

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: G-II-A-369

Name: Accident Bear Creek 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 <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>

SHA Bridge No. G-085 **Name:** Accident Bear Creek Road over Bear Creek (Bear Creek Bridge)

Location:

Street/Road Name and Number: Accident Bear Creek Road

City/Town: Friendsville **Vicinity** _____

County: Garrett

Ownership: State County Municipal Other

This bridge projects over: Road Railway Water Land

Is the bridge located within a designated district: yes 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 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 _____

Describe Setting:

Bridge G-085 carries Accident Bear Creek Road over Bear Creek in Garrett County. Accident Bear Creek Road runs north-south over western flowing Bear Creek. The bridge is in a sparsely settled area. The bridge is surrounded by forest.

Describe Superstructure and Substructure:

Bridge G-085 is a single span filled concrete arch bridge. The length of the bridge is 61 feet with a clear span of equal length. The crown is approximately 2 ½ feet. The spandrel walls are approximately 6 feet high and 4 feet wide. The spandrel wall has moderate scaling. There is a clear roadway width of 24 feet 10 inches, with an overall width of 26 feet 2 inches. The wingwalls on both the northern and southern sides of the bridge are made of concrete. Each wingwall is of varying length and width. The wingwalls are approximately 6 feet by 6 feet by 3 feet. According to a 1995 inspection report, the bridge is in fair condition with a sufficiency rating of 81.1.

The parapets are original. The builders used a solid reinforced concrete panel. This type of reinforced concrete railing consists of vertical posts securely fastened by dowels to the structure, horizontal rails, and solid panels that fill the space between the posts and the railing. 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 parapets of Bridge G-085 are 3 solid panels across the length of the bridge. Each entire parapet is approximately 60 feet across and 3 feet high. Each section has incised panels. Each incision is approximately 1 foot by 4 feet with 1 foot separating each panel. The first section has 3 panels. The second section has 6 panels, and the final section has 3 panels. The parapets are in fair condition with minor spalling and reinforcement bar exposure.

Discuss Major Alterations:

There have been no major alterations to this structure.

When Built: 1921

Why Built: Expansion of Garrett County infrastructure. Replacement of an earlier structure.

Who Built: State Roads Commissioners

Who Designed: Unknown

Why Altered: N/A

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

The bridge was determined 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?

No this bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

Yes, this bridge is a representative type of structure built in the early part of the twentieth century. The bridge retains the characteristic defining elements of an arch bridge.

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

Yes this structure retains its character defining elements, including parapets, wingwalls, abutments, spandrel walls, and barrel.

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

No, this bridge should not be given further study.

Bibliography:

County inspection/bridge files _____ X _____ SHA inspection/bridge files _____

Other (list):

Surveyor:

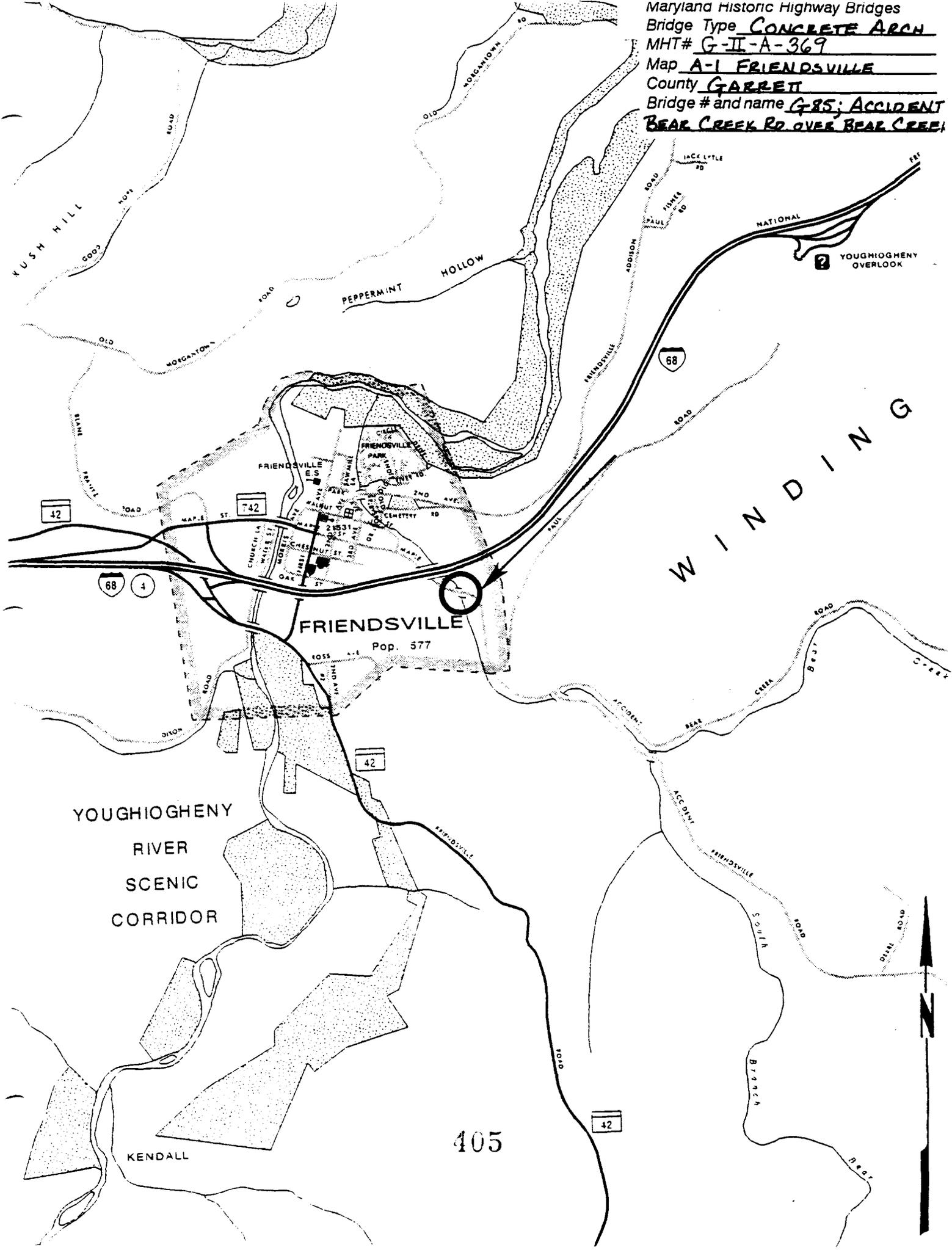
Name: Stacie Y. Webb **Date:** September 1995

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-369
Map A-1 FRIENDSVILLE
County GARRET
Bridge # and name G85; ACCIDENT
BEAR CREEK RD OVER BEAR CREEK



405





BR# 2068510
OVER BEAR CREEK
GARRETT CO, MD.

G-II-A-369

DAVE KING
1/26/95

SHA

WEST APPROACH

101 6



BR# 20685 10
OVER BEAR CREEK
GARRETT CO. MD.

G-TT-A-369

DALE KING
1/26/95
SIB

EAST APPROACH

20/6



BR# 2068510

G-II-A-369

OVER BEAR CREEK
GARRETT CO. MD.

DAVE KING

1/26/95

SHA

SOUTH ELEVATION (UPSTREAM)

3016



BR # 2068510

G-II-A-369

OVER BEAR CREEK

GARRETT CO. MD

DAVE KING

11/26/95

SHA

SOUTH ELEVATION (UPSTREAM)

4196



BR # 206-55, 111
NEAR BEAR CREEK
GARRETT CO MD.

G-II-A-369

DAVE KING

1126195
SHA

NORTH ELEVATION (DOWNSTREAM)

5010

BEAR CREEK BRIDGE

BUILT - 1929

STATE ROADS COMMISSION

JOHN N. MACKALL - CHAIRMAN & CHIEF ENGR.

WMAR D. GROTHERS

B. C. VINEBRENER

L. H. STEWART - SECRETARY

BE # 2068510
ELK BLAKE CREEK
GARRETT CO. MD

G-T-A-369

DAVE KING
11/26/95
SHA

PLAQUE ON SOUTH PARAPET

copy 6