

**MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes
no

Property Name: Stone Arch Bridge #11008 Inventory Number: G-I-B-034
 Address: 242 Finzel Road Historic district: yes no
 City: Frostburg Zip Code: 21532 County: Garrett
 USGS Quadrangle(s): Frostburg
 Property Owner: WTBO-WKGO Corporation LLC Tax Account ID Number: 004726
 Tax Map Parcel Number(s): 0033 Tax Map Number: 0021
 Project: Fourmile Ridge Wind Energy Project Agency: USACE
 Agency Prepared By: GAI Consultants, Inc.
 Preparer's Name: Michael Kenneally Date Prepared: 12/3/2013

Documentation is presented in: MHP form
 Preparer's Eligibility Recommendation: Eligibility recommended Eligibility not recommended
 Criteria: A B C D Considerations: A B C D E F G

Complete if the property is a contributing or non-contributing resource to a NR district/property:
 Name of the District/Property: _____
 Inventory Number: _____ Eligible: yes Listed: yes
 Site visit by MHT Staff yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Physical Description

This circa-1835 single span stone arch bridge crosses the Savage River and is located on a portion of road that was formerly the National Road. A previous survey completed as part of the Maryland Bridge Inventory cites a construction year of 1815. While this is possible, as Congress authorized the construction of the National Road in 1806, a construction date of circa-1835 is more feasible. It was during this time that Congress gave ownership of the National Road to individual states, holding the states responsible for repair and upkeep. Maryland sought to build all of its bridges and culverts out of stone, and it is possible that during this time G-I-B-034 was repaired or more possibly replaced (Searight 1971:139, 161-164). According to a previous survey of The Clarysville Stone Arch Bridge (AL-V-A-013) completed in 1981, there were six extant stone arch bridges along The National Road in Maryland.

History and Significance

The first Europeans began to arrive in the area around Avilton, Maryland in the mid-eighteenth century. There is little record of those who settled in the area first, as they did not file patents or commission surveys, but built cabins and cleared small portions of

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input checked="" type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G
MHT Comments:	
<u>Jonathan Bages</u> Reviewer, Office of Preservation Services	<u>1/14/14</u> Date
<u>[Signature]</u> Reviewer, National Register Program	<u>1/13/14</u> Date

land. However, after the Revolutionary War development in the area greatly expanded. The forests that covered the mountains were slowly but surely cleared. Pine forests largely made up the land between Savage and Negro Mountains, with a few other varieties like spruce and hemlock intermixed (Brown 1896:54). These large wood-covered miles attracted many hunters to the area, including Meshach Browning, who wrote a book about the many years he spent living as a pioneer in the area around Avilton and directly west. Hunters like Browning who populated the area used the National Road, which was constructed through the area in the early nineteenth century, to get their hides and meats back to eastern markets (Browning 1942:195). While the hunters settled early, it was not long before additional lots were readied for settlement. Many of the earliest lots in the area were surveyed for veterans of the Revolutionary War. Some of these lots went to men like Thomas Johnson, who eventually became Governor of Maryland. There were also land speculators who made their mark on the area, including men like Brooke Beall and William Deakins (Rowland 2009:39).

The earliest land records of the area typically consist of people with large tracts of land selling those tracts to other speculators. But, starting in the mid-1800s that began to change, as smaller portions of land were sold off, and more and more farms were raised in the valleys between the mountains. As land was freshly cleared, many farmers from east of the Appalachians began to plant tobacco. However, they learned quickly that the soil was made too poor by tobacco farming in this area (Brown 1896:300). The settlement that would later become Avilton was originally known as "The McKenzie Settlement" for the many numbers of Scottish immigrants, particularly McKenzies, who settled there. The early farmers of this area grew primarily wheat, rye, oats and potatoes. A partial listing of the founding families of this area was included in Garrett County: A History of Maryland's Tableland and includes: Garlitz, Blocher, Wilhelm, Broadwater, Miller, Crowe and Merrill among others. By 1885, the area was known as Avilton, and a post office was opened under that name (Schlosnagle 1978:65).

In the second half of the nineteenth century, railroads made their way through Garrett County, connecting the area like never before. As the railroads arrived, the many pine forests that surrounded area farms were looked at with a new sense of their value. While they had been used as a source of building materials for years, the forests were now logged and the timber was shipped to larger markets on the railroad. On Savage Mountain, it was the Juniata Lumber Company that took advantage of the fine timber of the area (Brown 1896:264,275). Increasingly, the agricultural area was dotted throughout by people who worked in the industry. As Jacob Brown described the area "she grew from a county of crude backwoods settlements and small self-sufficient farms to a county of coal towns, timber towns, resort towns, trade towns, and increasingly fertile fields and meadows (Brown 1896:304)." While the area was still largely rural, times were slowly changing.

By the first half of the twentieth century, more and more people were working both on their farms and in various industries. By the 1940 Census, many household heads were listed as working in mining or timbering, while it is also indicated that many continued to pursue agriculture (Ancestry.com). While they produced goods for local markets, the demands of an increasingly connected society drew more and more residents off their farms. The effects of the great depression were also seen in the 1940 Census of the area, with many people listed as road builders or general laborers who were employed in emergency government work (Ancestry.com). After World War II, some farms began to not be used for agriculture. This has led to the decline of some of the properties, and the destruction of others. Many families, descendants of the original settlers at McKenzie Settlement, continue to use the fields around Avilton to raise cows and some grains, continuing some of the traditions that were started so many years ago.

The National Road was built for the purpose of reaching and encouraging settlement further west in the early 19th century. The western settlements in mind were those in far western Maryland, present day West Virginia and western Pennsylvania. The goal was to have a road spanning from Cumberland to the Ohio River. Cumberland was chosen as the inception because it was on a navigable road to Baltimore, and at the time the road was beginning to take shape, a proposal to make the Potomac River navigable was underway. The road was built between 1811 and 1834. The first 10 miles were completed in 1811, and the road was completed to Wheeling, West Virginia by 1818. In 1820, funding was made available for the continuation of construction from

MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended				Eligibility not recommended									
Criteria:	A	B	C	D	Considerations:	A	B	C	D	E	F	G	
MHT Comments:													
_____							_____						
Reviewer, Office of Preservation Services							Date						
_____							_____						
Reviewer, National Register Program							Date						

Wheeling to the Mississippi River, and in 1829 construction was underway in Indiana. However, by the 1830's, the road reached Illinois but funding had run out. It was around this time that the government conveyed its interest in the road to individual states. In order to generate funds, states built and operated tollgates and tollhouses, while the government was still responsible for repairs and upkeep. Early bridges on the National Road were constructed of stone, wood, iron, and later steel. These bridges helped advance engineering practices prior to the Civil War. By the 1870's, the railroad boom had begun in the United States, and interest in the National Road waned. However, the 1920's saw the invention and eventual popularity of the automobile regenerate interest in the road. Federal aid for improvements was opened up and by 1926 Route 40 was a coast to coast highway (Crumrin; Longfellow).

NRHP Evaluation

The bridge maintains integrity of location, materials, design, setting, feeling, and workmanship. Because of this bridge's association with the history of the National Road, it is recommended eligible under Criterion A. No evidence was found suggesting association to individuals on local, state or national significance, therefore the resource is not recommended eligible under Criterion B. The resource stands as a rare example of 19th century stone arch bridge construction in Maryland, and is therefore recommended eligible under Criterion C. Eligibility under Criterion D cannot be determined as this resource has not undergone archaeological testing.

References

Brown, Jacob
1896 Brown's Miscellaneous Writings Upon a Great Variety of Subjects. J. J. Miller: Cumberland, MD.

Browning, Meshach
1942 44 Years of the Life of a Hunter. Winston Printing Company: Winston-Salem, NC.

Crumrin, Timothy
1994 "Road Through Wilderness: The Making of the National Road." Conner Prairie Historian. Available online at <http://www.connerprairie.org/learn-and-do/indiana-history/america-1800-1860/the-national-road.aspx>

H., W. A.
1935 Map of Military Lots, Tracts, Escheats, &c. in Garrett County, MD and Allegany County, MD. West of Cumberland: Prepared Under Act of 1874 Chapter 322 &c.

Longfellow, Rickie
2013 "Back in Time: The National Road." Available online at <http://www.fhwa.dot.gov/infrastructure/back0103.cfm>

Rowland, Tim
2009 Maryland's Appalachian Highlands. History Press: Charleston, SC.

Schlosnagle, Stephen and the Garrett County Bicentennial Committee
1978 Garrett County: A History of Maryland's Tableland. McClain Printing Company: Parsons, WV.

Searight, Thomas B.
1971 The Old Pike. Eds. Joseph E. Morse and R. Duff Green, reprinted, Orange, VA: Green Tree Press.

MARYLAND HISTORICAL TRUST REVIEW													
Eligibility recommended				Eligibility not recommended									
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	
MHT Comments:													
_____							_____						
Reviewer, Office of Preservation Services							Date						
_____							_____						
Reviewer, National Register Program							Date						

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____

Eligibility not recommended _____

Criteria: A B C D **Considerations:** A B C D E F G

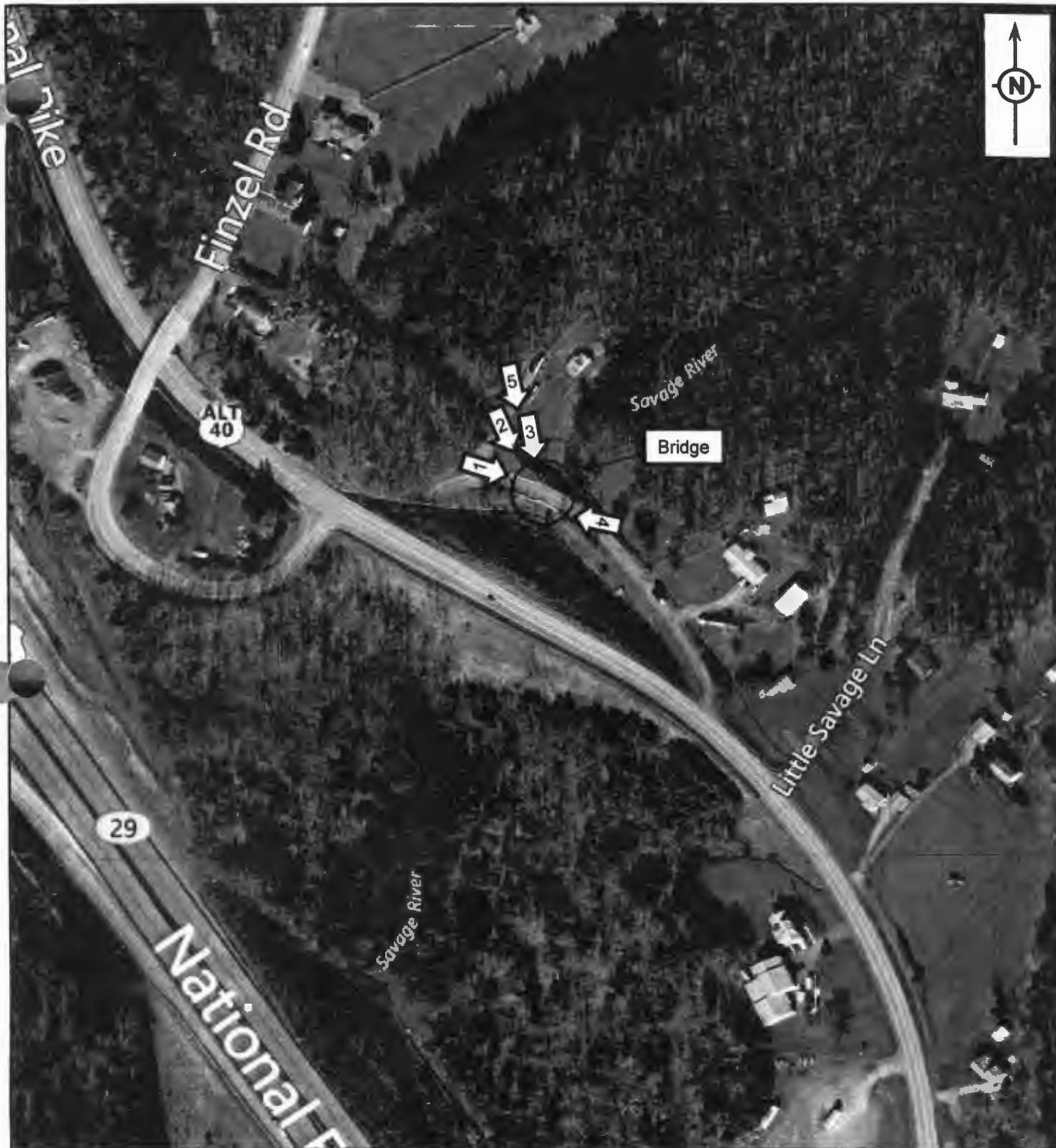
MHT Comments:

Reviewer, Office of Preservation Services

Date

Reviewer, National Register Program

Date

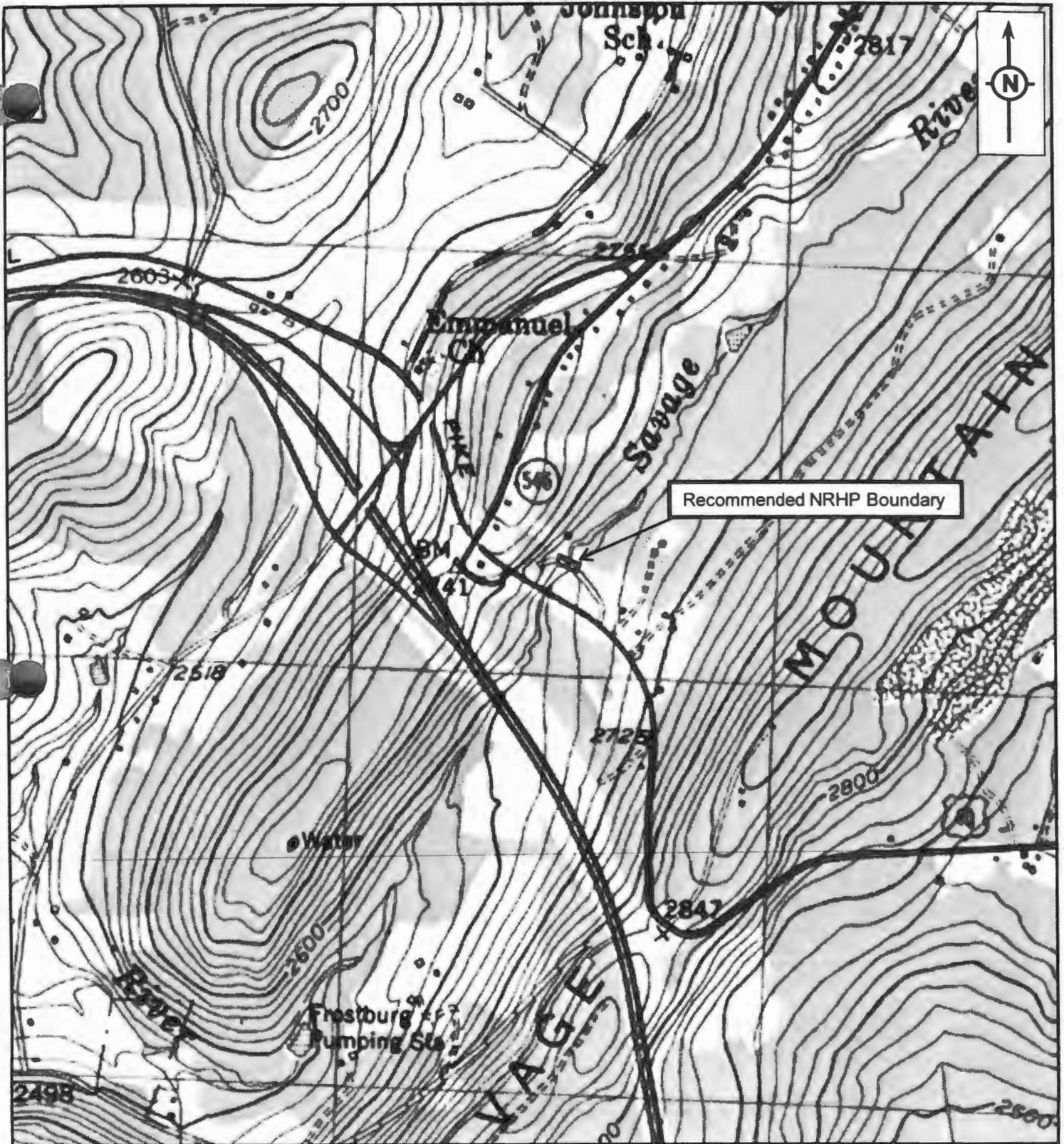


gai consultants

SOURCE: MICROSOFT CORPORATION, 2013.

G-I-B-034
Resource Sketch Map

Bridge 11008, Stone Arch Bridge
Old U.S. Route 40
Frostburg, Garrett County



SOURCE: USGS 7.5 MINUTE FROSTBURG QUADRANGLE MAP (1998).

gai consultants

G-I-B-034

Bridge 11008, Stone Arch Bridge
 Old U.S. Route 40
 Frostburg, Garrett County

G-I-B-034

Old U.S. 40 Over Little Savage River (11008)

GAI Consultants, Inc.

Previously Recorded Resources within Indirect APE – Fourmile Wind Energy Project

Garrett County, Maryland

Epson Premium Glossy Paper/Epson UltraChrome pigmented inks

G-I-B-0034_2013-08-22_01 – Bridge, facing east

G-I-B-0034_2013-08-22_02 – Bridge, stone detail, facing southeast

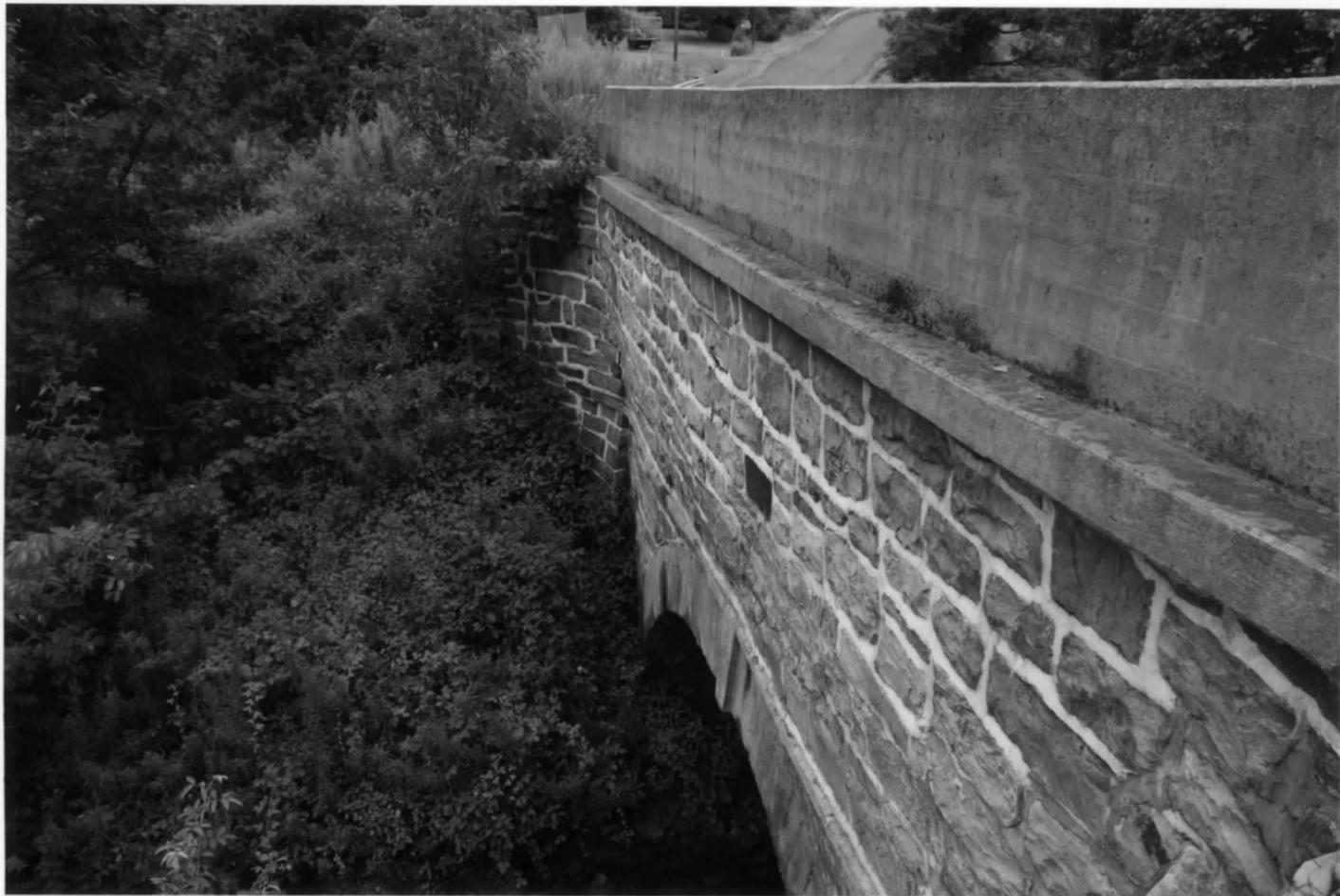
G-I-B-0034_2013-08-22_03 – Bridge, stone detail, facing southeast

G-I-B-0034_2013-08-22_04 – Bridge, facing east

G-I-B-0034_2013-08-22_05 – Bridge, facing southeast



G-1-B-034
old US 40 over Little Savage River (1008)
Garrett County, Maryland
UZ Williams
8-22-13
MD SHPD
Bridge, facing east
1/5



G-1-B-034
Old US 46 Over Little Savage River (11008)
Garrett County, Maryland
Liz Williams
8-22-13
MD SHPO
Bridge, stone detail, facing southeast
2/5



G-1-B- 034

Old US 46 over Little Savage River (11003)

Garrett County, Maryland

Liz Williams

8-22-13

MD SHPO

Bridge, stone detail, facing Southeast

3/5



G-1-B-034

Old US 40 over Little Savage River (11008)

Garrett County, Maryland

Liz Williams

8-22-13

MD SHPO

Bridge, facing east

4/5



G-1-B-034

Old US 40. over Little Savage River (11008)

Garrett County, Maryland

Liz Williams

8-22-13

MD SHPO

Bridge, facing southeast

s/s

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: G-I-B-034

Name: OLD US40 OVER LITTLE SAVAGE RIVER (11008)

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 bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <input checked="" type="checkbox"/> X	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> 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>

me

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. G-I-B-034

Name and SHA No. Old US 40 over Little Savage River (11008)

Location:

Street/Road name and number [facility carried] Old US 40 (off of Alt. US 40)

City/town Frostburg Vicinity X

County Garrett

This bridge projects over: Road ___ Railway ___ Water X Land ___

Ownership: State X County ___ Municipal ___ Other ___

Is bridge located within a designated historic district? Yes ___ No X

National Register-listed district ___ National Register eligible district ___

Locally-designated district ___ Other ___

Name of District _____

Bridge Type:

Timber Bridge ___:
Beam Bridge ___ Truss-Covered ___ Trestle ___ Timber-And Concrete ___

Stone Arch X

Metal Truss Bridge ___

Movable Bridge ___:
Swing ___ Bascule Single Leaf ___ Bascule Multiple Leaf ___
Vertical Lift ___ Retractable ___ Pontoon ___

Metal Girder ___:
Rolled Girder ___ Rolled Girder Concrete Encased ___
Plate Girder ___ Plate Girder Concrete Encased ___

Metal Suspension ___

Metal Arch ___

Metal Cantilever ___

Concrete ___:
Concrete Arch ___ Concrete Slab ___ Concrete Beam ___ Rigid Frame ___

Other ___ Type Name _____

Description:**Describe Setting:**

This bridge crosses the Little Savage River in a predominantly rural setting on a section of old U.S. 40 which is now used solely by one homeowner as a driveway approach. Alternate S.R. 40 rises high above the bridge approximately 150 feet to the south. North of the bridge, there are two single family dwellings on hills rising on each side of the river.

Describe Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

This structure is a single span stone arch bridge constructed of uncoursed stone. The span is approximately 25 feet in length, with abutments and wingwalls extending into the hills of each side of the river. The bridge is approximately 26 feet wide. The south parapet walls rise about 2 feet above the asphalt roadbed. The north parapet wall consists of a jersey barrier, which may have replaced a stone wall. The wingwalls and parapets are capped with concrete.

The bridge appears to have been re-pointed and repaired on many occasions, much of the mortar appears to be a standard modern Portland mortar. The southeast portion of the arch barrel has been severely undermined by water, and a large area of stone is missing. A makeshift gunite flume was erected to divert the water flow, but does not appear to have been effective. The voussoirs on the south side of the arch are migrating away from the structure, leaving a large crack.

This bridge has a sufficiency rating of: 63.0

Discuss major alterations:

The southwest wingwall collapsed in 1991, and was repaired in 1992. The south spandrel wall was rebuilt in 1995.

History:

When Built: *ca. 1815*

Why Built: *as part of construction of National Road*

Who Built: *Unknown*

Who Designed: *Unknown*

Why Altered: *due to deterioration and safety concerns*

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 B Person

C Engineering/Architectural Character

Was bridge constructed in response to significant events in Maryland or local history?

Although the MHT form on this bridge suggests that the bridge may have been built after 1840, there is no evidence to suggest that this bridge was built so much later than the completion of the road. Bridge No. 11008 appears to be representative of the smaller spans constructed between 1811 and 1818 during the construction of the National Road. Semicircular stone masonry arch

bridges and culverts were the most common, and the preferred type of span built for the National Road. The National Road, the first federally built highway in the United States, was authorized by Congress in 1806 to connect Cumberland, Maryland with Ohio.

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?

By providing a reliable crossing on the National Road, all the stone masonry arch bridges on the road promoted westward expansion and economic growth in Maryland, Virginia, Ohio, and westward.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?

The area surrounding the bridge has no potential for designation as a historic district.

Is the bridge a significant example of its type?

Yes. The bridge is a significant example of an early 19th century stone masonry arch bridge. It is potentially eligible for the National Register under Criterion A for its association with the events surrounding the construction of the National Road, and Criterion C, as a relatively rare example of an early stone arch bridge in Maryland.

Does the bridge retain integrity of important elements described in Context Addendum?

Yes. Despite deterioration, the bridge still retains adequate integrity to be a significant example of an early 19th century stone arch bridge. Integrity of setting and association are somewhat compromised, but integrity of materials, design, workmanship, and feeling are still adequate to qualify for National Register designation.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?

Unknown.

Should this bridge be given further study before significance analysis is made and why?

No further evaluation is necessary to determine the National Register significance of this bridge. However, additional research concerning the history of this bridge and its relationship to the construction of the National Road would provide a better understanding of its importance.

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a photocopy of USGS map illustrating the location of the bridge.

Surveyor:

Name:

David C. Berg

Date: 08/26/97

Organization:

Greenhorne & O'Mara

Address:

9001 Edmonston Road
Greenbelt, MD 20770

Telephone: (410) 982-2800

G-I-B-034

Stone Arch Bridge #11008
Frostburg
Private

1840's

The Stone Arch Bridge #11008 is a single span stone arch bridge which is in fair condition. The east end of the south side has deteriorated.

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY 1201623317

1 NAME

HISTORIC

AND/OR COMMON

Stone Arch Bridge #11008

2 LOCATION

STREET & NUMBER

Old Rt. 40, 1 mile NE of Rt. 40 and approx. 2 1/2 miles W. of Frostburg

CITY, TOWN

Frostburg

CONGRESSIONAL DISTRICT

6th

VICINITY OF

STATE

Maryland

COUNTY

Garrett County

3 CLASSIFICATION

CATEGORY

__DISTRICT

__BUILDING(S)

STRUCTURE

__SITE

__OBJECT

OWNERSHIP

PUBLIC

__PRIVATE

__BOTH

PUBLIC ACQUISITION

__IN PROCESS

__BEING CONSIDERED

STATUS

__OCCUPIED

UNOCCUPIED

__WORK IN PROGRESS

ACCESSIBLE

__YES: RESTRICTED

YES: UNRESTRICTED

__NO

PRESENT USE

__AGRICULTURE

__COMMERCIAL

__EDUCATIONAL

__ENTERTAINMENT

__GOVERNMENT

__INDUSTRIAL

__MILITARY

__MUSEUM

__PARK

__PRIVATE RESIDENCE

__RELIGIOUS

__SCIENTIFIC

TRANSPORTATION

__OTHER

4 OWNER OF PROPERTY

NAME

Telephone #:

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

Garrett County Courthouse

Liber #:

Folio #:

STREET & NUMBER

Third and Alder Streets

CITY, TOWN

Oakland

STATE

Maryland 21550

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

None

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

G-I-B-034

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Stone Arch Bridge #11008 is a single span stone arch bridge which is in fair condition-the east end of the south side has deteriorated.

At one time, this bridge carried the National Road over the Savage River. With the regrading of Rt. 40, this stretch of highway became obsolete, except for access to several residences located north of Rt. 40.

It is similar in size, construction, and design to the Clarysville Bridge (AL-V-A-013) which was built in 1843. (Searight, p.34)

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION	
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1840's BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The Stone Arch Bridge is one of few surviving early bridges along the National Road in Maryland. As in many cases, this bridge has been bypassed by recent highway improvements and left to deteriorate.

The National Road, the first nationally funded road, was begun in 1811 at Cumberland, Md. and completed to Wheeling, W. Va. in 1818. Individual states were given jurisdiction over the road in 1834. It is probable that the state of Maryland sponsored the construction of this particular bridge in the 1840's.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Searight, Thomas B. The Old Pike, Orange, Virginia: Green Tree Press,
1971 (reprint)

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE COUNTY

STATE COUNTY

11 FORM PREPARED BY

NAME / TITLE

Donna Ware, Historian

ORGANIZATION

Maryland Historical Trust/Bureau of Mines

DATE

May 1982

STREET & NUMBER

Shaw House, 21 State Circle

TELEPHONE

301-269-2438

CITY OR TOWN

Annapolis

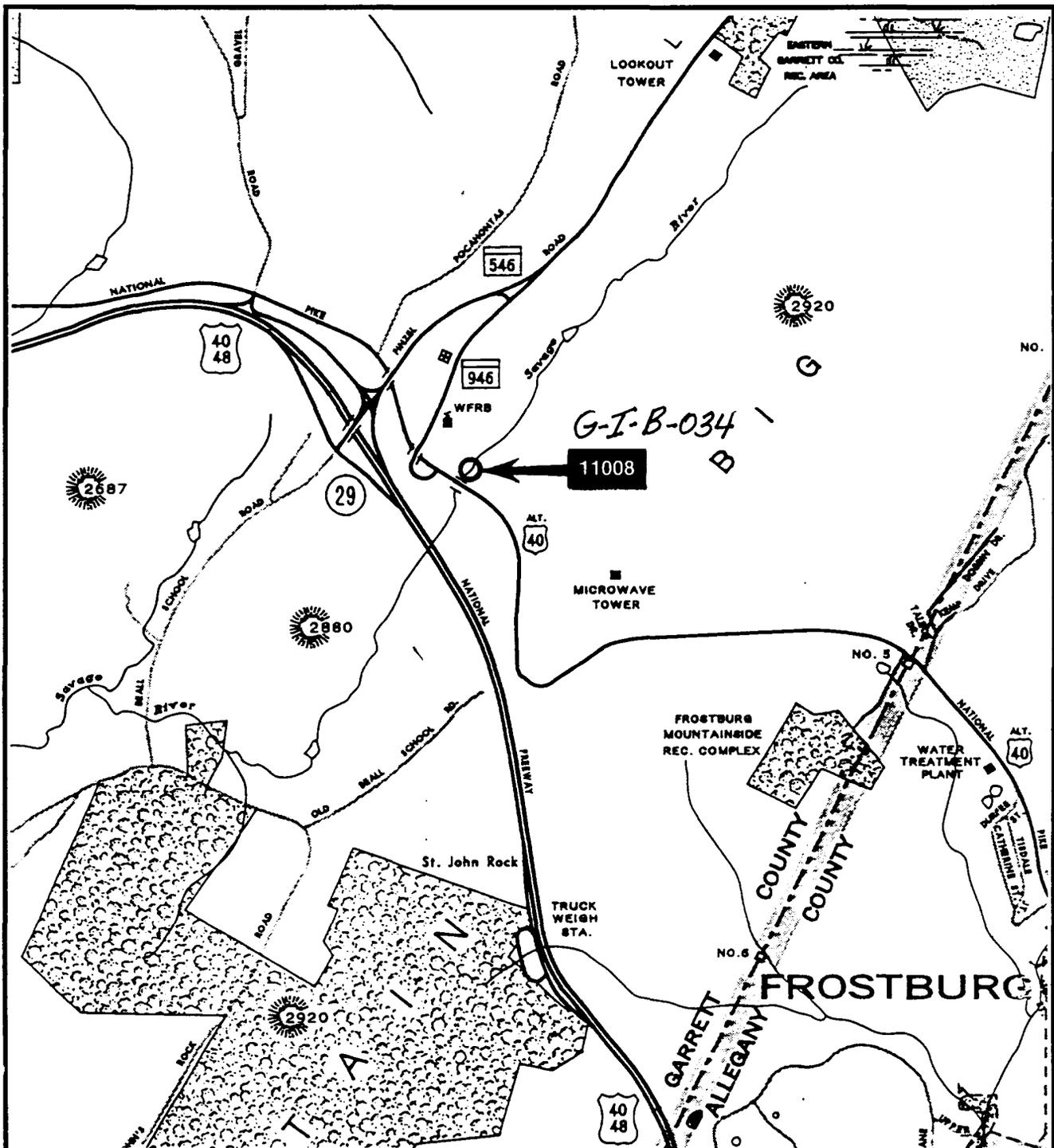
STATE

Maryland 21401

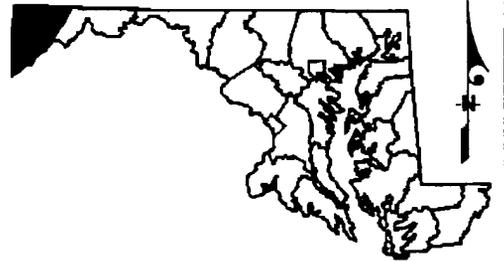
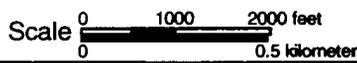
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

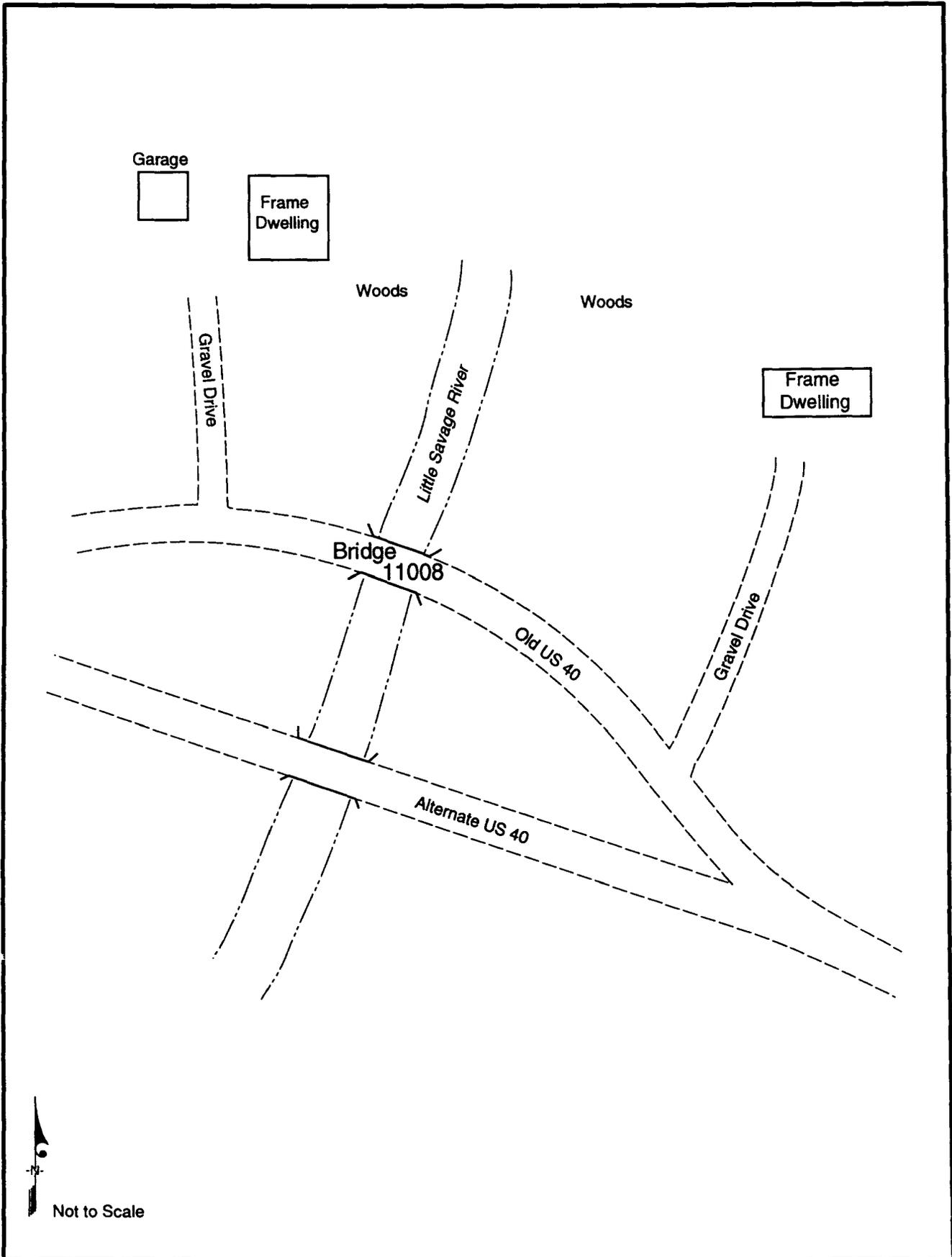
RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

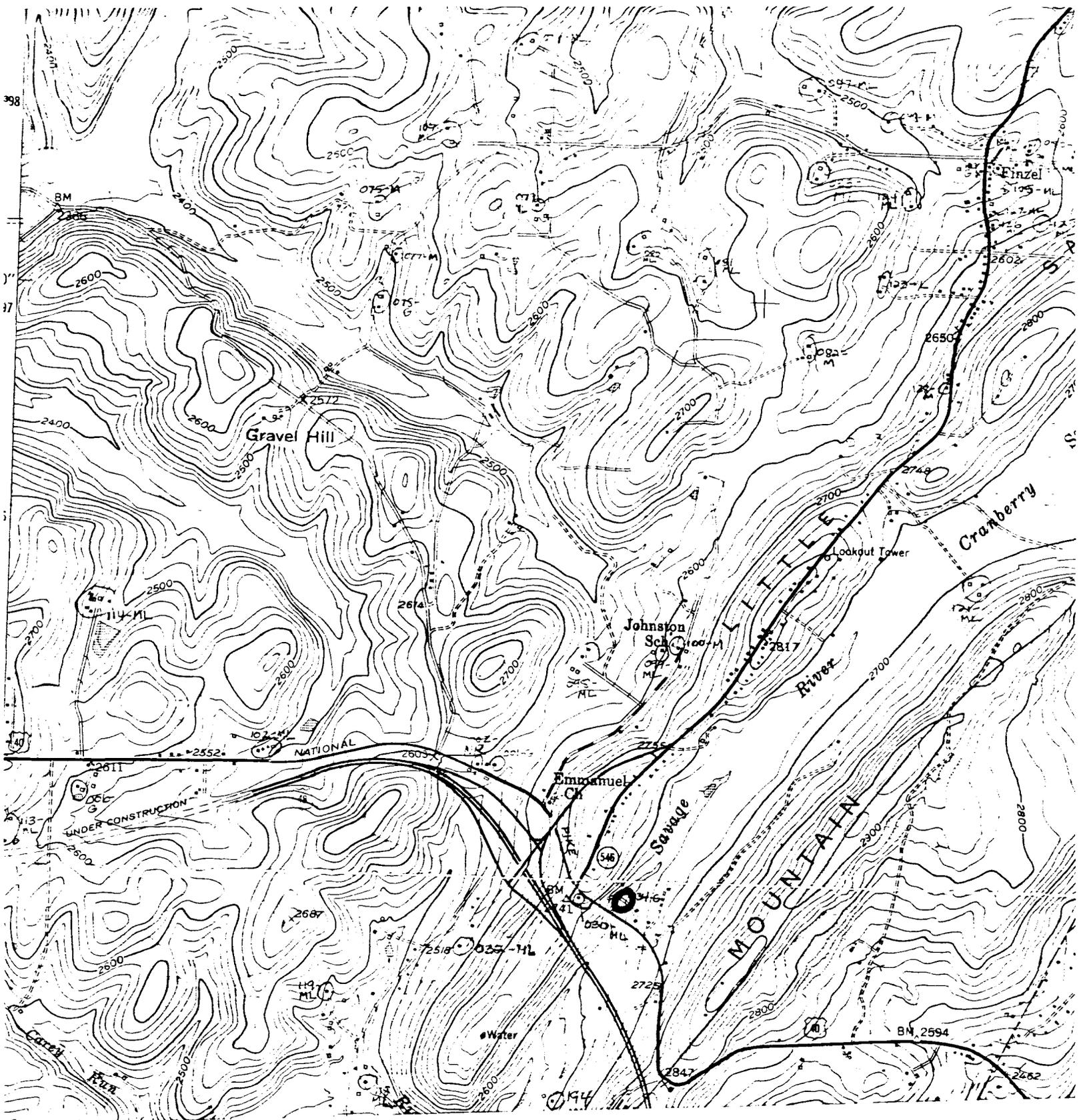


Garret County - Bridge Number 11008
 Old US 40 over Savage River



G-I-B-034





Frostburg, MD-PA
 USGS 7.5 Minute Series
 Scale 1:24,000
 1949; photorevised 1974

G-I-B-034
 Stone Arch Bridge #11008
 Old Rt. 40, 1 mile NE of
 Rt. 40 and approx. 2½ miles
 W of Frostburg



S-I-R-234

Old 304L over Savage River (120R)
Garrett County, Maryland

David Berg
2007

Maryland State Highway Administration
East Elevation, Looking West

1 of 6



G-I-A-034

Old US 42 over Little Savage River (1928)

Garrett County, Maryland

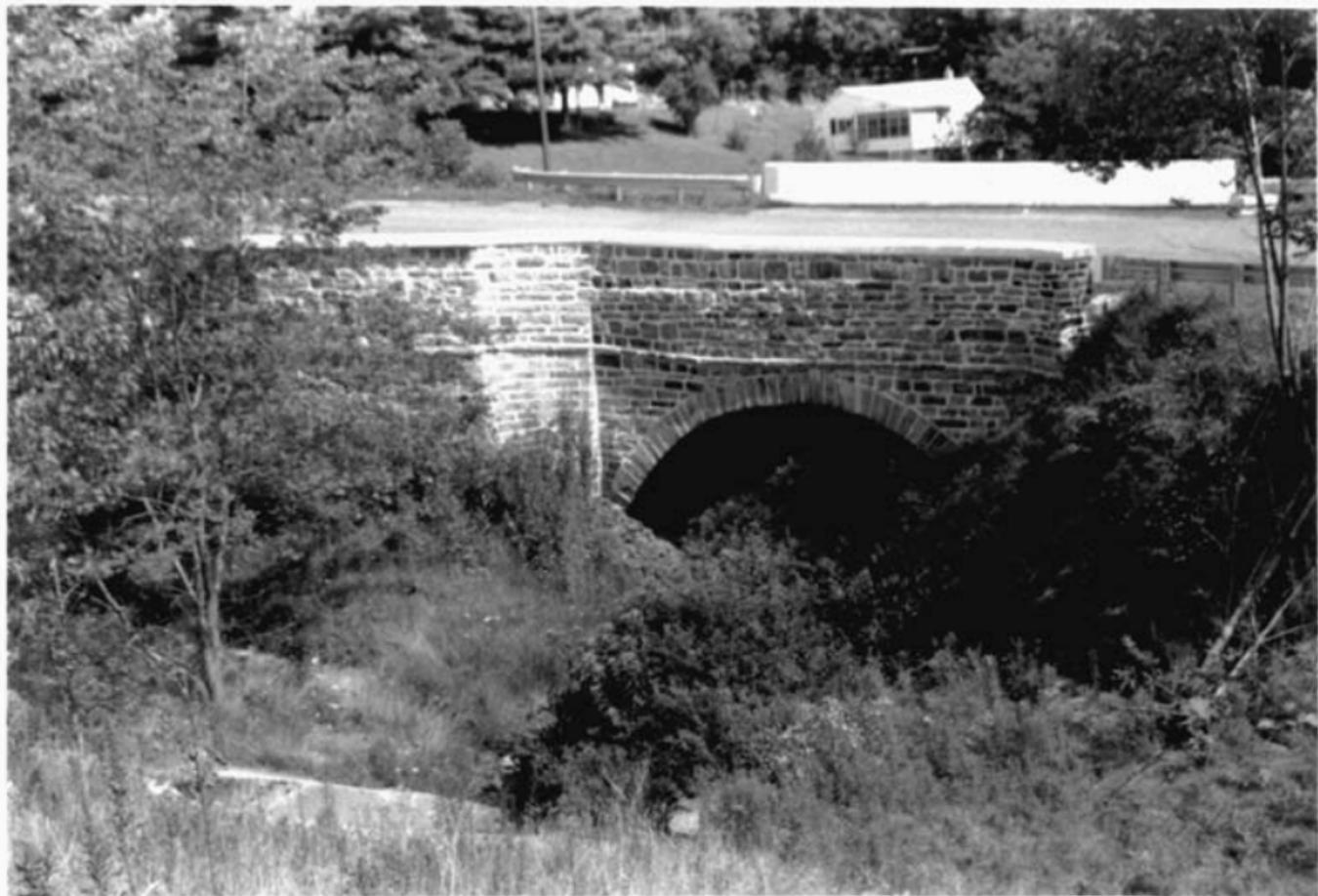
David Berg

2/97

Maryland State Highway Administration

West Elevation, Looking East

2 of 6



G-I-A-032

Old 25 46 over Little Savage River (2008)

Sawyer County, Maryland

David Berg

8/07

Maryland State Highway Administration

South Eastern

3 of 6



G-J-B-034

old US 40 over Little Savage River (1100 ft)

Garrett County, Maryland

David Berg

8/97

Maryland State Highway Admin.

North Elevation

4 of 6



2.2 B-034

Old 2845 over 2 - the Savage River (P.O.S.)

Garrett County Maryland

David Berg

8/97

Maryland State Highway Administration

South Flanagan, Detail

5 of 6



G-I-B-034

Old US 40 over the Savage River (road)

Garrett County, Maryland

David Berg

8/17

Maryland State of John W. ...

South Elvay Arch, d. ...

6 CF 6



G-I-B-034

Stone Arch Bridge #11008

Garrett Co., MD

Donna Ware 12/4/80

Looking N