

Maryland Historical Trust

Maryland Inventory of Historic Properties number: B 4582

Name: ALICEANNA ST. OVER DRAINAGE & FORT TUNER  
HARBOR

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>A</u> <u>B</u> <u>X</u> <u>C</u> <u>D</u>	Considerations: <u>A</u> <u>B</u> <u>C</u> <u>D</u> <u>E</u> <u>F</u> <u>G</u> <u>None</u>
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>

*gms*



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

MHT No. B-4582

SHA Bridge No. BC 8019

**LOCATION:**

Street/Road name and number [facility carried] Aliccanna Street over Drainage Culvert to the Inner Harbor

City/town Baltimore Vicinity \_\_\_\_\_

County \_\_\_\_\_

This bridge projects over: Road \_\_\_\_\_ Railway \_\_\_\_\_ Water X Land \_\_\_\_\_

Ownership: State \_\_\_\_\_ County \_\_\_\_\_ Municipal X Other \_\_\_\_\_

**HISTORIC STATUS:**

Is the bridge located within a designated historic district? Yes \_\_\_\_\_ No X

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 X \_\_\_\_\_:

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 \_\_\_\_\_

B-4582

**DESCRIPTION:**

Setting: Urban X Small town \_\_\_\_\_ Rural \_\_\_\_\_

**Describe Setting:**

Bridge Number BC 8019 carries Aliceanna Street in a generally east-west direction over a drainage culvert for the Inner Harbor in the City of Baltimore, Maryland. The approach to the roadway is level and has three lanes. The area around this bridge is urban and residential with warehouses and some businesses. The structures in this vicinity of this bridge are generally from the nineteenth century.

Bridge BC 8019 cannot be seen from the road. Aliceanna Street and its sidewalks completely cover the top of the bridge. This bridge is sometimes erroneously described as passing over Conrail. The Conrail tracks used to pass along Center Street across Aliceanna Street. Those tracks have been gone for many years.

**Describe Superstructure and Substructure:**

Bridge Number BC 8019 is a single span structure, measuring 25 feet in total length, Bridge Number BC 8019 is a steel plate girder structure. The roadway width from curb to curb is 69.5 feet and the total deck width is also 69.5 feet. There are no sidewalks on the bridge.

The superstructure is composed of steel plate girders and stringers system. There is one span in the main bridge unit and no approach units. The span is 24.9 feet long. There are 22 stringers in the structure. The stringer spacing averages five feet. The floor system is composed of concrete cast in place with a bituminous surface. There are no parapets. There is little ornamentation. There are no historical plaques. The substructure is composed of steel and concrete full height abutments.

The condition of this bridge is currently rated excellent, with little section loss, deterioration, or spalling.

**Discuss Major Alterations:**

The deck on the bridge was replaced in 1990.

**HISTORY:**

WHEN was the bridge built: 1920  
This date is: Actual \_\_\_\_\_ Estimated X  
Source of date: Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form X Other  
(specify): \_\_\_\_\_

**WHY was the bridge built?**

Increased traffic density necessitated a structure with an increased load capacity.

**WHO was the designer?**

State Roads Commission

**WHO was the builder?**

State Roads Commission

**WHY was the bridge altered?**

The bridge was altered to ensure its structural integrity.

**Was this bridge built as part of an organized bridge-building campaign?**

Unknown

**SURVEYOR/HISTORIAN ANALYSIS:**

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

**A - Events \_\_\_\_\_ B- Person \_\_\_\_\_**

**C- Engineering/architectural character \_\_\_\_\_**

The bridge does not have National Register significance.

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

No. World War One increased the rate of vehicular traffic throughout Maryland. This military traffic caused great damage to existing bridges, most of which were structurally designed for the new automobile and truck traffic. The Federal-Aid Road Act of July 16, 1916 provided matching funds to help alleviate the problem.

**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 BC 8019 had a significant impact on the Aliceanna Street 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 BC 8019 would have been a significant part of this development. The neighborhoods of the Inner Harbor 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 the historic/visual character of the potential district?**

Yes. Bridge BC 8019 is located in an area that has had an important and significant impact on the history of Baltimore, Maryland. The neighborhoods of Fells Point and the Inner Harbor are vital segments of Baltimore history. This structure served both of these neighborhoods, as well and the industries were the locals were employed. Several areas are already 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 not negatively impact the historic and visual significance of these areas.

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

No. Bridge Number BC 8019 does not retain important elements of its historical structural integrity.

**Should the bridge be given further study before an evaluation of its significance is made?**

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

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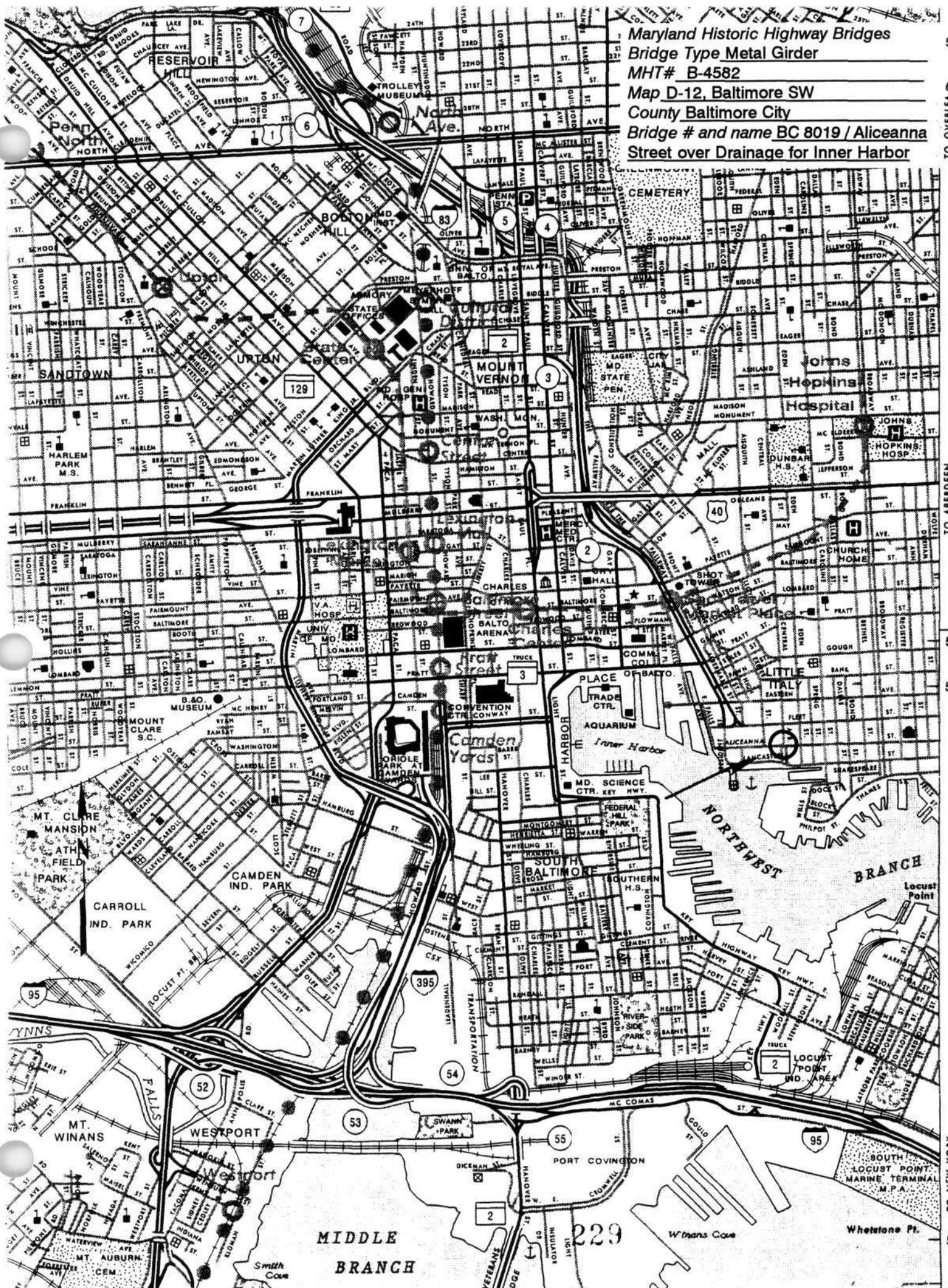
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**SURVEYOR:**

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Revised by P.A.C. Spero & Company, April 1998

Maryland Historic Highway Bridges  
Bridge Type Metal Girder  
MHT# B-4582  
Map D-12, Baltimore SW  
County Baltimore City  
Bridge # and name BC 8019 / Aliceanna  
Street over Drainage for Inner Harbor



540  
600  
TO OVERLEA  
TO ABERDEEN  
431  
530  
590  
Locust Point  
520  
580



STOP

1. B-4582
2. BC-8019 - Aliceanna St over culvert
3. Baltimore Co, MD
4. Stuart Taub, WMA
5. 4/98
6. MD SHPO
7. east approach, view west
8. 1 of 2



1. B-4582
2. BC 8019 - Alicama St over culvert
3. Baltimore Co, MD
4. Stuart Taub, WMA
5. 4/98
6. MD SHPO
7. west approach, view east
8. 2 of 2

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