Maryland Historical Trust

Maryland Inventory of Historic Properties number: HA-1886

Name: Arlington Rd over BSO RR

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 ___X___ Eligibility Not Recommended _____

Criteria: ___A ___B _X_C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: Anne E. Bruder _____ Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze _____ Date: 3 April 2001

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

MHT Number HA-1886

Name and SHA No. H 169 over B&ORR

Location:
Street/Road Name and Number: Abingdon Road over B&ORR

City/Town: Sewell Vicinity X

County: Harford

Ownership: __State_X_County__Municipal__Other

This bridge projects over: __Road_X_Railway__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__Retractile__Pontoon

X Metal Girder
X Rolled Girder __Rolled Girder Concrete Encased
X 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 No. H 169 carries Abingdon Road north-south across B & O Railroad tracks in Harford County, Maryland. The north and south approach roadways have a 20' wide bituminous concrete traveled way. The north and south approaches are level and curved. The south approach is wooded. There is a 28'± section of W-beam guardrail on each side of both approaches. The guard rails are not anchored to the structure and all terminal ends are blunt. The B & O Railroad tracks intersect the east side of the south approach approximately 80 feet from the bridge. There are residences to the north of the bridge.

Describe Superstructure and Substructure:

Bridge H 169 carries Abingdon Road over B & O Railroad tracks in Harford County, Maryland. The structure is a five span beam and girder bridge with a concrete slab deck, 4 arched concrete piers, concrete retaining walls, and concrete spill-through abutments. The spans are 26'-3", 26'-9", 73'-10", 31'-6", and 31'-10" and have a total length 194'-5". The center span is of the plate girder type of beams, while the other spans are rolled girder beams.

Neither the top nor bottom of the concrete slab deck was observable. All steel elements of the superstructure have peeling paint and light to moderate corrosion. Beam ends were previously repaired with double stiffener angles at the abutments. However at two locations behind the stiffeners where the web plates meet the bottom flanges on each side of the beams, and web plates have been eaten completely through by corrosion. The bearings at the south abutment and piers 1 and 4 have been painted and are generally good condition. The beam ends and bearings supported by the transverse girders on piers 2 and 3 have moderate to heavy corrosion. The concrete abutments are in generally in good condition with some random hairline cracks and efflorescence. The first, second, and fourth piers are in good to moderate condition with some cracking, efflorescence, and honeycombing of the concrete. Pier three is in poor condition.

Discuss Major Alterations:

The concrete retaining walls are new and replaced older timber retaining walls. The beam ends were repaired with double stiffeners.

History:

When Built:1940
Why Built: Local transportation needs
Who Built: Unknown
Why Altered: Structural and safety reasons
Was this bridge built as part of an organized bridge building campaign: Unknown

Surveyor Analysis:
This bridge may have NR significance for association with:
__A Events __Person
_X_C Engineering/Architectural

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

This bridge does not appear to have been constructed in response to significant events in Maryland or local history.

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?

The construction and alteration of this bridge do not appear to have had a significant impact upon the growth and development of the area.

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?

No, this bridge is not located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type?

This bridge may be a significant example of its type.

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

Yes, this bridge appears to retain its primary character defining elements. Though this bridge appears to retain much of its integrity, though some deterioration and some repairs have occurred.

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

Further study of this bridge should is unnecessary. Review by the Historic Highway Bridges Inventory Review Committee, has determined that this bridge is eligible for inclusion on the National Register of Historic Places under Criteria C.

Bibliography:

HA-1886

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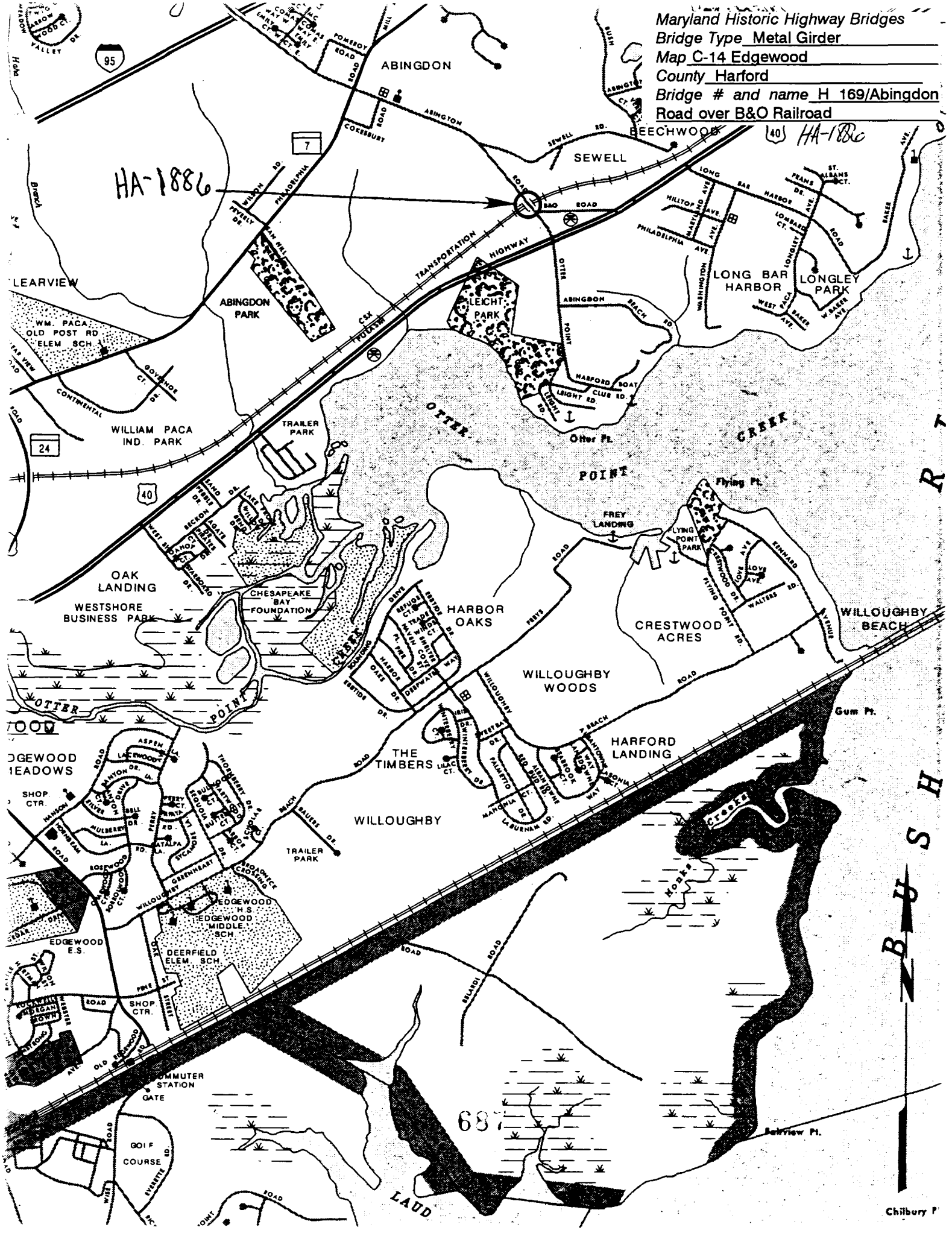
1949 7.5' Edgewood Quadrangle, photorevised 1985.
United States Geological Survey
1901 15' Gunpowder Quadrangle.
Wright, C. Milton.
1967 Our Harford Heritage: A History of Harford County, Maryland.

Surveyor:
Name: Jason D. Moser **Date:** September 1995
Organization: State Highway Admin. **Telephone:** (410) 321-2213
Address: 2323 West Joppa Road Brooklandville, MD 21022


Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map C-14 Edgewood
County Harford
Bridge # and name H 169/Abingdon Road over B&O Railroad
HA-1886
HA-188c
ABINGDON
BEECHWOOD
SEWELL
LEARVIEW
ABINGDON PARK
LEICHT PARK
LONG BAR HARBOR
LONGLEY PARK
WM. PACA OLD POST RD. ELEM. SCH.
WILLIAM PACA IND. PARK
TRAILER PARK
OTTER POINT
Otter Pt.
Flying Pt.
FREY LANDING
FLYING POINT PARK
OAK LANDING
WESTSHORE BUSINESS PARK
CHESAPEAKE BAY FOUNDATION
HARBOR OAKS
CRESTWOOD ACRES
WILLOUGHBY BEACH
WILLOUGHBY WOODS
Gum Pt.
HARFORD LANDING
THE TIMBERS
WILLOUGHBY
TRAILER PARK
EDGEWOOD MEADOWS
EDGEWOOD H.S.
EDGEWOOD MIDDLE SCH.
EDGEWOOD E.S.
DEERFIELD ELEM. SCH.
SHOP CTR.
COMMUTER STATION GATE
GOLF COURSE
Fairview Pt.
Chilbury P
TRANSPORTATION HIGHWAY
ABINGDON ROAD
OTTER POINT CREEK
BUSH RIVER
95
7
40
24
687

1. HA-1836
2. M 169, ABingdon ROAD OVER BRORK
3. HARFORD COUNTY, MD.
4. JOHN TARQUINIO
5. 1/26/95
6. MDSHTO
7. Looking WEST
8. 1 of 2


WEIGHT
LIMIT
29
TONS

1. HA-1886
2 H169, ABINGDON RD. OVER B+ORR
3 HARFORD COUNTY, MD
4. JOINT/ARQUINO
5 1/26/95
6 MDSHPO
7
8 2 of 3

1. MD-1936

2. H 169. ALVINGTON ROAD OVER [illegible]

3. HARFORD COUNTY, MD.

4. JOHN TARQUINIO

5. [illegible]

6. MD SHPO

7.

8. 2 of 3