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 ___X____ Eligibility Not Recommended _____

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
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number G-II-A-369

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 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_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-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:
_X_A Events **_Person**
_X_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.

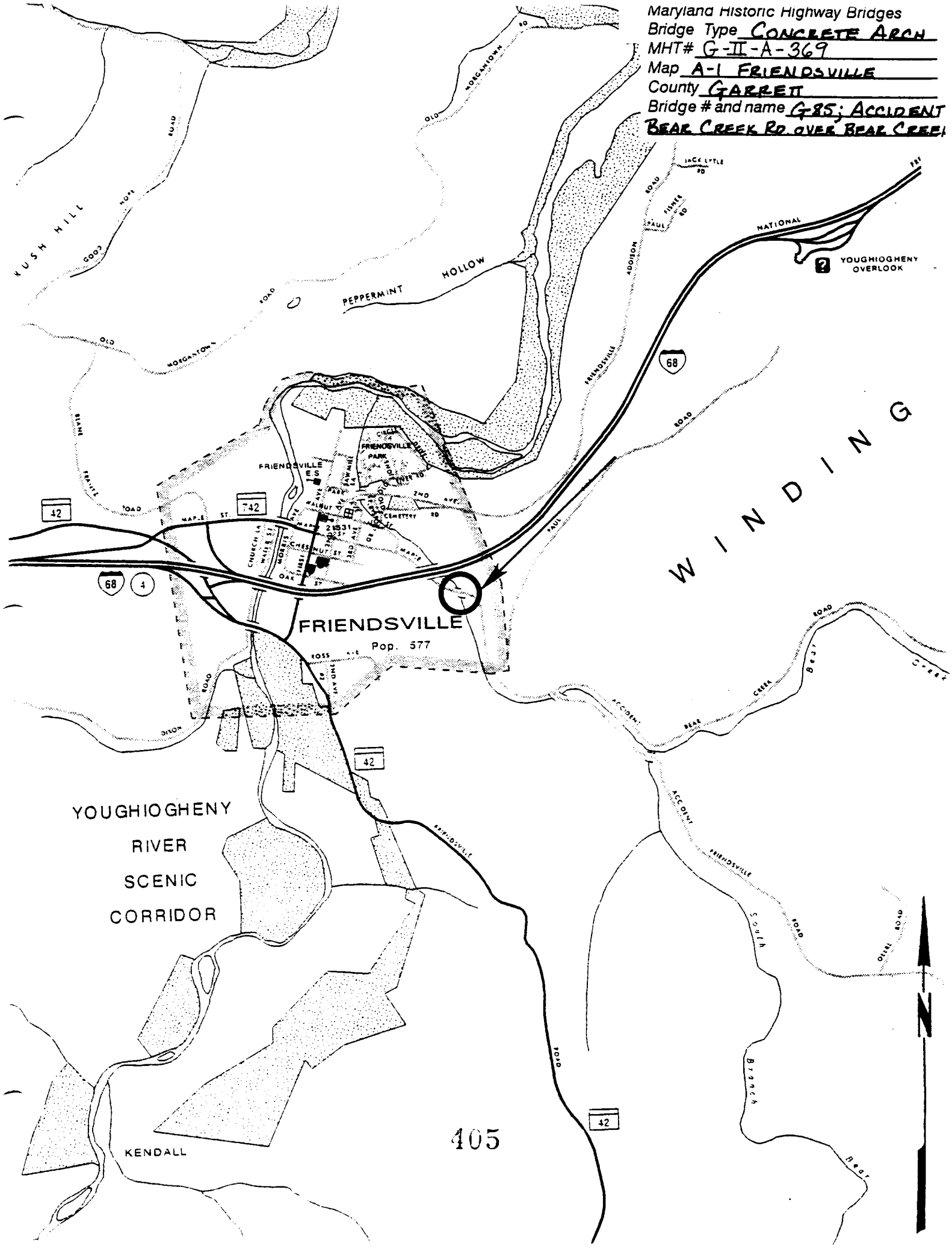
Should this bridge be given further study before significance analysis is made and why?

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 GARRETT
Bridge # and name G85; ACCIDENT BEAR CREEK RD. OVER BEAR CREEK



BR# 7068510
OVER BEAR CREEK
GARRETT CO. MD
DAVE KING
1/26/95
SHA

G-II-A-369

WEST APPROACH

1 of 6

BR# 2068510
OVER BEAR CREEK
GARRETT CO. MD.
DALE KING
11/26/95
SHP

G-II-A-369

EAST APPROACH

2 of 6

BR# 2068510

G-II-A-369

OVER BEAR CREEK
GARRETT CO. MD.
DAVE KING
1/26/95
SHA

SOUTH ELEVATION (UPSTREAM)

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BR # 2068510

G-II-A-369

OVER BEAR CREEK
GARRETT CO. MD
DAVID KING
11/26/95
SHA

SOUTH ELEVATION (UPSTREAM)

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G-II-A-369

[illegible]

[illegible] SEGR CREEK

GARRETT CO. MD.

DAVE KING

11/26/85

SHA

NORTH ELEVATION (DOWNSTREAM)

[illegible]

BEAR CREEK BRIDGE
BUILT-1921
STATE ROADS COMMISSION
JOHN N. MACKALL-CHAIRMAN & CHIEF ENGR.
OMAR D. CROTHERS
O. C. WINEBRENER
L. H. STEWART-SECRETARY

BR # 2068510

BEAR CREEK

GARRETT CO, MD

DAVE KING

1/26/95

SHA

G-II-A-369

PLAQUE ON SOUTH PARAPET

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