Maryland Historical Trust

Maryland Inventory of Historic Properties number: PG:70-55

Name: 16016/MD 450 OVER FOLLY BRANCH

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 MHT No. PG:70-55
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

SHA Bridge No. 16016 **Bridge name** MD 450 over Folly Branch

LOCATION:
Street/Road name and number [facility carried] MD 450

City/town Lanham **Vicinity** X

County Prince George's

This bridge projects over: Road____ **Railway**_____ **Water** X_____ **Land** ____

Ownership: State X **County** _____ **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** _____

DESCRIPTION:

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

Describe Setting:

Bridge No. 16016 carries MD 450 over Folly Branch in Prince George's County. MD 450 runs east-west while Folly Branch flows in a southerly direction. It is situated in a suburban portion of Prince George's County, with private residences located nearby.

Describe Superstructure and Substructure:

Bridge No. 16016 is a single span two-lane concrete slab. The date of construction is unknown, however, the dimensions and remaining parapet wall correspond with SHA Detail Sheets from 1920. The original concrete parapet has been replaced on the north with a metal guardrail. A metal guardrail has been bolted through the closed concrete parapet on the south side of the bridge. The substructure consists of concrete abutments and wingwalls. The north wingwalls are flared, and the south wingwalls are U-shaped. There are guardrail at both approaches. It has a clear roadway width of 23'-8", a 20' clear span, and it is 23' in length.

An inspection of the bridge in 1994 rated the bridge in satisfactory to very good condition. It noted the following: (1) the slab had been repaired, (2) an area at the south end had fine cracking, some surface erosion, and light efflorescence, (3) the south exterior side has heavy surface erosion full height of the slab.

Discuss Major Alterations:

The north parapet was replaced with the W-beam guardrail now in place sometime during or after 1985. Other miscellaneous minor repairs, such as patching the top of the abutment footing with a cementitious topping, are mentioned in the SHA bridge file. However, the extent of these repairs and when they took place is not noted.

HISTORY:

WHEN was the bridge built (actual date or date range) Unknown

This date is: Actual _____ **Estimated** _____

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

Other (specify) _____

WHY was the bridge built?

Unknown

WHO was the designer?

Unknown

WHO was the builder?

Unknown

WHY was the bridge altered?

Extension of the bridge's life/safety issues

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

Unknown

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).

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?
Unknown.

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?
No. This bridge is not located in a town which may be eligible for historic designation.

Is the bridge a significant example of its type?
No. Bridge No. 16016 is an undistinguished example of its type. The character defining elements are either in a deteriorated state or not present in their original form.

Does the bridge retain integrity of important elements described in Context Addendum?
No. This structure has not retained the integrity of its design due to the loss of character defining elements, and its material integrity has been compromised due to the deteriorating condition of original fabric.

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

Should the bridge be given further study before an evaluation of its significance is made?
No further evaluation is necessary to determine National Register significance. Although it reflects the state's post World War I expansion of secondary road systems, it is not an exceptional example of its type. However, additional research concerning the history of this bridge and its relationship to the surrounding landscape may be useful in providing a more complete picture of the bridge's background.

BIBLIOGRAPHY:

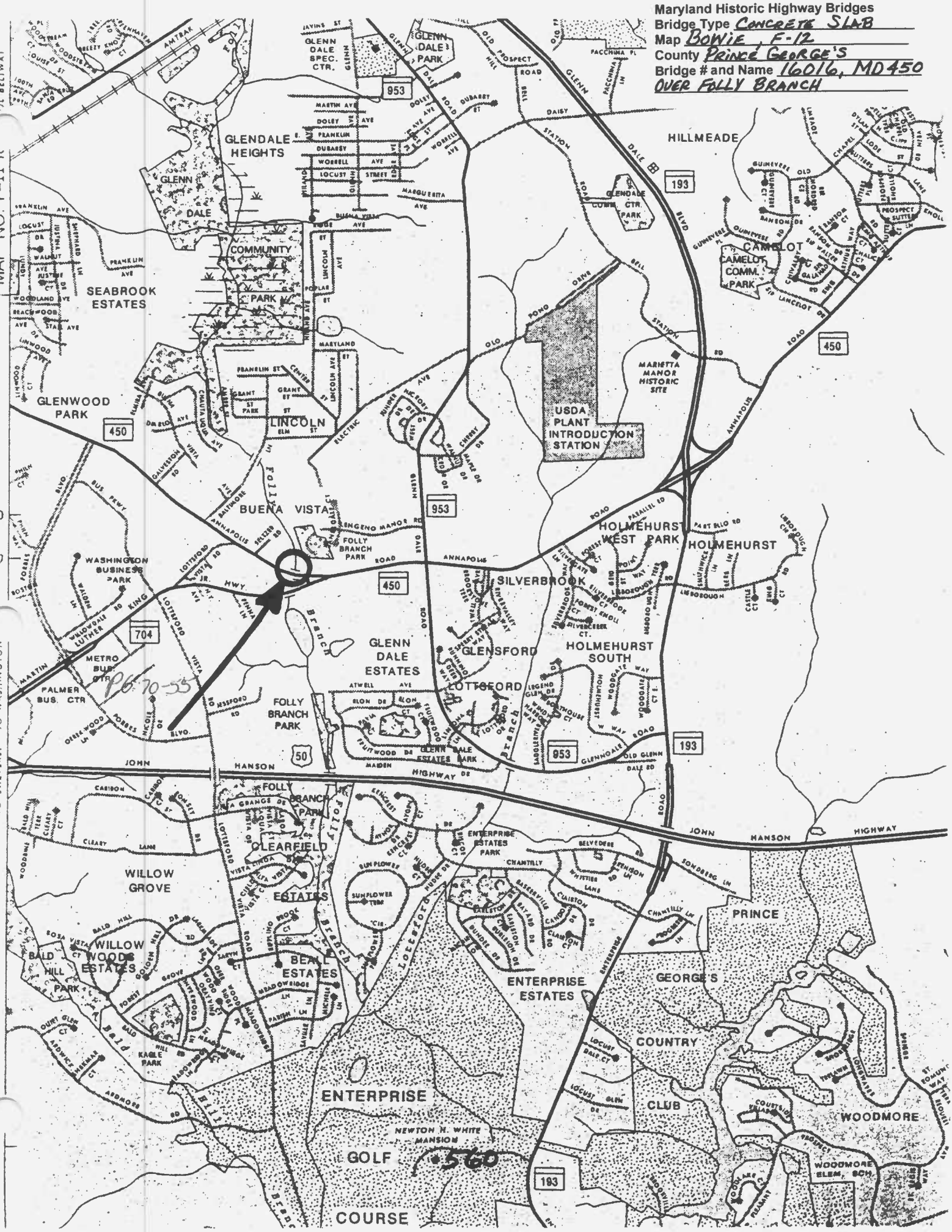
County inspection/bridge files _____ **SHA inspection/bridge files** X
Other (list):

PG: 70-55

SURVEYOR:

Date bridge recorded August 1995
Name of surveyor Leo Hirrell
Organization/Address P.A.C. Spero & Company; 40 West Chesapeake Avenue, Suite 412; Baltimore, Maryland 21204
Phone number 410-296-1635 **FAX number** 410-296-1670

Maryland Historic Highway Bridges
Bridge Type CONCRETE SLAB
Map BOWIE, F-12
County PRINCE GEORGE'S
Bridge # and Name 16016, MD450
OVER FOLLY BRANCH



Inventory # PG: 70-55

Name 16016-MD 450 OVER FOLLY BRANCH

County/State PRINCE GEORGES COUNTY / MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING EAST

Number 1 of 4


The Home Of
Just Arrived In Your
Turn
Fo

Inventory # PG:70-55

Name 16016-MD450 OVER FOLLY BRANCH
County/State PRINCE GEORGES COUNTY/MD
Name of Photographer WALLY KING
Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING WEST

Number 2 of 4


The Home Of Your Dreams
Just Arrived In Your Ideal Neighborhood.
Turn right on
Forbes Blvd.

Inventory # PG: 70-55

Name 16016-MD 450 OVER FOLLY BRANCH
County/State PRINCE GEORGES COUNTY/MD
Name of Photographer WALLY KING
Date 1/95

Location of Negative SHA

Description NORTH ELEVATION

Number 3 of 4

Inventory # PG: 70-55

Name 16016-MD 450 OVER FOLLY BRANCH
County/State PRINCE GEORGES COUNTY/MD
Name of Photographer WALLY KING
Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION

Number 4 of 4

960377

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

Property/District Name: Bridge No. 16016 Survey Number: PG:70-55

Project: MD 450: MD 193 to Seabrook Road Agency: FHWA/SHA

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

Eligibility recommended _____ Eligibility **not** recommended X

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

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

Based on the available information, Bridge No. 16016, MD 450 over Folley Branch, does not meet the National Register Criteria for individual listing. The single span concrete slab bridge is 20 feet in length. The date of construction is unknown; however, the dimensions and parapet design correspond to standard plans from 1920. In 1985 the parapet on the north side of the bridge was replaced with a w-beam metal guardrail. The bridge does not appear to meet Criterion C. It is a relatively poor example of a common bridge type. Concrete slabs were constructed in Maryland from the first decade of the 20th century and remain in large numbers throughout the state. This bridge, only 20 feet and a single span, was not particularly noteworthy when constructed, circa 1920. Its loss of a parapet has severely compromised its integrity. The bridge has no known association with significant events or people and thus is unlikely to be eligible under Criteria A and B. It is not located in a nown historic district.

The interagency bridge review committee determined the bridge to be ineligible (probably in its September 21, 1995 meeting). The bridge is slated for removal as part of the MD 450 improvement project.

Documentation on the property/district is presented in: Project file, Maryland Inventory Form PG:70-55

Prepared by: Leo Hirrell, PAC Spero for SHA 8/95

Elizabeth Hannold — October 16, 1996
Reviewer, Office of Preservation Services — Date

NR program concurrence: X yes ___ no ___ not applicable

Peter E. Kurtze — 10/23/96
Reviewer, NR program — Date

Survey No. PG:70-55

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

____	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
_X_	Industrial/Urban Dominance	A.D. 1870-1930
____	Modern Period	A.D. 1930-Present
____	Unknown Period (___ prehistoric	___ historic)

III. Prehistoric Period Themes:

____	Subsistence
____	Settlement
____	Political
____	Demographic
____	Religion
____	Technology
____	Environmental Adaption

IV. Historic Period Themes:

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

V. Resource Type:

Category: structure

Historic Environment: rural

Historic Function(s) and Use(s): transportation-vehicular

Known Design Source: State Roads Commission

PG:70-55
Bridge #16016, MD 450 over Folly Branch
Annapolis Road (MD 450)
Lanham quadrangle