

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WI-224

Name: US 1 to Foxjones E. Br. Wisconsin River.

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.

<b>MARYLAND HISTORICAL TRUST</b>	
Eligibility Recommended <u>  X  </u>	Eligibility Not Recommended <u>      </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>

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

MHT No. WI-224

SHA No. 22004

Bridge Name U S 13 B over East Branch of Wicomico River

**Location:**

Street/Road Name and Number: US Rt. 13B

City/Town: Salisbury

County: Wicomico

Ownership:  State  County  Municipal  Other

This bridge projects over:  Road  Railway  Water  Land

Is the bridge located within a 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

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:****Describe Setting:**

US Rt. 13B runs north and south through the Delmarva Peninsula. The route has considerable development along the highway. Bridge 22004 lies north west of Salisbury. The bridge is on a north-south alignment and is perpendicular to the East branch of the Wicomico River (although maps refer to this crossing as the south prong). On the eastern side of the bridge is a rolled girder railroad bridge and on the western side of the bridge is a parking lot and city park

**Describe Superstructure and Substructure**

Bridge 22004 is a 42-foot, two span timber and concrete structure carrying US Rt. 13 over the East branch of the Wicomico River. It is supported on steel pile bents that partially encased in fiberglass jackets.

The substructure consists of three steel pile bents, each having 8 pilings. The steel H-piles have a diameter of 9 7/8" and 17" concrete filled fiberglass jackets (the center bent's pile have a 23" fiberglass jacket). There is a 15" steel channel cap separating the top of the piles and the base of the timber and concrete deck slab. The piles are 14 5/8" wide and are spaced approximately 11'-0" across the channel.

The piles are encased from approximately 2 feet below the bent cap into the mudline. At the north bent, jackets and piles above are in fair condition except for the following piles. Piles 3 and 4 numbered from the west have a second jacket. The second jacket on pile 4 is split from 15" at the top with a 1" width. The timber portion of the superstructure has a number of soft and/or rotten areas between the north bent and the north sheet pile bulkhead. The timber is completely rotted away between piles 6 and 8.

The current structure still retains its original parapets and balustrade. These are not the typical 13 to 1 open balustrade that are common to post 1928 bridges built by the State Roads Commission. However, the as built design of 1937 by the State Roads Commission does detail the existing balustrades and references the State Roads Commission Drawing SEB-33 for details. There are six open spaces to a single expansion joint. The balustrade is not continuous across its base.

There is a 3" opening with a 2" rise. Every third balustrade is connected to the deck by a lock and key system. A 2" x 4" key is attached to the base of the bridge.

**Discuss Major Alterations:**

The H-pile substructure is not the original. In 1977 the State Highway Administration replaced the timber bent and pile substructure of this bridge. Originally the bridge had three bents with 14 piles each. The piles were 5'-5" apart (center to center) and supported by 3" x 10" cross bracing. The timber cap was 12" x 12" x 17'-2". A 16 oz copper plate separated the top of the pile from the cap. A 1" bolt extended through the deck and cap into the timber sham (which separates the cap from the deck). A 1" x 2.6" drift pin was added to connect the cap to the pile. A 3" x 10" bracing encased the top of each pile beneath the cap. These were all removed in 1977.

**History:**

**When Built:** 1937

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

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

**Why Built:** The State Roads Commission had decided the cost of right of way for widening projects during the 1930s was comparable to building a bypass of the downtown areas. The first major bypass was the relocation of US 13 around Salisbury. It provided a 56 foot roadway between curbs and the Commission predicted "...it will relieve the present congested traffic conditions on US 13."

**Who Built:** State Roads Commission

**Who was the designer:** State Roads Commission

**Why Altered:** The bridge was altered because the timber substructure had deteriorated to the point where the bridge was in danger of collapse.

**Was this bridge built as part of an organized bridge building campaign:**

Yes, the adoption of bypass construction as opposed to widening projects.

**SURVEYOR/HISTORIAN 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:**

The Good Roads Movement throughout the state of Maryland had many phases. One of those phases was the idea of creating bypasses of busy thoroughfares.

**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 idea of the by-pass design was good in theory, however it did not facilitate access to those businesses already located along the bypassed roadway. The State Roads Commission created a new street for Salisbury. Main Street merchants moved out to the bypass because the traffic no longer had effective access to their stores. The bypass became congested and downtown areas lost business. The land adjacent to the bypass developed with both industrial and retail sites, changing the face of Salisbury.

**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 is eligible for historic designation

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

No, this is not a significant example of a timber bridge. The design of this bridge is a simple timber bent and pile system. Although economic restrictions were considered during its construction no new technologies were created for its construction.

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

Bridge 22004 retains integrity of location, setting, a large portion of its materials, workmanship, feeling, and association. Despite minimal alterations discussed above, this bridge still possesses integrity of nearly all of its original components, excluding its substructure.

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

This bridge represents one of the state's last remaining concrete and timber composites built by the State Roads Commission. The others that exist do not retain enough integrity to be considered eligible for the National Register.

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

No, this structure should not be given further study.

**Bibliography:**

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

State Roads Commission Report 1939-42.

**SURVEYOR:**

**Name:** Stacie Yvonne Webb **Date:** July 26, 1995

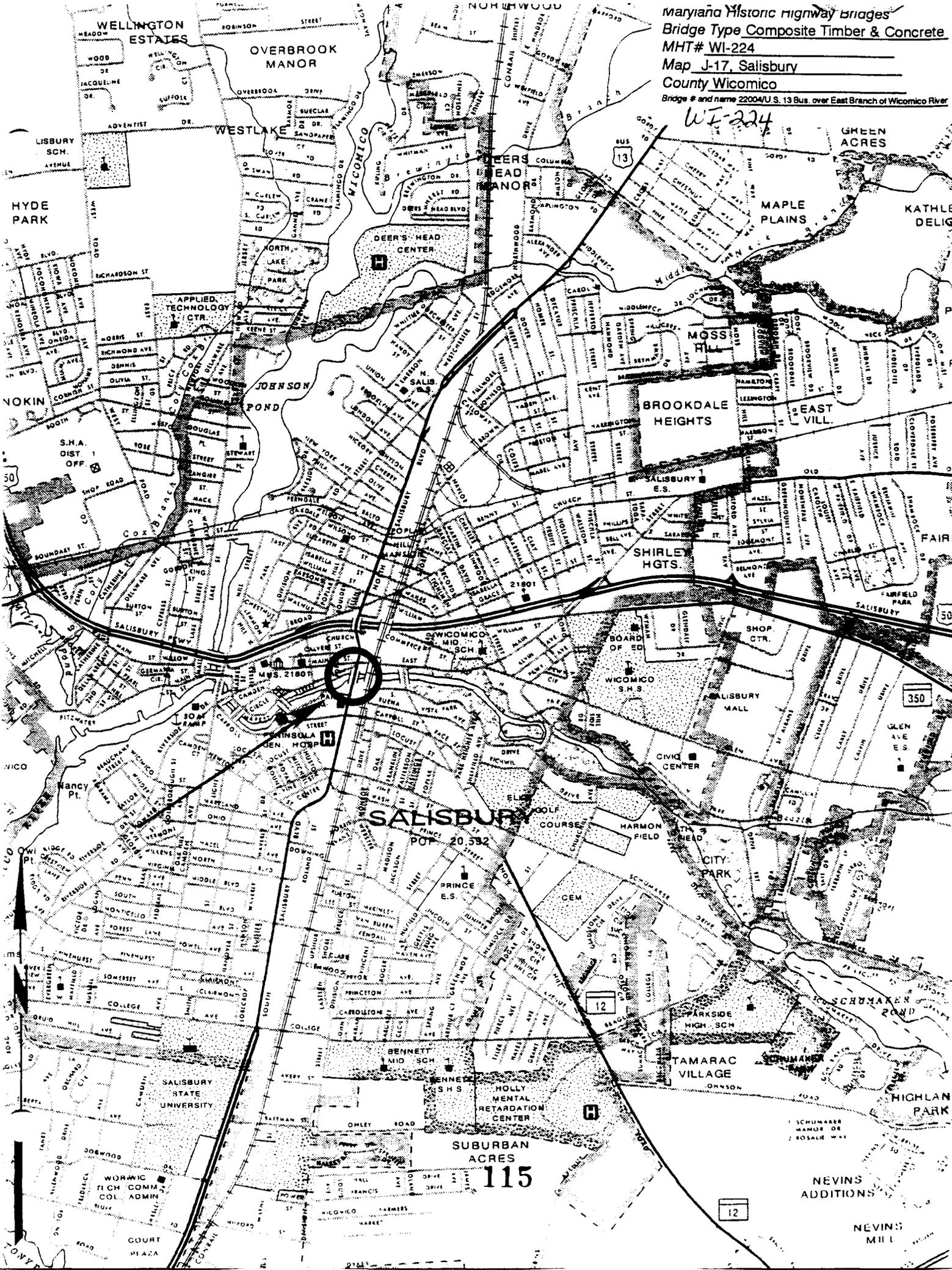
**Organization:** State Highway Admin. **Telephone:** (410)545-8559

**Address:** 707 North Calvert Street, Baltimore, MD, 21203

Revised by P.A.C. Spero & Company, March 1998

*Maryiana Historic Highway Bridges*  
Bridge Type Composite Timber & Concrete  
MHT# WI-224  
Map J-17, Salisbury  
County Wicomico  
Bridge # and name 22004 U.S. 13 Bus. over East Branch of Wicomico River

WI-224



**SALISBURY**  
POT 20,592

SUBURBAN ACRES  
**115**

12

350

12

NEVINS ADDITIONS

NEVINS MILL



1. 10/1/20

2. 11/2/20 10/1/20 10/1/20 10/1/20 10/1/20

3. 10/1/20 10/1/20

4. 10/1/20

5. 10/1/20 10/1/20 10/1/20

6. 10/1/20 10/1/20

7. 10/1/20 10/1/20 10/1/20

8. 10/1/20



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742-118

1 W1 224

2 US 13 B-5 over east branch of James River

3 W. Virginia Co., MD

4 2/28

5 Main's Ferry, VA

6 MD 5415

7 Elevator - look on East

8 2 of 4



1 W1-224

2 US 15 Bus over east branch of Connecticut River

3 H. Connico Co. MA

4 3/50

5 Manis Con. Van, W. MA

6 MID STPL

7 Looking North

8 3 of 4



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CELLULAR PHONES  
SALES SERVICE ACCESSORIES

742-1185  
SNOOW HILL

THE WAVE

JAMES W. BROWN  
REAL ESTATE LAW  
SUNSHINE REAL ESTATE  
SUNSHINE REAL ESTATE

1. WT-224
2. US 13 Bus. over east branch of Wicomico Riv.
3. Wicomico Co, MD
4. 3/28
5. Martin Freeman, USA
6. MD State
7. Larry J. Smith
8. 4 of 4