

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: AL-III-C-166

Name: US220 over Pea Vine Run (1056)

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 NO. AL-III-C-166

NAME AND SHA NO.: 1056

LOCATION

Road Name and Number: US 220 over Pea Vine Run

City/Town: Dickens \_ vicinity

County: Allegany

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 \_

**DESCRIPTION**

**Describe the Setting:**

Situated in the Appalachian Plateau physiographic region of Maryland, Bridge 1056 carries US 220 over Pea Vine Run in the village of Dickens located in central Allegany County. Primarily twentieth-century dwellings line both the east and west sides of the north-south stretching roadway near its crossing of the east-west meandering stream. Open fields and woodland cover the neighboring hillsides.

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

Composed of a single 27-foot concrete-beam span, Bridge 1056 possesses a 24-foot wide, concrete deck roadway bordered by w-beam railings and approach guardrails. Concrete abutments and wing walls support the superstructure.

Recent inspections of the bridge have described its condition as poor and the bridge is scheduled for replacement in September of 1996. Most of the concrete beams exhibit long, deep spalls with exposed, rusted reinforcement bars and efflorescence as well as scaling concrete, exudation, stalactites and delaminating surfaces. Girder G1 displays a 20-foot long, 18-inch wide and 3½-inch deep spall while G5 possesses a four-foot long spall four-inches wide and three-inches deep. Girder G2 also has a long spall on its west face. The abutments feature large areas of scaled concrete their entire lengths in addition to spalling. Fine surface cracks characterize the wing wall's condition.

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:**

State Roads Commission inspection reports do not indicate any major alterations to the fabric or placement of the bridge.

**HISTORY**

**When Built:** 1928

**Why Built:** Construction of Bridge 1056 probably occurred during the State Roads Commission's attempts to unite county seats with trans-state highways during the 1920s.

**Who Built:** State Roads Commission

**Who Designed:** Unknown

**Why Altered:** Does not apply.

**Was this bridge built as part of an organized bridge building campaign?:** No. Research has not uncovered any relationships between construction of Bridge 1056 and organized building campaigns.

**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?**

Examination of State Roads Commission records has not uncovered any associations with significant events contributing to Maryland or local history.

**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?**

Construction of Bridge 1056 does not appear to have a significant impact on the development and growth of the surrounding area.

**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, Bridge 1056 is not located in an area potentially eligible for historic designation.

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

In its present, much deteriorated state, Bridge 1056 is not a significant example of its type.

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

No. The condition of the bridge's character defining elements have greatly deteriorated and reduced the integrity of those elements, specifically the concrete beams and slab, the abutments and wing walls.

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

In its present, much deteriorated state, Bridge 1056 is not a significant example of the State Roads Commission's bridge construction.

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

No. Further study is unlikely to reveal any additional information linking Bridge 1056 with any significant patterns, events or persons, or associations with significant engineering and/or methods of construction. In addition, Maryland Historical Trust survey documents indicate that a prior evaluation of Bridge 1056 determined the bridge not significant.

**BIBLIOGRAPHY**

Maryland Inventory of Historic Properties

Survey information on file at Maryland Historical Trust, Crownsville, MD.

Maryland State Highway Administration

As-Built Drawings. On file at 707 North Calvert Street, Baltimore.

Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

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

1994 *Historic Bridges in Maryland: Historic Context Report*. Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland

1930 *Report of the State Roads Commission of Maryland for the Years 1927, 1928, 1929 and 1930*. Baltimore.

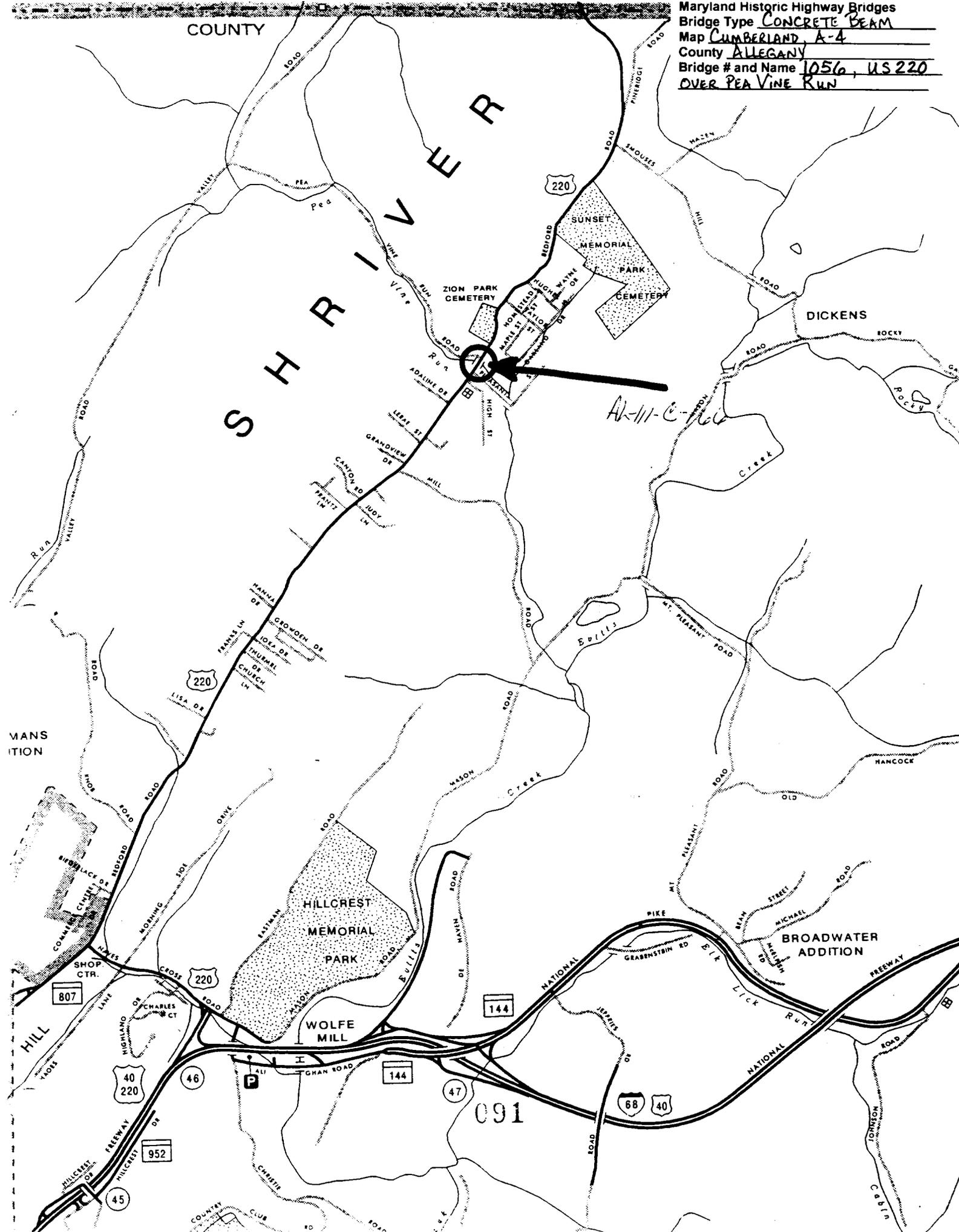
1958 *A History of Road Building in Maryland*. Baltimore.

**SURVEYOR INFORMATION**

**Name:** Stuart Paul Dixon  
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Mechanicsburg, PA 17055

**Date:** 13 May 1996  
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Maryland Historic Highway Bridges  
 Bridge Type CONCRETE BEAM  
 Map CUMBERLAND, A-4  
 County ALLEGANY  
 Bridge # and Name 1056, US 220  
OVER PEA VINE RUN



COUNTY

S  
H  
R  
I  
V  
E  
R

220

220

144

47

091

68

40

40

220

46

45

952

MANSION

DICKENS

HILLCREST  
MEMORIAL  
PARK

WOLFE  
MILL

SUNSET  
MEMORIAL  
PARK  
CEMETERY

ZION PARK  
CEMETERY

BROADWATER  
ADDITION

1056

091



BR# 1015610 AL-III-C-166

PEA VINE RUN

ALLEGANY CO, MD.

2/2/95

SHA

SOUTHWEST APPROACH

1 OF 4



BR# 1015610 AL-III-C-106

PEA VINE RUN

ALLEGANY CO MD

DAVID P KING

2/2/95

SHA

NORTHEAST APPROACH

2 OF 4



BR # 1015610 AL-III-C-166

PEA VINE RUN

ALLEGANY CO MD.

DAVID P. KING

2/2/95

SHA

SOUTHEAST ELEVATION (DOWNSTREAM)

3 OF 4



BR # 1015610 AL-III-C-166

PEA VINE RUN

ALLEGANY CO., MD.

DAVID P KING

2/2/95

SHA

NORTHWEST ELEVATION (UPSTREAM)

4 OF 4