

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: HO-726

Name: Folly Quarter Rd over Middle Patuxent River

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 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 Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number HO-726

SHA Bridge No. HO 20 Name: Folly Quarter Road over Middle Patuxent River

Location:

Street/Road Name and Number: Folly Quarter Road

City/Town: Locust Ridge Vicinity _____X_____

County: Howard

Ownership: _ State X 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 _ Retractable _ Pontoon

_ Metal Girder

_ Rolled Girder _ Rolled Girder Concrete Encased
_ Plate Girder _ Plate Girder Concrete Encased

_ Metal Suspension

_ Metal Arch

_ Metal Cantilever

X Concrete

X Concrete Arch _ Concrete Slab _ Concrete Beam
_ Rigid Frame

_ Other Type Name _____

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Describe Setting:

Bridge HO-20 carries Folly Quarter Road over the Middle Patuxent River. Folly Quarter Road runs north-south over the eastern flowing Middle Patuxent. The bridge is in a rural section of Howard County at the University of Maryland Central Farm. There is no commercial development around the bridge and sparse residential settlement. The bridge carries 2 lanes of traffic in opposing directions.

Describe Superstructure and Substructure:

Bridge HO-20 is a single span filled concrete arch bridge. The length of the bridge is 64 feet with a clear span measuring 60 feet at the spring line. The bridge has a rise of approximately 13 feet from springline to the crown. The rise to run ratio is 21 percent. The spandrel walls are approximately 14 feet by 8 feet. The wingwalls are approximately 10 feet by 8 feet. There is a clear roadway width of 24 feet, with an overall bridge width of 26 feet 8 inches. The spandrel walls have severe deterioration on the eastern slope. The arch ring has fine vertical cracking and some signs of efflorescence. According to a 1994 inspection report, the bridge is in satisfactory condition, with a sufficiency rating of 76.2.

Bridge HO-20 has its original parapets. The builders used a closed parapet design. This reinforced concrete parapet consists of vertical posts securely fastened by dowels to the structure, horizontal rails, and solid panels that fill the space between posts and the railings. The posts and rails were built in place. The panels are separated by solid paneled expansion joints. The parapets are in a single section and are in fair condition with moderate spalling at the construction joints.

Discuss Major Alterations:

There have been no major alterations to this structure.

History:

When Built? 1922

Why Built? To replace a bridge destroyed in a flood.

Who Built? Luten Bridge Company, York, PA

Who Designed? Luten Bridge Company, York PA

Why Altered? N/A

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

No, Bridge HO-20 was not built as part any state bridge building campaign.

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events Person

C Engineering/Architectural

This bridge was determined eligible by the interagency Review Committee in March 1996.

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

Between 1920 and 1923 most of the State Roads Commission work in Howard County was west of the Baltimore and Washington Blvd (US 1). During this period, a total of approximately 11 miles was built under the 1920 State Roads Act. Included in this construction was the completion of the gap on the Clarksville Pike from Elioak to Clarksville; 4 miles of road from Cooksville towards Olney; 1 mile from the National Pike to connect Folly Quarter Road; and about ¼ mile along Main Street in Ellicott City. In the summer of 1922 a 60-foot concrete arch with a 24-foot roadway was built over the Middle Patuxent River on Folly Quarter Road to replace a bridge carried away by a flood on July 17, 1922. The State Roads Commission contracted the Luten Bridge Company to complete the project.

The Luten Bridge Company of York, PA, 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 market and were copied (under patent protection) and used throughout the eastern United States.

Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district?

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

Is the bridge a significant example of its type?

Yes the bridge is a documented and good example of a concrete arch bridge built by the Luten Bridge Company of York, Pennsylvania.

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

Yes this bridge retains integrity of its character defining elements.

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

Yes, this bridge is a significant example of the work of the Luten Bridge Company, of York, Pennsylvania.

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

No this bridge should not be given further study.

Bibliography:

County inspection/bridge files _____ X _____ SHA inspection/bridge files _____

Other (list):

Johnson, Arthur Newhall

1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland*. Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

P.A.C. Spero & Company and Louis Berger & Associates

1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

Tyrrell, H. Grattan

1909 *Concrete Bridges and Culverts for Both Railroads and Highways*. The Myron C. Clark Publishing Company, Chicago and New York.

SURVEYOR:

Date bridge recorded _____ December 1997 _____

Name of surveyor _____ Wallace, Montgomery & Associates / P.A.C. Spero & Company _____

Organization/Address _____ P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204 _____

Phone number (410) 296-1635 _____

FAX number (410) 296-1670 _____



Inventory # H0-726

Name H020 - FOLLY QUARTER RD OVER ^{MIDDLE} PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING NORTH

Number 16 of 33





Inventory # HO-726

Name HOZO-FOLLY QUARTER RD. OVER ^{MIDDLE} PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description WEST ELEVATION LOOKING

SOUTH EAST

Number 3 of 6
28 of 35

REPRODUCTION OF



Inventory # H0-726

Name H020-Folly QUARTER RD OVER ^{MIDDLE} PATWENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description EAST ELEVATION LOOKING

NORTHWEST

Number 4 of 6
~~36~~ of ~~35~~

1922.

LUTEN BRIDGE CO.

YORK, PA.

Inventory # HU-726

Name H020-Folly QUARTER RD OVER ^{MIDDLE} PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHD

Description PLAQUE 1 ON PARAPET

Number ⁵ 27 of ⁶ 33

MIDDLE PATUXENT RIVER BRIDGE

BUILT - 1922

STATE ROADS COMMISSION

JOHN N. MACKALL CHAIRMAN & CHIEF ENGR.

OMAR D. GROTHERS D. O. WINEBRENER

L. H. STEUART SECRETARY

Inventory # HO-726

Name HO20-FOLLY QUARTER RD OVER ^{MIDDLE} PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DEHL

Date 2/95

Location of Negative SHA

Description PLAQUE 2 ON PARAPET

Number 6 of 6