

Maryland Historical Trust

Maryland Inventory of Historic Properties number: ~~BA-2718~~ BA-2737

Name: MD 147 over Long Green Creek

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 _____	Eligibility Not Recommended <u>X</u>
Criteria: <u>  </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: _____ _____	
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>

*Jmg*



Metal Cantilever

Concrete

Concrete Arch  Concrete Slab  Concrete Beam

Rigid Frame

Other Type Name \_\_\_\_\_

**Description:**

**Describe Setting:** Bridge Number 3092 carries MD 147 in a generally north-south direction over the Little Green Creek in Baltimore County, Maryland. The approach to the roadway is level and has two lanes. The area around this bridge is wooded and rural.

**Describe Superstructure and Substructure:** Bridge number 3092 is a single span structure, measuring 58 feet in total length. The roadway width from curb to curb is 20 feet and the total deck width is 24 feet. There are no sidewalks on the sides of the bridge.

The superstructure is composed of a concrete encased steel rolled girder. There is one span in the main bridge unit and no approach units. The span is 58 feet long. The floor system is composed of concrete cast-in-place. The joints are made of a preformed expansion material. There are no parapets. There are no historical plaques.

The substructure is composed of stone full height abutments with concrete caps. The wingwalls are also stone. There are no piers or columns.

The condition of this bridge is currently rated fair, with some minor scour problems and concrete deterioration of the abutment caps.

**Discuss Major Alterations:** There are no major alterations to this structure listed in the files. The deck and road surface has obviously been replaced within the last decade and the guard rails look recent. The files show that the concrete abutment caps are relatively new, however they do not give a construction date.

**History:**

**When Built:** 1915

**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:** Bridge built for hazardous grade elimination program.

**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 a dramatic increase in the number of tractor-trailers and other heavy vehicles necessitated new bridges. 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?**

Yes. Bridge 3092 had a significant impact on the this area. Harford Road (MD 147) has been an important north-south transportation route for centuries and a safe bridge across Little Green Creek is vital. 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 3092 would have been a significant part of this development. The neighborhoods of this area 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 3092 is located in an area that has had an important and significant impact on the history of Baltimore, Maryland. The Gunpowder Falls area is a vital segment of Baltimore history. This structure served this neighborhood and the industry its inhabitants. 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?**

No. Bridge 3092 is a common type of 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 3092 does retain important elements of its historical structural integrity. The primary character defining elements are the rolled steel girders and stone abutments.

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

Yes. Bridge 3092 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 3092 should be studied in the context of its historical significance. This bridge can be associated with the development of the neighborhoods of Gunpowder Falls. 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 3092 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:**

Baltimore City Inspection and Bridge Files. Baltimore, Maryland.

Baltimore City Chief Engineer  
1900-15 **Annual Report of the Chief Engineer.** Baltimore, Maryland.

Baltimore City Highways Engineer  
1917-24 **Annual Report of the Highways Engineer.** Baltimore, Maryland.

Hopkins, G.M.  
1977 **Atlas of Baltimore, Maryland.** Philadelphia, Pennsylvania.

Maryland Department of Transportation  
1976 **Bicentennial Byways: A Series of Articles on the Maryland Roads.** Baltimore, Maryland.

Maryland Historic Trust  
1970-95 **Historic Resources Survey Form Files.** Maryland Historical Trust Library. Crownsville, Maryland.

Spero, P.A.C. & Company, and Louis Berger & Associates  
1994 **Historic Bridges in Maryland: Historic Bridge Context.** Baltimore, Maryland.

State Highway Administration  
1993 **Bridge Inventory.** Baltimore, Maryland.

U.S. Department of the Interior  
1990 **National Register Bulletin Number 15.** National Park Service. Washington D.C.

U.S. Department of Transportation  
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





1. BA-2737
2. 3092 Long Green Creek
3. Balto Co MD
4. Eric Griffiths
5. 3/97
6. MD SHPO
7. south abutment + Girder detail
8. 2 of 2



1. BA-2737
2. ~~3092~~ Long Green Creek
3. Balto. Co MD
4. Eric Griffitts
5. 3/97
6. MD SHPO
7. west elevation
8. 1 of 2

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

Property/District Name: Bridge 3092, MD147 over Long Green Branch Survey Number: BA- 2737

Project: Repair of Bridge 3092, Baltimore County Agency: SHA

Site visit by MHT Staff:  no  yes Name \_\_\_\_\_ Date \_\_\_\_\_

Eligibility recommended \_\_\_\_\_ Eligibility not recommended

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

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

Based on information provided by SHA, Bridge 3092 does not meet the National Register Criteria for individual listing. The 1915 steel beam bridge is one of approximately 24 ~~concrete girder~~ <sup>similar</sup> bridges extant on Maryland's highways which were constructed in or before 1915. It was substantially rebuilt in 1969 when a new superstructure was built. The bridge lacks integrity and is not known to possess any engineering significance or to be associated with any significant event or person. In addition, it is not located in any known historic district.

Documentation on the property/district is presented in: Project file

Prepared by: Rita Suffness

Elizabeth Hannold December 18, 1993  
Reviewer, Office of Preservation Services Date

NR program concurrence:  yes  no  not applicable  
A. Anderson 12.21.93  
Reviewer, NR program Date

*SM*

Survey No. BA-2737

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 Adaption

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

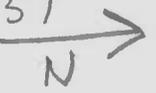
Historic Environment: Rural

Historic Function(s) and Use(s): Transportation

Known Design Source: NA

WHITE MARSH

BA-2737



LOCATION

27.3



Gunpowder Falls



BA-2737

PLATE NO.

3092

DATE

8-30-85

MD.147

LONG GREEN BRANCH

CI

S. END



BA-2737

BRIDGE NO.

3092

DATE

8-30-85

MD. 147

LONG GREEN BRANCH

CI

E. SIDE