

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WI-216

Name: WI-5-03 / Snow Hill Rd. over Wicomico River
East Fork

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 <input checked="" type="checkbox"/> X	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> 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>

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. WI-216

NAME AND SHA NO.: WI-S-03

LOCATION

Road Name and Number: Snow Hill Road (Route 12) over Wicomico River East Branch

City/Town: Salisbury _ vicinity

County: Wicomico

Ownership: _ State County _ Municipal _ Other

Bridge projects over: _ Road _ Railway Water _ Land

Is bridge located within designated district?: _ yes no
_ NR listed district _ NR determined eligible district
_ locally designated _ other
Name of District _

BRIDGE TYPE

Timber Bridge
_ Beam Bridge _ Truss-Covered _ Trestle _ Timber-and-Concrete

Stone Arch Bridge

Metal Truss Bridge

Moveable 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 _

876

DESCRIPTION

Describe the Setting:

Bridge #WI-S-03 carries Snow Hill Road over the East branch of the Wicomico River in Maryland's Tidewater or Coastal Plain physiographic region. The bridge is located in an urbanized area of Salisbury in the center of town as well as near a park area. The bridge is situated east of Route 13, south of Route 350/50, and north of East Vine street. It is built at right angles with Snow Hill Road but at a slight skew with the east prong of the Wicomico River. There is a T-intersection at its north end.

**Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)**

Bridge #WI-S-03 is a single-span reinforced concrete T-beam bridge. The bridge was constructed in 1928 and carries Snow Hill Road over the Wicomico River's east branch. The structure has a total length of 33'-4" and a clear roadway width of 30'-2" measured between curbs. A 5'-wide sidewalk is present along the west side of the structure and a 6" curb on the east side. An asphalt wearing surface overlays the concrete bridge deck. The substructure is composed of two concrete abutments with plain concrete wingwalls. The seven concrete girders are monolithic with the bridge deck. The structure has a rectangular parapet with a sidewalk on the west side. Post-and-wire guard rails flank the approaches.

The earliest inspection report on file, which dates to 1980, notes problems with scour, cracked and spalled abutments, a broken southeast wingwall, and exposed reinforcing bars resulting from spalling of the concrete deck. Inspection reports from 1987 through 1994 note similar levels of deterioration in the approach roadways, parapets, sidewalks, girders, abutments, and wingwalls, and recommend repairs of all deteriorated areas.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

No evidence of major alterations or repairs was located in the county bridge inspection files.

HISTORY

When Built: 1928

Why Built: Statewide road improvement programs and local transportation needs

Who Built: Unknown; no plans of the bridge were available in state or city files

Who Designed: Unknown; no plans of the bridge were available in state or city files

Why Altered: Does not apply

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) B (Person) C (Engineering/Architectural Character)

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

Road improvements in Wicomico County were fueled by several events occurring during the early twentieth century. First, the Good Roads Movement, which began in the last decade of the nineteenth century, aimed to improve primary roads throughout the state as well as multiple connecting roads between counties. As the movement progressed, numerous existing roads were widened, straightened, or graded, and many new bridges were built to carry the rebuilt roads. Second, rapidly increasing automobile, truck, and bus traffic also fueled the replacement of existing narrow and weak bridges with wider and stronger concrete structures, many of which were built according to standardized specifications and plans developed by the State Roads Commission (SRC). Third, the State Roads Commission established district engineering offices during the 1910s to aid in intrastate road development, and established a separate bridge department in 1920. This fostered construction of many concrete bridges throughout the state. In the 1920s, the SRC emphasized improving the safety and comfort of primary routes while developing secondary networks and feeder roads. By the 1930s, bridges that were originally deemed adequate had become unacceptable for carrying modern traffic loads and many new structures were built as a result.

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?

Bridge #WI-S-03 participated in the general trend toward upgrading state roads and bridges and improving intrastate access.

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Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, this bridge is not located in an area which is eligible for historic designation.

Is the bridge a significant example of its type?

No, this bridge is not a significant example of its type.

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

Yes, the bridge retains integrity of the primary character-defining elements of a concrete beam bridge. The character-defining elements for the superstructures of concrete beam bridges are the slab, the longitudinal beams, and the parapet or railing when integral. For the substructure, the character-defining elements are the abutments, piers, and wing walls. No evidence of major alterations was located in county bridge inspection files.

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

The manufacturer, designer and/or engineer of this bridge are unknown at this time.

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

No, this bridge does not require further study.

BIBLIOGRAPHY

Spero, P.A. C. & Company and Louis Berger & Associates
1994 *Historic Bridges in Maryland: Historic Context Report.*
Maryland State Highway Administration, Baltimore.

Wicomico County Department of Public Works
Bridge Inspection Reports (dating from 1980 through 1994). On file in Government
Office Building, Salisbury.

State Highway Administration
1958 *A History of Road Building in Maryland.* Baltimore.

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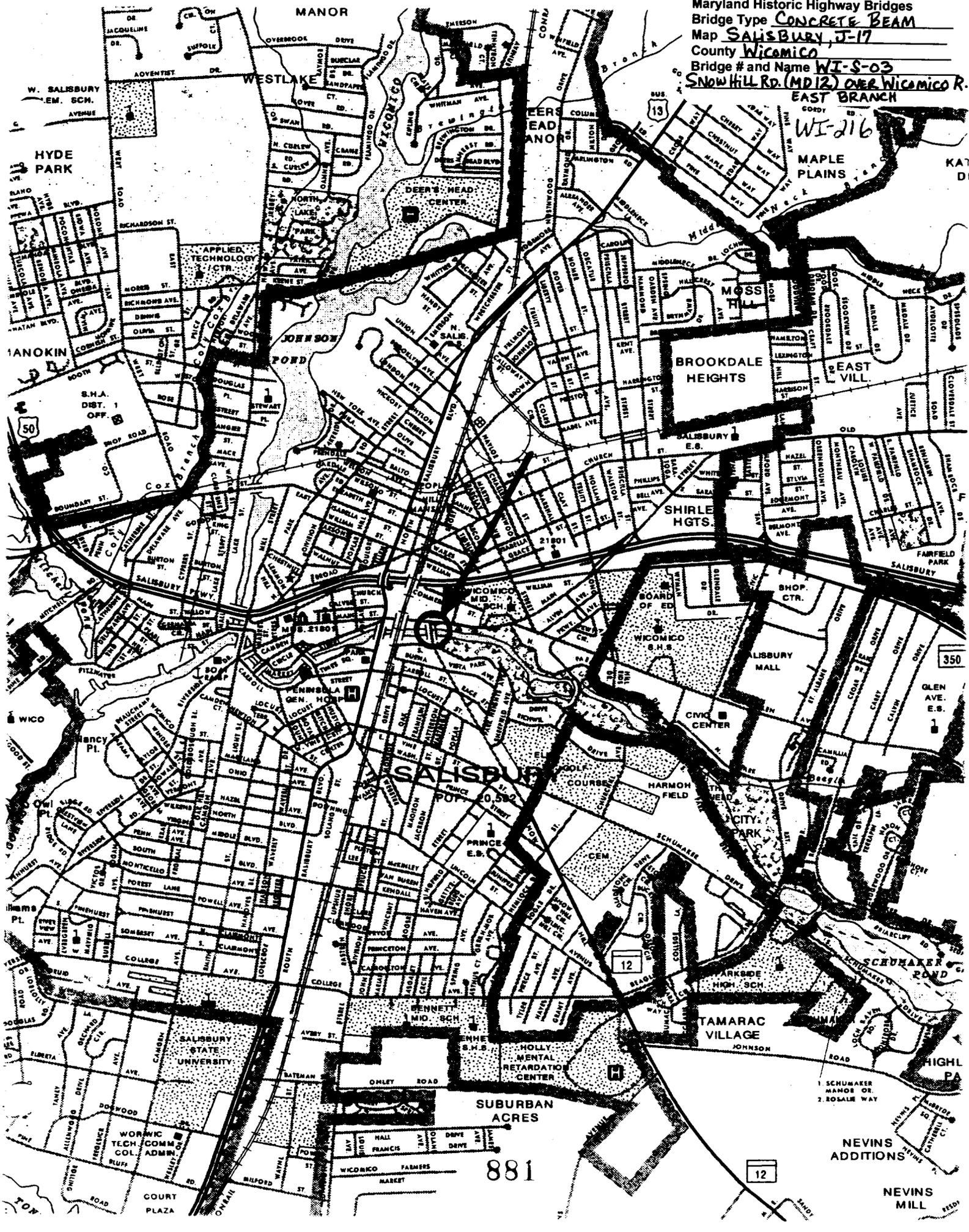
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SURVEYOR INFORMATION

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Date: 13 May 1996
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Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map SALISBURY, J-17
County Wicomico
Bridge # and Name WI-S-03
SNOW HILL RD. (MD12) OVER WICOMICO R.



WI-216

881

12

350

NEVINS ADDITIONS

NEVINS MILL

MARYLAND

12

WEIGHT LIMIT
50,000 LBS.
SPEED LIMIT
15 MPH



WI-216

Winnipeg, Manitoba

1924

1924

Winnipeg, Manitoba

Winnipeg, Manitoba

10F 4

WEIGHT L
50.000
SPEED L
15 MP
BY FIDELITY CITY

FOOLS

SPR WOODS



WI 216

W. M. - 105

2004



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WJ 216
WANTON COUNTY
MAY 1960

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