

Maryland Historical Trust

Maryland Inventory of Historic Properties number: PG. 65-19

Name: VMD 212 OVER PAINT 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 <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D	Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> 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>

2001

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. PG:65-19

NAME AND SHA NO.: 16041

LOCATION

Road Name and Number: MD 212 over Paint Branch

City/Town: Beltsville vicinity

County: Prince George's

Ownership: State County Municipal Other

Bridge projects over: Road Railway Water Land

Is bridge located within designated district?: yes 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 Bridge

Metal Truss Bridge

Moveable 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 the Setting:

Situated in the Tidewater physiographic zone of Maryland, Bridge 16041 carries MD 212 over Paint Branch in Prince George's County. The bridge crosses the southerly flowing Paint Branch near the Montgomery County border in western Prince George's County, northwest of I-95 and I-695 (the Capital Beltway) in an undeveloped area near several residential communities.

**Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)**

Composed of a single, concrete-beam span roughly 38 feet in length, Bridge 16041 carries a 30 foot clear roadway and concrete balustrades. MD 212 consists of two traffic lanes. The abutments and wing walls are made of concrete. Approach guardrails are attached to the south parapet; a guardrail spans the entire length of the north parapet.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

Inspection files do not indicate that any major alterations have been undertaken on the fabric or placement of the bridge.

HISTORY

When Built: 1934

Why Built: Unknown

Who Built: State Roads Commission

Who Designed: Unknown

Why Altered: Not applicable.

Was this bridge built as part of an organized bridge building campaign?: No, historic documents do not indicate that this bridge was erected as part of an organized building campaign.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

A (Events) B (Person) C (Engineering/Architectural Character)

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

Research has not identified any significant events or trends in Maryland or local history that contributed to Bridge 16041's construction.

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?

Construction of Bridge 16041 had a negligible impact on the surrounding area's development and growth.

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

No, Bridge 16041 does not appear to be located in an area potentially eligible for historic designation.

Is the bridge a significant example of its type?

No, this bridge is not a significant example of its type. Although most of its character defining elements survive with good integrity, the structure is a commonplace example of a standard bridge type.

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

Despite evidence of spalling, cracking and scaling of many super- and substructure elements, Bridge 16041 appears to retain good integrity of its character defining elements. Inspection records do not indicate that any prior insensitive repairs or major alterations have occurred to the bridge.

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

Although probably a variant of the State Roads Commission's 1933 standard plan for concrete girder bridges, Bridge 16041 is neither a significant example of that type nor of the Commission's bridge construction efforts in general.

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

No. Further study is unlikely to reveal any additional information linking Bridge 16041 with any significant patterns, events or persons, or associations with significant engineering and/or methods of construction.

BIBLIOGRAPHY

Maryland State Highway Administration

As-Built Drawings. On file at 707 North Calvert Street, Baltimore.

Bridge Inspection Reports. On file at 707 North Calvert Street, Baltimore.

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

1994

Historic Bridges in Maryland: Historic Context Report. Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland

1934

Report of the State Roads Commission of Maryland. Operating Report for the Years 1933 - 1934. Baltimore.

1958

A History of Road Building in Maryland. Baltimore.

SURVEYOR INFORMATION

Name: Stuart Paul Dixon/Steven Linhart

Organization: KCI Technologies, Inc.

Address: 5001 Louise Dr., Suite 201

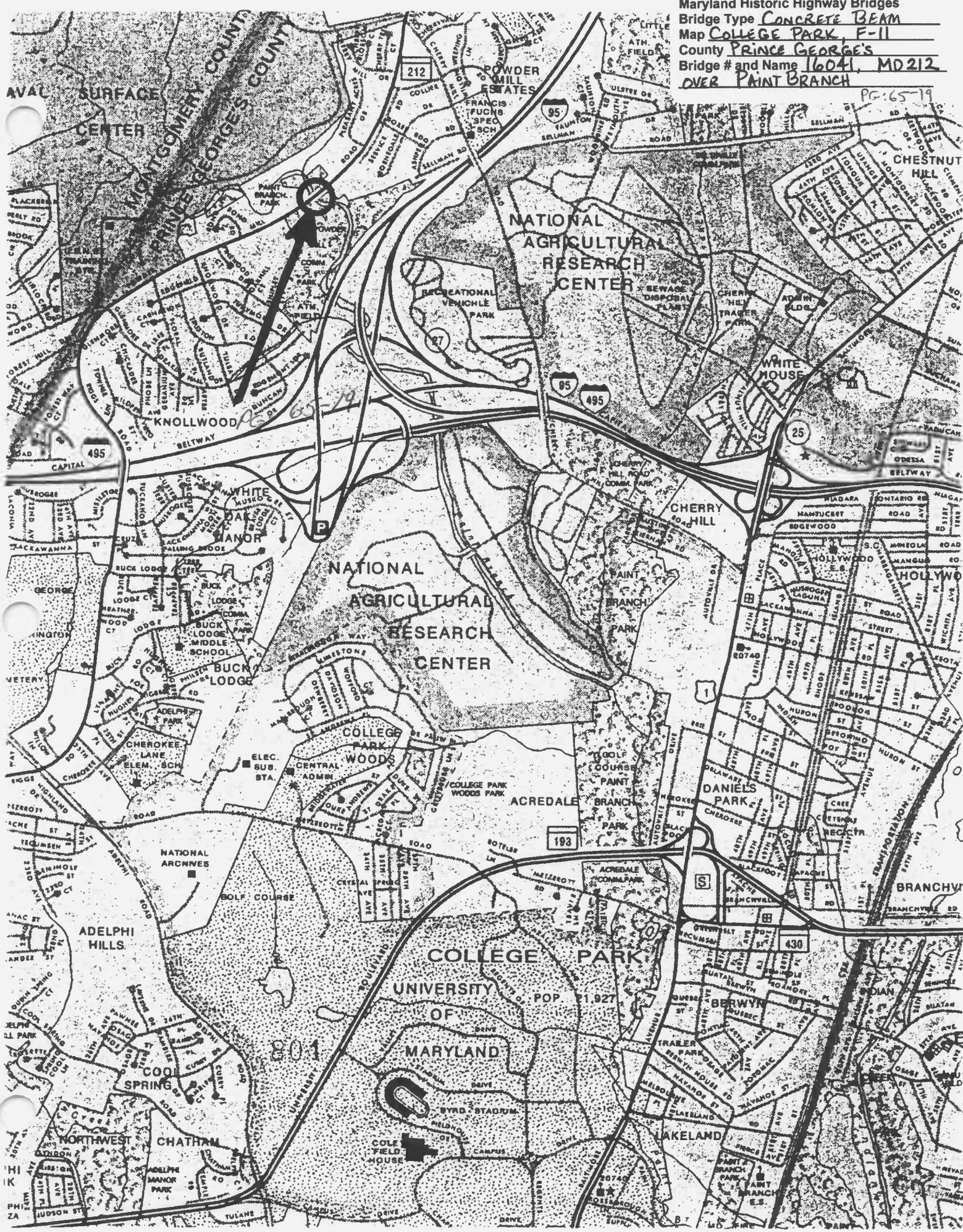
Mechanicsburg, PA 17055

Date: 13 May 1996

Telephone: (717) 691-1340

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map COLLEGE PARK, F-11
County PRINCE GEORGE'S
Bridge # and Name 16041, MD212
OVER PAINT BRANCH

PG-65-19





3118

3030

Inventory # PG-65-19

Name 16041-MD 212 OVER PAINT 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 1 of 4

SPRINT ROOM 131051 4511 NNNND



Inventory # PG:65-19

Name 16041- MID 212 OVER PAINT BRANCH

County/State PRINCE GEORGES COUNTY/MO

Name of Photographer WALBY KING

Date 1/95

Location of Negative SHA

Description WEST APPROACH LOOKING
EAST

Number 25 of 244

BARROOM[140051 4511 H N H H H



Inventory # PG: 65-19

Name 16041-MO 212 OVER PAINT BRANCH

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SWA

Description NORTH ELEVATION

Number 3 of 24

PHOTOGRAPHIC SERVICES



Inventory # PG:65-19

Name 16041-MD 212 OVER PAINT BRANCH

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SAA

Description SOUTH ELEVATION

Number 4 of 24

PHOTOGRAPHIC STUDY UNIT 1985

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

Property/District Name: Bridge 16041, MD 212 over Paint Branch Survey Number: PG:65-19

Project: Repair Bridge No. 16041 Agency: FHWA/SHA

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

Eligibility recommended _____ Eligibility not recommended

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 16041, MD 212 (Powder Mill Road) over Paint Branch in Prince George's County, Maryland, is not eligible for the National Register of Historic Places. The single span concrete beam bridge with an open parapet design was built in 1934. The bridge is not known to have been associated with any significant event or person and thus is unlikely to be eligible under Criteria A or B. In addition, the bridge is ineligible under Criterion C due to its severe state of deterioration. The balustrades, a primary character defining element of a concrete beam bridge, are eroded away to the rebars in numerous areas along both parapets. The present plans call for replacing the parapets with jersey barriers.

The interagency bridge review committee initially determined the bridge to be eligible under riterion C, as a good example of the type. However, on September 26, 1996, based on better photographs which clearly showed the extent of deterioration, the committee reversed the earlier finding.

Documentation on the property/district is presented in: Project file, Maryland Inventory
Form PG:65-19

Prepared by: Stuart Paul Dixon/Steven Linhart (KCI) and Jim Aquirre (SHA)
Elizabeth Hannold September 30, 1996
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable
Peter A. Kuntz 9/30/96
Reviewer, NR program Date

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

V. Resource Type:

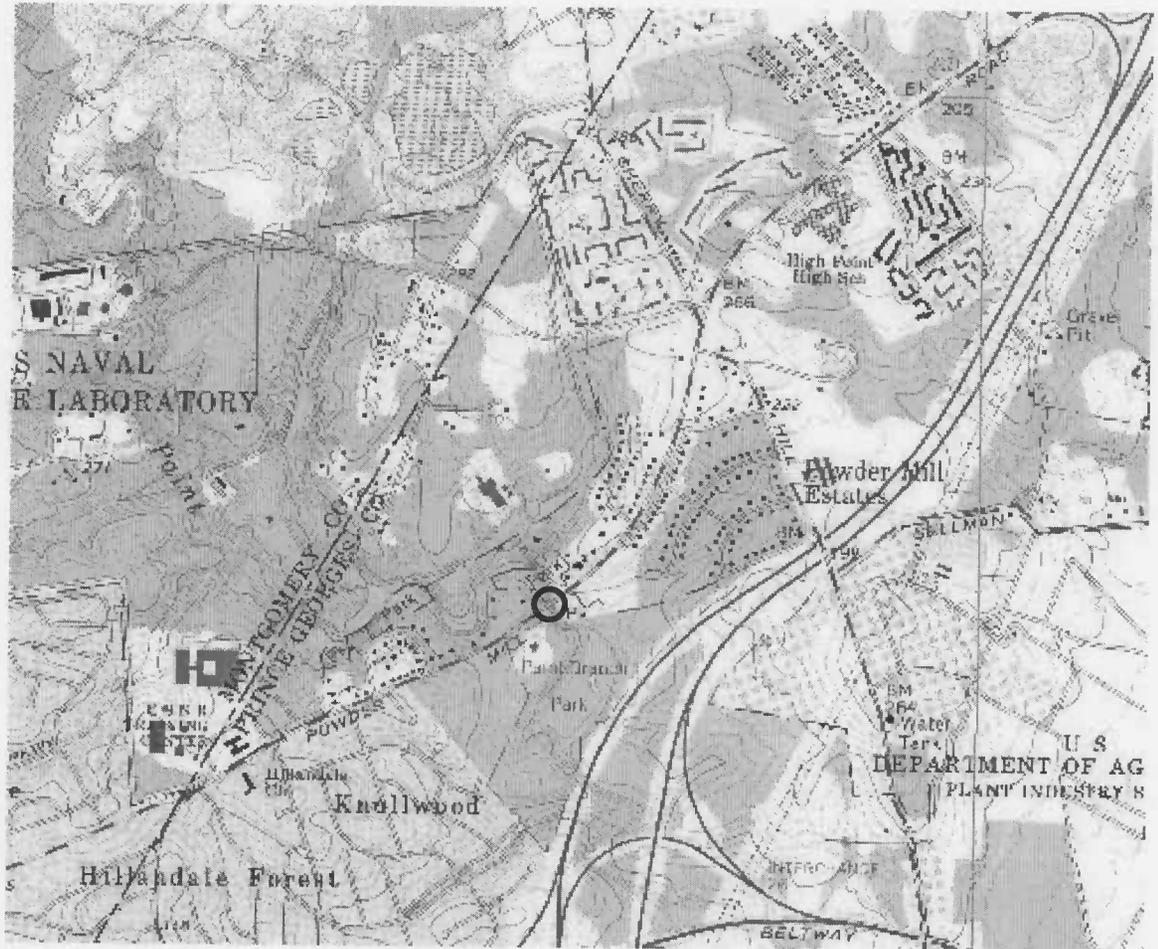
Category: Structure

Historic Environment: Rural

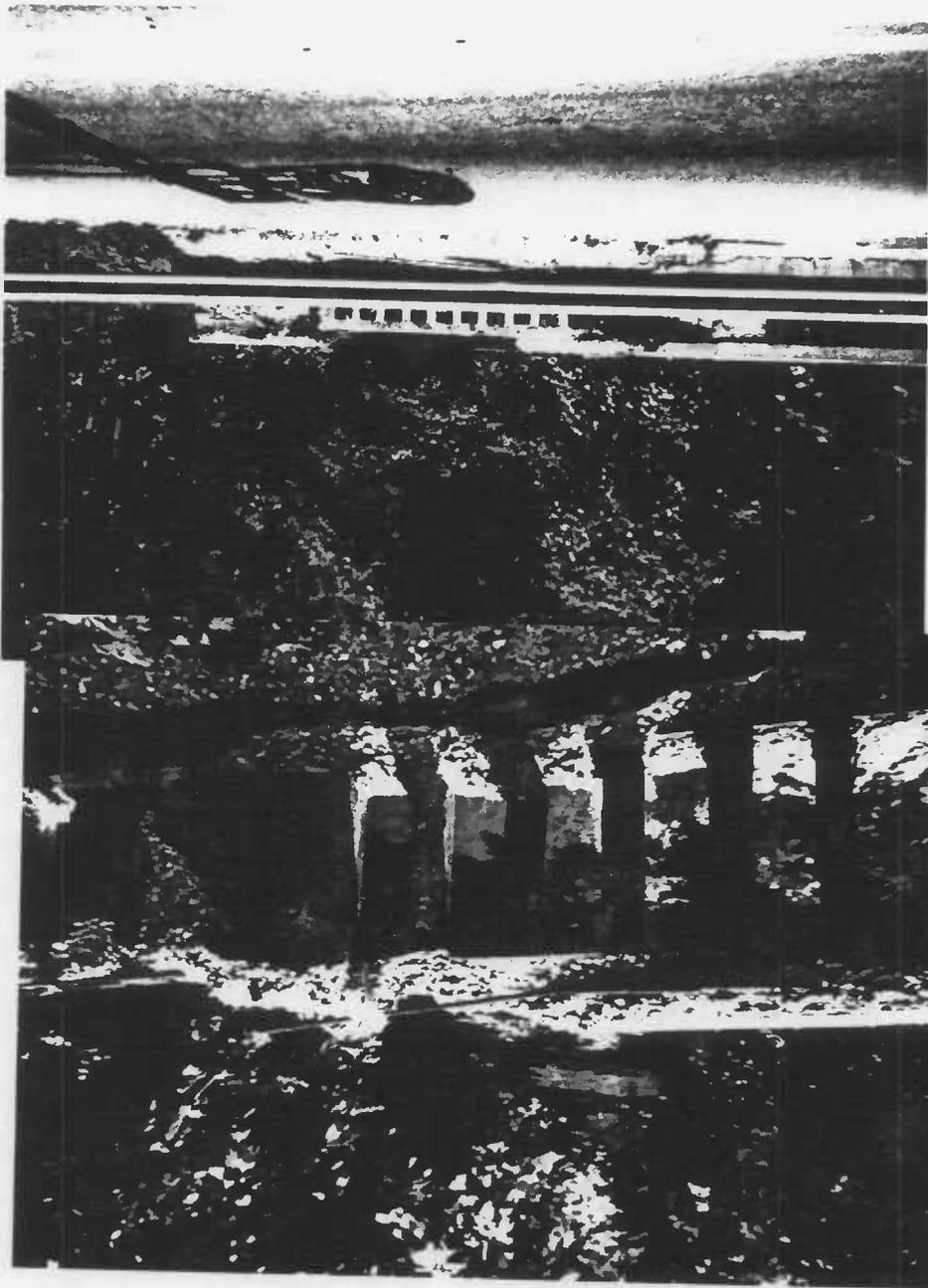
Historic Function(s) and Use(s): Transportation - vehicular

Known Design Source: unknown

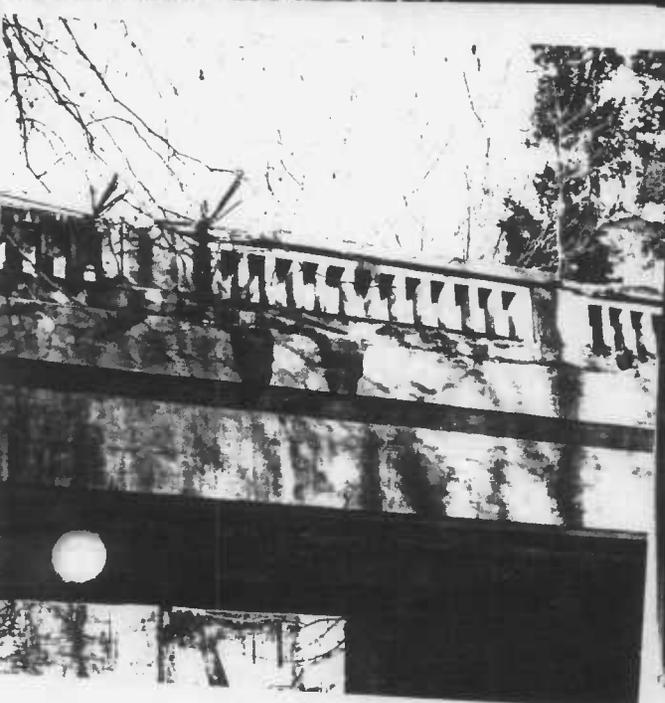
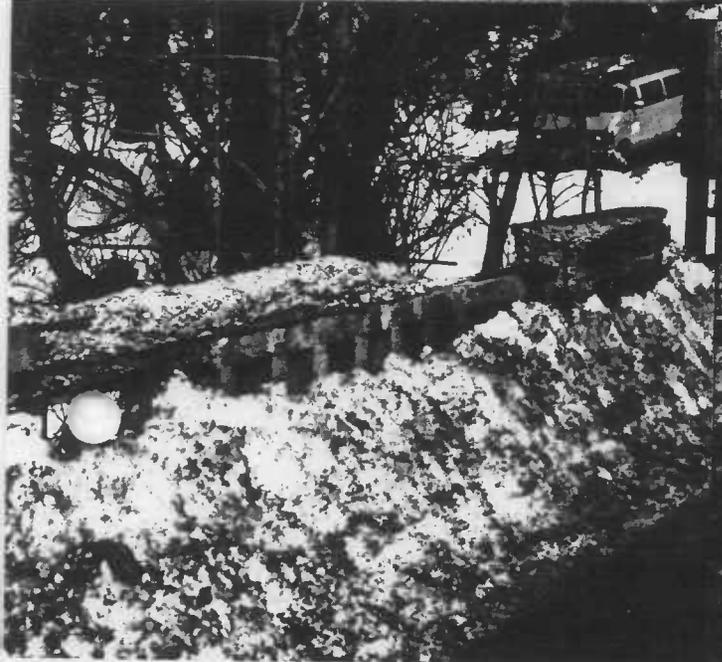
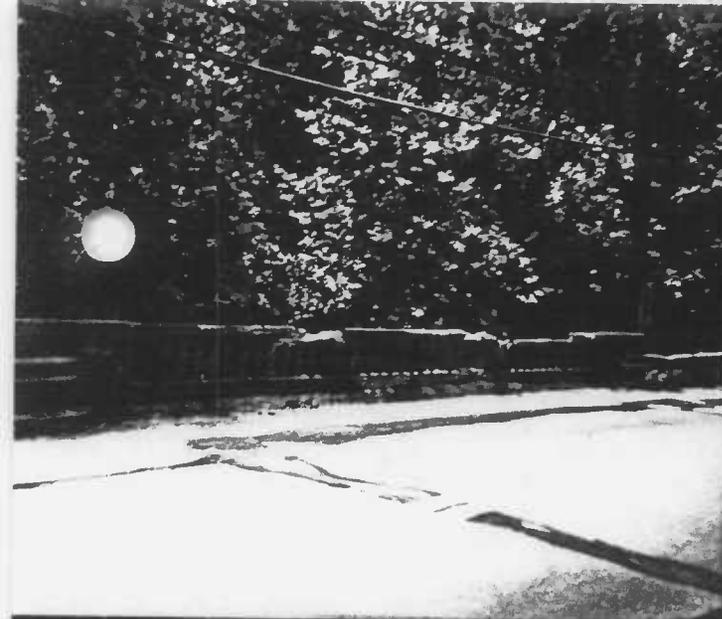
PG 65-19
Bridge 16041, MD 212 over Paint Branch
Powder Mill Road (MD 212), Beltsville
Beltsville quadrangle



PG:65-19



Bridge 160A1 - MD 212 / Paint Branch
FG County



PG: 65-19

Bridge 16041 - MD 212 / Paint Branch -
PG County