

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CARR-1475

Name: BAUNGARDNER TRD. OVER PINEY 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 bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D	Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> 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>

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Metal Suspension Metal Arch Metal Cantilever Concrete Concrete Arch Concrete Slab Concrete Beam Rigid Frame Other Type Name _____**Description:**

Describe Setting: Bridge CL202 carries Baumgardner Road over Piney Creek in Carroll County, Maryland. Baumgardner Road runs in a generally north-south direction at this location; Piney Creek flows generally east-west. The bridge is located in a rural area of the county, with open pastures surrounding it. There is a 19th century stone farm house with associated out buildings in view from the bridge. Piney Creek has a wooded channel bank at this point.

Describe Superstructure and Substructure: CL202 is a double span steel stringer bridge with a timber deck. It is supported by two concrete gravity abutments and one concrete solid shaft pier. There is a channel rail on both sides of the deck and W beam guard rails on both sides of both approaches. Each span is 32' long, with a total bridge length of 66'.

Discuss Major Alterations: County inspection files discuss three separate alteration episodes for CL202. In 1980 the substructure was reconstructed. This entailed replacement of the stone masonry abutments with concrete gravity abutments, and other minor repairs. In 1983 the superstructure was replaced, including the floor system and deck. This included replacement of steel beams as well as installing a new deck and channel rail. In 1991 the timber deck was replaced again. The guard rails on the deck and on the approaches have been replaced several times in the past fifteen years as well.

History:**When Built:** estimated 1925**Why Built:** local transportation needs**Who Built:****Why Altered:** safety needs and structural repairs**Was this bridge built as part of an organized bridge building campaign:****Surveyor Analysis:****This bridge may have NR significance for association with:** A Events B Person C Engineering/Architectural

Was this bridge constructed in response to significant events in Maryland or local history: No, this bridge was constructed to meet local transportation needs and not in response to any significant events.

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:No, CL202's construction and alteration did not have a significant impact on the growth and development of the area.

Is the bridge located in an area which 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 which may be eligible for historic designation.

Is the bridge a significant example of its type:No, CL202 is not a significant example of a steel stringer bridge of the 1920's.

Does the bridge retain integrity of the important elements described in the Context Addendum:Rolled longitudinal I-beams are considered a primary character defining element. These I-beams were replaced in 1983, when the superstructure was reconstructed. The floor system and deck are considered secondary character defining elements. These too were replaced in 1983 when the superstructure was reconstructed; the deck was replaced a second time in 1991. The channel and W-beam rails were also replaced in the 1983 and 1991 reconstructions.

The concrete abutments and pier, installed in 1980, are considered primary character defining elements. These were installed as a replacement of the original stone masonry abutments and pier. According to the 1994 inspection report, there is extensive undermining occurring at the abutments and at the pier. This undermining is threatening the structural stability of the bridge. It was recommended that CL202 be monitored closely, especially after a storm.

The current unstable condition of this bridge, coupled with the extensive reconstructions of both the super and substructures place the integrity of the bridge in doubt.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why:No, CL202 is not a significant example of the work of a particular manufacturer, designer or engineer.

Should this bridge be given further study before significance analysis is made and why:No, further study is not necessary for CL202 because it does not retain integrity of original structural features.

Bibliography:

Carroll County

v.d. Bridge Inspection Files.

Greiner, Inc.

1995 Historic Bridge Inventory Form.

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

1994 Historic Bridges in Maryland: Historic Bridge Context.

United States Geological Survey

1953 7.5' Emmitsburg Quadrangle, photorevised 1985.

Surveyor:

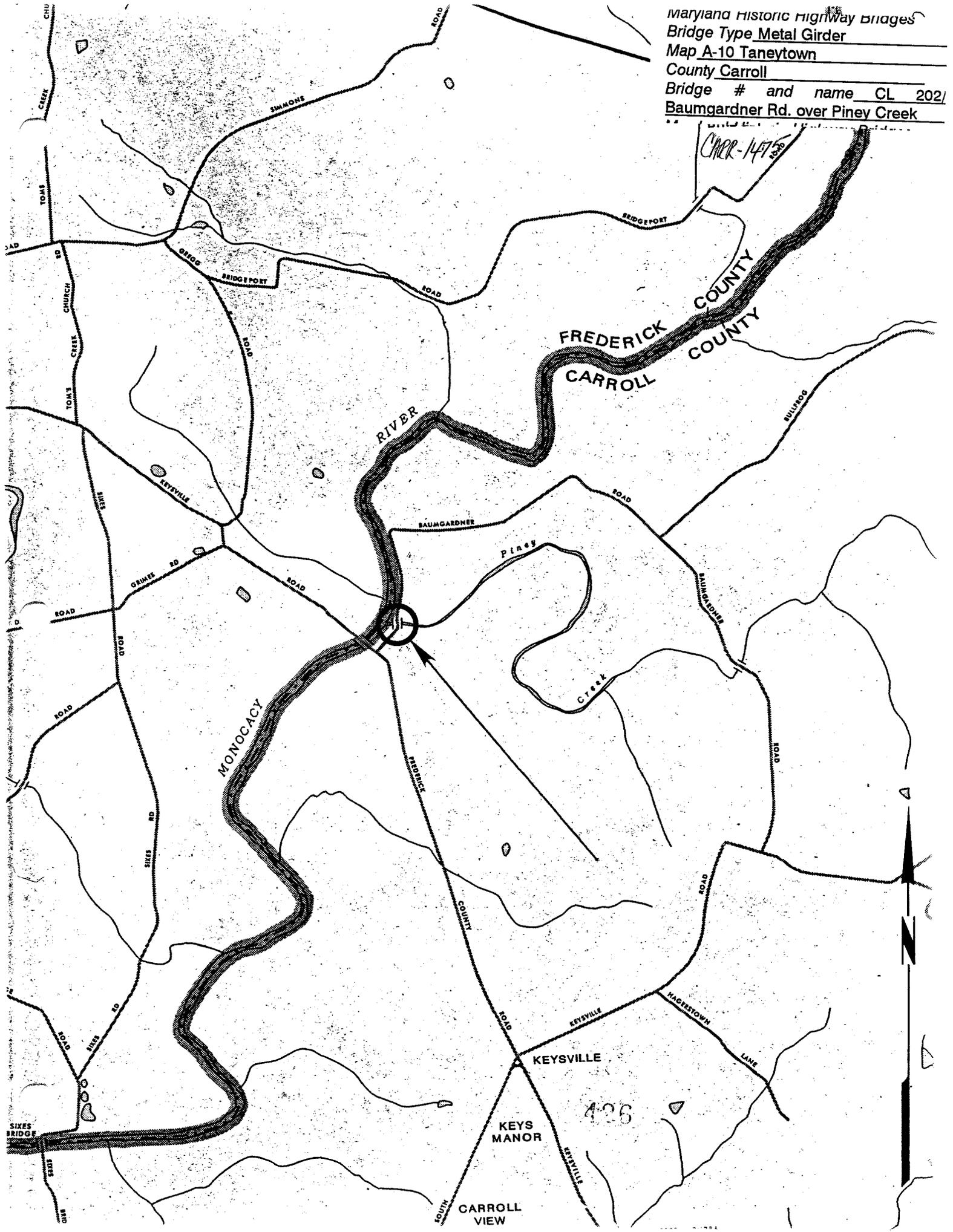
Name: Stephanie L. Bandy **Date:** September 1995

Organization: State Highway Admin. **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges
Bridge Type Metal Girder
Map A-10 Taneytown
County Carroll
Bridge # and name CL 202/
Baumgardner Rd. over Piney Creek

CH 147 1958





WEIGHT
LIMIT

 3T

 3T

 4T

Inventory # CARR-1475

CL202

Name Baumgardner Road over Piney Creek

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2-3-95

Location of Negative SHA

Description North Approach looking South

Number ¹4 of ⁴35



Inventory # CARR-1475

Name CL202 Baumgardner Road over Piney Cr.

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2/95

Location of Negative SHA

Description West Elevation looking
South East

Number 2 of 4
33

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Inventory # CARR-1475

Name CL202 Baumgardner Rd. over Piney Creek

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2/95

Location of Negative SHA

Description East Elevation looking West

Number 3 of 4
35



WEIGH
LIMIT

	3
	3
	4

Inventory # CARR-1475

Name CL202 Baumgardner Rd. over Piney Cr.

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2/95

Location of Negative SHA

Description South Approach looking North

Number 4 of 4
7 of 33

2 *011P