

Maryland Historical Trust

Maryland Inventory of Historic Properties number: PG: 61-27

Name: 16038/MD 212 OVER INDIAN CREEK

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 <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>
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. PG:61-27

SHA Bridge No. 16038 Bridge name MD 212 over Indian Creek

LOCATION:

Street/Road name and number [facility carried] MD 212

City/town Greenbelt 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 Retractable 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 X Small town _____ Rural _____

Describe Setting:

Bridge No. 16038 carries MD 212 over Indian Creek. It is located in a suburban portion of Prince George's County. There is an office complex located nearby. The road runs in an east-west direction, and Indian Creek flows south-north.

Describe Superstructure and Substructure:

Bridge No. 16038 is a two span two-lane concrete slab bridge constructed in 1937. The superstructure comprises open concrete parapets and a concrete slab. The design of the parapets differentiate this structure from standard SHA designs constructed during the same time period. The parapets have articulated coping stones, stylized openings, and the end blocks are reminiscent of Streamline Moderne in their design. The superstructure is supported by concrete abutments, flared wingwalls, and a solid pier. These substructure elements are all decorated with molded chamfering, and the wingwalls have a simple cap. The approaches all have guiderails which are bolted into the parapet walls.

The most recent inspection of this bridge was completed in May 1995, and its condition was described as follows. The slab has hot sealed transverse cracks and hollow sounding areas. The reinforced concrete pier wall has fine vertical cracks with efflorescence and exudation. Both sides have moderate water abrasion with aggregate exposed. The south end of the pier has heavy to severe deterioration up to 6" deep with heavily rusted rebar exposed. This deterioration extends up to the top of the cap. The north side at the pier along the bottom edge has a 3' long spall with rusted rebar exposed. Both abutments exhibit efflorescence, cracking, water abrasion with aggregate exposed, some pop-outs, and hollow sounding areas. The wingwalls have light water abrasion and a few fine vertical cracks. The parapets have scaling with aggregate exposed.

Discuss Major Alterations:

According to available county records for this bridge, the structure has had no major alterations.

HISTORY:

WHEN was the bridge built (actual date or date range) 1937

This date is: Actual _____ Estimated X

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

Other (specify) State Highway Administration bridge files

WHY was the bridge built?

Local transportation needs

WHO was the designer?

Unknown

WHO was the builder?

Unknown

WHY was the bridge altered?

This structure has had no significant alterations since its construction.

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 X

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.

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 an area which may be eligible for historic designation.

Is the bridge a significant example of its type?

Yes. The vast majority of extant concrete slab bridges in Maryland constructed between 1920 and 1940 either used or were based upon standard SHA Design Sheets. Bridge No. 16038 is a significant example of its type due to the unusual design of its parapet walls. It has also retained the integrity of its original design and materials.

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

Yes. This bridge retains both the integrity of its original design and materials. It has had no major alterations, and according to the most recent bridge inspection report is in good condition.

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?

Yes. Further evaluation is necessary to determine National Register significance. This bridge is potentially a significant example of its type. 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):

SURVEYOR:

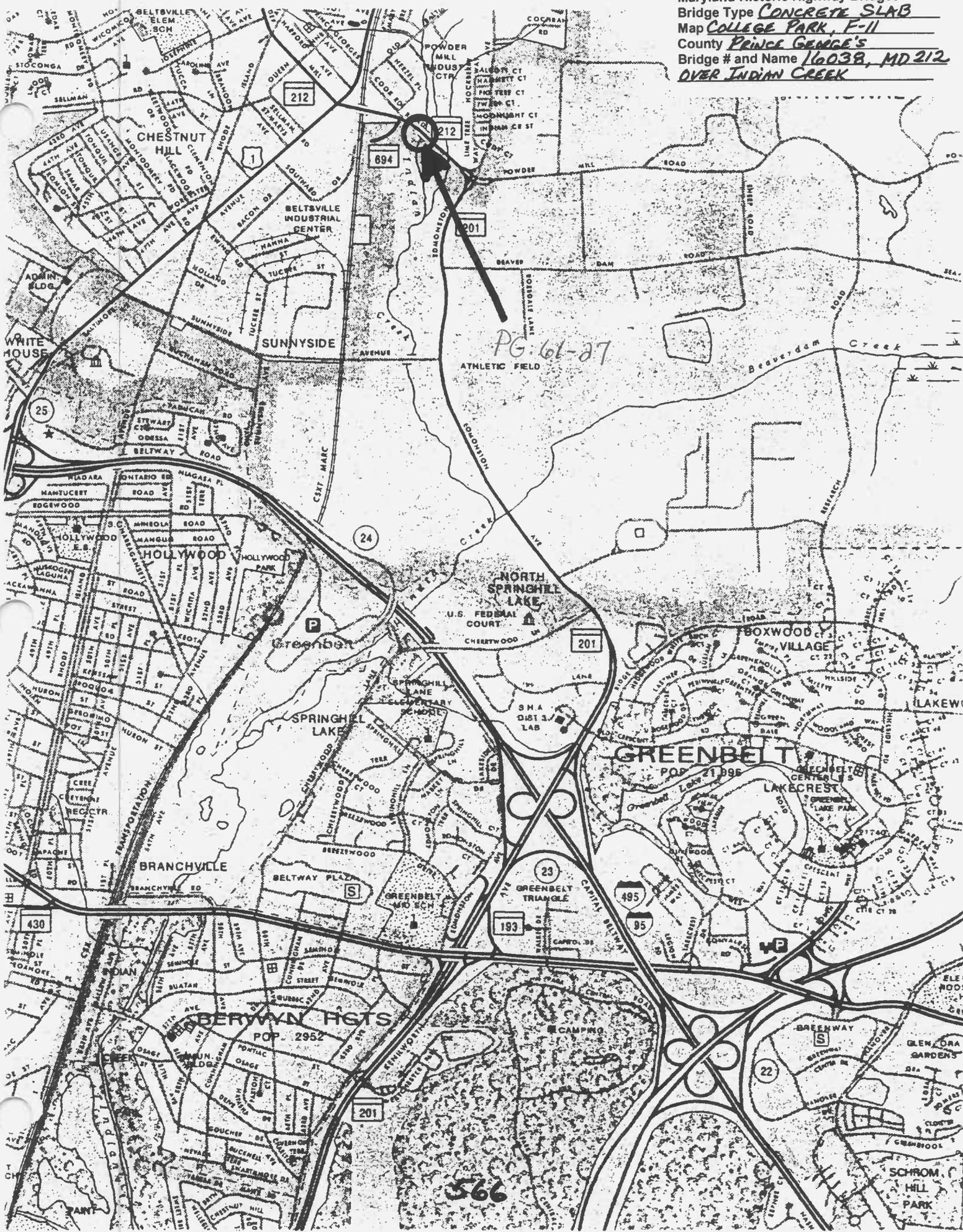
Date bridge recorded August 1995

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 COLLEGE PARK, F-11
County PRINCE GEORGE'S
Bridge # and Name 16038, MD 212
OVER INDIAN CREEK



PG. 61-27

566



Inventory # PG: 61-27

Name 16038 - MD 212 WER INDIAN CREEK

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING

WEST

Number 14 of 24

arkroom03001 9511 11/17/95





Inventory # PG: 61-27

Name 16038- MID 212 OVER INDIAN CREEK

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION

Number 3 of 4

PHOTOGRAPHIC SERVICES



LOC

Inventory # PG:61-27

Name 16038 MD212 OVER INDIAN CREEK

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING EAST

Number 4 of 24

PERFORMED BY: TSCC90JH00JXJEP

Property Address <u>MD 212 (Powder Mill Road) over Indian Creek, Beltsville vicinity, Prince George's County</u>
Owner Name/Address <u>State Highway Administration/ 707 N. Calvert Street, Baltimore, MD 21202</u>
Year Built <u>1937</u>

Description:

Bridge 16038 was previously surveyed in 1995, and was determined eligible for the National Register of Historic Places by the Interagency Review Committee in 1996.

The bridge is a 2-span, 2-lane concrete slab bridge. It has pierced parapets and stylized endblocks. The bridge is unchanged from the previous survey.

MHT CONCURRENCE:															
Eligibility	<input checked="" type="checkbox"/>	recommended	<input type="checkbox"/>	not recommended											
Criteria	<input type="checkbox"/> A	<input type="checkbox"/> B	<input checked="" 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: _____															

<u>[Signature]</u>				<u>1/29/99</u>	<u>[Signature]</u>				<u>2/2/99</u>						
Reviewer, Office of Preservation Services				Date	Reviewer, NB program				Date						

Handwritten mark

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The most recent inspection of this bridge was completed in May 1995, and its condition was described as follows. The slab has not sealed transverse cracks and hollow sounding areas. The reinforced concrete pier wall has fine vertical cracks with efflorescence and exudation. Both sides have moderate water abrasion with aggregate exposed. The south end of the pier has heavy to severe deterioration up to 6" deep with heavily rusted rebar exposed. This deterioration extends up to the top of the cap. The north side at the pier along the bottom edge has a 3' long spall with rusted rebar exposed. Both abutments exhibit efflorescence, cracking, water abrasion with aggregate exposed, some pop-outs, and hollow sounding areas. The wingwalls have light water abrasion and a few fine vertical cracks. The parapets have scaling with aggregate exposed.

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Other (list):

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Date bridge recorded August 1995

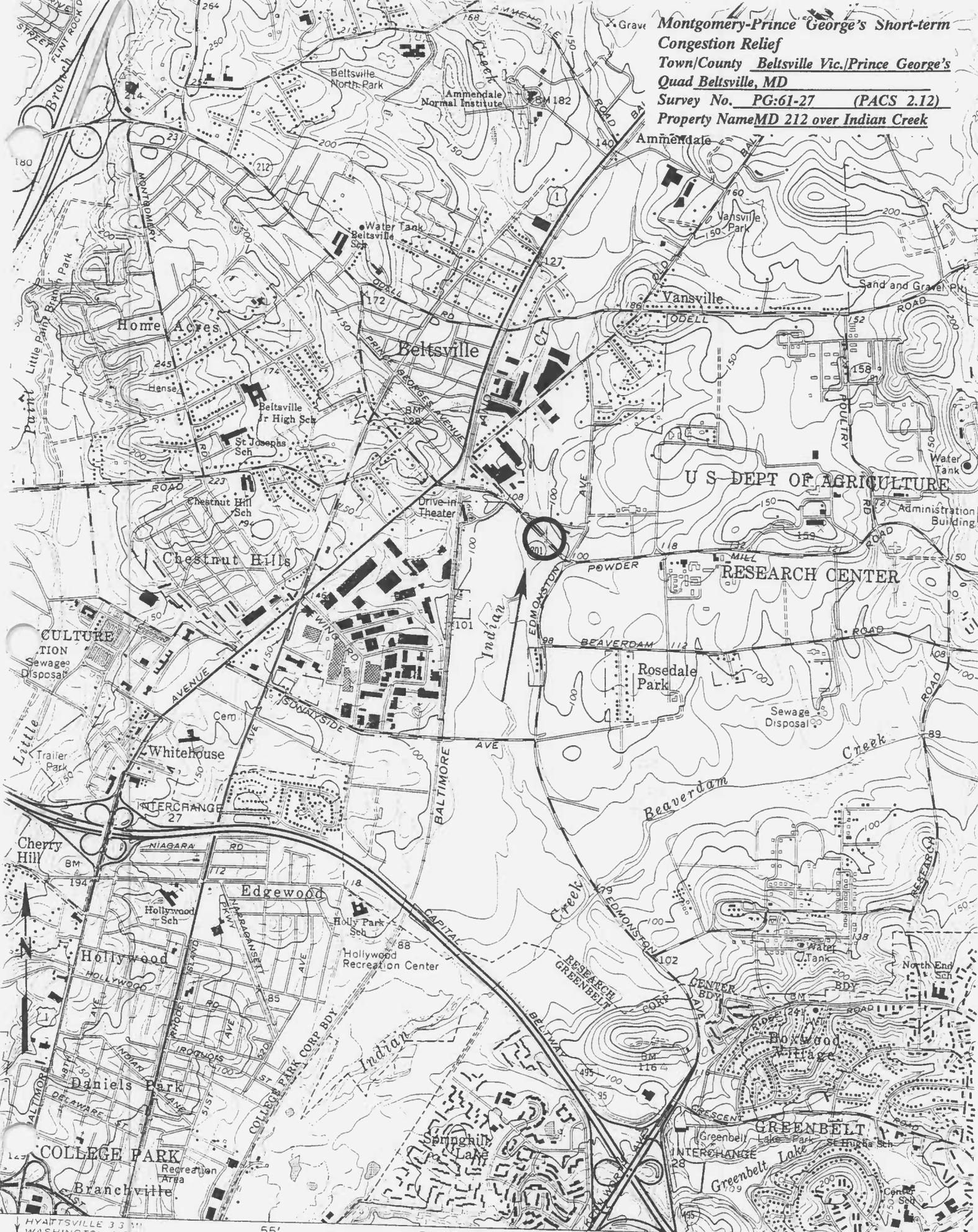
Name of surveyor Leo Hirrell

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

Montgomery-Prince George's Short-term
 Congestion Relief
 Town/County Beltsville Vic./Prince George's
 Quad Beltsville, MD
 Survey No. PG-61-27 (PACS 2.12)
 Property Name MD 212 over Indian Creek



HYATTSVILLE 3.3 MI.
 WASHINGTON MONUMENT 11 MI.

BLADENSBURG 4.5 MI.
 U.S. CAPITOL (VIA U.S. 50) 9 MI.

336000m.E. INTERIOR-GEOLOGICAL SURVEY, RESTON, VIRGINIA-1989

76°5

1 MILE

INTERCHANGE 29 (BALT WASH PKWY.) 1 MI



1 PG 61-27

2 Budget 16038

3 Prince Georges Co. Md

4 Susan Taylor

5 5/98

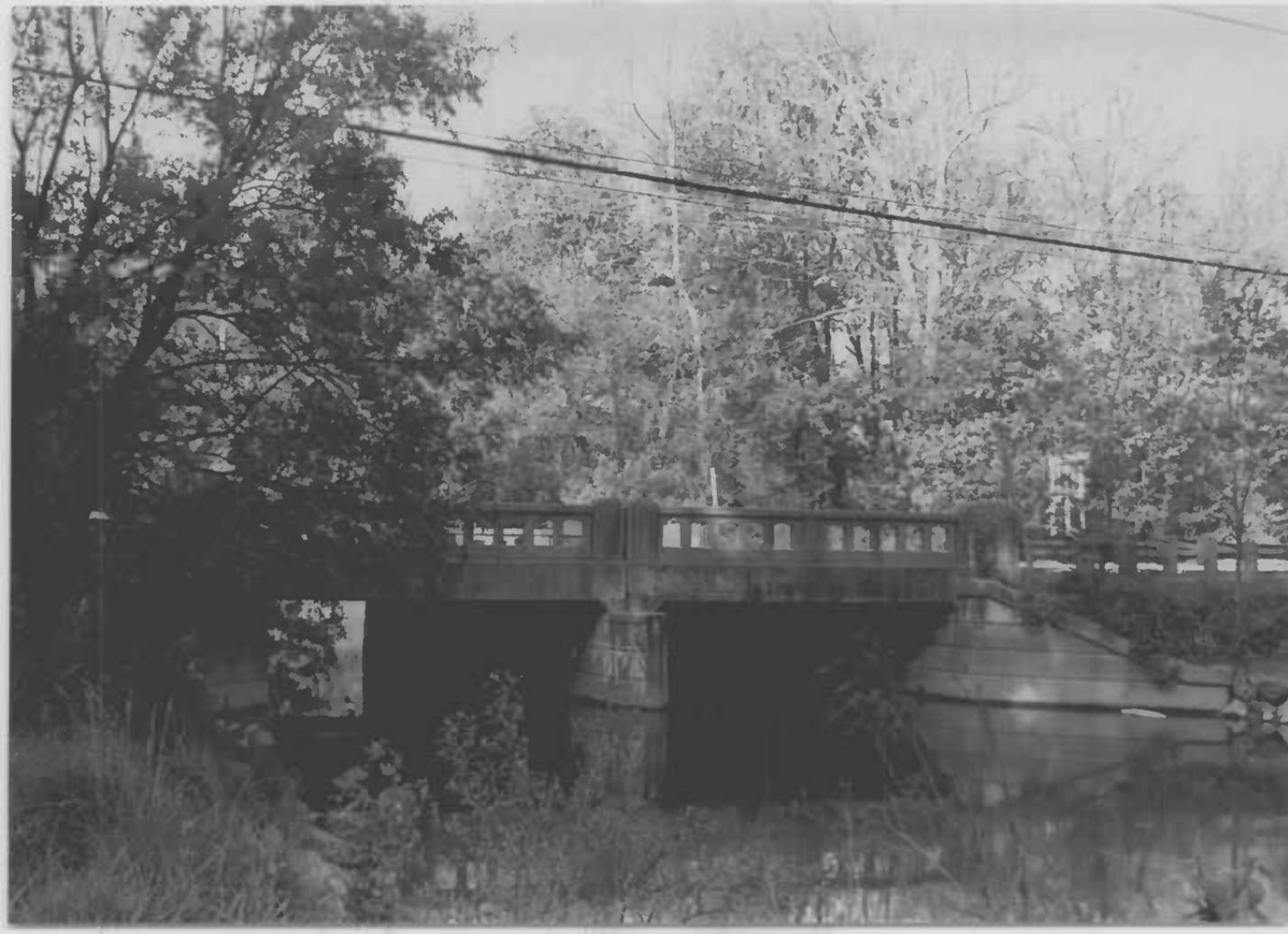
6 MID SHPO

7 E approach

8 1 of 5.



- 1 PG:61-27
- 2 Budget 16338
- 3 Prince George Co, Md
- 4 Susan Taylor
- 5 Slag
- 6 MD SHPO
- 7 W approach
- 8 2 d 5



- 1 PG. 61-27
- 2 Budj, 16035
- 3 Prince Georges Co, Md
- 4 Susan Taylor
- 5 5198
- 6 Md SHPO
- 7 N elevation
- 8 305

STAIN RECORDS



- 1 Feb 61-27
- 2 Bridge 16038
- 3 Prince Georges Co Md
- 4 Susan Taylor
- 5 5/98
- 6 MD&HPO
- 7 I¹ elevation
- 8 4 of 5

2016.11.11 12:00 PM



- 1 PG 161-27
- 2 Budget 169-1
- 3 Prince George's Co, Md
- 4 Susan Taylor
- 5 5/19/8
- 6 MD 5/1/80
- 7 End Block, detail
- 8 5 of 5