Maryland Historical Trust

Maryland Inventory of Historic Properties number: CE-1464

Name: CE005/ Colora Blown Love Run

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 __X____

Criteria: ____A ____B ____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____

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

MHT No. CE-1464

SHA Bridge No. CE 005 **Bridge name** Colora Road over Love Run

LOCATION:
Street/Road name and number [facility carried] Colora Road

City/town Richardsmere **Vicinity** X

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-1464

DESCRIPTION:

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

Describe Setting: Bridge No. CE005 carries Colora Road across Love Run near the community of Richardsmere in northeastern Cecil County. The stream flows from east to west. To the west of the bridge is a CMU barn, to the west is a two-story mid-nineteenth century house and a modern house.

Describe Superstructure and Substructure:

This simple span concrete slab with a bituminous wearing surface was built in 1930 and spans 24'-0" with a roadway width of 18'-4". The out-to-out width of the bridge is 20'-8". Supporting the bridge are two concrete abutments located on the east and west sides of the bridge. The solid concrete parapets are undecorated. The U-shaped wingwalls are almost perpendicular to the center of the road. The bridge was last inspected in 1993. At that time, the bridge was not posted. The bridge is in fair condition. Generally, the deck is in good condition. The superstructure is in good condition. Both of the bearings are encased in concrete. There are hairline longitudinal cracks located at the bottom of the parapets. No other cracking was noted on the slab.

The substructure is in poor condition. On the northeast wingwall, rotation and settlement were noted due to undermining of the wingwall. Hairline cracks were observed on the backwalls, while a wide crack is located between the east abutment and northeast wingwall. The channel is in fair condition. Scour aprons were installed along the east and west abutments. Both embankments have moderate vegetation and growth and are stable.

Discuss Major Alterations:

There have been no major alterations to this bridge.

HISTORY:

WHEN was the bridge built 1930

This date is: Actual **Estimated** ___X_____

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

Other (specify): County Roads Department 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?

The designer of this bridge is unknown.

WHO was the builder?

The builder of this bridge is unknown.

WHY was the bridge altered?

This bridge has not been altered.

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

As part of an effort by the State to increase load capacity on secondary roads during the 1930's.

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. Due to World War I, the period from 1916 -1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war-related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920 to 1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic, with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the State issued a bond of $3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund [with an equal sum from the counties] the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had become inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930s. Most improvements to local roads waited until the years after World War II.

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.

In the Report for the years 1916-1919, a revision of the standard plans was noted:

> During the four years covered by this report, it has been found necessary to revise our standard plans for culverts and bridges, to take care of the increased tonnage which they have been forced to carry. Army cantonments...increased their operations several hundred per cent, and the brunt of the enormous truck traffic resulting therefrom, was borne by the State Roads of Maryland. In addition to these war activities, freight motor lines from Baltimore to Washington, Philadelphia, New York, and various points throughout Maryland, and the weight of many of these trucks when loaded, was in excess of the loads for which our early bridges were designed (State Roads Commission 1920:56).

Published on separate sheets, the new standard plans (State Roads Commission 1919) for slab bridges reveal that the major changes was an increase in roadway width from 22 feet to 24 feet and a redesign of the reinforcement. The slab spans continued to feature solid parapets integrated into the span. The range of span lengths remained 6 to 16 feet, but the next year (1920) witnessed the issue of a supplemental plan for a 20 foot long slab span (State Roads Commission 1920).

The 1924 standard plans remained in effect until 1930, when the roadway width for all standard plan bridges was increased to 27 feet in order to accommodate the increasing demands of automobile and truck traffic (State Roads Commission 1930). The range of span lengths remained the same, but there were some changes designed to increase load bearing capacities. The reinforcing bars were increased in thickness. Visually, the 1930 design can be distinguished from its predecessors by the pierced concrete railing that was introduced at this time.

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 contributed to the growth and development of this area which has remained isolated.

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?
The bridge is an undistinguished example of a standard concrete bridge.

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, manufacturer, and engineer of this bridge is unknown.

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

CE-1464

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.

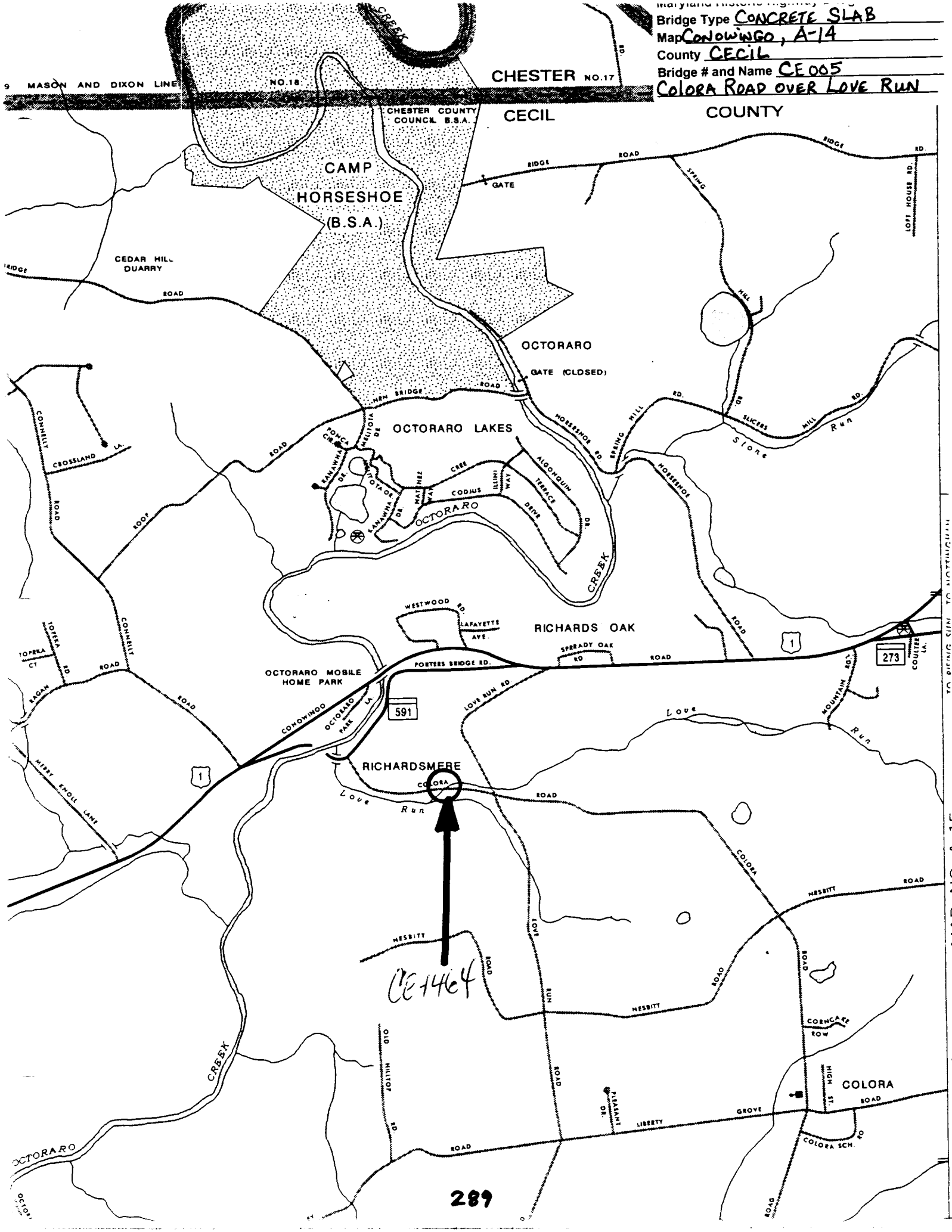
SURVEYOR:

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 CE005
COLORA ROAD OVER LOVE RUN



1 CE-1464

2 Colora Road over Little Run (CE005)

3 CECIL COUNTY

4

5

6 MD SHPO

7

8 1 of 4

500 ft

1 CE-1464

2 Colora Road over Love Run (CE-005)

3 Cecil County

4

5

6 MD SHPO

7

8 2 of 4

500 ft

1 CE - 1464

2 Colora Road over Love Run (C-005)

3 Cecil County

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8 3 of 4

CE 005

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2 Colora Road over Love Run (CE-005)
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