

AL-V-B-310

Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-V-B-310

Name: BRIDGE ST. OVER BRADDOCK 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>

Handwritten signature

Metal Suspension

Metal Arch

Metal Cantilever

Concrete

Concrete Arch Concrete Slab Concrete Beam

Rigid Frame

Other Type Name _____

Description:

Describe Setting: A6600 (A6610) carries Bridge Street over Braddock Run in Allegany County, Maryland. Bridge Street runs east-west at this location; Braddock Run flows generally north-south. The bridge is located in a small town setting with 19th and early 20th century structures surrounding it. Braddock Run has a wooded channel bank at this location.

Describe Superstructure and Substructure: The superstructure is a double span continuous steel beam with an open grid metal deck, a metal curb and W-beam guardrails and channel posts mounted to the exterior beams. The length of each span is 17' and 19' with a total bridge length of 38'. The substructure is two concrete abutments and one concrete solid shaft pier. The 1993 county inspection report lists the structure as being in overall poor condition. Specifically, the deck is rusting and heavily worn, the steel beams show severe rust damage, there is scaling at the abutment footers and pier, the southeast abutment footing has approximately 3' of undermining, there is heavy scouring at the pier noses, and there is a moderate amount of debris accumulated at the beam seats. The report recommends filling the scour holes, removing debris, patching the substructure and cleaning and painting the steel.

Discuss Major Alterations: In 1975 the deck and floor system were removed and replaced. This consisted of removal of the old deck, replacement of the beams, installation of a new deck, curb and guardrails, and other minor repairs to the entire structure

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: 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, A6600 (A6610) is a typical example of a mid to late 20th century replacement bridge in Allegany county.

Does the bridge retain integrity of the important elements described in the Context Addendum: Because of the major alterations to the structure in 1975 the bridge does not retain its integrity.

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: Because of the extensive repairs made to the bridge, further study is not necessary.

Bibliography:

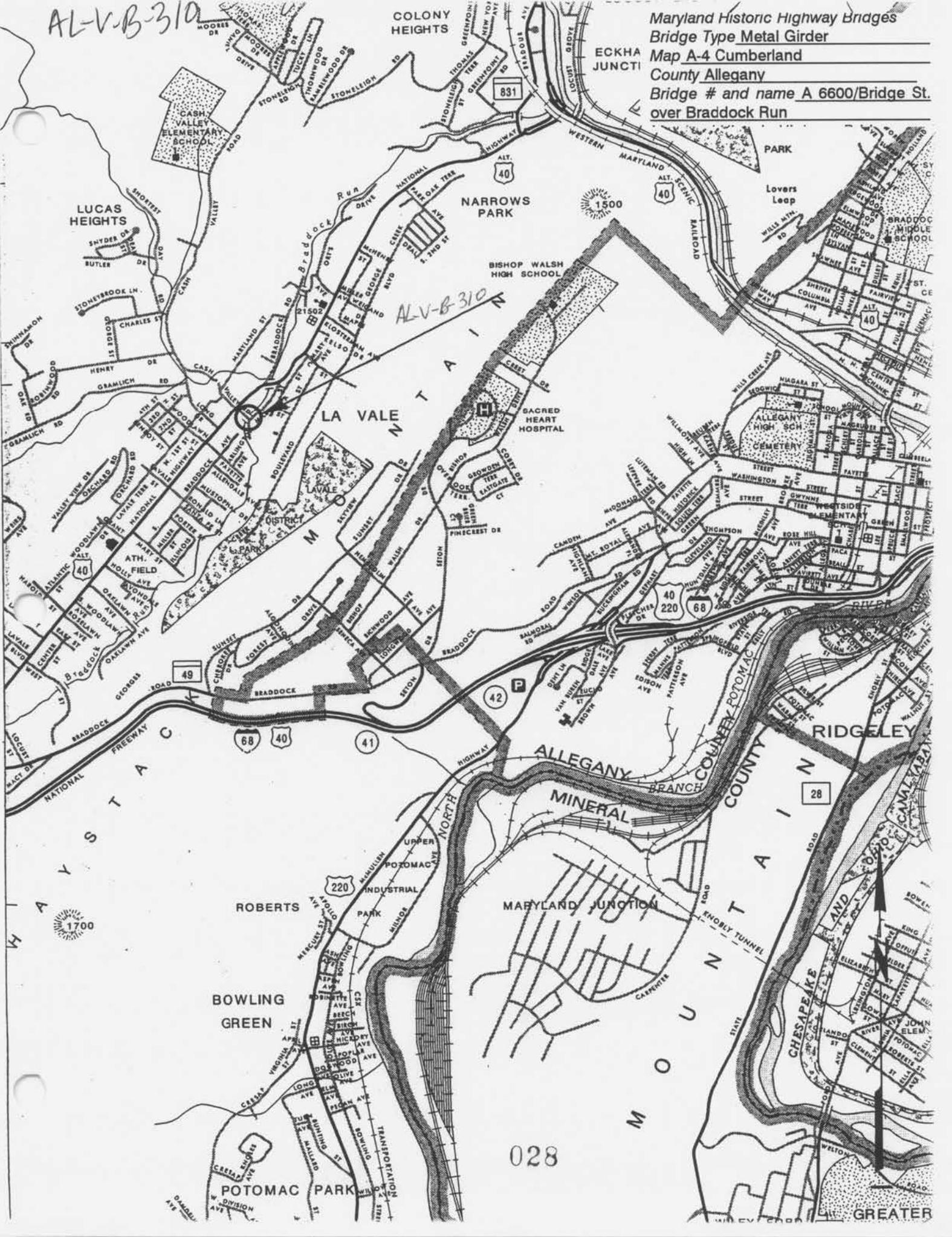
- Allegany County
 - v.d. Bridge Inspection Files
- Greiner, Inc.
 - 1995 Historic Bridge Inventory Form
- Spero, P.A.C. & Company, and Louis Berger & Associates
 - 1994 Historic Bridges in Maryland: Historic Bridge Context
- State Highway Administration
 - v.d. Bridge Inspection Files
- United States 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-V-B-310

Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map A-4 Cumberland
County Allegany
Bridge # and name A 6600/Bridge St.
over Braddock Run



028

GREATER



AL-I-B-310

BR# 20A6610 (A6600)

BRADDOCK RUN

ALLEGANY CO., MD.

CHARLES ZIEGLER

2/2/95

S.H.A.

SOUTHEAST APPROACH

1 OF 4

A black and white photograph of a narrow, paved road, possibly a bridge or a small overpass, leading into a residential area. The road is flanked by metal guardrails on both sides. On the right side, a white rectangular sign with black text reads "WEIGHT LIMIT 14 TONS". The road is lined with trees, some of which are bare, suggesting a cooler season. In the background, there are houses and utility poles. The overall scene is quiet and somewhat desolate.

WEIGHT
LIMIT
14
TONS

AL-V-B-310

BR #20A6610 (A 6600)
BRADDOCK RUN
ALLEGANY CO., MD.
CHARLES ZIEGLER
2/2/95
S.H.A.

NORTHWEST APPROACH

2 OF 4



AL-V-B-310

BR# 20A6610 (A6600)

BRADDOCK RUN

ALLEGANY CO., MD

CHARLES ZIEGLER

2/2/95

S. H. A.

SOUTHWEST ELEVATION (DOWNSTREAM)

3 OF 4



AL-V-B-310

BR#20A6610 (A6600)

BRADDOCK RUN
ALLEGANY CO., MD.

CHARLES ZIEGLER

2/2/95

S. H. A.

NORTHEAST ELEVATION (UPSTREAM)

4 OF 4