Maryland Historical Trust

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

Name: Prop. for Rd 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 _____ 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
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number G-II-B-371

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_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-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: unkown
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.

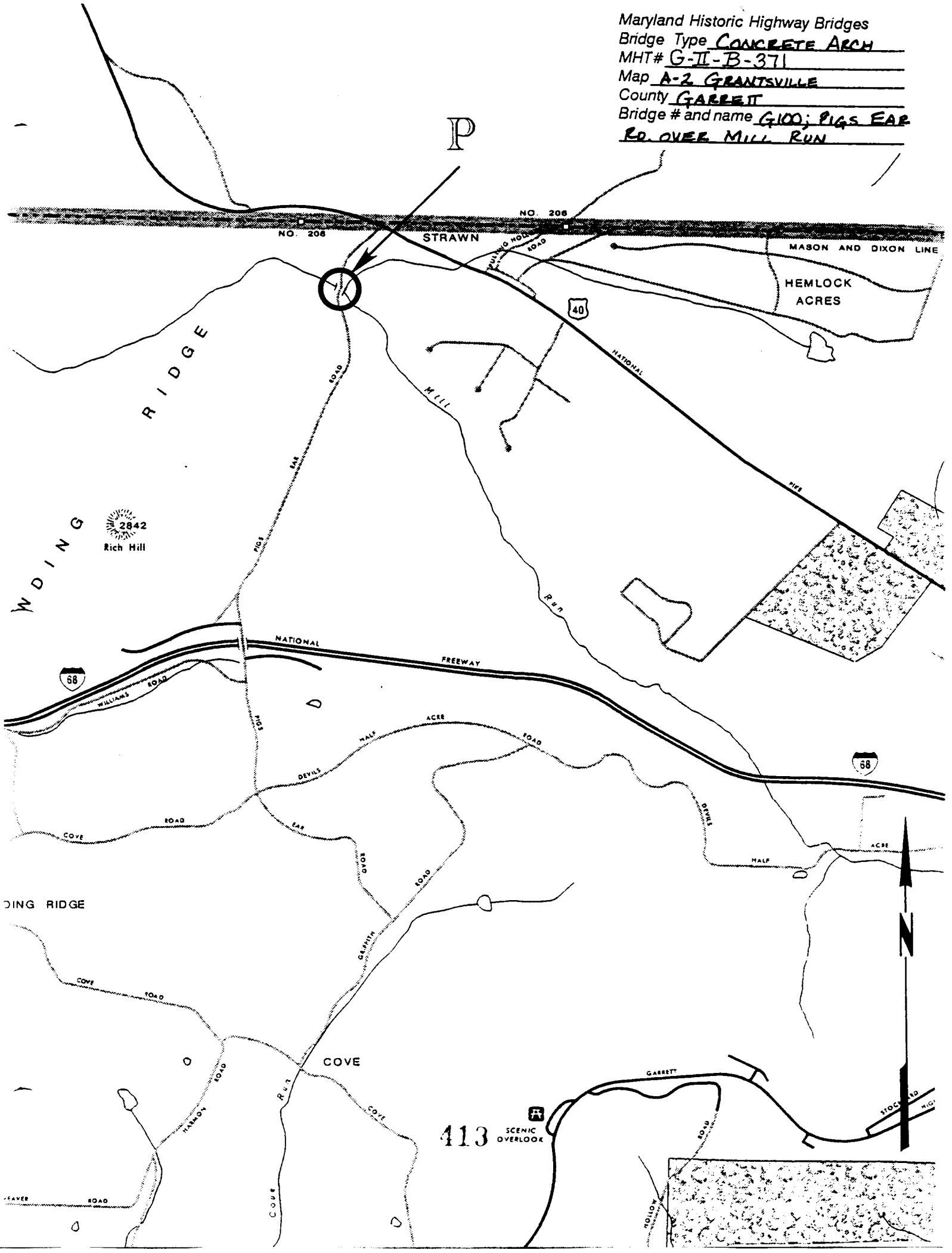
Should this bridge be given further study before significance analysis is made and why?

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



G-II-B-371

BRIDGEPORT
OVER MILLRUN
GARRETT CO. MD.
CHARLES ZIEGLER
11/26/95
SHA

SOUTH APPROACH

1 of 4

BR# 20G10010

G-II-B-371

OVER MILL RUN

GARRETT CO. MD

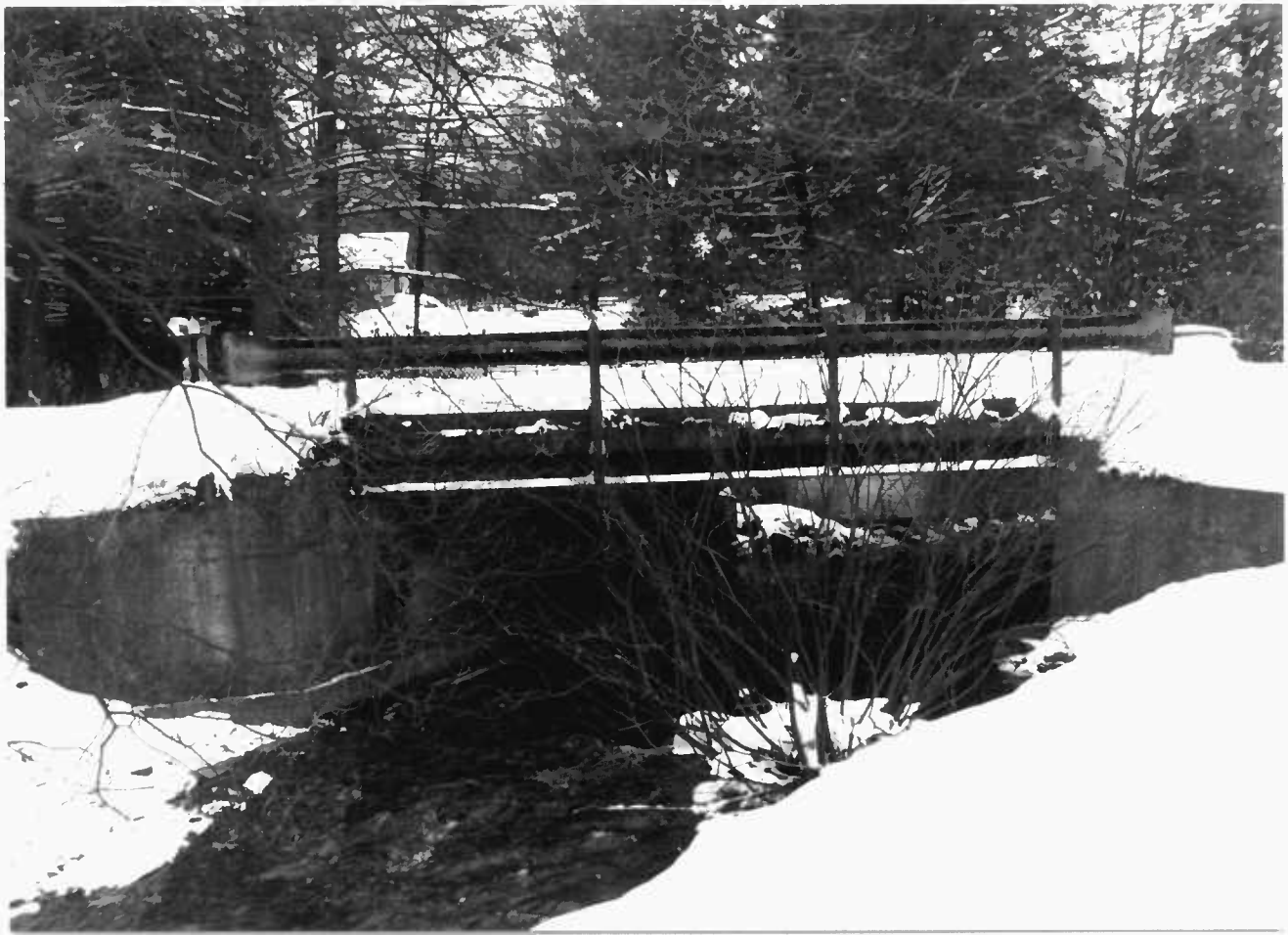
Charles Ziegler

1/26/94

SHA

NORTH APPROACH

2 of 4



BR # 20G1001C

G-IIB-371

OVER MILL RUN

GARRETT CO. MD

CHARLES ZIEGLER

1/26/95

SHA

WEST ELEVATION (DOWNSTREAM)

3 of 4

G-II-B-371

[illegible]
[illegible] MILLRUN
GARRETT CO. MD.
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S+A

EAST ELEVATION (UPSTREAM)

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