

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CARZ-1481

Name: Flickinger Below Big Pipe Crk

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

Describe Setting: CL266 carries Flickinger Road over Big Pipe Creek in Carroll County, Maryland. Flickinger Road runs north-south at this location; Big Pipe Creek flows generally east-west. The bridge is situated in a rural wooded area, with some open pasture. Big Pipe Creek has a wooded channel bank at this crossing. There are no structures visible from the bridge.

Describe Superstructure and Substructure: CL266 is a single span steel beam bridge with a concrete deck and W-beam guardrails attached to the exterior beams. The span length is 36', and the total bridge length is approximately 38'. The floor system carries two way traffic on a one lane road 18' wide. The 12' wide approach has a gravel surface with W-beam guardrails continuous from the bridge. The substructure of CL266 consists of concrete gravity abutments and wing walls.

The 1995 inspection report lists the bridge in good condition except for some scour on the southern abutment, and minor rust, flaking paint, spalls and cracks. It was recommended that the scoured areas be protected by placement of rip rap or geotextile material at the base of the abutment, and that the embankment be stabilized with rip rap.

Discuss Major Alterations: In 1982 the entire superstructure of CL266 was replaced. The support beams were removed and new ones were installed, the floor system and deck were replaced, and new W-beam guardrails were installed.

History:**When Built:** 1940**Why Built:** local transportation needs**Who Built:****Why Altered:** structural improvements**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:It is not likely that CL266 was constructed in response to any significant events in state or local history, other than the need for a more stable structure at this particular crossing. The increased use of automobiles, trucks and mechanized farm equipment would have required a bridge capable of supporting a heavier live load. It is also possible that CL266 was one of the last steel beam bridges to be built in the area before the use of steel in construction declined during World War II.

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 of CL266 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:
This area is not eligible for historic designation.

Is the bridge a significant example of its type:It may be considered a significant example of its type because of its date of construction in relation to WWII.

Does the bridge retain integrity of the important elements described in the Context Addendum:Rolled I-beams are considered primary character defining elements. There is no indication that these I-beams were replaced when the superstructure was replaced in 1982, merely that they were strengthened. The floor system and deck, both secondary character defining elements, were replaced in 1982.

Concrete abutments are considered primary character defining elements. There is no indication from the available documentary evidence that there have been any major alterations to the abutments or wing walls.

It is possible that this bridge does retain its integrity. While the superstructure has been altered, the steel beams and the concrete abutments appear to be original structural elements.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why:CL266 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:Comparison of CL266 to other steel stringer bridges in the area built in the early 1940's may be necessary before significance analysis is made.

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' Littlestown Quadrangle, photorevised 1971.

Surveyor:

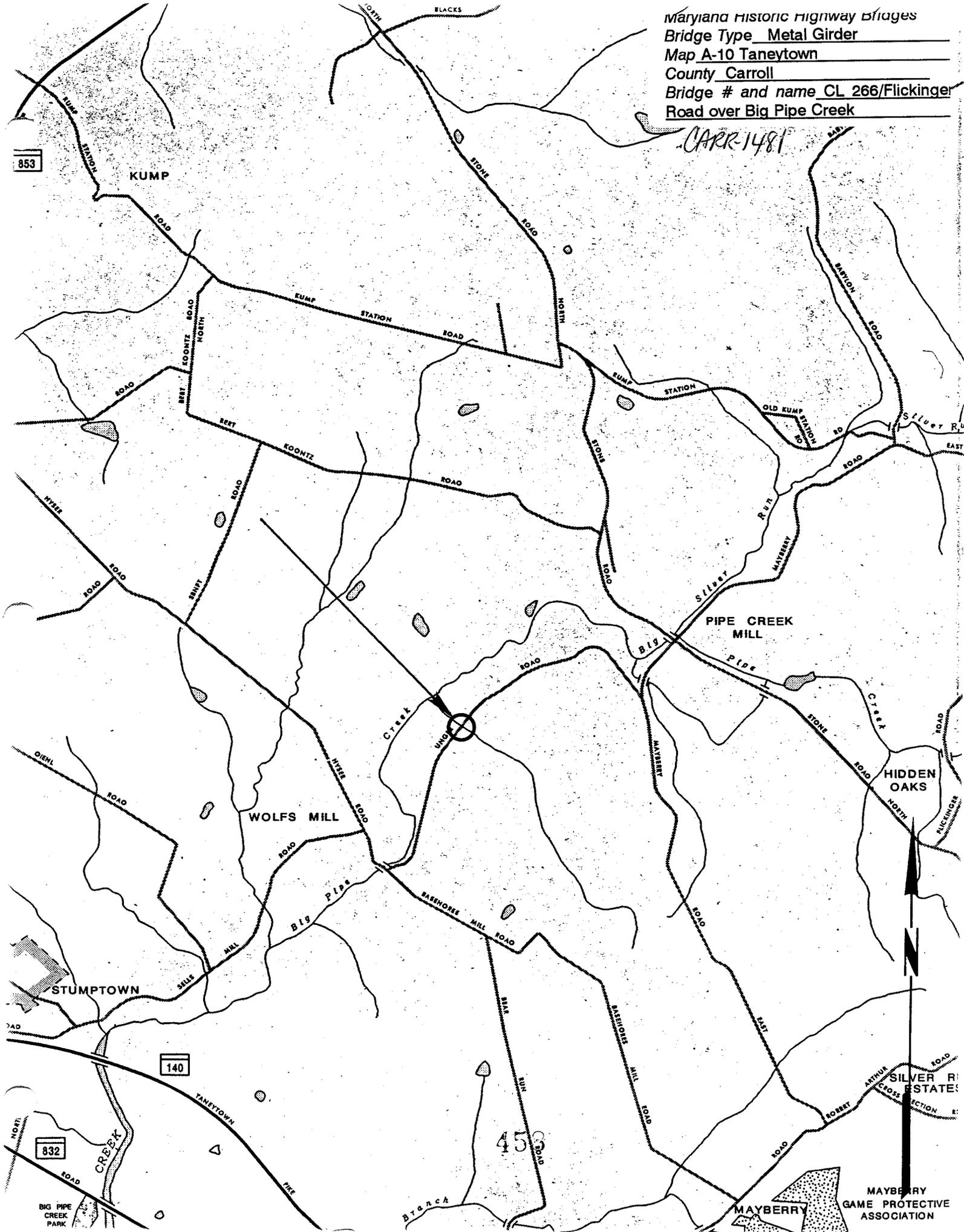
Name: Stephanie L. Bandy **Date:** September 1995

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 266/Flickinger
Road over Big Pipe Creek

CL 1481



MAYBERRY
GAME PROTECTIVE
ASSOCIATION



Inventory # CARR-1481

CL266

Name Flickinger Rd. over Big Pipe Cr.

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2/95

Location of Negative SHA

Description South approach looking
north

Number 130 of 334

01000



Inventory # CARR-1481

CL 266

Name Flickinger Rd. over Big Pipe Creek

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2/95

Location of Negative SHA

Description west elevation looking east

~~28~~
Number 31 of 35 4

12.9.95



Inventory # CARR-1431

CL266

Name Flickinger Rd. over Big Pipe Creek

County/State Carroll Co. Md.

Name of Photographer D. Diehl

Date 2/95

Location of Negative SMA

Description east elevation looking west

Number 3 of 334

PHOTO 22



Inventory # CARR-1481

CL266

Name Flickinger Rd. over Big 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 4 of 4

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