

Maryland Historical Trust

Maryland Inventory of Historic Properties number: B-4589.

Name: FREDDOCK RD. AT CATON AVE. OVER ANTIKAR

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 <u> </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>

Handwritten signature

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Metal Cantilever

Concrete

Concrete Arch Concrete Slab Concrete Beam

Rigid Frame

Other Type Name _____

Description:

Describe Setting:

Bridge Number BC9013 carries Frederick Road in a generally east-west direction at Caton Avenue over Amtrak in the City of Baltimore, Maryland. The approach to the roadway is level and has four lanes. The area around this bridge is urban and developed. There are shops and a small business district just west of the bridge. The structures in the vicinity of this bridge are generally from the nineteenth and twentieth century.

Describe Superstructure and Substructure:

Bridge Number BC9013 is a single span structure, measuring 98 feet in total length. This bridge is a concrete encased riveted plate through girder. The roadway width from curb to curb is 46.2 feet and the total deck width is 67 feet. There are sidewalks on both sides of the bridge and the width of each is 6.8 feet.

The superstructure is composed of a concrete encased steel plate girder and floorbeam system. There is one span in the main bridge unit and no approach units. The span is 93 feet long. There are no stringers in the structure. The floor system is composed of concrete cast-in-place with a bituminous surface. There are rectangular concrete parapets. There is rectangular ornamentation in the external concrete casings to the walls of the main through beams. There are no historical plaques.

The substructure is composed of concrete cantilever abutments and footings. There is no ornamentation. There are no historical plaques. The condition of this bridge is currently rated fair with minor section loss, cracking, and spalling.

Discuss Major Alterations:

There were no records of major alterations to this structure found. This structure must have been patched and repaired on several occasions. The abutments appear to have been altered. A complete replacement of the deck and road surface is likely to have occurred since 1925.

History:**When Built:** 1925**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:** No**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. 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 BC9013 did not have a significant impact on the Baltimore area. This structure was built to satisfy local needs but its function can be met through other transportation options. Bridge BC9013 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 BC9013 is located in an area with little or no historic continuity. 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. This bridge 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 BC9013 does retain important elements of its historical structural integrity. The primary character defining elements are 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 BC9013 should be studied further to determine its eligibility for the National Register. A significance analysis should be made following the National Register Criteria Evaluation.

Bibliography:

Baltimore City Inspection and Bridge Files. Baltimore, Maryland.

Baltimore City Chief Engineer
1900-15 Annual Report of the Chief Engineer. Baltimore, Maryland.

Baltimore City Highways Engineer
1917-24 Annual Report of the Highways Engineer. Baltimore, Maryland.

Hopkins, G.M.
1977 Atlas of Baltimore, Maryland. Philadelphia, Pennsylvania.

Maryland Department of Transportation
1976 Bicentennial Byways: A Series of Articles on the Maryland Roads. Baltimore, Maryland.

Maryland Historic Trust
1970-95 Historic Resources Survey Form Files. Maryland Historical Trust Library. Crownsville, Maryland.

Spero, P.A.C. & Company, and Louis Berger & Associates
1994 Historic Bridges in Maryland: Historic Bridge Context. Baltimore, Maryland.

State Highway Administration
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
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-4589
Map Balance South west D 12
County/City Baltimore City
Bridge # and name BC 9013 Frederick
Road over AMTRAK





Inventory # B-4589

9013- FREDERICK ROAD AT CATON AVE

Name OVER AMTRAK

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHOTEN

Date 1/95

Location of Negative SHA

Description EAST APPROACH

Number 1 of 39 4



Inventory # B-4589

9013- FREDERICK ROAD AT CATON AVE
Name OVER AMTRAK

County/State BALTIMORE CITY/MD

Name of Photographer TIM SCHEN

Date 1/95

Location of Negative SHA

Description WEST APPROACH

Number 2 of 374



233-0800

Inventory # B-4589

9013 - FREDERICK ROAD AT CATON AVE

Name OVER AMTRAK

County/State BALTIMORE CITY / MD

Name of Photographer TIM SCHEN

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION

Number 3 of 374



100

Inventory # B-4589

9013 - FREDERICK ROAD AT CATON AVE

Name OVER AMTRAK

County/State BALTIMORE CITY/MD

Name of Photographer TIM SCHWEN

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION

Number 4 of 374

9760914

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Frederick Road Bridge (Bridge #BC 9013) Survey Number: B-4589

Project: Rehabilitation of Frederick Road Bridge Agency: FHWA/Baltimore City

Site visit by MHT Staff: no yes Name _____ Date _____

Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on the available information, the Frederick Road Bridge, which carries Frederick Road in an east-west direction over AMTRAK (originally the Pennsylvania Railroad) in southwestern Baltimore, appears to meet the criteria for inclusion in the National Register of Historic Places. The area around the bridge is urban and developed. Nearby buildings appear to date to the early 20th century with some modern infill mixed throughout. It is not known whether the area constitutes an historic district, but it may lack sufficient cohesiveness. The bridge was built in 1925, according to the inventory form. However, drawings prepared by the Pennsylvania Railroad bear a date of January 29, 1932. The bridge is a concrete encased riveted plate through girder. It is a single span of 93 feet. There are no stringers and the girders are highly visible as they rise above the surface of the roadway to serve as a wall between the vehicular traffic and the sidewalk. The outer parapet walls are rectangular paneled concrete parapets. The substructure is composed of concrete cantilever abutments and footings. The abutments have a scored pattern of regular lines. The bridge retains all its character defining elements and is a good example of its type. Thus, it appears to meet Criterion C for significance under Engineering. Metal girder bridges were first constructed in Maryland in small numbers in the second half of the 19th century, but enjoyed great popularity in the 20th century. The Frederick Road Bridge is representative of the bridges dating to the third period of significance for metal girder bridges (1920-1965), when the State Roads Commission utilized metal I-beams and metal plate girders heavily in construction for grade crossing elimination structures as well as for ordinary highway bridges. Though the inventory says this bridge was built by the State Roads Commission, it appears more typical of a railroad-built bridge in the use of plate girders and through girders.

The interagency bridge review committee determined the bridge to be eligible on January 19, 1996.

Documentation on the property/district is presented in: Project File, Maryland Inventory form B-4589

Prepared by: Andrew M. Watts, SHA

Elizabeth Hannold April 3, 1997
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable
Patricia E. Kurty 4/4/97
Reviewer, NR program Date

Just

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

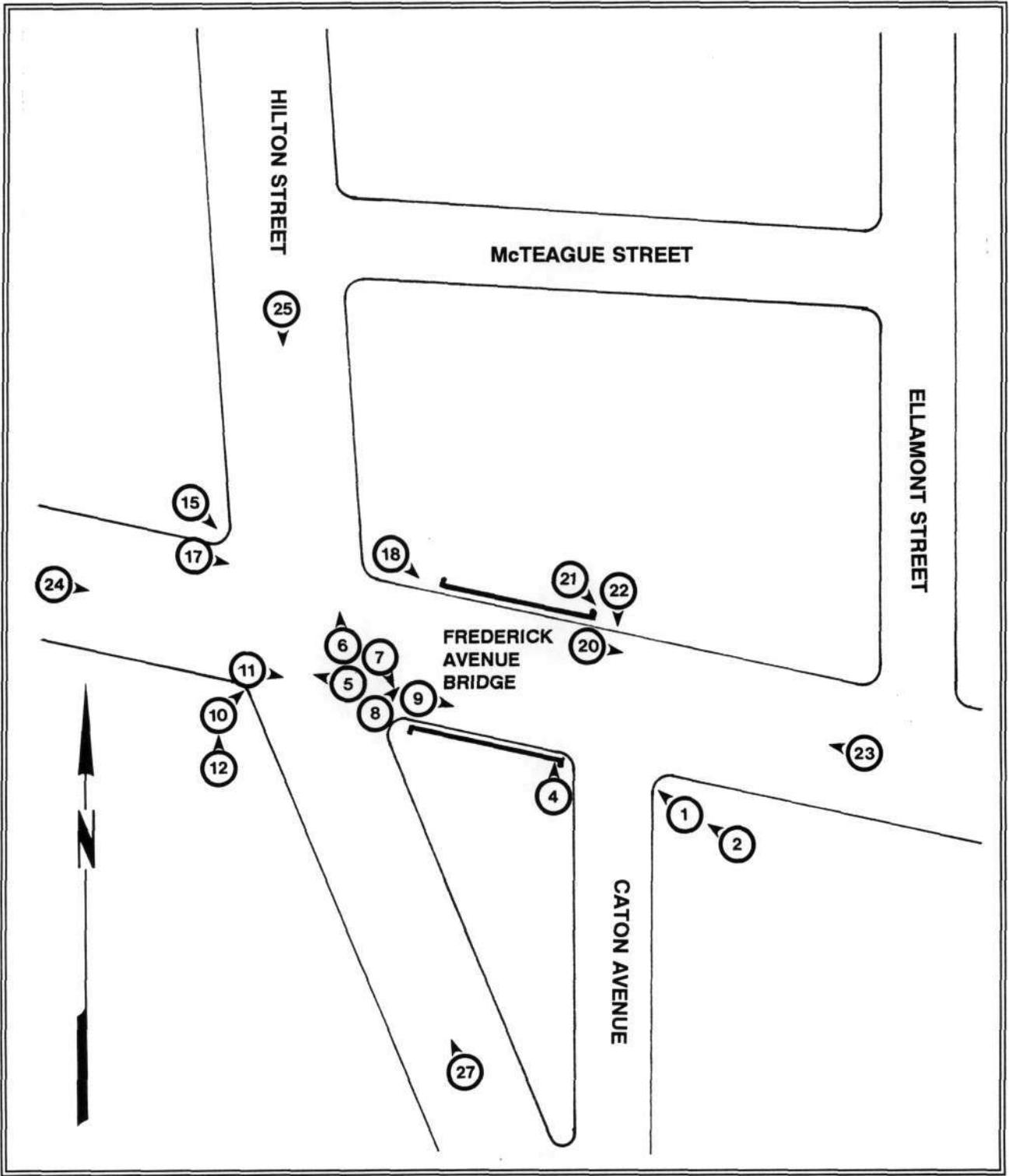
Category: Structure

Historic Environment: Urban

Historic Function(s) and Use(s): Transportation - vehicular

Known Design Source: State Roads Commission (or Pennsylvania Railroad?)

B-4589



REHABILITATION OF FREDERICK AVENUE BRIDGE OVER AMTRAK

Baltimore City, Maryland

P.A.C. Spero & Company
December 1996

Figure 5: Key to Photographs

① Photograph Number and Direction



REHABILITATION OF FREDERICK AVENUE BRIDGE OVER AMTRAK

Baltimore City, Maryland

P.A.C. Spero & Company
December 1996

Figure 1: Historic Resource Location Map

U.S.G.S. Quadrangle Map

Baltimore West, Maryland

1" = 24,000



Plate 1: View toward the bridge from Frederick Avenue, looking east (#24)



Plate 2: View toward the bridge from the southwest corner of Hilton Street, looking east (#11)



Plate 3: View toward the bridge from the northwest corner of Hilton Street, looking east (#17)



Plate 4: View toward the bridge from Frederick Avenue / South Ellamont, looking west (#23)



Plate 5: View toward the bridge, along Frederick Avenue from Caton Avenue, looking west (#1)



Plate 6: View toward the bridge from the southwest corner of Hilton Street, looking northeast (#10)

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Plate 7: View toward the northeast corner of the bridge from Caton Avenue, looking northwest (#2)

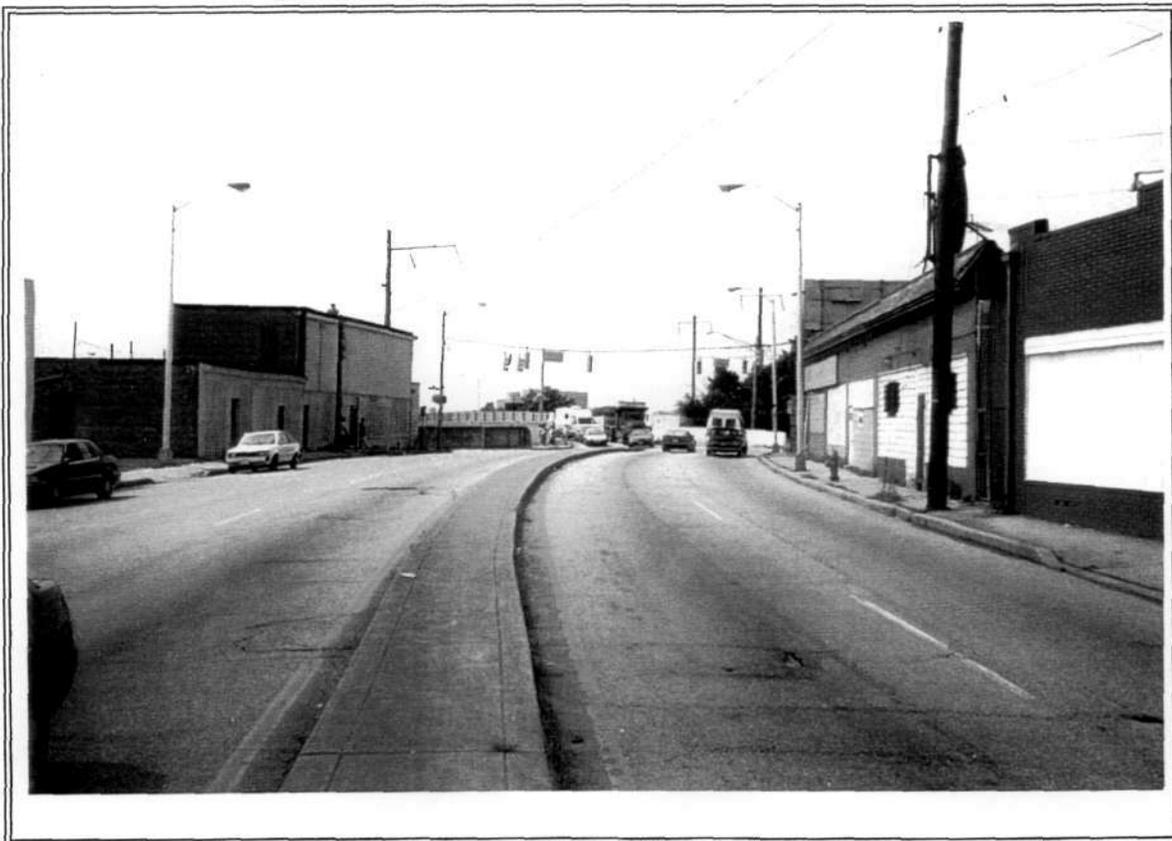


Plate 8: View toward the bridge from Hilton Street, looking southeast (#25)

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Plate 9: View from the northwest corner of Hilton Street, looking southeast (#15)



Plate 10: View toward the bridge from the northeast corner of Hilton Street, looking southeast (#18)

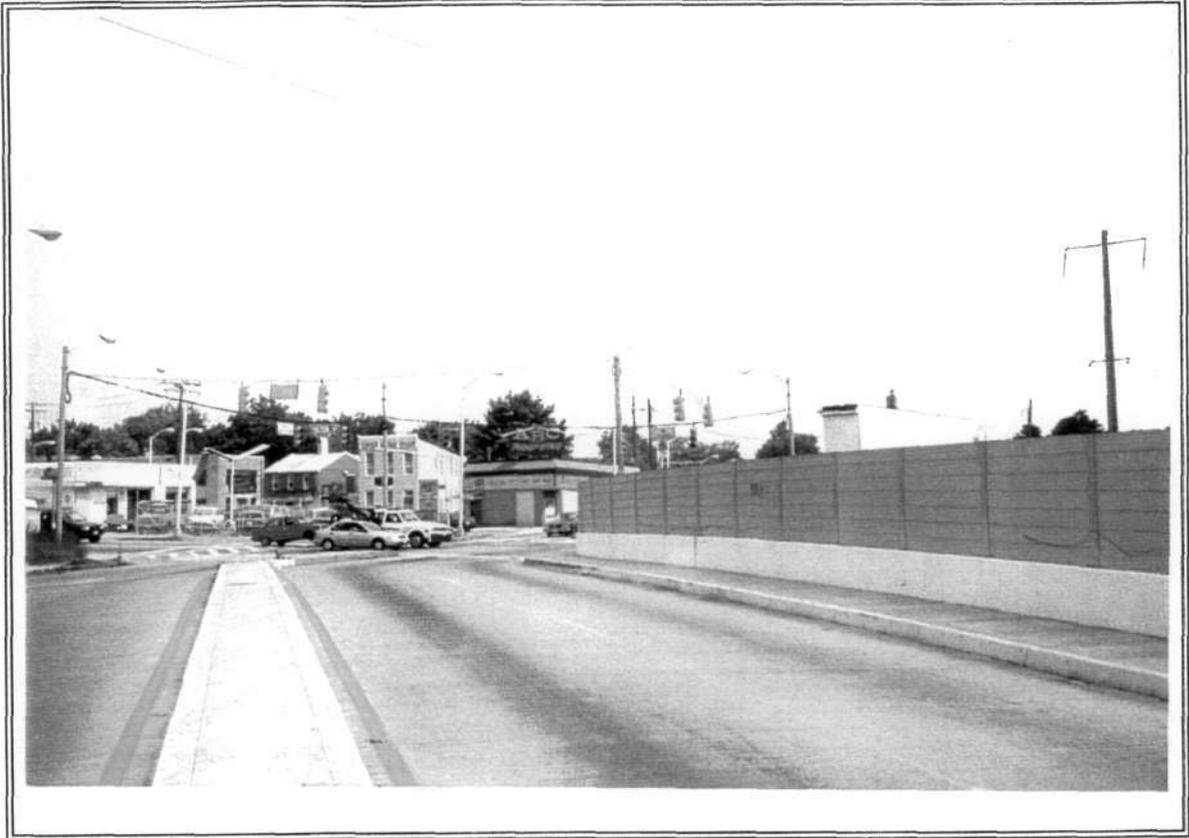


Plate 11: View toward the bridge from Hilton Street, looking northwest (#27)

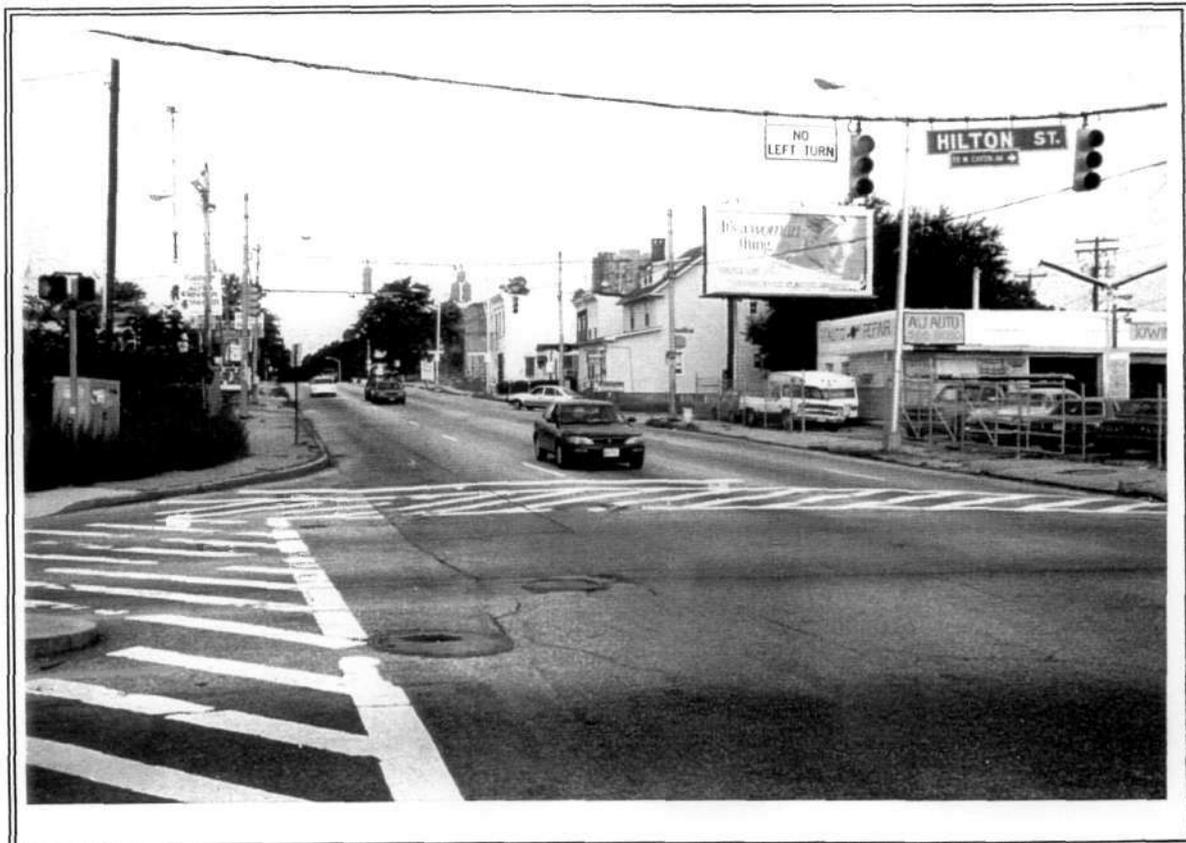


Plate 12: View from the southwest corner of the bridge, looking west (#5)



Plate 13: View from the southwest corner of Hilton Street, looking north (#12)

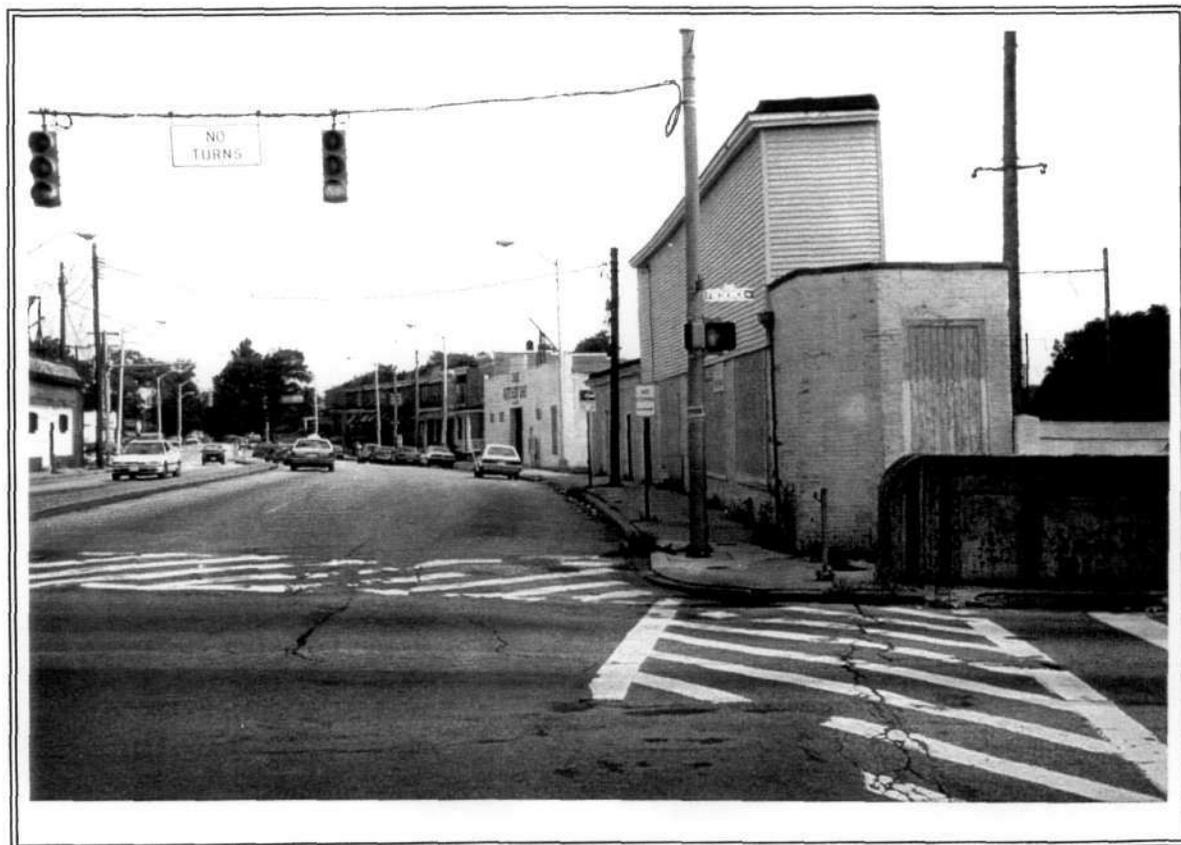


Plate 14: View from the southwest corner of the bridge, looking northwest (#6)



Plate 15: View from the southwest corner of the bridge, looking toward the north girder (#8)

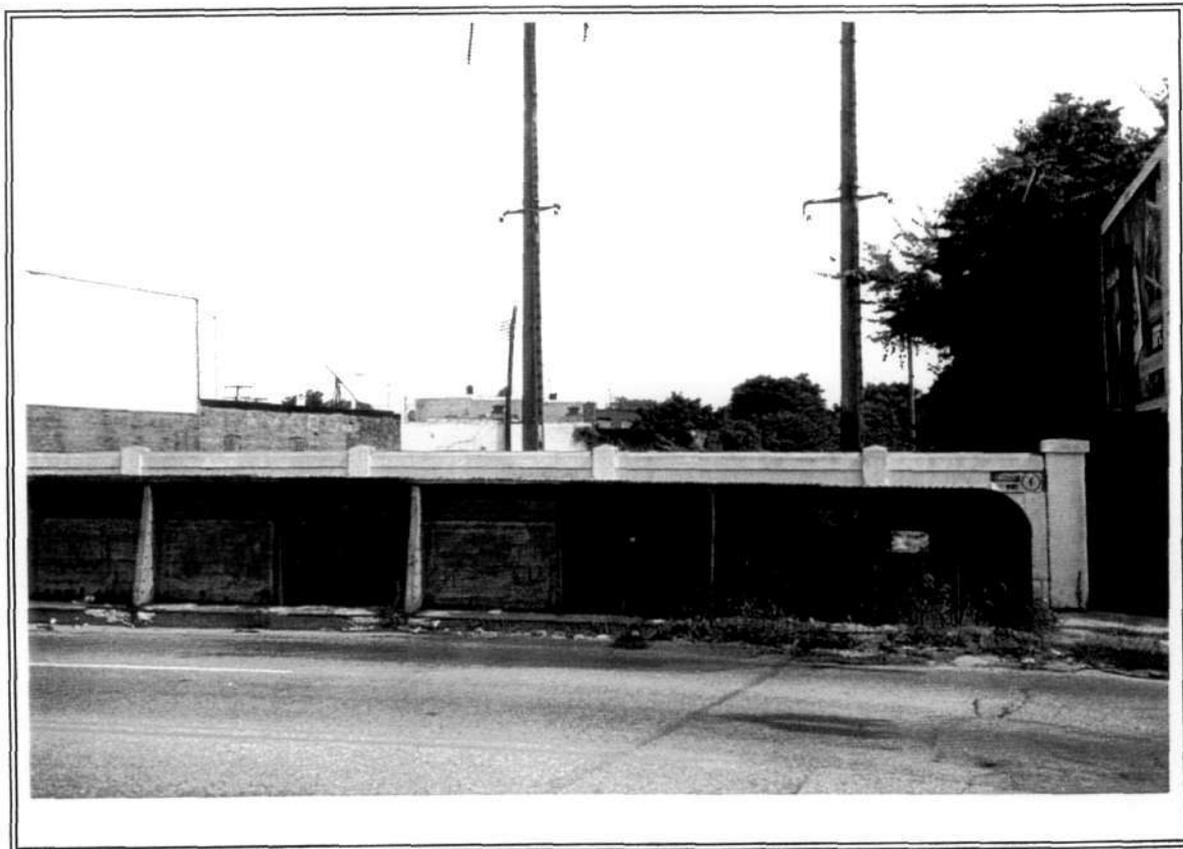


Plate 16: View from the southeast corner of the bridge, looking toward the north girder (#4)



Plate 17: View from the northeast corner of the bridge, looking east (#20)



Plate 18: View from the southwest corner of the bridge, looking east (#9)



Plate 19: View from the northeast corner of the bridge, looking southeast (#21)



Plate 20: View from the northeast corner of the bridge, looking south along Caton Avenue (#22)

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Plate 21: View from the southwest corner of the bridge, looking southeast (#7)