AL-V-B-311

Maryland Historical Trust

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

Name: RYE ST. OVER PODDOCK 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 __X____

Criteria: ____A ____B _X_C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G __None

Comments:_____

Reviewer, OPS: _Anne E. Bruder_____ Date:__3 April 2001____

Reviewer, NR Program:__Peter E. Kurtze_____ Date:__3 April 2001____

Maryland Inventory of Historic Properties MHT Number AL-V-B-311
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No. Rye Street over Braddock Run/A6700 (A6710)

Location:
Street/Road Name and Number: Rye Street

City/Town: La Vale Vicinity _

County: Allegany

Ownership: _State x County_Municipal_Other

This bridge projects over: _Road_Railway x Water_Land

Is the bridge located within a designated district:_yes x no

_NR listed district_NR determined eligible district
_locally designated_other
Name of District_____

Bridge Type:

_Timber Bridge
_Beam Bridge_Truss-Covered_Trestle
_Timber-and-Concrete

_Stone Arch

_Metal Truss

_Movable Bridge
_Swing _Bascule Single Leaf_Bascule Multiple Leaf
_Vertical Lift _Retractile_Pontoon

x Metal Girder
x Rolled Girder _Rolled Girder Concrete Encased
_Plate Girder _Plate Girder Concrete Encased

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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: 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. The 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

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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

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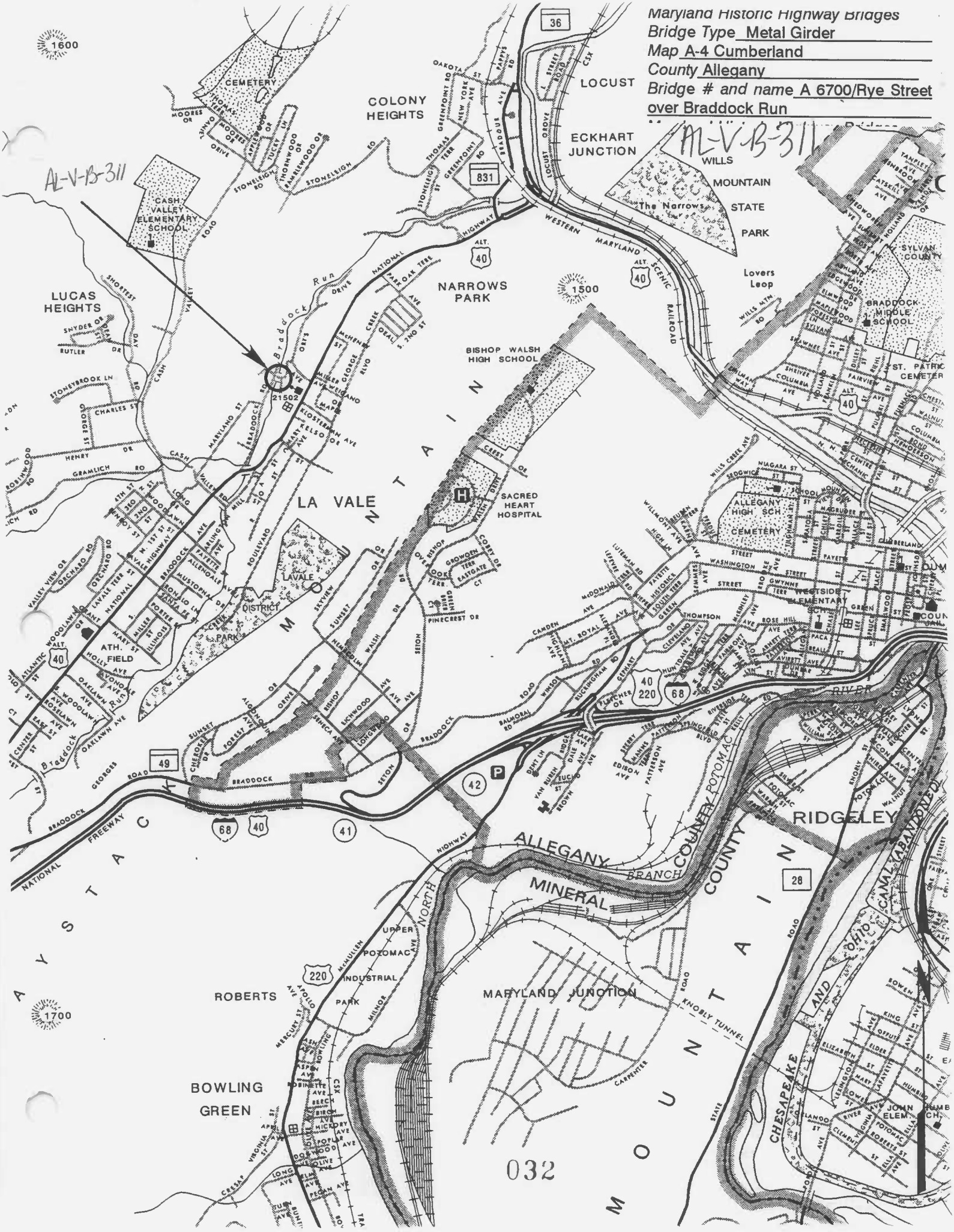

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BR #20A6710 (A6700)

BRADDOCK RUN

ALLEGANY CO., MD

DAVID KING

S. H. A.

SOUTHEAST APPROACH

1 OF 4

WEIGHT
LIMIT
24
TONS

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BR# 20A6710 (A6700)
BRADDOCK RUN
ALLEGANY CO., MD.
DAVID KING
2/2/95
S.H.A.

NORTHWEST APPROACH

2 OF 4

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BR # 20A6710 (A 6700)
BRADDOCK RUN
ALLEGANY CO, MD
DAVID KING
2/2/95
S. H. A.

SOUTHWEST ELEVATION (UPSTREAM)

3 OF 4

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BR # 20A6710 (A6700)
BRADDOCK RUN
ALLEGANY CO., MD
DAVID KING
2/2/95
S.H.A

NORTHEAST ELEVATION (DOWNSTREAM)

4 OF 4