

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WA-I-734

Name: 21024 / MD 60002 MARGA RUND

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>  </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>

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

MHT No. WA-I-734

SHA Bridge No. 21024 Bridge name MD 60 over Marsh Run

**LOCATION:**

Street/Road name and number [facility carried] MD 60

City/town North-northeast of Hagerstown; east-southeast of Spring Valley Vicinity \_\_\_\_\_

County Washington

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

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

**HISTORIC STATUS:**

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

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 X \_\_\_\_\_:

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

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

**DESCRIPTION:**

**Setting:** Urban \_\_\_\_\_ Small town \_\_\_\_\_ Rural X

**Describe Setting:** Bridge No. 21024 carries MD 60 over Marsh Run in Washington County. The bridge is located north-northeast of Hagerstown and east-southeast of Spring Valley. MD 60 generally runs southwest, and Marsh Run flows north-south. The bridge is located just east of where MD 60 intersects with Longmeadow Road. The area directly around the bridge is predominantly commercial development. However, there are also some private residences and wide open spaces of undeveloped land nearby.

**Describe Superstructure and Substructure:**

This bridge is a two-lane single span concrete slab bridge. The superstructure consists of a concrete slab and a W-beam railing which is attached to the slab with bracers. The substructure comprises concrete abutments and flared wingwalls. A previous survey of the bridge indicates it was replaced in 1950 with a box culvert. However, SHA bridge files state the bridge was a concrete slab widened with a box culvert 20' x 6.5'.

According to the 1994 inspection report, the bridge was found to be in good to very good condition. The deck has large sections of spalling with rusted rebars exposed throughout the slab section. There is medium scaling at the top of the wingwalls and the floor. The headwall has heavy scaling and general deterioration on the top 3".

**Discuss Major Alterations:**

The inspection report from 1988 indicates a change in "safety features", and the inspection report from 1990 states the bridge has been resurfaced. Available Maryland State Highway Administration files did not contain additional information pertaining to other repairs made to the structure, the extent thereof, or when they took place.

**HISTORY:**

**WHEN was the bridge built (actual date or date range)** 1900; widened in 1950

**This date is:** Actual \_\_\_\_\_ Estimated \_\_\_\_\_

**Source of date:** Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form \_\_\_\_\_

**Other (specify)** \_\_\_\_\_

**WHY was the bridge built?**

Unknown

**WHO was the designer?**

Unknown

**WHO was the builder?**

Unknown

**WHY was the bridge altered?**

Unknown

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

This bridge does not have National Register significance.

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

Unknown.

**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?**

The bridge is not located in an area which may be eligible for designation as a historic district.

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

No. This bridge is not a significant example of a concrete slab bridge constructed from 1920 to 1940.

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

Unknown.

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

There is no evidence the bridge is a significant example of the work of the State Roads Commission.

**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  August 1995

Name of surveyor  Adrienne Beaudet Cowden

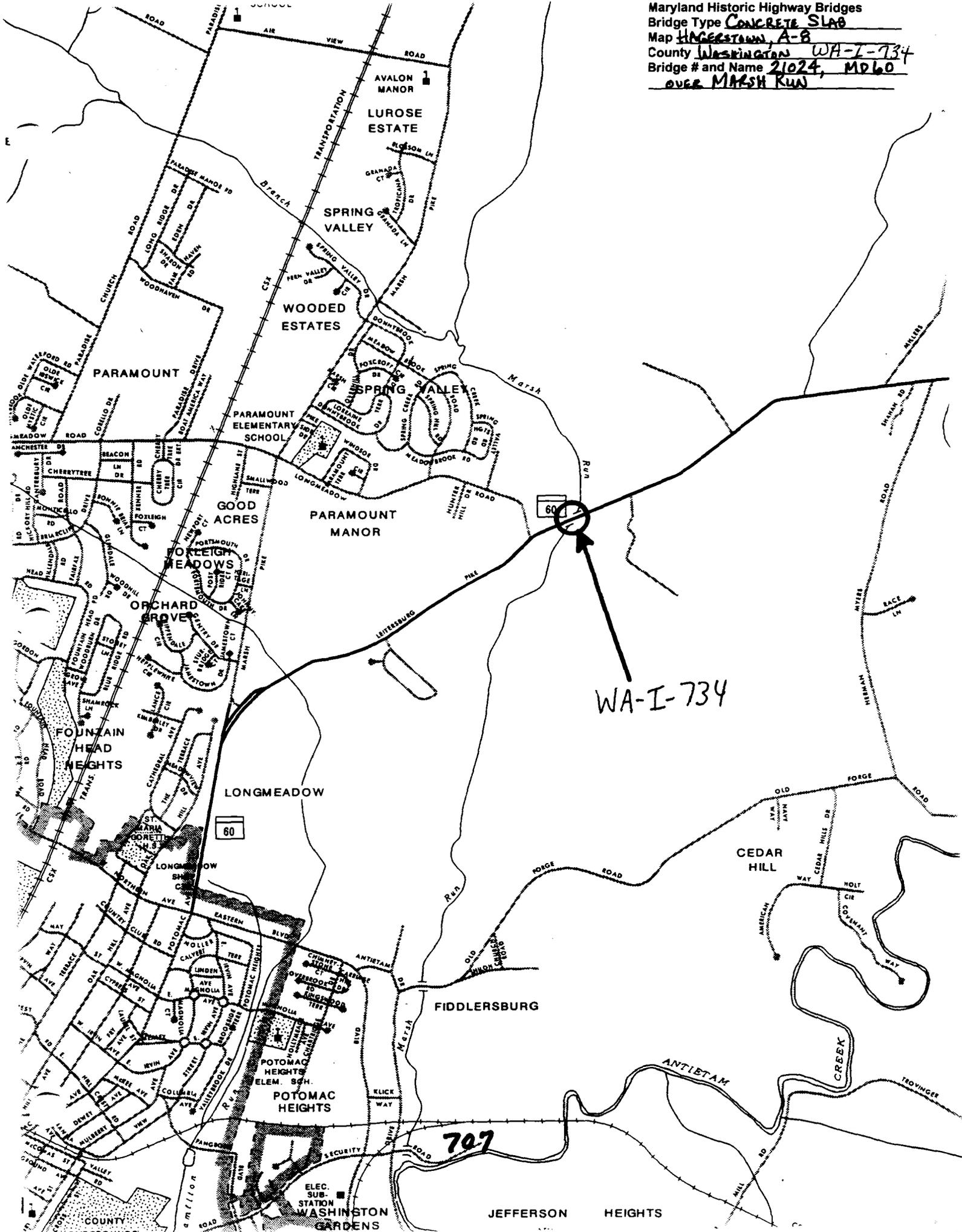
Organization/Address  P.A.C. Spero & Company; 40 West Chesapeake Avenue, Suite 412;

Baltimore, Maryland 21204

Phone number  410-296-1635

FAX number  410-296-1670

Maryland Historic Highway Bridges  
Bridge Type CONCRETE SLAB  
Map HAGERSTOWN, A-8  
County WASHINGTON WA-I-734  
Bridge # and Name 21024, MD60  
OVER MARSH RUN



WA-I-734

707

JEFFERSON HEIGHTS



3R# 10-22-93 2 (11/1/93)  
OVER HAZARD  
WASHINGTON  
LARRY KING

2/22/93

S. H. A.

SOUTHEAST LIAISON (SOUTH BEAM)

1 OF 4



SR # 102102710 WA 3 1134

WATER WASTEWATER RUN

WASHINGTON CO., MD

DAVID KING

2/22/95

S. H. A.

NORTHEAST APPROACH

3 OF 4



BR # 102 02410 Vol 1 - 1951

OVER MARCH 2001

WASHINGTON CO., MD

DAVID KING

2-1-2005

S. S. A

NORTHWEST TERRITORY

2 OF 4



MARSH  
RUN

BP #10210243 WAS 9/24  
OVER MARSH RUI  
WASHINGTON COUNTY,

LIVING KING

2/22/95

S.H.A.

SOUTHWEST APPROACH

4 OF 4