

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CAR 1479

Name: McKinstey Mill Rd. Over Little

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: CL236 carries McKinstry Mill Road over Little Pipe Creek in Carroll County, Maryland. McKinstry Mill Road runs north-south at this location; Little Pipe Creek flows generally east-west. The bridge is located in a rural small town setting with open fields to the east. There are 19th century commercial and residential structures to the west.

Describe Superstructure and Substructure: CL236 is a single span steel stringer bridge with a span length and a total bridge length of 38'. It has a non-composite unpaved concrete deck that bears directly on the abutments. There is a two steel strand pedestrian guardrail with five evenly spaced concrete posts along both sides of the deck. In front of the railing is a continuous W beam guardrail which extends out along the approaches.

The superstructure is supported by two stone masonry gravity abutments and wing walls. There is concrete facing on both of the abutments. There is slight degradation behind the concrete face of the left abutment, and some spalling at the water line of the right abutment. The downstream left wing wall is cracked and partially undermined. Dumped concrete has been used as rip rap/scour protection on both abutments.

Discuss Major Alterations: In 1972 the bridge was reconstructed and the entire superstructure (beams, floor system and deck) was replaced. The concrete facing on the abutments was added at this time as well.

History:**When Built:** circa 1900**Why Built:** to meet local transportation needs**Who Built:****Why Altered:** to improve stability and to meet safety requirements**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: With a ca. 1900 construction date it is likely that CL236 was a replacement bridge for the original structure at this crossing. The small rural town of Linwood is accessed on the east by this bridge. Other than being a necessary replacement for this town, it is not likely that CL236 was built in response to any significant events in state 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 CL236 was likely to have provided an access into and out of the small town of Linwood, leading to the larger towns of Carroll County. The town may have developed in direct response to the construction of the bridge, or, more likely, the bridge was rebuilt to facilitate the residents 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: It is possible that there are structures within the town of Linwood which could be eligible for historic designation, either individually or as a group. If this were to occur however, CL236 would not add to or detract from the district.

Is the bridge a significant example of its type: While it is unique in the fact that the original stone masonry abutments date to circa 1900, CL236 is not a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum: Rolled wide flange beams are considered primary character defining elements. The present beams were installed in 1972. The floor system and deck are considered secondary character defining elements. These were replaced in 1972 with the non-composite concrete deck and new steel supports. The concrete and steel rail guardrail was also added in 1972.

Stone masonry abutments are considered primary character defining elements. Concrete facing was applied to the original stone masonry abutments in 1972.

While the original stone masonry abutments and wing walls are visible they are in need of repairs. This, combined with the addition of the concrete facing and the superstructure replacement in 1972, raises doubts about the integrity of this bridge.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why: CL236 could be considered a significant example of a bridge built to county specifications because of the somewhat decorative, yet functional concrete and steel pedestrian railing.

Should this bridge be given further study before significance analysis is made and why: No, further study is not warranted for CL236. While its superstructure construction is unique, it was installed in 1972, only 23 years ago, which makes it ineligible as an historic structure.

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' Union Bridge Quadrangle, photorevised 1971.

Surveyor:

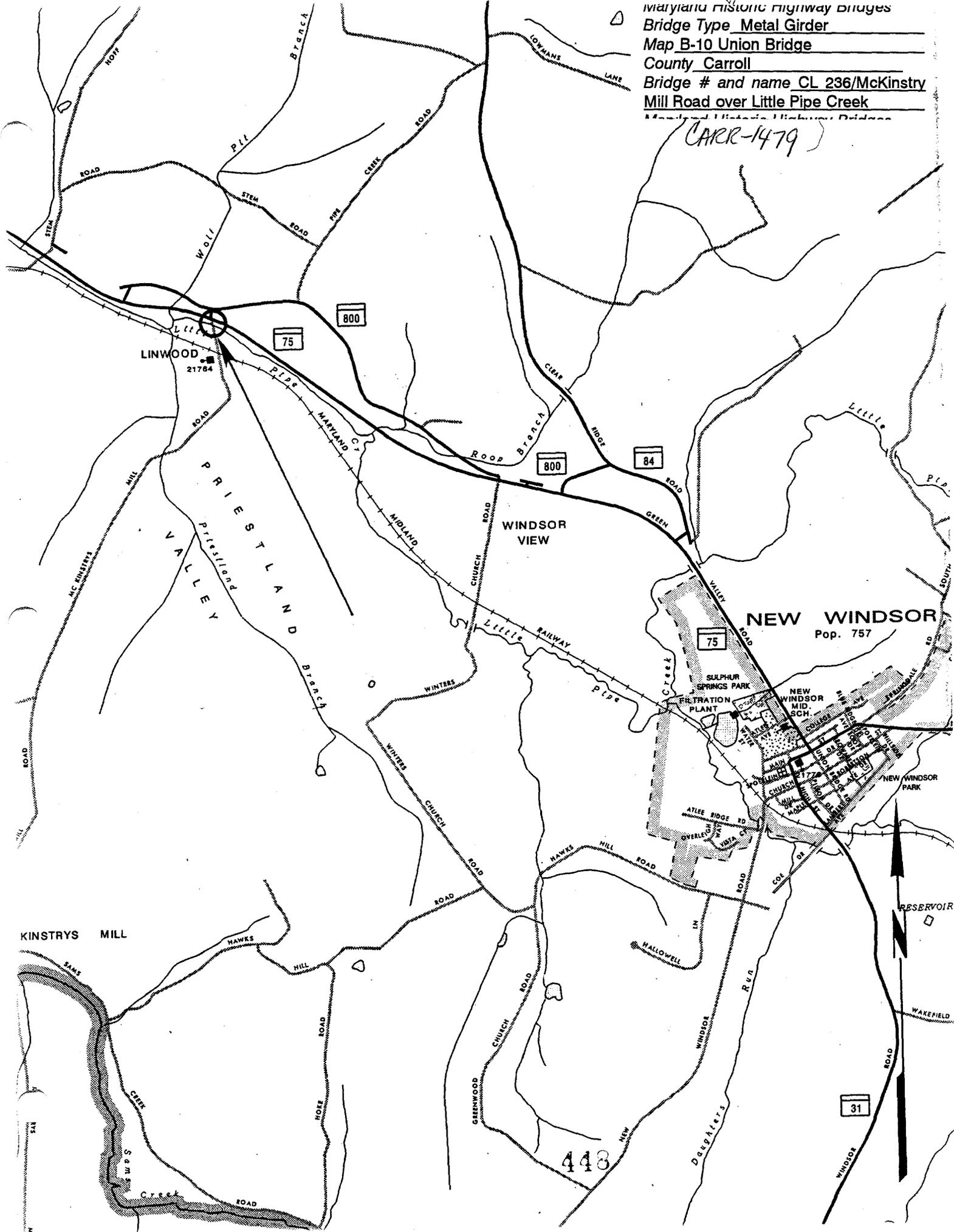
Name: Stephanie L. Bandy **Date:** September 1995

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Maryland historic highway bridges
 Bridge Type Metal Girder
 Map B-10 Union Bridge
 County Carroll
 Bridge # and name CL 236/McKinstry
 Mill Road over Little Pipe Creek
 Maryland Historic Highway Bridges

CARR-1479





Inventory # CARR-1479

CL236

Name McKinstry Mill Rd. over Little Pipe Cr.

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2-95

Location of Negative SHA

Description east approach looking west

Number

1A of 32A



Inventory # CARR-1479

CL236

Name Mckinstry Mill Rd. 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 28 of 328



Inventory # CARR-1479

CL236

Name McKinstry Mill Rd. over Little Pipe Creek

County/State Carroll Co. Md.

Name of Photographer D. Dickl

Date 2-95

Location of Negative SHA

Description north elevation looking
south east

Number 3 of 324



Inventory # CARR-1479

CL236

Name McKinstry Mill Rd. 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 97 of 32

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