

Maryland Historical Trust

Maryland Inventory of Historic Properties number: ~~WI 217~~ WI-674

Name: #22002 US 13 NB CVR LEONARD'S MILL FORD PENN

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 <input checked="" type="checkbox"/> X	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> 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-217~~

NAME AND SHA NO.: 22002

LOCATION

Road Name and Number: US 13 NB over Leonard's Mill Pond Run

City/Town: Avalon vicinity

County: Wicomico

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 22002 carries US 13 NB over Leonard's Mill Pond Run near the Salisbury area of Wicomico County. US 13 runs in a north-south direction, and Leonard's Mill Pond Run flows west-east. The creek drains into a retention pond adjacent to US 13. The bridge is situated in an urban area near the small town of Avalon. This area lies within the Tidewater physiographic province characterized by generally flat land crossed by tidal streams and rivers.

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

Bridge 22002 is a triple-span concrete girder bridge carrying two lanes of northbound traffic for US 13. Each of the three spans have a clear span length of 26' and the total bridge length measures 78'. Decorative metal railings between concrete posts compose the balustrade. Contract files from 1940 indicate that the bridge is supported by pre-cast concrete piles.

The bridge appears to be in relatively good 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. Nine percent (10) of that total were triple-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

Although documentary evidence does not indicate that the bridge has undergone any major alterations, the 1952 construction of the adjoining bridge which carries the southbound lanes of US 13 may have prompted improvements to the existing structure. As-built drawings for the southbound bridge, dated 1952, illustrate the duplication of the metal and concrete parapet railing on the northbound bridge.

HISTORY

When Built: 1940

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Roads Commission of Maryland

Who Designed: Unknown

Why Altered: N/A

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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 13, a major north-south route that ran along the eastern shore of Delaware and Maryland, 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?

The improvement of Wicomico County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed. Finally, during the 1940s, federal funding for construction of interstate highways and roads capable of carrying military traffic spurred the construction of dualized highways, such as US 13 (north-south) and US 50 (east-west).

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, this bridge may have had a significant impact on the growth and development of the surrounding area by providing a major modern highway which increased traffic and commercial development.

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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, this bridge is not located within an area which is eligible for historic district designation.
Is the bridge a significant example of its type?

Yes, due to its apparent lack of major alterations and fair condition, this bridge stands as a significant example of its type.

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 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?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

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

No, this bridge should not receive further study.

BIBLIOGRAPHY

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

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

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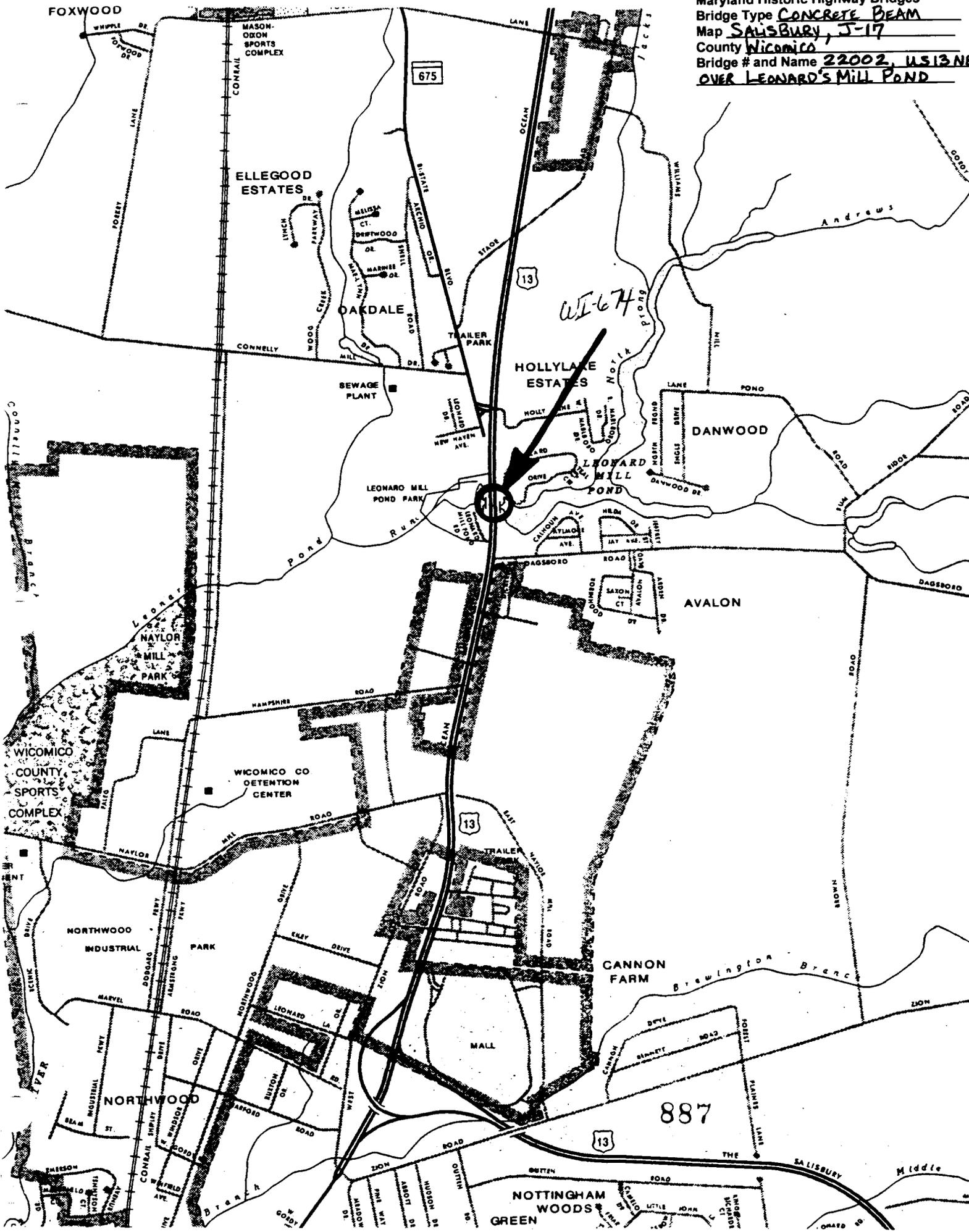
1952 As-built drawings. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

1940-52 Contract files. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

SURVEYOR INFORMATION

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Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map SALISBURY, J-17
County Wicomico
Bridge # and Name 22002, US13NB
OVER LEONARD'S MILL POND





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WICOMICO COURT

MATT HERRICK

2-2-25

~~MARSHALL ST~~

BRIDGE NO. 2000. LOOKING NORTH ON S. 13

1 OF 5



WI-674

WICOMICO COUNTY

MATT HICKSON

2-2-95

~~MARLAND SHPS~~

BRIDGE No. 22002, LOOKING SOUTH ON I.S. 13

2 OF 5



WI-674

Wicomico County

MATT HICKSON

7-2-95

~~MARYLAND SHPO~~

BRIDGE NO. 22002, LOOKING UPSTREAM (SW)

3 OF 5

1953



WI-674

Wicomico County

MATT HICKON

2-2-45

~~MARYLAND STATE~~

BRIDGE NO. 27002, "1955" IMPRINT ON ADJACENT S.E.
BRIDGE

1 OF 5



WI-674

WICOMICO COUNTY

MATT HICKSON

2-2-95

~~MARYLAND SURD~~

BRIDGE NO 22002; LOOKING DOWNSTREAM (NE)

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