

Maryland Historical Trust

Maryland Inventory of Historic Properties number: B-4566

Name: RADDECKE AVE. OVER MOORES AVE.

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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Metal Cantilever

Concrete

Concrete Arch Concrete Slab Concrete Beam

Rigid Frame

Other Type Name _____

Description:

Describe Setting: Bridge Number BC4405 carries Radecke Avenue in a generally east-west direction over Moores Run in the City of Baltimore, Maryland. The approach to the roadway is level and has four lanes. The area around this bridge is suburban and residential. The structures in the vicinity of this bridge are generally from the twentieth century.

Describe Superstructure and Substructure: Bridge Number BC4405 is a single span structure, measuring 36 feet in total length. Bridge Number BC4405 is a rolled I-beam structure. The roadway width from curb to curb is 40.3 feet and the total deck width is 50.5 feet. There are sidewalks on both sides of the bridge and the width of each is four feet.

The superstructure is composed of a steel rolled I-beam system. There is one span in the main bridge unit and no approach units. The span is 32 feet long. There are six stringers in the structure. The stringer spacing averages five feet. The floor system is composed of concrete cast-in-place with a bituminous surface. The joints are made of a preformed expansion material. There are two rectangular concrete parapets. There are double length heavy guardrails on top of the parapets. There is little ornamentation. There are no historical plaques.

The substructure is composed of concrete cantilever abutments with concrete wing walls. The piers and columns are also concrete. There is no ornamentation. There are no historical plaques.

The condition of this bridge is currently rated satisfactory, with some section loss, deterioration and spalling.

Discuss Major Alterations: There has been one major alteration to this structure. This occurred in 1960 and involved a reconstruction of the superstructure. All structural elements of this bridge are new.

History:

When Built: 1930, reconstructed in 1960

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:

Yes. Increasing growth of vehicular traffic rates paralleled the growth of state-owned and state-aided highways. The 1930's brought a dramatic increase in the number of tractor-trailers and other heavy vehicles. The Maryland State Roads Commission began to emphasize standardized designs. Old, one way bridges and other inadequate designs were often replaced by steel girder design 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?

No. Bridge BC4405 did not have a significant impact on the Cedonia area. This structure was built to satisfy local needs but its function can be met through other transportation options. Bridge BC4405 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?

No. Bridge BC4405 is located in an area with little or no historic significance. This area has had a wide variety of unconnected developments. There is little in this area that could be considered in the future for eligibility. The loss of this bridge would not detract from the historic or visual character of this area.

Is the bridge a significant example of its type?

No. Bridge BC4405 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?

No. The reconstruction of 1960 removed most of the primary elements.

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

No. This bridge does not retain sufficient elements of historical structural integrity to qualify for further study.

Bibliography:

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Maryland Historic Trust

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

1994 Historic Bridges in Maryland: Historic Bridge Context. Baltimore , Maryland.

U.S. Department of the Interior

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

U.S. Department of Transportation

1991 Bridge Inspectors Manual. Federal Highway Administration. Washington D.C.

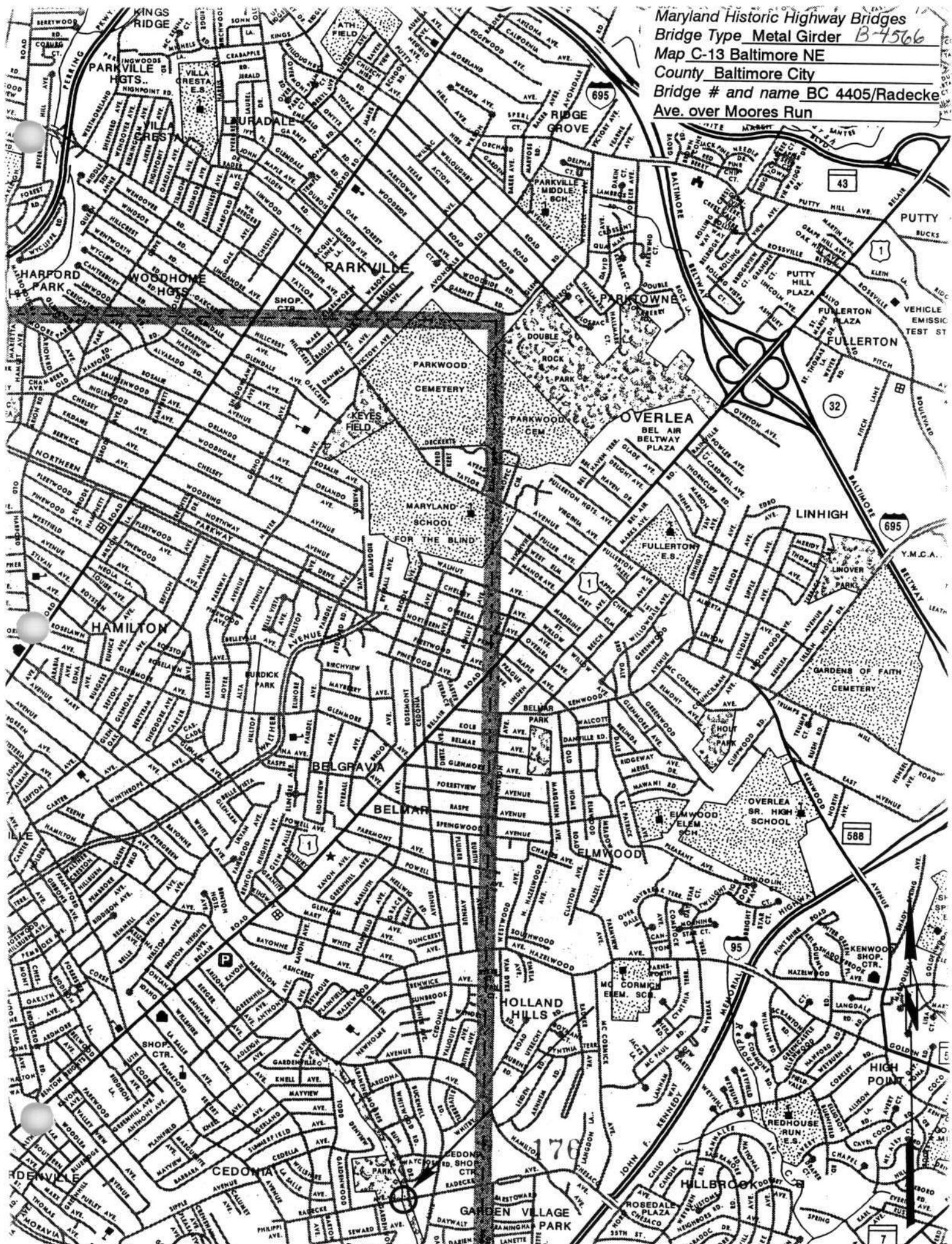
Surveyor:

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

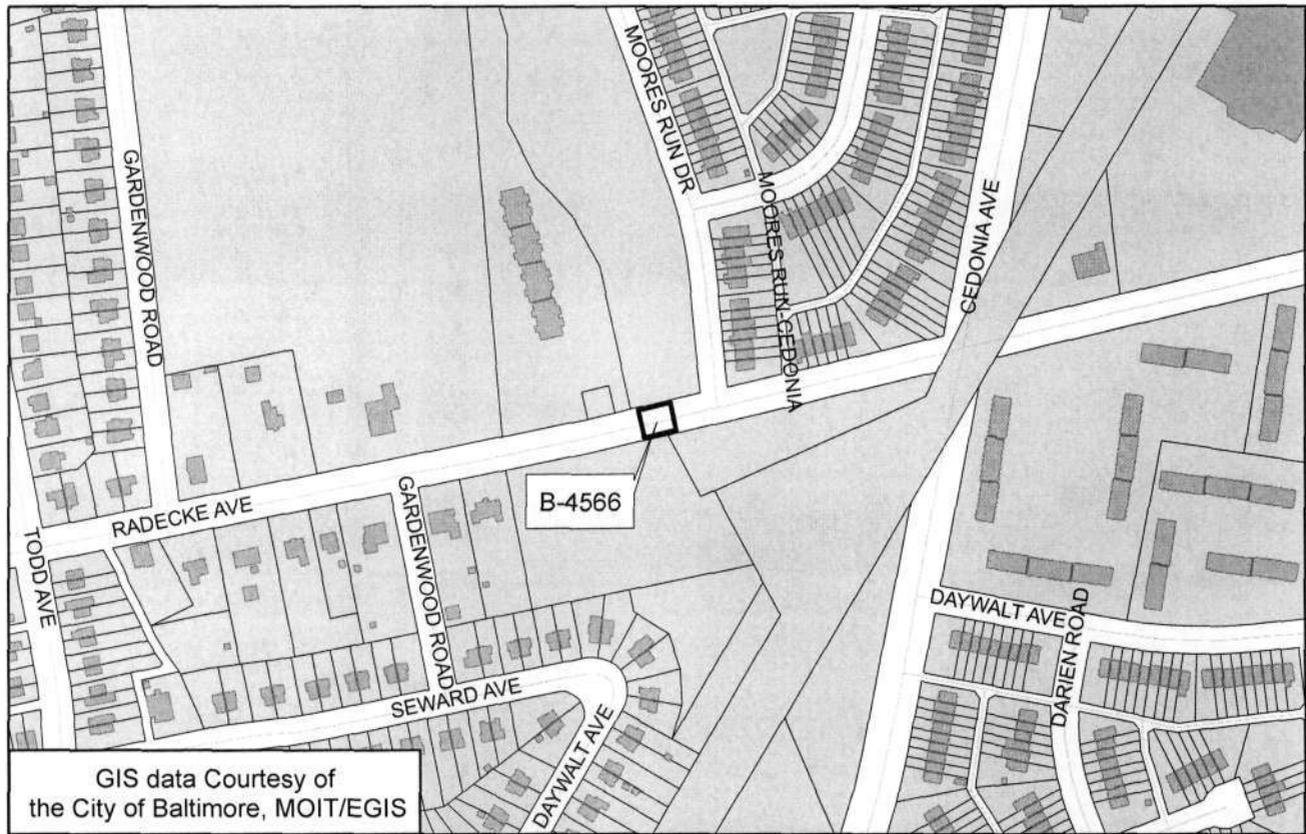
Organization: State Highway Admin. **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road Brooklandville, MD 21022

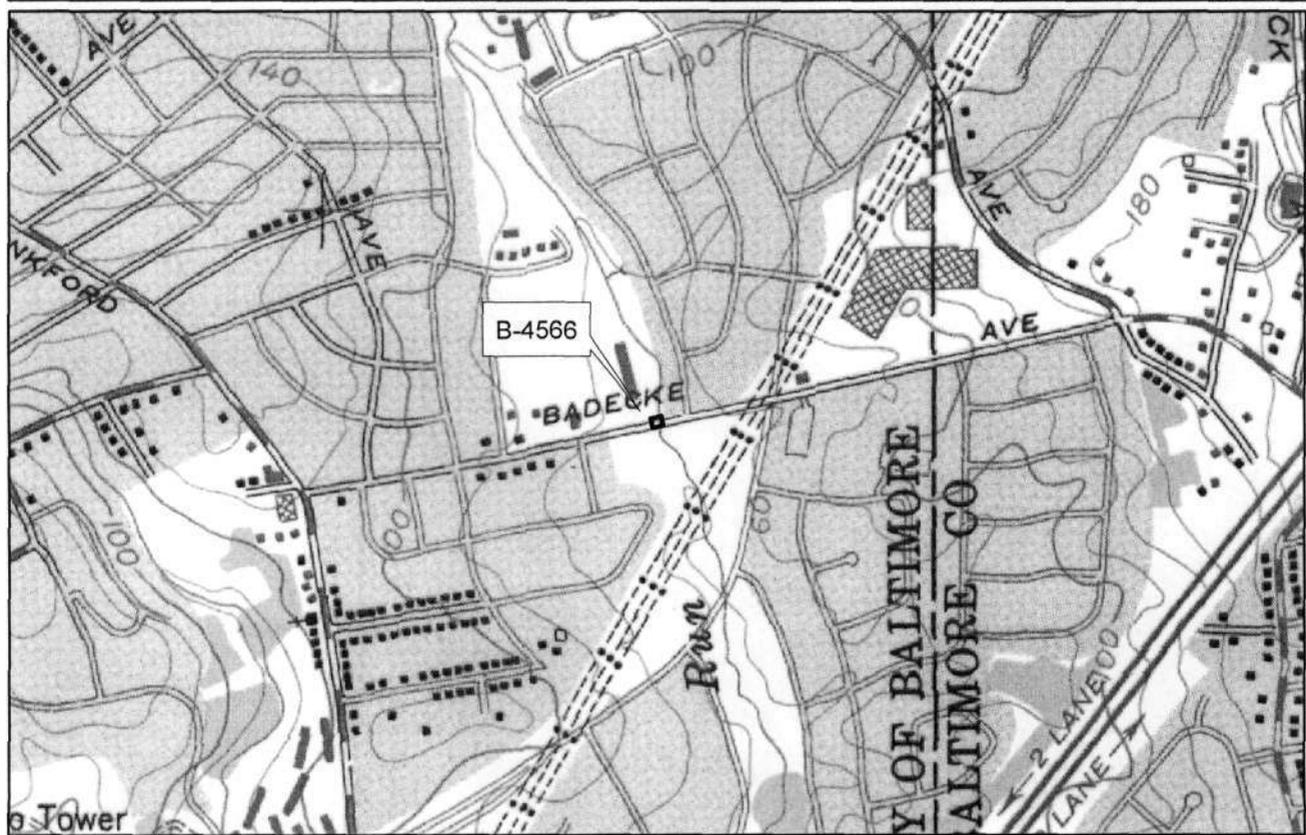
Maryland Historic Highway Bridges
Bridge Type Metal Girder B-7566
Map C-13 Baltimore NE
County Baltimore City
Bridge # and name BC 4405/Radecke
Ave. over Moores Run



B-4566
Bridge 4405
Radecke Avenue over Moores Run
Baltimore City
Baltimore East Quad



GIS data Courtesy of
the City of Baltimore, MOIT/EGIS





Inventory # B-4566

Name 4405-BADECKE AVE VERMOORES RUN

County/State BALTIMORE CITY/MD

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description WEST APPROACH

Number 1 of 364



Inventory # B-4566

Name 4405 - RADECKE AVE OVER MADRE'S RUN

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SAA

Description EAST APPROACH

Number 2 of 364



Inventory # B-4566

Name 4405 BADECKE AVE OVER MOORE'S RUN

County/State BALTIMORE CITY/MD

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION

Number 3 of 4

PHOTOGRAPHY



Inventory # B-4566

Name 4405 - RADECKE AVE OVER MODRE'S RUN

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHUEN

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION

Number 4 13 of 36 4

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