

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: AA-2122

Name: MD 450 over Bacon Ridge Br. #2072

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> </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>

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

MHT NO. AA-2122

NAME AND SHA NO.: 2072

LOCATION

Road Name and Number: MD 450 over Bacon Ridge Branch
City/Town: Crownsville (just west of Annapolis) vicinity
County: Anne Arundel

Ownership: State County Municipal Other

Bridge projects over: Road Railway Water Land

Is bridge located within designated district?: yes 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 Retractable Pontoon
- Metal Girder
 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 the Setting:

Bridge #2072 carries MD 450 over Bacon Ridge Branch in Anne Arundel County, in Maryland's Coastal Plain or Tidewater physiographic region. MD 450 runs in a roughly east-west direction; Bacon Ridge Branch runs in a roughly north-south direction. Bridge # 2072 is located in a relatively undeveloped area north of US Route 50/301.

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

Bridge #2072 carries two lanes of traffic over Bacon Ridge Branch. The bridge is a single-span concrete girder bridge measuring 36' in total length with a clear roadway width of 24', and is comprised of concrete girders, abutments, wingwalls, and incised concrete parapet walls.

The 1931 inspection report noted that the wingwalls had already cracked and separated from the abutments. Inspection reports dating to 1970, 1974, 1975, 1977, and 1980 noted spalling, surface erosion, and cracks in the 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:

A 1991 vehicle accident also damaged the bridge. Emergency repairs to the deck and back walls were executed in 1995. The bridge is scheduled for possible replacement by the year 2000.

HISTORY

When Built: 1925

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Roads Commission, contract #AA 42

Who Designed: Unknown

Why Altered: The bridge was altered to repair severe deterioration to the deck and back wall.

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) B (Person) C (Engineering/Architectural Character)

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

Road improvements in Anne Arundel County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the State Roads Commission established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

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?

Bridge #2072 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

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, the bridge is not located in an area which is eligible for historic designation.

Is the bridge a significant example of its type?

No, this structure is not a significant example of its type.

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MARYLAND HISTORICAL TRUST**

MHT NO. AA-2122

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

No, the bridge does not retain integrity of the primary character-defining elements of a concrete beam bridge. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers, and wing walls. The back walls and deck underwent emergency repairs in 1995.

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

No, this structure is not a significant example of the work of the State Roads Commission. The original drawings of this bridge date to 1925.

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

No, this structure should not be given further study. Previous alterations place its integrity in doubt.

BIBLIOGRAPHY

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

State Highway Administration
Bridge Inspection Reports. On file 707 North Calvert Street, Baltimore.

As-Built Drawings. On file 707 North Calvert Street, Baltimore.

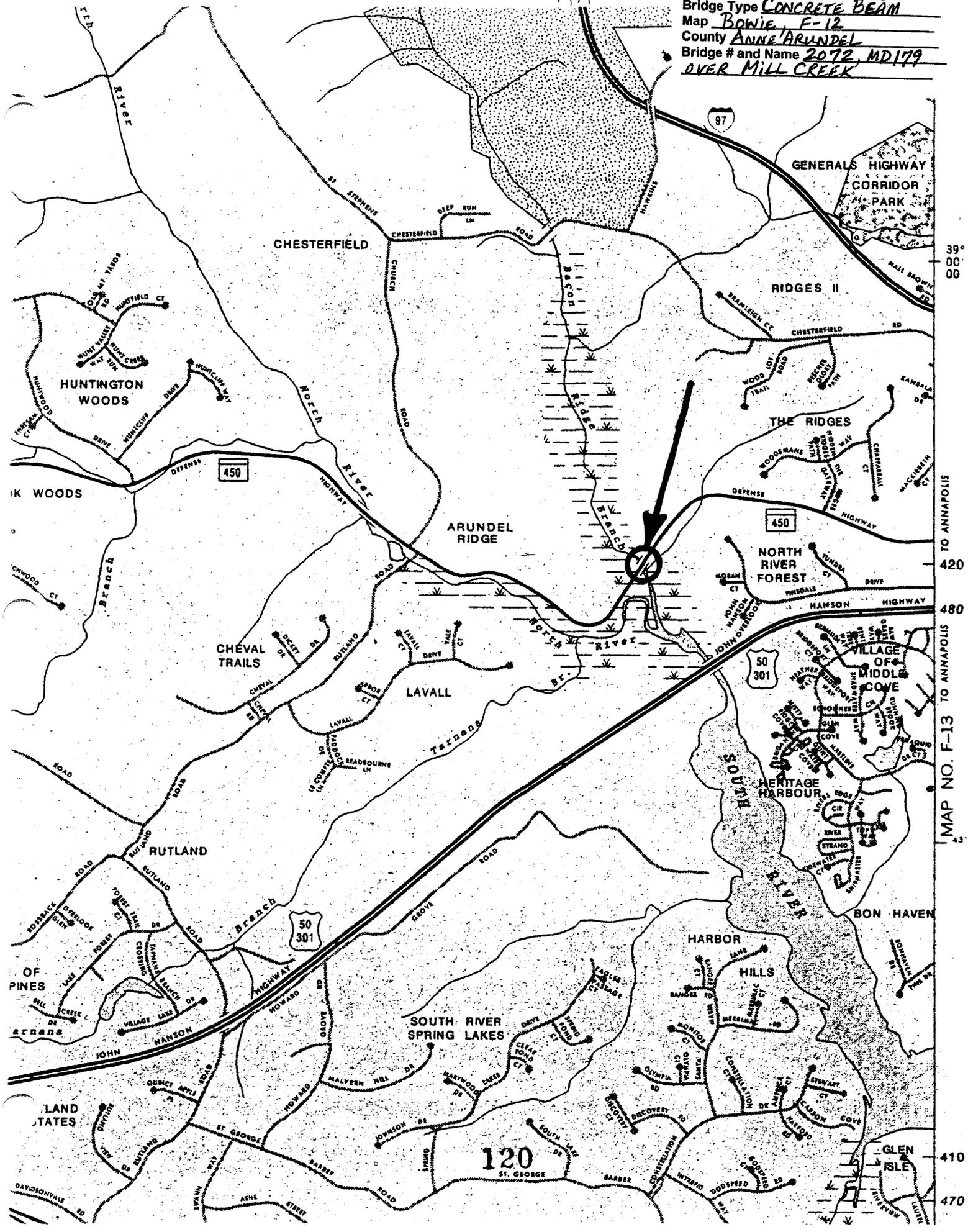
State Roads Commission of Maryland
1958 *A History of Road Building in Maryland.* Baltimore.

SURVEYOR INFORMATION

Name: Gabrielle M. Lanier
Organization: KCI Technologies, Inc.
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Date: 13 May 1996
Telephone: (717) 691-1340

AA-2122
 Maryland Historic Highway Bridges
 Bridge Type CONCRETE BEAM
 Map BOWIE, F-12
 County ANNE ARUNDEL
 Bridge # and Name 2072, MD179
OVER MILL CREEK



39° 00' 00"
 420
 480
 TO ANNAPOLIS
 TO ANNAPOLIS
 MAP NO. F-13
 410
 470



Inventory # AA-2122

Name 2072 - MD 450 OVER BACON RIDGE BRANCH

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1195

Location of Negative SHA

Description EAST APPROACH LOOKING
WEST

Number ~~20 of 23~~ 1 of 4



Inventory # AA 2122

Name 2072-MD 450 OVER BACON RIDGE BRANCH

County/State ANNE ARUNDEL COUNTY / MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING EAST

Number ~~21~~ of ~~23~~ 2 of 4



Inventory # AA-2122

Name 2072-MD 450 OVER BAKON RIDGE BRANCH

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SAA

Description SOUTH ELEVATION

Number ~~22~~ of ~~23~~ 3 of 4



Inventory # AA-2122

Name 2072-MD 450 OVER BACON RIDGE BRANCH

County/State ANNE ARUNDEL COUNTY/MO

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION

Number ~~23~~ of ~~23~~ 4 of 4

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: Structure No. 2072 Inventory Number: AA-2122

Address: MD 450 over Bacon Ridge Branch, Crownsville vicinity, Anne Arundel County, Maryland

Owner: Maryland State Highway Administration

Tax Parcel Number: _____ Tax Map Number: _____

Project 2380202, Bridge Repairs to Bridge 2072 Agency State Highway Administration (SHA)

Site visit by SHA Staff: no yes Name: Kelly Steele Date: 05/09/2000

Eligibility recommended Eligibility **not** recommended

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

Is property located within a historic district? no yes Name of District: _____

Is district listed?: no yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination *(Use continuation sheet if necessary and attach map and photo)*

Bridge No. 2072 was built in 1925 to carry MD 450 over Bacon Ridge Branch. The bridge is a single-span concrete girder bridge, measuring 36' in total length with a clear roadway width of 24'. It consists of concrete girders, abutments, wingwalls, and incised concrete parapet walls.

In 1995, the Maryland State Highway Administration (SHA) undertook a survey of historic concrete beam bridges in Maryland and identified 113 of that type (slightly more than two-third of that total were single-span bridges). Following the inventory, SHA convened an Historic Bridge Committee to consider the National Register eligibility of these historic bridges. This committee determined that Bridge 2072 is not eligible for the National Register of Historic Places. Some of the factors behind this decision include the lack of significance as an example of its type, the lack of integrity, and the lack of significance as an example of the work of the State Roads Commission. In addition, the bridge is not located in an area which is eligible for historic designation. The details of this eligibility consideration for Bridge 2072, under Criterion A, B, and C exist in the Maryland inventory of Historic Properties Inventory Form AA-2122.

Prepared by Kelly Steele Architectural Historian SHA

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Consideration <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: _____	
<u>[Signature]</u>	<u>7/17/2000</u>
Reviewer, Office of Preservation Services	Date
<u>[Signature]</u>	<u>7/21/00</u>
Reviewer, NR Program	Date

**PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS**

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:

- 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 Prehistoric
- Unknown Historic

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/Road-Related

Known Design Source: None

Mr. J. Rodney Little
MD 450 over Bacon Ridge Branch

AA-2122

Attachment IV: Eligibility Table

Eligibility/Status Table

Project Name: MD 450 over Bacon Ridge Branch

May 17, 2000

Resource	Type	SHA NR Determination	SHPO Opinion	Alternate	Attachment	Remarks
AA-2122 Bridge No. 2072	S	X				Reviewed by the Historic Bridge Committee

Codes:

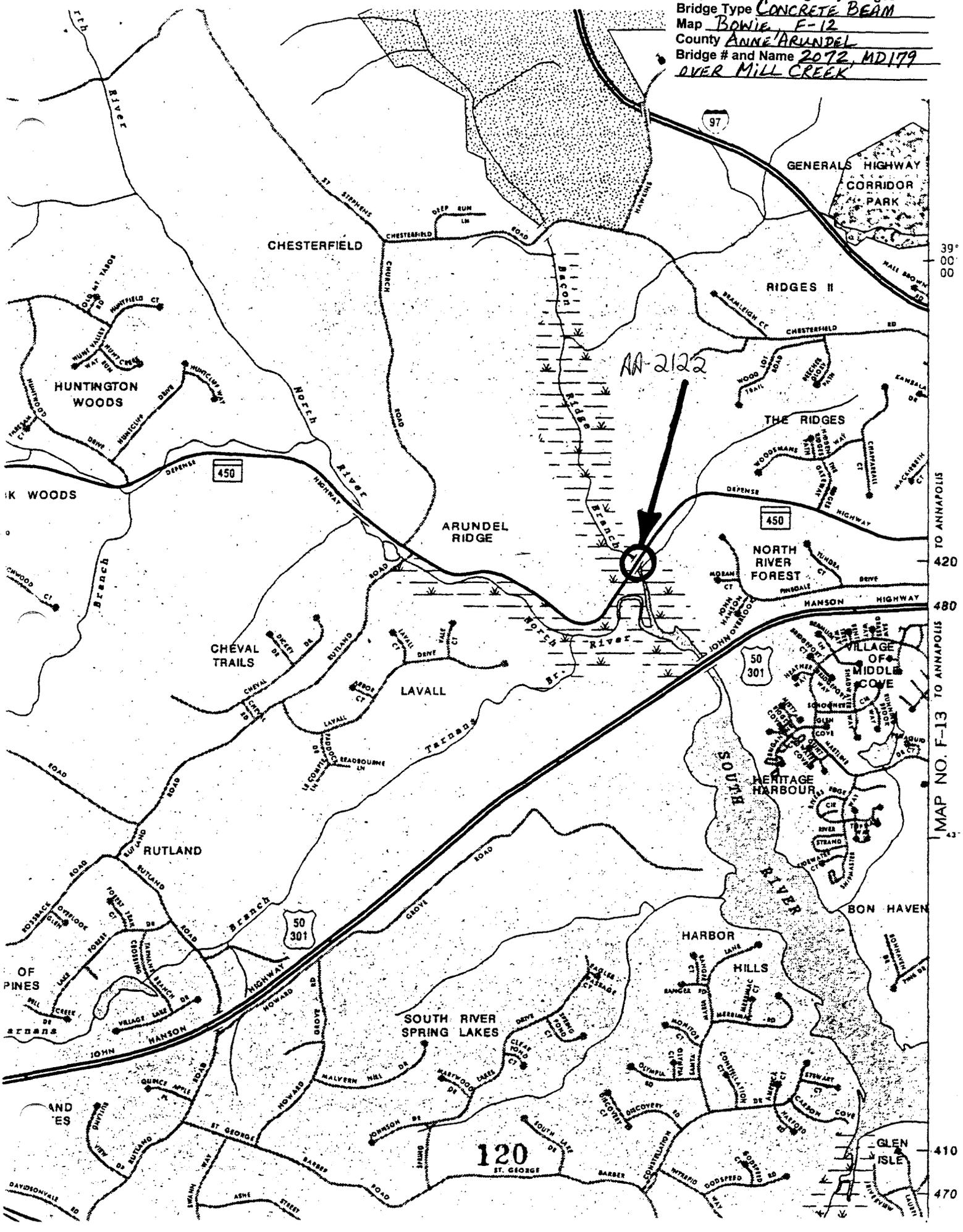
Resource Types: S (Structure), A (Archeological Site), HD (Historic District), NHL (National Historic Landmark)

NR Determination: ND (Not Determined), X (Not Eligible), NR (Eligible), NRL (Listed), NHL (Landmark)

SHPO Opinion: (B) designates opinion regarding boundary, Code following date signifies SHPO opinion

Bold rows indicate review action requested

Maryland historic highway bridges
Bridge Type CONCRETE BEAM
Map BOWIE, F-12
County ANNE ARUNDEL
Bridge # and Name 2072, MD179
OVER MILL CREEK



39° 00' 00"
420
480
TO ANNAPOLIS
MAP NO. F-13 TO ANNAPOLIS
410
470



1. AA-2122
2. Structure 0207200
3. Anne Arundel County, MD
4. Kelly Steals
5. 5/11/00
6. MD SHPO
7. View of bridge from MD 450, facing west
8. 1 of 5



1. AA-2122
2. Structure 0207200
3. Anne Arundel County, MD
4. Kelly Steels
5. 5/11/00
6. MD SHPO
7. View of south side of bridge from MD 450
8. 2 of 5



1. AA-2122
2. Structure 0207200
3. Anne Arundel County, MD
4. Kelly Steele
5. 5/11/00
6. MD STPO
7. View of north side of bridge from MD450
8. 3 of 5



1. AA-2122
2. Structure 0207200
3. Anne Arundel County, MD
4. Kelly Steele
5. 5/11/00
6. MD SHPO
7. View of North side of bridge, water side
8. 4 of 5



1. AA-2122
2. Structure 0207200
3. Anne Arundel County, MD
4. Kelly Steele
5. 5/11/00
6. MD SHPO
7. View of south side of bridge, water side
8. 5 of 5