Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2711

Name: Belmont Ave. over Dell. 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 ___X____ Eligibility Not Recommended _____

Criteria: ____A ____B X 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 MHT Number BA-2711
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No. B 0178

Location:
Street/Road Name and Number: Belmont Avenue over Delaware Run

City/Town: Glyndon Vicinity X

County: Baltimore

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 X NR determined eligible district
__locally designated __other
Name of District Worthington Valley Historic District BA-2215

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 __Retractile __Pontoon

X Metal Girder
__Rolled Girder __Rolled Girder Concrete Encased
X Plate Girder __Plate Girder Concrete Encased

__Metal Suspension

__Metal Arch

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__Metal Cantilever

__Concrete
__Concrete Arch __Concrete Slab__Concrete Beam
__Rigid Frame
__Other Type Name_____

Description:

Describe Setting:

Bridge Number B 0178 carries Belmont Avenue in a generally north-south direction over Delaware Run in the town of Glyndon, Maryland. The approach to the roadway is level and has two lanes. The area around this bridge is rural and wooded with large farms in the area. The structures in the vicinity of this bridge are generally from the nineteenth and early twentieth centuries.

Describe Superstructure and Substructure:

Bridge Number B 0178 steel multibeam concrete encased structure measuring fifty-three feet in total length. The roadway width from curb to curb is eighteen feet and the total deck width is twenty-three feet. There are no sidewalks on the bridge.

The condition of this bridge is currently rated fair with section loss on the center pier and cracking, spalling and scour.

The superstructure is composed of a riveted steel concrete encased girders. There are two spans in the main bridge unit. The longest span is twenty-four feet long. The floor system is composed of concrete cast-in-place. The joints are made of a preformed expansion material. There are two rectangular concrete parapets. There is little ornamentation. There are no historical plaques.

The substructure is composed of concrete stub abutments and wingwalls. The piers and columns are also concrete. There is no ornamentation. There are no historical plaques.

Discuss Major Alterations:

There have been no major alterations to this structure. In 1975 the deck was rehabilitated and some scour under the abutments was repaired.

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History:
When Built:1940
Why Built: Increased traffic density necessitated a structure with an increased load capacity.
Who Built: State Roads Commission
Why Altered:
Was this bridge built as part of an organized bridge building campaign:

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:

Yes. Increasing growth of vehicular traffic rates parallelled the growth of state-owned and state-aided highways. The 1930's brought a dramatic increase in the number of tractor-trailers and other heavy vehicles. The Maryland State Roads Commission began to emphasize standardized designs. Old, one way bridges and other inadequate designs were often replaced by steel girder design bridges.

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. Bridge B 0178 did not have a significant impact on the Worthington Valley area. This structure was built to satisfy local needs but its function can be met through other transportation options.

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?

Yes. Bridge B 0178 is located in an area that has had an important and significant impact on the history of Baltimore County, Maryland. The neighborhood of Worthington Valley is This area is already nominated for historic designation and the expansion of this area would entail the inclusion of this bridge.Is The loss of this bridge would negatively impact the historic and visual significance of these areas

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Is the bridge a significant example of its type?

No. Bridge B 0178 is a common type of concrete encased metal girder bridge. Metal girder bridges were built prolifically in Maryland from the late nineteenth century to the present day. There is nothing to set this bridge apart from others of its type. There are numerous other examples of this bridge available.

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

Yes. Bridge Number B 0178 does retain important elements of its historical structural integrity. The primary character defining elements of a concrete encased metal girder bridge are all present in this bridge. The plate girders and concrete encasement are still original. There is no evidence that the abutments or piers have been replaced.

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

Yes. Bridge B 0178 should be studied further to determine its eligibility for the National Register. A Significance analysis should be made following the National Register Criteria for Evaluation.

Under criteria A, this structure should be studied in the context of its historical significance. The Worthington Valley has already been nominated for the National Register Further study should be made to determine the significance of this bridge to the pattern of events and trends of this area. A determination of the significance of its location should include the nature and origin of the property it is constructed on. This should include previous structures and the history of that are as a crossing.

Under criteria C, the distinctive characteristics of this bridge should be studied to include the type, period, and method of construction. Although this is not an unusual structure type, it is still structurally sound in its historical integrity.

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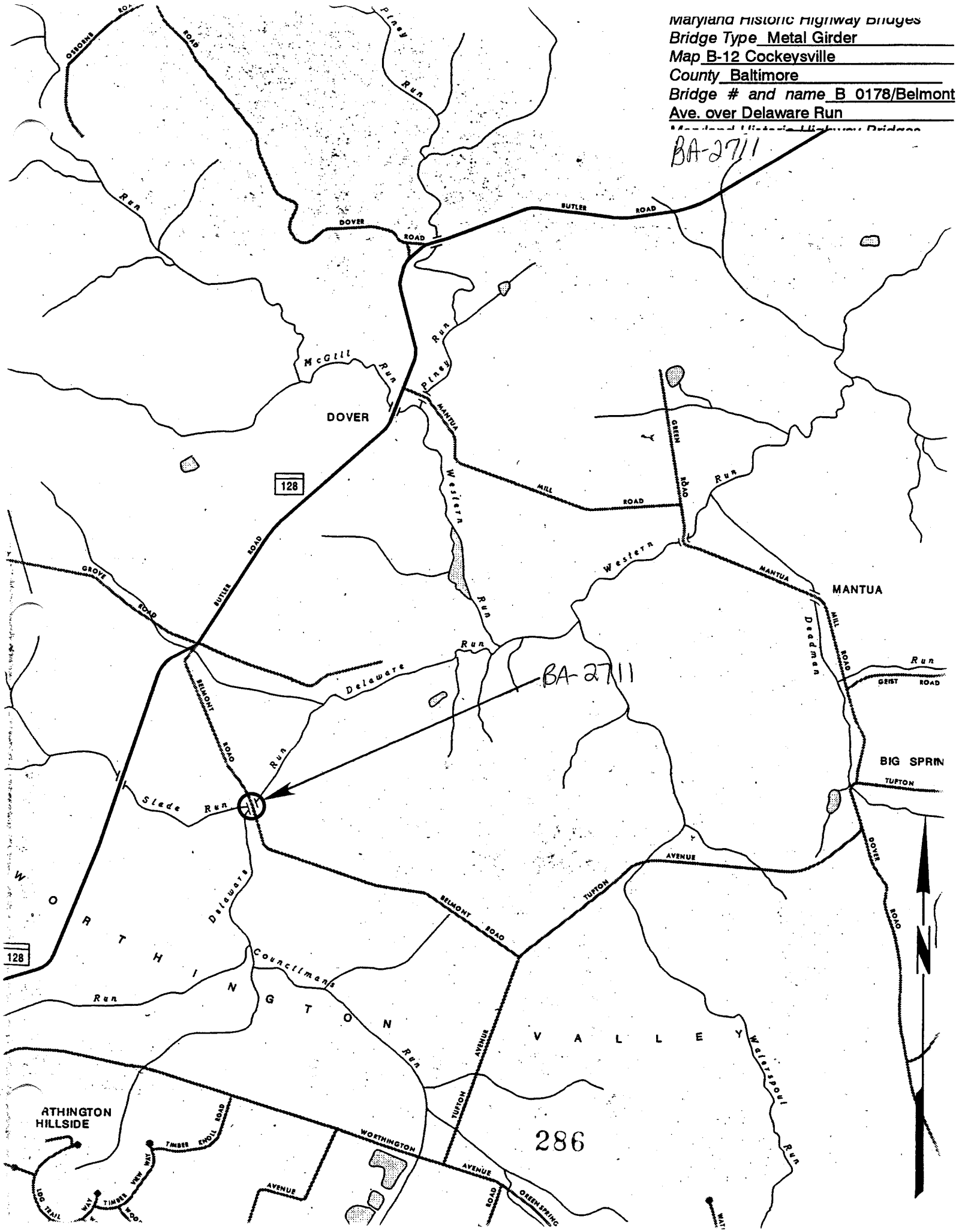
1991 **Bridge Inspectors Manual.** Federal Highway Administration. Washington D.C.

Surveyor:

Name: Andrew M. Watts **Date:** March 1996
Organization: State Highway Administration **Telephone:** (410) 321-2213
Address: 2323 West Joppa Road, Brooklandville, MD 21022

Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map B-12 Cockeysville
County Baltimore
Bridge # and name B 0178/Belmont Ave. over Delaware Run



1 BA-2711

2 (B-0178) Belmont Ave over Delaware Run

3 Baltimore County, MD.

4 D. Diest

5 1/95

6 MD SHPO

7 South Approach Looking North

8 1 of 3

1 BA-2711

2 (B-0178) BELMONT AVE. OVER DELAWARE RUN

3 Baltimore County, MD.

4 D. DIEHL

5 1/95

6 MD SHPO

7 WEST ELEVATION LOOKING NORTHEAST

8 2 of 3

1 BA-2711

2 (B-0178) BELMONT AVE OVER DELEWARE ROAD

3 Baltimore County, MD

4 D. Diehl

5 1/95

6 MD SHPO

7 East Elevation Looking NORTHWEST

8 3 of 3