

Maryland Historical Trust

Maryland Inventory of Historic Properties number: AL-T-352

Name: FELT ST. OVER GEORGE CREEK

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>

219



Metal Suspension

Metal Arch

Metal Cantilever

Concrete

Concrete Arch Concrete Slab Concrete Beam

Rigid Frame

Other Type Name _____

Description:

Describe Setting: A2400 (A2410) carries Front Street over Georges Creek in Cumberland, Allegany County, Maryland. Front Street runs generally north-south at this location; Georges Creek flows east-west. The bridge is located in a partially wooded rural area, with a 19th century farm complex adjacent to the bridge. Georges Creek has a wooded channel bank at this location.

Describe Superstructure and Substructure: A2400 (A2410) is a single span steel beam with a timber deck. There are standard W-beam guardrails and channel rails mounted to the exterior beam. The span length is 76', and the total bridge length is 78'. The substructure is stone masonry abutments and with concrete caps.

Discuss Major Alterations: The entire structure was rebuilt in 1950. This work entailed replacing the steel beams and floor system, as well as installing a new timber plank deck. There have also been routine maintenance and repairs made to the structure over the last forty years. The stone masonry abutments are from the original 1900 structure; however, the concrete caps were added in the 1950 rehabilitation.

History:

When Built: 1900

Why Built: local transportation needs

Who Built:

Why Altered: safety needs and structural 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:Because of the 1950 reconstruction episode, the superstructure of the original 1900 bridge is gone; therefore, it does not retain any of its CDE's. However, since the 1900 stone masonry abutments are still intact and have only experienced minor repairs of cracks and spalling over the last ninety-six years, they do retain their integrity. It should be noted that the 1950 reconstruction will soon be over fifty years old (in 2000). Because the bridge has had few major changes since this time, it may warrant further study in the near future.

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 may be warranted for A2400 (A2410).

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
 United States Geological Survey
 1947, 7.5' Barton 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-VI-C-321

BR # 20A2410 (A2400)

GEORGES CREEK

ALLEGANY CO., MD.

DAVID KING

1/27/95

S. HA

WEST APPROACH

1 OF 4



AL-VI-C-321

BR# 20A2410 (A2400)

GEORGES CREEK

ALLEGANY CO., MD.

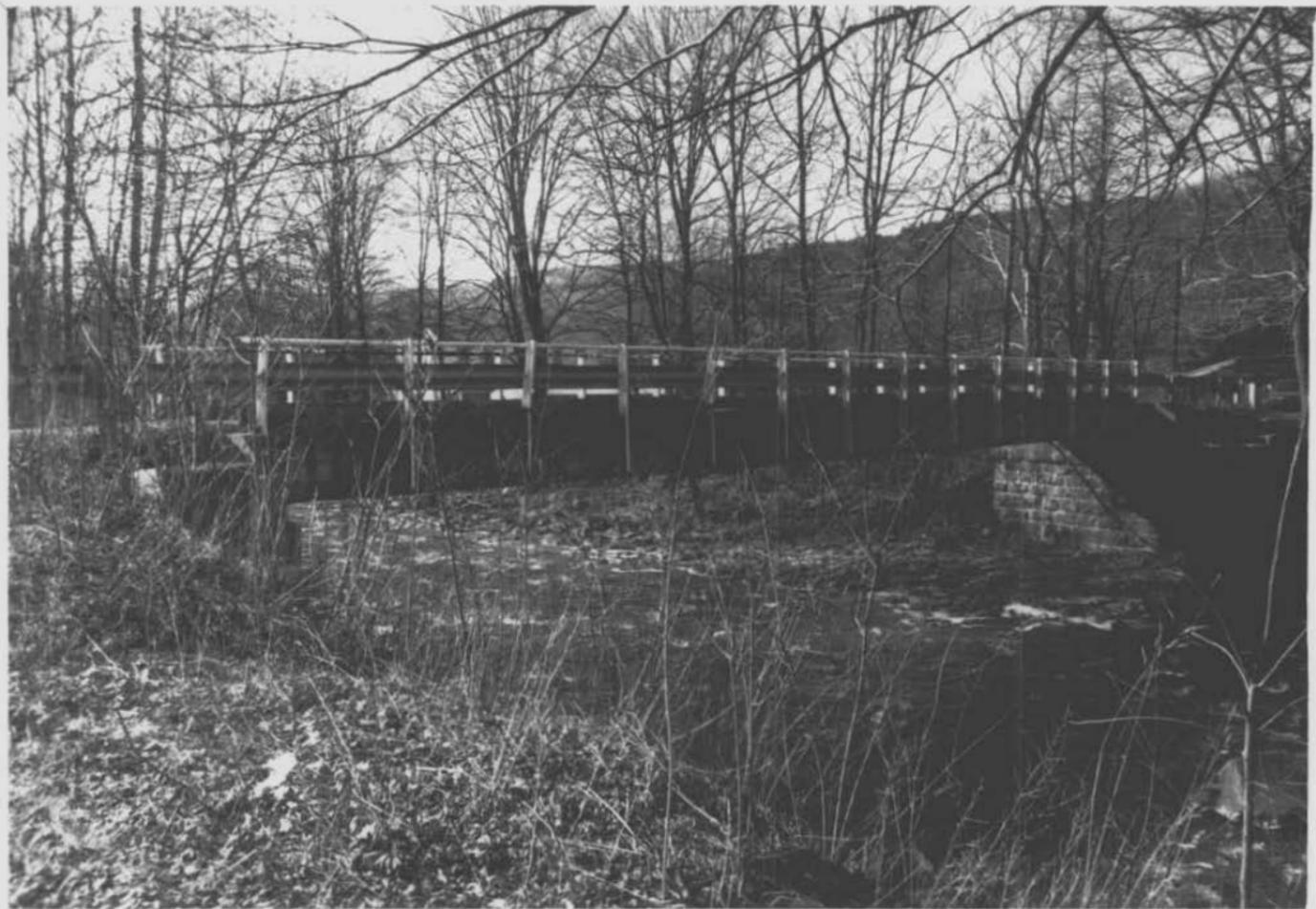
DAVID KING

1/27/95

S. H. A.

EAST APPROACH

2 OF 4



AL-VI-C-321

BR# 20A2410 (A2400)

GEORGES CREEK

ALLEGANY CO, MD.

DAVID KING

1/27/95

S.H.A.

NORTH ELEVATION (UPSTREAM)

3 OF 4



AL-VI-C-321

BR # 20A2410 (A2400)

GEORGES CREEK

ALLEGANY CO, MD.

DAVID KING

1/27/95

S. H. A

SOUTH ELEVATION (DOWNSTREAM)

4 OF 4