MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

NR Eligible: yes X
no ___

Property Name: Cecil County Bridge #CE008/ Horseshoe Road over Stone Run Inventory Number: CE-1465

Address: _____ City: Rising Sun Zip Code: _____

County: Cecil USGS Topographic Map: Rising Sun

Owner: Cecil County Department of Public Works

Tax Parcel #: _____ Tax parcel Map Number: _____ Tax Account ID Number: _____

Project: Bridge Replacement Agency: COE/CE DPW

Site visit by MHT staff ___ no X yes Name: Anne Bruder Date: 12/20/1999

Eligibility recommended X Eligibility **not** recommended ___

Criteria: ___ A ___B X C___ D Considerations: ___ A ___B ___C ___D ___E ___F ___G ___None

Is the property located within a historic district? X no ___yes Name of District: _____

Is district listed? ___ no ___ yes District Inventory Number: _____

Documentation on the property/district is presented in:

Project Review and Compliance Files

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Horseshoe Road Bridge was identified during the SHA historic bridge inventory as an early example of a concrete slab bridge. The bridge remains eligible but has poor integrity and will be demolished in 2001.

Prepared by: Spero & Bailey, KCI Date Prepared: 11/30/2000

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended X **Eligibility not recommended** ___

Criteria ___ **A** ___ **B** X **C** ___ **D** **Considerations** ___ **A** ___ **B** ___ **C** ___ **D** ___ **E** ___ **F** ___ **G** ___ **None**

MHT Comments:

Reviewer, Office of Preservation Services **Date**

3/28/01

Reviewer, NR Program **Date**

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CE-1465

Name: CE008/ Horseshoe Bridge Stone 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 ___X___ Eligibility Not Recommended _____

Criteria: ___A ___B ___C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Comments: Bridge will be replaced in 2001.

Reviewer, OPS: Anne E. Bruder Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze Date: 3 April 2001

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. CE-1465

SHA Bridge No. CE 008 Bridge name Horseshoe Road over Stone ~~Creek~~ Run

LOCATION:

Street/Road name and number [facility carried] Horseshoe Road

City/town Octoraro Vicinity ____

County Cecil

This bridge projects over: Road____ Railway_____ Water X Land ____

Ownership: State County X Municipal ___ Other _____

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes _____ No X

National Register-listed district ____ National Register-determined-eligible district ___

Locally-designated district _____ Other _____

Name of district _____

BRIDGE TYPE:

Timber Bridge _____:

Beam Bridge _____ Truss -Covered ___ Trestle ____ Timber-And-Concrete ___

Stone Arch Bridge _____

Metal Truss Bridge _____

Movable Bridge _____:

Swing _____ Bascule Single Leaf __ Bascule Multiple Leaf _____

Vertical Lift _____ Retractile_____ Pontoon _____

Metal Girder_____:

Rolled Girder _____ Rolled Girder Concrete Encased _____

Plate Girder _____ Plate Girder Concrete Encased _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete X :

Concrete Arch_____ Concrete Slab X Concrete Beam _____ Rigid Frame _____

Other _____ Type Name _____

CE-1465

DESCRIPTION:

Setting: Urban _____ **Small town** X **Rural** _____

Describe Setting: Bridge No. CE008 carries Horseshoe Road over Stone Run near the community of Octoraro in northern Cecil County. The area around the bridge is largely wooded with one early twentieth century house just to the north. The stream is generally flowing from west to east.

Describe Superstructure and Substructure:

This single span concrete slab with a bituminous wearing surface was built in 1913 and spans 30'-0" with a roadway width of 16'- 0". The out-to-out deck width for this bridge is 19'- 0". Supporting the bridge are two concrete abutments located on the east and west sides of the bridge. The solid concrete parapets are decorated with panelling and are integral with the deck. The U-shaped concrete wing walls are parallel to the road. At the time of the inspection, the bridge was posted for 6000 pounds.

The 1993 County bridge inspector stated that this bridge is in fair condition. Generally, the deck is in satisfactory condition. On the bottom of the deck there are fine cracks with efflorescence. Also, there are isolated minor spalls on the bottom of the deck. The superstructure is in satisfactory condition. Both of the bearings are encased in concrete. Located on the bottom of the parapets are large spalls with exposed reinforcing bars with moderate corrosion.

The substructure is in fair condition. All four of the wing walls have settled. However, the northwest has settled the most, while the top of the southeast wall has broken off. Small spalls are evident on the backwalls. Along the west abutment, there are signs of erosion. Both of the abutments have scour aprons for scour protection.

Discuss Major Alterations:

There have been no major alterations to this bridge.

HISTORY:

WHEN was the bridge built 1913

This date is: Actual X **Estimated** _____

Source of date: Plaque _____ **Design plans** ____ **County bridge files/inspection form** ____

Other (specify): SHA files

WHY was the bridge built?

The need for a more efficient transportation network and increased load capacity in the early decades of the twentieth century.

WHO was the designer?

County Inspection Report does not indicate who designed and built the bridge.

WHO was the builder?

County Inspection Report does not indicate who designed and built the bridge.

WHY was the bridge altered?

This bridge has not been altered.

Was this bridge built as part of an organized bridge-building campaign?

Unknown.

CE-1465

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events _____ B- Person _____
C- Engineering/architectural character _____

Was the bridge constructed in response to significant events in Maryland or local history?
Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-04 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's road and bridge improvement programs mirrored economic cycles. The first road improvement program of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915.

With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer stated in 1906, "The general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do way with the further expense of the maintenance of expensive and dangerous wooden structures". Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

The creation of standard plans and a description of their use was first announced in the 1912-15 Reports of the State Roads Commission whereby bridges spanning up to 36 feet were to use standardized designs. Published on a single sheet, the 1912 Standard Plans included those structures that were amenable to such an approach: slab spans, (deck) girder spans, box culverts, box bridges, abutments, and piers (State Roads Commission 1912). Slab spans, with lengths of 6 to 16 feet in two foot increments, featured a solid parapet that was integrated into the slab, with a roadway of 22 feet.

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?
There is no evidence that the construction of this bridge significantly affected the development of this area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic/visual character of the potential district?
This bridge is not located in a potential district.

Is the bridge a significant example of its type?
This bridge is an undistinguished example of standardized bridge design.

Does the bridge retain integrity of important elements described in Context Addendum?
Yes, the character defining elements have retained their integrity.

Is the bridge a significant example of the work of a manufacturer, designer, and/or engineer?
The designer of this bridge is not known.

CE-146.5

Should the bridge be given further study before an evaluation of its significance is made?
No further study of this bridge is warranted.

BIBLIOGRAPHY:

County inspection/bridge files X **SHA inspection/bridge files**
Other (list):
Lake, Griffin, and Stevenson, 1877 Atlases and other Early Maps of the Eastern Shore of Maryland, Philadelphia, 1877.

SURVEYOR:

Date bridge recorded 8/9/95

Name of surveyor Daniel Moriarty
Organization/Address P.A.C. Spero & Company, 40 W. Chesapeake Avenue, Suite 412, Baltimore, Maryland 21204
Phone number 410-296-1635 **FAX number** 410-296-1670

Maryland Historic Highway Bridge Survey

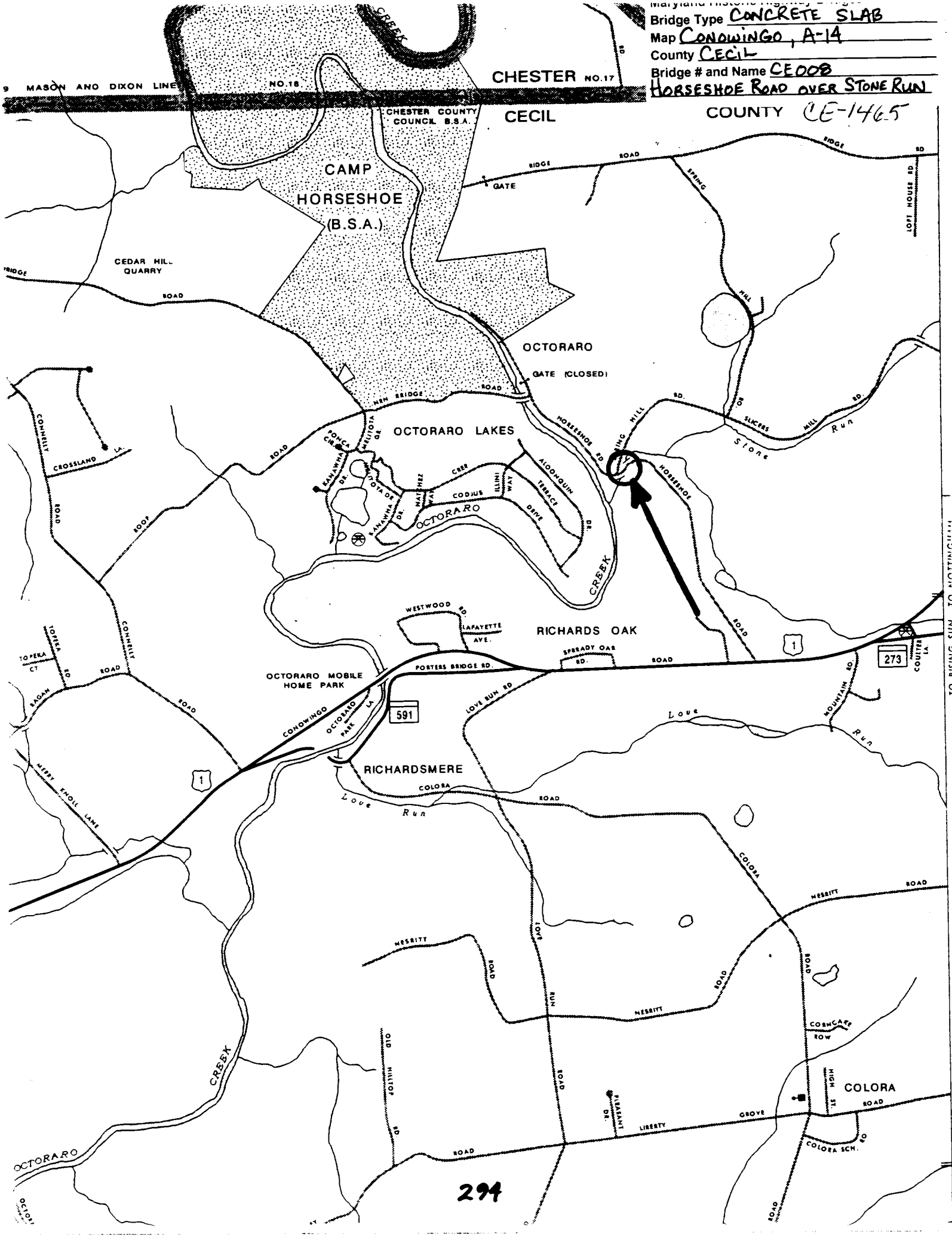
Bridge Type CONCRETE SLAB

Map CONOWINGO, A-14

County CECIL

Bridge # and Name CE008 HORSESHOE ROAD OVER STONE RUN

CE-1465



CTED BRIDGE
NGLE UNIT
00 LBS GVW
NATION UNIT
00 LBS CCW

CE-1465

CECIL COUNTY, MD

MATT HURLEY

FEB 13, 1995

~~MARYLAND SHPO~~ SHA

BRIDGE NO CE 008

LOOKING DOWNSTREAM

1 OF 4

CE-1465

CECIL COUNTY, MD

MATT HURLEY

FEB 13 1995

~~MARYLAND SHPO~~ SHA

BRIDGE NO. CE008

LOOKING UPSTREAM

2 OF 4

CE-1465

CECIL COUNTY, MD

MATT HORLEY

FEB 13 1995

~~MARYLAND SHPO~~ SHA

BRIDGE NO CE 008

LOOKING SOUTH

3 OF 4

CE-1465

CECIL COUNTY MD

MATT HURLEY

FEB 13, 1995

~~MARYLAND SHPO~~ SHA

BRIDGE NO CE 008

LOOKING NORTH

4 / 4

Cecil County Bridge CE008
MIHP No. CE-1465
Horseshoe Road over Stone Run
Rising Sun vicinity
Cecil County
1913
Public

Description

Bridge No. CE008 carries Horseshoe Road over Stone Run near the Octoraro subdivision in northern Cecil County. Constructed in 1913, the bridge currently consists of two distinctly different structural systems: the original concrete structure, and a temporary "jumper" bridge that has been placed over the deck of the original concrete bridge. The original structure is a single-span, two-lane, reinforced concrete slab bridge with reinforced concrete vertical parapets that serve as through girders and are integral with the slab. The interior and exterior faces of the vertical parapets are inscribed with five recessed rectangular panels. The bridge has a span length of 31'-0" supported by two non-reinforced concrete abutments with rectangular wingwalls. The bridge was modified in 1985 and 1997. The first modification consisted of the addition of full-length reinforced concrete cutoff walls installed in 1985. The second modification occurred in 1997 when both backwalls and the wingwall parapets were removed. In addition, a steel jumper bridge was installed over the deck of the concrete slab bridge supported by timber cribbing behind the existing abutments. The original concrete slab bridge was left in place and is no longer carrying any live loads. The bridge exhibits a large number of honeycomb and hairline cracks, efflorescence over the entire underside of the deck, reinforcement bar exposure and corrosion, areas of severe scaling, and severely deteriorated concrete in the upstream through girder.

Significance Statement

Bridge CE008 retains much of the Character-Defining Elements (CDEs) of a concrete slab bridge, however, the integrity of these elements has been compromised by severe deterioration and alterations. This concrete slab bridge was determined eligible for the National Register of Historic

Places as significant under Criterion C for engineering as an early example of concrete slab bridge construction in Maryland by the Interagency Historic Bridge Committee. Since this structure will be demolished, this documentation is provided as mitigation for adverse effects, per agreement between the Maryland Historical Trust and the Cecil County Department of Public Works.

History

U.S. 1, passes through Cecil County in an area originally settled by Quakers and Scotch-Irish who cleared much of the land for agriculture. From its intersection with U.S. 1, Horseshoe Road heads north crossing Stone Run on Bridge CE008 just before arriving on the east side of Octoraro Creek above a bend in that creek known as Horseshoe Bend. There were several early eighteenth- and nineteenth-century mills and industries located in the vicinity of Horseshoe Bend from which Horseshoe Road undoubtedly derived its name. The area around Bridge CE008 has remained largely agricultural since the days of the early settlers with the exception of a number of mills and industries that were located along the many creeks and streams in the area. According to *Hopkin's 1877 Atlas of Cecil County*, a road was in place by 1877 that followed the same general path as Horseshoe Road with a crossing of Stone Run located in the same vicinity as the present bridge. In addition, a grist mill and a saw mill were located on Stone Run a short distance upstream from the present bridge site. Research conducted at the Cecil County Courthouse, Cecil County Department of Public Works, Cecil County Historical Society, and within the Cecil County Public Library system located no additional references to the Stone Run crossing predating the present structure. The present bridge, built in 1913, is typical of the short single span bridges built on light duty rural roads during the early twentieth century.

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. CE-1465

1. Name of Property (indicate preferred name)

historic	
other	Cecil County Bridge CE008 / Horseshoe Road over Stone Run

2. Location

street and number	Horseshoe Road over Stone Run	__	not for publication
city, town	Rising Sun	X	vicinity
county	Cecil		

3. Owner of Property (give names and mailing addresses of all owners)

name	Cecil County Department of Public Works				
street and number	129 East Main Street			telephone	
city, town	Elkton	state	MD	zip code	21921

4. Location of Legal Description

courthouse, registry of deeds, etc.	Cecil County Courthouse			liber	folio
city, town	Elkton	tax map	tax parcel		tax ID number

5. Primary Location of Additional Data

_____ Contributing Resource in National Register District
_____ Contributing Resource in Local Historic District
__X__ Determined Eligible for the National Register/Maryland Register
_____ Determined Ineligible for the National Register/Maryland Register
_____ Recorded by HABS/HAER
_____ Historic Structure Report or Research Report at MHT
__X__ Other: Maryland Department of Transportation, State Highway Administration, Concrete Slab Bridges

6. Classification

Category
_____district
_____building(s)
__X__structure
_____site
_____object

Ownership
__X__public
_____private
_____both

Current Function
_____agriculture
_____commerce/trade
_____defense
_____domestic
_____education
_____funerary
_____government
_____health care
_____industry
_____landscape
_____recreation/culture
_____religion
_____social
__X__transportation
_____work in progress
_____unknown
_____vacant/not in use
_____other:

Resource Count

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
__1__	_____	structures
_____	_____	objects
__1__	_____	Total

Number of Contributing Resources previously listed in the Inventory
__1__

7. Description

Inventory No. CE-1465

Condition

___ excellent X__ deteriorated
___ good ___ ruins
___ fair ___ altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Bridge No. CE008 carries Horseshoe Road over Stone Run near the Octoraro subdivision in northern Cecil County. Horseshoe Road runs generally east-west and Stone Run flows north-south. The bridge is surrounded by rural farmland and woods with one twentieth-century house just to the northwest.

The bridge currently consists of two distinctly different structural systems: the original concrete structure, and a temporary "jumper" bridge placed over the deck of the original concrete bridge.

The original structure is a single-span, two-lane, reinforced concrete slab bridge with reinforced concrete vertical parapets that serve as through girders and are integral with the slab. The interior and exterior faces of the vertical parapets are inscribed with five recessed rectangular panels. The bridge has a span length of 31'-0" supported by two non-reinforced concrete abutments with rectangular wingwalls. Originally built in 1913, the bridge was modified in 1985 and 1997 (see below for a complete description of those modifications). The structure has a clear roadway width of 16'-0" with no sidewalks and an out-to-out width of 19'-0". The reinforced concrete slab is 1'-0" thick and is approximately 5'-5" above normal stream level. The east wingwalls are roughly parallel to the road and the west wingwalls are at approximate 45 degree angles to the road. The tops of the wingwalls are irregular and broken as a result of the 1997 modifications. Information about the bridge was cast into the east parapet. Although little of it can still be read due to extensive spalling, the date appears to be 1913. The original structure is currently not carrying any live load (see below).

Bridge No. CE008 has undergone two significant modifications. The first modification consisted of the addition of full-length reinforced concrete cutoff walls installed in 1985. Prior to the installation of those walls, the 1985 Cecil County Department of Public Works Inventory and Rating Report, stated that both abutments were in critical condition and were in danger of collapse due to extensive deterioration of the breastwalls at the waterline. The wingwalls were also noted to be in poor condition and both the abutments and wingwalls were listed as being constructed of non-reinforced concrete.

The second modification occurred in 1997. While preparing repairs to the backwalls and girders, a June 30, 1997 letter to the Cecil County Department of Public Works Bridge Maintenance Coordinator documented that the upstream girder contained voids up to 6" high the full 18" width of the parapet over 65% of the length of the girder and that the girder concrete was of poor quality. Both backwalls were removed because sound concrete could not be found and the wingwall parapets were removed. In addition, the breastwalls of both abutments were deteriorated at the waterline to a depth of approximately 40% of the wall thickness for the full length of each abutment, and the sufficiency of the cutoff wall repair was noted to be uncertain. As a result, it was recommended that the structure be replaced and the bridge was closed until the steel jumper bridge was installed in September 1997. The existing one-span steel beam jumper bridge is supported on timber cribbing behind the existing abutments. The original concrete bridge was left in place and is no longer carrying any live loads. The 9½" bituminous concrete wear surface was removed from the concrete slab prior to the installation of the jumper bridge and the height of the road approaches were realigned to the ends of the new steel structure. The west approach is tangent and the east approach has a 90 degree curve immediately off the bridge.

In addition to the above noted modifications, the August 1996, Inspection and Rating Report also noted a large number of honeycomb and hairline cracks, efflorescence over the entire underside of the deck, reinforcement bar exposure and corrosion, and areas of severe scaling. After removal of the deck in 1997, severe concrete deterioration was found in the upstream through girder. This deterioration precludes repairs to the structure; it will be demolished and replaced with a new bridge.

8. Significance

Inventory No. CE-1465

Period	Areas of Significance	Check and justify below		
__ 1600-1699	__ agriculture	__ economics	__ health/medicine	__ performing arts
__ 1700-1799	__ archeology	__ education	__ industry	__ philosophy
__ 1800-1899	__ architecture	__ engineering	__ invention	__ politics/government
X 1900-1999	__ art	__ entertainment/ recreation	__ landscape architecture	__ religion
__ 2000-	__ commerce		__ law	__ science
	__ communications	__ ethnic heritage	__ literature	__ social history
	__ community planning	__ exploration/ settlement	__ maritime history	X transportation
	__ conservation		__ military	__ other:

Specific dates	1913	**Architect/Builder**	Unknown
Construction dates	1913, 1987, 1995		

Evaluation for:

_____ National Register ___X___ Maryland Register _____ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Bridge CE008 retains much of the Character-Defining Elements (CDEs) of a concrete slab bridge, however, the integrity of these elements has been compromised by severe deterioration and alterations. This concrete slab bridge was determined eligible for the National Register of Historic places as significant under Criterion C for engineering as an early example of concrete slab bridge construction in Maryland by the Interagency Historic Bridge Committee. Since this structure will be demolished, this documentation is provided as mitigation for adverse effects, per agreement between the Maryland Historical Trust and the Cecil County Department of Public Works.

Toward the end of the eighteenth century, a road was built from Baltimore in a northeast direction through Conowingo and Rising Sun. This road, now a part of U.S. 1, passes through Cecil County in an area originally settled by Quakers and Scotch-Irish who cleared much of the land for agriculture (Miller 1949: 23). Horseshoe Road is a light duty rural road that intersects U.S. 1 approximately 1¼ miles east of where U.S. 1 crosses Octoraro Creek. Like most light duty roads in this part of the county, Horseshoe Road meanders through the countryside following the contours of the land. From U.S. 1, Horseshoe Road heads north, crossing Stone Run on Bridge CE008 just before arriving on the east side of Octoraro Creek above a bend in that creek known as Horseshoe Bend, undoubtedly the source from which Horseshoe Road derived its name. In George Johnston's *History of Cecil County, Maryland*, there are several references to early eighteenth- and nineteenth-century mills and industries that were located in the vicinity of Horseshoe Bend (381-382).

The area around Bridge CE008 has remained largely agricultural since the days of the early settlers with the exception of a number of mills and industries that were located along the many creeks and streams in the area. As early as 1795, an iron forge was located on Octoraro Creek below Horseshoe Bend on a tract of land that contained 3,000 acres. That land contained mineral deposits and was said to "embrace the Horse Shoe Bend, in the Octoraro Creek" (Johnston 1881: 381). Known for some time as Frey's Forge, the McCullough Iron Company bought the mill in 1859 and the site was converted over to the manufacture of paper sometime during the last quarter of the nineteenth century (Miller 1949: 135). As seen in *Hopkin's 1877 Atlas of Cecil County*, a road was in place by 1877 that followed the same general path as Horseshoe Road with a crossing of Stone Run located in the same vicinity as the present bridge. In addition, a grist mill and a saw mill were located on Stone Run a short distance upstream from the present bridge site, however, no additional references to the Stone Run crossing or the mills has been found.

The present bridge, built in 1913, is typical of the short single span bridges built on light duty rural roads during the early twentieth century. Reinforced concrete slab bridges are a twentieth century structure type, easily adapted to the need for expedient engineering solutions. Reinforced concrete technology developed rapidly in the early twentieth century with early recognition of the potential for standardized design. The first U.S. attempt to standardize concrete design specifications came in 1903-1904 with the formation of the Joint Committee on Concrete and Reinforced Concrete of the American Society of Civil Engineers.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction.

In the early years, there was a need to replace the numerous single lane timber bridges. Walter Wilson Crosby, Chief Engineer, stated in 1906, "the general plan has been to replace these [wood bridges] with pipe culverts or concrete bridges and thus forever do away with the further expense of the maintenance of expensive and dangerous wooden structures." Within a few years, readily constructed standardized bridges of concrete were being built throughout the state.

The creation of standard plans and a description of their use was first announced in the 1912-15 Reports of the State Roads Commission whereby bridges spanning up to 36 feet were to use standardized designs. Published on a single sheet, the 1912 Standard plans included those structures that were amenable to such an approach: slab spans, (deck) girder spans, box culverts, box bridges, abutments, and piers (State Roads Commission 1912). Slab spans, with lengths of 6 to 16 feet in two foot increments, featured a solid parapet that was integrated into the slab, with a roadway of 22 feet. Bridge CE008 does not follow the 1912 standardized plan, but is representative of the early period of concrete slab design in Maryland.

9. Major Bibliographical References

Inventory No. CE-1465

Cecil County Commissioners. *Cecil County Commissioners Minute Books*. October 1, 1930.

Cecil County Department of Public Works inspection/bridge files.

Hopkins, G. M. *Atlas of Cecil County, Maryland*. Philadelphia: G. M. Hopkins, 1877.

10. Geographical Data

Acreage of surveyed property _____
Acreage of historical setting _____
Quadrangle name Rising Sun Quadrangle scale: 1:24,000

Verbal boundary description and justification

The National Register boundary for Cecil County Bridge CE008 consists of the rectangular area that begins at the back of the east abutment and wingwalls, and includes the single-span concrete slab bridge span, and the west abutment and wingwalls to the back side. The boundary includes the entire superstructure and substructure of Bridge No. CE008. The period of significance of this structure is 1913.

11. Form Prepared by

name/title	Paula A. C. Spero / James H. Bailey		
organization	KCI Technologies, Inc.	date	November 2000
street & number	10 North Park Drive	telephone	410-316-7800
city or town	Hunt Valley	state	Maryland, 21030

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. CE-1465

Name Cecil County Bridge CE008 / Horseshoe Road over Stone Run
Continuation Sheet

Number 9 Page 1

Johnston, George. *History of Cecil County, Maryland.* Elkton, MD: by the author, 1881.

Lake, Griffin, and Stevenson. *1877 Atlases and other Early Maps of the Eastern Shore of Maryland.* Philadelphia: by the authors, 1877.

Maryland State Roads Commission. *Standard Plans.* Baltimore: State of Maryland, State Roads Commission, 1912b.

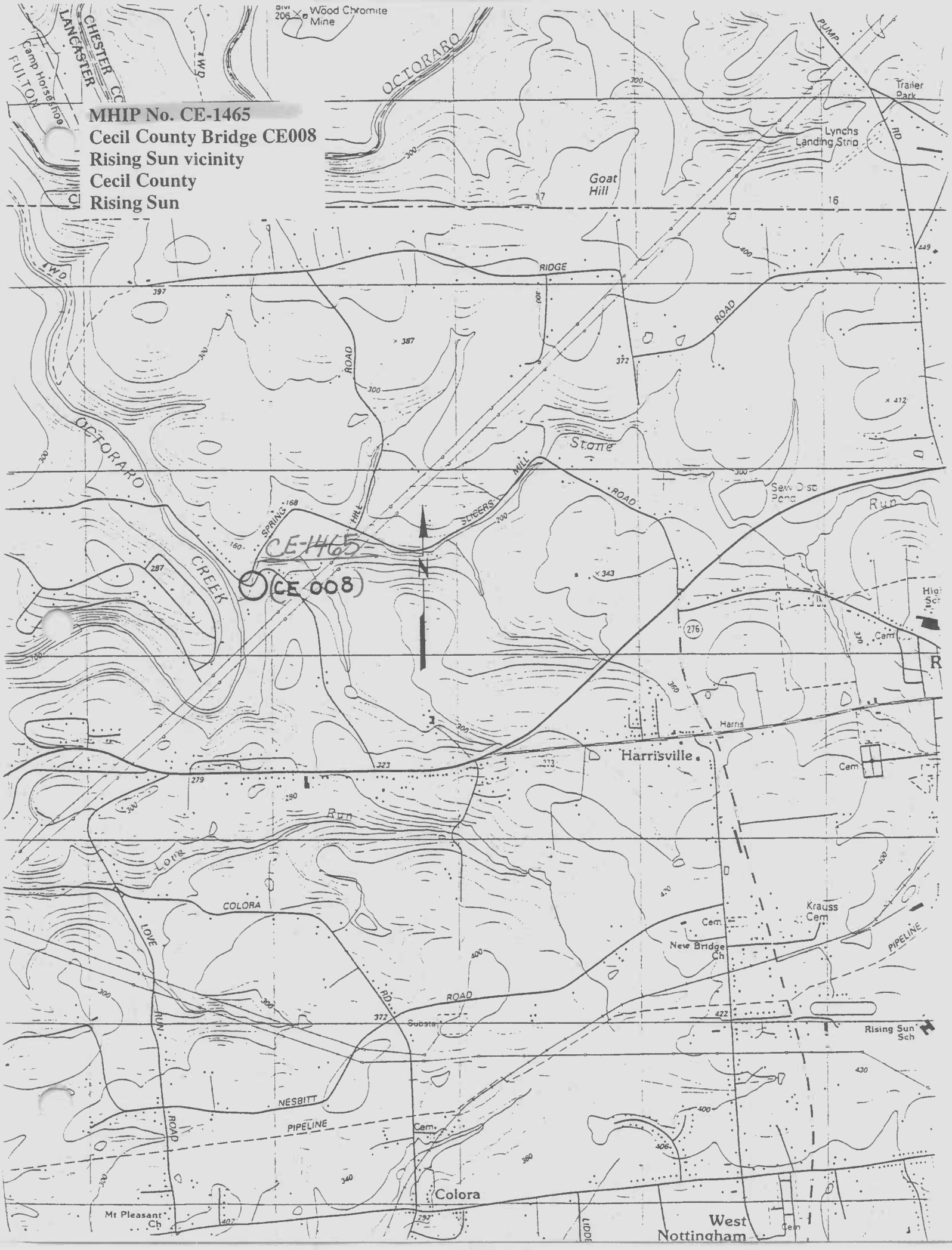
_____. *Standard Plans.* Baltimore: State of Maryland, State Roads Commission, 1919.

_____. *Standard Plans.* Baltimore: State of Maryland, State Roads Commission, 1920b.

_____. *Standard Plans.* Baltimore: State of Maryland, State Roads Commission, 1930b.

Miller, Alice E. *Cecil County, Maryland, A Study in Local History.* Elkton, MD: C&L Printing & Specialty Co., 1949.

P. A. C. Spero & Company and Louis Berger & Associates. *Historic Highway Bridges in Maryland: 1631-1960. Historic Context Report.* Revised October 1995. Baltimore: Maryland State Department of Transportation, Maryland State Highway Administration, 1995.


MHIP No. CE-1465
Cecil County Bridge CE008
Rising Sun vicinity
Cecil County
Rising Sun
Wood Chromite Mine
CHESTER CO
LANCASTER
Camp Horseshoe
FULTON
OCTORARO
Trailer Park
Lynchs Landing Strip
Goat Hill
RIDGE
ROAD
Stone
SLICERS
MILL
SPRING
HILL
OCTORARO
CREEK
CE-1465
(CE 008)
Sew Disp Pond
Run
Harris
Harrisville
Cem
Run
Love
COLORA
LOVE
RUN
ROAD
Krauss Cem
New Bridge Ch
PIPELINE
Substa
Rising Sun Sch
NESBITT
PIPELINE
Colora
Mt Pleasant Ch
West Nottingham

CE-1465
Cecil County Bridge CE008
Cecil Co., MD
Jim Bailey
9/00
MD SHPO
View E - General context view
#1 of 19

CE-1465

Cecil County Bridge CE008

Cecil Co., MD

Jim Bailey

11/00

MD SHPO

View W - Steel jumper bridge over concrete slab bridge (obscured)

#2 of 19

CE-1465
Cecil County Bridge CE008
Cecil Co., MD
Jim Bailey
11/00
MD SHPO
View N - South Elevation
#3 of 19

CE-1465
Cecil County Bridge CE008
Cecil Co., MD
Jim Bailey
11/00
MD SHPO
VIEW W - Steel jumper bridge over concrete slab bridge (obscured)

#4 of 19

CE-1465
Cecil County Bridge CE008
Cecil Co., MD
Jim Bailey
11/00
MD SHPO
View SW - North Elevation
#5 of 19

CE-1465
Cecil County Bridge CE008
Cecil Co., MD
Jim Bailey
9/00
MD SHPO
View N - Area where west backwall was removed. Steel jumper bridge resting on wood cribing behind the existing abutment. Backwall removed in 1997.
#6 of 19

1/19

CE-1465
Cecil County Bridge CE008
Cecil Co., MD
Jim Bailey
11/00
MD SHPO
View NE - Detail of SW wingwall - wing wall
parapet removed in 1997.

#7 of 19

2/20

CE-1465
Cecil County Bridge CE008
Cecil Co., MD
Jim Bailey
11/00
MD SHPO
View NE - Detail of S parapet/girder. Note deteriorated concrete and exposed reinforcement bar at bottom.

#8 of 19

2/13

CE-1465
Cecil County Bridge CE008
Cecil Co., MO
Jim Bailey
11/00
MO SHPO
View NE - SE wingwall - wingwall parapet removed in 1997.

#9 of 19

2/6

TS
TS

CE-1465
Cecil County Bridge CE008
Cecil Co., MD
Jim Bailey
9/00
MD SHPO
View E - Underside of concrete slab bridge and concrete cut-off wall installed to reinforce east abutment in 1985.

#10 of 19

1/5

CE-1465
Cecil County Bridge CE008
Cecil Co., MD
Jim Bailey
11/00
MD SHPO
View SE - NE wingwall with parapet still intact.
#11 of 19

CE-1465

Cecil County Bridge CE008

Cecil Co., MD

Jim Bailey

11/00

MD SHPO

View SE - Extensive damage at bottom of N parapet/girder

#12 of 19

200 AH60-NNNSO 90+16 100

CE-1465
Cecil County Bridge CE008
Cecil Co., MD
Jim Bailey
9/00
MD SHPO
View SW - Detail of damage to N parapet/girder.
Note daylight showing through from
S side where girder intersects the slab

#13 of 19

1/14

CE-1465
Cecil County Bridge CE008
Cecil Co., MD
Jim Bailey
11/00
MD SHPO
View SW - NW wingwall - wingwall parapet
removed in 1997.
Note concrete cut-off wall installed
in 1995

#14 of 19

2/7

CE-1465
Cecil County Bridge CE008
Cecil Co., MD
Ann Bailey
9/00
MD SHPO
View S - Detail of NW wingwall - wingwall parapet and backwall removed in 1997

#15 of 19

CE-1465

Cecil County Bridge CE008

Cecil Co., MD

Jim Bailey

11/00

MD SHPO

View W - Deck of steel jumper bridge and integral guard rails

#16 of 19

G.W.PEE

CE-1465
Cecil County Bridge CE008
Cecil Co., MD
Jim Bailey
9/00
MD SHPO
View NE - Cast builders plate on inside of N parapet showing extensive spalling.
#17 of 19

1/4

CE-1465
Cecil County Bridge CE008
Cecil Co., MD
Jim Bailey
9/00
MD SHPO
View N - Looking upstream from bridge deck.
#18 of 19

1/6

CE-1465
Cecil County Bridge CE008
Cecil Co., MD
Jim Bailey
9/00
MD SHPO
View S - Looking downstream from bridge deck.
#19 of 19

1/7