

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WA-I-737

Name: US 11 over Potomac River, WMIR

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>

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

MHT Number WA-I-737

Name and SHA No. US 11 over Potomac River and Western Maryland RR/21001 (2100110)

Location:

Street/Road Name and Number: US Route 11

City/Town: Williamsport Vicinity x

County: Washington

Ownership: x State County Municipal Other

This bridge projects over: Road x Railway x 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 Retractable 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 21001 (2100110) carries US Route 11 over the Potomac River and the Western Maryland Railroad. US 11 runs in an east-west direction at this location; the Potomac flows north-south and the railroad runs generally north-south. The bridge is located just outside the small town of Williamsport. The West Virginia bank of the Potomac is wooded; the Maryland side has the railroad, associated industrial structures and open fields.

Describe Superstructure and Substructure: Bridge 21001 (2100110) is a 17 span welded plate girder bridge. Thirteen of the spans are 100' long; 2 are 89'; one is 118'; one is 89'. The total bridge length is 1,680'. The bridge deck is concrete with bituminous overlay on the wearing surface of the roadway. There are concrete jersey barrier walls along both sides of the deck the entire length of the bridge. For approximately the first 50' of the east and west end of the bridge there is a chain link protective fence attached to and projecting up from the jersey walls. The rest of the deck has W-beam guardrails attached to the top of the jersey walls. There is a date plaque at the entrance to the bridge on the Maryland side, north elevation. The superstructure is in good condition, with flaking paint and some rusted areas.

The substructure is made up of two concrete abutments and wing walls and 16 concrete solid shaft piers, with concrete collars and bases. The abutments and piers are in good condition, with some cracks and spalling. There is no evidence of severe undermining or scour at the bases of the piers.

Discuss Major Alterations: Bridge 21001 (2100110) was rehabilitated in 1980. At this time major repairs were made to the floor system and beams, with several of them being replaced. The deck was also replaced at this time, as well as repairs to the abutments. In 1991 emergency repairs were made to 4 of the 20 piers. These 4 piers were not founded in rock as the others were. One of the 4 piers had settled several inches, making the bridge extremely hazardous for travel. The allowable live load weight was decreased dramatically and all 4 piers were reinforced by underpinning.

History:

When Built: 1909,

Why Built: local transportation needs

Who Built:

Why Altered: to improve structural stability

— **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

Was this bridge constructed in response to significant events in Maryland or local history:It is likely that the original 1909 bridge was built to replace an older less stable structure, and may be directly related to the Western Maryland Railroad.

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:The original structure probably did have a significant impact on the development and growth of the area surrounding Williamsport, both on the Maryland and West Virginia sides of the Potomac River.

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

— **Is the bridge a significant example of its type:**Bridge 21001 (2100100) is a significant example of a welded plate girder of above average length. However, it was rehabilitated in 1980.

Does the bridge retain integrity of the important elements described in the Context Addendum:The 1980 plate girder bridge does retain all of its original structural elements, therefore retaining its integrity.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why:It is of above average length, and could be considered an unique example of a plate girder bridge erected by the State Roads Commission in the late 20th century.

Should this bridge be given further study before significance analysis is made and why:No, this structure does not warrant further study.

Bibliography:

Greiner, Inc.

1995 Historic Bridge Inventory Form.

Spero, P.A.C. & Company, and Louis Berger & Associates

1994 Historic Bridges in Maryland : Historic Bridge Context.

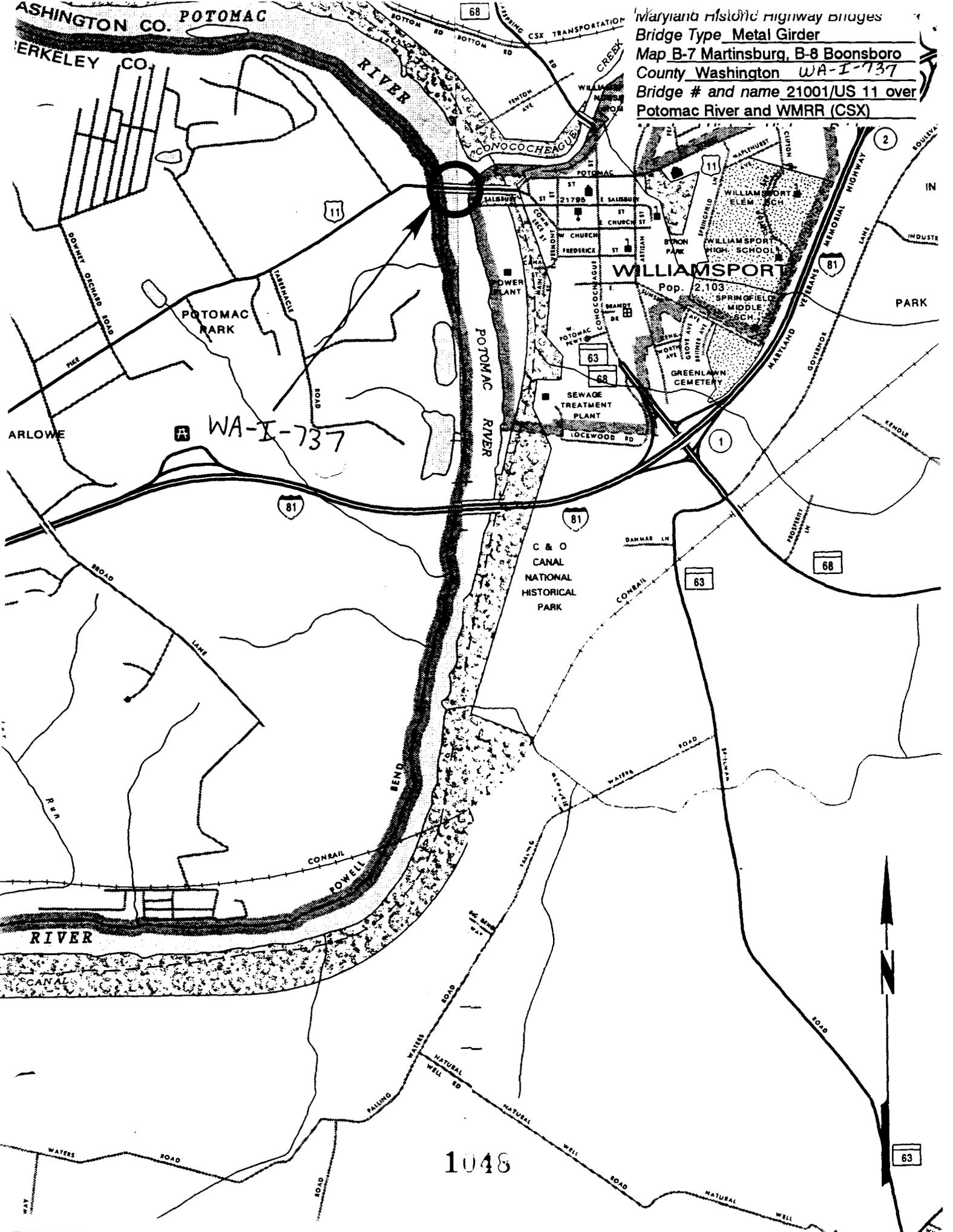
State Highway Administration

v.d. Bridge Inspection Files.

United States Geological Survey

1979 7.5' Williamsport Quadrangle.

Surveyor:**Name:** Stephanie L. Bandy **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 B-7 Martinsburg, B-8 Boonsboro
 County Washington WA-I-737
 Bridge # and name 21001/US 11 over
 Potomac River and WMRR (CSX)

WA-I-737



WA-1131 (BR# 2100110) 21001

W. M. D. RAYSON

WASHINGTON

HARLES B. BEECH

2/25/95

S. H. F.

EAST APPROX

1 OF 3

A black and white photograph showing a concrete barrier on a road. A license plate with the number '1979' is mounted on the barrier. Below the license plate, the number '21' is visible. To the right, a metal guardrail is attached to the barrier. In the background, there is a chain-link fence and bare trees.

1979

21

WA 11 27 (BR# 2100110) 2/22/05

POTOMAC RIVER & W. MD. RAILROAD

WASHINGTON D.C.

CHARLES ZIEGLER

2/22/05

S. H. A.

DATE MADE "UNRECORDED"

2 OF 3



Vol. I-1/37 (SR#2100110) 2/22/95

DOTOMFC RIVER (sample of water)

WASHINGTON D.C.

CHARLES R. RICKER

2/22/95

S. H. A.

DOTOMFC RIVER (sample of water)

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