

Maryland Historical Trust

Maryland Inventory of Historic Properties number: GI-I-C-200

Name: Savage Run Rd over Poplar Lake
Kenn

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 <input checked="" type="checkbox"/>	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>

Metal Suspension Metal Arch Metal Cantilever Concrete Concrete Arch Concrete Slab Concrete Beam Rigid Frame Other Type Name _____**Description:**

Describe Setting: G 049 (G 4910) carries Savage River Road over Popular Lick Run in Garrett County, Maryland. Savage River Road runs generally north-south at this location; Popular Lick Run flows east-west. The bridge is located in a rural wooded setting, with no structures in view. Popular Lick Run has a wooded channel bank at this location.

Describe Superstructure and Substructure: The superstructure of G 049 (G 4910) is a single span steel beam with a precast concrete panel deck. It has a two strand welded channel railing attached to each fascia beam, with no guardrails. The span length is 23' 5", and the total bridge length is 29'. The substructure is reinforced concrete abutments and wing walls.

Discuss Major Alterations: In 1981 the concrete panel deck was installed to replace the deteriorating timber plank deck. The channel railing was also installed at this time; previously there had been no railing at all.

History:**When Built:** 1935**Why Built:** local transportation needs**Who Built:****Why Altered:** structural 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: It is likely that G 049 (G 4910) is merely a more stable replacement bridge and was not constructed in response

to significant events in state or local history.

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: In 1981 the timber deck was replaced with the present concrete panel deck. The deck is considered a secondary CDE. Other than this replacement, none of the other CDE of the structure have been significantly altered or replaced. It is likely that the substructure and the beams, both primary CDE's, do retain their 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: While this bridge does retain its integrity, it is not a significant example of its type and does no warrant further study.

Bibliography:

Garrett 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

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G-1-C-200
OVER POPULAR LICK RUN (G049)
GARRETT CO MD.

Dave King

36195

SHA

NORTH APPROACH

1st 4



G-I-C-200
2000 Perulak Lick Run (G 049)
GARRETT CO Md

DAVE KING

1/26/95

SH4

SOUTH APPROACH

2014



G-I-C-200
OVER Popular Tick Run (G049)
GARRETT Co. Md

DAVE KING
1/26/95
SHA

EAST ELEVATION (DOWNSTREAM)

3d <1



G-I-C-200
OVER FOPUCK LICK RUN (G049)
GARRET CO. MD.

DAVE KING

1/26/98

5#D

WEST ELEVATION (UPSTREAM)

40/4