

Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2724

Name: MD 150 over MD 700

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 _____
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-2724

Name and SHA No. 3095

Location:

Street/Road Name and Number: MD Route 150 over MD 700

City/Town: Middle River Vicinity X

County: Baltimore

Ownership: X State ___ County ___ Municipal ___ Other

This bridge projects over: X Road ___ 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

X Rolled Girder ___ Rolled Girder Concrete Encased

___ 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 3095 carries MD Route 150 in a generally north-south direction over MD 700 in the vicinity of Middle River, Maryland. The approach to the roadway is level and has six divided lanes. The area around this bridge is a lightly developed industrial park with plenty of open space. The structures in the vicinity of this bridge are generally from the twentieth century.

Describe Superstructure and Substructure:

Bridge number 3095 is a two span structure, measuring 138 feet in total length. Bridge Number 3095 is a rolled wide flange beam structure. The roadway width from curb to curb is 71 feet and the total deck width is 78 feet. There are sidewalks on both sides of the bridge and the width of each is two feet.

The superstructure is composed of a steel rolled wide flange beams. There are two spans in the main bridge unit. The floor system is composed of concrete cast-in-place. The joints are made of a preformed expansion material. There are no parapets. There is extensive art moderne ornamentation. There is a historical plaque which reads " American Institute of Steel Construction Annual Award of Merit. Most Beautiful Steel Bridge. Class III 1942."

The substructure is composed of concrete full height abutments that have vertically projecting towers. There is art moderne ornamentation. There are no historical plaques.

The condition of this bridge is currently rated fair with section loss and deterioration of the abutments.

Discuss Major Alterations:

There have been no major alterations to this structure.

History:**When Built:**1942**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:**

Few metal bridges were built during World War Two, metal was needed for other purposes in the war effort. Those that were built were important enough to fall under the Federal Aid Highway Act of 1941. These bridges usually were part of vital military transportation networks, or led to important factories.

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?

Yes. Bridge 3095 had a significant impact on the Middle River area. The ability to access the markets and employment potential of Baltimore City would have been seriously limited to locals had this bridge not been built. The steady outward growth of Baltimore City necessitated the steady growth of a sufficient transportation network. The construction of bridge 3095 would have been a significant part of this development. The neighborhoods of Middle River would have all been directly impacted.

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 3095 is located in an area that has had an important and significant impact on the history of Baltimore, Maryland. The neighborhoods of Middle River important segments of Baltimore history. This structure served both these neighborhoods and the industry of Middle River where the locals probably worked. Several areas already are eligible for historic designation and the expansion of any or all of these areas would entail the inclusion of this bridge. The loss of this bridge would negatively impact the historic and visual significance of these areas.

Is the bridge a significant example of its type?

Yes. Bridge 3095 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 3095 shows unique art moderne styling and ornamentation. 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 3095 does retain important elements of its historical structural integrity. The primary character defining elements are the rolled wide flange beam construction and abutments.

A secondary character defining element is the art moderne styling.

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

Yes. Bridge 3095 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 3095 should be studied in the context of its historical significance. This bridge can be associated with the development of the neighborhoods of Middle River. 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 B, the designer of this bridge should be researched and studied.

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 3095 should be studied further. This structure was built during a period of intense urbanization and industrialization in Maryland and the country as a whole.

Bibliography:

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Spero, P.A.C. & Company, and Louis Berger & Associates
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1990 **National Register Bulletin Number 15.** National Park Service. Washington D.C.

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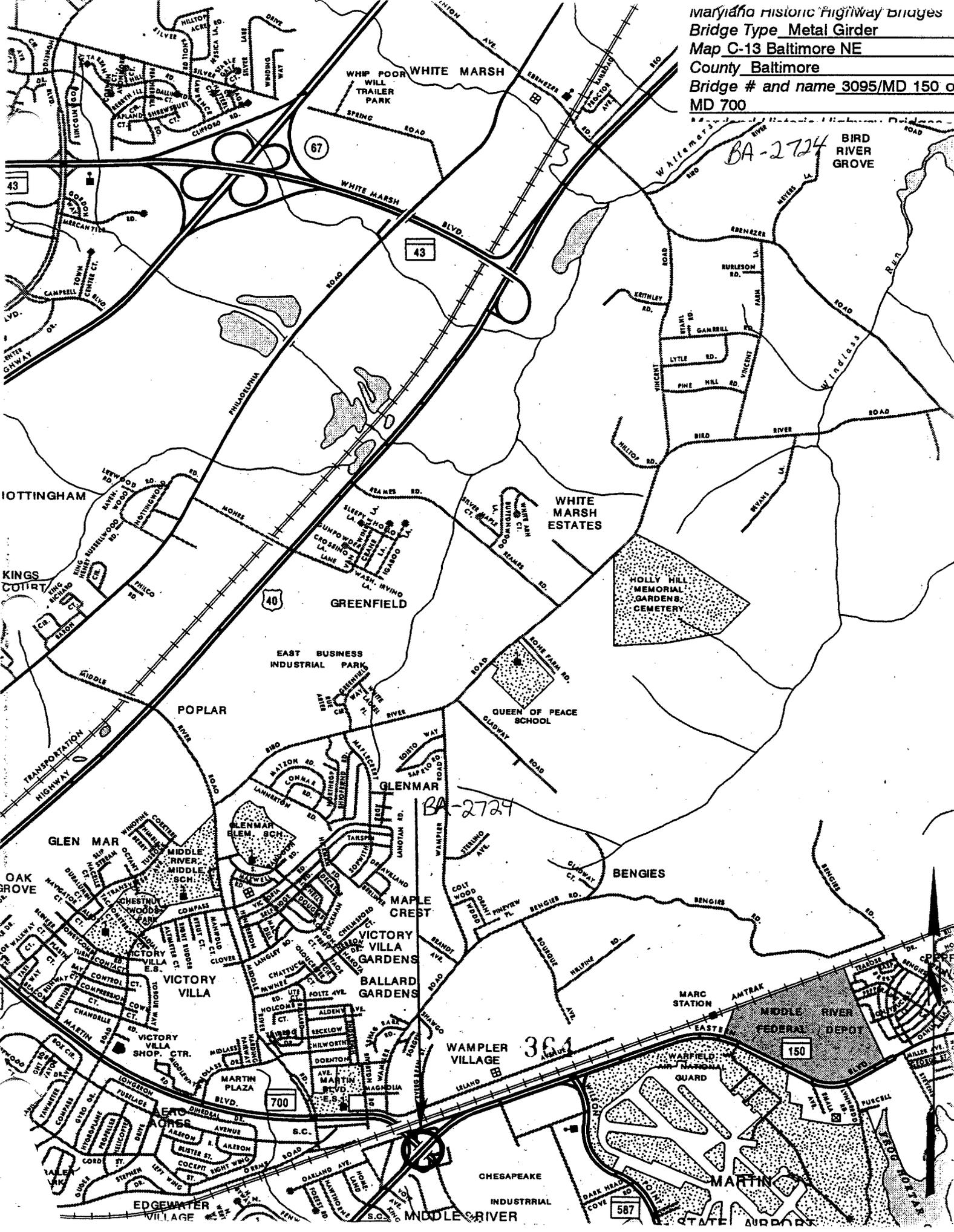
Surveyor:

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 C-13 Baltimore NE
County Baltimore
Bridge # and name 3095/MD 150 over
MD 700



BA-2724

BA-2724

364

150

587

BIRD RIVER GROVE

WHITE MARSH ESTATES

GREENFIELD

HOLLY HILL MEMORIAL GARDENS CEMETERY

GLENMAR

BENGIES

VICTORY VILLA GARDENS

WAMPLER VILLAGE

MIDDLE RIVER FEDERAL DEPOT

MARTIN

MIDDLE RIVER

STATE AIRPORT

NOTTINGHAM

KINGS COTERY

OAK GROVE

EDGEWATER VILLAGE

EAST BUSINESS INDUSTRIAL PARK

QUEEN OF PEACE SCHOOL

MAPLE CREST

BALLARD GARDENS

WAMPLER VILLAGE

MARC STATION

MARTIN

CHESAPEAKE INDUSTRIAL

43

67

43

40

700

150

587



Inventory # BA-2724

Name 3095-MD150 OVER MD700

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING

NORTH

Number 19 of 25



Inventory # BA-2724

Name 3045-MO150 OVER MD100

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE PIEHL

Date 1/95

Location of Negative SHA

Description WEST ELEVATION LOOKING
NORTHEAST

Number 2 of 25