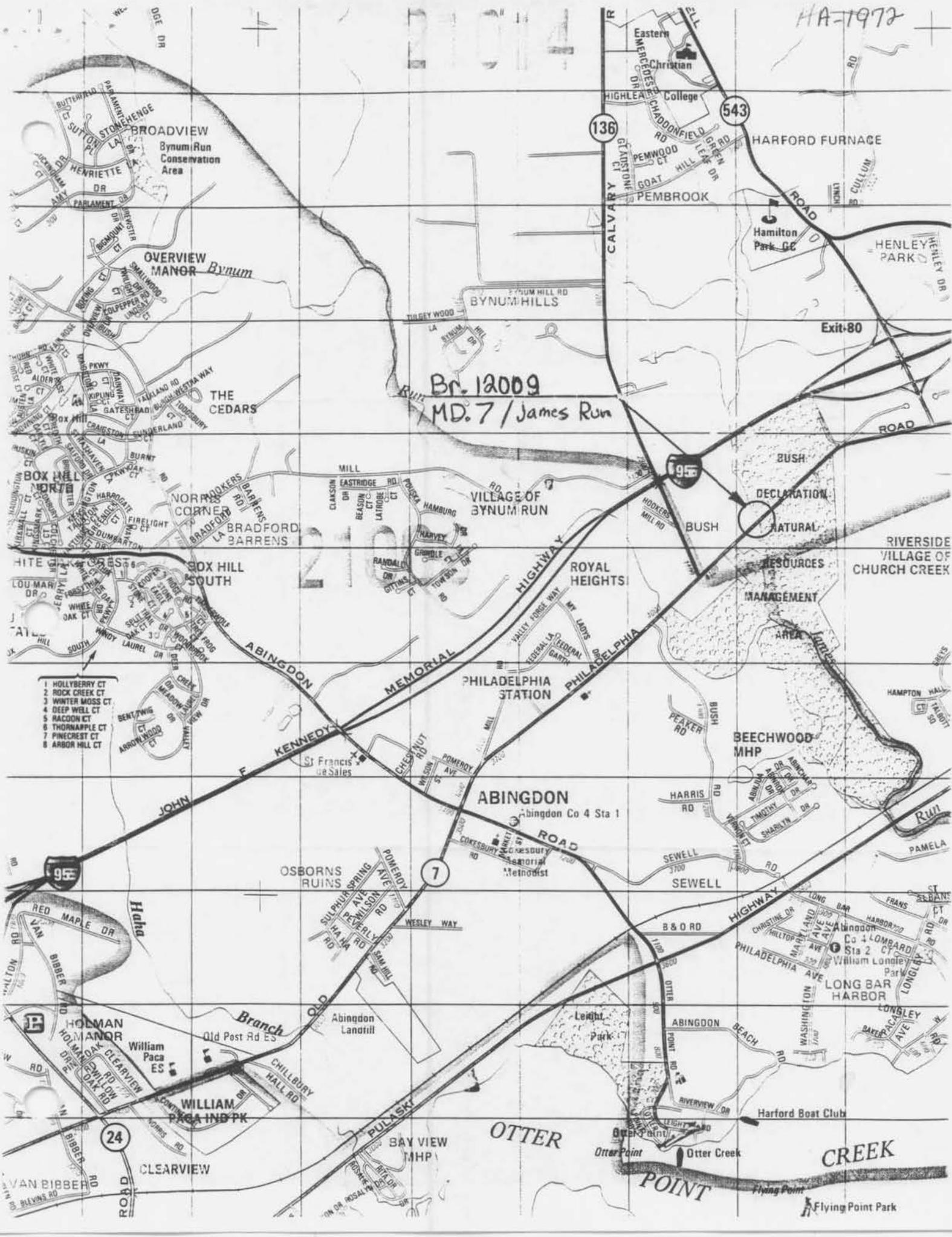


No. 3 - SOUTH ELEVATION



No. 4 - NORTH ELEVATION

HA-1977



Br. 12009  
MD. 7 / James Run

- 1 HOLLYBERRY CT
- 2 ROCK CREEK CT
- 3 WINTER MOSS CT
- 4 DEEP WELL CT
- 5 RACCOON CT
- 6 THORNAPPLE CT
- 7 PINECREST CT
- 8 ARBOR HILL CT

Haha

Branch

Old Post Rd ES

Chillbory Hall Rd

William Paca ES

Clearview

Van Bibber Rd

24

Flying Point Park