

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: Carroll - 1464

Name: #6006 / WMD852 over Little Pipe 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 _____	Eligibility Not Recommended <u> X </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u> None </u>
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>

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MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. CARR-1464

NAME AND SHA NO.: 6006

LOCATION

Road Name and Number: MD 852 over Little Pipe Creek

City/Town: Westminster vicinity

County: Carroll

Ownership: State County Municipal Other

Bridge projects over: Road Railway Water Land

Is bridge located within designated district?: yes 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 Bridge

Metal Truss Bridge

Moveable 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 the Setting:

Situated within Maryland's Piedmont physiographic zone, Bridge 6006 carries MD 852 (Old New Windsor Pike) over Little Pipe Creek in central Carroll County. MD 852 extends in an east-west direction while Little Pipe Creek flows mostly in a southern heading. The bridge is located in a rural area of the county surrounded by open fields and scattered small wooded areas.

Describe the Superstructure and Substructure: (Discuss points identified in Context Addendum, Section C)

Bridge 6006 possesses two concrete-beam spans supported by concrete abutments and wing walls, and a masonry and concrete pier. Stone masonry composes the northeast wing wall while the northeast wing wall displays rip-rap. The total length of the bridge is approximately 60 feet while the clear roadway width is 24 feet and supports two lanes of traffic. The panelled parapets are also made of concrete.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

Inspection records indicate that the southwest wing wall was replaced between 1990 and 1993. Originally recommended for replacement in 1987, Bridge 6006 had its wing walls and pier repaired instead. Bridge maintenance personnel also replaced a missing portion of the southeast parapet circa 1987.

HISTORY

When Built: circa 1919

Why Built: Although documentary support has not been forthcoming, construction of Bridge 6006 may have occurred as a result of the State Roads Commission's secondary building program of the late 1910s and 1920s. This program linked county seats with hinterland areas. The construction of Bridge 6006 could as well have occurred as part of the SRC's program of widening bridges in order to eliminate one-lane spans.

Who Built: State Roads Commission

Who Designed: Unknown

Why Altered: Deterioration of the southwest wing wall.

Was this bridge built as part of an organized bridge building campaign?: Documents do not clearly indicate whether construction of Bridge 6006 occurred as part of an organized building program.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

A (Events) B (Person) C (Engineering/Architectural Character)

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

Research has not identified any associations between the erection of Bridge 6006 and significant events contributing to Maryland or local history.

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?

Construction of Bridge 6006 does not appear to have had a substantial impact on the area's development and growth.

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

No, Bridge 6006 is not located within an area potentially eligible for historic designation.

Is the bridge a significant example of its type?

Inspection records offer that Bridge 6006 appears most similar to 1919 standard bridge plans. However, the use of stone masonry in the northwest wing wall and for a portion of the pier weaken the bridge as an archetype of concrete-beam bridge construction.

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

Bridge 6006 seems to possess good integrity of its character defining elements composed of its beams and slab, its parapet, abutments and piers. The use of stone masonry in its wing wall and its pier detracts from its overall integrity as a concrete-beam bridge.

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

No, the bridge does not appear to be a significant example of the State Roads Commission's bridge building.

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

No, since the bridge's problematic status as an archetypal concrete-beam bridge mitigates against its integrity and significance.

BIBLIOGRAPHY

Maryland State Highway Administration

As-Built Drawings. On file at 707 North Calvert Street, Baltimore.

Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

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

1994 *Historic Bridges in Maryland: Historic Context Report*. Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland

1958 *A History of Road Building in Maryland*. Baltimore.

SURVEYOR INFORMATION

Name: Stuart Paul Dixon/Steven Linhart
Organization: KCI Technologies, Inc.
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Date: 13 May 1996
Telephone: (717) 691-1340



Inventory # CARR-1464

6006

Name Md. 852 over Little Pipe Creek

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2-95

Location of Negative SHA

Description east approach looking west

Number 1 of 324

02-01-95



Inventory # CARR-1464

⁶⁰⁰⁶
Name rd. 852 over Little Pipe Creek

County/State Carroll Co.

Name of Photographer D. Diehl

Date 2-95

Location of Negative SHA

Description north elevation looking
southwest

Number ²26 of ⁴32

12*015P



Inventory # CARR-1464

6006

Name rd. 852 over Little Pipe Creek

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2-95

Location of Negative SHA

Description south elevation looking
northeast

Number ³27 of ⁴32

22*01-9



Inventory # CARR-1464

6006

Name Md. 852 over Little Pipe Creek

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2-95

Location of Negative SHA

Description west approach looking east

Number 4 of 324

8Z * (N)P