

Maryland Historical Trust

Maryland Inventory of Historic Properties number: AA-2125

Name: MD 174 OVER AMTRAK

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"/>	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input 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 AA-2125

Name and SHA No. 2075 Maryland 174 over AMTRAK

Location:

Street/Road Name and Number: Maryland Route 174 over Amtrak

City/Town: Severn Vicinity

County: Anne Arundel

Ownership: State County Municipal Other

This bridge projects over: Road Railway Water Land

Is the bridge located within a 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

Metal Truss

Movable 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 Setting:**

Maryland Bridge No. 2075 carries two lanes of Maryland Route 174 east and west over AMTRAK rail lines in Anne Arundel County, Maryland. The areas adjacent to the railroad tracks are wooded, areas more distant are residential. The area around the bridge can be characterized as a small town.

Describe Superstructure and Substructure:

The structure, built in 1931, is a single span bridge consisting of two 7' deep thru-girders supporting 30" floorbeams with a concrete deck. The floorbeams are fully encased in gunite and only the bottom flange and inside faces of the girders below the deck are encased. The structure has a span length of 75'± and a clear roadway width of 27'±. The deck is concrete with a bituminous concrete wearing surface overlay. The substructure consists of concrete abutments founded on spread footings. The west abutments have bearings of the fixed type, while the east abutments have expansion type roller bearings. Both sides of the bridge are covered with protective sheeting.

Discuss Major Alterations:

Concrete parapets were replaced at an unknown date.

History:**When Built:** 1931**Why Built:** Grade Separation**Who Built:** Phoenix Bridge Co.**Why Altered:** Structural and safety needs.

Was this bridge built as part of an organized bridge building campaign: This bridge was built as part of the program designed to eliminate dangerous at grade railroad crossings.

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, this bridge constructed as part of a statewide program to eliminate at grade railroad crossing. In 1878 three structures were located in the vicinity at the road crossing what was then the Baltimore and Potomac Railroad tracks at Severn Station. Two of the three buildings were located on the west side of the crossing, and were probably related to the function of the railroad station. By the early 20th century, the area around Severn had become much more densely settled. A small community had sprung up around the crossroads leading to and from Severn Station (1907, USGS). At this time the railroad had become part of the Philadelphia, Baltimore, and Washington Line.

The bridge was constructed across the railroad tracks in 1931, and was originally known as the Severn Grade Elimination over Pennsylvania Railroad. The road which it carried may have gone through a succession of name changes. The earliest bridge inspection reports indicates that the bridge carried a succession of roads including Camp Meade Road, Maryland Route 170, and Maryland Route 554.

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?

This bridge was built in response to need for a railroad crossing at this point. It appears that the location of the community of Severn, and Severn Railroad Station stimulated the need for a bridge.

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?

This bridge is located adjacent to the locally designated historic district at Severn. Should the boundaries of this district expand, this bridge may add to the historic and visual character of the possible district, which represents a late 19th century railroad community. A picture of the structures in the vicinity of the bridge is available in Anne Arundel County: A Pictorial History by Jacques Kelley.

Is the bridge a significant example of its type?

This bridge is not a significant example of its type.

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

This bridge contains many of the character defining elements described in the Context Addendum, including a bridge plaque. The original concrete parapets were replaced at an unknown date. The removal of the original concrete parapets represents the loss of one primary character defining element. In spite of this loss this bridge appears to retain integrity as defined in the Context Addendum.

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

Yes, further study of the bridge should be made before its significance is determined. This structure may add to the historic and visual character of the adjoining district.

Bibliography:

Anne Arundel County

1995 Bridge Inspection Files.

Greiner, Inc.

1995 Historic Bridge Inventory Form.

Hopkins, G.M.

1878 Atlas of Anne Arundel County, Maryland.

Kelly, Jacques

1989 Anne Arundel County: A Pictorial History.

Spero, P.A.C. & Company, and Louis Berger & Associates

1994 Historic Bridges in Maryland: Historic Bridge Context.

State Highway Administration

v.d. Bridge inspection files.

United States Geological Survey

1957 7.5' Relay Quadrangle, photorevised 1974.

United States Geological Survey

1907 15' Relay Quadrangle.

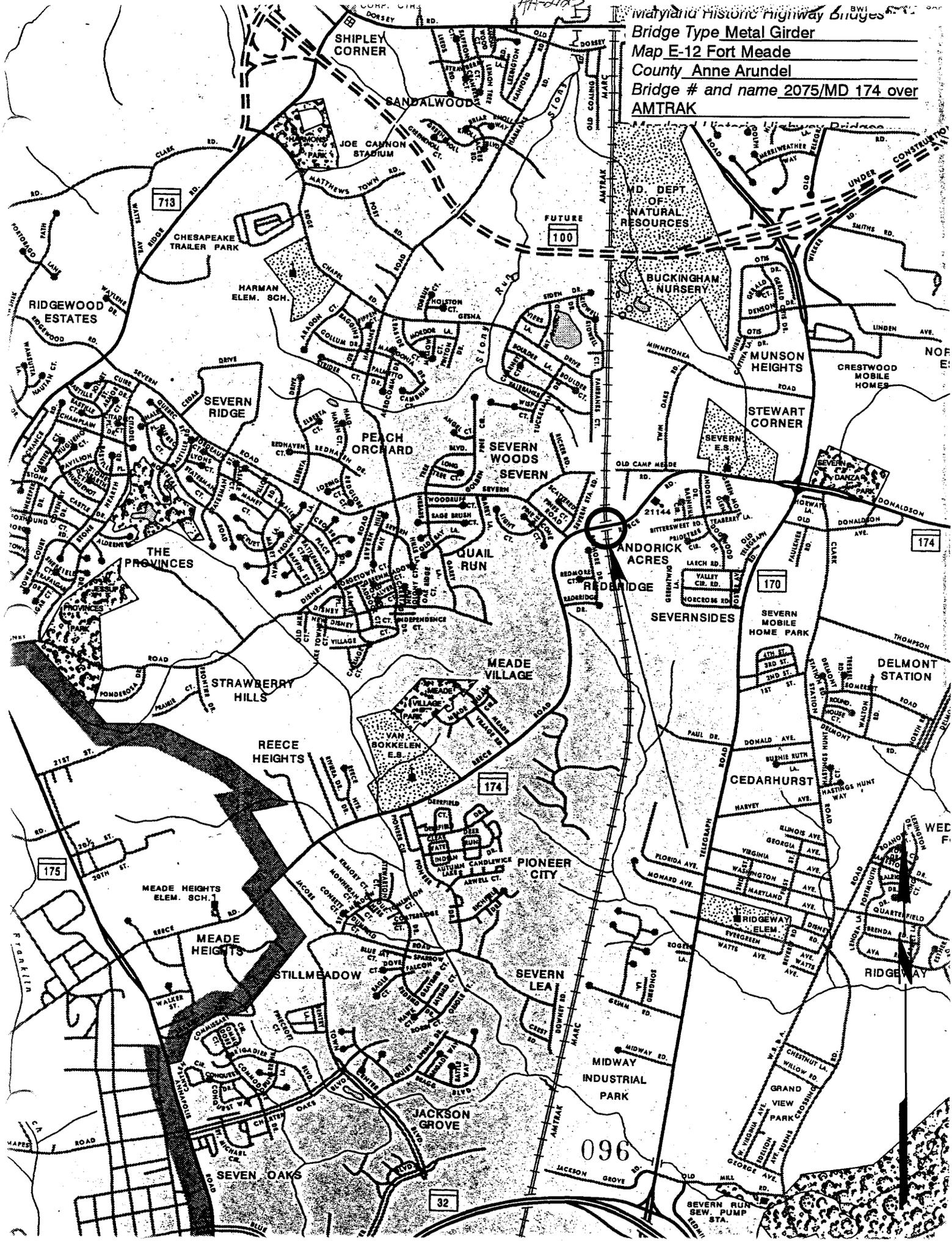
Surveyor:

Name: Jason D. Moser **Date:** September 1995

Organization: State Highway Admin. **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road Brooklandville, MD 21022

Matyland Historic Highway Bridges
Bridge Type Metal Girder
Map E-12 Fort Meade
County Anne Arundel
Bridge # and name 2075/MD 174 over AMTRAK





Inventory # AA-2125

Name 2075-MD-174 OVER AMTRAK

County/State ANNE ARUNDEL COUNTY / MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION

Number ~~8~~ of ~~23~~ 1 of 6



Inventory # AA-2125

Name 2075- MD174 OVER AMTRAK

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING WEST

Number ~~9 of 23~~ 2 of 6



Inventory # AA-2125

Name 2075-MD174 OVER AMTRAK

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING

EAST

Number ~~10~~ of ~~23~~ 3 of 6

GRADE ELIMINATION

BUILT 1947

STATE ROADS COMMISSION

C. GANTON CHL. - CHAUNET

HOWARD BRUCE

JOHN W. SHAW

W. WILLIAMS JR. - S. E. ...

AND NORMAN - BRIDGE EAST ...

Inventory # AA-2125

Name 2075- MD 174 OVER AMTRAK

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description "GRADE ELIMINATION PLAQUE"

Number ~~11 of 23~~ 4 of 6

1931

BUILT BY

THE PHOENIX BRIDGE CO

PHOENIXVILLE, PA.

Inventory # AA-2125

Name 2015 MD174 OVER AMTRAK

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1195

Location of Negative SNA

Description "PHOENIXVILLE, PA BRIDGE
CD. PLAQUE" 1931

Number ~~12 of 23~~ 5 of 6



Inventory # AA-2125

Name 2075- MD174 OVER AMTRAK

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION

Number ~~13~~ of ~~23~~ 6 of 6