

Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA 2723

Name: MD 128 over Piney 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 <u> X </u>	Eligibility Not Recommended <u> </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>

Just

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number BA-2723

Name and SHA No. 3068

Location:

Street/Road Name and Number: MD Route 128 over Piney Run

City/Town: Dover Vicinity X

County: Baltimore

Ownership: X State ___ County ___ Municipal ___ Other

This bridge projects over: ___ Road ___ Railway X 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 3068 carries MD Route 128 in a generally north-south direction over Piney Run in Dover, Maryland. The approach to the roadway is level and has four divided lanes. The area around this bridge is rural and wooded.

Describe Superstructure and Substructure:

Bridge number 3068 is a single span structure, measuring 52 feet in total length. Bridge Number 3068 is a rolled wide flange girder structure. The roadway width from curb to curb is 19 feet and the total deck width is 24 feet. There are sidewalks on both sides of the bridge and the width of each is two feet.

The superstructure is composed of rolled steel girders. There is one span in the main bridge unit and no approach units. The span is 52 feet long. The floor system is composed of concrete cast-in-place. The joints are made of a preformed expansion material. There are two open balustrade rectangular concrete parapets. There is little ornamentation. There are no historical plaques.

The substructure is composed of concrete full height abutments and concrete abutments. There is no ornamentation. There are no historical plaques.

The condition of this bridge is currently rated fair with some deterioration and spalling of the abutment walls and undermining.

Discuss Major Alterations:

There have been no major alterations to this structure.

History:**When Built:**1945**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?

No. Bridge 3068 did not have a significant impact on the area. This structure was built to satisfy local needs but its function can be met through other transportation options. Bridge 3068 certainly had an impact on the immediate concerns of locals, other options keep this impact from being significant.

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 3068 is located in an area that has had an important and significant impact on the history of Baltimore County, Maryland. The Middle River area is a vital segment of Baltimore history. 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 3068 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 3068 does retain important elements of its historical structural integrity. The primary character defining elements are rolled wide flange beams.

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

Yes. Bridge 3068 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.

Bibliography:

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Spero, P.A.C. & Company, and Louis Berger & Associates
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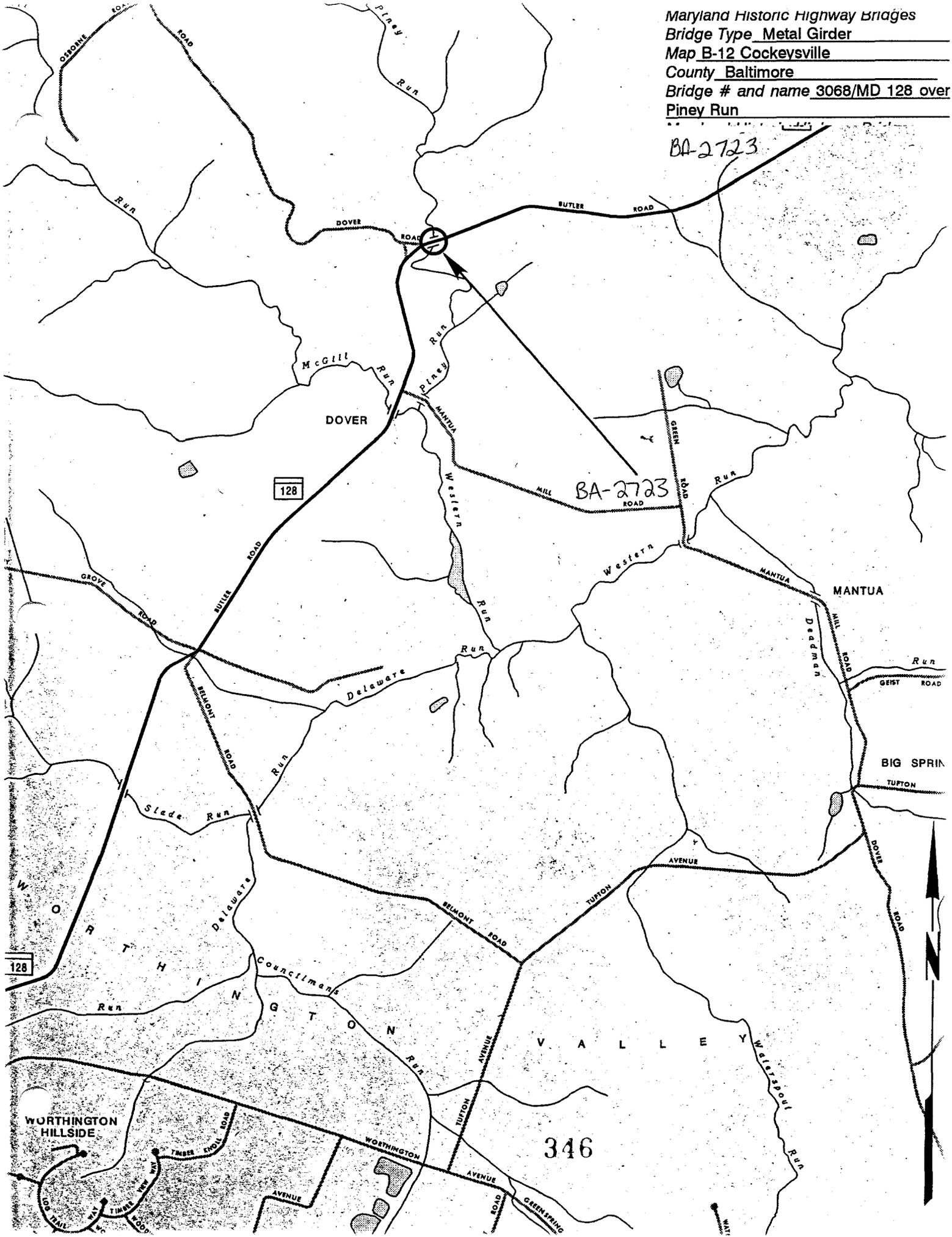
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1991 **Bridge Inspectors Manual.** Federal Highway Administration. Washington D.C.

Surveyor:

Name: Andrew M. Watts **Date:** March 1996
Organization: State Highway Administration **Telephone:** (410) 321-2213
Address: 2323 West Joppa Road, Brooklandville, MD 21022

Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map B-12 Cockeysville
County Baltimore
Bridge # and name 3068/MD 128 over
Piney Run

BA-2723





Inventory # BA-2723

Name 3068 MD 128 WER PINEY RUN

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING
EAST

Number 14 of 32



Inventory # BA-2723

Name 3068-MOIZB OVER PINEY RUN

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING WEST

Number 2 of 3A



Inventory # BA-2723

Name 3068-MD128 OVER PINEY RUN
County/State BALTIMORE COUNTY / MD
Name of Photographer DAVE DIEHL
Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION LOOKING
NORTHEAST

Number 3 of 304



Inventory # BA-2723

Name 306B-MO 128 OVER PINEY RUN

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION LOOKING
SOUTH

Number 4 of 32