

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: GI-II-A-374

Name: MD 42 over Buffalo 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 bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <input checked="" type="checkbox"/>	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>

MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

Property Name: SHA Bridge No. 11010 Inventory Number: G-II-A-374

Address: MD 42 (Friendsville Hoyes Road)

Owner: SHA

Tax Parcel Number: na Tax Map Number: na

Project MD 42 over Buffalo Run Agency State Highway Administration (SHA)

Site visit by SHA Staff: no yes Name: Katry Harris Date: _____

Eligibility recommended Eligibility not recommended

Criteria A B C D Considerations: A B C D E F G None

Is property located within a historic district? no yes Name of District: _____

Is district listed?: no yes

Documentation on the property/district is presented in: Maryland Inventory of Historic Bridges

Description of Property and Eligibility Determination (Use continuation sheet if necessary and attach map and photo)

The bridge is eligible for the National Register of Historic Places under Criterion C, as a significant example of concrete arch construction. The structure has a high degree of integrity, although it has lost a section of its parapet, and retains the characteristics of a mid-1930s standard used by the State Roads Commission. The character-defining elements of the type retained are part of its parapets, spandrel walls, concrete abutments, wingwalls, and arch ribs.

Research has estimated that the date of construction was 1933. It is unknown whether this bridge was built as part of a widening project, or to replace a damaged pre-existing structure.

The Interagency Review Committee has determined that the bridge is eligible for the National Register.

Prepared by: Katry Harris

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input checked="" type="checkbox"/>	Eligibility not recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Consideration <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
<u>[Signature]</u>	<u>2/21/2001</u>
Reviewer, Office of Preservation Services	Date
<u>[Signature]</u>	<u>2/28/01</u>
Reviewer, NR Program	Date

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. G-II-A-374

SHA Bridge No. 11010

Bridge name MD 42 over Buffalo Run

LOCATION:

Street/Road name and number MD 42 (Friendsville Hoyes Road)

City/town Friendsville Vicinity X

County Garrett

This bridge projects over: Road Railway Water Land

Ownership: State County Municipal Other

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes No

National Register-listed district National Register-determined-eligible district

Locally-designated district Other

Name of district _____

BRIDGE TYPE:

Timber Bridge :

Beam Bridge Truss -Covered Trestle Timber-And-Concrete

Stone Arch Bridge

Metal Truss Bridge

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

Concrete :

Concrete Arch Concrete Slab Concrete Beam Rigid Frame

Other Type Name _____

DESCRIPTION:**Describe Setting**

Bridge 11010 carries MD 42 over Buffalo Run in Garrett County. MD 42 runs northeast and southwest over the western flowing Buffalo Run. The bridge is in a sparsely populated rural residential area. The bridge is surrounded by forest.

Describe Superstructure and Substructure:

Bridge 11010 is a single span filled concrete arch bridge. The length of the bridge is 62 feet and it has a clear span of 40 feet. The bridge has a rise of 9 feet from springline to the crown. The spandrel walls are approximately 8 feet high and 10 feet wide. The spandrel walls have a 1-inch incision following the outline of the arch and the spandrel wall. There is a clear roadway width of 30 feet, with an overall bridge width of 33 feet 9 inches. There is random cracking and moisture leaking in areas on the spandrel walls. There is light spalling and efflorescence on both the downstream and upstream sides of the arch ring. According to a 1995 inspection report, the bridge is in fair to good condition with a sufficiency rating of 81.4.

The parapets are approximately 40 feet long. The end sections appear to be original. These sections have 2 1-inch incised panels. Each panel is approximately 1 foot by 5 feet long. The middle section of the parapet appears to be new precast concrete. The parapets are in fair condition with minor spalling and cracking.

Discuss major Alterations:

At an unknown date, the middle section of the parapet was replaced

HISTORY:

WHEN was bridge built (actual date or date range) circa 1933
This date is: Actual Estimated X
Source of date: Plaque Design plans County bridge files/inspection form
Other (specify)

WHY was bridge built? Unknown

WHO was the designer? State Roads Commission

WHO was the builder? State Roads Commission

WHY was bridge altered? Parapets were unsafe and deteriorated.

Was bridge built as part of organized bridge-building campaign?

It is unknown why the original bridge was built.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events B- Person
 C- Engineering/architectural character X

The bridge is eligible for the National Register of Historic Places under Criterion C, as a significant example of concrete arch construction. The structure has a high degree of integrity and retains such character-defining elements of the type as its parapets, spandrel walls, concrete abutments, wingwalls, and arch ribs.

Was bridge constructed in response to significant events in Maryland or local history?

Research has estimated that the date of construction was 1933. It is unknown whether this bridge was built as part of a widening project, or to replace a damaged pre-existing structure.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?

No, the bridge did not have a significant impact on the development of the area.

Is the bridge located in an area that may be eligible for historic designation?

No, the bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

Yes, although the bridge has lost a section of its parapet, it still retains the characteristics of a mid-1930s standard used by the State Roads Commission.

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

Yes, the bridge does retain the integrity of its character defining elements including the spandrel walls, abutments, wingwalls, and most of its parapets. The loss of the parapet section does not greatly affect the integrity of the bridge.

Is bridge a significant example of work of manufacturer, designer and/or engineer?

Yes, the bridge is representative of the work of the State Roads Commission in the 1930s.

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

No, the bridge should not be given further study.

BIBLIOGRAPHY:

County inspection/bridge files _____ SHA inspection/bridge files X

Other (list):

Johnson, Arthur Newhall

1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland*. Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

P.A.C. Spero & Company and Louis Berger & Associates

1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

State Roads Commission

1958 *A History of Road Building in Maryland* State Roads Commission, Baltimore, Maryland.

Tyrrell, H. Grattan

1909 *Concrete Bridges and Culverts for Both Railroads and Highways*. The Myron C. Clark Publishing Company, Chicago and New York.

SURVEYOR:

Date bridge recorded December 1997

Name of surveyor Wallace, Montgomery & Associates / P.A.C. Spero & Company

Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204

Phone number (410) 296-1635 FAX number (410) 296-1670

Maryland Historic Highway Bridges

Bridge Type CONCRETE ARCH

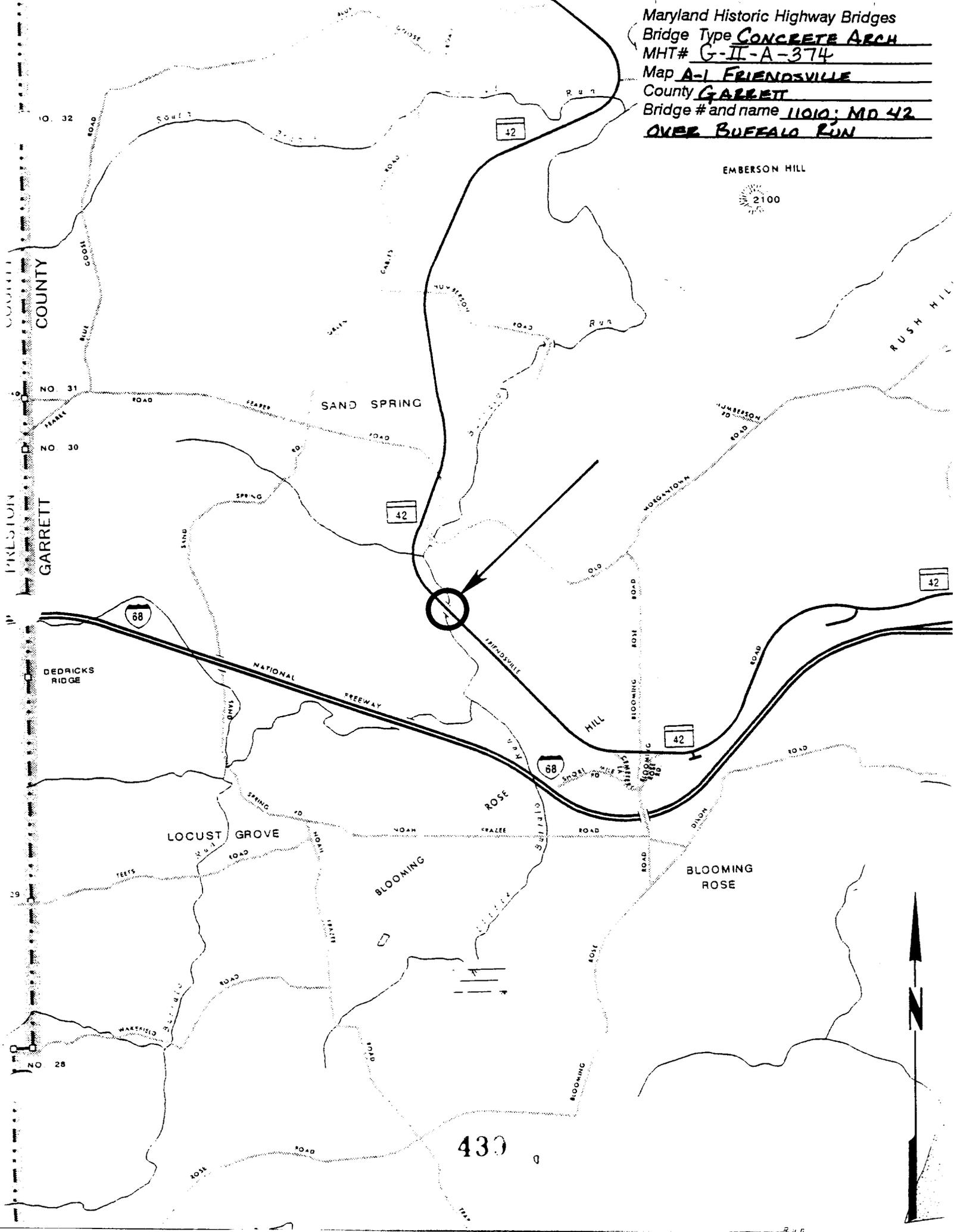
MHT# G-II-A-374

Map A-1 FRIENDSVILLE

County GARRETT

Bridge # and name 11010; MD 42

OVER BUFFALO RUN



433



304 10111010
CAMP BUFFALO CREEK

G-TT-A-374

GARRETT CO. MD
CHARLES ZIEGLER

1/26/95
SMA

NORTH APPROACH

10/8



BE# 10111010 G-IIA-374
CICR BUFFALO CREEK
GARRET CO. MD
CHARLES ZIEGLER
1/26/95
SHA

SOUTH APPROACH

2 of 8



BR# 10 010
OVER BUFFALO CREEK

G-II-A-374

GARRETT CO. MD

CHARLES ZIEGLER

1106145

SHA

EAST ELEVATION (DOWNSTREAM)

3018



BR# 10111010

G-11A-374

OVER BUFFALO CREEK

GARRETT CO Md.

CHARLES ZIEGLER

1/26/95

SHA

WEST ELEVATION (UPSTREAM)

4 of 8



1. G. H. A.
2. W. H. A. in the name of Buffalo Park
3. Bennett Co., W. Va.
4. Stud. Tab., W. Va.
5. 1/23
6. 1/23
7. each location, view west
8. 5 of 6



1. G-II-A-374
2. 11010 - MD 40 near Buffalo River
3. Garrett Co, MD
4. Lost Toub WMA
5. 23
6. MD 312
7. next elevation. in west
8. 6 of 3



1. 6 - II - A - 374
2. 11010 - MID 42 over Buffalo River
3. Harvett Co, MD
4. Sturt Tank, UVA
5. 4/98
6. MID SURF
7. west elevation, view east
8. 2 of 3

ST. JOHN'S UNIVERSITY



1. J-II-A-374
2. MD 10- MD 42 over Buffalo Run
3. Harrett Co, MD
4. Short Tomb, WMA
5. 4/72
6. MD 5440
7. west station, in east
8. 8 of 8