

Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2683

Name: BO186/SHELBOURNE RD. OVER W. HESSOP RUN

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>

MARYLAND INVENTORY OF HISTORIC BRIDGES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION/  
MARYLAND HISTORICAL TRUST

MHT No. BA-2683

SHA Bridge No. B 0186 Bridge name Shelbourne Road over West Herbert Run

**LOCATION:**

Street/Road name and number [facility carried] Shelbourne Road

City/town Arbitus, MD 0.17 mi S of Locust Avenue Vicinity \_\_\_\_\_

County Baltimore

This bridge projects over: Road \_\_\_ Railway \_\_\_ Water X Land \_\_\_

Ownership: State \_\_\_ County X Municipal \_\_\_ Other \_\_\_

**HISTORIC STATUS:**

Is bridge located within a designated historic district? Yes \_\_\_ No X

National Register-listed district \_\_\_ National Register-determined-eligible district \_\_\_

Locally-designated district \_\_\_ Other \_\_\_\_\_

Name of district \_\_\_\_\_

**BRIDGE TYPE:**

Timber Bridge \_\_\_\_\_:

Beam Bridge \_\_\_\_\_ Truss -Covered \_\_\_ Trestle \_\_\_ Timber-And-Concrete \_\_\_\_\_

Stone Arch Bridge \_\_\_

Metal Truss Bridge \_\_\_

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 X \_\_\_\_\_:

Concrete Arch \_\_\_\_\_ Concrete Slab X Concrete Beam \_\_\_ Rigid Frame \_\_\_\_\_

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

**DESCRIPTION:**

**Setting:** Urban \_\_\_\_\_ Small town \_\_\_\_\_ Rural X

**Describe Setting:**

Bridge B0186 carries Shelbourne Road in a northeast-southwest direction over West Herbert Run which flows in an easterly direction. The bridge is in a relatively developed area; a school and houses are visible from the bridge.

**Describe Superstructure and Substructure:**

Bridge B0186 is a single span prestressed concrete slab on concrete abutments. It was built in 1930 and reconstructed in 1990. The two abutments are in sections, suggesting that the original structure has been widened. The north abutment has two concrete sections and the south abutment has a stone masonry stem in the middle with concrete sections on both sides. The span is 24.0 feet and the overall length is 25.0 feet. The curb to curb width is 30.3 feet and the deck out to out width is 32.3 feet; the skew is 40 degrees. The parapets have been removed and guardrail put in their place. A steel girder pedestrian structure runs along the east side of the bridge. The roadway supports two-way traffic. The bridge is not posted.

The 1993 inspection describes the bridge as in good condition. The superstructure is in very good condition and the substructure is in satisfactory condition. New beam seats were constructed on top of the existing abutments as part of the 1990 rehabilitation. Minor cracks with light efflorescence are typical on the concrete portions of the abutments and wingwalls, particularly on the south stem around the water line. The stone portion of the south abutment exhibits deteriorated and cracked mortar joints. A scour hole has developed along the south abutment and the southwest wingwall, the southwest wingwall is undermined.

**Discuss Major Alterations:**

The superstructure was replaced in 1990.

**HISTORY:**

**WHEN** was bridge built (actual date or date range) 1930, reconstructed 1990

**This date is:** Actual X Estimated \_\_\_\_\_

**Source of date:** Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form X

**Other (specify)** \_\_\_\_\_

**WHY was the bridge built?**

The need for a more efficient transportation network and increased load capacity

**WHO was the designer?**

State Highway Administration

**WHO was the builder?**

Unknown

**WHY was the bridge altered?**

The bridge was altered to address structural inadequacies.

**Was this bridge built as part of an organized bridge-building campaign?**

As part of an effort by the State to increase load capacity on secondary roads.

**SURVEYOR/HISTORIAN ANALYSIS:**

**This bridge may have National Register significance for its association with:**

- A - Events \_\_\_\_\_
- B- Person \_\_\_\_\_
- C- Engineering/architectural character \_\_\_\_\_

This bridge does not have National Register significance.

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

No.

**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?**

There is no evidence to suggest that the construction of this bridge had a significant impact on the growth and development of this area.

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?**

No, this bridge is not in an area eligible for historic designation.

**Is the bridge a significant example of its type?**

No. The bridge was reconstructed in 1990.

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

No, reconstructed in 1990, and superstructure replaced.

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

The bridge is not a significant example of the work a manufacturer, designer, and/or engineer.

**Should the bridge be given further study before an evaluation of its significance is made?**

No additional study will be needed before an evaluation of the significance of this bridge is made.

**BIBLIOGRAPHY:**

County inspection/bridge files     X          SHA inspection/bridge files \_\_\_\_\_  
Other (list):

**SURVEYOR:**

Date bridge recorded     08/25/95    

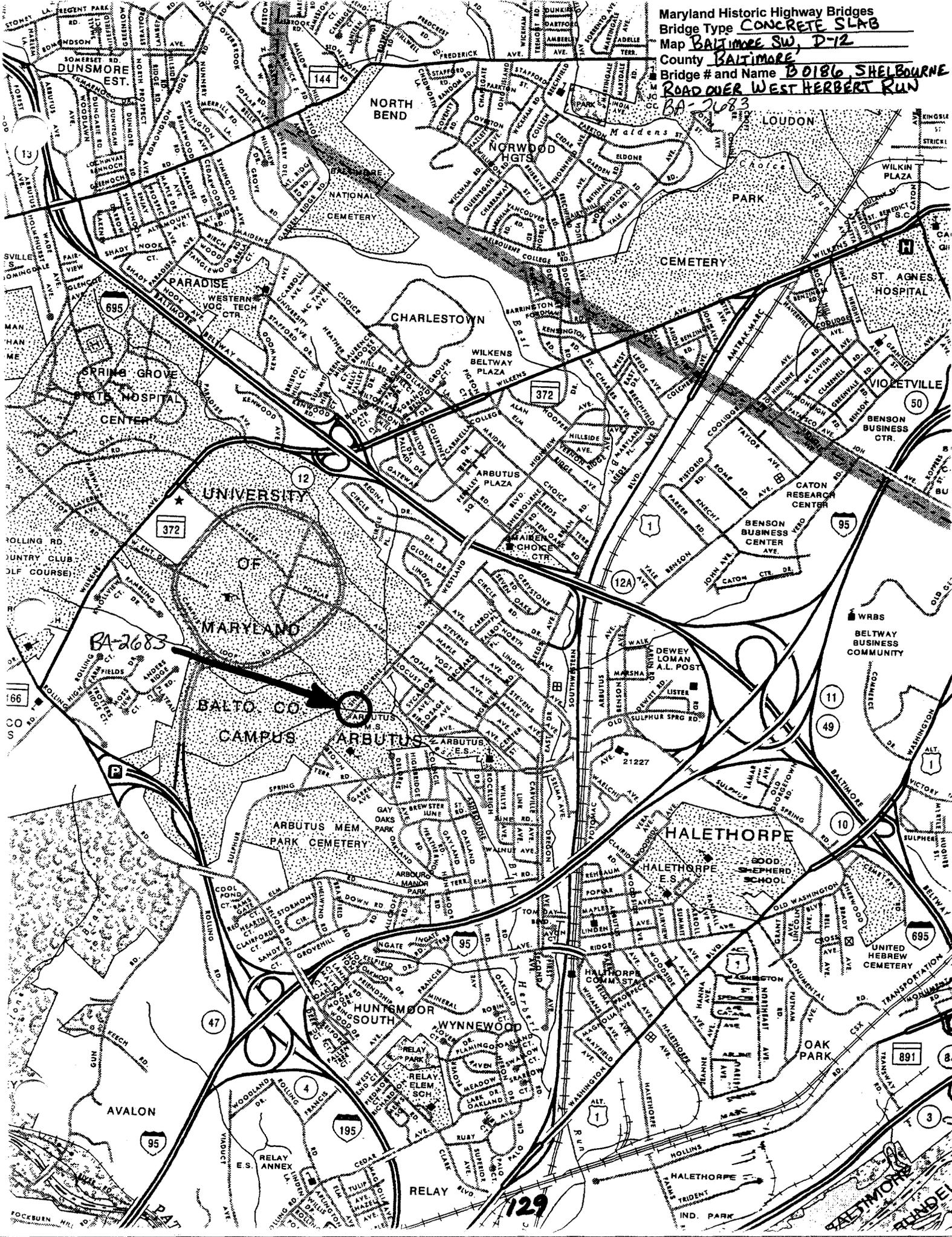
Name of surveyor     Colin Farr    

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Maryland Historic Highway Bridges  
Bridge Type CONCRETE SLAB  
Map BALTIMORE SW, D-12  
County BALTIMORE  
Bridge # and Name B0186 SHELBORNE ROAD OVER WEST HERBERT RUN



BA-2683

BA-2683

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BALTIMORE  
BUNDEL



Inventory # BA-2683

Name 60186-SHELBOURNE RD OVER WEST HERBERT RUN

County/State BALTIMORE COUNTY / MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING NORTH

Number 1 of 39 2



Inventory # BA-2683

Name 00186-SHELBOURNE RD OVER WEST HERBERT RUN

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description EAST ELEVATION LOOKING  
NORTHWEST

Number 2

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