

AL-V-B-309

Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-V-B-309

Name: OAKLAWN RD. OVER PARADOCK 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>X</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: <u>N/A</u>	
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>

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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:** A6500 (A6510) carries Oaklawn Road over Braddock Run in Allegany County, Maryland. Oaklawn Road runs generally east-west at this location; Braddock Run flows north-south. The bridge is located in a rural area with 19th and 20th century structures in view. Braddock Run has a wooded channel bank at this location.

**Describe Superstructure and Substructure:** A6500 (A6510) is a single span 6 rolled steel beam with an open metal grid deck, metal curb and W-beam guardrails with steel channel posts mounted to the exterior beams. The superstructure is listed in good condition with no recommendation for major repairs. The span length is 49' and the total bridge length is 50'. The substructure is two stone masonry stub abutments and wing walls. There is stone block rip rap at the base of the abutments, at water level. The abutments are listed in fair condition. The inspection report recommends clearing away of debris, repairing cracks and spalls, and repointing the mortar. They also encourage monitoring the abutments for further scour and undermining.

**Discuss Major Alterations:** A6500 (A6510) was reconstructed in 1985. At this time the entire superstructure was replaced, and rip rap was installed at the base of the abutments.

**History:**

**When Built:** originally 1900, reconstructed 1985

**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:** no

**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 steel beams (a primary CDE) and the deck (a secondary CDE) were both replaced in 1985. 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 A6500 (A6510) 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' Cumberland 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-Y-B-309

BR # 20AG510 (HLSOL)

BRADDOCK RUN

ALLEGANY CO., MD.

DAVID KING

2/2/95

S. H. A.

NORTHWEST APPROACH

1 OF 4



AL-V-B-309

BR # 20A6510 (A6500)

BRADDOCK RUN

ALLEGANY CO., MD.

DAVID KING

2/2/95

S. H. A.

SOUTHEAST APPROACH

2 OF 4



AL-V-8-309

BR # 20A6510 (A6500)

BRADDOCK RUN

ALLEGANY CO., MD.

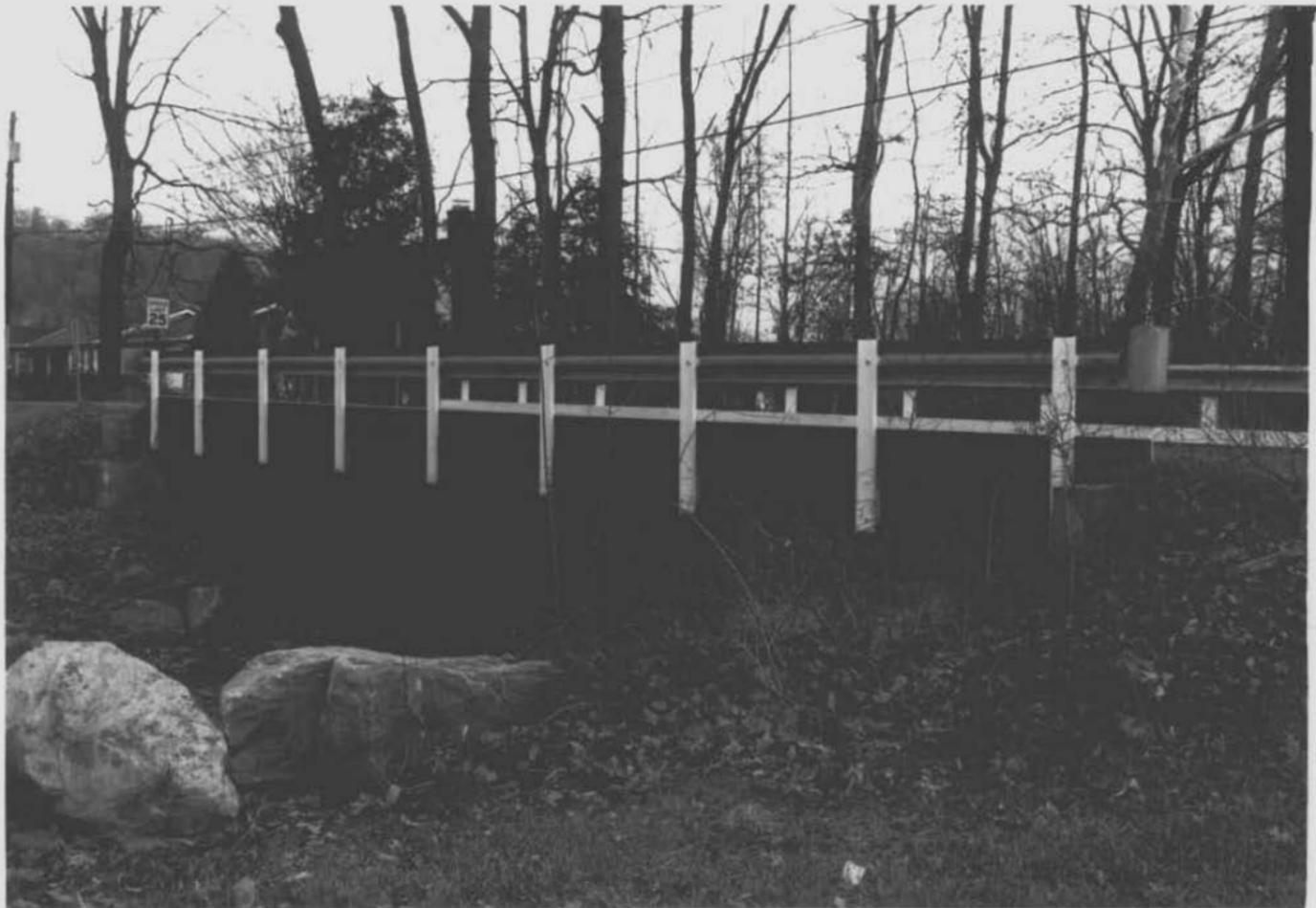
DAVID KING

2/2/95

S.H.A.

NORTHEAST ELEVATION (UPSTREAM)

3 OF 4



AL-I-B-309

BR#20A6510 (A6500)

BRADDOCK RUN

ALLEGANY CO., MD.

DAVID KING

2/2/95

S.H.A.

SOUTHWEST ELEVATION (DOWNSTREAM)

4 OF 4