

Maryland Historical Trust

Maryland Inventory of Historic Properties number:

BA-2854

Name:

GOLDEN TRING RD. OVER STEMMERS 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 <input checked="" type="checkbox"/>	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> 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>

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

MHT No. BA-2854

SHA Bridge No. B0110 Bridge name Golden Ring Road over Stemmers Run

LOCATION:

Street/Road name and number Golden Ring Road

City/town Essex-Middle River Vicinity X

County Baltimore

This bridge projects over: Road Railway Water Land

Ownership: State County Municipal Other

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes No

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 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 B0110 carries Golden Ring Road over Stemmers Run in Baltimore County. Golden Ring Road runs east and west over the southern flowing Stemmers Run. The area immediately adjacent to the bridge has moderate post-World War II residential and commercial development.

Describe Superstructure and Substructure:

Bridge B0110 is a single span filled concrete arch bridge. The total length of the bridge is 47 feet with a clear span measuring 45 feet. The spandrel walls are approximately 5 feet tall and 24 feet 6 inches wide. The bridge has a rise of approximately 5 feet 4 inches from springline to crown. There is a clear roadway width of 20 feet, with an overall bridge width of 22 feet 10 inches. The arch barrel has moderate transverse cracking with visible efflorescence. There is minor scale at the joint of the parapet and spandrel wall. According to a 1995 inspection report, the bridge is in satisfactory condition with a sufficiency rating of 70.7.

Bridge B0110 retains its original parapets. The builders used a closed parapet design. This reinforced concrete railing consists of vertical posts securely fastened by dowels to the structure, horizontal rails, and solid panels that fill the space between the posts and railing. The parapets are in a single section. Each section has 5 incised panels measuring 5 feet by 1 foot. The endblocks are 3 feet long and have a single incised panel measuring 2 feet by 1 foot. The parapets are in fair condition with moderate spalling at the construction joints. There is some scaling at the curb with the roadway joint.

Discuss Major Alterations:

There have been no major alterations to this bridge..

HISTORY:

WHEN was bridge built (actual date or date range) 1933
This date is: Actual Estimated
Source of date: Plaque Design plans County bridge files/inspection form
Other (specify)

WHY was bridge built? To replace an existing structure.

WHO was the designer? Luten Bridge Company

WHO was the builder? Baltimore County Highways Department

WHY was bridge altered? N/A

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

Yes, this bridge was built as part of Baltimore County road extensions.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

A - Events B- Person
 C- Engineering/architectural character

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?

During the early days of improved road construction in Maryland, a policy of building narrow roads and bridges was adopted so that a complete system of highways might be completed within a reasonable time limit and with limited funds. As traffic increased, it became necessary to reconstruct existing roads to greater width and strength. In 1918, the State Roads Commission developed the use of a concrete bridge. This bridge was probably built as part of the State Roads Commission's "Lateral and post Roads Loan of 1920." In 1920, the state received an appropriation of

\$3,000,000. The money allowed for the construction of rural post roads, lateral roads, and the extension of the State Roads System with the assistance of funds from the US Government and several counties in the state. The state and counties received funding for lateral road improvements.

Between 1920 and 1935, most of the Baltimore County Highways Department work concentrated on the expansion of the feeder roads to the main arteries being built by the State Roads Commission. Unlike other counties in Maryland during this period, Baltimore County maintained its own roads. Like other counties, Baltimore County has a standing contract with consultants to assist in the design and development of bridges. The Luten Bridge Company of York, Pennsylvania was the consultant for this project.

The Luten Bridge Company of York, Pennsylvania, 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, there is no evidence that this bridge had an impact on the growth 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 may eligible for historic designation.

Is the bridge a significant example of its type?

Yes, this bridge retains integrity of design and materials, and is a significant example of an early-twentieth century concrete arch bridge. In addition, this is based on a Luten Bridge Company design.

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

The bridge retains the integrity of a majority of its character defining elements.

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

This bridge is a significant example of the work of the Luten Bridge Company.

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

No, this bridge should not be given further study.

BIBLIOGRAPHY:

County inspection/bridge files SHA inspection/bridge files Other (list):

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded June 1996

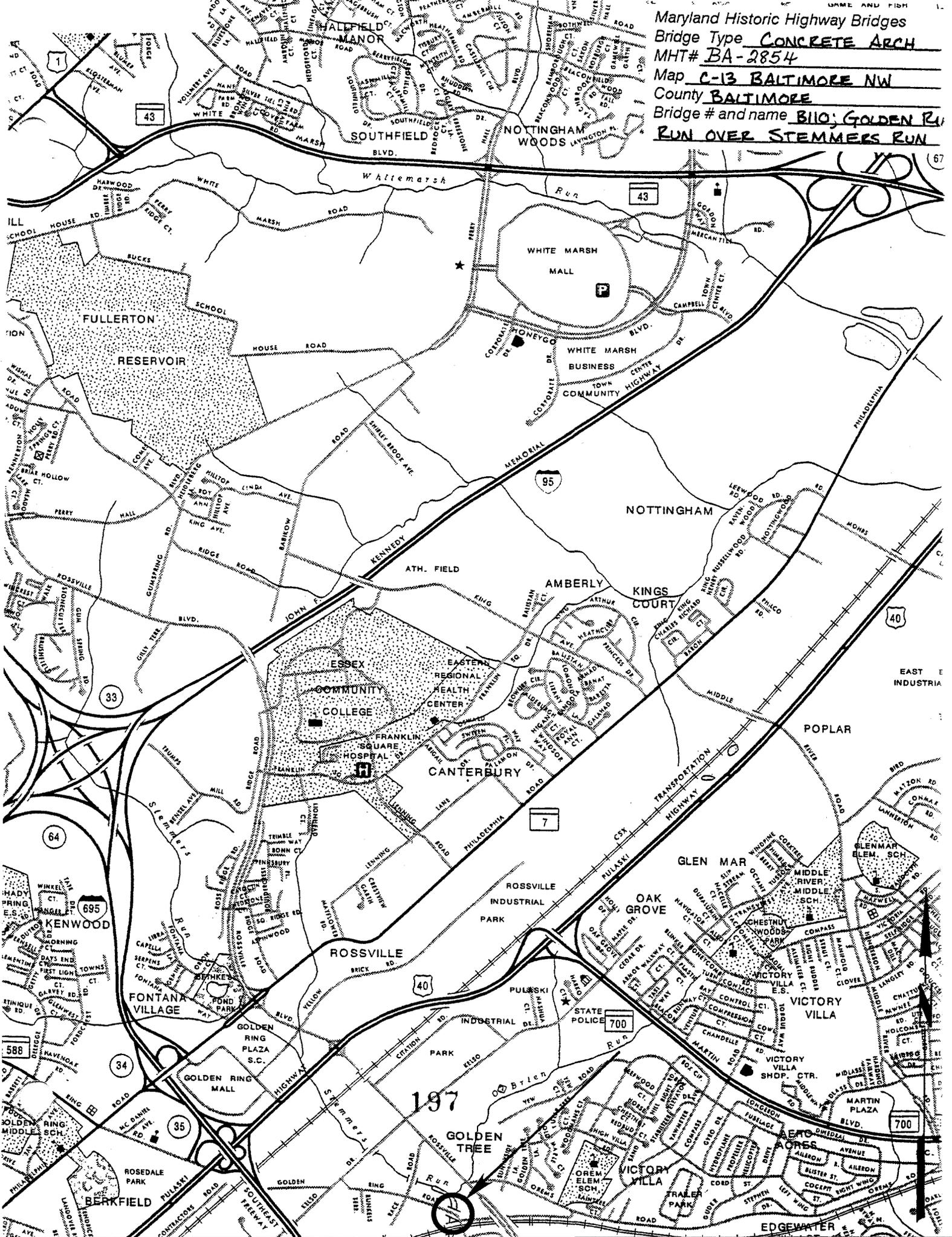
Name of surveyor Stacie Webb

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

Maryland Historic Highway Bridges
Bridge Type CONCRETE ARCH
MHT# BA-2854
Map C-13 BALTIMORE NW
County BALTIMORE
Bridge # and name B110; GOLDEN RIVER RUN OVER STEMMERS RUN





Inventory # BA-2854

Name B0110 - GOLDEN RING RD OVER STEMMERS RUN

County/State BALTIMORE COUNTY / MD

Name of Photographer PAVE DIEHL

Date 11/95

Location of Negative SHA

Description EAST APPROACH LOOKING WEST

Number 128 of 394



Inventory # BA-2854

Name 60110 - GOLDEN RING RD OVER STEMMERS RUN

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DEAL

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION LOOKING
NORTH

Number 2 of 39 4



Inventory # BA-2854

Name B0110- GOLDEN RING RD OVER STEMMERS RUN

County/State BALTIMORE COUNTY/MD

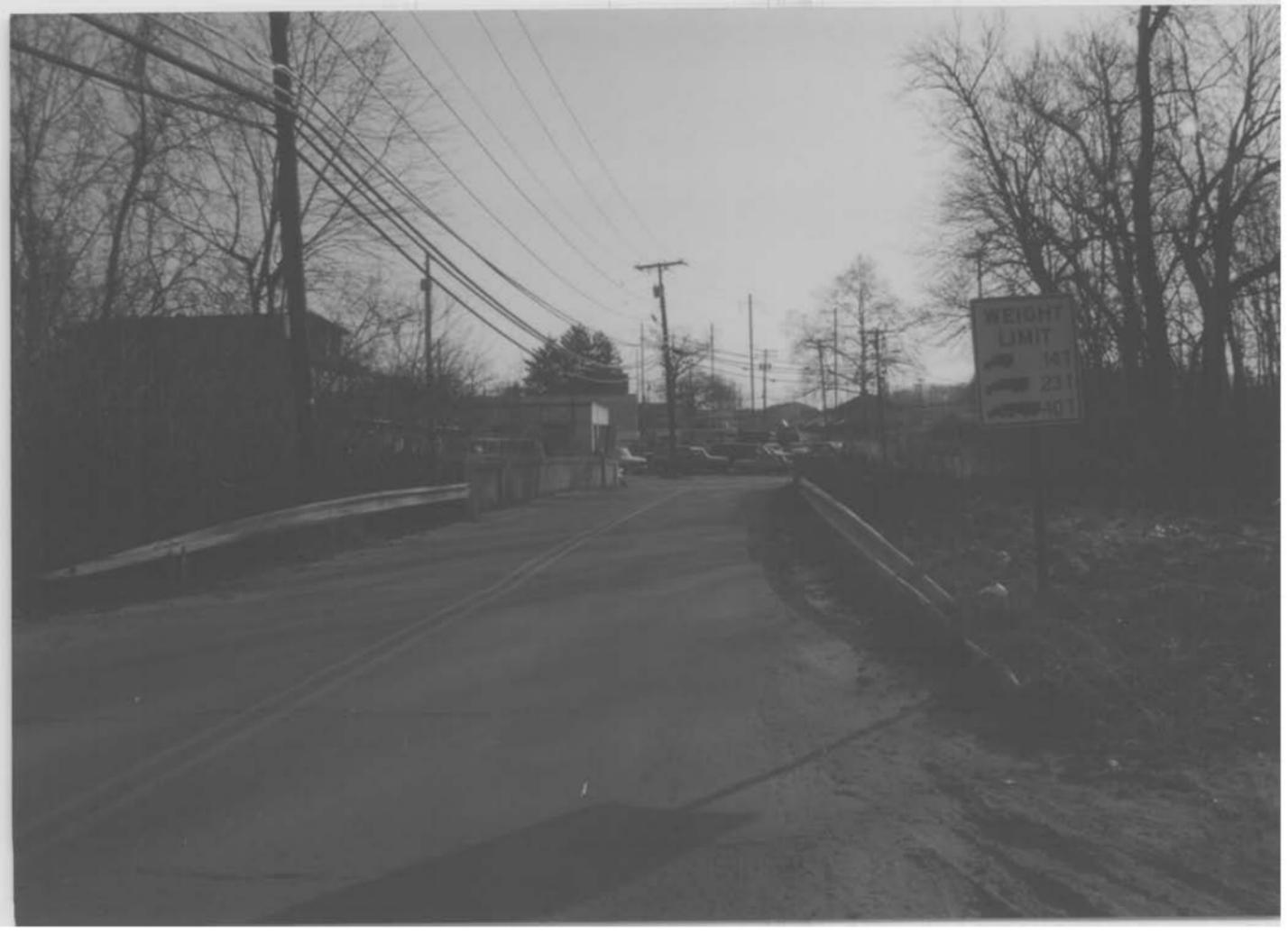
Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION LOOKING
SOUTHEAST

Number 3 of 39 4

A black and white photograph of a road. On the right side, there is a sign that reads "WEIGHT LIMIT" followed by three categories: "14T", "23T", and "40T". The road has double yellow lines in the center. There are utility poles and power lines along the left side. Bare trees are visible in the background. The overall scene is somewhat desaturated and appears to be from a past era.

WEIGHT
LIMIT
14T
23T
40T

Inventory # BA-2854

Name B0110-GOLDEN RING RD OVER STEMMERS RUN

County/State BALTIMORE COUNTY/MD

Name of Photographer DAVE DIEHL

Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING EAST

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Number 31 of 374