Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2657

Name: B-0195-Corbett Rd over Carroll Br.

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 ___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 PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. BA-2657

NAME AND SHA NO.: B-0195

LOCATION
Road Name and Number: Corbett Road over Carroll Branch
City/Town: St. James Corners X vicinity
County: Baltimore

Ownership: _ State X County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: _ yes X no
__ NR listed district _ NR determined eligible district
__ locally designated _ other
Name of District _

BRIDGE TYPE

__ Timber Bridge
__ Beam Bridge __ Truss-Covered __ Trestle __ Timber-and-Concrete

__ Stone Arch Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

__ Metal Girder
__ Rolled Girder __ Rolled Girder Concrete Encased
__ Plate Girder __ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name __

DESCRIPTION

Describe the Setting:

Bridge B-0195 carries Corbett Road over Carroll Branch in Baltimore County. Corbett Road runs north and south while Carroll Branch flows west-east. Located in the Piedmont physiographic province, a region characterized by variegated topography created by rivers and streams cutting through the valley, the bridge is surrounded by grazing pastures and a nearby horse farm.

Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)

Bridge B-0195, a single-span concrete tee-beam structure skewed 40 degrees, has a clear span length of 28' and a total bridge length of 30'. The 17' wide roadway with a 1' bituminous surface carries two lanes of traffic. The low, solid concrete parapets and the concrete slab are integrated with the 4 concrete girders. Steel W-beam guardrails are attached to the ends of the parapets. The substructure consists of concrete abutments and concrete wing walls.

Details of the bridge's present condition from a 1993 inspection report include shrinkage-type map cracking on the underside of the deck, spalling, cracking, and diagonal pop-outs on the parapets, nd spalling of the abutments and the northwest, southwest, and southeast wing walls.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

According to a 1993 inspection report, the northeast wing wall was replaced in 1987.

HISTORY

When Built: 1920
Why Built: Statewide road improvement programs and local transportation needs.
Who Built: Unknown
Who Designed: Unknown
Why Altered: Poor condition of wing wall
Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

_ A (Events) _ B (Person) _ C (Engineering/Architectural Character)

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

In many ways, Baltimore County was a leader in modern bridge construction, affecting the materials and design of concrete structures throughout the state. Baltimore was the first of the state's counties to hire a professional engineer to oversee construction and maintenance of its roads. Early Maryland Geological Survey and State Road Commission Reports relate that the county began to build concrete bridges and culverts in 1901, and that by 1903 had constructed many good roads and replaced old wooden bridges with permanent structures. The "progressive work" by the Baltimore county engineer in 1903 was evidenced by the first reinforced concrete highway bridge built in the state. The method of reinforcing concrete using steel rods embedded in concrete beams allowed the girders to withstand heavy loads with no steel surface exposed to air, thereby significantly reducing maintenance costs.

A 1906 state highway report stated that improvement projects begun in 14 counties included the widening, straightening, and/or grading of many existing roads, as well as the construction of many new bridges to carry these rebuilt roads. The rapid increase of automobile, truck, and bus traffic during the early decades of the twentieth century prompted the replacement of old bridges with new, modern concrete structures. During the 1920s, the State Road Commission embarked upon a plan to both improve the safety and comfort of the primary roads while also building up the secondary and farm-to-market road system. The establishment of district engineering offices during the 1910s, the creation of a separate bridge department within the State Road Commission in 1920, and the development of standard statewide specifications for bridges undoubtedly aided the construction of nearly 750 concrete bridges and culverts between 1902 and 1929 in Baltimore County. Finally, the elimination of toll roads, many of which ran through the county and terminated in Baltimore city, may have induced the improvement of additional county roads in an effort to provide unlimited access through the county.

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?

No, the construction of this bridge did not play an active role in the growth or development of this portion of Baltimore County.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, this bridge is not located within an area which is eligible for historic district designation. Bridge B-0195 is located near the southern endge of My Lady's Manor Historic District.

Is the bridge a significant example of its type?

No, this bridge does not stand as a significant example of its type due to replacement of the northeast wing wall in 1987.

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

No. Because the northeast wing wall was replaced in 1987, this bridge does not retain integrity of its character defining elements. According to guidelines for identifying and evaluating Maryland's historic bridges, structures built to standard specifications must retain excellent integrity of materials and design.

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

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

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

No, this bridge should not receive further study.

BIBLIOGRAPHY

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SURVEYOR INFORMATION

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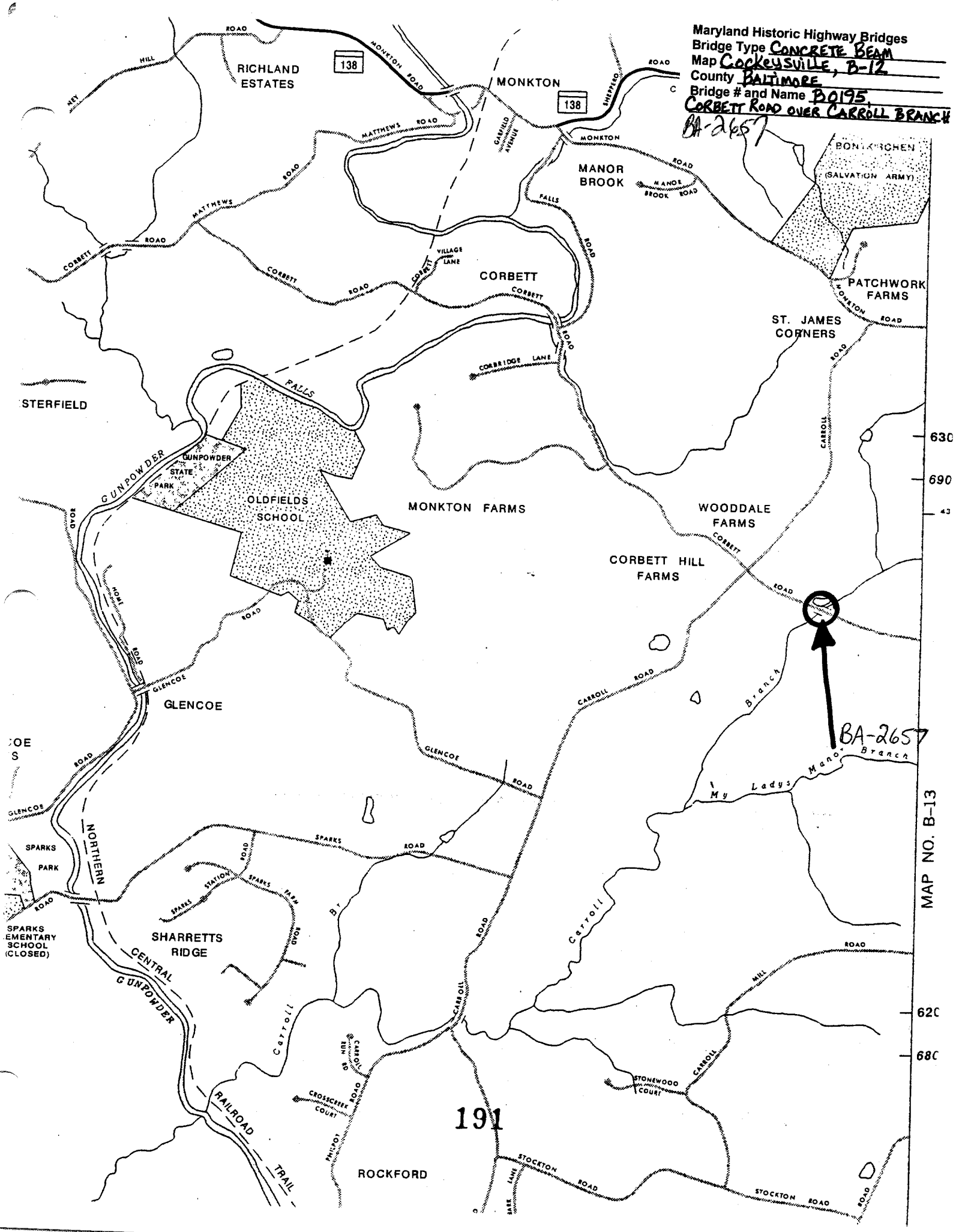
Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map COCKEYSVILLE, B-12
County BALTIMORE
Bridge # and Name B0195, CORBETT ROAD OVER CARROLL BRANCH
BA-2657



Inventory # BA-2657

Name B0195- CORBETT RD OVER CARROLL BRANCH

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING NORTHWEST

Number ~~17~~ 1 of ~~36~~ 4

Inventory # BA-2657

Name B0195 - CORBETT RD OVER CARROLL BRANCH

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE RIEHL

Date 1/95

Location of Negative SHA

Description EAST ELEVATION LOOKING SOUTH

Number ~~18~~ 2 of ~~36~~ 4

Inventory # BA-2657

Name B019S- CORBETT RD OVER CARROLL BRANCH

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description WEST ELEVATION LOOKING NORTHEAST

Number ~~19~~ 3 of ~~30~~ 4

Inventory # BA-2657

Name B0195 CORBETT RD OVER CARROLL BRANCH
County/State BALTIMORE COUNTY / MD
Name of Photographer DAVE DIEHL
Date 1/95

Location of Negative SHA

Description NORTH APPROACH LOOKING SOUTHEAST

Number ~~20~~ 4 of ~~36~~ 4