

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: WA-V-415

Name: CEDAR RIDGE RD. OVER MEADOW CREEK (WOOD)
(W811)

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> A </u> <u> B </u> <u> C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>
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 No. WA-V-415

Name and SHA No. Cedar Ridge Road Bridge (W811)

Location:

Street/Road Name and Number: Cedar Ridge Road over Meadow Brook Creek

City/Town: Williamsport vicinity

County: Washington

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 Bridge

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 W811 carries Cedar Ridge Road (formerly Ridge Road) over Meadow Brook Creek (a tributary of Conococheague Creek) just south of US 70, approximately three miles to the northwest of Williamsport. Cedar Ridge Road runs northeast-southwest at this location, while Meadow Brook Creek flows northwest-southeast. A small dam is located immediately upstream from the bridge. Several modern houses are situated in the near vicinity, and the Cedar Ridge Children's Home and School is located along the west side of Cedar Ridge Road, directly adjacent to the bridge.

**Describe Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)**

This three-span stone arch and metal pipe style bridge is constructed of coursed limestone and corrugated metal pipe. It measures 68 feet in total length, with each arch 11 feet wide. The roadway is 22.5 feet wide and carries two lanes of traffic. The semi-circular pipes comprise the barrels of the bridge; while the remainder of the structure is built of stone. The arches are lined with carefully cut voussoirs of even width and size and exhibit distinct keystones. The piers are of a flattened rectangular shape and terminate in square shaped parapets. Rectangular stone footings underlay the piers. There are no obvious wing walls, as the abutments are straight and abbreviated.

Discuss major alterations:

It appears as though no major alterations to this bridge have occurred, although minor repairs such as repointing have been undertaken.

History:

When Built: *unknown (estimated 1935 by the Washington County Engineer's Office)*

Why Built: *unknown*

Who Built: *unknown*

Who Designed: *unknown*

Why Altered: *stabilization of structure*

Was this bridge built as part of an organized bridge building campaign: *unknown*

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events B Person

C Engineering/Architectural Character

Was the bridge constructed in response to significant events in Maryland or local history?

Although no records were located as part of this study that would give the reason for construction of this bridge, it is likely that this location marked an established fording site. According to historians, this area was the site of a Washington County church and stockade dating to 1747. In 1862, a brick house was erected near the bridge (Maryland Historical Trust site WA-V-006) and is currently part of the Cedar Ridge Children's Home and School. Cedar Ridge Road connects Maryland Route 40, the location of the National Pike and an early thoroughfare in and out of Hagerstown, and Maryland Route 68, another early road leading to and from Williamsport. Hence, the erection of this bridge would have been an important factor for stimulating commerce and transportation.

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?

With its key position along a well traveled thoroughfare connecting Maryland Routes 40 and 68, this bridge played an important role in stimulating transportation and commerce throughout the area. Its presence helped promote growth and development on both a local and regional level.

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 and visual character of the possible district?

The area surrounding the bridge may be eligible for historic designation. If so, the bridge would add to both the historic and visual character of the possible district.

Is the bridge a significant example of its type?

This bridge is a well preserved example of the stone arch and metal pipe style bridge.

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

Bridge W811 retains integrity of location, design, setting, materials, workmanship, feeling and association. Despite the minimal alterations discussed above, this bridge still possesses integrity of nearly all of its original components, including the arch rings and barrels, spandrel walls, abutments, and piers. In general, the bridge is in good to excellent condition.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?

This bridge is an well-preserved example of the stone arch and metal pipe style structure. Thus, while the builder of this bridge is unknown, the bridge is still potentially eligible under Criterion C with regard to manufacture and design.

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

No further evaluation is necessary to determine National Register significance. However, additional research concerning the history of this bridge may be useful in providing a more complete picture of the bridge's background.

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a photocopy USGS map illustrating the location of the bridge.

Surveyor:

Name:

Alice Crampton/Julie Abell

Date:

11/15/94

Organization:

Parsons Engineering Science, Inc.

Telephone:

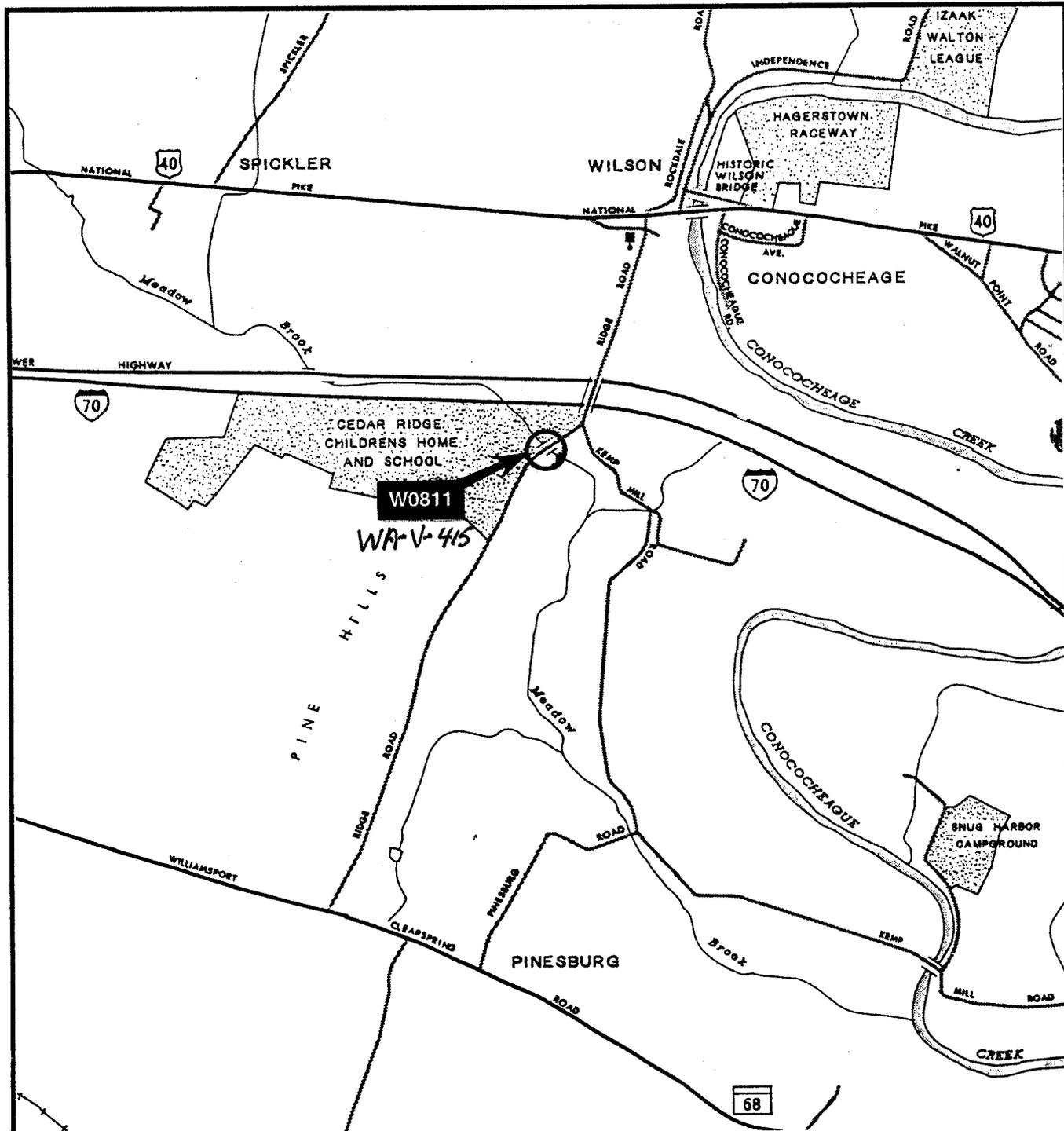
(703) 591-7575

Address:

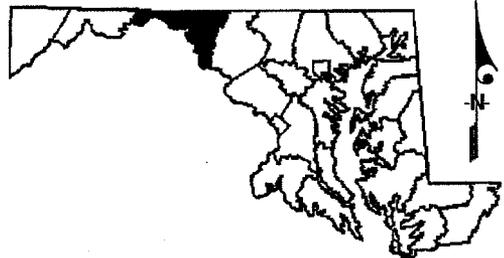
10521 Rosehaven Street

Fairfax, Virginia 22030-2899

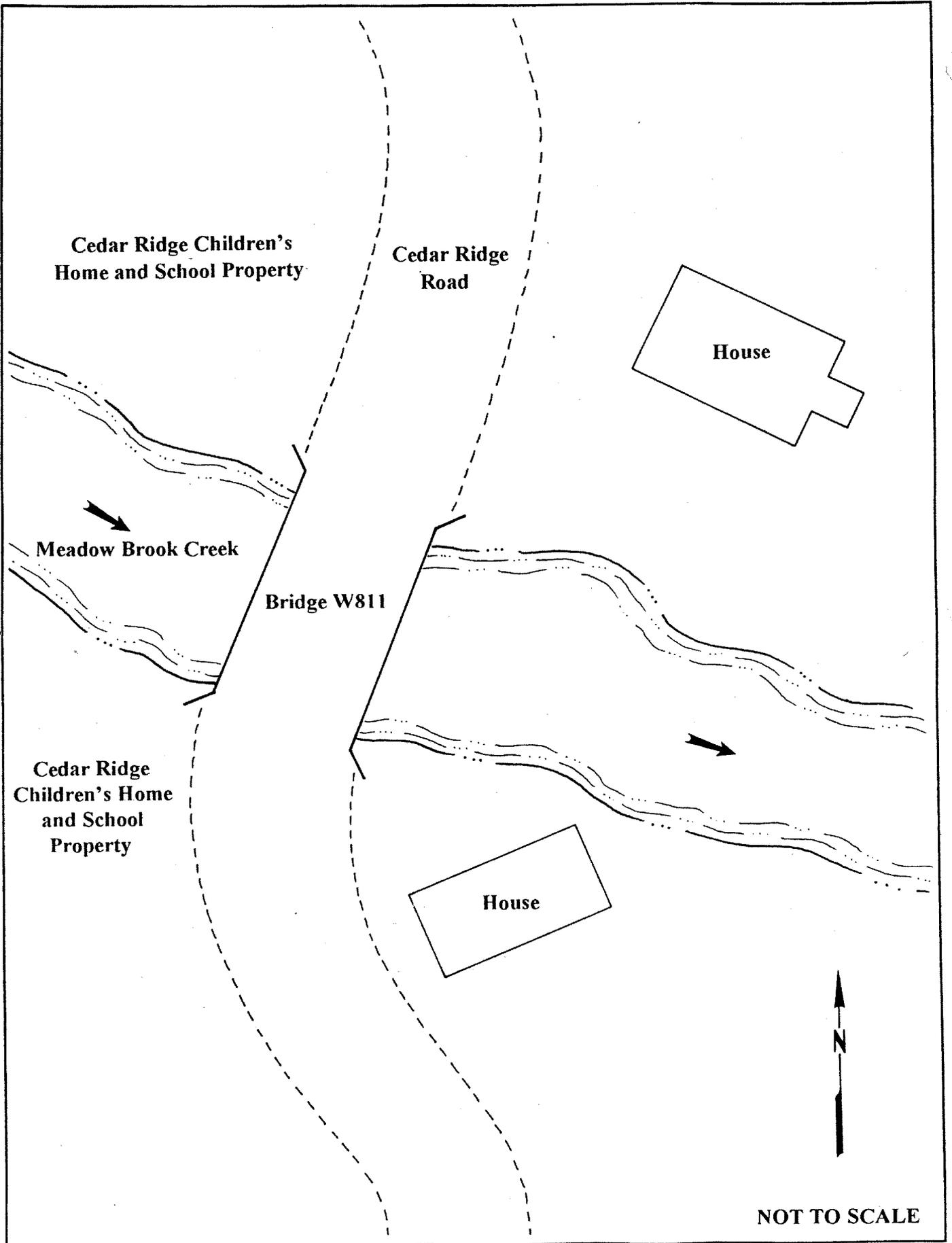
WA-V-415



Washington County - Bridge Number W0811
 Cedar Ridge Road over Meadow Brook Creek



Scale 0 1000 2000 feet
 0 0.5 kilometer





WA-V-415

Cedar Ridge Road Bridge (W811)

Washington County, Maryland

Julie Abell

11/15/94

Maryland State Highway Administration

Southeast elevation

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Cedar Ridge Road Bridge (W811)

Washington County, Maryland

Julie Abell

11/15/94

Maryland State Highway Administration

Northwest elevation

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Cedar Ridge Road Bridge (W811)

Washington County, Maryland

Julie Abell

11/15/94

Maryland State Highway
Administration

Northwest elevation, detail
of metal pipe and voussoir

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Cedar Ridge Road Bridge (W811)

Washington County, Maryland

Julie Abell

11/15/94

Maryland State Highway
Administration

Approach looking northeast

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Cedar Ridge Road Bridge (W811)

Washington County, Maryland

Julie Abell

11/15/94

Maryland State Highway
Administration

Approach looking southwest

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