

Maryland Historical Trust

Maryland Inventory of Historic Properties number: BA-2864

Name: MD 145 OVER GREEN BRANCH

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

MHT No. BA-2864

SHA Bridge No. 3087

Bridge name MD 145 over Greene Branch

LOCATION:

Street/Road name and number MD 145 (Paper Mill Road)

City/town Phoenix Vicinity X

County Baltimore

This bridge projects over: Road Railway Water Land

Ownership: State County Municipal Other

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes No

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 :

Concrete Arch Concrete Slab Concrete Beam Rigid Frame

Other Type Name _____

DESCRIPTION:**Describe Setting**

Bridge 3087 carries MD 145 (Paper Mill Road) over Greene Branch in Baltimore County. MD 145 runs in a generally east-west direction over the southern flowing Greene Branch. The bridge is located in a suburban area with light residential development. The bridge carries 2 lanes of traffic in opposing directions adjacent to the Hunt Valley Inn Golf Course and Greene Branch Drive, approximately 3 miles east of the intersection of York Road and Paper Mill Road. There is a golf path under the structure on the west bank.

Describe Superstructure and Substructure:

Bridge 3087 is a single span, filled spandrel concrete arch bridge with modern jersey-barrier parapets. The arch is oriented on a 90-degree skew and is 50 feet long, with a 42-foot clear arch span. The arch has a rise of 7 feet 7 inches from springline to crown. The bridge carries a 24-foot roadway section with a bituminous wearing surface and earthen fill. The overall width of the bridge is 27 feet. The original parapets were pierced concrete, but were replaced in 1992 because of heavy deterioration.

According to a 1996 inspection report, the bridge is in satisfactory condition with a sufficiency rating of 75.5. There is surface erosion, longitudinal cracking, and exposed, rusting reinforcement bar in the arch. The roadway surface has longitudinal cracking and settlement. The abutments and wingwalls have surface erosion, fine cracking and light efflorescence with heavy deterioration at the mud line. The spandrel walls have light surface erosion, overall fine cracking and spalling, and heavy deterioration at the joints.

Discuss major Alterations:

The original parapets were removed in 1992 and replaced with jersey-barrier type parapets. A golf cart pathway has been constructed through the arch opening.

HISTORY:

WHEN was bridge built (actual date or date range) 1929
This date is: Actual Estimated
Source of date: Plaque Design plans County bridge files/inspection form
Other (specify)

WHY was bridge built? Widening and geometric improvement to MD 145 between Phoenix and Jacksonville

WHO was the designer? State Roads Commission

WHO was the builder? State Roads Commission

WHY was bridge altered? In 1992 the parapets were heavily deteriorated and replaced for safety reasons.

Was bridge built as part of organized bridge-building campaign?

No, this bridge was not built as part of an organized bridge building campaign.

SURVEYOR/HISTORIAN ANALYSIS:

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

A - Events **B - Person**
C - Engineering/architectural character

This bridge was determined not eligible by the Interagency Review Committee in September 1996.

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

The improvement of Baltimore County roads and structure resulted from several events that occurred at the start of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes throughout the state, as well as connecting roads between counties. A later impact of this program included the widening and geometric improvements to secondary route like Paper Mill Road, and the regrading of highways, and the construction

of new bridges to carry the rebuilt roadways. The rapid increase of motorized vehicles prompted the replacement of existing narrow and weak bridges with wider and stronger structures. During the 1920s the State Roads Commission focused on the improvement of safety and comfort for the motorist on the main routes throughout the states, while reconstructing the secondary and the farm-to-market network of feeder roads. By the 1930s, bridges that had been adequate during the initial phase of construction were beginning to be replaced.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?

No, Baltimore County did experience a high growth rate and development in the period when the bridge was built. This area of the county underwent the rapid division of large farm tracts into smaller plots for residential development by the middle and upper classes. However, the upgrading of the structure and the roadway did not spur development, but in fact was more of a service route between York Road and Jarrettsville Pike. The bridge and road did serve as an access road for the Baltimore City Public Works, Loch Raven Reservoir Park users, and patrons of the Hunt Valley Inn Golf Course.

Is the bridge located in an area that may be eligible for historic designation?

No, this bridge is not located in an area that is eligible for historic designation, but it is located in Loch Raven Reservoir area.

Is the bridge a significant example of its type?

No, the loss of the original parapets makes this an undistinguished example of a concrete arch bridge.

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

Yes, the bridge retains the integrity of its character defining elements, except that its original parapets have been replaced.

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

No, this bridge is not a significant example of the work of a manufacturer, designer, or engineer.

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

No, the bridge should not be given further study.

BIBLIOGRAPHY:

County inspection/bridge files _____ SHA inspection/bridge files X

Other (list):

Johnson, Arthur Newhall

1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland*. Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

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

1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

State Roads Commission

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

Tyrrell, H. Grattan

1909 *Concrete Bridges and Culverts for Both Railroads and Highways*. The Myron C. Clark Publishing Company, Chicago and New York.

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SURVEYOR:

Date bridge recorded December 1997

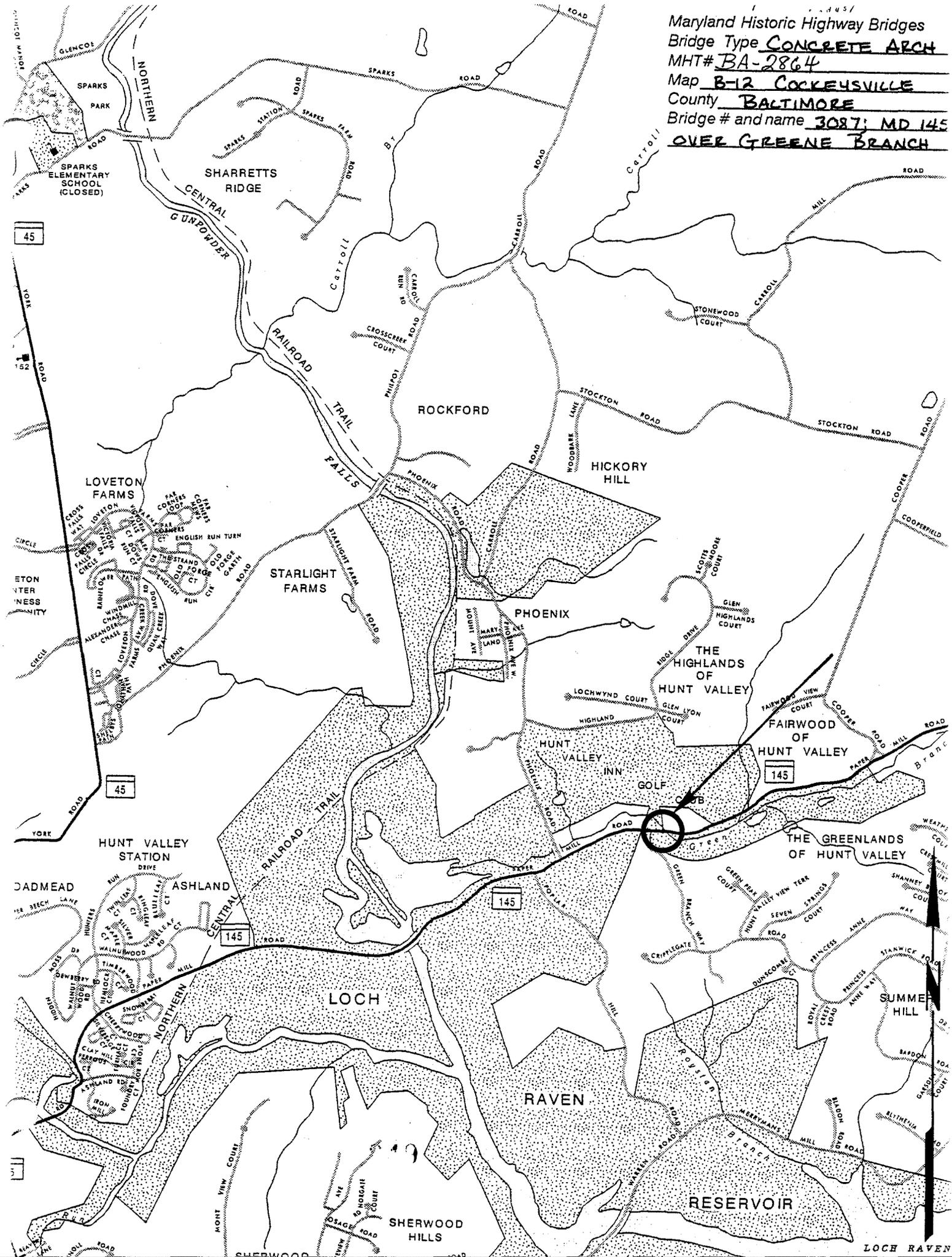
Name of surveyor Wallace, Montgomery & Associates / P.A.C. Spero & Company

Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204

Phone number (410) 296-1635

FAX number (410) 296-1670

Maryland Historic Highway Bridges
Bridge Type CONCRETE ARCH
MHT# BA-2864
Map B-12 COCKEYSVILLE
County BALTIMORE
Bridge # and name 3087; MD 145
OVER GREENE BRANCH





1. BA-2864
2. MD 145 over Greene Branch (Paper Mill arch)
3. Baltimore Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Elevation looking downstream
8. 1 of 5



1. BA-2864
2. MD 145 over Greene Branch (Paper Mill arch)
3. Baltimore Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Elevation looking upstream
8. 2 of 5



1. BA-2864
2. MD 145 over Greene Branch (Paper Mill arch)
3. Baltimore Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Looking Southwest
8. 3 of 5



1. BA-2864
2. MD 145 over Greene Branch (Paper Mill arch)
3. Baltimore Co., MD
4. Wallace, Montgomery & Assoc,
5. 12/97
6. MD SHPO
7. Looking Northeast
8. 4 of 5



1. BA-2864
2. MD-145 OVER GREEN BRANCH (PAPER MILL ARCH)
3. BALTIMORE COUNTY, MD
4. WALLACE - MONTGOMERY
5. 12/97
6. MD SHPO
7. GOLF CART PATH UNDER BRIDGE
8. 5 OF 5

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

Property/District Name: Bridge #3087 Survey Number: BA 2864

Project: MD 145 over Greene Branch, 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)

According to information prepared by SHA, Bridge #3087, a 42' concrete arch bridge constructed in 1929, does not meet the National Register criteria for individual listing. Concrete arch structures were extremely common by the late 1920s and Bridge #3087 has no particular historical or engineering significance. Numerous examples of similar bridges remain in the state. Bridge #3087 is not located in any known district.

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

Prepared by: Rita Suffness

Elizabeth Hannold
Reviewer, Office of Preservation Services

February 20, 1992
Date

NR program concurrence: yes no not applicable

R. J. [Signature]
Reviewer, NR program

2.25.92
Date

DS

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: unknown

