

Magi No.

DOE  yes  no

# Maryland Historical Trust State Historic Sites Inventory Form

## 1. Name (indicate preferred name)

historic

and/or common Viaduct.

## 2. Location

street & number U.S. Route One and Baltimore Avenue  not for publication

city, town  vicinity of  congressional district

state  county

## 3. Classification

<b>Category</b>	<b>Ownership</b>	<b>Status</b>	<b>Present Use</b>	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

## 4. Owner of Property (give names and mailing addresses of all owners)

name

street & number  telephone no.:

city, town  state and zip code

## 5. Location of Legal Description

courthouse, registry of deeds, etc.  liber

street & number  folio

city, town  state

## 6. Representation in Existing Historical Surveys

title

date  federal  state  county  local

depository for survey records

city, town  state

# 7. Description

Survey No. PG 68-41-17

**Condition**

excellent  
 good  
 fair

deteriorated  
 ruins  
 unexposed

**Check one**

unaltered  
 altered

**Check one**

original site  
 moved      date of move \_\_\_\_\_

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Viaduct, constructed 1928-1929. Built reinforced concrete, the structure spans the Baltimore and Ohio railroad tracks. Two lanes wide, the road surface is badly cracked and poorly repaired. Expansion joints have raised or become miss-aligned resulting in further damage from passing vehicles. Footpaths exist both sides, with a low concrete barrier. On this barrier at intervals are decorative cast iron lamp stands with glass bowls on top. Most are in place and operative. Condition of the reinforced concrete below indicates structural deterioration due mainly to water damage. The inclines are steeper than now required by current bridge design.



# 8. Significance

Survey No. PG: 28-41-17

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

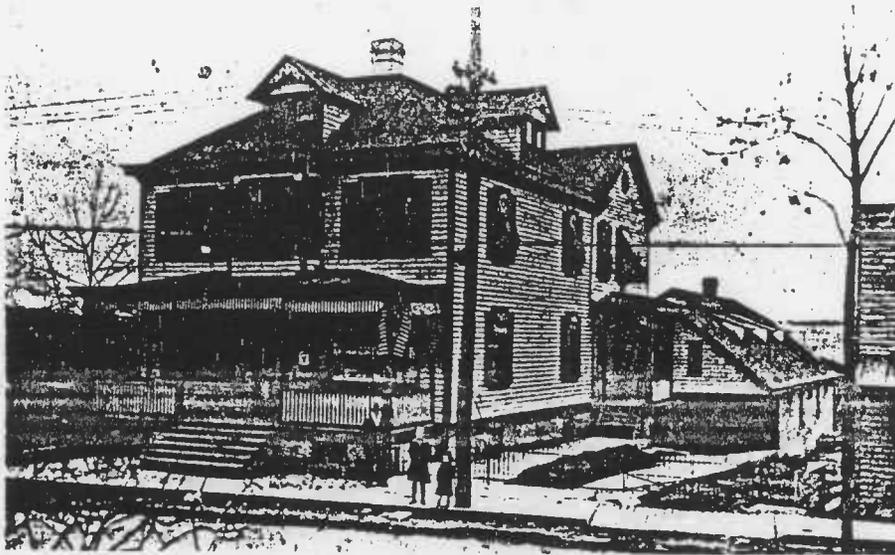
### Specific dates

### Builder/Architect

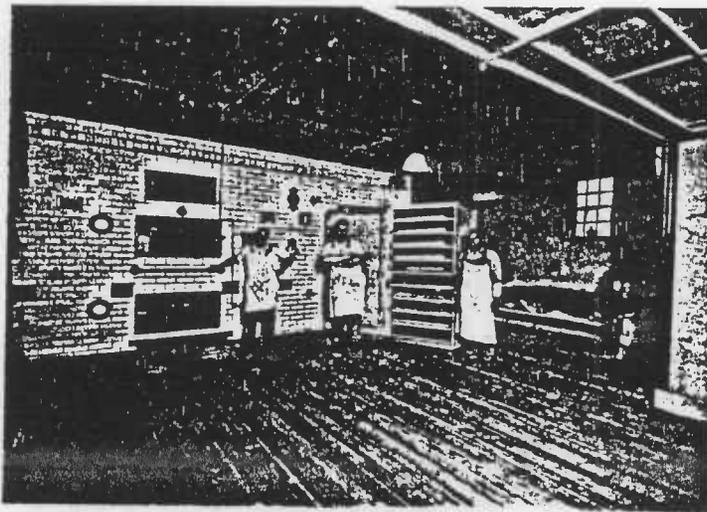
check: Applicable Criteria:  A  B  C  D  
 and/or  
 Applicable Exception:  A  B  C  D  E  F  G  
 Level of Significance:  national  state  local

Prepare both a summary paragraph of significance and a general statement of history and support.

Viaduct placement was recommended further south by local representatives and the highway authority, but local politics and self interest prevailed, apparently to ensure the viaduct accessed Baltimore Avenue opposite the Prince George's Bank. Presently in a dangerous condition, a new bridge is planned. Areas demolished to build the bridge were used as parking areas and a lumber storage area.



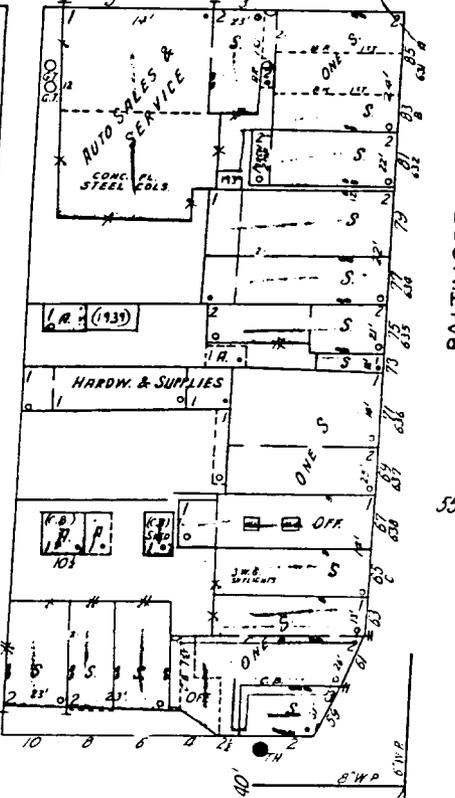
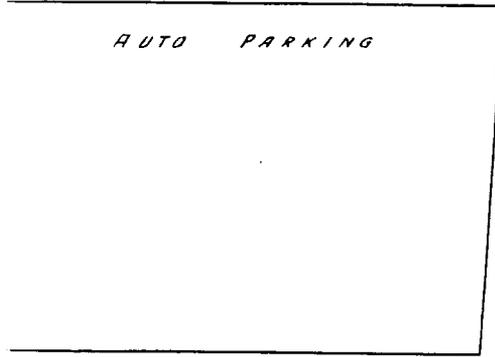
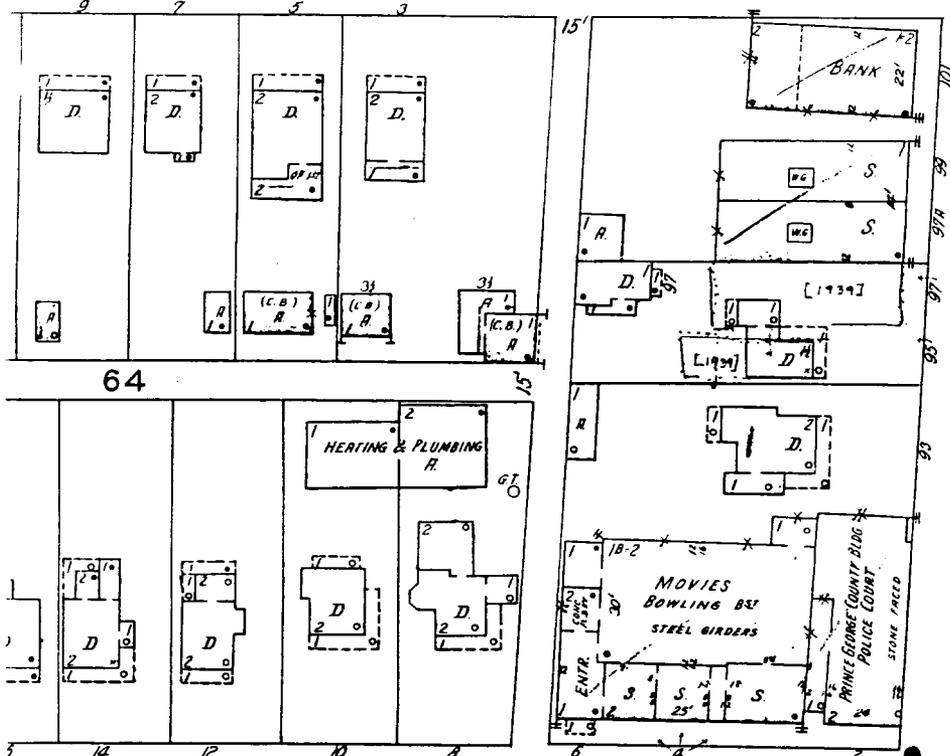
Stoneberg's Bakery, 1910. Removed for the construction of the viaduct, 1928. (F.X.Geary)



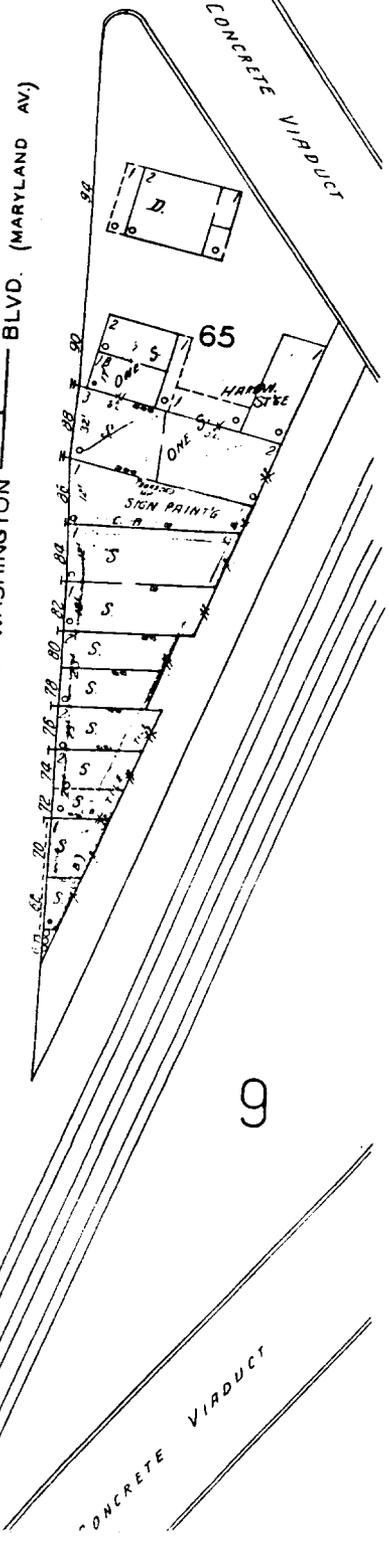
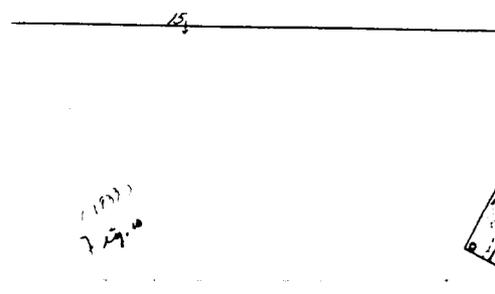
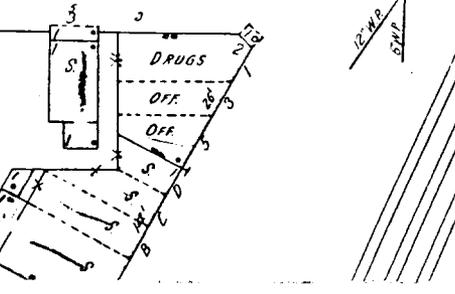
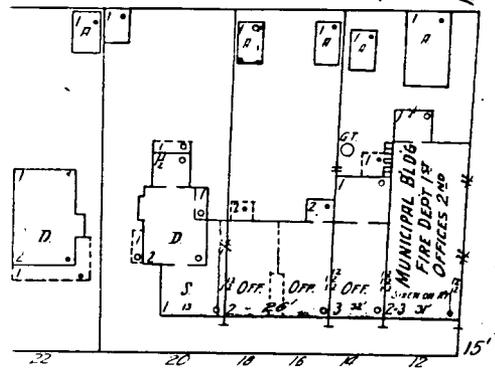
Interior of Stoneberg's Bakery. (F.X.Geary)

2

MARION AV.



BALTIMORE - WASHINGTON BLVD. (MARYLAND AV.)



1933

65

9

1933  
7-27-30