

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CE-1473

Name: Appleton Rd over CSX RR

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 <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> X </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>

Handwritten initials



Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number CE-1473

Name and SHA No. CE 109 over CSXRR

Location:

Street/Road Name and Number: Appleton Road over CSXRR

City/Town: Elk Mills Vicinity X

County: Cecil

Ownership: State County Municipal Other

This bridge projects over: Road Railway Water Land

Is the bridge located within a designated district: yes 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

Metal Girder

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:

Bridge No. CE 109 carries Appleton Road (MD 316) north-south over two CSX Railroad tracks in Cecil County, Maryland. Both approaches are straight and ascend towards the bridge. The area to the east is wooded, and the area to the west is covered in scrub vegetation. The area to the south is an industrial park. A radio transmission tower is visible in the west. Overhead utility lines parallel both sides of the bridge.

Describe Superstructure and Substructure:

Bridge No. CE 109 is a single through span steel plate girder bridge 70'-10" in length, was built in 1921. It has a concrete encased floorbeam system and concrete abutments. The bridge has a curb-to-curb width of 19'-5" and a clear roadway width of 18'.

Discuss Major Alterations:

This bridge was originally constructed as a railroad bridge at an unknown date. However, in 1921 the bridge was re-constructed; at which time the south abutment was raised and reused, the north abutment was reused, and the girders were reused.

History:

When Built: Unknown (it was rebuilt in 1921)

Why Built: Built as a railroad bridge

Who Built: Unknown

Why Altered: Conversion to an automobile bridge

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 Person

C Engineering/Architectural

Was this bridge constructed in response to significant events in Maryland or local history:

This bridge may have been re-built as part of state program for the elimination of at grade railroad crossings. Map resources indicate that in 1877, this area was once a small

crossroads community located between Barksdale and Elk Mills. By the early 20th century the community appears to have gone into a decline. At that time there was only one structure located near the bridge, and settlement in the area remained sparse. This process of community displacement may have occurred in response to the construction of the railroad.

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?

This bridge had no significant impact upon 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 bridge is not located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type?

This bridge may be a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

This bridge appears to retain the integrity of its primary character defining elements as described in the Context Addendum.

Should this bridge be given further study before significance analysis is made and Why?

No further study of this bridge should be completed before significance analysis is made. The date of construction of this bridge remains unknown, but does predate 1921. This bridge is eligible for inclusion on the National Register of Historic Places under Criterion A and C.

The reconstruction of bridge No. CE 109 represents an unusual form of bridge modification from its original function. This bridge was originally designed as a railroad bridge, but was adapted for automobile use in 1921. The modifications to this bridge in 1921, are within time period established by 36 CFR 60.4 for designating "historic" properties. This bridge should be further studied to determine if the bridge may have any unique engineering features. In addition, further research should be conducted to determine the historical reason for conversion of this bridge, which may be associated with a specific transportation event of significance.

Bibliography:

Cecil County Department of Public Works
v.d. County bridge inspection files.

Greiner, Inc.

1995 Maryland Inventory of Historic Bridges.

Lake, Griffing, & Stevenson

1877 Illustrated Atlas of Cecil County, Maryland.

Spero, P.A.C. & Company, and Louis Berger & Associates

1994 "Historic Bridges in Maryland: Historic Bridge Context."

United States Geological Survey

1953 7.5' Newark West Quadrangle, Photorevised in 1970.

United States Geological Survey

1900 15' Elkton Quadrangle.

Surveyor:

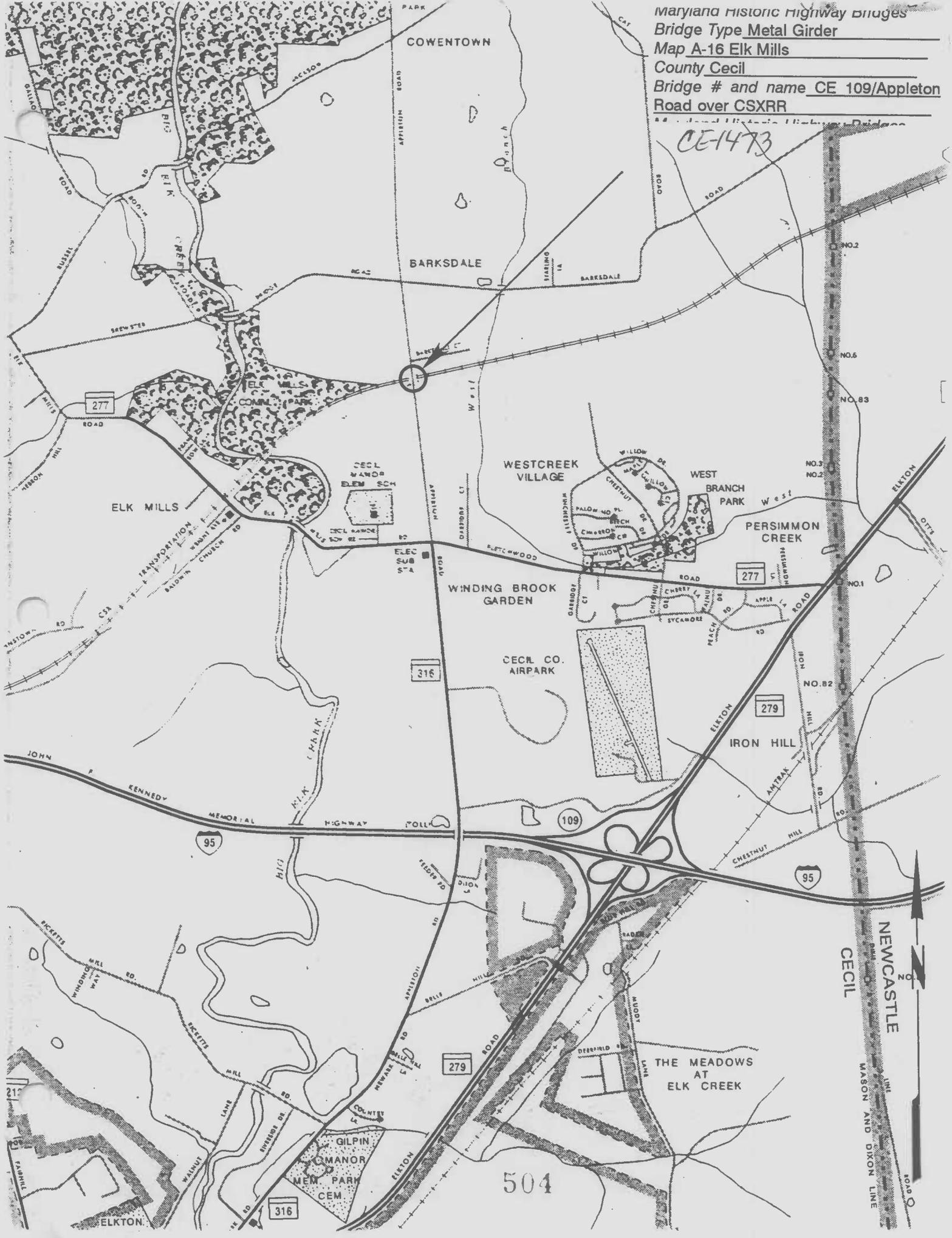
Name: Jason D. Moser **Date:** September 1995

Organization: State Highway Admin. **Telephone:** (410) 321-2213

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Maryiana Historic Highway Bridges
Bridge Type Metal Girder
Map A-16 Elk Mills
County Cecil
Bridge # and name CE 109/Appleton
Road over CSRR

CE-1473



NEWCASTLE
CECIL
MASON AND DIXON LINE

504



CE-1473
CECIL COUNTY, MD

MATT HURLEY

FEB 17 1995

~~MARYLAND SHPO S.H.R.~~

BRIDGE NO CE 109

LOOKING WEST

1 OF 4



CE-1473
CECIL COUNTY MD

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~~MARLAND SHPO SHA~~

BRIDGE NO CE 109

LOOKING EAST

2 OF 4



CE-1473
CECIL COUNTY, MD

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~~MARYLAND SHPO SHA~~

BRIDGE NO CE 109

LOOKING SOUTH, NORTH APPROACH

3 of 4



CE-1473

CECIL COUNTY MD

MATT HURLEY

FEB 17 1995

~~MARYLAND SHPO SHA~~

BRIDGE NO CE 109

LOOKING NORTH, SOUTH APPROACH

H OF H