

Maryland Historical Trust

Maryland Inventory of Historic Properties number: B-4584

Name: FORT AVE. OVER CRESSIE SYSTEM.

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 <u>X</u>	Eligibility Not Recommended _____
Criteria: <u>A</u> <u>B</u> <input checked="" type="checkbox"/> <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>

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Metal Cantilever

Concrete

Concrete Arch Concrete Slab Concrete Beam

Rigid Frame

Other Type Name _____

Description:

Describe Setting:

Bridge Number BC8022 carries Fort Avenue in a generally north-south direction over the Chessie System Tracks in the City of Baltimore, Maryland. The approach to the roadway is level and has four lanes. The area around this bridge is urban residential with some small businesses. The structures in the vicinity of this bridge are generally from the late nineteenth and early twentieth centuries.

Describe Superstructure and Substructure:

Bridge Number BC8022 is a three span structure, measuring 100 feet in total length. Bridge Number BC8022 is a concrete encased plate girder deck bridge. The roadway width from curb to curb is 49.6 feet and the total deck width is 82.5 feet. There are sidewalks on both sides of the bridge and the width of each is 15.5 feet.

The superstructure is composed of a concrete encased steelplate girder and stringer system. There are three spans in the main bridge unit and no approach units. The longest span is 34 feet long. There are 14 stringers in the structure. The stringer spacing averages five feet. The floor system is composed of concrete cast-in-place with bituminous surface. There are two rectangular concrete parapets. There is some subtle ornamentation in the lines of the external parapet walls. There are no historical plaques.

The substructure is composed of concrete full height abutments and wingwalls. The piers and columns are also concrete. There is some ornamentation. There are no historical plaques.

The condition of this bridge is currently rated poor to fair with some serious section loss and spalling.

Discuss Major Alterations:

There have been no major alterations to this structure. It is likely that there has been major repairs on piers and substructure elements since 1920. A complete replacement of the deck and road surface must have occurred within the last twenty years.

History:**When Built:**1920**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 PersonC Engineering/Architectural**Was this 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?

No. Bridge BC8022 did not have a significant impact on this area. This structure was built to satisfy local needs but its function can be met through other transportation options. Bridge BC8022 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 BC8022 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 add or detract from the historic or visual character of this area.

Is the bridge a significant example of its type?

No. Bridge BC8022 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?

Yes. Bridge Number BC8022 does retain important elements of its historical structural integrity. The primary character defining elements are its original concrete encased plate girders and concrete abutments.

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

Yes. This bridge does retain sufficient elements of historical structural integrity to qualify for further study. Bridge BC8022 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.

Bibliography:

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

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

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1993 Bridge Inventory. Baltimore, Maryland.

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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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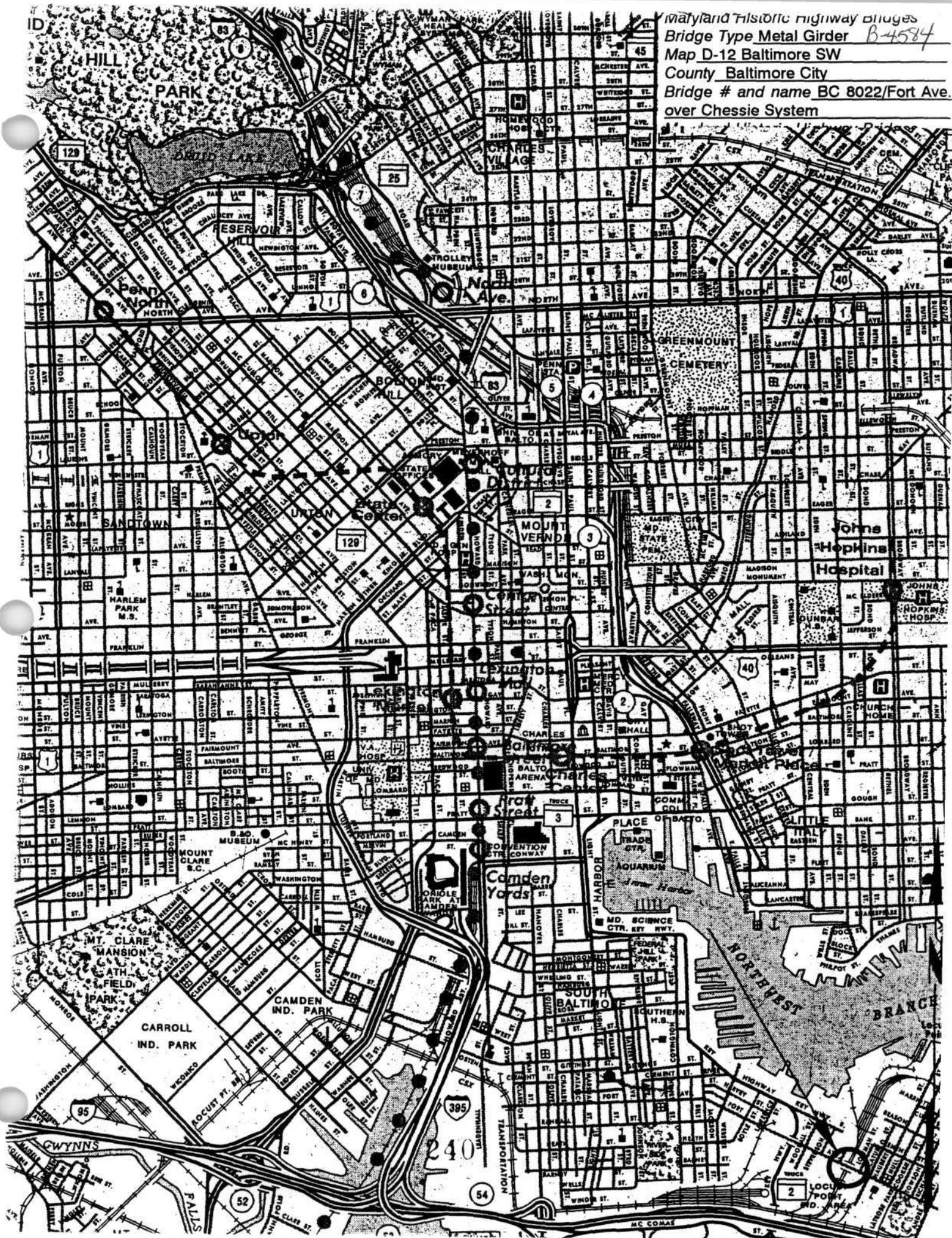
Surveyor:

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

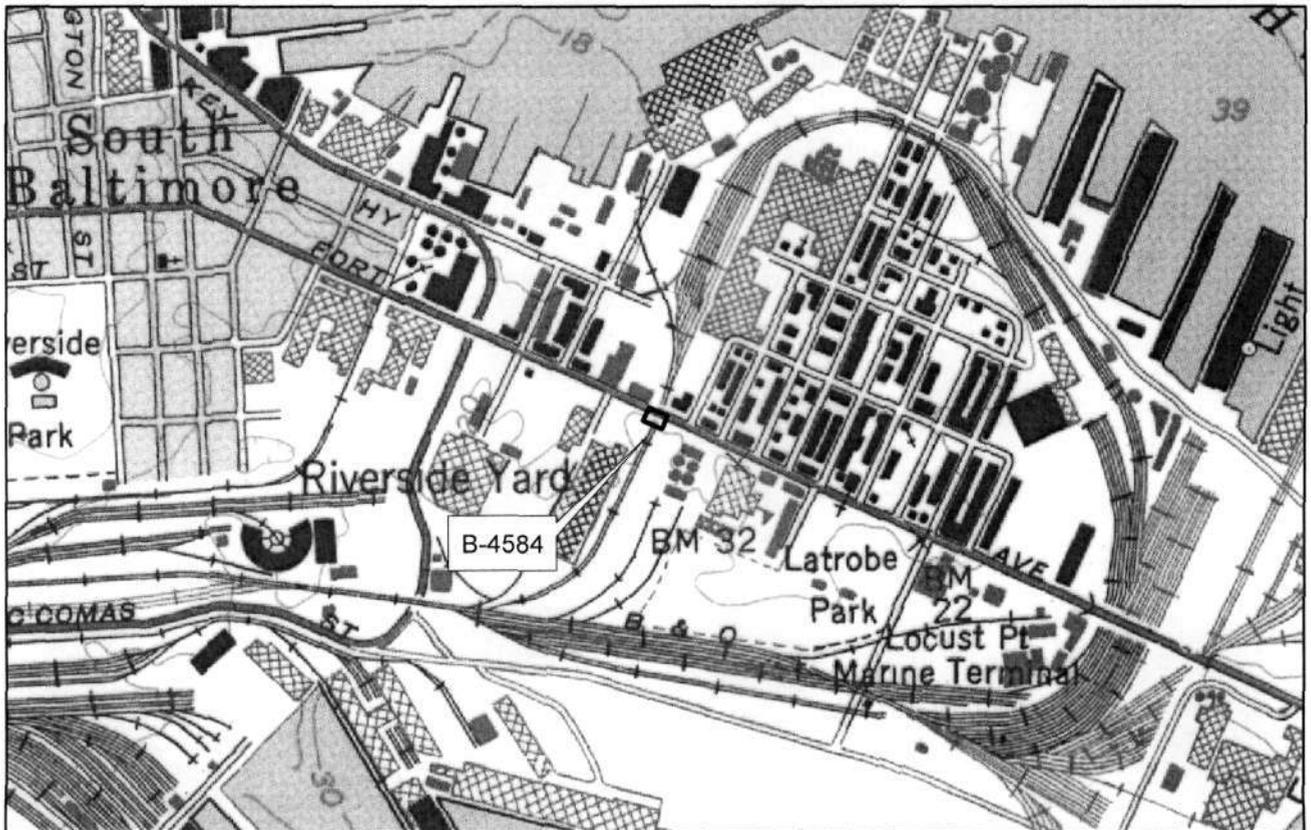
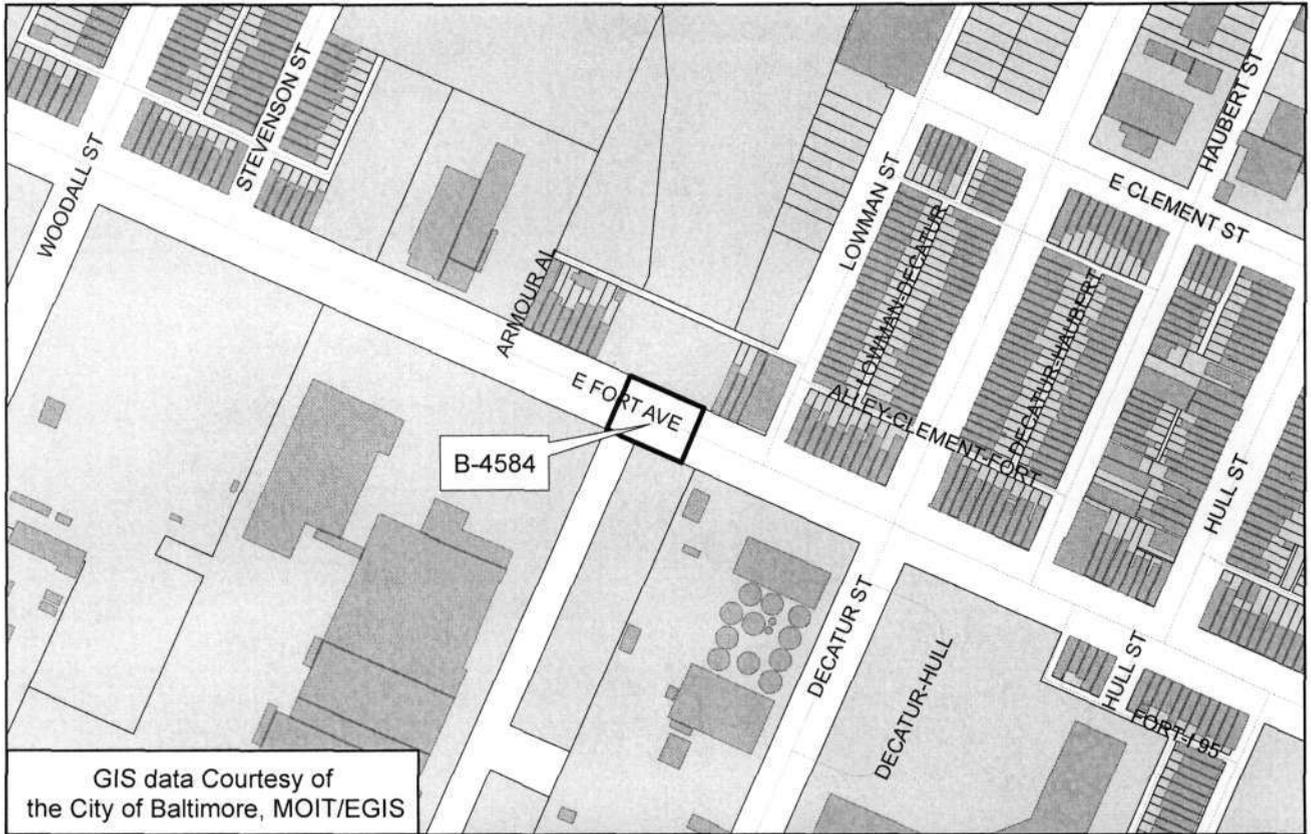
Organization: State Highway Administration **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road, Brooklandville, MD 21022

Maryland Historic Highway Bridges
Bridge Type Metal Girder B-4584
Map D-12 Baltimore SW
County Baltimore City
Bridge # and name BC 8022/Fort Ave.
over Chessie System



B-4584
Bridge 8022
Fort Avenue over CSX Railroad
Baltimore City
Baltimore East Quad





Inventory # B-4584

Name BULL-FORT AVE OVER CSX RR

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHEN

Date 1/95

Location of Negative # SNA

Description EAST APPROACH

Number 1 of 374



FEB. 4-12
AUTO SHOW
TRONUM FAIRGROUNDS

Inventory # B-4584

Name 8022-FORT AVE OVER CSX RR

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHUEN

Date 1/95

Location of Negative SHA

Description WEST APPROACH

Number 28 of 374



Inventory # B-4584

Name 8022 FORT AVE OVER CSX RR

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHEN

Date 1/95

Location of Negative SNA

Description NORTH ELEVATION

Number 3 of 37 4



Inventory # B-4584

Name 2022 - FORT AVE OVER CSX RR

County/State BALTIMORE CITY/MD

Name of Photographer TIM SCHWEN

Date 1/95

Location of Negative SNA

Description SOUTH ELEVATION

Number 4 of 314