

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-7-126

Name: MD 355 over R90 RE

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>  </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>

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

MHT No. F-7-126

SHA Bridge No. 10084 Bridge name MD 355 over B & O Railroad

**LOCATION:**

Street/Road name and number [facility carried] Md 355

City/town Frederick

Vicinity

County Frederick

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

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

**HISTORIC STATUS:**

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

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 \_\_\_\_\_:

Rolled Girder \_\_\_\_\_ Rolled Girder Concrete Encased \_\_\_\_\_

Plate Girder \_\_\_\_\_ Plate Girder Concrete Encased \_\_\_\_\_

Metal Suspension \_\_\_\_\_

Metal Arch \_\_\_\_\_

Metal Cantilever \_\_\_\_\_

Concrete  \_\_\_\_\_:

Concrete Arch \_\_\_\_\_ Concrete Slab \_\_\_\_\_ Concrete Beam  \_\_\_\_\_ Rigid Frame \_\_\_\_\_

Other \_\_\_\_\_ Type Name \_\_\_\_\_

**DESCRIPTION:****Setting:** Urban \_\_\_\_\_ Small town X Rural \_\_\_\_\_**Describe Setting:** Bridge No. 10084 carries traffic northbound and southbound on MD 355 over the B & O Railroad. The setting is largely wooded.**Describe Superstructure and Substructure:**

This bridge is a simple, four-span, concrete encased steel beam structure with three spans that measure 36' and one span that measures 38'. The clear roadway width is 27'. The open parapets have panelled end blocks. The abutments and wingwalls are concrete. The bridge was built in 1931 with an H20 design load. There is no work currently planned for this structure. A 1994 inspection report noted that the deck has spalling, discoloration, efflorescence, and light cracking. The encasement of the beams exhibits deterioration similar to that of the deck. However, at the ends of the beams, the encasement has spalled away, exposing the bottom flange, which has experienced heavy rust and scale build up. The balustrade-type parapets have experienced severe erosion and spalling, with exposed rusted reinforcing steel. Furthermore, there are numerous missing balusters. The substructure is in satisfactory condition with light to moderate deterioration, including isolated spalling with exposed rusted reinforcing steel at the piers.

**Discuss Major Alterations:**

There have been no major alterations to this bridge.

**HISTORY:****WHEN was the bridge built** 1931**This date is:** Actual X Estimated \_\_\_\_\_**Source of date:** Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form \_\_\_\_\_**Other (specify):** SHA files**WHY was the bridge built?**

To carry MD 355 over the B & O Railroad.

**WHO was the designer?**

Designer of this bridge is unknown.

**WHO was the builder?**

State Highway Commission

**WHY was the bridge altered?**

This bridge has not been altered.

**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 \_\_\_\_\_

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

The relationship between the construction of this bridge and other events is unknown.

**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?**

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area. The area around the bridge appears to be rural and undeveloped.

**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?**

This bridge is not located in a potential district.

**Is the bridge a significant example of its type?**

This bridge is termed a concrete encased steel girder bridge by inspection reports and should be evaluated with that group.

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

Yes, the character defining elements have retained their integrity.

**Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?**

The manufacturer or designer of this bridge is not known.

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

No further evaluation is necessary to determine National Register significance. However, additional research concerning the history of this bridge and its relationship to the surrounding landscape may be useful in providing a more complete picture of the bridge's background.

**BIBLIOGRAPHY:**

County inspection/bridge files

SHA inspection/bridge files X

Other (list):

**SURVEYOR:**

Date bridge recorded 8/95

Name of surveyor Leo Hirrell

Organization/Address P.A.C. Spero & Company, 40 W. Chesapeake Avenue, Suite 412, Baltimore, Maryland 21204

Phone number 410-296-1635

FAX number 410-296-1670





Inventory # F-7-126

Name 10084- MD 355 OVER BED RR

County/State FREDERICK COUNTY / MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SHA

Description ELEVATION LOOKING EAST

Number 1 of ~~36~~ 34 5



Inventory # F-7/26

Name 10084 - MD 355 OVER B&O RR

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SHA

Description ELEVATION LOOKING WEST

Number 2 of ~~36~~ 39 5

10984

GRAND ILLUMINATION  
STATE OF CALIFORNIA  
CALIFORNIA STATE HIGHWAY  
DEPARTMENT







Inventory # F-7-126

Name WOBY-MD 355 OVER B&O RR

County/State FREDERICK COUNTY/MO

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SWA

Description SOUTH APPROACH

Number 45 of ~~36~~ 34 <sup>5</sup>



Inventory # F-7-126

Name 10084- MD 355 OVER B&O RR

County/State FREDERICK COUNTY/MD

Name of Photographer FRANK JULIANO

Date 1/95

Location of Negative SHA

Description NORTH APPROACH

Number 5 of 34 5