

Maryland Historical Trust

Maryland Inventory of Historic Properties number: G- II - B-365

Name: Mill Run Spur over Mill Run

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"/> 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>

Gray



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

Describe Setting: G 080 (G 8010) carries Mill Run Spur over Mill Run in Garrett County, Maryland. Mill Run Spur runs east-west at this location; Mill Run flows north-south. The bridge is located in a rural setting, partially wooded with open fields. There is one extensively modified 19th century domestic structure and 19th century barns visible from the bridge.

Describe Superstructure and Substructure: The superstructure of G 080 (G 8010) is a single span steel stringer with timber deck. The railing is light channel sections attached to the exterior wide flange beams. The superstructure is listed in good condition in the 1993 inspection report. The span length and total bridge length is 26'. The substructure is reinforced concrete abutments and wing walls. The 1993 inspection report indicates that there are cracks in the abutments and that the north abutment is undermined by the stream flow. Recommended repairs consisted of stripping and painting, repairing cracks in abutments, adjusting width between planks, and installing protective rip rap at abutments.

Discuss Major Alterations: Sometime between 1987 and 1989 a new timber deck was installed. It is possible that the channel sections were added at this time as well; however, they have been in use for bridge construction since at least 1940.

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 080 (G 8010) is 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:Besides replacement of the timber deck between 1987 and 1989, there have been no major alterations made to G 080 (G 8010). The primary CDE's, namely the steel beams, concrete abutments and wing walls, have remained unchanged, and therefore 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 not 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' Accident Quadrangle, photorevised 1981.

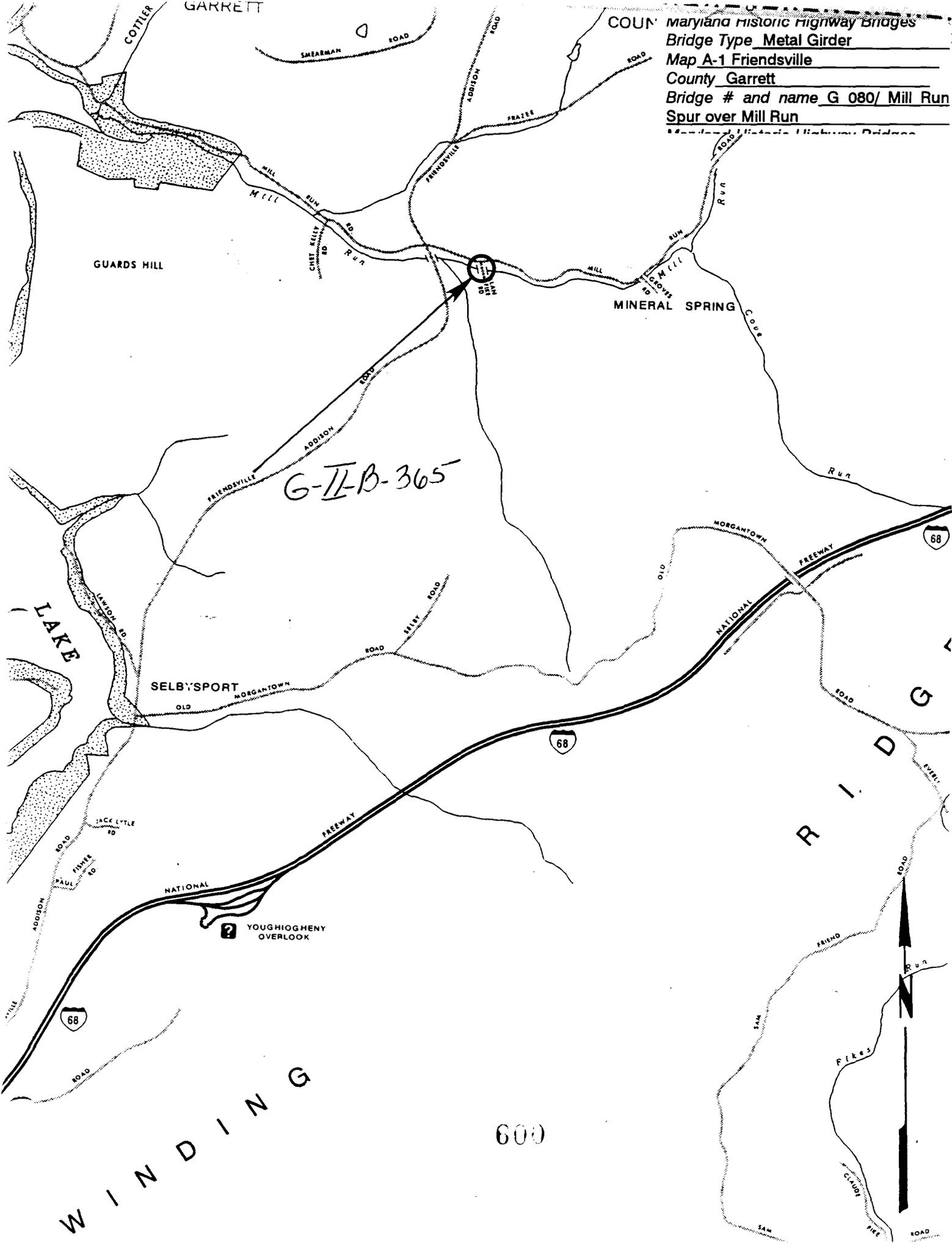
Surveyor:

Name: Stephanie L. Bandy **Date:** September 1995

Organization: State Highway Admin. **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges
 Bridge Type Metal Girder
 Map A-1 Friendsville
 County Garrett
 Bridge # and name G 080/ Mill Run
 Spur over Mill Run
 Maryland Historic Highway Bridges





WEIGHT
LIMIT
5
TONS

DEAD
END
ROAD

G-II-B-365
OVER MILLBURN (G 080)

GARRETT CO Md.

Charles Ziegler

1126195

SHA

NORTH APPROACH

174



WEIGHT
LIMIT
5
TONS

1

G-II-B-365
OVER MILLRUM (G080)

GARRETT CO. MD
CHARLES ZIEGLER

1/26/95
S.A.A.

SOUTH APPROACH

244



G-II-B-365
OVER MILLBURN (G080)
GARRETT Co. Md.
Charles Ziegler
12/28/95
SHA

EAST ELEVATION (UPSTREAM)

307 4



G-II-B-365

OVER MILL RUN

(G080)

GARRET CO MD

CHARLES ZIELLER

1/26/95

SHA

WEST ELEVATION (DOWNSTREAM)

409 4