

Maryland Historical Trust

Maryland Inventory of Historic Properties number: B-4576

Name: Argyle St. Over Antietam

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>

Just



Metal Cantilever

Concrete

Concrete Arch Concrete Slab Concrete Beam

Rigid Frame

Other Type Name _____

Description:

Describe Setting:

Bridge Number BC8088 carries Argyle Street in a generally east-west direction over Amtrak tracks in the City of Baltimore, Maryland. The approach to the roadway is level and has two lanes. The area around this bridge is urban and residential although the tracks are wooded. The structures in the vicinity of this bridge are generally from the twentieth century.

Describe Superstructure and Substructure:

Bridge Number BC8008 is a continuous three span structure, measuring 116 feet in total length. Bridge Number BC8008 is a concrete encased riveted plate girder deck bridge. The roadway width from curb to curb is 36 feet and the total deck width is 60 feet. There are sidewalks on both sides of the bridge and the width of each is eleven feet.

The superstructure is composed of a concrete encased riveted steel plate girder. There are three spans in the main bridge unit and no approach units. The spans are 22, 66, and 22 feet long. There are six stringers in the structure. The stringer spacing averages eight feet. The floor system is composed of concrete cast-in-place, with a bituminous surface. The joints are made of a steel sliding plate. There are three rectangular concrete parapets. The parapet over the center span is stepped one and a half feet higher than the other two. The parapets are closed and have rectangular ornamentations. There are no historical plaques.

The substructure is composed of concrete and steel pedestal 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 fair with moderate section loss, deterioration and spalling.

Discuss Major Alterations:

There have been no major alterations to this structure.

History:**When Built:** 1948**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:** Bridge built for a hazardous grade elimination program.**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:**

No. 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. Bridge BC8008 had a significant impact on the Sandtown 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 BC8008 would have been a significant part of this development. The neighborhoods of Sandtown and Upton 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?

No. Bridge BC8008 is located in an immediate area of 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. However, the loss of this bridge would detract from the visual character of this area.

Is the bridge a significant example of its type?

Yes. This bridge is not 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 the many of these bridges. Bridge BC8008 shows unique stylistic changes. 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. Almost all of the original primary elements of this bridge are still remaining. The concrete encased plate girders as well as the concrete abutment walls are all original. The unique and attractive detailing of the concrete is also a primary element.

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

Bridge BC8008 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 BC8008 should be studied in the context of its historical significance. This bridge can be associated with the development of the neighborhoods of Sandtown and Upton. 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 BC8008 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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Spero, P.A.C. & Company, and Louis Berger & Associates
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1993 Bridge Inventory. 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
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Maryland Historic Highway Bridges
Bridge Type Metal Girder B-4576
Map D-12 Baltimore SW
County Baltimore City
Bridge # and Name BC 8008, Argyle
Street over AMTRAK





Inventory # B-4576

Name 8008-ARGYLE STREET OVER AMTRAK

County/State BALTIMORE CITY/MO

Name of Photographer TIM SCHUEN

Date 1/95

Location of Negative SNA

Description SOUTH APPROACH

Number 12 of 26 ⁴

PHOTODUPLICATIONS



Inventory # B-4576

Name 8008 ARGYLE STREET OVER AMTRAK

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHUEN

Date 1/95

Location of Negative SHA

Description NORTH APPROACH

Number 2 of 36 4



Inventory # B-4576

Name 8008-ARGYLE STREET OVER AMTRAK

County/State BALTIMORE CITY/MD

Name of Photographer TIM SCHEN

Date 1/95

Location of Negative SNA

Description WEST ELEVATION

Number 3 of 4



Inventory # B-4576

Name 8008-ARGYLE STREET OVER AMTRAK

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHOEN

Date 1/95

Location of Negative SHA

Description EAST ELEVATION

Number 4 of 36 4