Maryland Historical Trust

Maryland Inventory of Historic Properties number: G-III-A-198

Name: Oakland over Long Run Rd. over Fork 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 __X____

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-III-A-198
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

SHA Bridge No. G-057 **Name:** Oakland Sang Run Road over Fork Run

Location:

Street/Road Name and Number: Oakland Sang Run Road

City/Town: Deep Creek **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 _Basle Single Leaf_Basle 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_____

Describe Setting:

Bridge G-057 carries Oakland Sang Run Road over Fork Run in Garrett County. Oakland Sang Run Road runs north-south over the western flowing Fork Run in a rural residential area. There are two houses in the immediate vicinity of the bridge and both are modern houses. The area surrounding the bridge is forested.

Describe Superstructure and Substructure:

Bridge G-057 is a single span filled concrete arch bridge. The length of the bridge is 27 feet 8 inches with a clear span of 22 feet. The crown is approximately 1 foot 6 inches. The spandrel walls are approximately 2 feet high and 4 feet wide. There is a clear roadway width of 12 feet, with an overall width of 14 feet. The eastern spandrel walls and the arch ring have severe scaling. The bridge has aggregate exposure and a large hole at the base of the southeastern arch. The walls on both the upstream and downstream side exhibit signs of moderate effloresce and hairline cracking. The wingwalls on both the northern and the southern sides of the bridge are made of concrete. Each wingwall is of varying length and width. The wingwalls are approximately 1 foot 6 inches by 4 feet by 10 inches. According to a 1995 inspection report, the bridge is in poor condition. The bridge is posted for 20 tons, and has a sufficiency rating of 23.9.

The parapets are 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 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 concrete parapets of Bridge G-057 are single panels across the length of the bridge. The parapets are approximately 27 feet across and 3 feet high. The parapets have 4 incised panels. The incisions are 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.

Discuss Major Alterations:

There have been no major alterations to this bridge.

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: 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."

<u>Surveyor Analysis:</u>
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?

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 significant example of 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?

No, this bridge does not retain the integrity of its parapets. In addition, the condition of the spandrel walls and arch ring jeopardizes this structure's integrity.

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

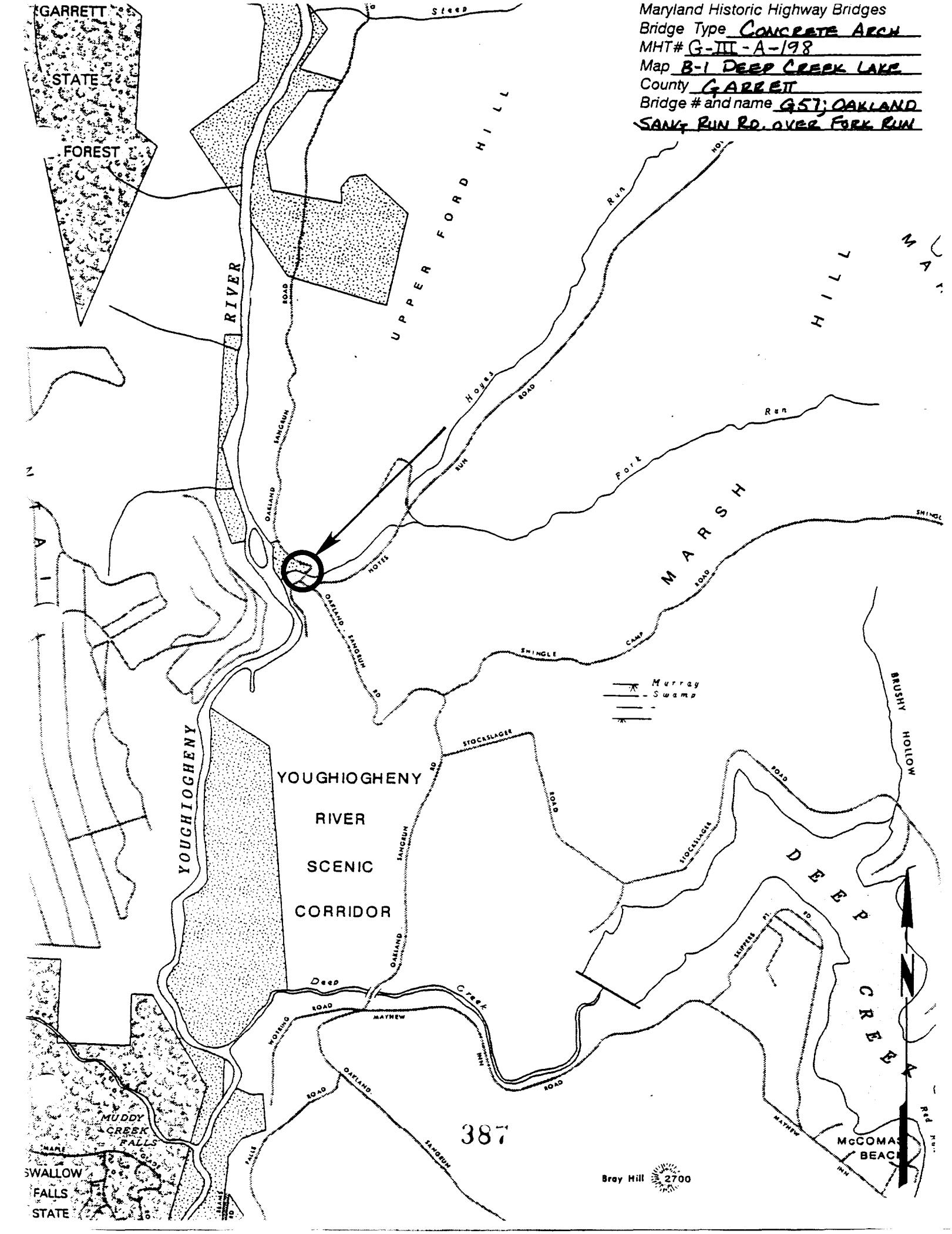
No, this bridge should not be given further study.

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-III-A-198
Map B-1 DEEP CREEK LAKE
County GARRETT
Bridge # and name G57; OAKLAND SANG RUN RD. OVER FORK RUN
GARRETT
STATE
FOREST
RIVER
UPPER FORD HILL
HILL
MARSH
Run
Fork
HOWES
RUN
ROAD
SANGRUN
OAKLAND
NOTES
SHINGLE
CAMP
Murray
Swamp
BRUSHY
HOLLOW
YOUGHIOGHENY
RIVER
SCENIC
CORRIDOR
STOCKSLAGER
SKIPPERS
PT.
DEEP
CREEK
Deep
Creek
MAYHEW
WOISING
MUDDY
CREEK
FALLS
SWALLOW
FALLS
STATE
McCOMAS
BEACH
Bray Hill
2700
387


WEIGHT
LIMIT
20
TONS

FR# 2005710

G-III-A-198

DEER FORK RUN

GARRETT CO. MD.

CHARLES ZIEGLER

11/20/95

SHA

SOUTH APPROACH

1 of 1


WEIGHT
LIMIT
20
TONS

BR# 2065710

G-III-A-198

OVER FORK RUN

GARRETT CO MD

CHARLES ZIEGLER

11/2015

SHA

NORTH APPROACH

2 of 4

BR # 2065710

G-III-A-198

OVER FORK RUN

GARRETT CO. MD

CHARLES ZIEGLER

1/20/95

SKH

EAST ELEVATION

3 of 4

BE# 2065710 G-III-A-198

OVER FORK RUN

GARRETT Co. MD

CHARLES ZIEGLER

1/20/95

S#A

WEST ELEVATION

4 of 4