AL-V-A-305

Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-V-A-305

Name: SHAFT - MIDLOTHIAN RD. OVER GEORGES 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 _____ Eligibility Not Recommended __X____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments: _____

_____

_____

Reviewer, OPS: _Anne E. Bruder_____ Date: __3 April 2001____

Reviewer, NR Program: __Peter E. Kurtze_____ Date: __3 April 2001____

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Maryland Inventory of Historic Properties MHT Number AL-V-A-305
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No. Shaft-Midlothian Road over George's Creek/A 4500 (A4510)

Location:
Street/Road Name and Number: Shaft-Midlothian Road

City/Town: Borden Shaft Vicinity _

County: Allegany

Ownership: _State x County_Municipal_Other

This bridge projects over: _Road_Railway x Water_Land

Is the bridge located within a designated district: _yes x 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

_Movable Bridge
_Swing _Bascule Single Leaf_Bascule Multiple Leaf
_Vertical Lift _Retractile_Pontoon

x Metal Girder
x Rolled Girder _Rolled Girder Concrete Encased
_Plate Girder _Plate Girder Concrete Encased

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_Metal Suspension

_Metal Arch

_Metal Cantilever

_Concrete
_Concrete Arch _Concrete Slab_Concrete Beam
_Rigid Frame
_Other Type Name_____

Description:

Describe Setting: A4500 (A4510) carries Shaft-Midlothian Road over George's Creek in Allegany County, Maryland. Shaft-Midlothian Road runs generally east-west at this location; George's Creek flows north-south. The bridge is located in a rural area with 19th and 20th century structures in view.

Describe Superstructure and Substructure: A4500 (A4510) is single span 6 steel stringer with an open steel grid deck and W-beam guardrails with steel channel posts mounted to the exterior beams. There are also W-beam guardrails on both approaches. The superstructure is in good condition without need of major repairs. The span length is 25' and the total bridge length is 27'. The substructure is concrete gravity abutments and wing walls, with gabion protection on the southeast abutment. The abutments appear to be in good condition at present.

Discuss Major Alterations: A4500 (A4510) was reconstructed in 1986. At this time the entire superstructure was replaced, including the beams. It is also likely that modifications were made to the abutments at this time as well, but there is no indication of anything except placement of the gabion at this time.

History:
When Built: 1940
Why Built:l ocal 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

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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 steel beams (a primary CDE) and the deck (a secondary CDE) were both replaced in 1986. There have been modifications made to the abutments (a primary CDE) as well. These extensive alterations raise doubts about the integrity of A4500 (A4510).

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

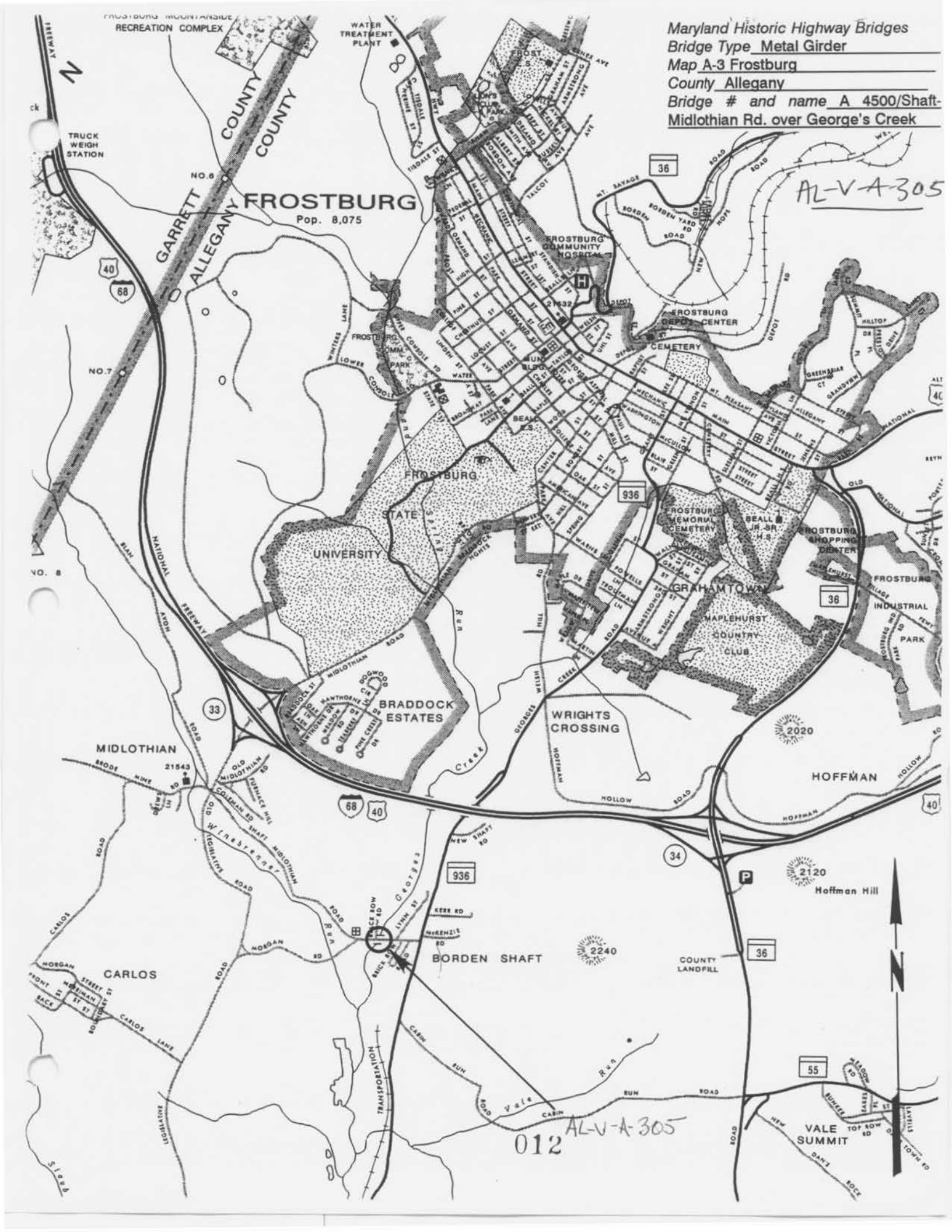
Should this bridge be given further study before significance analysis is made and why: Further study is not warranted for A4500 (A4510) because of its extensive modifications.

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
State Highway Administration
v.d. Bridge Inspection Files
United States Geological Survey
1949, 7.5' Frostburg Quadrangle, photorevised 1981

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 A-3 Frostburg
County Allegany
Bridge # and name A 4500/Shaft-Midlothian Rd. over George's Creek
AL-V-A-305
FROSTBURG
Pop. 8,075
GARRETT COUNTY
ALLEGANY COUNTY
RECREATION COMPLEX
WATER TREATMENT PLANT
TRUCK WEIGH STATION
FROSTBURG COMMUNITY HOSPITAL
FROSTBURG DEPOT CENTER
CEMETERY
FROSTBURG STATE UNIVERSITY
FROSTBURG MEMORIAL CEMETERY
BEALL JR.-SR. H.S.
FROSTBURG SHOPPING CENTER
FROSTBURG VILLAGE INDUSTRIAL PARK
GRAHAMTOWN
MAPLEHURST COUNTRY CLUB
BRADDOCK ESTATES
WRIGHTS CROSSING
MIDLOTHIAN
HOFFMAN
Hoffman Hill
BORDEN SHAFT
COUNTY LANDFILL
CARLOS
VALE SUMMIT
2020
2120
2240
NO. 6
NO. 7
NO. 8
012
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BR#20A4510 (A 4500)
GEORGES CREEK
ALLEGANY CO., MD.
DAVID KING
2/2/95
S.H.A.

NORTH ELEVATION (UPSTREAM)

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BR# 20A4510 (A 4500)
GEORGES CREEK
ALLEGANY CO., MD
DAVID KING
2/2/95
S. H. A.

SOUTH ELEVATION (DOWN STREAM)

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AL-V-A-305

BR# 20A4510 (A 4500)

GEORGES CREEK

ALLEGANY CO., MD.

DAVID KING

2/2/95

S. H. A.

EAST APPROACH

1 OF 4

AL-I-A-305

BR# 20A4510 (A4500)
GEORGES CREEK
ALLEGANY CO., MD
DAVID KING
2/2/95
S. H. A.

WEST APPROACH

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