

McGinley Hart & Associates
Architects & Planners
A.G. Lichtenstein & Associates
DMC Engineering
Jane Carolan

Historic Structure Inventory Form

MBTA Historical Property Survey, Phase II
MBTA Contract No. X2PS26

*PI 100
500000
A 011A*

LOCATION

Railroad route Lexington
Location Grant Street
USGS quad LEXINGTON

Milepost # 10.85 Val plan # 13.2/8
Town/City Lexington
UTM Ref. 19.316960.4701660

PHYSICAL CHARACTERISTICS

Structure type Thru plate girder
Overall length 45-5 Width 12-9 Spans 1
Tracks 1 Skew Materials Steel

Bridge typology code 1 2 3 4
Span lengths 40-0 B.D./O.D. 00
Condition Out of service Height 14-5

HISTORICAL SUMMARY

Date 1905 Date(s) rebuilt
Common Name (if any)

Builder New England Structural Co., Everett, Ma.
Designer

CULTURAL RESOURCE EVALUATIONS

National Register status

Local landmark designation

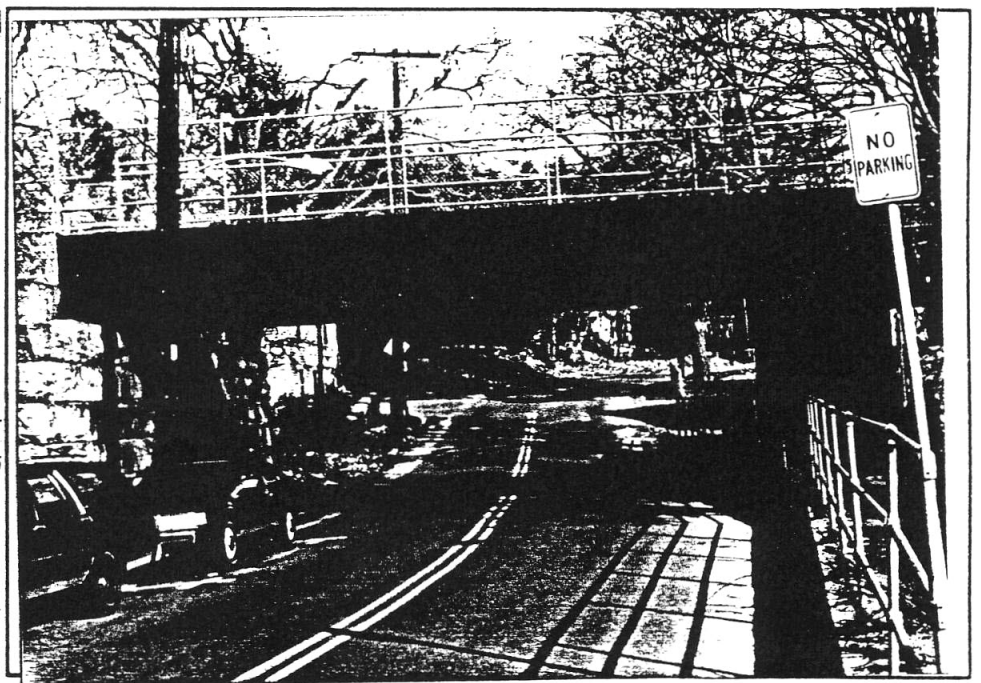
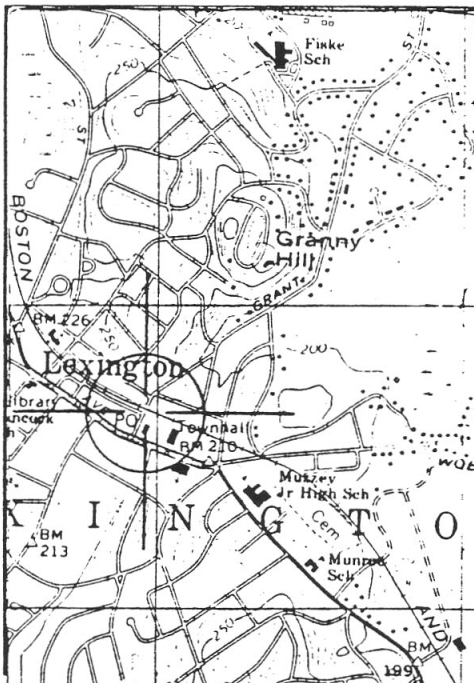
HAER Doc. # Type and date of HAER documentation

MDPW # L-10-2 MHC finding Date of finding

National Register recommendation

Not eligible. This bridge is an example of a common type of twentieth century bridge construction and does not possess enough historic or engineering significance to merit further research or documentation.

GRAPHICS



McGinley Hart & Associates
Architects & Planners
A.G. Lichtenstein & Associates
DMC Engineering
Jane Carolan

Historic Structure Inventory Form

MBTA Historical Property Survey, Phase II
MBTA Contract No. X2PS26

Historic railroad name Lexington and West Cambridge Railroad

HISTORY & DESCRIPTION

Construction of the Lexington and West Cambridge Railroad, running between the connection with the Fitchburg Railroad at West Cambridge and Lexington Center, was completed on September 1, 1846. The line was operated by the Fitchburg Railroad. An extension of the line from Lexington to Concord was completed in 1873. Passenger service on this line ended in 1977, and the track has been removed in many places. The right-of-way is currently being rebuilt as the Minuteman Bike Trail.

Ashlar stone abutments, originally built to accommodate a three track, single span bridge, now carry a single track, thru plate girder span. Bridge has riveted plate girders and floor beams and I-beam stringers, three beneath each rail. Bridge also has lower lateral cross bracing.

This is one of the bridges erected in 1905 to eliminate grade crossings on the Lexington line.

Sources

Boston & Maine Railroad drawings. Transferred to aperture cards, MBTA Plan Room, 10 Park Plaza, Boston.
Boston & Maine Railroad, Valuation Survey Reports for Interstate Commerce Commission. Valuation Fieldnotes: Account 6. Boston & Maine Railroad Historical Society Archives, University of Lowell.

Surveyor Charles Scott
Survey date November 1987

Reviewer AGL
Review date 11/23/87

Survey photographs
34/22A--2881.33-34

GLOSSARY	<i>Val Plan:</i>	Railroad property valuation plan.	<i>HAER:</i>	Historic American Engineering Record
	<i>USGS quad:</i>	U.S. Geological Survey quadrangle map	<i>B.D./O.D.:</i>	Ballasted deck/open deck
	<i>UTM Ref.:</i>	USGS map grid reference in the Universal Transverse Mercator grid system.		