

## MHT #

H-37

HA-1982

**Name:**

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 bridged received the following determination of eligibly.

**MARYLAND HISTORICAL TRUST**

Eligibility Recommended   X  

Eligibility Not Recommended \_\_\_\_\_

Criteria:      A      B      C      D Considerations:      A      B      C      D      E      F      G      None

Comments: \_\_\_\_\_

Reviewer, OPS: Anne E. Bruder

Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze

Date: 3 April 2001

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

MHT No. HA-1982

SHA Bridge No. H-37 Bridge name Forge Hill Road over Deer Creek

**LOCATION:**

Street/Road name and number [facility carried] Forge Hill Road

City/town Dublin Vicinity X

County Harford

This bridge projects over: Road      Railway      Water X Land     

Ownership: State      County X Municipal      Other     

**HISTORIC STATUS:**

Is the bridge located within a designated historic district? Yes      No     

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 X Concrete Slab      Concrete Beam      Rigid Frame     

Other      Type Name

**DESCRIPTION:**

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

**Describe Setting:**

Bridge H-37 carries Forge Hill Road over Deer Creek in Harford County. Forge Hill Road runs north-south and Deer Creek flows east. The bridge is located in the vicinity of Dublin, in Palmer State Park, and is surrounded by a wooded area.

**Describe Superstructure and Substructure:**

Bridge H-37 is a 3-span, 2-lane, concrete arch bridge. The bridge was constructed in 1925. The structure is 65.8 meters (216 feet) long and has a clear roadway width of 5.9 meters (19 feet 2 inches); there are no sidewalks. The out-to-out width is 6.3 meters (20 feet 10 inches). The superstructure consists of 3 arches which support transverse floor beams, a concrete deck and concrete parapets. The bridge is a closed spandrel rib concrete arch bridge. The concrete deck has a bituminous wearing surface. The structure has pierced concrete parapets and the roadway approaches have metal guardrails. The substructure consists of 2 concrete abutments and 2 concrete piers. The bridge is posted for 4 tons, and has a sufficiency rating of 31.9.

According to the 1995 inspection report, this structure was in poor to extremely poor condition with overall deterioration. The asphalt wearing surface has small patches and potholes. The concrete arches are spalled and have exposed reinforcement bars. The underside of the deck has deteriorated. The abutments are honeycombing and cracking. The piers are spalling, scaling, and eroding. Also, the concrete parapets are in poor condition. They are heavily spalled with exposed reinforcement bars.

**Discuss Major Alterations:**

There have been no major alterations to the bridge.

**HISTORY:**

WHEN was the bridge built: 1925

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

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

Other (specify): \_\_\_\_\_

**WHY was the bridge built?**

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

**WHO was the designer?**

Harford County

**WHO was the builder?**

Harford County

**WHY was the bridge altered?**

N/A

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

Unknown

**SURVEYOR/HISTORIAN ANALYSIS:**

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

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

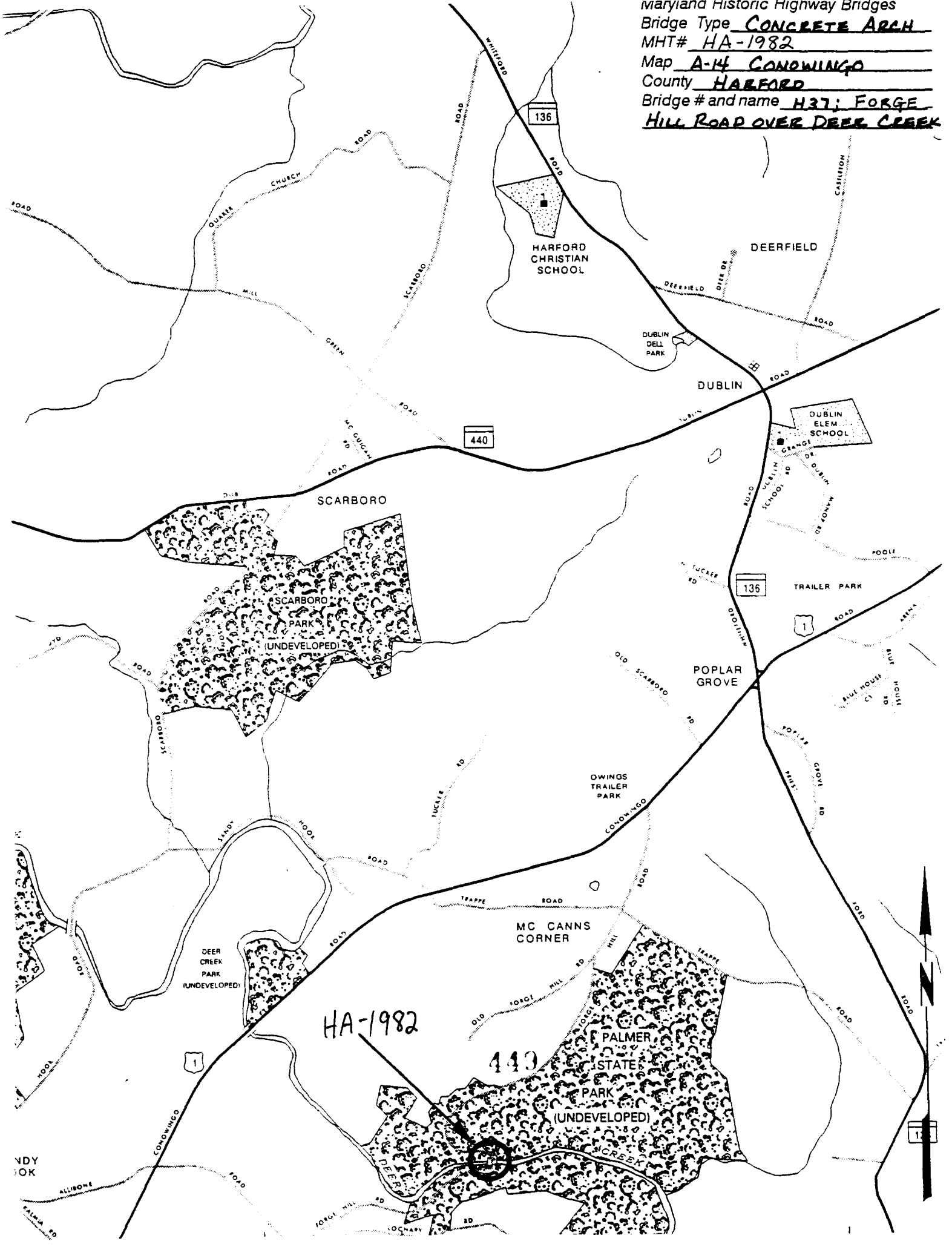
The bridge is eligible for the National Register of Historic Places under Criterion C, as a significant example of concrete arch construction. The structure has a high degree of integrity and retains such character-defining elements of the type as pierced parapets, arch ribs and struts, closed spandrel walls, abutments, and piers.

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

The advent of modern concrete technology fostered a renaissance of arch bridge construction in the United States. Reinforced concrete allowed the arch bridge to be constructed with much more ease than ever before and maintained the load-bearing capabilities of the form. As the structural advantages of reinforced concrete became apparent, the heavy, filled barrel of the arch was lightened into ribs. Spandrel walls were opened, to give a lighter appearance and to decrease dead load. This enabled the concrete arch to become flatter and multi-centered, with longer spans possible. Designers were no longer limited to the semicircular or segmental arch form of the stone arch bridge. The versatility of reinforced concrete permitted development of a variety of economical bridges for use on roads crossing small streams and rivers.

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.

Maryland Historic Highway Bridges  
Bridge Type CONCRETE ARCH  
MHT# HA-1982  
Map A-14 CONOWINGO  
County HARFORD  
Bridge # and name H37; FORGE  
HILL ROAD OVER DEER CREEK





HA-1982  
HARFORD COUNTY, MD  
JOHN TARQUINIO

23 JAN 1995  
~~MARYLAND SHPO~~ SHA

STATE HIGHWAY BRIDGE NO. H37  
VIEW LOOKING NORTH  
ON FORGE HILL RD

1/4





HA-1982  
HARFORD CO., MD

JOHN TARQUINIO

1/23/75

~~MARYLAND SHPD~~ SHA

STATE HIGHWAY BRIDGE H37

VIEW LOOKING WEST FROM

THE NORTH END OF BRIDGE

2/4

/



HA-1982

HARFORD COUNTY, MD

JOHN TARQUINIO

23 JAN 1995

~~MARYLAND SHPD~~ SMA

STATE HIGHWAY BRIDGE H37

VIEW LOOKING EAST

FROM SOUTH SIDE OF BRIDGE

3/4



HA-1982  
HARFORD COUNTY, MD

JOHN TARQUINIO

23 JAN 1995

~~MARYLAND SHPD~~ SHW

STATE HIGHWAY ADMIN BRIDGE H37

VIEW LOOKING SOUTH ON

FORGE HILL RD

4/4

**INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: Forge Hill Road Bridge over Deer Creek (H-37) Survey Number: HA-1982

Project: Bridge Rehabilitation Agency: FHWA/Harford County DPW

Site visit by MHT Staff: X no    yes Name                      Date                     

Eligibility recommended X Eligibility not recommended       

Criteria:   A   B XC   D Considerations:   A   B   C   D   E   F   G  
  None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Forge Hill Road Bridge over Deer Creek, Harford County, Maryland is a concrete arch bridge which was constructed based on designs by the noted Architect and Engineer, Albert Kahn. This bridge was determined to be eligible by the Interagency Historic Bridge Committee based on information which stated that the bridge was built in 1925. However, Harford County indicates that the bridge was actually designed in 1911 as evidenced by its photograph and short blurb in the December 30, 1911 *Engineering Record*. Layton F. Smith designed the bridge, incorporating Kahn's system of reinforcement. The County proposes to replace the parapet, however the replacement will be in-kind use of materials and form. Therefore, the bridge remains eligible for inclusion in the National Register of Historic Places under Criterion C (Engineering).

Documentation on the property/district is presented in: Project Review and Compliance files

Prepared by: Julio Espinoza, County Engineer

Anne E. Bruder October 25, 1999  
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes    no    not applicable

B. Kuntz 11/1/99  
Reviewer, NR program Date

**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 Adaptation

**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 - Creek Crossing  
 Known Design Source: Layton F. Smith





BRIDGE NO. H-37  
FORGE HILL ROAD OVER DEER CREEK

HA-1982



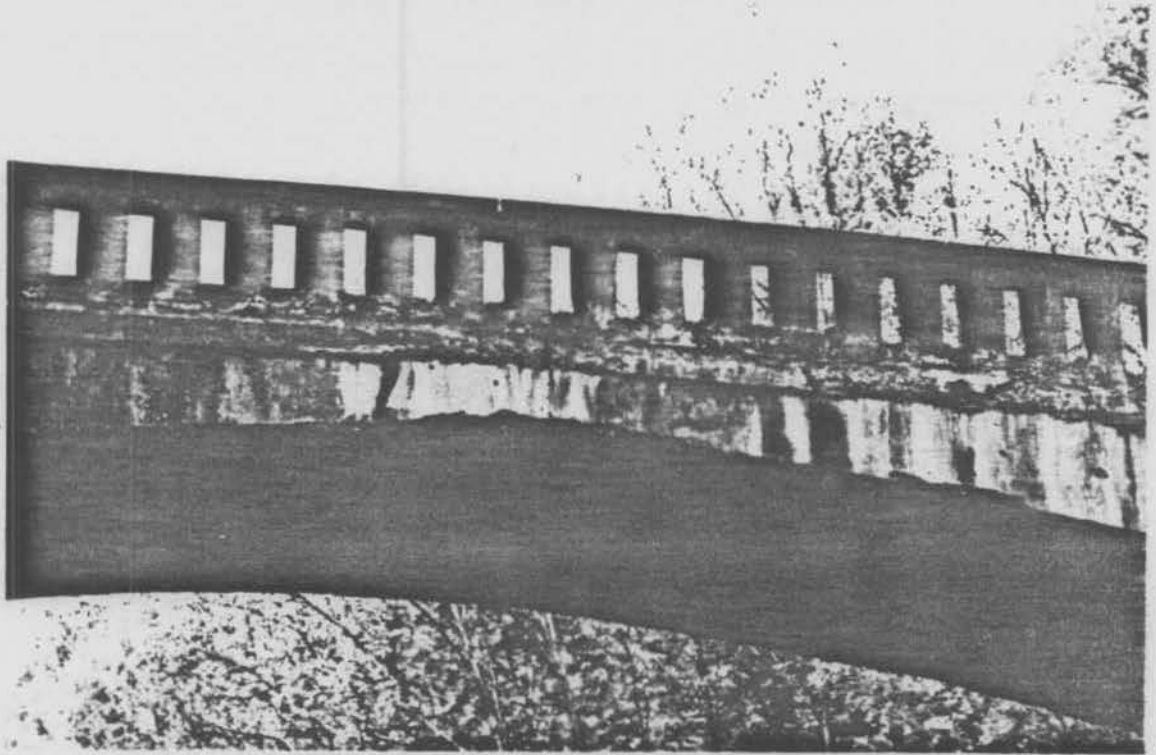
PHOTOGRAPH NO. 1  
LOOKING NORTH



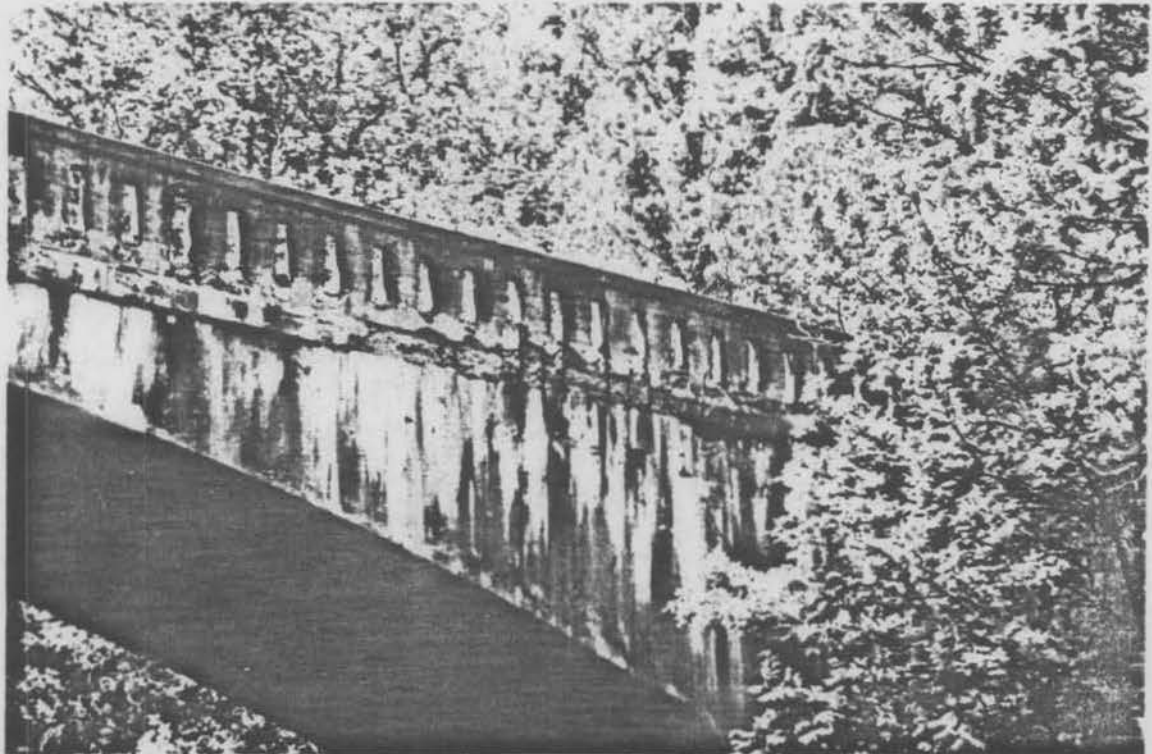
PHOTOGRAPH NO. 2  
LOOKING SOUTH

HA-1982

BRIDGE NO. H-37  
FORGE HILL ROAD OVER DEER CREEK



PHOTOGRAPH NO. 15  
DETERIORATED CONCRETE ARCH (EAST SIDE)



PHOTOGRAPH NO. 16  
DETERIORATED CONCRETE ARCH (EAST SIDE)

# Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF  
HISTORIC PROPERTIES

Survey No. HA-1982

Magi No.

DOE ☐ yes ☐ no

## 1. Name (indicate preferred name)

historic Forge Hill Road Bridge (preferred)

and/or common Bridge H-37

## 2. Location

street & number 3000 Block Forge Hill Road ☐ not for publication

city, town Dublin ☒ vicinity of congressional district 2nd, (2)

state Maryland county Harford

## 3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

## 4. Owner of Property (give names and mailing addresses of all owners)

name Harford County Government Public Works Dept.

street & number 200 South Bond Street telephone no.: 410-638-3285

city, town Bel Air state and zip code MD 21014

## 5. Location of Legal Description

courthouse, registry of deeds, etc. liber

street & number folio

city, town state

## 6. Representation in Existing Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

pository for survey records

city, town state

## 7. Description

Survey No. \_\_\_\_\_

### Condition

☐ excellent  
☐ good  
☐ fair

☒ deteriorated  
☐ ruins  
☐ unexposed

### Check one

☒ unaltered  
☐ altered

### Check one

☒ original site

☐ moved      date of move \_\_\_\_\_

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

SEE ATTACHED SEPARATE SHEETS

## 8. Significance

Survey No. HA 1982

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates	Builder/Architect
<u>1911</u>	<u>State Roads Commission; Layton Smith</u>
check: Applicable Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	<u>designer</u>
and/or	
Applicable Exception: <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	
Level of Significance: <input type="checkbox"/> national <input type="checkbox"/> state <input checked="" type="checkbox"/> local	

Prepare both a summary paragraph of significance and a general statement of history and support.

SEE ATTACHED SHEET<sub>s</sub>

## 9. Major Bibliographical References

Survey No. HA-1982

Engineering Record December 30, 1911Reports of the State Roads Commission 1911

## 10. Geographical Data

Acreage of nominated property \_\_\_\_\_

Quadrangle name Bel Air QuadQuadrangle scale 1:24000

UTM References do NOT complete UTM references

A 

Zone	Easting							Northing	

B 

Zone	Easting							Northing	

C 

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D 

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E 

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F 

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G 

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H 

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Verbal boundary description and justification

The boundaries consist of the bridge itself.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
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## 11. Form Prepared By

name/title Christopher Weeksorganization Preservation Planner, Harford County date January 19, 1990street & number 220 South Main Street telephone 410-638-3103city or town Bel Air, state MD 21014

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: ~~Maryland Historical Trust~~ **MARYLAND HISTORICAL TRUST.**  
~~Shaw House~~ **DHCP/DHCD**  
~~21 State Circle~~ **100 COMMUNITY PLACE**  
~~Annapolis, Maryland 21401~~ **CROWNSVILLE, MD 21032-2023**  
~~(301) 269-2438~~ **514-7600**

HA-1982  
Forge Hill Road Bridge  
Harford County  
7.1

### **Summary**

Bridge H-37 is a three-span, two-lane reinforced concrete bridge that carries Forge Hill Road over Deer Creek in north-central Harford County, Maryland. The bridge is located in the heavily forested Palmer State Park near the hamlet of Dublin; it is cited as a contributing element of the Lower Deer Creek Valley National Register Historic District. Forge Hill Road generally runs north-south; Deer Creek flows easterly from Baltimore County to the Susquehanna River.

### **General Description**

The following is from the *Engineering Record* of December 30, 1911 (Vol. 64, No. 27), pp. 761-62:

"Recently completed by the State Roads Commission," the Forge Hill Road Bridge's "main arch has a clear span of 100 ft. with a rise of 11 ft. and the side arches have half spans of 45 ft. with a rise of 8 ft. 9 ins. The total length of the bridge, between abutments, is 210 ft. and wing walls at either abutment increase the overall distance to 248 ft. The roadway in the clear is 18 ft. 4 in. The Kahn system of reinforcement is used throughout the structure. A clause in the specifications required individual bars and suggested that shear members be rigidly attached to main tension members.

"The framing comprises four individual piers, with mass concrete footings, supporting the two arch ribs. These ribs support transverse floorbeams and on these the bridge floor is laid.

"The footings for the four piers are carried to solid rock and brought to a uniform elevation of 123 ft. Eight cup-bar dowels 4 ft. long are anchored 2 ft. in these footings...and, with eight 1 ¾ x 2 ¾ -in. trussed bars lashed to them, provide anchorage and reinforcement to the piers. The piers, 6 ft. 8 in. by 14 ft. at the base, are battered to 2 x 10-ft. at the springing line, El. 137, to conform to the arch rib section. At the springing line they are tied transversely by a concrete beam of 2 x 2-ft. section, reinforced at the top and bottom by two 1 ½ x 2 ¼ -in. trussed bars, 20 ft. long, spaced 12 in. on centers. The two arched ribs, parabolic in section at the intrados and horizontal at the extrados, have a crown thickness of 3 ft. and a width of 2 ft....

"The floorbeams have a clear span of 16 ft. 4 in., a thickness of 24 in. at the ends and 27 in. at the center and are 1 ft. wide. They are reinforced with two 1 ¾ x 2 ¾ -in. trussed bars 18 ft. 3 in. long....The floor slab has a clear span of 9 ft. and a depth of 8 ½ in.....The curb 10 x 24 in. carries a reinforced concrete railing of simple open panel design....To provide for drainage, the bridge is built on a rising grade from either end of 1.9 per cent., and 2-in. drainage spouts are placed at either curb 25 ft. apart." The span

HA-1982  
Forge Hill Road Bridge  
Harford County  
7.2

boasts pierced concrete parapets which might be viewed as guard rails that in effect appear to be decorative balustrades.

The *Engineering Record* notes that, "According to Mr. Layton F. Smith, the designing engineer, this bridge was designed for the ribs to act as cantilevers 110 ft. long, with the middle 10 ft. resting on the piers....By considering the ribs as cantilevers, the load is transmitted vertically to the foundations.

"There were three different mixtures of concrete used in construction. For beams and columns the proportions were 1:2:4; for floor plates and footings 1:2 1/2: 5; and for slabs under 3 in., one part of cement to three parts of fine aggregate were used. Broken stone was used in all cases." Once the abutments and piers were in place, "the rest of the concrete to the under side of the hand rail was poured continuously for 88 hours."

The bridge was designed by Layton Smith, a Baltimore-based consulting engineer, under the general supervision of W.W. Crosby, chief engineer of the State Roads Commission. E. Ward Brown served as general contractor, with Daniel Morgan superintendent.

A 1995 inspection report deemed the bridge in poor condition with overall deterioration. The roadway has small patches and potholes. The concrete arches are spalled and have exposed reinforcement bars. The underside of the deck has deteriorated. The abutments are honeycombing and cracking. The piers are spalling, scaling, and eroding. The concrete parapets are also spalling with exposed reinforcement bars.



HA-1982

Forge Hill Road Bridge

Harford County

8.1

### **Summary**

The Forge Hill Road Bridge, completed in 1911, stands as one of the newly formed State Roads Commission's first efforts to improve and upgrade Maryland's highway network. It is also an early (and fine) example of reinforced concrete construction.

### **History and Support**

The Forge Hill Road Bridge was built as part of the State Roads Commission's ongoing effort to provide a more efficient transportation network. Specifically, it was part of a seven-year program that began with the Commission's establishment in 1908 and ended in 1915.

This burst of activity coincided with the advent of modern concrete technology. The first known concrete houses in the then-booming Baltimore, located in Roland Park, date to 1905, just six years before the Forge Hill Bridge spanned Deer Creek in a remote stretch of Harford County.

Reinforced concrete allowed the arch bridge to be constructed with much more ease than before and maintained the load-bearing capacity of the form. As the structural advantages of reinforced concrete became clear, overall bridge design was lightened. Its arch design is significant: the era the bridge was built coincides with an era in which concrete bridge design was increasingly standardized, with beam and slab constituting 65% of all construction. Yet as consultant P.A.C. Spero has noted, "it appears that the arch was selected when aesthetic as well as other site conditions were considered." It is thus interesting that the Commission chose the more aesthetically pleasing arch design for this somewhat remote span.

The "new" Forge Hill Road Bridge was built to replace an earlier structure a few yards upstream, which required that the road be relocated and realigned. And in addition to its aesthetic appeal, the new Forge Hill Bridge offered practical advantages over the earlier span. As the 1911 State Roads Commission reports notes, "this [new bridge] is one of the greatest improvements your Board has completed. The grades on the old crossing of Deer Creek were as high as 16 per cent. And the old road was utterly impassable for considerable periods each year. The new road has no grade over 7 percent."

Moreover, "the new bridge is a fine example of permanent work. It is of reinforced concrete of unusual design and its cost (\$10,000) was only a few hundred dollars in excess of the usual type of steel and wood structure of equal strength. Considering its freedom from maintenance charges, its cost over a period of years should be less than that of a steel structure."

HA-1982  
Forge Hill Road Bridge  
Harford County  
8.2

The bridge is cited as a contributing element to the Lower Deer Creek Valley National Register Historic District.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u>  X  </u>	Eligibility Not Recommended <u>          </u>
Criteria: <u>  X  </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: <u>The bridge contributes to the Lower Deer Creek Valley Historic District, and is also individually eligible as an engineering example (Criteria A and C). It was determined to be eligible for the National Register of Historic Places by the Interagency Historic Bridge Committee and the Trust's concurs with that determination.</u>	
Reviewer, OPS: <u><i>[Signature]</i></u>	Date: <u>5/15/00</u>
Reviewer, NR Program: <u><i>[Signature]</i></u>	Date: <u>5/17/00</u>

*2/15/01*

**MARYLAND COMPREHENSIVE STATE HISTORIC PRESERVATION PLAN  
STATEWIDE HISTORIC CONTEXTS**

**I. Geographic Organization**

Piedmont

**II. Chronological/Development Period**

Industrial/Urban Dominance

**III. Historic Period Theme**

Transportation

**IV. Resource Type**

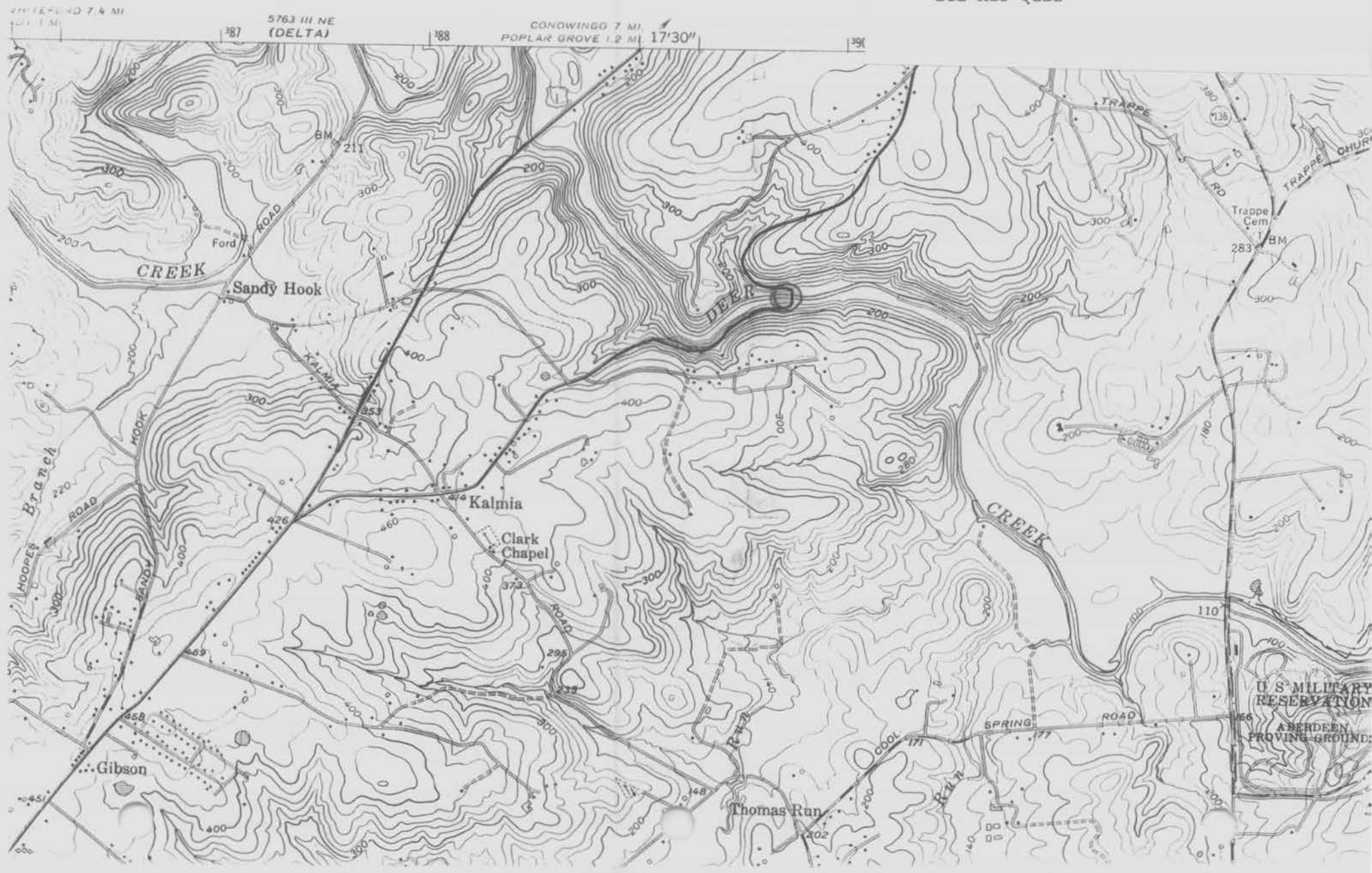
Structure

Rural Environment

Historic Function: Bridge

Design Source: Layton Smith, engineer

HA-1982  
Forge Hill Road Bridge  
Dublin vic.  
Harford County  
Bel Air Quad





HA - 1982

Forge Hill Road Bridge

Hartford Co, Md

Christopher Weeks

Jan. 2000

Hartford Co. Dept. of Public Works

Looking northwest

1/b



HA-19B2

Forge Hill Road Bridge

Harford County, MD

Chris Weeks

Jan. 2000

Harford Co. Dept. Public Works

Looking North

2/6





HA - 1982

Purge Hill Road Bridge

Hartford County, MD

Chris Weeks

Jan. 2000

Hartford Co. Dept. Public Works

east side of bridge

3/6



HA 1982

Forge Hill Road Bridge

Harford Co, MD

Chris Weeks

Jan. 2000

Harford Co Dept. Public Works

Parapet detail (deterioration)

4/6



HA-1982

Fudge Hill Road Bridge

Hartford Co., MD

Chris Weeks

Jan. 2000

Hartford Co. Dept. Public Works

5/6



HA-1982

Forge Hill Road Bridge

Harford Co., MD

Chris Weeks

Jan. 2000

Harford Co. Dept Public Works

looking south

6/6