

Maryland Historical Trust

Maryland Inventory of Historic Properties number: NO-482

Name: #23006/US 50 WB OVER HERRING, CRK

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 <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>
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. WO-482

NAME AND SHA NO.: 23006

LOCATION

Road Name and Number: US 50 WB over Herring Creek
City/Town: Ocean City vicinity
County: Worcester

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

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DESCRIPTION

Describe the Setting:

Bridge 23006 carries US 50 WB over Herring Run in the vicinity of Ocean City in eastern Worcester County. US 50 runs in an east-west direction at this location; Herring Run flows south-north. The area west of the bridge is relatively undeveloped, however, several residential and commercial buildings stand near the eastern end of the bridge. Worcester County lies within the Tidewater physiographic province which contains mostly flat land crossed by tidal rivers and streams. A similar structure which carries the eastbound lanes of US 13 is located directly south of this bridge.

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

Bridge 23006, a triple-span concrete girder bridge, has a total bridge length of 84'. Each span measures 28' in length. The asphalt covered 32' wide roadway with a 4' sidewalk carries the two westbound lanes of US 13. The chevron patterned metal railings between concrete posts closely match those of the eastbound bridge.

The abutments and piers consist of concrete caps supported on pre-cast concrete piles. At the abutments, the pile bents incorporate timber bulkheads at the bottom of the slope protection. The concrete wing walls and sloped abutments appear to be united with the sloped concrete retaining walls which run along the north and south banks of the creek under both the westbound and eastbound bridges.

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. Nine percent (10) of that total were triple-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

As-built drawings dated April 1986 show plans for emergency substructure repairs to alleviate severe concrete deterioration of bent caps under the exterior concrete girders of the bridge at the southeast end of pier 2 and the northwest end of pier 1. These repairs also entailed fixing deteriorated timber members which retain the slope fill, and placing protective jackets around piles.

HISTORY

When Built: 1942

Why Built: Local transportation needs

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Who Built: State Roads Commission of Maryland

Who Designed: Unknown

Why Altered: Repairs to alleviate deterioration of structure.

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

During the 1940s, the State Roads Commission began concentrating on providing dual lane divided highways, similar to US 40 which provided a straight, wide highway able to accommodate the increased vehicular traffic of the era. US 50, a major east-west route that connected Maryland's eastern shore and resort towns such as Ocean City with the principal cities on the Chesapeake Bay and the interior, may also have served as access for military traffic during World War II.

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?

Ocean City developed as a major resort town through regular train service during the turn of the century. The introduction of the automobile led to even greater growth of the area during the first half of the twentieth century. Access to the eastern shore was also required by military traffic during the war, thus major east-west and north-south routes were widened and rehabilitated to accommodate the heavy trucks.

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?

Yes. The reconstruction and dualization of US 50 during the 1940s had a significant impact on the growth and development of eastern shore communities and resorts.

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?

Bridge 23006 is not located in an area potentially eligible as a historic district. However, according to the files at the Maryland Historical Trust, this bridge was determined eligible for listing in the National Register under Criteria A & C in January 1993. The statement of significance for this resource noted that the bridge is "significant for transportation as a product of the large-scale road building efforts of the 1920s, 1930s, and 1940s that came about as a result of the great growth in

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MHT NO. WO-482

automobile use and travel. In addition, Bridge No. 23006 is significant for its design. The bridge railing with its Art Deco flavor exhibits an unusual attention to design."

Is the bridge a significant example of its type?

Yes, this bridge is a significant example of its type. The influence of the Art Deco architectural movement of the 1940s is evident in its decorative parapet. The bridge also represents an early indication of the planning of dualized highways and the construction of twin bridges to carry separate lanes of traffic.

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

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits minor signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, none of these character defining elements has been replaced or removed.

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

Yes, this bridge is a significant example of bridge design in conjunction with the development of dual-lane divided highways.

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

No, this bridge should not receive any further study.

BIBLIOGRAPHY

- Crosby, Walter Wilson
1906 *First Report on State Highway Construction (May 1905-January 1906)*. The Johns Hopkins Press, Baltimore.
- 1908 *Second Report on State Highway Construction (January 1906-January 1908)*. The Johns Hopkins Press, Baltimore.

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MARYLAND HISTORICAL TRUST**

LeViness, Charles T.
1958 *A History of Road Building in Maryland.* State Roads Commission of Maryland,
Baltimore.

Maryland Historical Trust.

Information on file at the Maryland Historical Trust, Crownsville.

Maryland State Highway Administration
1986 As-built drawings. Located in the files of the Office of Bridge Development,
Maryland State Highway Administration, Baltimore.

1987-93 Bridge inspection reports. Located in the files of the Office of Bridge Development,
Maryland State Highway Administration, Baltimore.

P.A.C. Spero and Company and Louis Berger and Associates, Inc.
1994 *Historic Bridges in Maryland: Historic Context Report.* Prepared for Maryland State
Highway Administration, Maryland State Department of Transportation, Baltimore.

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

1941 As-built drawings. Located in the files of the Office of Bridge Development,
Maryland State Highway Administration, Baltimore.

1941 Contract files. Located in the files of the Office of Bridge Development, Maryland
State Highway Administration, Baltimore.

SURVEYOR INFORMATION

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Date: 13 May 1996
Telephone: (717) 691-1340



WO-482

WORCESTER COUNTY

MATT HICKSON

2-2-95

~~MARYLAND SHPO~~

BRIDGE 23000, LOOKING WEST ON US 50

1 OF 5



WO-482

WORCESTER COUNTY

MATT HICKSON

2-2-95

~~MARYLAND SHPO~~ SHA

BRIDGE 23006, LOOKING EAST ON US 50

2 OF 5



W0-482

WORCESTER COUNTY

MATT HICKSON

2-2-95

~~MARYLAND SHPO~~

BRIDGE 23006, LOOKING UPSTREAM (SE) / WB BRIDGE

3 OF 5



W0-482

WORCESTER COUNTY

MATT HICKSON

2-2-95

~~MARYLAND SHPO~~ SHA

BRIDGE 23006, LOOKING DOWNSTREAM (NW) / WB BRIDGE

4 OF 5



WO-482

WORCESTER COUNTY

MATT HICKSON

2-2-95

~~MARYLAND SHPD~~

BRIDGE 23000, LOOKING DOWNSTREAM (NW) / EB BRIDGE

5 OF 5:

9203725

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Bridge #23006 Survey Number: WO-482

Project: US 50 over Herring Creek, Worcester County Agency: SHA
~~MD-12 over Pokomoke River,~~

Site visit by MHT Staff: no yes Name _____ Date _____

Eligibility recommended Eligibility not recommended _____

Criteria: A B C D Considerations: A B C D E F G None

Justification for decision: (Use continuation sheet if necessary and attach map)

Bridge No. 23006 is eligible under Criteria A and C. It is significant for transportation as a product of the large-scale road building efforts of the 1920s, 1930s, and 1940s that came about as a result of the great growth in automobile use and travel. In addition, Bridge No. 23006 is significant for its design. The bridge railing with its Art Deco flavor exhibits an unusual attention to design.

Documentation on the property/district is presented in: Project File

Prepared by: Rita Suffness

Elizabeth Hannold January 29, 1993
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable
[Signature] 2-2-93
Reviewer, NR program Date

[Handwritten initials]

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

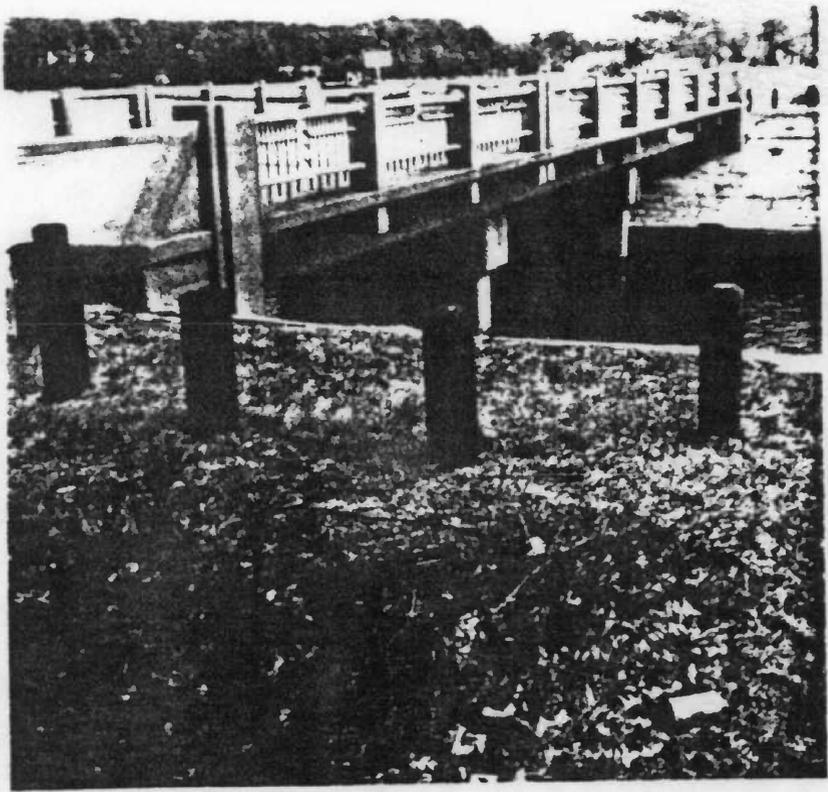
V. Resource Type:

Category: Structure

Historic Environment: Village

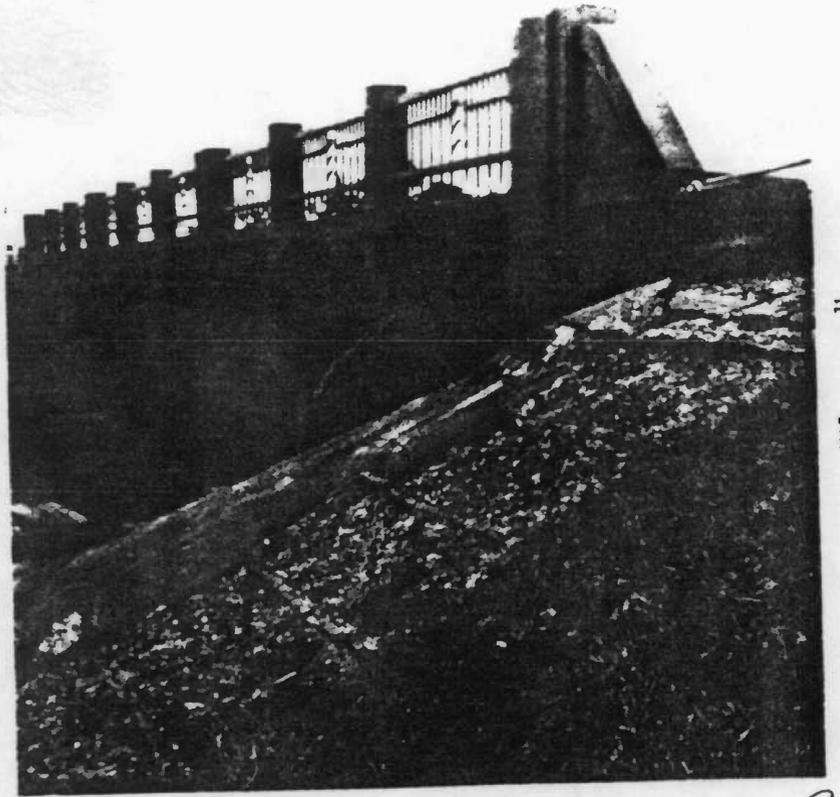
Historic Function(s) and Use(s): Transportation

Known Design Source: Unknown



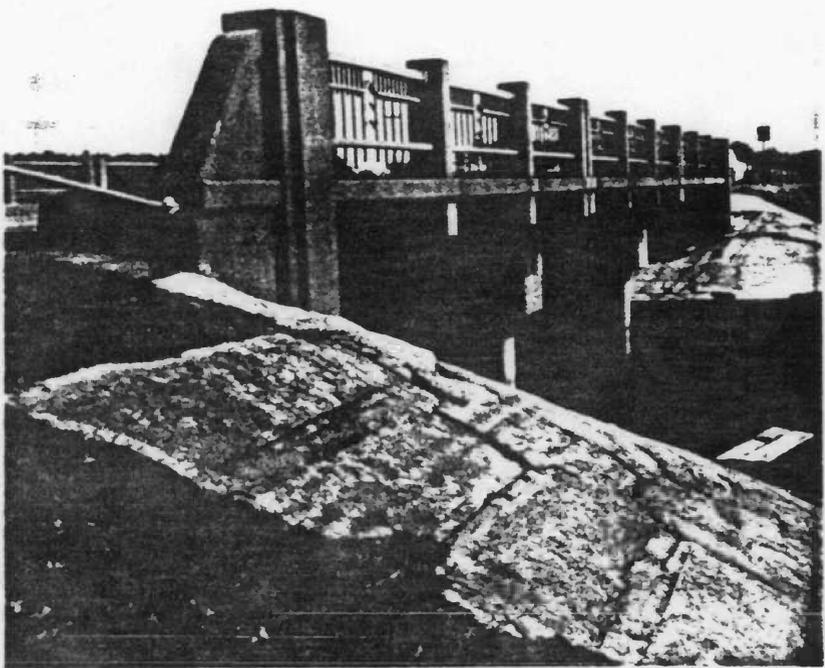
MAR 71

Upstream side W.B.L. Bridge



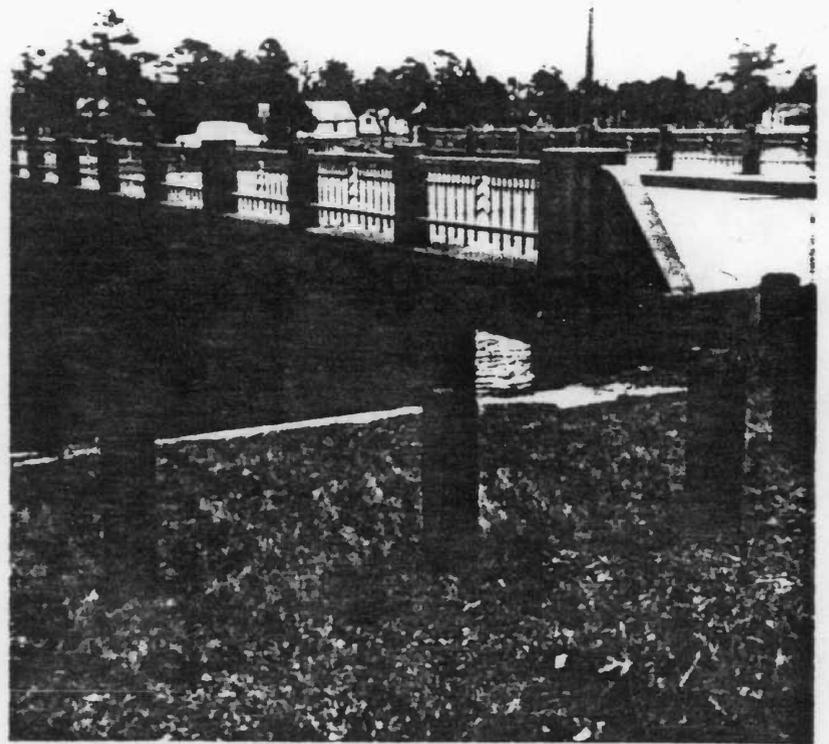
MAR 71

Downstream side W.B.L. Bridge



MAR 71

Upstream side E.B.L. Bridge



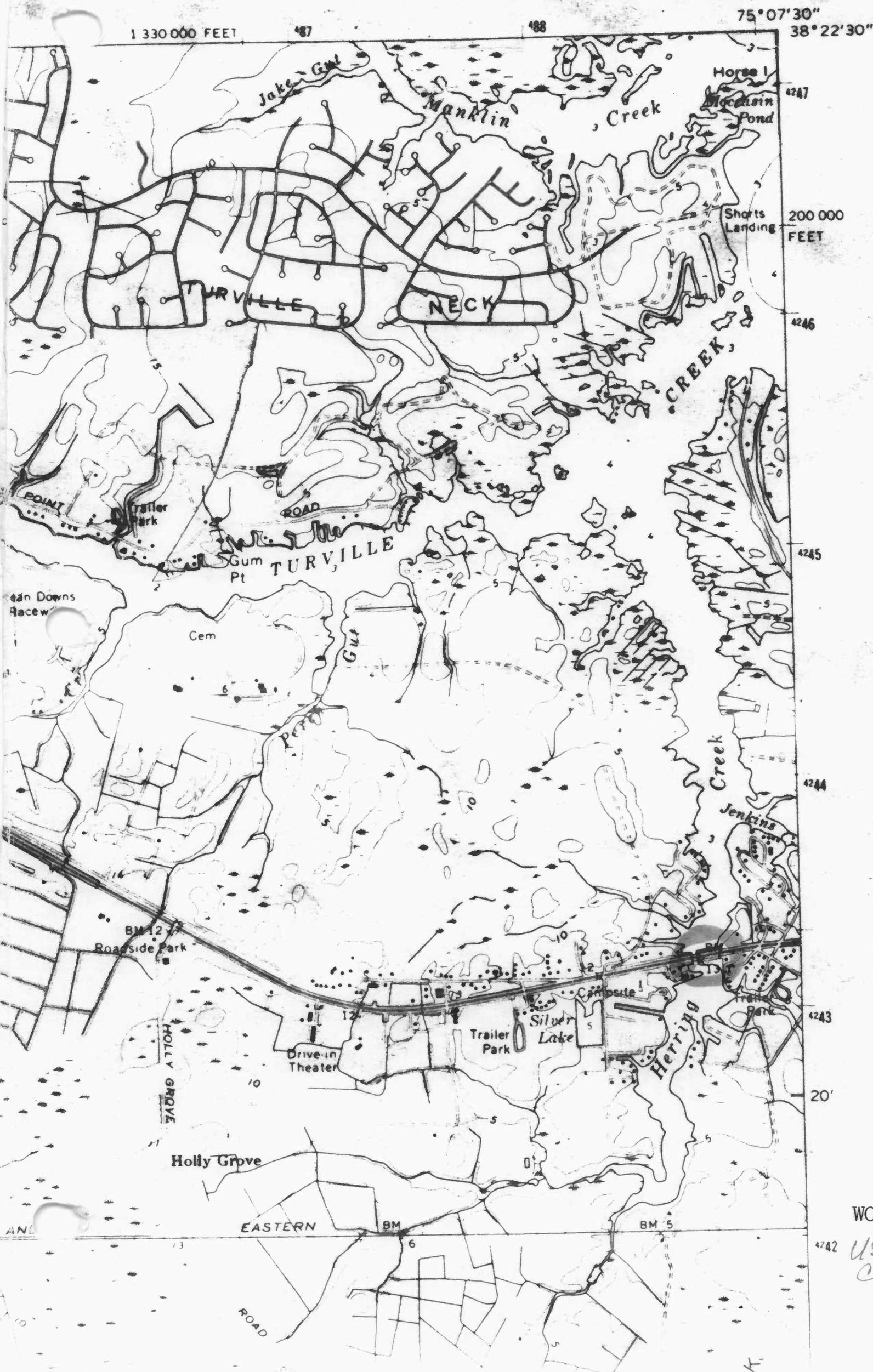
MAR 71

Downstream side E.B.L. Bridge

Bn #2300C

BERLIN QUADRANGLE
MARYLAND - WORCESTER CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

WO-482
5900' NE
(ASSAWOMAN BAY)



21931

21931

WO-482
US 50 over Herring
Creek - Bridge
23006
Worcester County