

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes   
no

Property Name: SHA Bridge No 0601800, Rt 86/Brnch Gunpowder Falls Inventory Number: CARR-1069

Address: Linesboro Street (MD 86) Historic district:  yes  no

City: Linesboro Zip Code: 21102 County: Carroll

USGS Quadrangle(s): Lineboro

Property Owner: State Highway Administration Tax Account ID Number: \_\_\_\_\_

Tax Map Parcel Number(s): \_\_\_\_\_ Tax Map Number: \_\_\_\_\_

Project: Reevaluation of Highway Bridges Statewide MD Agency: FHWA/MD SHA

Agency Prepared By: KCI Technologies, Inc.

Preparer's Name: Gail Walls Date Prepared: 10/16/2009

Documentation is presented in: Project Review and Compliance Files

Preparer's Eligibility Recommendation:  Eligibility recommended  Eligibility not recommended

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G

*Complete if the property is a contributing or non-contributing resource to a NR district/property*

Name of the District/Property: Lineboro Historic District

Inventory Number: CARR-1029 Eligible:  yes Listed:  yes

Site visit by MHT Staff  yes  no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

Description of Bridge

SHA Bridge No. 0601800 (MIHP No. CARR-1469) is located within the town of Lineboro just over the Maryland/Pennsylvania State Line and carries MD 86 over a Branch of Gunpowder Falls in Carroll County. The bridge is situated in the Civil War Heritage Area, and located within the Lineboro Historic District (MIHP No. CARR-1029).

The twenty-four foot, one-span, concrete slab bridge, constructed in 1929, carries one lane of traffic in each direction. A non-functioning dam is located on the west side that was used to raise the water level by the local fire department, which is located immediately north of the bridge. As noted in the MIHP form, the bridge was constructed according to the "SHA Detail Sheets from 1924 for a standard 20' concrete slab." MD 86 runs north-south and is classified as a Rural Major Collector roadway. The current ADT is 3,422 while the projected 2026 ADT is 3,946; the BSR is 56.4.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended  Eligibility not recommended

Criteria:  A  B  C  D Considerations:  A  B  C  D  E  F  G

MHT Comments: *for information purposes only - Bridge Remains NR - eligible*

*Ann J. [Signature]*  
Reviewer, Office of Preservation Services

5/14/2010  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

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**Background**

The Interagency Historic Highway Bridge Inventory Committee (HHBIC) considered the MIHP form in 1997 and subsequently determined Bridge No. 0601800 to be eligible for listing in the NRHP under Criterion C. The Maryland Historical Trust (MHT) concurred with the determination in 2001.

SHA Bridge No. 0601800 was re-evaluated for NRHP eligibility as part of the 2009 statewide re-evaluation of the eligible bridges in SHA's Historic Highway Bridge Inventory. SHA requested that KCI conduct research to gather information and provide additional analysis of each integrity and significance to supplement the original NRHP evaluation. As part of the re-evaluation of Bridge No. 0601800 in 2009, KCI conducted additional research at SHA's Office of Structures (OOS) to gather information on alterations or repairs made to the bridge prior to 1998. The following files at OOS were reviewed by the architectural historians: inspection files, repair history files, bridge plans, Bridge Inspection and Remedial Engineering (BIRE) worklist, and Structure Inventory and Appraisal (SI&A) reports. The Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report, as well as A Context for Common Historic Bridge Types, NCHRP Project 25-25, Task 15, were both consulted in evaluating the bridge's historic significance. KCI also referenced each bridge's original Maryland Inventory of Historic Places (MIHP) form for information previously gathered on the bridge and as a measure of how the bridge's integrity has changed since 2001. As part of the re-evaluation of Bridge No. 0601800 in 2009, KCI architectural historians visited the bridge to examine and document current conditions with field notes, digital photography, and black and white photography.

**Evaluation and Justification**

In the 1995 MIHP form for this bridge, it was noted that the structure retained its integrity of original design; however, because of the structure's deterioration, the material's integrity had been compromised. Furthermore, the MIHP form stated that the bridge was not a significant example. The MIHP form suggested that the bridge was not eligible for listing in the NRHP. Based on recent coordination between SHA and MHT, however, the bridge is considered a contributing resource to the Lineboro Historic District (MIHP No. CARR-1029).

It was noted during the 2009 field visit that on the northwest side of the deck, the wearing surface has worn down below the parapet wall exposing worn aggregate. Both parapets have heavy scaling and mild pitting with exposed aggregate and staining.

According to the MIHP form, the 1993 inspection report noted that the substructure had cracking, spalling, and efflorescence. The southwest wingwall's corner has spalled off and is lying on a retaining wall along the adjacent dam. Apparently, this has been the case since 1988. Vegetation is also growing within the retaining wall on the southwest side. The embankment on the top of the southwest wingwall has been stabilized with asphalt.

A close examination reveals that the bridge has lost integrity because of a continuous loss of materials, design, and workmanship. The setting, location, and association of the bridge have not changed and remain good. The overall feeling of the bridge is poor due to the deteriorated condition of the structure.

The structure is not an important example of a concrete slab bridge of its time period. Standard plans for concrete slab bridges were first developed in Maryland in 1912. In 1919 the plans were re-designed to allow for widening of the roadways and reinforcement of the bridges. In 1924, and again, in 1930 the standard plans were re-designed to allow for changes in transportation needs (Spero 159-160).

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

**MHT Comments:**

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date

According to A Context for Common Historic Bridge Types, pre-1955 concrete slabs are typically not significant unless they were constructed from a standardized plan before 1925, even more so during the first decade of the twentieth century (NCHRP Report 25-25, Task 15, p. 3-85). Bridge No. 0601800 was constructed in 1929 well into the period of standardized bridges; it is not an early example of a concrete slab bridge that was constructed from a standardized plan and is not individually eligible for the NRH under Criterion C.

The bridge is considered a contributing resource to the Lineboro Historic District (MIHP No. CARR-1029) (Criterion A). Furthermore, the bridge is not associated with a known person of local, regional, or national significance (Criterion B). Criterion D was not evaluated as part of the historic standing structures studies for this project.

**Bibliography**

National Cooperative Highway Research Program. Transportation Research Council. National Research Council. Prepared by Parsons Brinkerhoff and Engineering and Industrial Heritage. A Context for Common Historic Bridge Types. NCHRP Project 25-25, Task 15. 2005.

Spero, P.A.C. and Company and Louis Berger & Associates. Historic Highway Bridges in  
 Maryland: 1631-1960: Historic Context Report. Prepared for Maryland State Highway  
 Administration. July 1995. Revised October 1995.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_A \_\_\_B \_\_\_C \_\_\_D Considerations: \_\_\_A \_\_\_B \_\_\_C \_\_\_D \_\_\_E \_\_\_F \_\_\_G

**MHT Comments:**

\_\_\_\_\_  
 Reviewer, Office of Preservation Services

\_\_\_\_\_  
 Date

\_\_\_\_\_  
 Reviewer, National Register Program

\_\_\_\_\_  
 Date

MIHP No. CARR-1069  
SHA Bridge No. 0601800  
MD 86 over Branch of Gunpowder Falls  
Carroll County, Maryland

### Photograph Log

Image File Name	Description of View
CARR-1469_2009-02-17_01.tif	East elevation, facing west
CARR-1469_2009-02-17_02.tif	West elevation, facing east
CARR-1469_2009-02-17_03.tif	West parapet, facing west
CARR-1469_2009-02-17_04.tif	North approach, facing south
CARR-1469_2009-02-17_05.tif	Northwest wingwall, facing north
CARR-1469_2009-02-17_056.tif	Dam, facing north

Printed on Epson Premium Photo Paper Glossy with Epson UltraChrome Black Ink

Saved on Verbatim UltraLife Archival Grade DVD-R, AZO recording dye



CARR-1069

SHA Bridge No 5601800 MD 96 over Branch of Gunpowder  
Falls

Carroll County MD

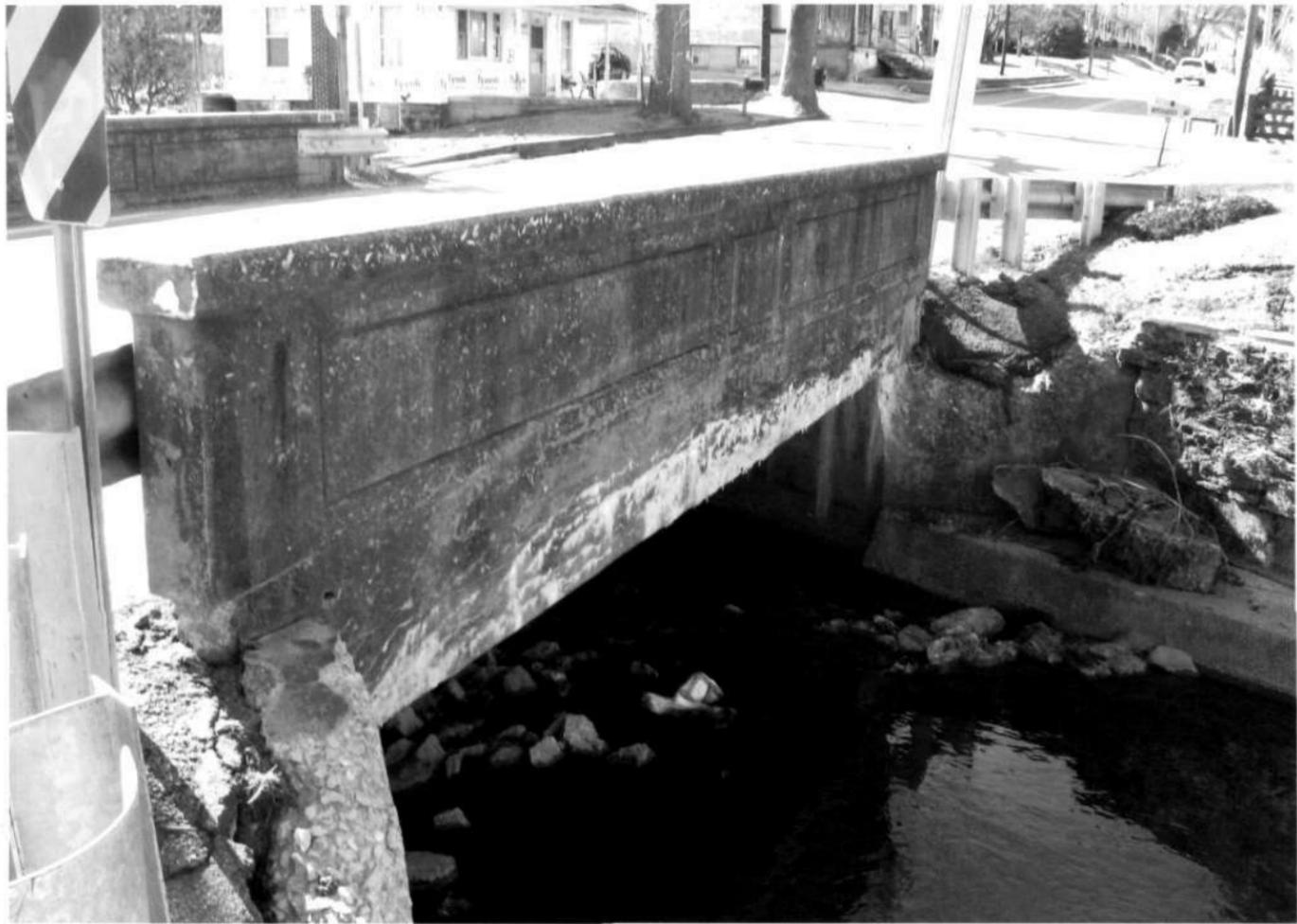
Brian Keller

Feb 17, 2009

MD SHPO

East elevation of bridge facing west

1/6



CARR-1069

SHA Bridge No 0601800 MD 86 over Branch of Gunpowder

Falls

Carroll County MD

Brian Koller

February 7, 2009

MD SHPO

West elevation facing east

2/6

NOSH



CARR-1069

SHA Bridge No 0607800 MD 86 over Branch of Gunpowder Falls  
Carroll County, Maryland

Brian Koller

February 17, 2009

MD SHPO

West parapet facing west

3/6

Eps



CARR-1069

SHA Bridge No 0601800 MD 86 over Branch of

Gunpowder Falls

Carroll County, MD

Brian Koller

February 17, 2009

MD SHA

Bridge facing south

4/6



CARP-1069

SAHA Bridge No 0601800 MD 96 over Branch of Gunpowder Falls

Carroll County, MD

Brian Keller

Feb 17, 2009

MP Stitz

Northwest wingwall facing north

5/6



CARR - 1069

SHA Bridge No 0601800 MD 26 over Branch of Gunpowder Falls  
Carroll County, Maryland

Brian Koller

February 7, 2009

MD SHA

Dam facing north

6/6

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CARR-1469 CARR-1069

Name: 6018/ Rt. 86 over Br. of Lempower Falls.

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 <input checked="" type="checkbox"/> X	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 INVENTORY OF HISTORIC BRIDGES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION/  
MARYLAND HISTORICAL TRUST

CARR-1069  
MHT No. CARR-1469

SHA Bridge No. 6018 Bridge name Route 86 over Branch of Gunpowder Falls

**LOCATION:**

Street/Road name and number [facility carried] Branch of Gunpowder Falls

City/town Lineboro Vicinity \_\_\_\_\_

County Carroll

This bridge projects over: Road \_\_\_\_\_ Railway \_\_\_\_\_ Water X Land \_\_\_\_\_

Ownership: State X County \_\_\_\_\_ Municipal \_\_\_\_\_ Other \_\_\_\_\_

**HISTORIC STATUS:**

Is the bridge located within a designated historic district? Yes X No \_\_\_\_\_

National Register-listed district \_\_\_\_\_ National Register-determined-eligible district \_\_\_\_\_

Locally-designated district X Other \_\_\_\_\_

Name of district Lineboro Historic 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 X \_\_\_\_\_:

Concrete Arch \_\_\_\_\_ Concrete Slab X Concrete Beam \_\_\_\_\_ Rigid Frame \_\_\_\_\_

Other \_\_\_\_\_ Type Name \_\_\_\_\_

**DESCRIPTION:**Setting: Urban \_\_\_\_\_ Small town   X   Rural \_\_\_\_\_**Describe Setting:**

Bridge No. 6018 carries Route 86 over a branch of Gunpowder Falls near the village of Lineboro in Carroll County. Route 86 runs north-south while Gunpowder Falls flows in an east-west direction. Lineboro is a small rural community near the Pennsylvania border with numerous old buildings.

**Describe Superstructure and Substructure:**

This bridge was built in 1929 following the SHA Detail Sheets from 1924 for a standard 20' concrete slab. The superstructure comprises a concrete slab with a 4¼" bituminous wearing surface and closed concrete parapets. The substructure consists of concrete abutments and flared wingwalls. The bridge is 23' long and 24' wide with a clear span of 20'. It has a skew of 65 degrees. The approaches all have guardrails. There is a retractable gate 10' north of the bridge. It is used to raise the water level by the Lineboro Fire Company.

The inspection report in 1993 described the condition of the bridge as follows. The slab is cracked with exposed reinforcement. The substructure exhibits some cracks, spalling, and efflorescence.

**Discuss Major Alterations:**

There are no records available which detail repairs/alterations made to this bridge, when they were undertaken, or the extent thereof.

**HISTORY:**WHEN was the bridge built (actual date or date range)   1929  This date is: Actual   X   Estimated \_\_\_\_\_

Source of date: Plaque \_\_\_\_\_ Design plans \_\_\_\_\_ County bridge files/inspection form \_\_\_\_\_

Other (specify)   Maryland State Highway Administration bridge files  **WHY was the bridge built?**

Statewide road improvement programs and local transportation needs

**WHO was the designer?**

State Roads Commission

**WHO was the builder?**

State Roads Commission

**WHY was the bridge altered?**

Extent of alterations/repairs unknown

**Was this bridge built as part of an organized bridge-building campaign?**

Yes. This bridge was constructed as a part of post World War I improvements to secondary roads in Maryland.

**SURVEYOR/HISTORIAN ANALYSIS:**

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

- A - Events \_\_\_\_\_
- B- Person \_\_\_\_\_
- C- Engineering/architectural character \_\_\_\_\_

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

Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-04 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's road and bridge improvement programs mirrored economic cycles. The first road improvement program of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war-related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920 to 1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of \$3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund [with an equal sum from the counties] the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had become inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930s. Most improvements to local roads waited until the years after World War II.

With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer stated in 1906, "The general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do way with the further expense of the maintenance of expensive and dangerous wooden structures". Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

The creation of standard plans and a description of their use was first announced in the 1912-15 Reports of the State Roads Commission whereby bridges spanning up to 36 feet were to use standardized designs.

Published on a single sheet, the 1912 Standard Plans included those structures that were amenable to such an approach: slab spans, (deck) girder spans, box culverts, box bridges, abutments, and piers (State Roads Commission 1912). Slab spans, with lengths of 6 to 16 feet in two foot increments, featured a solid parapet that was integrated into the slab, with a roadway of 22 feet.

In the Report for the years 1916-1919, a revision of the standard plans was noted:

During the four years covered by this report, it has been found necessary to revise our standard plans for culverts and bridges, to take care of the increased tonnage which they have been forced to carry. Army cantonments...increased their operations several hundred per cent, and the brunt of the enormous truck traffic resulting therefrom, was borne by the State Roads of Maryland. In addition to these war activities, freight motor lines from Baltimore to Washington, Philadelphia, New York, and various points throughout Maryland, and the weight of many of these trucks when loaded, was in excess of the loads for which our early bridges were designed (State Roads Commission 1920:56).

Published on separate sheets, the new standard plans (State Roads Commission 1919) for slab bridges reveal that the major changes was an increase in roadway width from 22 feet to 24 feet and a redesign of the reinforcement. The slab spans continued to feature solid parapets integrated into the span. The range of span lengths remained 6 to 16 feet, but the next year (1920) witnessed the issue of a supplemental plan for a 20 foot long slab span (State Roads Commission 1920).

The 1924 standard plans remained in effect until 1930, when the roadway width for all standard plan bridges was increased to 27 feet in order to accommodate the increasing demands of automobile and truck traffic (State Roads Commission 1930). The range of span lengths remained the same, but there were some changes designed to increase load bearing capacities. The reinforcing bars were increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

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

Unknown.

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?**

Bridge No. 6018 is located within a locally designated historic district.

**Is the bridge a significant example of its type?**

No. This bridge is one of many standard concrete slab bridges built after the first World War in Maryland. It is in deteriorating condition, and it is not an exceptional example of its type.

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

Yes. This bridge appears to have retained the integrity of its design. However, its condition is such that its material integrity has been compromised.

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

No. This bridge is not a significant example of work completed by the State Roads Commission.

**Should the bridge be given further study before an evaluation of its significance is made?**

No further evaluation is necessary to determine National Register significance. Although it reflects the state's post World War I expansion of secondary road systems, it is an undistinguished example of its type. However, additional research concerning the history of this bridge and its relationship to the surrounding landscape may be useful in providing a more complete picture of the bridge's background.

**BIBLIOGRAPHY:**

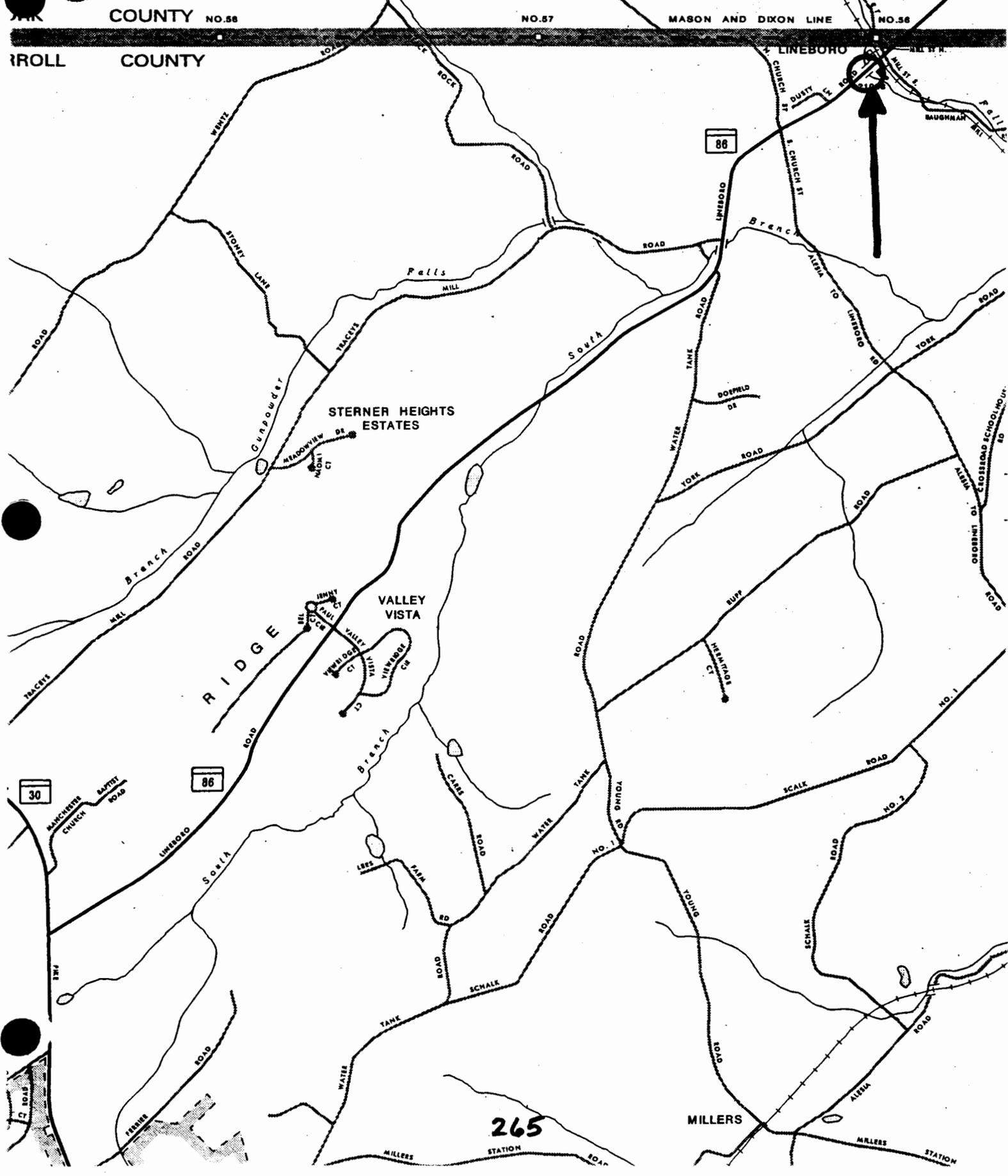
County inspection/bridge files \_\_\_\_\_ SHA inspection/bridge files   X    
Other (list):

**SURVEYOR:**

Date bridge recorded   August 1995    
Name of surveyor   Leo Hirrell    
Organization/Address   P.A.C. Spero & Company; 40 West Chesapeake Avenue, Suite 412; Baltimore, Maryland 21204    
Phone number   410-296-1635   FAX number   410-296-1670

Bridge Type CONCRETE SLAB  
Map MANCHESTER, A-II  
County CARROLL  
Bridge # and Name 6018 MDB6  
OVER BRANCH OF GUNPOWDER FALLS

CARR-1069



COUNTY NO.58

NO.57

MASON AND DIXON LINE

NO.58

516

86

30

86

265

MILLERS

MILLERS

STATION



Inventory # ~~Carroll-1109~~ 1069

6018

Name rd. 86 over Br. of Gunpowder Falls

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2-95

Location of Negative SHA.

Description west approach looking east

Number 1 of 4  
29

10.22



Inventory # ~~21112-1109~~ 1069

6018

Name Md. 86 over Br. of Gunpowder Falls

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2-95

Location of Negative SHA

Description east approach looking west

Number <sup>2</sup>22 of <sup>4</sup>29

02.23



Inventory # ~~CARR-1469~~ 1069  
6018

Name Md. 86 over Br. of Gunpowder Falls

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2-95

Location of Negative SHA

Description south elevation looking  
north

Number 3 of 4  
23 of 29

10.24



Inventory # CARR-1407 1069  
6018

Name rd 86 over Br. of Gunpowder Falls

County/State Carroll Co. Md.

Name of Photographer D. Dicht

Date 2-95

Location of Negative SHA

Description north elevation looking  
south

Number 4 of 29

92 '01

**INDIVIDUAL PROPERTY/DISTRICT  
MARYLAND HISTORICAL TRUST  
INTERNAL NR-ELIGIBILITY REVIEW FORM**

Property/District Name: Bridge No. 6018 Survey Number: CARR - 1069  
Project: Bridge Repair Agency: SHA

Site visit by MHT Staff: XX no \_\_\_ yes Name \_\_\_\_\_ Date \_\_\_\_\_

Eligibility recommended XX Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B XX C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G \_\_\_ None

Justification for decision: (Use continuation sheet if necessary and attach map)

Bridge No. 6018 is a 1929 concrete slab bridge located on MD 86 over a branch of Gunpowder Falls, Carroll County, MD. It is not individually eligible for the National Register, but is a contributing resource to the Lineboro Historic District, a National Register ~~eligible~~ district. *(INTERAGENCY BRIDGE COMM. SAID SO, HONEST!)*

*(LISTED 15 NOV. 1996)*  
The bridge demonstrates its creation in 1929 with an overhanging coping, incised lines in the parapet, wingwalls and abutments, all CDEs for this type of structure.

The bridge is eligible therefore under Criterion C for the National Register of Historic Places. The bridge is not known to have any associations with persons or events of significance to our history and therefore is not eligible under criteria A or B.

Documentation on the property/district is presented in: Project Review & Compliance Files

Prepared by: Rita Suffness, SHA

Anne E. Bruder 1/20/98  
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes \_\_\_ no \_\_\_ not applicable

Rita E. Kury 1/23/98  
Reviewer, NR program Date

*gmg*

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

**I. Geographic Region:**

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

**II. Chronological/Developmental Periods:**

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (  prehistoric  historic)

**III. Prehistoric Period Themes:**

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaptation

**IV. Historic Period Themes:**

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

**V. Resource Type:**

Category: Structure

Historic Environment: Village

Historic Function(s) and Use(s): Bridge/Culvert/Structure

\_\_\_\_\_

\_\_\_\_\_

Known Design Source: \_\_\_\_\_

# MAHEIM

Township Bldg

(13511)

WOOD (1307)

Saint Johns

Codorus

HOKES

Creek

Attachment 2

STICKS

516

LINEBORO

BLACK ROCK

13

YORK COUNTY

PENNSYLVANIA

MARYLAND

LINEBORO

Lineboro Co

STRUCTURE NO. 06018

CARR-1069

21088

GUNPOWDER RIDGE

SUGAR VALLEY

VANGLINE ACRES

LEATHERWOOD

Branch

Gunpowder

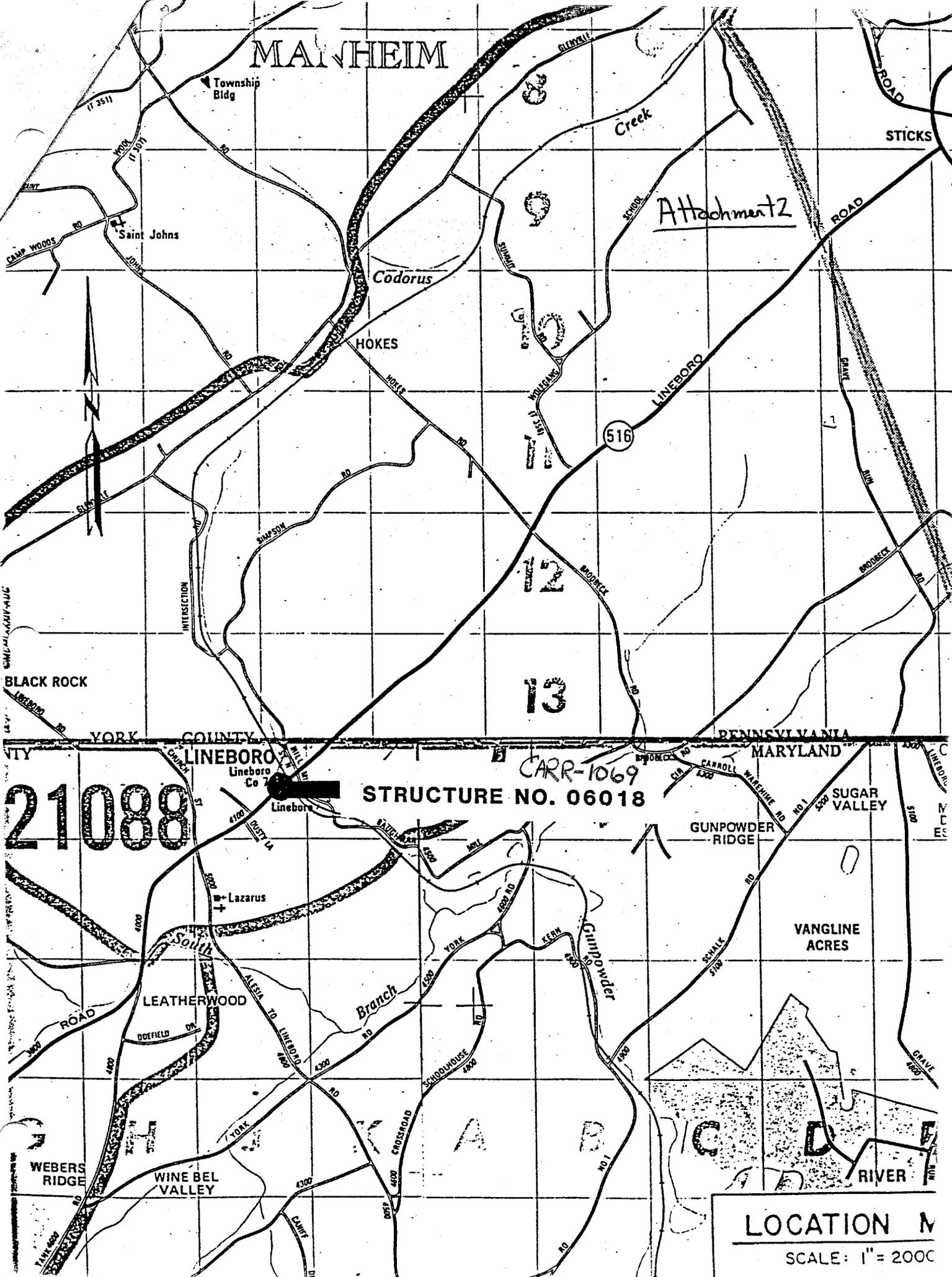
WEBERS RIDGE

WINE BEL VALLEY

RIVER

LOCATION M

SCALE: 1" = 200'





CARR  
1069

± 922

42°30'

4396

663 III NW  
(MANCHESTER)



LINEBORO QUAD

CARR-1069

Bridge No. 0601800  
MD 86 over Branch of Gunpowder Falls



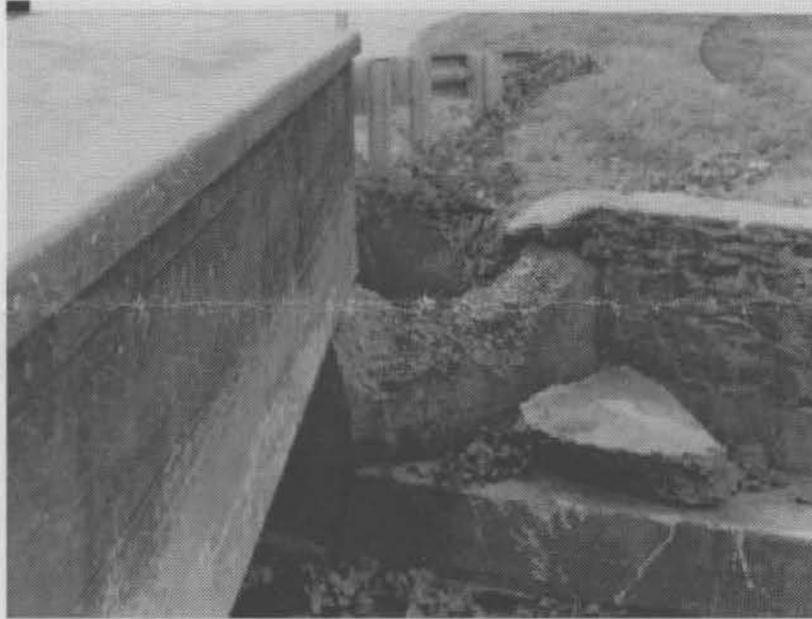
Looking South



Looking East

CARR-1069

Bridge No. 0601800  
MD 86 over Branch of Gunpowder Falls



Southwest Wingwall



Northwest Wingwall



DEPARTMENT OF PLANNING AND DEVELOPMENT

225. N. Center Street
Westminster, Maryland 21157

WESTMINSTER PLANNING DISTRICT

FIELD SHEET--HISTORIC RESOURCES SURVEY

SURVEY NUMBER: CARR-1069
NEGATIVE FILE NUMBER:
UTM REFERENCES: Zone/Easting/Northing
U.S.G.S. QUAD. MAP: Lineboro
PRESENT FORMAL NAME:
ORIGINAL FORMAL NAME:
PRESENT USE:
ORIGINAL USE:
ARCHITECT/ENGINEER:
BUILDER/CONTRACTOR:
PHYSICAL CONDITION OF STRUCTURE:
EXCELLENT ( ) GOOD ( )
FAIR ( ) POOR ( )
THEME:
STYLE:
DATE BUILT: mid-20th c.

COUNTY: CARROLL
TOWN: LINEBORO
LOCATION: south of Fire Dept. (4224 Main St. (17086))
COMMON NAME: Concrete Bridge
FUNCTIONAL TYPE: Bridge
OWNER: State Highway Dept Administration
ADDRESS: 707 N. Calvert street Baltimore, MD
ACCESSIBILITY TO PUBLIC: Yes ( ) No ( ) Restricted ( )
LEVEL OF SIGNIFICANCE: Local ( ) State ( ) National ( )

GENERAL DESCRIPTION:
Structural System
1. Foundation: Stone ( ) Brick ( ) Concrete ( ) Concrete Block ( )
2. Wall Structure
A. Wood: Log ( ) Post and Beam ( ) Balloon ( )
B. Wood Bearing Masonry: Brick ( ) Stone ( ) Concrete ( ) Concrete Block ( )
C. Iron ( ) D. Steel ( ) E. Other
3. Wall Covering: Weatherboard ( ) German Siding ( ) Board and Batten ( )
Wood Shingle ( ) Shiplap ( ) Novelty ( ) Stucco ( ) Sheet Metal ( )
Aluminum ( ) Asphalt Shingle ( ) Brick Veneer ( ) Stone Veneer ( )
Bonding Pattern: Other:
4. Roof Structure
A. Truss: Wood ( ) Iron ( ) Steel ( ) Concrete ( )
B. Other:
5. Roof Covering: Slate ( ) Wood Shingle ( ) Asphalt Shingle ( ) Sheet Metal ( )
Built Up ( ) Rolled ( ) Tile ( ) Other:
6. Engineering Structure:
7. Other:
Appendages: Porches ( ) Towers ( ) Cupolas ( ) Dormers ( ) Chimneys ( ) Sheds ( )
Ells ( ) Wings ( ) Other:
Roof Style: Gable ( ) Hip ( ) Shed ( ) Flat ( ) Mansard ( ) Gambrel ( ) Jerkinhead ( )
Saw Tooth ( ) With Monitor ( ) With Bellcast ( ) With Parapet ( )
With False Front ( ) Other:
Number of Stories:
Number of Bays: Entrance Location:
Approximate Dimensions:

THREAT TO STRUCTURE:
No Threat ( ) Zoning ( ) Roads ( )
Development ( ) Deterioration ( )
Alteration ( ) Other:

LOCAL ATTITUDES:
Positive ( ) Negative ( )
Mixed ( ) Other:

ADDITIONAL ARCHITECTURAL OR STRUCTURAL DESCRIPTION:

RELATED STRUCTURES: (Describe)

STATEMENT OF SIGNIFICANCE:

REFERENCES:

1862 Martenet's Map:  
1877 LG & S Atlas:

SURROUNDING ENVIRONMENT:

Open Lane ( ) Woodland ( ) Scattered Buildings ( )  
Moderately Built Up (X) Densely-Built Up ( )  
Residential ( ) Commercial ( )  
Agricultural ( ) Industrial ( )  
Roadside Strip Development ( )  
Other:

RECORDED BY:

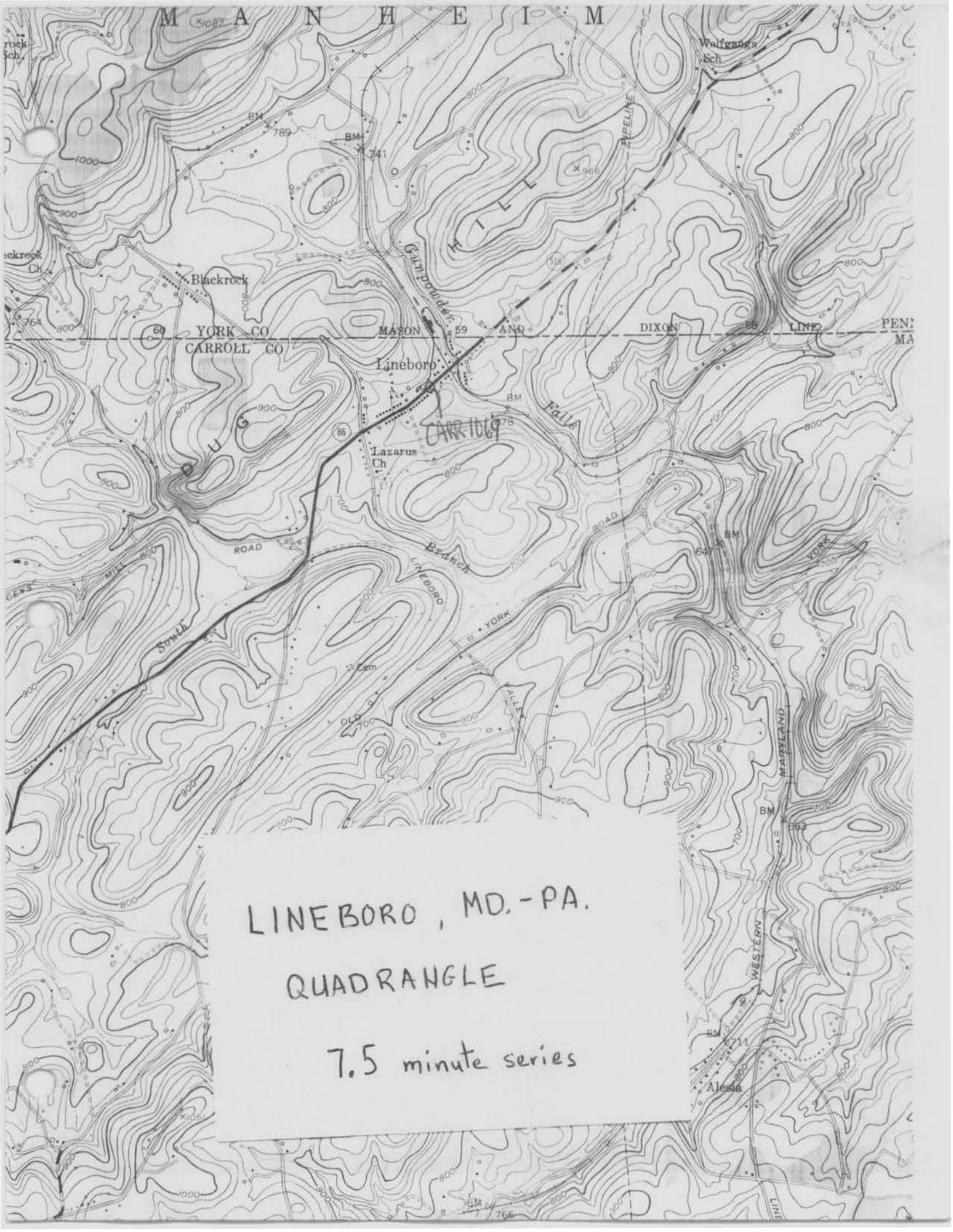
*Joe Betty*

ORGANIZATION:

*C. C. Dept. of Planning*

DATE RECORDED:

*2/85*



LINEBORO, MD.-PA.  
QUADRANGLE  
7.5 minute series



1. CARR-1069
2. Carroll County, Maryland
3. Joe Getty
4. February 1985
5. Md. Historical Trust, Annapolis, Md.
6. east elevation