

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CARR-1480

Name: SARUNDALE RD. OVER LITTLE RIVER 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>X</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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Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number CARR-1480

Name and SHA No. Springdale Road over Little Pipe Creek/CL254

Location:

Street/Road Name and Number: Springdale Road

City/Town: New Windsor Vicinity x

County: Carroll

Ownership: State x County Municipal Other

This bridge projects over: Road Railway x Water Land

Is the bridge located within a designated district: yes x 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

Metal Truss

Movable Bridge

Swing Bascule Single Leaf Bascule Multiple Leaf

Vertical Lift Retractable Pontoon

x Metal Girder

x 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: CL254 carries Springdale Road over Little Pipe Creek in Carroll County, Maryland. Springdale Road runs in a north-south direction at this location; Little Pipe Creek flows generally east-west. The bridge is located in a rural setting with open fields and 19th century structures visible from the roadway.

Describe Superstructure and Substructure: The superstructure of CL254 is a single span steel stringer supported on elastomeric pads, with a concrete deck and W beam guardrails on both sides of the deck and both approaches. The span length is 42', and the total bridge length is 44'. The concrete deck is 20' wide and carries two lanes of traffic. There is peeling paint and rusted areas visible on the stringers.

The substructure of CL254 is stone masonry cantilever abutments and wing walls with concrete caps and collars. There is some scour on the right and left abutments, but no undermining.

Discuss Major Alterations: In 1982 the superstructure was replaced with A36 steel stringers which are painted and supported on elastomeric pads, and a new concrete deck. The stone masonry abutments were repointed at this time as well. It is apparent from the inspection files that the concrete caps and collars had already been added to the abutments by 1982, however there is no indication as to when this addition took place.

History:

When Built: circa 1900

Why Built: local transportation needs

Who Built:

Why Altered: for safety and stability needs

Was this bridge built as part of an organized bridge building campaign: probably not

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: Because of the early construction date (circa 1900) it is likely that the bridge was constructed to better facilitate the residents living on the surrounding farms with a bridge able to carry increased live loads. However, it is unlikely that this construction took place because of a significant event 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 and alteration did not have a significant impact on the growth and development of the area, other than allowing for a stronger and more stable bridge for local residents.

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, it is not in an area eligible for historic designation at the present time.

Is the bridge a significant example of its type: CL254 may be considered a significant example of its type because of its early construction date of circa 1900.

Does the bridge retain integrity of the important elements described in the Context Addendum: Rolled longitudinal I-beams are considered primary character defining elements. In 1982 new I-beams were installed. The floor system and deck, both considered secondary character defining elements, were also replaced in 1982. New W-beam guardrails were installed in 1982, and have been replaced once since then.

Stone masonry abutments and wing walls are considered primary character defining elements. The abutments were repointed in 1982. Concrete collars and caps have also been added to the abutments, but the available documentation does not indicate a date for this addition.

The overall rating of CL254 in the 1995 inspection report was good. It recommended rip rap on the northern embankment, upstream, to avert erosion, and monitoring of beams for rust and paint failure.

Even though the original stone masonry abutments of the structure are present, they have been modified extensively. This, coupled with the superstructure replacement in 1982, places the integrity of CL254 in jeopardy.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why: CL254 is not a significant example of a particular manufacturer, designer or engineer.

Should this bridge be given further study before significance analysis is made and why: Further study is not warranted for CL254.

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.

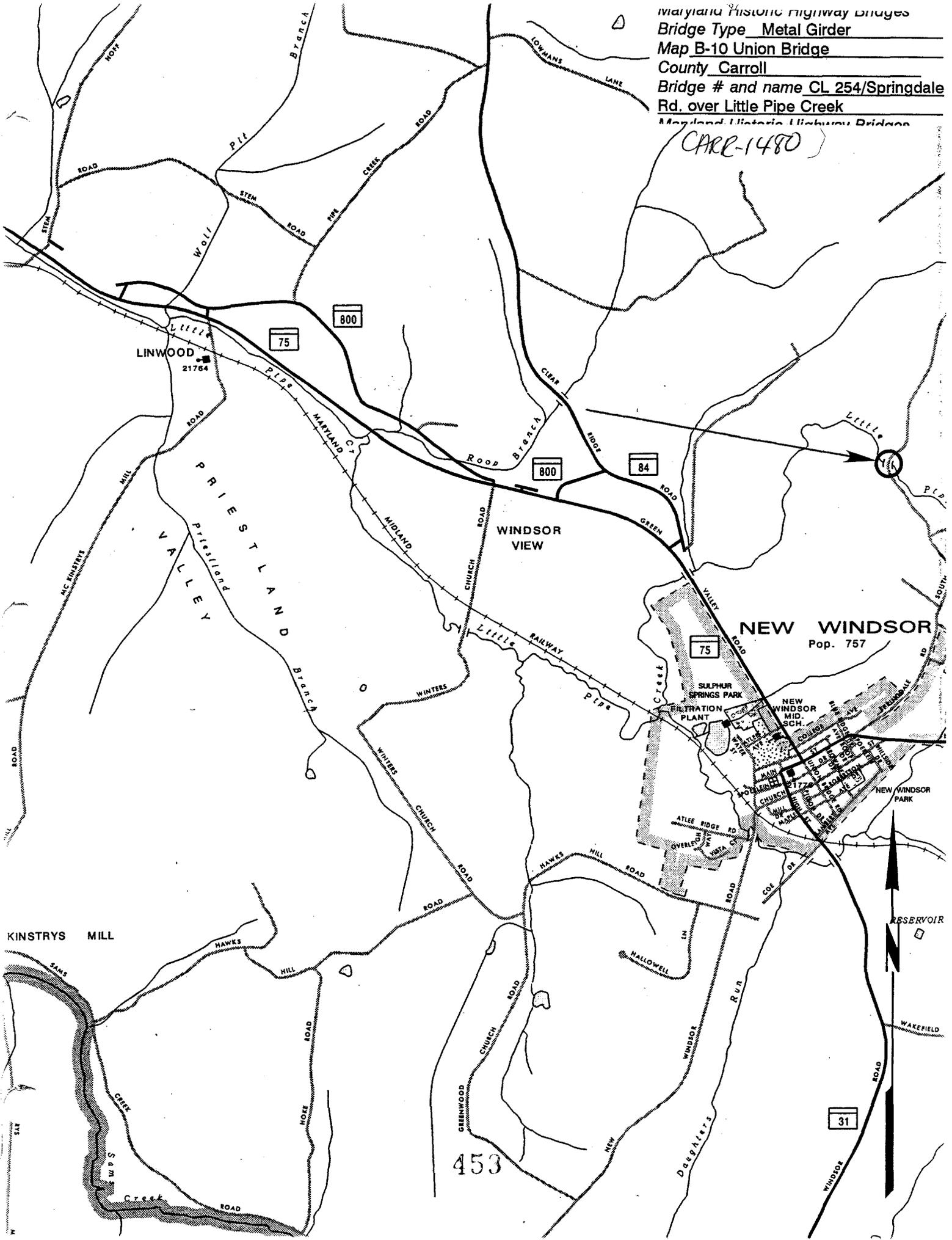
United States Geological Survey

1953 7.5' New Windsor Quadrangle, photorevised 1971.

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 B-10 Union Bridge
County Carroll
Bridge # and name CL 254/Springdale
Rd. over Little Pipe Creek
Maryland Historic Highway Bridges

CARR-1480



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Inventory # CARR-1480

CL254

Name Springdale Rd. over Little Pipe Creek

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2-95

Location of Negative SHA

Description South approach looking north

Number 1 of VC4



Inventory # CARR-1480

CL25A

Name Springdale Rd. over Little Pipe Creek

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2-95

Location of Negative SHA

Description north approach looking south

Number 2 of 12

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Inventory # CARR-1480

CL254

Name Springdale Rd. over Little Pipe Creek

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2-95

Location of Negative SHA

Description east elevation looking
northwest

Number 3 of 4

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Inventory # CARR-1480
CL25A

Name Springdale Rd. over Little Pipe Creek

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2-95

Location of Negative SHA

Description west elevation looking east

Number 4 of 4
12 of 12

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