Maryland Historical Trust

Maryland Inventory of Historic Properties number: WT-222

Name: Bus. US13 over B&O RR

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 __X____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments:_____

Reviewer, OPS:_Anne E. Bruder_____ Date:__3 April 2001____

Reviewer, NR Program:__Peter E. Kurtze_____ Date:__3 April 2001____

Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number WI-222

Name and SHA No. 22003 over B&ORR

Location:
Street/Road Name and Number: Bus US 13 over B&O RR

City/Town: **Salisbury** Vicinity __

County: **Wicomico**

Ownership: _X_State__County__Municipal__Other

This bridge projects over: __Road_X_Railway__Water__Land

Is the bridge located within a designated district:__yes_X_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

__Metal Truss

__Movable Bridge
__Swing __Bascule Single Leaf__Bascule Multiple Leaf
__Vertical Lift__Retractile__Pontoon

_X_Metal Girder
__Rolled Girder __Rolled Girder Concrete Encased
_X_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:

Describe Setting:

Bridge No. 22003 carries U.S. Business Route 13 north-south over B & O Railroad tracks in Wicomico County, Maryland. The bridge is in urban area near Salisbury. There are commercial structures such as a water tower, a radio tower, and other businesses. Residences are also visible in the photographs. Their is lighting (poles) on at least one approach to the bridge. There is overhead lighting located between the two bridges. Overhead power lines traverse the railroad tracks parallel to the bridge.

Describe Superstructure and Substructure:

Bridge No. 22003 is a two span plate girder bridge. The northbound structure is a two span simply supported thru steel girder bridge, built in 1930 with an H-20 design loading. The two spans are 45'±long, and 118'± long, with a clear roadway width of 27'±. The portion of the steel girders below the concrete deck and the steel floor beams supporting the deck are encased in concrete.

The southbound structure is a two span simply supported thru steel girder and steel beam bridge. The southbound structure was built in 1951 with an HS-20 design loading. The steel beam span has a length of 58'± and a steel girder has a span length of 118'±, and a clear roadway width of 30'±.

The north abutment backwall is cracked and misaligned behind girder #1 bearing assembly. A 1994 Inspection indicates backwall spalling, and pack rust on bearings. The bituminous surface has recently been overlaid and is slightly rutted. The steel floorbeams run transverse with no other longitudinal supporting members. The beams are concrete encased with numerous spalls. The last floorbeam over the south abutment, has spalled nearly the full length on the bottom flange, exposing the steel flange. The thru girders are concrete encased from the deck down. The columns have vertical and map cracks and are heavily spalled. The abutments have horizontal and vertical cracks. The same for the reinforced concrete wingwalls. The abutment backwall has a 3' piece broken off at the northwest corner.

Discuss Major Alterations:

History:
When Built: Northbound 1930 (Southbound 1951)

Why Built: Grade elimination
Who Built: State Roads Commission
Why Altered: Not applicable
Was this bridge built as part of an organized bridge building campaign: Yes, this bridge was built as part of the program to eliminate at-grade railroad crossings.

Surveyor Analysis:
This bridge may have NR significance for association with:
__A Events __Person
_X_C Engineering/Architectural

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

Yes, this bridge was constructed in response to a significant program in Maryland history. A Plaque on the bridge states Grade Elimination, built 1930 by State Roads Commission. Chairman C. Clinton UHL, Howard Bruce, John K. Shaw, Chief Engineer H.D. Willard Jr. W.C. Hopkins-Bridge Engineer. These railroad tracks were at one time owned by Penn Central.

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, the construction and/or alteration of this bridge has had no significant impact on the growth and development of the area.

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, this bridge is not located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type?

This bridge may be a significant example of its type.

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

This bridge appears to retain the integrity of its primary character defining elements.

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

No further study of this bridge is warranted. The northbound bridge retains its integrity as defined by the Context Addendum, and is eligible for inclusion on the National Register of Historic Places.

WI-222

Bibliography:

Greiner, Inc.
1995 Maryland Inventory of Historic Bridges.

Jacob, John E.
1877 Atlas of Wicomico, Worcester and Somerset Counties.

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

State Highway Administration
v.d. Bridge Inspection files.

United States Geological Survey
1942 7.5' Delmar Quadrangle, photorevised 1983.

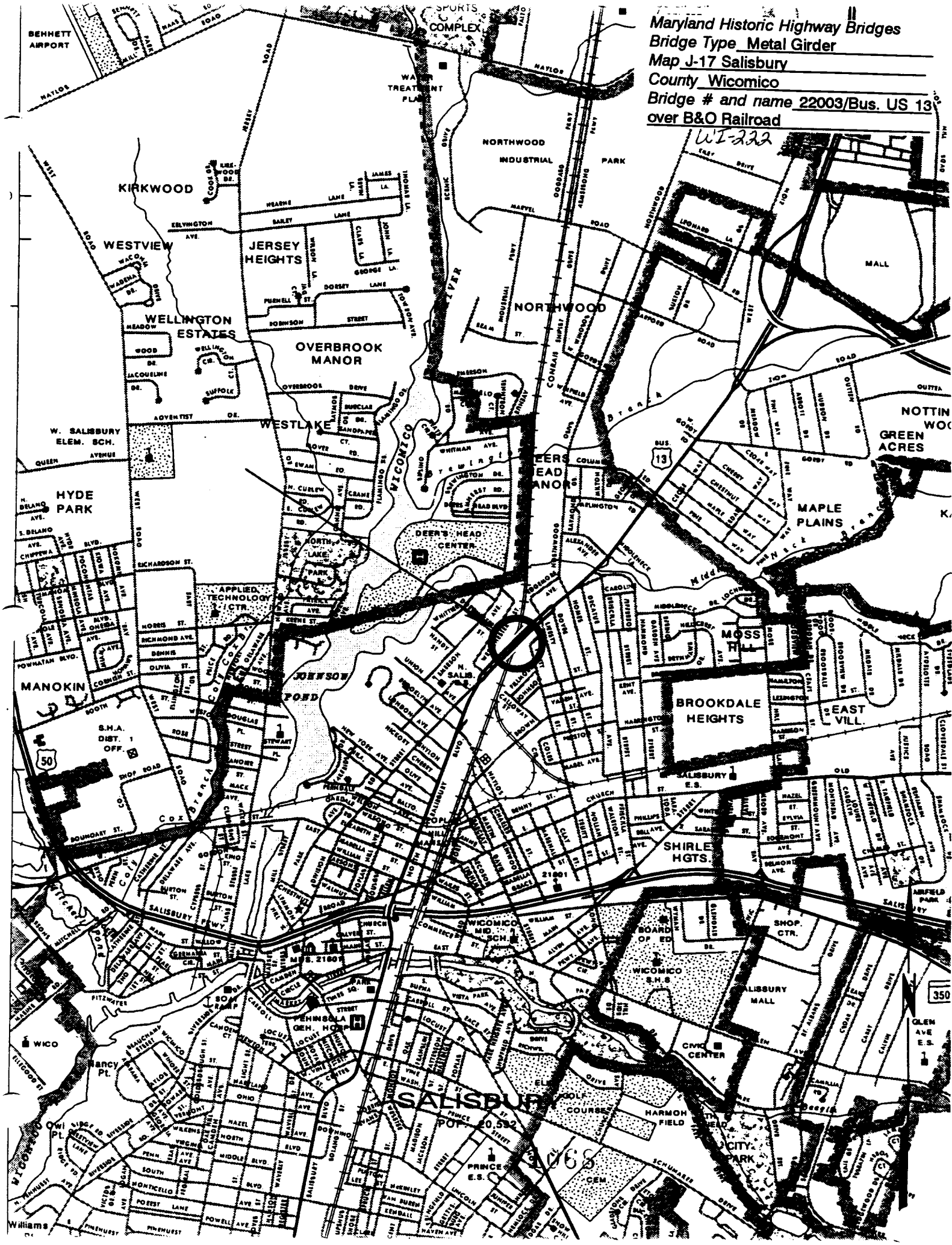
United States Geological Survey
1901 15' Salisbury Quadrangle.

Surveyor:

Name: Jason D. Moser **Date:** September 1995
Organization: State Highway Admin. **Telephone:** (410) 321-2213
Address: 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map J-17 Salisbury
County Wicomico
Bridge # and name 22003/Bus. US 13
over B&O Railroad

WI-222



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