Maryland Historical Trust

Maryland Inventory of Historic Properties Number: G-II-A-364

Name: Old Selbysport Rd over Bear 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 bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X___ Eligibility Not Recommended _____

Criteria: ____A ____B ____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 G-II-A-367
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

SHA Bridge No. G-077_ **Name:** Old Selbysport Road over Bear Creek

Location:

Street/Road Name and Number: Old Selbysport Road (Cemetery Road)

City/Town: Friendsville **Vicinity** _____

County: Garrett

Ownership: __State X County__Municipal__Other

This bridge projects over: __Road__Railway X Water__Land

Is the bridge located within a designated district: X yes_no

X NR listed district_NR determined eligible district
_locally designated_other
Name of District Friendsville Historic 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

_Metal Girder
_Rolled Girder _Rolled Girder Concrete Encased
_Plate Girder _Plate Girder Concrete Encased

_Metal Suspension

_Metal Arch

_Metal Cantilever

X Concrete
X Concrete Arch _Concrete Slab_Concrete Beam_Rigid Frame

_Other Type Name_____

G-II-A-367

Describe Setting:

Bridge G-077 carries Old Selbysport Road (Cemetery Road) over Bear Creek in Garrett County. Old Selbysport Road runs west-east over northern flowing Bear Creek. The bridge is in a small residential neighborhood. The homes range in age form 1920s I-Houses to 1980s brick ranch homes.

Describe Superstructure and Substructure:

Bridge G-077 is a single span closed concrete arch bridge. The length of the bridge is 64 feet 10 inches and it has a clear span of 61 feet 6 inches. The crown is approximately 1 foot 6 inches. The spandrel walls are approximately 5 feet high and 6 feet wide. There is a clear roadway width of 12 feet 7 inches, with an overall width of 15 feet 3 inches. The spandrel walls and the arch ring have moderate scaling. The walls on both the upstream and downstream sides of the bridge are made of concrete. Each wingwall is of varying length and width. The wingwalls are approximately 6 feet by 2 feet. According to a 1995 inspection report, the bridge is in fair condition with a sufficiency rating of 22.0.

Only 1 of the parapets is original. The builders used a solid reinforced concrete panel that consists of vertical posts securely fastened by dowels to the structure, horizontal rails, and solid panels that fill the space between the posts and railings. The panels are precast, and the posts and rails were built in place. However, this structure does not have posts separating its paneled sections. The single remaining concrete parapet on Bridge G-077 is a single panel across the length of the bridge. The parapet is approximately 64 feet across and 3 feet high. The parapets have 10 incised panels. The incision is approximately 1 foot by 4 feet with 1 foot separating each panel. The parapet is in poor condition. It exhibits heavy scaling and reinforcement bar exposure. At the apex of the arch, the panel has been repaired with pneumatically applied gunite. Gunite was also added to the southeastern end of the wingwall.

The western parapet is cut stone. The stones are three feet by 1 foot by 1 foot. The wall is in very poor condition. The mortar joints have fine cracks, and in some cases have completely fallen out. The wall has sections that have been repaired by using pneumatically applied mortar.

Discuss Major Alterations:

At an unknown date county engineers replaced the western concrete parapet with a stone wall. In addition, gunite repairs have been made to the spandrel walls and arch ring.

When Built: 1920
Why Built:. Expansion of Garrett County infrastructure. Replacement of an earlier structure.
Who Built: Garrett County Commissioners
Who Designed: Unknown
Why Altered: Unknown.
Was this bridge built as part of an organized bridge building campaign? Yes, this bridge was built as part of the State Roads Commission's "Lateral and Post Roads Loan of 1920."

Surveyor Analysis:

This bridge may have NR significance for association with:
_A Events _Person
__C Engineering/Architectural

This bridge was determined not eligible by the Interagency Review Committee in February 1996.

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

Yes, this bridge was built as part of the State Roads Commission's "Lateral and Post Roads Loan of 1920." In 1920 the state received an appropriation of $3,000,000. The money allowed for the construction of rural post roads, lateral roads and the extension of the State Roads System with the assistance of funds from the US Government and several counties in the state. The state and counties received funding for lateral road improvements. Garrett County was included in these funds.

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

Yes, this bridge is located in the Friendsville Historic District. Though the bridge is a non-contributing element, it does not detract from the historic and visual character of the district

Is the bridge a significant example of its type?

No, this bridge is not a significant example of its type. The bridge's present condition and its loss of a parapet have diminished its value as an arch bridge.

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

This bridge does not retain the integrity of its parapets. But it does retain its spandrel walls, abutments, and wingwalls.

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

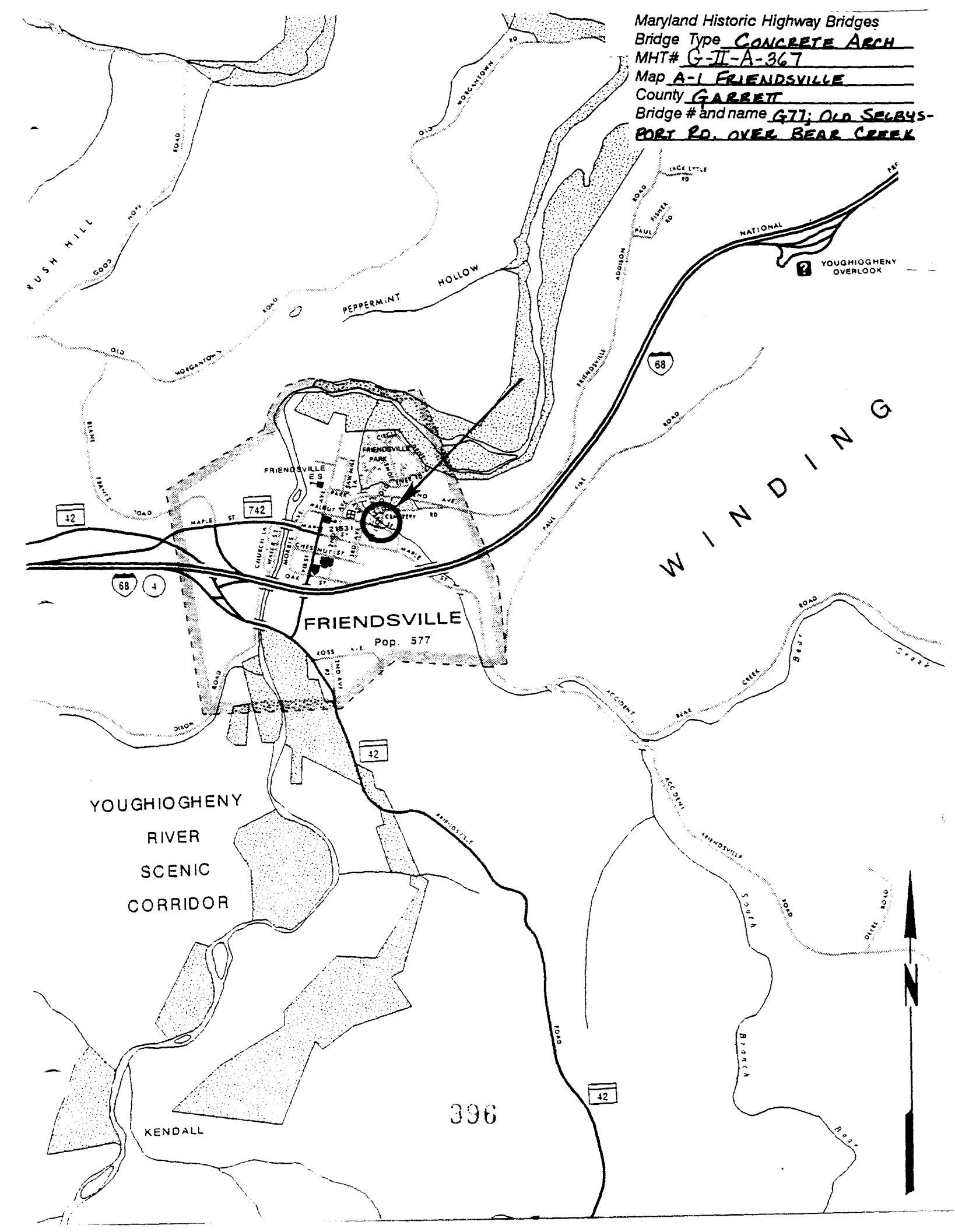
No, this bridge should not be given further study.

Bibliography:

Garrett County Commissioners Files

Garrett County Department of Highways

Surveyor:
Name: Stacie Y. Webb **Date:** September 1995
Organization: State Highway Admin. **Telephone:** (410) 545-8559
Address: 707 N. Calvert Street Baltimore Maryland
Edited by P.A.C. Spero & Company, December 1997


Maryland Historic Highway Bridges
Bridge Type CONCRETE ARCH
MHT# G-II-A-367
Map A-1 FRIENDSVILLE
County GARRETT
Bridge # and name G77; OLD SELBYS-PORT RD. OVER BEAR CREEK
RUSH HILL
PEPPERMINT HOLLOW
OLD MORGANTOWN ROAD
NATIONAL
YOUGHIOGHENY OVERLOOK
ADDISON ROAD
FRIENDSVILLE ROAD
PAUL FISE ROAD
WINDING
FRIENDSVILLE ES
FRIENDSVILLE PARK
MAPLE ST
WALNUT ST
OAK ST
42
742
68
FRIENDSVILLE
Pop. 577
ACCIDENT BEAR CREEK
YOUGHIOGHENY RIVER SCENIC CORRIDOR
SOUTH FRIENDSVILLE ROAD
KENDALL
396
N


5 TONS
32 FEET

BR # 20G7710

G-II-A-367

OVER BEAR CREEK

GARRETT CO. Md.

Charles Ziegler

11/26/95

SHA

SOUTHWEST APPROACH

1 of 4


MAX GR WT
5 TONS
MAX LENGTH
32 FEET
KEEP
RIGHT

G-II-A-367

BR# 2C6770
OVER BEAR CREEK
GARRETT Co. Md.
Charles Ziegler
11/6/95
SHA

NORTHEAST APPROACH

2 of 4

G-II-A-367

OVER BEAR CREEK
GARRETT Co. MD
Charles Zeigler
'2616/95
SHA

NORTHWEST ELEVATION (DOWNSTREAM)

301 W

BR# 20377TD G-II-A-367

DIEC[illegible]AR CREEK
GARRETT CO. Md
Charles Ziegler
1/20/95
SHA

SOUTHEAST ELEVATION (UPSTREAM)