

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CARR-1476

Name: TRUSS BRIDGE OVER PINNEY 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>

Jms

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

Describe Setting: Bridge CL214 carries Teeter Road over Piney Creek in Carroll County, Maryland. Teeter Road runs generally north-south at this location; Piney Creek flows east-west. The area adjacent to the bridge is rural farmland, with open fields and pastures. There are 19th century structures visible from the bridge, one being a stone farmhouse with associated outbuildings. The channel bank of Piney Creek is wooded at this location.

Describe Superstructure and Substructure: The superstructure of CL214 is a single span steel stringer with a concrete deck and a bituminous wearing surface. The span length is approximately 50', with a total bridge length of approximately 52'. There is a channel rail with W-beam guard rails on either side of the deck and along both sides of both approaches.

The superstructure is supported by stone masonry and concrete abutments and concrete wing walls. The abutments have been widened, to carry two lanes of traffic, by attaching a concrete addition to one side of each abutment. The base of the northern abutment is protected by a concrete collar, and both abutments have concrete caps. The remnants of a wooden cattle guard hang from the western side of the bridge.

Discuss Major Alterations: In 1976 the superstructure and beam seats were replaced. It is not clear from the available documentation when the abutments were widened, but it is likely that this occurred in 1976 as well. In addition to these major alterations, routine cleaning, painting and clearing of flood debris has occurred on a regular basis over the past 15 to 20 years.

History:**When Built:** 1910**Why Built:** local transportation needs**Who Built:****Why Altered:** safety need, structural repairs, to widen structure to 2 lanes**Was this bridge built as part of an organized bridge building campaign:** yes**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, CL214 was not constructed in response to 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 and alteration has had no 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 area is not eligible for historic designation at the present time.

Is the bridge a significant example of its type: No, CL214 is not a significant example of an early 20th century steel stringer bridge.

Does the bridge retain integrity of the important elements described in the Context Addendum: Rolled wide flange beams are considered a primary character defining element. While the available information does not state that the beams themselves were replaced, it is indicated that the superstructure and beam seats were replaced in 1976. The floor system and deck are considered secondary character defining elements. They too were replaced in 1976 when the superstructure was replaced.

Stone masonry and concrete abutments and wing walls are considered primary character defining features. The original stone masonry abutments have been widened and capped with concrete additions, probably in 1976. A concrete base was also added to the north abutment. It is obvious that these attachments were done for strictly functional reasons, without consideration to the aesthetic value of the original stone masonry abutments. What remains of the stone masonry has also been repointed in an equally haphazard manner, covering over nearly all of the original stone with mortar.

The only element of CL214 which appears to date to the original construction period is the remaining stone masonry abutments. The alterations and reconstruction of the structure place its integrity in doubt.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why: CL214 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 warranted for CL214 because of the extensive modifications made to the structure in the past 20 years.

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' Taneytown Quadrangle, photorevised 1971.

Surveyor:

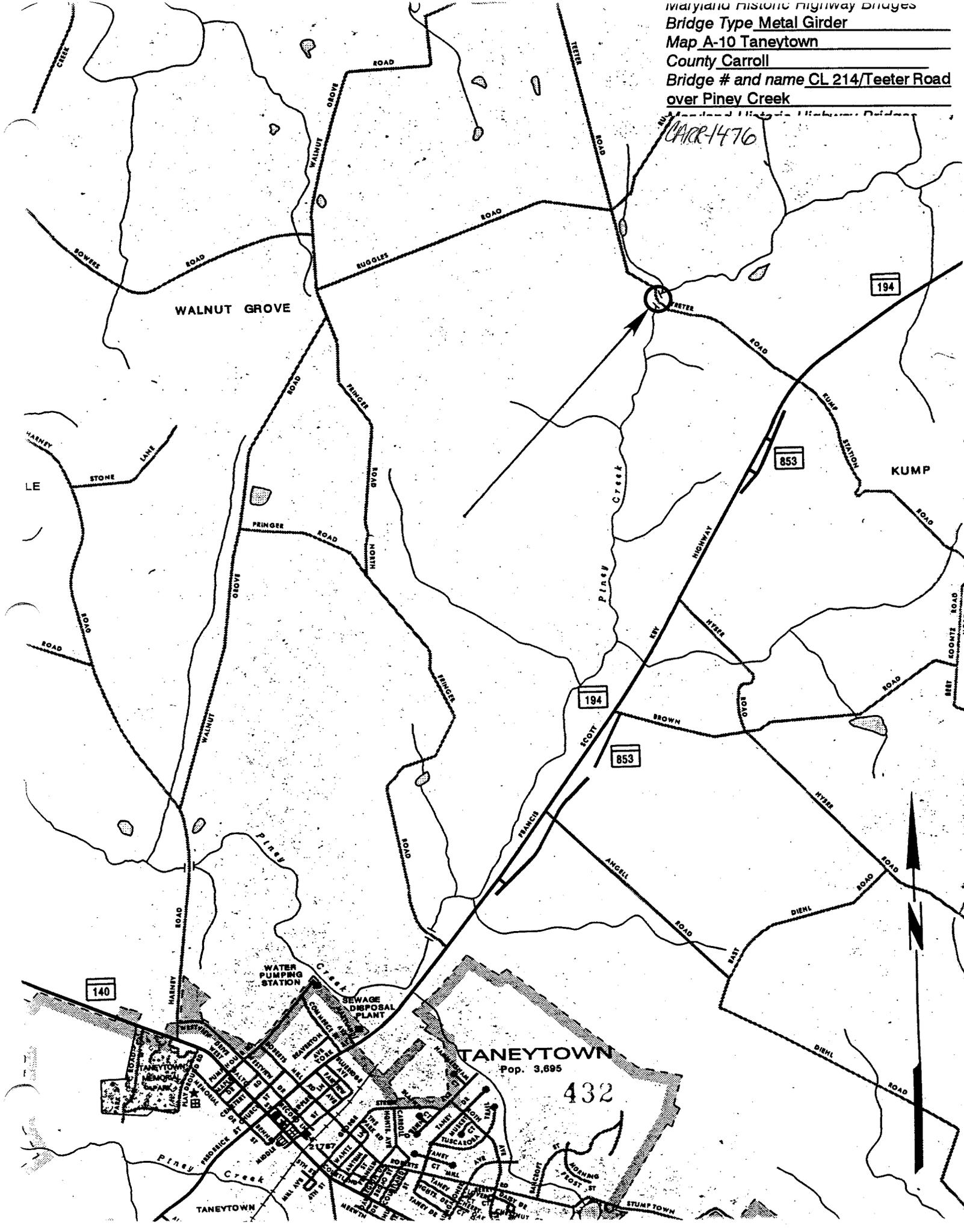
Name: Stephanie L. Bandy **Date:** September 1995

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 A-10 Taneytown
County Carroll
Bridge # and name CL 214/Teeter Road
over Piney Creek

MD
CL 214
APR-1476





Inventory # CARR-1476

CL 214

Name Teeter Rd. over Piney Creek

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2/95

Location of Negative SHA

Description south approach looking
northwest

Number 25 of 83

10.25



Inventory # CARR-1476

CL214

Name Teeter Rd. over Piney Creek

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2/25

Location of Negative SHA

Description west elevation looking north

Number 2 of 4
26 of 35

12 * 4



Inventory # CARR-1496

CL214

Name Tector 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
27 of 35

22° 0' 27"



Inventory # CARR-1476

CL214

Name Tetter Rd. over Piney Creek

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2/95

Location of Negative SHA

Description north approach looking
southeast

Number 4 of 4
28 of 33

010.28