

Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2722

Name: MD 166 over B&O RR

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 BA-2722

Name and SHA No. 3101

Location:

Street/Road Name and Number: MD Route 166 over B&ORR

City/Town: Arbutus Vicinity X

County: Baltimore

Ownership: X State ___ County ___ Municipal ___ Other

This bridge projects over: ___ Road X Railway ___ Water ___ Land

Is the bridge located within a 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

___ Metal Truss

___ Movable Bridge

___ Swing ___ Bascule Single Leaf ___ Bascule Multiple Leaf

___ Vertical Lift ___ Retractable ___ Pontoon

X Metal Girder

___ Rolled Girder ___ Rolled Girder Concrete Encased

X 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 Number 3101 carries MD Route 166 in a generally east-west direction over the Baltimore and Ohio railroad tracks in the vicinity of Arbutus, Maryland. The approach to the roadway is level and has two lanes. The area around this bridge is rural. The structures in the vicinity of this bridge are generally from the early twentieth century.

Describe Superstructure and Substructure:

Bridge number 3101 is a single span structure, measuring 138 feet in total length. Bridge Number 3101 is a riveted steel plate girder through beam structure. The roadway width from curb to curb is 51 feet and the total deck width is 58 feet. There are sidewalks on one side of the bridge and the width is two feet. The sidewalk is set off from the main girder.

The superstructure is composed of a riveted steel plate girder system. There is one span in the main bridge unit and no approach units. The span is 138 feet long. The floor system is composed of concrete cast-in-place. The joints are made of a preformed expansion material. There are two closed balustrade rectangular concrete parapets. There is little other ornamentation. There is a historical plaque commemorating its construction.

The substructure is composed of concrete full height abutments and wing walls. There is no ornamentation. There are no historical plaques. The condition of this bridge is currently rated poor, with vertical and random cracking in the abutments and general deterioration. There is also a hole in the deck.

Discuss Major Alterations:

There have been no major alterations to this structure.

History:**When Built:**1931**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:**Grade Elimination.**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:**

Increasing growth of vehicular traffic rates paralleled 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 3101 did not have a significant impact on the Baltimore County area. This structure was built to satisfy local needs but its function can be met through other transportation options. Bridge 3101 certainly had an impact on the immediate concerns of locals, other options keep this impact from being significant.

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?

No. Bridge 3101 is located in an area with little or no historic significance. This area has had a wide variety of unconnected developments. There is little in this area that could be considered in the future for eligibility. The loss of this bridge would not detract from the historic or visual character of this area.

Is the bridge a significant example of its type?

Yes. Bridge 3101 is a significant variation of a common bridge construction type. Steel girder bridges were built prolifically across Maryland from the late nineteenth century to the present day. There is often little variation in the many of these bridges. Bridge 3101 shows unique handling of its sidewalk arrangement. These differences set this structure apart from other bridges of this type.

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

Yes. Bridge Number 3101 does retain important elements of its historical structural integrity. The primary character defining elements are the riveted plate girders and concrete abutments.

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

Yes. Bridge 3101 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, Bridge 3101 should be studied in the context of its historical significance. This bridge can be associated with the development of the neighborhoods of Dover. Further study should be made to determine its significance to the pattern of events and trends toward urbanization and industrialization that are characterized by the era of its construction. 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 area as a crossing.

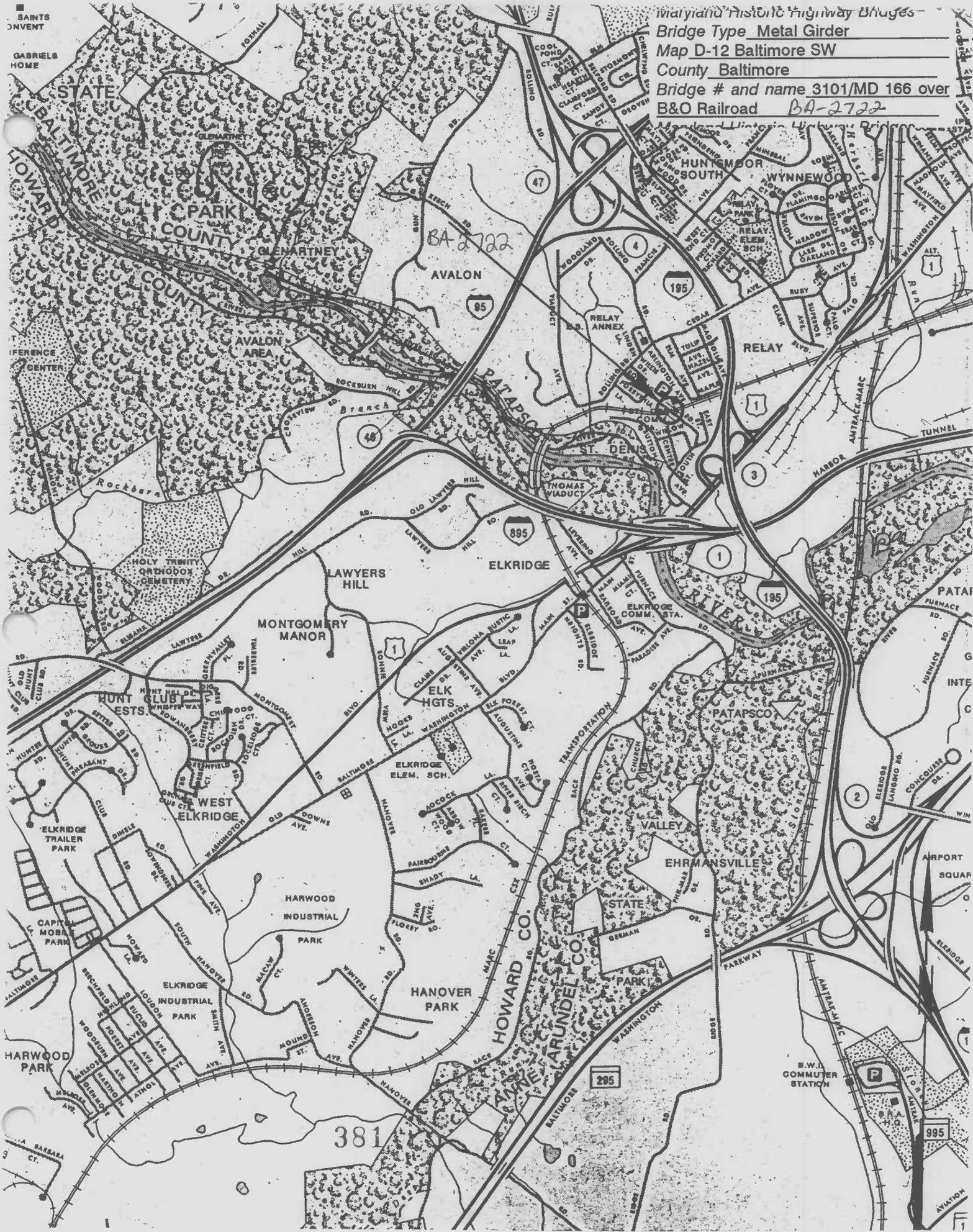
Under criteria C, the distinctive characteristics of this bridge should be studied to include the type, period, and method of construction.

Under criteria D, the potential for information of Bridge 3101 should be studied further. This structure was built during a period of intense urbanization and industrialization in Maryland and the country as a whole.

SAINTS INVENT

GABRIELS HOME

Map D-12 Baltimore SW
County Baltimore
Bridge # and name 3101/MD 166 over
B&O Railroad BA-2722



381

295

995

B.W.I. COMMUTER STATION

AVATON



Inventory # BA-2722

Name 3101 MD 166 OVER B&O RR
County/State BALTIMORE COUNTY / MD
Name of Photographer DAVE MEHL
Date 2/95

Location of Negative SHA

Description NORTH APPROACH LOOKING
SOUTH EAST

Number 1 of 396



Inventory # BA-2722

Name 3101--MD166 OVER B&O RR

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE DIEHL

Date 2/95

Location of Negative SWA

Description EAST ELEVATION LOOKING
SOUTHWEST

Number 27 of 396



Inventory # BA-2722

Name 3101- MD 166 OVER B&O RR

County/State BALTIMORE COUNTY/MO

Name of Photographer DAVE DIEHL

Date 2/95

Location of Negative SHA

Description WEST ELEVATION LOOKING
NORTHEAST

Number 3 ~~10~~ of 31 ~~6~~



Inventory # BA-2722

Name 3101 MD 166 OVER B&O RR

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 2/95

Location of Negative SHA

Description UNDERSIDE OF DECK
LOOKING NORTHWEST

Number 4 of BT 6



Inventory # BA-2722

Name 3101-MD 166 OVER B&O RR

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 2/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING
NORTHWEST

Number 5 21 of 396

GRADE ELIMINATION

BUILT - 1930

STATE ROADS COMMISSION

G. CLINTON UHL — CHAIRMAN

HOWARD BRUCE

JOHN K. SHAW

H. D. WILLIAR, JR. — CHIEF ENGINEER

W. C. HOPKINS — BRIDGE ENGINEER

Inventory # BA-2722

Name 301-MD 166 OVER B&D RR

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE MENL

Date 2/95

Location of Negative SHA

Description PLAQUE ON WEST PARAPET

Number 6 of 396