

Maryland Historical Trust

Maryland Inventory of Historic Properties number: B-4544

Name: CHARLES ST. 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 _____	Eligibility Not Recommended <u>X</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>

James

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

MHT Number B-4544

Name and SHA No. BC 1210

Location:

Street/Road Name and Number: Charles Street over AMTRAK

City/Town: Baltimore Vicinity

County:

Ownership: State County X 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 Retractable Pontoon

X Metal Girder

 Rolled Girder Rolled Girder Concrete Encased

 Plate Girder X 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 BC 1210 carries Charles Street in a generally north-south direction over the Amtrak tracks in the City of Baltimore, Maryland. The approach to the roadway is very gently rising. There are four lanes on the structure. The area around this bridge is heavily developed and urban. Penn Station is just to the east of the bridge. The structures in the vicinity of this bridge are generally from the nineteenth century.

Describe Superstructure and Substructure:

Bridge Number BC 1210 is a steel plate girder encased in concrete structure measuring 221 feet in total length. The roadway width from curb to curb is 40.4 feet and the total deck width is 69.6 feet. There sidewalks on both sides of the bridge and the width of each of these is twelve feet.

The superstructure is composed of steel stringers and steel plate girders which are encased in concrete. There are five spans in the main bridge unit and five in the approach spans. The longest span is 53 feet long. There are 22 stringers in this structure. The stringer spacing averages five feet and under. The floor system is composed of concrete cast-in-place. The joint types are made of a preformed expansion material. There are three ornamental concrete parapets. There is subtle linear ornamentation along the length of the concrete casings of the steel girders.

The substructure is composed of steel gravity abutments with concrete footing abutments. The piers are composed of concrete columns and crashwalls. The wearing surface is bituminous asphalt. The columns of this structure have little ornamentation although they complement the concrete of the superstructure well. There are no identifying plaques.

The condition of this bridge is currently rated poor with advanced section loss, deterioration, spalling and scour.

Discuss Major Alterations:

There have been two major alterations to this structure. Records on the 1951 reconstruction are incomplete, however, later records indicate that the interior beams and stringers were replaced. In 1995 a complete replacement of the deck, road surface was begun. Heavy spalling on the Northern Abutment is also being repaired.

History:**When Built:** 1910 and 1951**Why Built:** Increased traffic density necessitated a structure with an increased load capacity.**Who Built:** State Roads Commission**Why Altered:** Safety and structure**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:**

Yes. In 1899 the Maryland Geological Survey published "Report on the Highways of Maryland." This report found Maryland bridges to generally be in poor condition. Reforms were recommended to improve this problem. One of the solutions involved the use of modern steel girders to replace iron and timber bridges.

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?

Yes. The Jones Falls area with its mills, industry and transportation networks, have always played a vital role in Baltimore development. The ability to cross this area efficiently has always been a significant engineering challenge. Bridge BC1210 had a significant impact on the area. The ability to access the markets and employment potential of Baltimore City would have been seriously limited to locals had this bridge not been built. The steady outward growth of Baltimore City necessitated the steady growth of a sufficient transportation network. The construction of bridge BC1210 would have been a significant part of this development. The neighborhoods of Downtown Baltimore would have all been directly impacted.

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. The Jones Falls is a natural transportation corridor, second only to the Inner Harbor in importance to Baltimore history. Bridge BC1210 is located in an area that has had an important and significant impact on the history of Baltimore City, Maryland. The neighborhoods of Mount Vernon and Charles Village vital segments of Baltimore history. This structure served both these neighborhoods and the industry of where the locals probably worked. 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?

Yes. Bridge BC1210 is a significant variation of a common bridge construction type. Steel girder bridges were built prolifically across Maryland from the late nineteenth century to the present day. There is often little variation in many of these bridges. Bridge BC1210 shows unique design and ornamentation. These differences set this structure apart from other bridges of this type.

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

Yes. Bridge Number BC1210 does retain important elements of its historical structural integrity. The primary character defining elements are the original concrete encased plate girders, abutments, and piers.

The secondary character defining elements are applied ornamentation.

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

Yes. The Historic bridges that span the Jones Falls area of Baltimore should be studied as a potential district.

Bridge BC1210 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.

Under criteria A, Bridge BC1210 should be studied in the context of its historical significance. This bridge can be associated with the development of the neighborhoods of Downtown Baltimore. Further study should be made to determine its significance to the pattern of events and trends toward urbanization and industrialization that are characterized by the era of its construction. A determination of the significance of its location should include the nature and origin of the property it is constructed on. This should include previous structures and the history of that area as a crossing.

Under criteria C, the distinctive characteristics of this bridge should be studied to include the type, period, and method of construction.

Under criteria D, the potential for information of Bridge BC1210 should be studied further. This structure was built during a period of intense urbanization and industrialization in Maryland and the country as a whole.

Bibliography:

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1990 National Register Bulletin Number 15. National Park Service. Washington D.C.

U.S. Department of Transportation
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Surveyor:

Name: Andrew M. Watts **Date:** March 1996

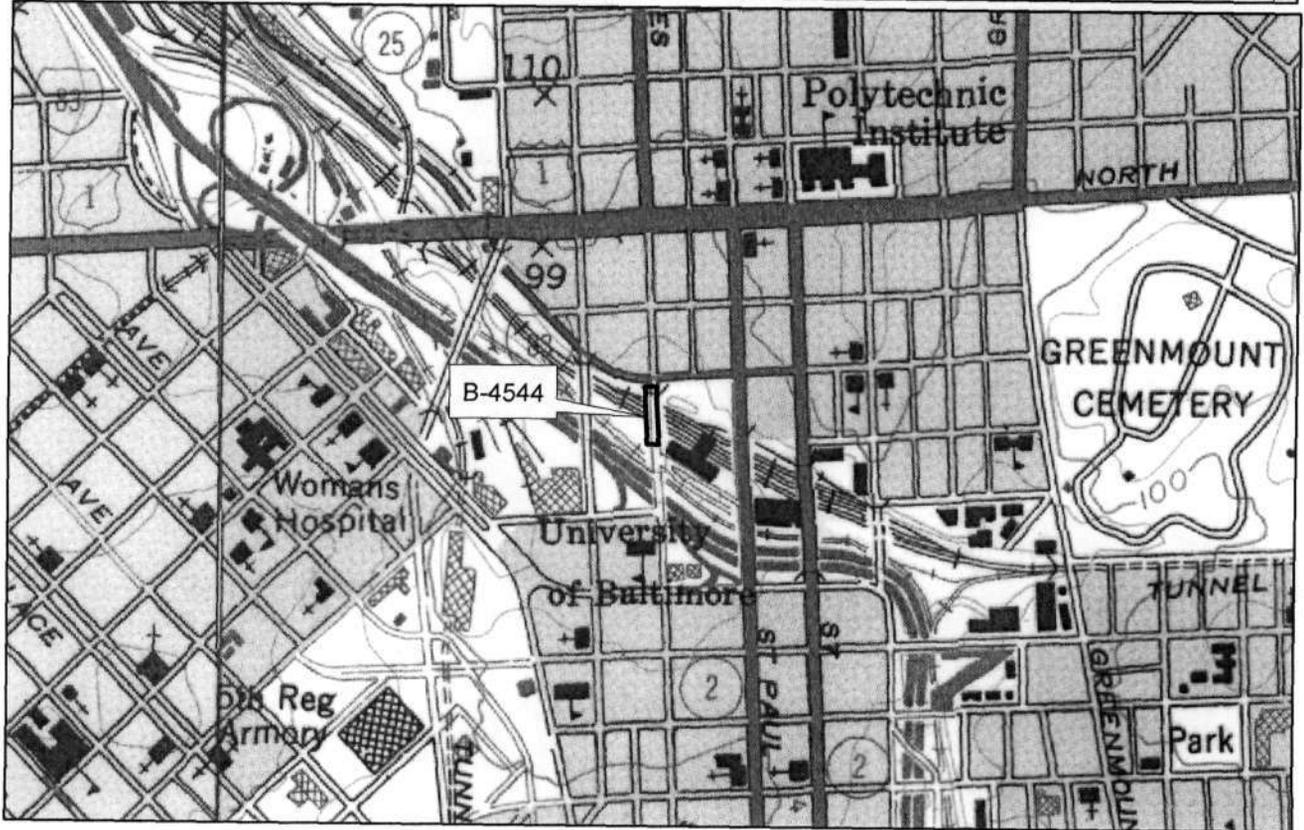
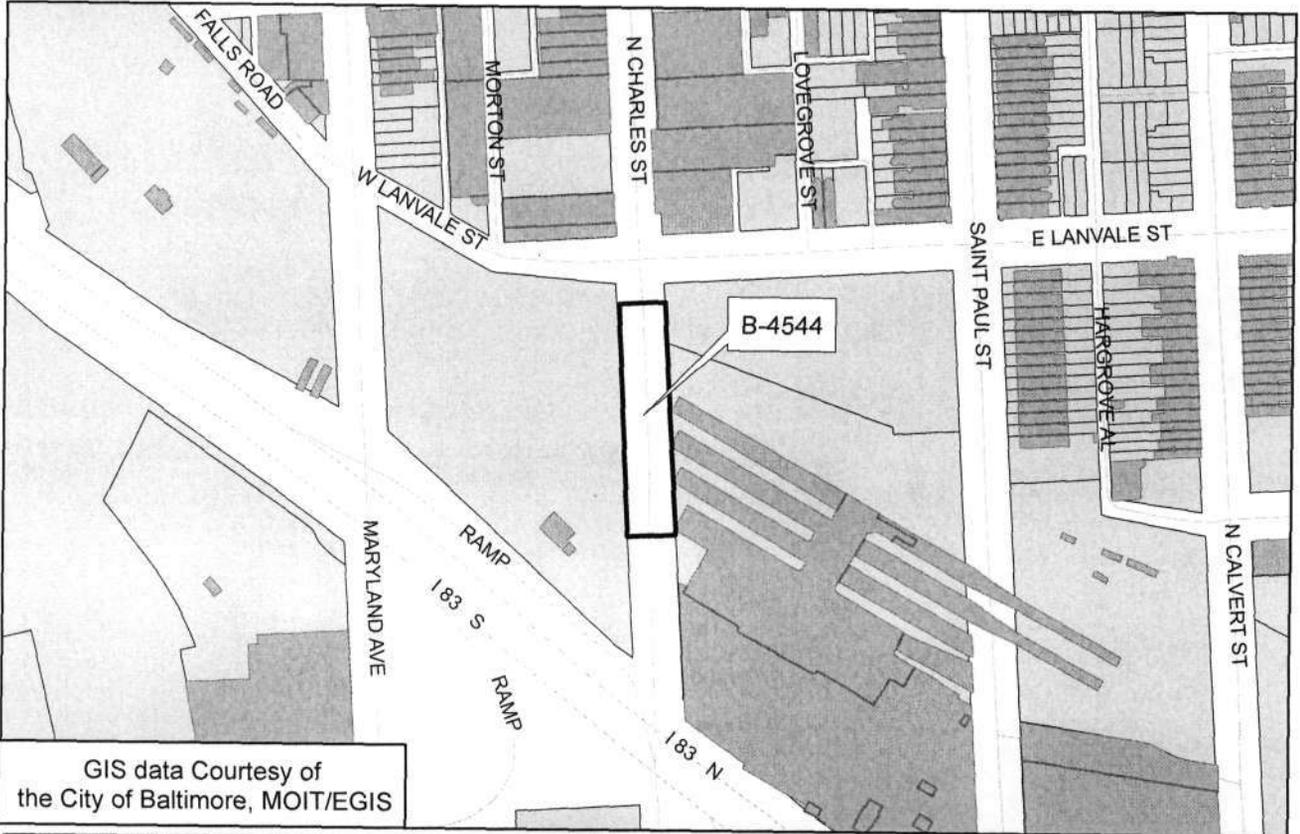
Organization: State Highway Administration **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road, Brooklandville, MD 21022



Widened Historic Highway Bridges
 Bridge Type Metal Girder *B-4544*
 Map D-12 Baltimore SW
 County Baltimore City
 Bridge # and name BC 1210/Charles St.
 over AMTRAK

B-4544
Bridge 1210
Charles Street over AMTRAK
Baltimore City
Baltimore East Quad





Inventory # B-4544

Name 1210 CHARLES STREET OVER AMTRAK

County/State BALTIMORE CITY/MD

Name of Photographer TIM SCHDEN

Date 1/95

Location of Negative SHA

Description NORTH APPROACH

Number ~~12~~ of 37 1 of 4

PHOTODUPLICATIONS



CLASSIC

"Make mine salt roof"
WASH WORKS
OPEN 14 DAYS

Evolution of All
De Soto's Major
Financial Center

Nation's Bank

PROHIBITED
GENERAL
PARK

Inventory # B-4544

Name 1210-CHARLES STREET OVER AMTRAK

County/State BALTIMORE CITY/MD

Name of Photographer TIM SCHDEN

Date 1/95

Location of Negative SHA

Description SOUTH APPROACH

Number ~~13 of 37~~ 2 of 4

APR 1995 12:55 PM



Inventory # B-4544

Name 1210- CHARLES STREET OVER AMTRAK

County/State BALTIMORE CITY/MD

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SAA

Description WEST ELEVATION

Number ~~14~~ of ~~31~~ 3 of 4

PHOTOGRAPHY UNIT



