

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: 61-II-A-370

Name: Accident Friendsville 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>

Maryland Inventory of Historic Properties  
Historic Bridge Inventory  
Maryland State Highway Administration  
Maryland Historical Trust

MHT Number G-II-A-370

SHA Bridge No. G-086 Name: Accident Friendsville Road over Bear Creek

**Location:**

Street/Road Name and Number: Accident Friendsville Road

City/Town: Friendsville Vicinity X

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-086 carries Accident Friendsville Road over Bear Creek in Garrett County. Accident Friendsville 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-086 is a single span filled concrete arch bridge. The length of the bridge is 58 feet with a clear span of 55 feet at the springline. The crown is approximately 2 ½ feet. The spandrel walls are approximately 10 feet high and 6 feet wide. There is a clear roadway width of 11 feet 8 inches, with an overall width of 14 feet 4 inches. The spandrel wall has heavy effloresce and delamination. The northwest wall has a large spall measuring approximately 2 feet by 2 feet and is about 4 to 5 inches deep. At the base of the southwest arch there is scaling and reinforcement bar exposure. The deck is approximately 12 feet from curb to curb. The wingwalls on both the northern and the southern sides of the bridge are made of cut stone. Each wingwall is of varying length and width. The wingwalls are approximately 6 feet by 6 feet by 3 feet. The walls exhibit loose mortar and missing stones but are generally in fair condition. According to a 1995 inspection report, the bridge is in serious condition with a sufficiency rating of 14.5.

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 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 parapets of Bridge G-086 are single solid panels across the length of the bridge. The parapets are approximately 58 feet across and 3 feet high. Each panel has 9 incised panels. Each incision is approximately 1 foot by 4 feet with 1 foot separating each panel. 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:** Garrett County Commissioners

**Who Designed:** Unknown

**Why Altered:** N/A

**Was this bridge built as part of an organized bridge building campaign?** No, this bridge was not built as part of an organized bridge building campaign.

**Surveyor Analysis:**

**This bridge may have NR significance for association with:**

A Events     Person

C Engineering/Architectural

This 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, as Garrett County expanded, it needed to improve its infrastructure. Although founded in 1871, Garrett County relied heavy on the railroad and the National Pike to act as its transportation corridors even as early the first decade of the twentieth century. As the county expanded in population and made in-roads into mineral exploration the county infrastructure needed improvement.

**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 the barrel.

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

No, the bridge should not be given further study.

**Bibliography:**

County inspection/bridge files \_\_\_\_\_ X \_\_\_\_\_ SHA inspection/bridge files \_\_\_\_\_

Other (list):

**Surveyor:**

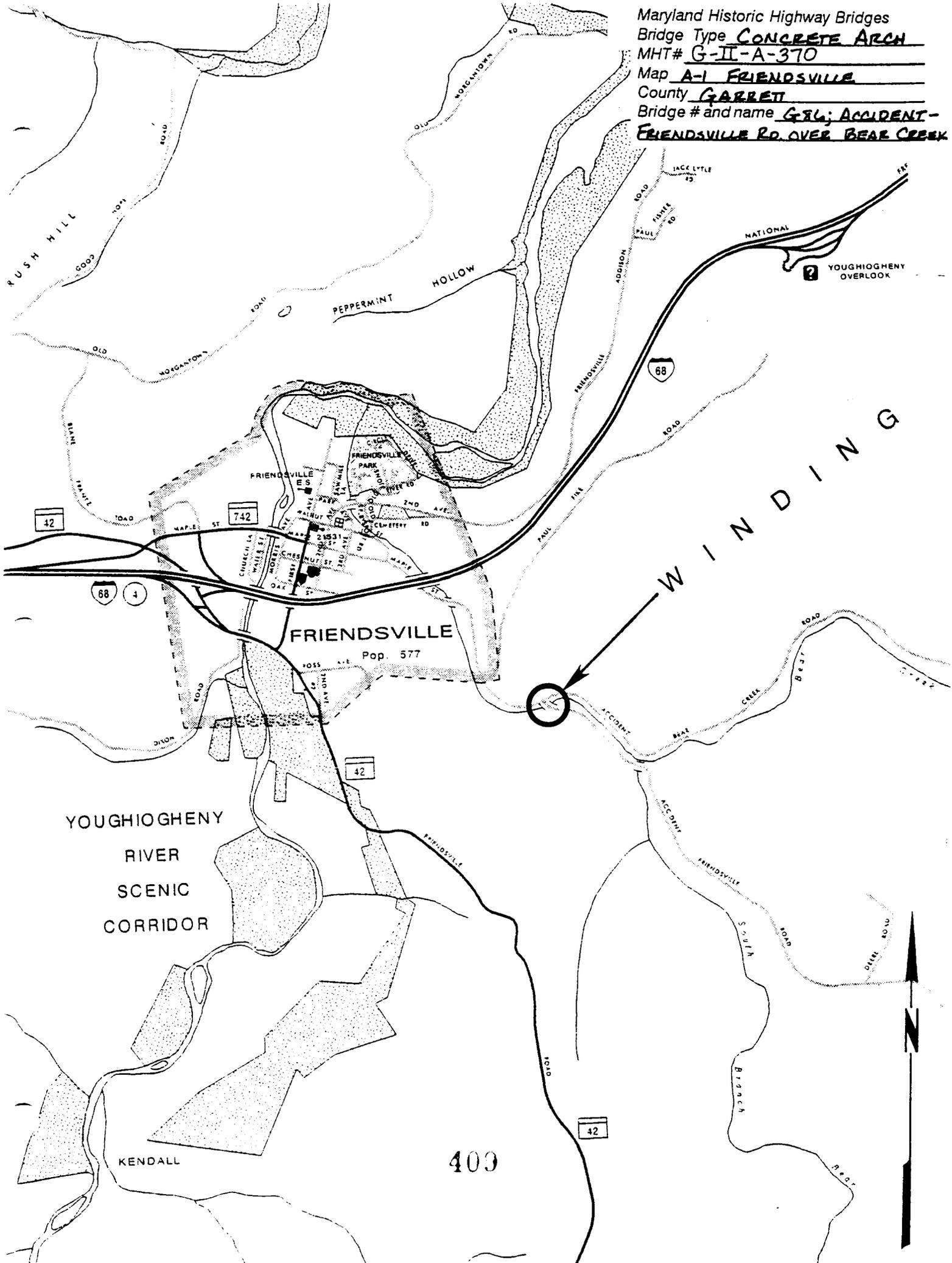
**Name:** Stacie Y. Webb **Date:** September 1995

**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-370  
Map A-1 FRIENDSVILLE  
County GARRETT  
Bridge # and name GR4; ACCIDENT-  
FRIENDSVILLE RD. OVER BEAR CREEK



409



ER # 20580's  
OVER BEAR CREEK  
GARRETT Co. Md  
Charles Ziegler  
1/26/95  
SHA

G-TT-A-370

NORTH APPROACH

1 of 4



COURT-FRENCHVILLE

WEIGHT  
LIMIT  
10  
TONS

PR # 2088610

G-II-A-370

over bear creek  
garrett co md.

charles ziegler

1126195

SHA

SOUTH APPROACH

2 of 11



BR# 20GB610  
OVER BEAR CREEK  
GARRETT CO, MD.  
CHARLES ZIEGLER  
11261A5  
SHA

G-TT-A-370

WEST ELEVATION (DOWNSTREAM)

3 of 4



PK 11 RD 686.10  
OVER BEAR CREEK  
GARRETT CO. MD

G-11-A-370

CHARLES ZIEGLER

1/26/95  
SHA

EAST ELEVATION (UPSTREAM)

4 of 4