Maryland Historical Trust

Maryland Inventory of Historic Properties Number: Holosophia Name: Lake Fame, Col. Over Winter Section 1985. 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 bridged received the following determination of eligibly.						
MARYLAND HISTORICAL TRUST Eligibility RecommendedX Eligibility Not Recommended						
	D Considerations:AB	·				
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

SHA Bridge No. H-53	Bridge name Lake Fanny Road over Winters Run		
LOCATION: Street/Road name and n	umber Lake Fanny Road		
City/town Bel Air	Vicinity <u>X</u>		
County Harford			
This bridge projects over	r: Road Railway Water X		
Ownership: State	X County Municipal Other		
National Registe	a designated historic district? Yes No _X er-listed district National Register-determined-eligible district ted district Other t		
BRIDGE TYPE: Timber Bridge Beam Bridge	: Truss -Covered Trestle Timber-And-Concrete		
Stone Arch Bridge			
Metal Truss Bridge	_		
Movable Bridge Swing Vertical Lift	Bascule Single Leaf Bascule Multiple Leaf Retractile Pontoon		
Metal Girder Rolled Girder Plate Girder	Rolled Girder Concrete Encased		
Metal Suspension			
Metal Arch			
Metal Cantilever			
Concrete X : Concrete Arch_	X Concrete Slab Concrete Beam Rigid Frame		
Other Type Name			

DESCRIPTION:

Describe Setting

Bridge H-53 carries Lake Fanny Road over Winters Run in Harford County. Lake Fanny Road runs north-south over the eastern flowing Winters Run. At this site there is limited commercial and residential development.

Describe Superstructure and Substructure:

Bridge H-53 is a single span filled concrete arch. The length of the bridge is approximately 53 feet with a clear span of 48 feet. The rise is approximately 12 feet 6 inches. The abutments are concrete and are approximately 24 feet wide and 13 feet high. The overall width of the bridge is 23 feet 6 inches.

According to a 1995 inspection report, the arch has medium to small size spalls along the barrel and spandrel wall joint. In addition, there is efflorescence along the spandrel walls, which also show signs of medium vertical and irregular cracks with small and medium areas of delamination. The bridge is considered to be in satisfactory condition with a sufficiency rating of 93.0.

This bridge has a closed panel type parapet. This type of reinforced concrete parapet consists of vertical posts securely fastened by dowels to the structure, horizontal balustrades, and solid panels that fill the space between the posts and the railings. Bridge H-53 has 8 paneled sections. Each section is approximately 4 feet long and 1 foot high, and is incised approximately 1 inch. The parapet is 2 feet 11 inches tall with a cap that is 1 foot by 4 feet 3 inches.

Discuss major Alterations:

There have been no major alterations to this structure except patching and mortar repair.

HISTORY:

WHEN was bridge built (actornis date is: Actual X) Source of date: Plaque X	Estimated	1913 County bridge files/inspection form			
Other (specify)					
WHY was bridge built? Repla	acement of existing structure				
WHO was the designer? Lute	en Bridge Company				
WHO was the builder? Luten Bridge Company					
WHY was bridge altered? N/	'A				
Was bridge built as part of a	n organized bridge-building	g campaign?			
No, this bridge was not built as part of an organized bridge building campaign.					
SURVEYOR/HISTORIAN A	ANALYSIS:				

This bridge may have National R	tegister significance for its association with:			
A - Events X B- Pe	rson			
C- Engineering/architectural characterX				

This bridge was determined eligible by the Interagency Review Committee in June 1996.

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

Yes, as Harford County and Bel Air expanded, the infrastructure needed to be improved. As the county expanded in population and the county needed to get its agricultural products to Baltimore City, better roads were needed. The Commissioners contracted the job of building a bridge over Winters Run to the Luten Bridge Company of York, Pennsylvania. The company was incorporated in 1909 as a contracting concern specializing in the designs of Daniel Luten. It grew to be the largest of Luten's loosely affiliated corporations and operated offices in Clarksburg, WV; Concord, NH; Columbus, OH; Chatsworth, GA; and Syracuse, NY. Daniel Luten specialized in reinforced concrete bridges. His designs dominated the industry and were copied (under patent protection) and used throughout the eastern United States.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?

No, the bridge replaced an older structure, and did not have a significant impact on the growth and development of the area.

Is the bridge located in an area that may be eligible for historic designation?

No, the bridge is not located in an area that is eligible for historic designation.

Is the bridge a significant example of its type?

Yes, this bridge is a good example of the early concrete arch bridges designed by the Luten Bridge Company.

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

Although there is some minor shifting and deterioration in the arch, the bridge retains the character defining elements of its type, including parapets, arch ring, and spandrel walls.

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

Yes, this bridge has a marble plaque that dates the bridge to 1913. The plaque also lists the builder as the Luten Bridge Company of York, Pennsylvania. This was the parent company of Daniel Luten, one of the nation's pioneers in concrete bridge building.

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

Yes, it is important to know how many of Luten's earliest structures are remaining throughout the region. There are very few that can be documented with a construction marker.

BIBLIOGRAPHY:		
County inspection/bridge filesOther (list):	SHA inspection/bridge files _	<u>X</u>

SURVEYOR/SURVEY INFORMATION:

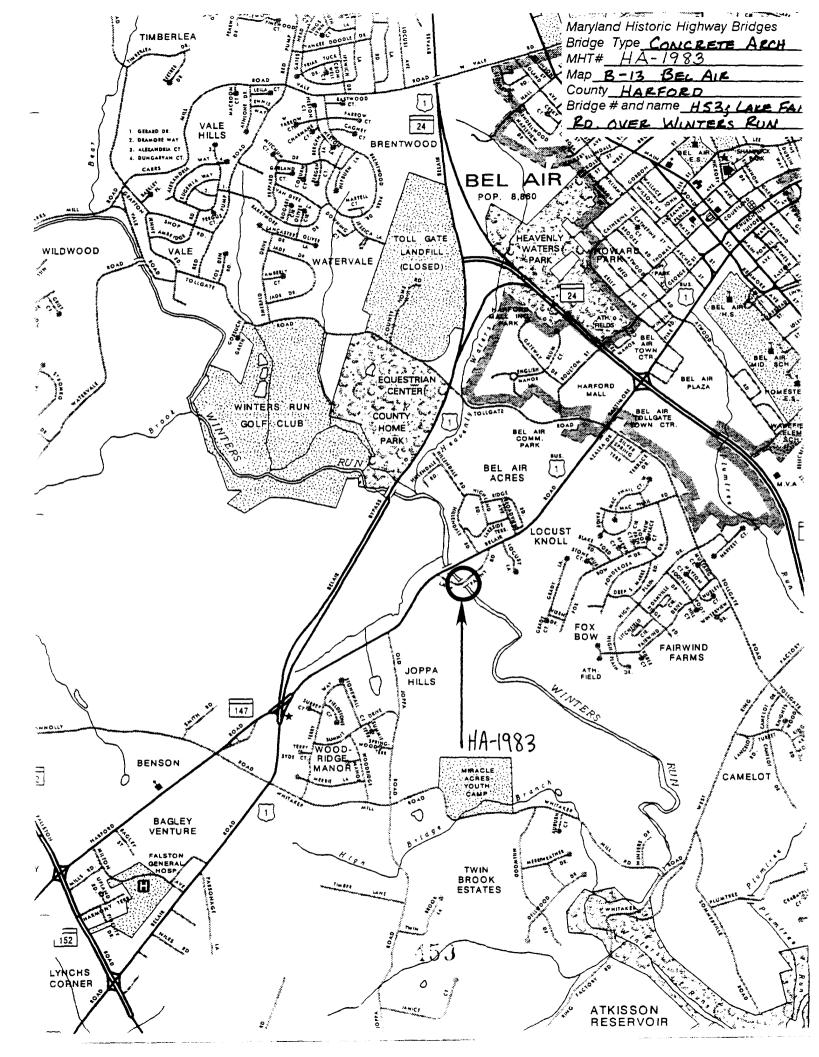
Date bridge recorded May 1996

Name of surveyor Stacie Webb

Organization/Address State Highway Administration, 707 North Calvert Street, Baltimore MD

Phone number 410-545-8559

Edited by P.A.C. Spero & Company, December 1997





HA-1983 HARFORD COUNTY MD JOHN TARQUINIO 3/12/95 HARYEAGO SHPO SHA -BRIDGE H53 OVER WINTER'S RUN - VIEW LOOKING SOUTH ON LAKE FANNY RD



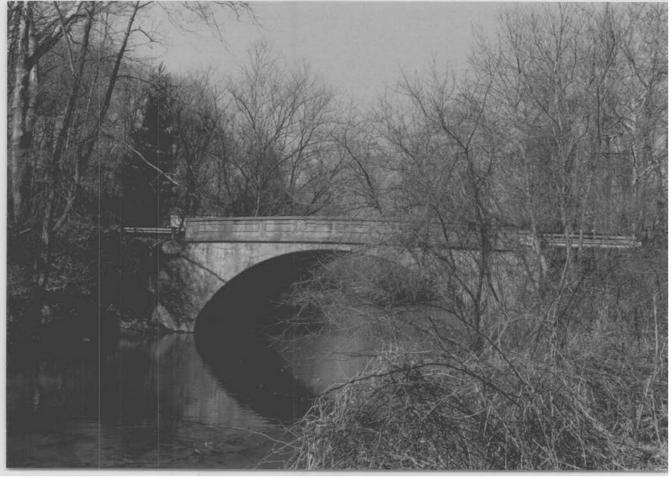
111-1983 HARFORD COUNTY, MO JOHN TARQUIND 3/12/95 MARYLAND SHPO-SHA - BROGE H53 OVER WINTER'S RUN - VIEW LOOKING SOUTH ON LAKE FANNY ROAD

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HARFORD COUNTY, MD JOHN TARQUINIO 3/12/95 MARYCHNO SHPO SHA - BRIDGE H53 OVER WINTER'S RUN - VIEW LOOKING WEST

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HA-1983
HARFORD COUNTY, HD

JOHN TARQUINIO
3/12/95

MARYLAND SHPE SMA

- BRIDGE HS3 OVER WINTER'S RUI)

- VIEW LOOKING EAST

4/5



HA-1983 HARFORD COUNTY, MD JOHN TARQUINIO 3/12/95 MARYLAND SHPO SHA - BRIDGE H53 OVER WINTER'S RUN - PLAQUE ON EXST PARAPET