

AL-V-B-311

Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-V-B-311

Name: Rye St. Over Paraddock 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: _____	
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: A6700 (A6710) carries Rye Street over Braddock Run in Allegany County, Maryland. Rye Street runs generally east-west at this location; Braddock Run flows north-south. The bridge is located in a small town setting with 19th century structures surrounding the bridge. Braddock Run has a wooded channel bank at this location.

Describe Superstructure and Substructure: A6700 (A6710) is a double span steel stringer with a concrete filled corrugated metal deck with bituminous wearing surface. There are metal curbs and W-beam guardrails with channel posts mounted to the exterior beams. There is some rust damage to the beams. Each span length is 20' and the total bridge length is 41'. The substructure is concrete abutments and one solid shaft concrete pier. There is some undermining at the base of the abutments, but there is no serious damage yet.

Discuss Major Alterations: This bridge had major alterations in 1974. At this time the entire superstructure was replaced. 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 county files.

History:

When Built: 1945

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:

The construction date for A6700 (A6710) is 1945, falling at the end of World War II. This may represent a structure that was in need of repair and/or replacement much earlier in the 1940's, but because of the increased need for steel in the wartime effort they were unable to be made.

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 were made to the beams (primary CDE), deck and floor system (secondary CDE's) of this structure in 1974. This raises doubts as to the integrity of A 6700 (A6710).

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 A6700 (A6710) because of extensive modifications made in 1974.

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

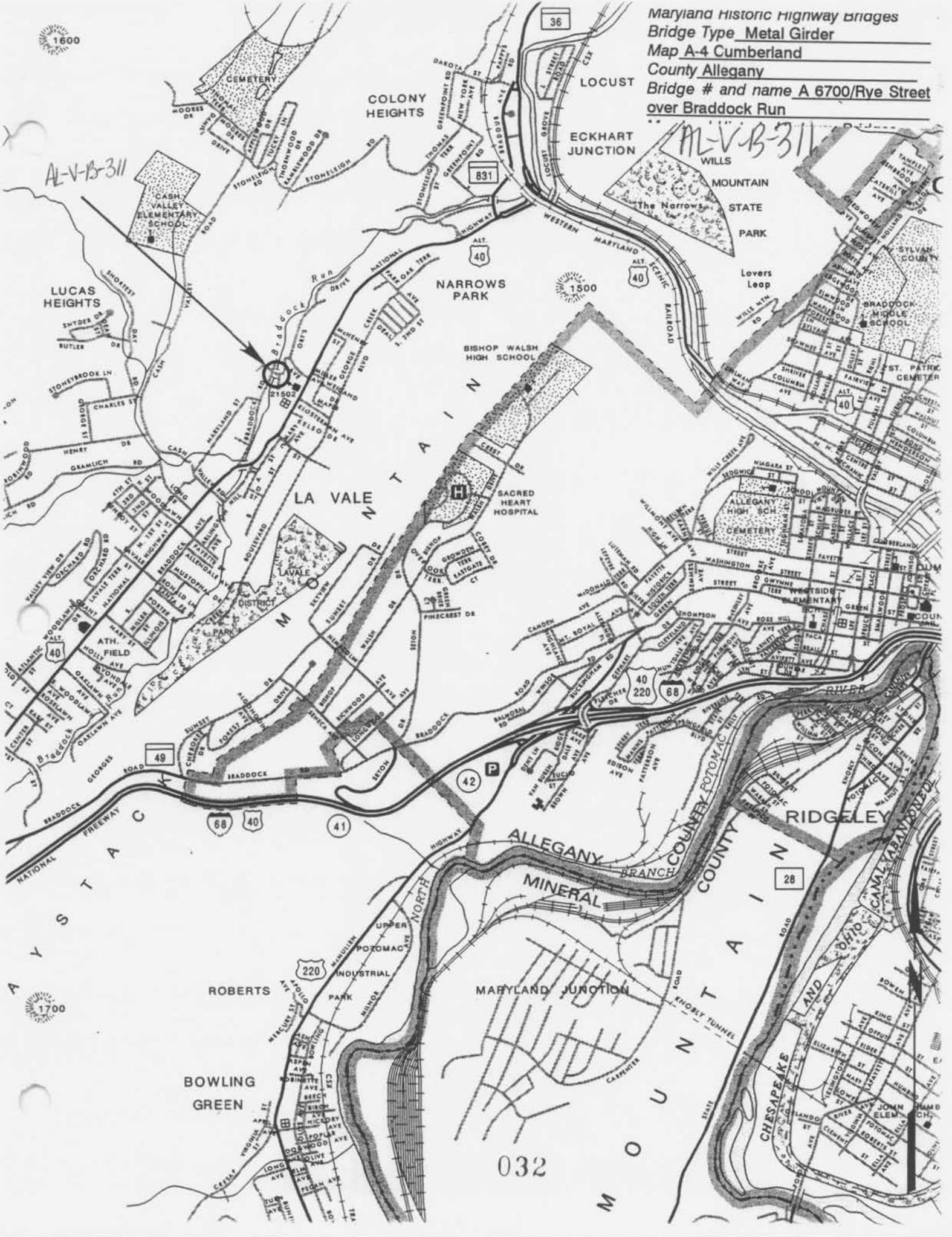
Surveyor:

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-4 Cumberland
County Allegany
Bridge # and name A 6700/Rye Street
over Braddock Run



032



AL-V-B-311

BR # 20A6710 (A6700)

BRADDOCK RUN

ALLEGANY CO., MD

DAVID KING

S. H. A.

SOUTHEAST APPROACH

1 OF 4



WEIGHT
LIMIT
24
TONS

AL-V-B-311

BR# 20A6710 (A6700)

BRADYCK RUN

ALLEGANY CO, MD.

DAVID KING

2/2/95

S. H. A.

NORTHWEST APPROACH

2 OF 4



AL-V-B-311

BR# 20AG710 (A 6700)

BRADDOCK RUN

ALLEGANY CO, MD.

DAVID KING

2/2/95

S. H. A.

SOUTHWEST ELEVATION (UPSTREAM)

3 OF 4



AL-V-B-311

BR # 20A6710 (A6700)

BRADDOCK RUN

ALLEGANY CO., MD

DAVID KING

2/2/95

S.H.A

NORTHEAST ELEVATION (DOWNSTREAM)

4 OF 4