

Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-V-A-307

Name: COLUMBIA STREET OVER JENNINGS 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 <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>

*gms*  
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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:** A5900 (A5910) carries Columbia Street over Jennings Run in Allegany County, Maryland. Columbia Street runs generally north-south at this location; Jennings Run flows east-west. The bridge is located in a small town setting with 19th century structures adjacent surrounding the bridge.

**Describe Superstructure and Substructure:** A5900 (A5910) is a single span steel stringer with an open metal grid deck, metal curbs and W-beam guardrails with channel posts mounted to the exterior beams. There is some rust damage to the beams. The span length is 53' and the total bridge length is 57'. The substructure is stone masonry abutments and wing walls. The abutments are in satisfactory condition. There are cracked and spalled sections of the masonry, and pieces of stone are missing in some areas leaving substantial gaps.

**Discuss Major Alterations:** This bridge was rehabilitated in 1978. At this time the entire deck and floor system was replaced, and new W-beam guardrails were installed. It is likely that there were some repairs made to the abutments at this time as well, but there is no mention of this in the available documentation.

**History:**

**When Built:** 1940

**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:** It is likely that A5900 (A5910) was constructed as a more stable replacement of an earlier bridge.

**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:** Major alterations have been made to the beams (primary CDE), deck and floor system (secondary CDE's) of this structure. This, coupled with the fact that the present substructure is in need of immediate repairs, raises doubts as to the integrity of A5900 (A5910).

**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 A5900 (A5910) because of extensive modifications and its current condition.

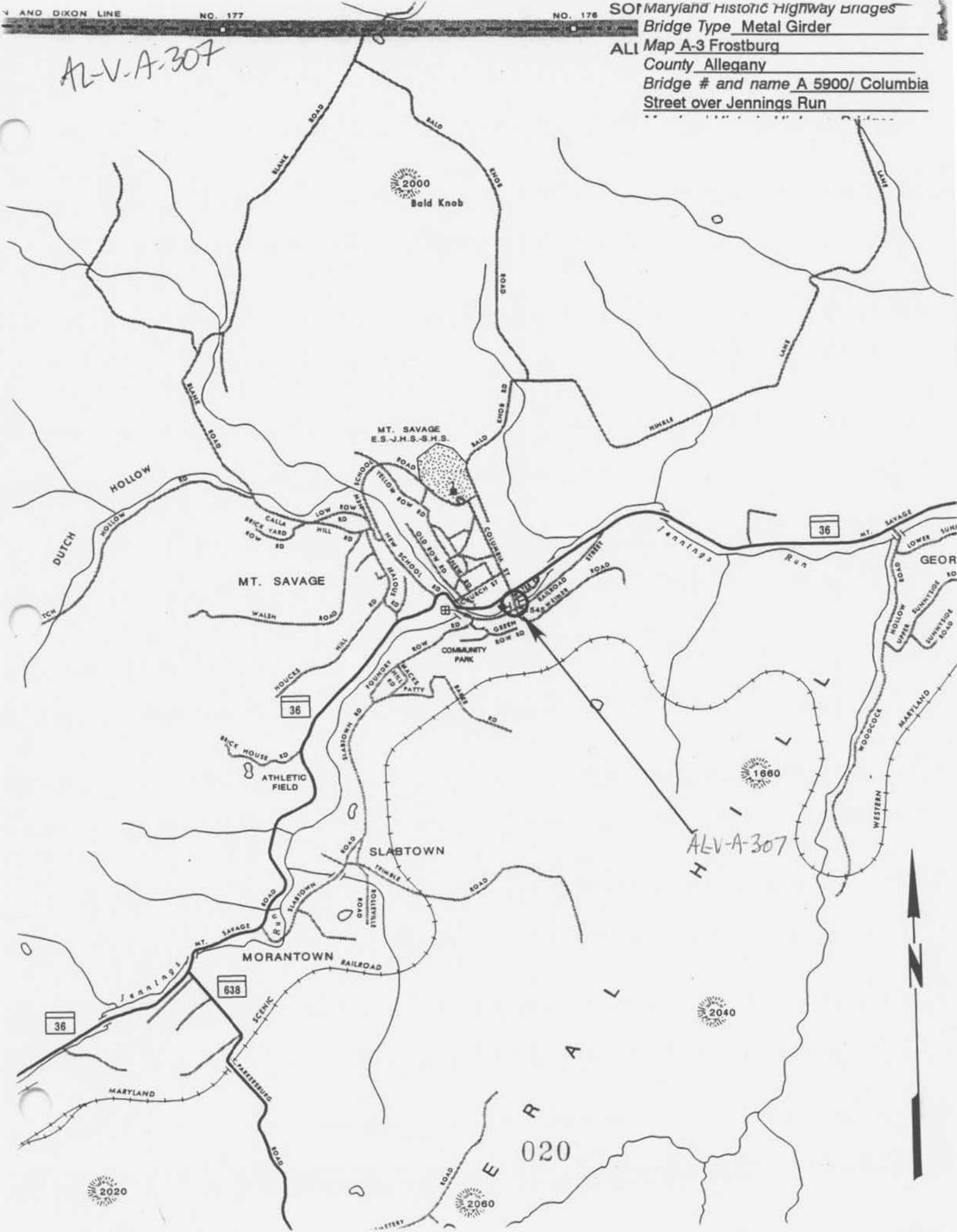
**Bibliography:**

- 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

AL-V-A-307



AL-V-A-307

020

2020

2060

2040

1680

2000

Bald Knob

MT. SAVAGE  
E.S.-J.H.S.-S.H.S.

MT. SAVAGE

SLABTOWN

MORANTOWN RAILROAD





AL-V-A-307

BR#20A5910 P 5830

JENNINGS RUN

ALLEGANY CO., MD

DAVID KING

2/2/95

S. H. A.

SOUTH APPROACH

1 OF 4



AL-V-A-307

BR #20A5910 (<sup>A</sup>5900)

JENNINGS RUN

ALLEGANY CO., MD.

DAVID KING

2/2/95

S.H.A.

NORTH APPROACH

2 OF 4



AL-V-A-307

BR #20A5910 (A5900)

JENNINGS RUN

ALLEGANY CO., MD

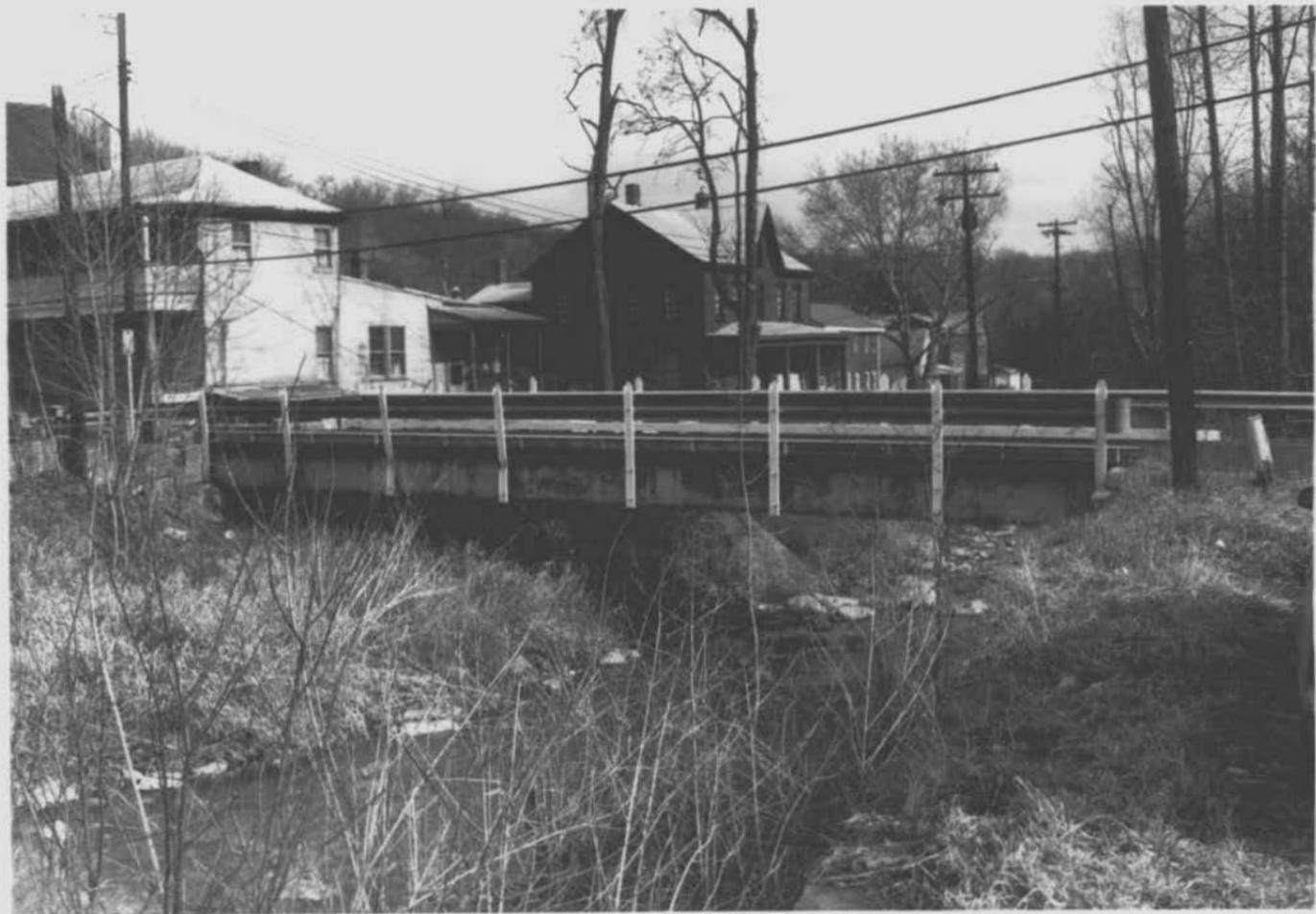
DAVID KING

2/2/95

S H A

EAST ELEVATION (DOWNSTREAM)

3 OF 4



AL-V-A-307

BR #20A5910 (A 5900)

JENNINGS RUN

ALLEGANY CO., MD

DAVID KING

2/2/95

S. H. A

WEST ELEVATION (UPSTREAM)

4 OF 4