

Maryland Historical Trust

Maryland Inventory of Historic Properties number: G-II-B-371

Name: Peoplar Blower 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 _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D	Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> 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-100 Name: Pigs Ear Road over Mill Run

Location:

Street/Road Name and Number: Pigs Ear Road

City/Town: Oakton Vicinity X

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: yes X 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

X Concrete

 X Concrete Arch Concrete Slab Concrete Beam Rigid Frame

 Other Type Name _____

Describe Setting:

Bridge G-100 carries Pigs Ear Road over Mill Run in Garrett County. Pigs Ear Road runs north-south over the western flowing Mill Run. The bridge is in a sparsely developed area with late-twentieth century housing.

Describe Superstructure and Substructure:

Bridge G-100 is a single span filled concrete arch bridge. The length of the bridge is 24 feet, and it has a clear span of equal distance at the springline. The crown is approximately 3 feet. The spandrel walls are approximately 5 feet wide. There is a clear roadway width of 19 feet 6 inches, with an overall width of 20 feet 5 inches. According to a 1995 inspection report the concrete arch has moderate spalling and efflorescence on the downstream spandrel wall. In addition there is scoring at the lower section of the southeastern spandrel wall. The section is also exhibiting moderate scour. The eastern spandrel wall has a crack that runs the length of the wall into the parapet section. The wingwalls are of varying lengths and widths. The southeastern wall is approximately 4 ½ feet wide and 4 feet high. The northeastern wall appears to be a newer wall and is 8 feet by 4 feet. The northwestern wingwall is approximately 4 ½ feet high and 7 feet wide. The northeastern wingwall was under snow and could not be measured. The bridge is in satisfactory condition, and has a sufficiency rating of 73.7.

Bridge G-100 has none of its original parapets. On the western side the widened addition of the bridge has timber posts and guardrails. On the eastern side the original parapet was removed in 1967 and a precast concrete panel was added to the arch.

Discuss Major Alterations:

In 1967 this bridge was widened. The original parapet was removed. On the western side the widened addition of the bridge has timber posts and w-beams. On the eastern side, the original parapet was removed in 1967 and a precast concrete panel was added to the arch. The original structure was widened from 11 feet 2 inches to 20 feet 2 inches. Steel girders were added to western side of the arch and a concrete deck was poured. The wingwalls were removed and replaced.

History:

When Built: 1915, 1967

Why Built: Expansion of Garrett County infrastructure.

Who Built: Garrett County Commissioners

Who Designed: unknown

Why Altered: Bridge needed widening for increased residential and commercial traffic.

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 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, 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 as its transportation corridors even as late as the first decades 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?

No, this bridge is not a representative type of structure built in the early part of this century. The bridge no longer retains the characteristics of an arch bridge.

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

No this structure does not retain its character defining elements. The parapets are gone. The wingwalls have been removed and rebuilt. The arch ring has steel girders attached. The bridge's western section no longer acts as a concrete arch. A steel girder bridge carries the western lane of Pigs Ear Road.

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

No, the bridge should not be given further study. It no longer retains its historic integrity.

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

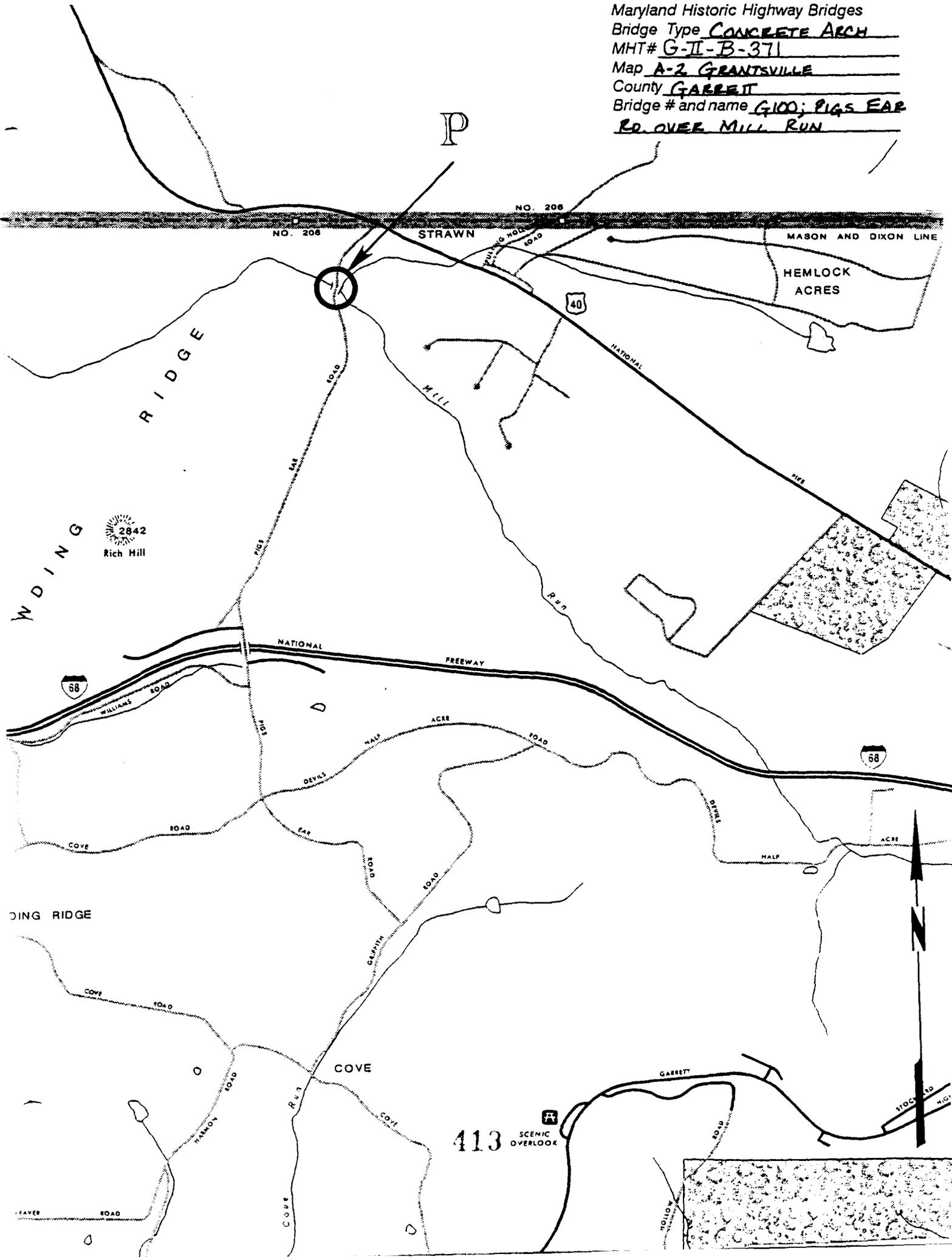
Bridge Type CONCRETE ARCH

MHT# G-II-B-371

Map A-2 GRANTSVILLE

County GARRETT

Bridge # and name G100; PIGS EAR
RD. OVER MILL RUN





SP # 20610010

G-II-B-371

DUKE MILLER

FIRETT CO. MD.

CHARLES ZIEGLER

11/26/95

SHA

SOUTH APPROACH

10/4



BR# 20610010

G-TT-B-371

OVER MILL RUN

GARRETT CAMP

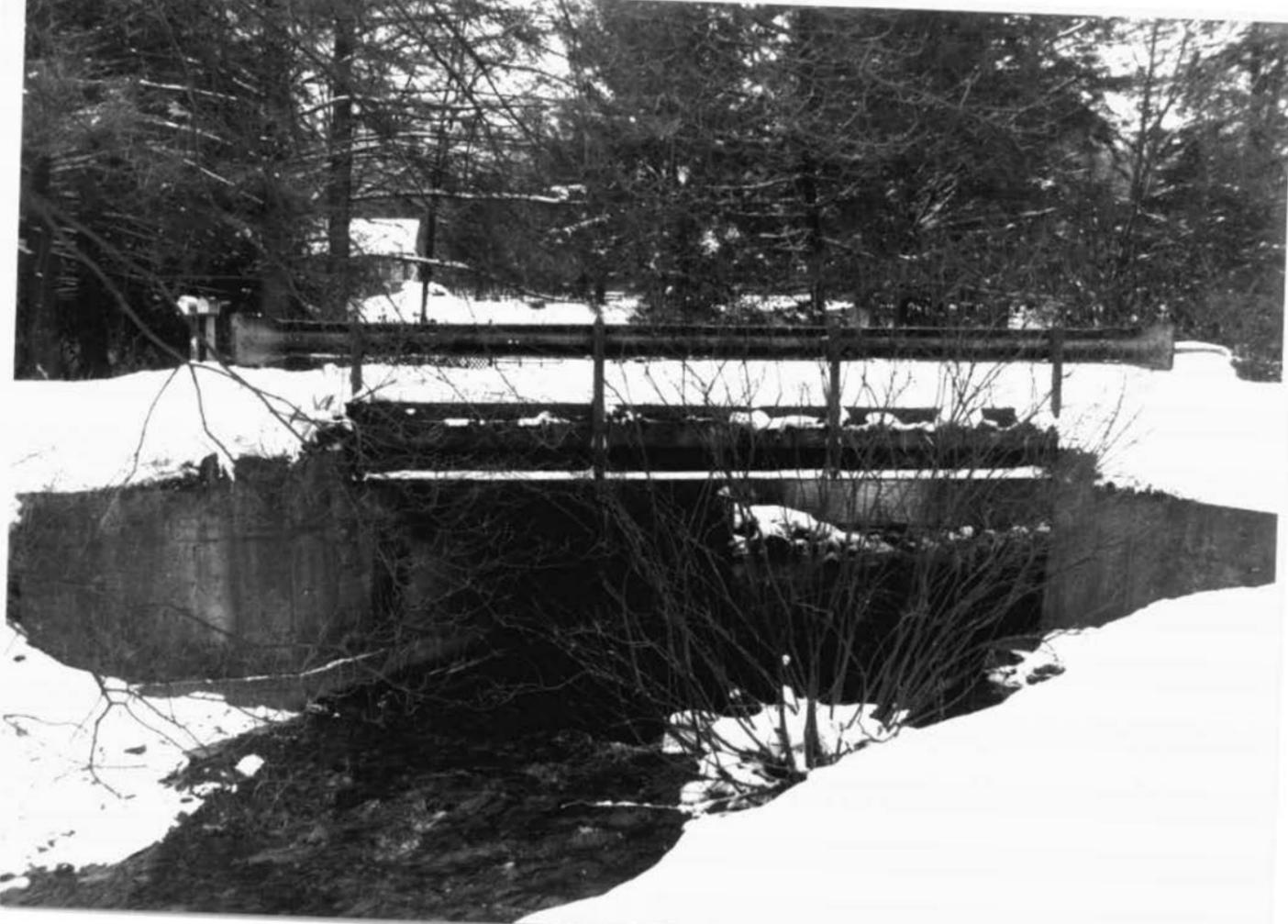
GARIES Ziegler

1/26/94

SHA

NORTH APPROACH

2014



BR # 20610010

G-12B-371

OVER MILL RUN

GARRETT CO. MD

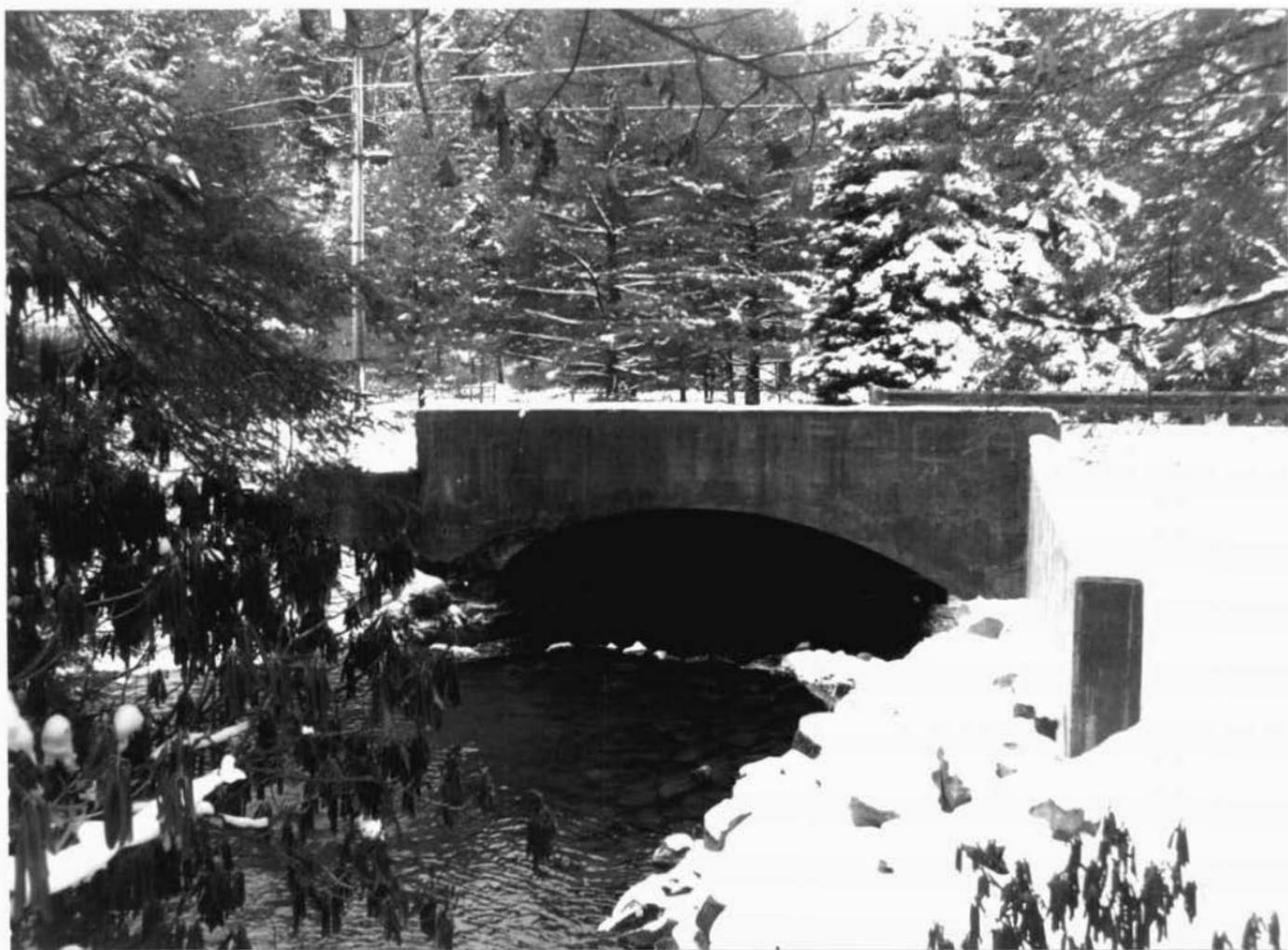
CHARLES ZIEGLER

1/26/95

SAA

WEST ELEVATION (DOWNSTREAM)

3074



G-II-B-371

PK = 206.0010

OVER MILL RUN

GARRETT CO. MD.

CHARLES Ziegler

1126' 25

SFA

EAST ELEVATION (UPSTREAM)

1107 41