Maryland Historical Trust

Maryland Inventory of Historic Properties number: ~~CE-1479~~ CE-1480

Name: US 1 over Octoraro 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: X A ___B X C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Comments: _____

_____

_____

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

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

CE-1480

Maryland Inventory of Historic Properties MHT Number ~~CE-1479~~
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No. 7003 over Octoraro Creek

Location:
Street/Road Name and Number: U.S Route 1 over Octoraro Creek

City/Town: Richardsmere Vicinity X

County: Cecil

Ownership: _X_State__County__Municipal__Other

This bridge projects over: __Road__Railway_X_Water__Land

Is the bridge located within a designated district:__yes_X_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__Retractile__Pontoon

_X_Metal Girder
__Rolled Girder __Rolled Girder Concrete Encased
_X_Plate Girder __Plate Girder Concrete Encased

__Metal Suspension

__Metal Arch

CE-1480

__Metal Cantilever

__Concrete
__Concrete Arch __Concrete Slab__Concrete Beam
__Rigid Frame
__Other Type Name_____

Description:

Describe Setting:

Bridge No. 7003 carries U.S. Route 1 north-south over Octoraro Creek between Conowingo and Rising Sun, in Cecil County, Maryland. An overhead C. & P. utility line runs parallel to the bridge. A 1934 bridge inspection classifies the surrounding countryside as general farmland.

Describe Superstructure and Substructure:

Bridge No. 7003 is a two span steel plate girder bridge, built in 1934. The superstructure consists of two 100'± long spans with a non-composite, 15" thick reinforced concrete deck, and a 1" monolithic wearing surface. Each span is carried by 6 plate girders giving the bridge a clear roadway width of 50'±. The substructure consists of two concrete piers. The bridge guardrail consists of a concrete balustrade.

Discuss Major Alterations:

The bridge has undergone minor repairs, in addition unspecified repairs were made to the bearing unit in 1974, and the bridge deck in 1990.

History:
When Built: 1934
Why Built: Local transportation needs
Who Built: State Roads Commission
Why Altered: Unknown
Was this bridge built as part of an organized bridge building campaign: It may have been part of the campaign to improve U.S. Route 1.

Surveyor Analysis:
This bridge may have NR significance for association with:
_X_A Events __Person
_X_C Engineering/Architectural

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

An 1877 map of the area indicates that another bridge was located near the town of Richardsmere, a short distance south of bridge No. 7003. A bridge in the vicinity of Bridge

CE-1480

No. 7003 known as "Porters bridge," was the only other bridge crossing over Octoraro Creek in the immediate vicinity. The construction of bridge No. 7003 was probably built as part of the U.S Route 1 construction project, which included the completion of the Conowingo Dam in 1928.

A plaque located on the bridge indicates that Octoraro Creek Bridge was built in 1934 by State Roads commission. The chief engineer was H.D. William Jr. and the bridge engineer was W.C. Hopkins.

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?

The construction of this bridge probably significantly altered the growth and development of the area. Since "Porters bridge" was probably the only other bridge previously in existence, the construction of another bridge nearby probably shifted thru-traffic patterns away from the town of Richardsmere.

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 may be 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. This bridge consists of two 100'± plate girder spans. The Historic Bridges of Maryland: Historic Context Report, indicates that the "ordinary limit of plate girder spans is about one hundred (100) feet, but that limit has often been surpassed by twenty-five (25) or thirty (30) percent for simple spans." Though each of these spans is within the ordinary length of plate girder spans, they are near the maximum length of "ordinary" plate girder spans. This bridge should be compared with other local plate girder bridges to determine whether it is a significant example of its type.

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

The bridge appears to retain the integrity of its primary character defining elements, and most of its secondary 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 is necessary before its significance is determined. This bridge is eligible for inclusion on the National Register of Historic Places under Criterion A and C.

Bibliography:

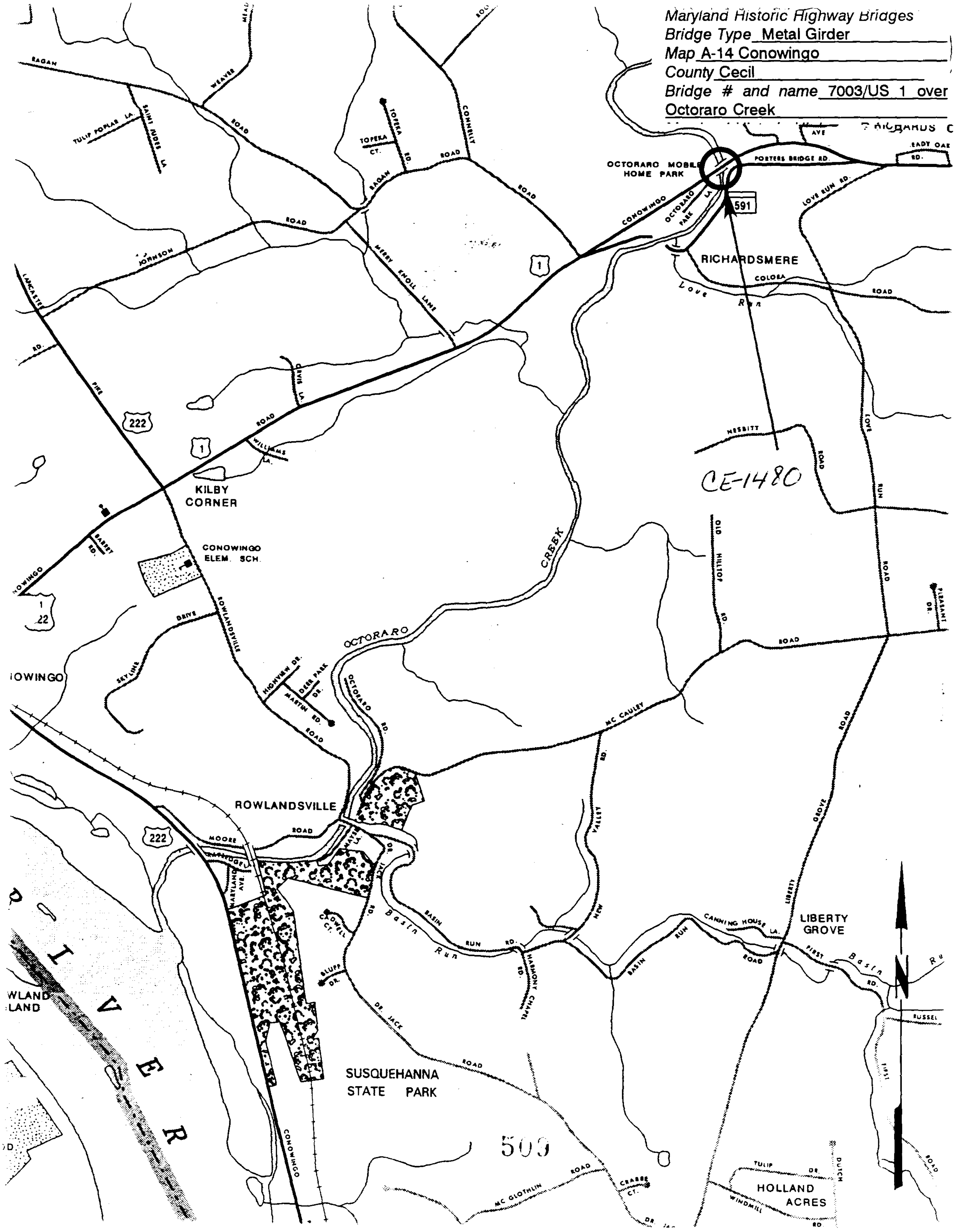
Greiner, Inc.

CE-1480

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."
State Highway Administration
v.d. Bridge inspection files.
United States Geological Survey
1953 7.5' Conowingo Dam Quadrangle, Photorevised 1985.
United States Geological Survey
1953 7.5' Rising Sun Quadrangle, Photorevised 1985.
United States Geological Survey
1900 15' Havre De Grace Quadrangle.

Surveyor:
Name: Jason D. Moser **Date:**August 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-14 Conowingo
County Cecil
Bridge # and name 7003/US 1 over Octoraro Creek


CE-1480
OCTORARO MOBILE HOME PARK
PORTERS BRIDGE RD.
591
RICHARDSMERE
COLORA ROAD
Love Run
LOVE RUN RD.
CONOWINGO ROAD
OCTORARO PARK LA.
1
RAGAN
WEAVER ROAD
TULIP POPLAR LA.
SAINT JUDES LA.
TOPEKA CT.
TOPEKA RD.
CONNELLY ROAD
RAGAN ROAD
JOHNSON ROAD
MERRY KNOLL LANE
LANCASTER PIKE
RD.
DAVIS LA.
222
WILLIAMS LA.
NESBITT ROAD
LOVE RUN ROAD
KILBY CORNER
BARRETT RD.
CONOWINGO ELEM. SCH.
CREEK
OCTORARO
OLD HILLTOP RD.
PLEASANT DR.
ROAD
ROWLANDSVILLE ROAD
SKYLINE DRIVE
HIGHVIEW DR.
DEER PARK DR.
MARTIN RD.
OCTORARO RD.
MC CAULEY RD.
VALLEY RD.
NEW
GROVE ROAD
LIBERTY
ROWLANDSVILLE
MOORE ROAD
MARYLAND AVE.
DR. JACK RD.
CALDWELL CT.
BLUFF DR.
Basin Run
BASIN RUN RD.
HARMONY CHAPEL RD.
CANNING HOUSE LA.
BASIN RUN ROAD
LIBERTY GROVE
FIRST Basin Run RD.
RUSSEL
SUSQUEHANNA STATE PARK
DR. JACK ROAD
CONOWINGO
R I V E R
MC GLOTHLIN ROAD
CRABBE CT.
TULIP DR.
DUTCH
HOLLAND ACRES
WINDMILL RD
509

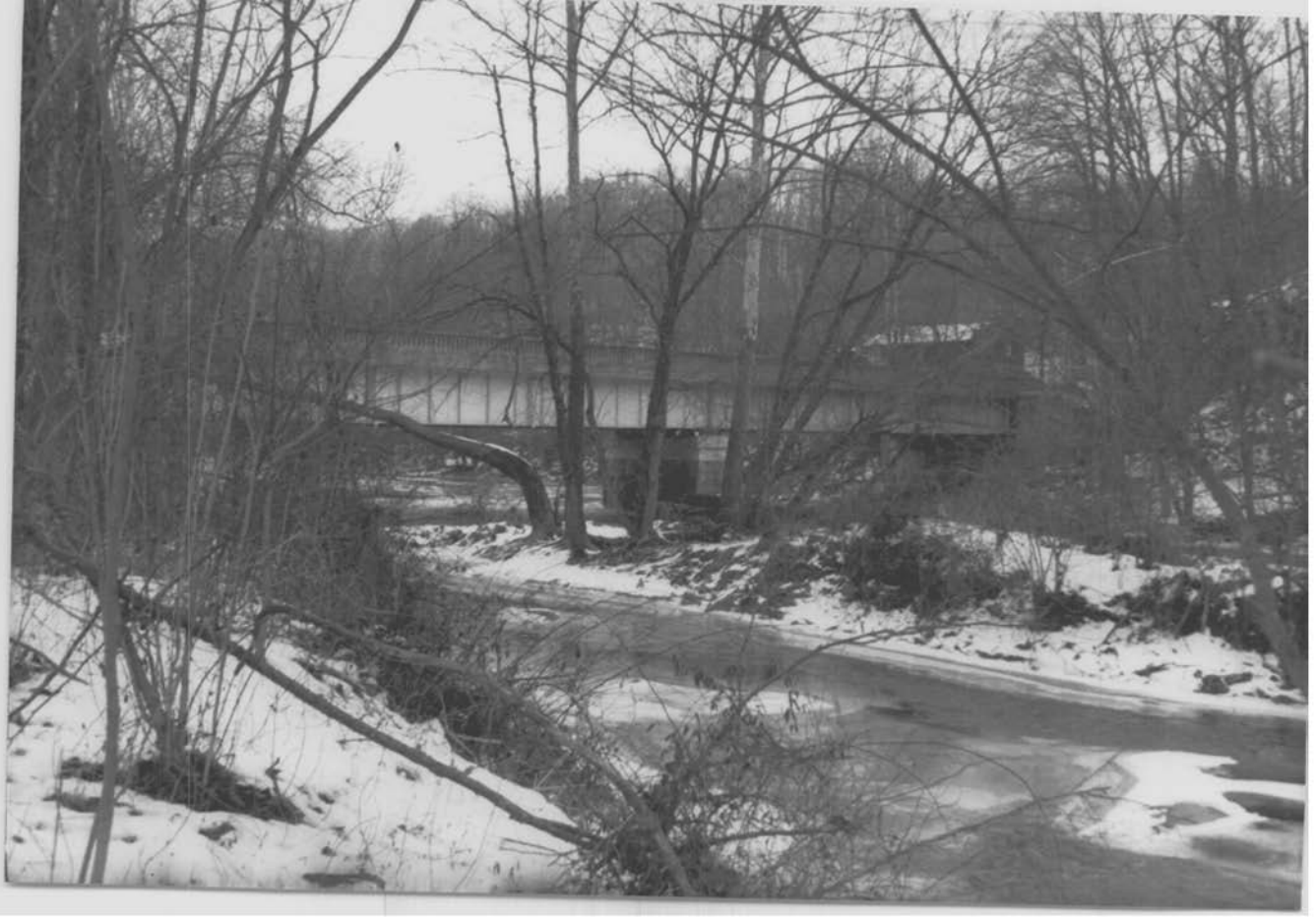
CE-1480
CECIL COUNTY, MD
MATT HURLEY
FEB 13 1995
~~MARYLAND SHPO~~ SHA
BRIDGE NO 7003
LOOKING SOUTH
1 OF 5


OCTORARO CREEK BRIDGE
BUILT — 1934
STATE ROADS COMMISSION
G CLINTON [illegible] — CHAIRMAN
E BROOKE LEE — ROBERT LACY
[illegible] — CHIEF ENGINEER
W C HOPKINS — BRIDGE ENGINEER

CE-1480
CECIL COUNTY, MD
MATT HURLEY
FEB 13 1995
~~MARYLAND SHPO~~ SHA
BRIDGE NO 7003
ID FE ON D.S. PARAPET, SOUTH END
2 OF 5

CE-1480
CECIL COUNTY MD
MATT HURLEY
FEB 13 1995
~~MARYLAND SHPO~~ SHA
BRIDGE NO 7003
LOOKING NORTH

3 OF 5



CE-1480
CECIL COUNTY MD
MATT HURLEY
FEB 13 1995
~~MARYLAND SHPO~~ SHA
BRIDGE NO 1003
LOOKING UPSTREAM
4 OF 5

CE-1480
CECIL COUNTY, MD
MATT HURLEY
FEB 13 1995
~~MARYLAND SHPO~~ SHA
BRIDGE NO 7003
LOOKING DOWNSTREAM
5 OF 5

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Bridge No. 7003, US 1 over Octoraro Crk. Survey Number: CE-1480

Project: Proj. No. SP803B45, Bridge Rehabilitation Agency: SHA

Site visit by MHT Staff: XX no ___ yes Name _____ Date _____

Eligibility recommended XX Eligibility **not** recommended ___

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

Justification for decision: (Use continuation sheet if necessary and attach map)

Bridge #7003, U.S. 1 over Octoraro Creek, Richardsmere, Cecil County, Maryland, is a 1934 steel girder bridge, with two spans, made of reinforced concrete, with two piers and a balustrade parapet. The bridge was constructed as part of U.S. 1, the main north-south route through the United States prior to the construction of I-5.

The bridge is eligible under Criterion C as an example of the metal girder technology. It is also a contributing resource for the potential U.S. 1 Historic District, should one be created, and thus potentially eligible under Criterion A. Although we know the names of the Chief Engineer and the Bridge Engineer, both were employees of the Maryland State Roads Commission and may not be individually responsible for the bridge's design. Therefore Bridge 7003 is not recommended for eligibility under Criterion B, nor under Criterion D since the work contemplated for the bridge will not require archeological investigations.

Documentation on the property/district is presented in: Project Review and Compliance Files

Prepared by: Rita Suffness, SHA

Anne E. Bruder 1/21/98
Reviewer, Office of Preservation Services Date

NR program concurrence: X yes ___ no ___ not applicable

Peter B. Kenny 1/23/98
Reviewer, NR program Date

Survey No. CE-148

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

XX Eastern Shore	(all Eastern Shore counties, and Cecil)
___ Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
___ Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
___ Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

___ Paleo-Indian	10000-7500 B.C.
___ Early Archaic	7500-6000 B.C.
___ Middle Archaic	6000-4000 B.C.
___ Late Archaic	4000-2000 B.C.
___ Early Woodland	2000-500 B.C.
___ Middle Woodland	500 B.C. - A.D. 900
___ Late Woodland/Archaic	A.D. 900-1600
___ Contact and Settlement	A.D. 1570-1750
___ Rural Agrarian Intensification	A.D. 1680-1815
___ Agricultural-Industrial Transition	A.D. 1815-1870
___ Industrial/Urban Dominance	A.D. 1870-1930
XX Modern Period	A.D. 1930-Present
___ Unknown Period (___ prehistoric ___ historic)	

III. Prehistoric Period Themes:

___ Subsistence
___ Settlement
___ Political
___ Demographic
___ Religion
___ Technology
___ Environmental Adaptation

IV. Historic Period Themes:

___ Agriculture
XX Architecture, Landscape Architecture, and Community Planning
___ Economic (Commercial and Industrial)
___ Government/Law
___ Military
___ Religion
___ Social/Educational/Cultural
XX Transportation

V. Resource Type:

Category: Structure
Historic Environment: Rural
Historic Function(s) and Use(s): Bridge/Transportation/Creek Crossing

Known Design Source: _____

Attachment 3, Page 2
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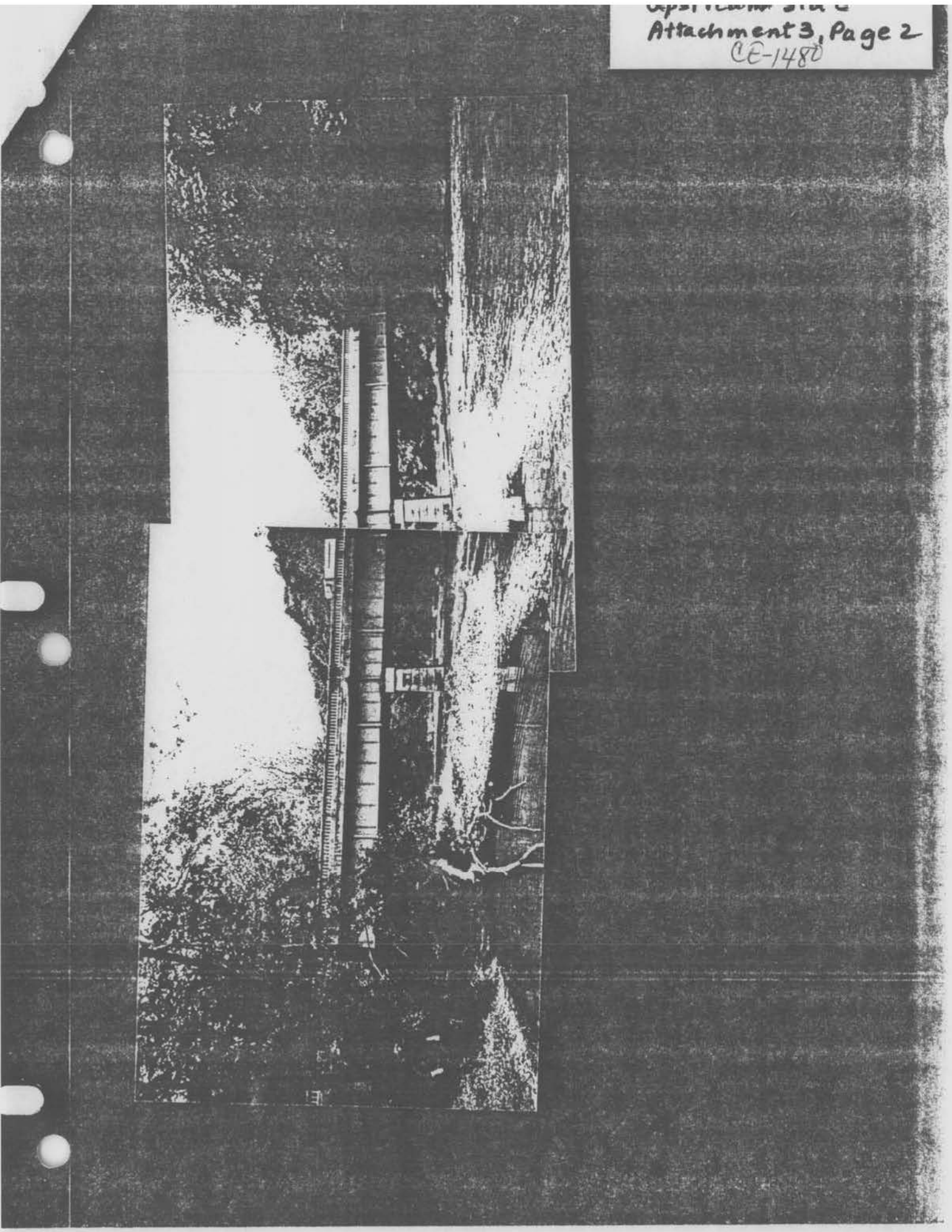
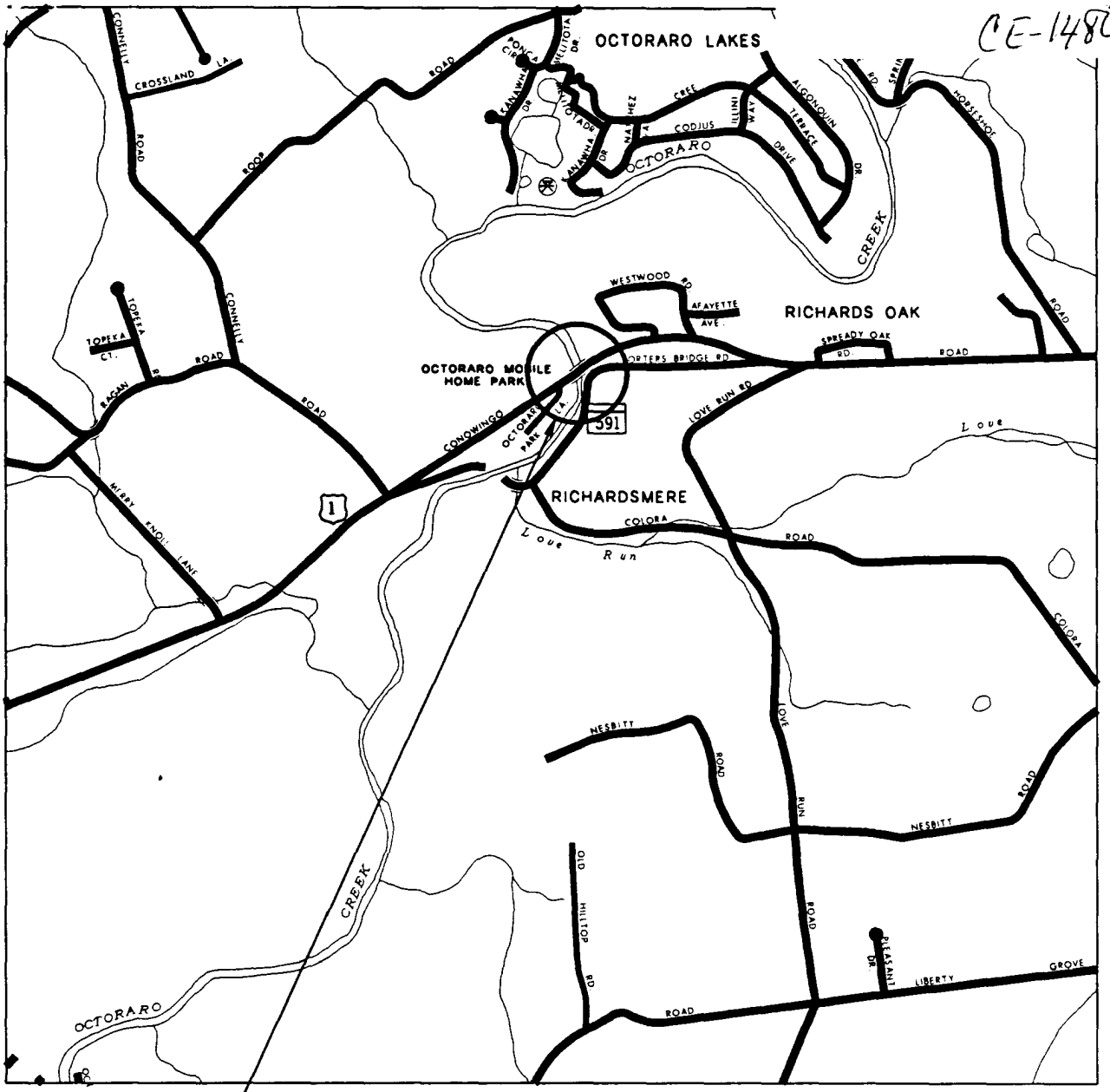


Attachment 2

CE-1480



BRIDGE NO. 0700300 US 1
OVER OCTORARO CREEK

LOCATION MAP

SCALE: 1" = 2000'