

Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-II-B-143

Name: FORD ROAD OVER MILL RUN

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 <input checked="" type="checkbox"/> 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> |

Handwritten signature

Metal Suspension

Metal Arch

Metal Cantilever

Concrete

Concrete Arch Concrete Slab Concrete Beam

Rigid Frame

Other Type Name _____

Description:

Describe Setting: A7800 (A7810) carries Ford Road over Mill Run in Allegany County, Maryland. Ford Road runs generally east-west at this location; Mill Run flows east-west. The bridge is located in a small town setting with 19th structures in view. The Chesapeake and Ohio Canal National Historic Park is located adjacent to the bridge.

Describe Superstructure and Substructure: A7800 (A7810) is a single span steel stringer with corrugated steel deck forms with bituminous wearing surface. There are W-beam guardrails with steel channel posts mounted to the exterior beams, and metal curbs. The span length is 23' and the total bridge length is 28'. The superstructure is in good condition without need of major repairs. The substructure is stone masonry abutments and wing walls with concrete caps. The abutments are in fair condition with some undermining at base.

Discuss Major Alterations: In 1970 the deck and floor system was replaced with a steel curb, W-beam guardrail, nine rolled steel beams and corrugated steel deck forms with bituminous overlay. In October of 1995, the superstructure was replaced again. This entailed removing the existing superstructure and replacing it with five 12" flange girders, a 5" open grid deck and W-beam traffic barriers.

History:

When Built: 1935

Why Built: local transportation needs

Who Built:

Why Altered: structural and safety improvements

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

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events Person

C Engineering/Architectural

Was this bridge constructed in response to significant events in Maryland or local history: no

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: no

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: no

Does the bridge retain integrity of the important elements described in the Context Addendum: The substructure does retain its original CDE's with minor repairs and modifications. The superstructure (containing primary and secondary CDE's) was rebuilt in 1970 and 1975. These major alterations raise doubts about the integrity of this bridge.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why: no

Should this bridge be given further study before significance analysis is made and why: Further study is not warranted for A7800 (A7810) because of its extensive modifications.

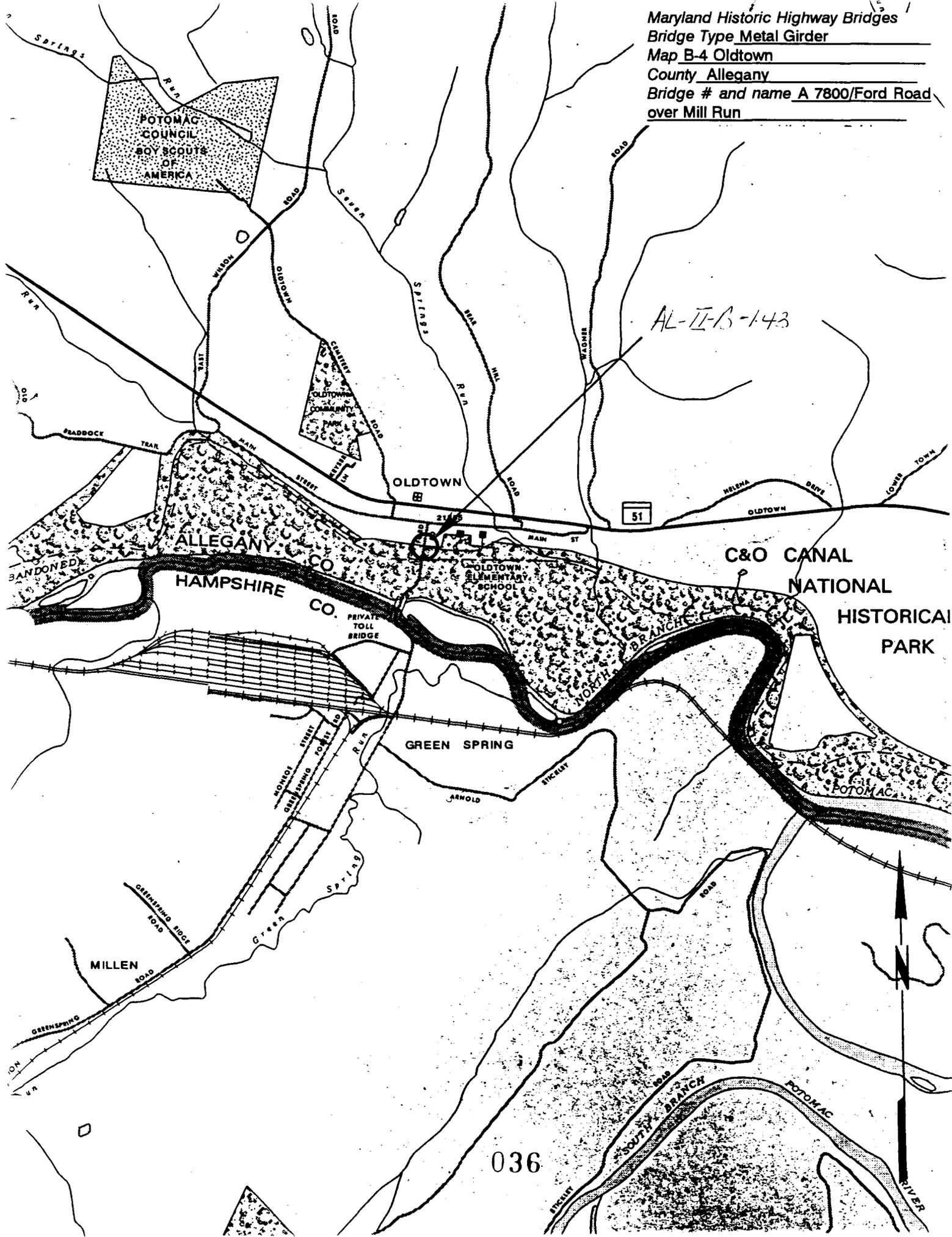
Bibliography:

Allegany County
v.d. Bridge Inspection Files
Greiner, Inc.
1995 Historic Bridge Inventory Form
Spero, P.A.C. & Company, and Louis Berger & Associates
1994 Historic Bridges in Maryland: Historic Bridge Context
United States Geological Survey
1950, 7.5' Oldtown Quadrangle, photorevised 1974

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-4 Oldtown
County Allegany
Bridge # and name A 7800/Ford Road
over Mill Run



A black and white photograph of a residential street. The street is paved and leads towards a row of houses in the background. There are trees and utility poles on both sides. A sign on the right side of the road indicates a weight limit. The overall scene is quiet and suburban.

WEIGHT
LIMIT
11
TONS

AL-II-B-143

BR # 20A7810 (A1200)

MILL RUN

ALLEGANY CO, MD

DAVID KING

2/2/95

S.H.A

NORTHWEST APPROACH

1 OF 5

A black and white photograph of a narrow, paved road stretching into the distance. The road is flanked by bare trees and utility poles. On the right side, a signpost holds a rectangular sign with the text "WEIGHT LIMIT 11 TONS". The road surface shows shadows from the trees, and a small vehicle is visible in the far distance. The overall scene is rural and appears to be in a wooded area during a dormant season.

WEIGHT
LIMIT
11
TONS

AL-II-B-143

BR# 20A7810 (A7800)

MILL RUN

ALLEGANY CO., MD.

DAVID KING

2/2/95

SHA

SOUTHEAST APPROACH

2 OF 5



AL-II-B-143

1 BR #20A7810 (A7800)

MILL RUN

ALLEGANY CO., MD

DAVID KING

2/2/95

S H A

NORTHEAST ELEVATION (DOWNSTREAM)

3 OF 5



AL-II-B-143

BR# 20A7810 (A 7800)

MILL RUN

ALLEGANY CO., MD

DAVID KING

2/2/95

SHA

SOUTHWEST ELEVATION (UPSTREAM)

4 OF 5

Chesapeake & Ohio Canal
National Historical Park

CITY TOWN

AL-II-B-143

BR # 20A7810 (A 7800)

MILL RUN

ALLEGANY CO., MD

DAVID KING

2/2/95

SHA

C&D CANAL HISTORIC SITE SOUTHEAST
OF BRIDGE

5 OF 5