Maryland Historical Trust

Maryland Inventory of Historic Properties number: PG:67-24

Name: BEAVER DAM RD. OVER BEAVER DAM CRK

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 Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number PG:67-24

Name and SHA No. P 188 over Beaver Dam Creek

Location:
Street/Road Name and Number: Beaver Dam Road over Beaver Dam Creek

City/Town: **Beltsville** Vicinity X

County: **Prince Georges**

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__Retractile__Pontoon

X 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 P 188 carries Beaver Dam Road east-west over Beaver Dam Creek in Prince Georges County, Maryland. Both the east and the west approaches to the bridge are located on curves. The area around the bridge is wooded. There are no guardrails on the approaches.

Describe Superstructure and Substructure:

Bridge No. P 188 is a single span steel stringer bridge, 22' long. The structure has a concrete deck which carries a single lane of traffic on a 16' roadway. Circular Corrugated galvanized stay-in-place metal forms span between the stringers and are supported by their bottom flanges. There is a 2-strand W-beam guardrail along both sides of the bridge. The East abutment consists of a concrete gravity abutment. The west end of the stringers are supported by a steel pile bent with timber piles. The stingers are encased in concrete with only their bottom flange exposed. The soil at the west end of the bridge is retained by timber sheeting. Built in 1935, it was reconstructed in 1965 the exact nature of which is unknown.

Bridge No. P 188 is in poor condition. Between the exterior channels and first interior stingers, total section loss was noted. In several places the concrete behind the forms has spalled off, exposing the stringer webs. In general, the stringers are rusty along the underside of the bottom flanges. The north exterior channel has severe rust and is twisted. Similarly, the south exterior channel is twisted 6" from the east abutment. A 30% section loss was noted on the bottom flange of the south exterior channel, and there is a 10-20% section loss of the web due to pitting.

The east abutment is in good condition with one vertical crack, 1/16" to 1/8" wide, that extends the full height of the stem. There is rust and minor section loss at the support on the north side of the steel pier bent. The timber piles have minor deterioration. The east abutment wingwalls are made of concrete, while the west abutment wingwalls are made of timber.

Discuss Major Alterations:

The bridge was reconstructed in 1965. There are no descriptions of the 1965 reconstruction.

History:
When Built:1935 (reconstructed 1965)
Why Built: Local transportation needs
Who Built: Unknown
Why Altered: Safety an structural needs
Was this bridge built as part of an organized bridge building campaign:
Unknown

Surveyor Analysis:
This bridge may have NR significance for association with:
__A Events __Person
__C Engineering/Architectural

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

This does not appear to have been constructed in response to significant events in Maryland or local history.

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?

The construction and/or alteration of this bridge has had no significant impact on the growth and development of the area.

Is the bridge located in an area which 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 does not appear to be located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type?

This bridge does not appear to be significant example of its type.

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

This bridge does not appear to retain the integrity of its primary character defining elements as defined within the Context Addendum. No further information is available regarding the 1965 reconstruction of this bridge. However, the difference in abutment materials indicates one or the other of the abutments have been replaced. The 1964 plans for the reconstruction of the bridge include both the corrugated galvanized stay-in-place forms and the different abutment types.

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

Further research by an architectural historian will be needed to determine actual extent of the 1965 reconstruction.

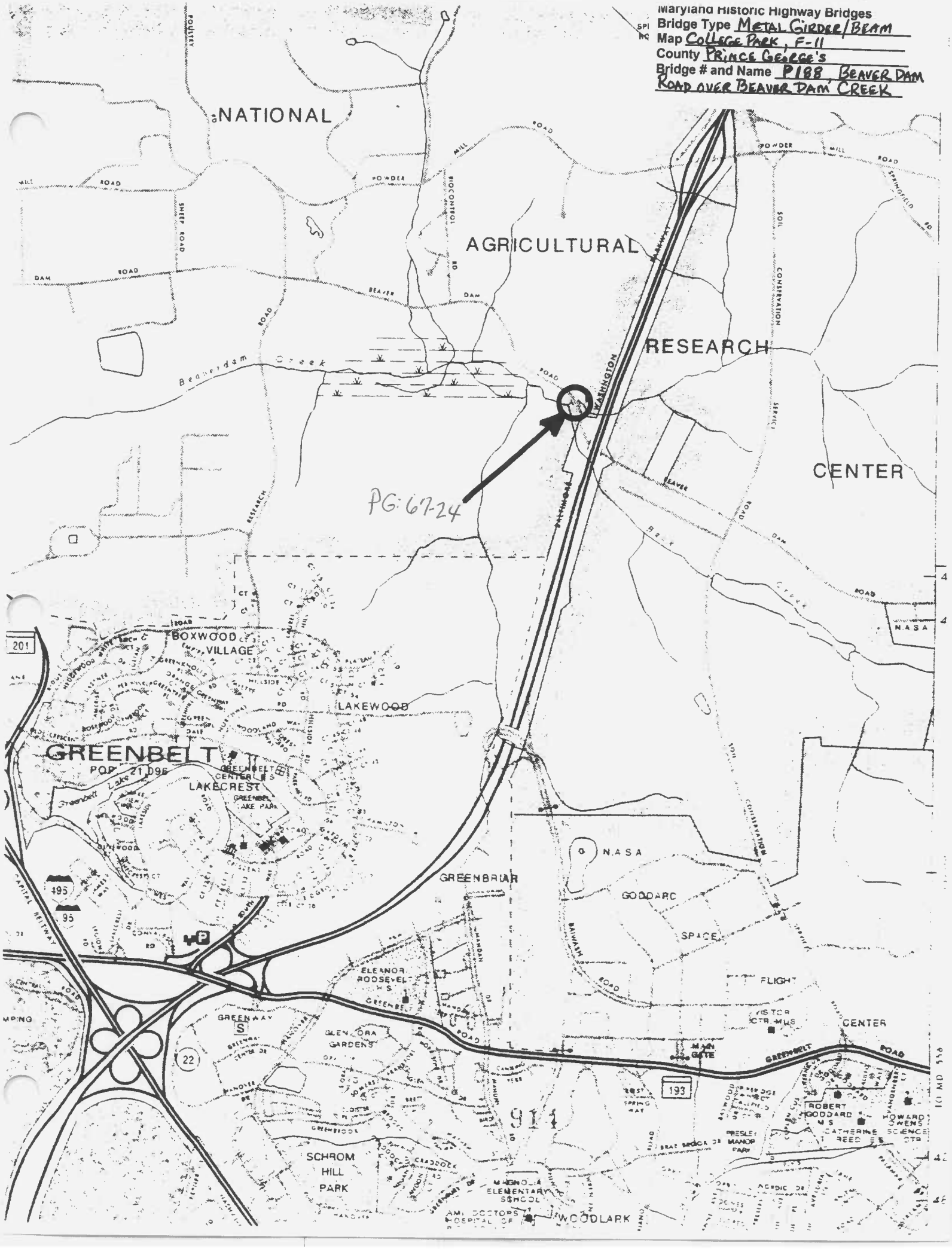
Bibliography:

Greiner, Inc.
1995 Maryland Inventory of Historic Bridges.
Hopkins, G.M
1878 Atlas of Fifteen Miles Around Washington Including the County of Prince George County, Maryland.
Prince Georges County
v.d. County Bridge Inspection Files.
Spero, P.A.C. & Company, and Louis Berger & Associates
1994 Historic Bridges in Maryland: Historic Bridge Context.
United States Geological Survey
1965 7.5' Laurel Quadrangle, photorevised 1979.
United States Geological Survey
1926 15' Laurel Quadrangle.

Surveyor:

Name: Jason D. Moser **Date:** September 1995
Organization: State Highway Admin. **Telephone:** (410) 321-2213
Address: 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges
Bridge Type METAL GIRDER/BEAM
Map COLLEGE PARK, F-11
County PRINCE GEORGE'S
Bridge # and Name P188 BEAVER DAM ROAD OVER BEAVER DAM CREEK



RESTRICTED
BRIDGE
SINGLE UNIT
20,000 LBS GVW
COMBINATION UNIT
37,000 LBS GCW

Inventory # PG:67-24

Name P188 - BEAVER DAM RD OVER BEAVER DAM 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 ~~3~~ 1 of ~~6~~ 4

Inventory # PG:67-24

Name P188-BEAVER DAM RD OVER BEAVER DAM 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 ~~2~~ 4 of ~~6~~ 4

Inventory # PG:67-24

Name P188-BEAVER DAM RD OVER BEAVER DAM CREEK

County/State PRINCE GEORGES COUNTY / MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION

Number ~~6~~ 3 of ~~6~~ 4

Inventory # PG:67-24

Name P188 · BEAVER DAM RD OVER BEAVER DAM CREEK
County/State PRINCE GEORGES COUNTY / MD
Name of Photographer WALLY KING
Date 2/95

Location of Negative SHA

Description NORTH ELEVATION

Number ~~3~~ 4 of ~~6~~ 4

9603191

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

Property/District Name: Beaver Dam Road Bridge (P 188) Survey Number: PG:67-24

Project: Replace Beaver Dam Road Bridge Agency: PG County/FHWA

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, the Beaverdam Road Bridge over Beaver Dam Creek in Prince George's County does not appear to be eligible for the National Register of Historic Places. The single span, metal girder bridge was constructed in 1935. The Beaver Dam Road Bridge is an undistinquished example of this bridge type. It has modern W-beam railings, no parapets. According to the inventory form prepared by SHA, it was "reconstructed" in 1965 and is in poor condition. It is unlikely to meet National Register Criterion C for engineering. It has no known association with significant events or people, and thus is unlikely to be eligible under Criteria A or B. It is located within the Beltsville Agricultural Research Center, which is presently the subject of a cultural resource investigation, but outside of any known concentration of resources. Moreover, it is unlikely that it would contribute to a district, if one were found to exist in this portion of the Research Center, for the reasons stated above.

The bridge was first considered by the interagency bridge review committee on February 1, 1996, at which time additional information was requested concerning the 1965 reconstruction. On June 6, 1996, the committee again reviewed the bridge and determined that it would not be eligible for the Register, based on its "condition."

Documentation on the property/district is presented in: Project File, Maryland Inventory Form PG:67-24

Prepared by: Jason D. Moser, SHA

Elizabeth Hannold — September 30, 1996
Reviewer, Office of Preservation Services — Date

NR program concurrence: X yes ___ no ___ not applicable

Peter E. Kurtze — 9/30/96
Reviewer, NR program — Date

Survey No. PG:67-24

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

____	Eastern Shore	(all Eastern Shore counties, and Cecil)
X	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
X	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:

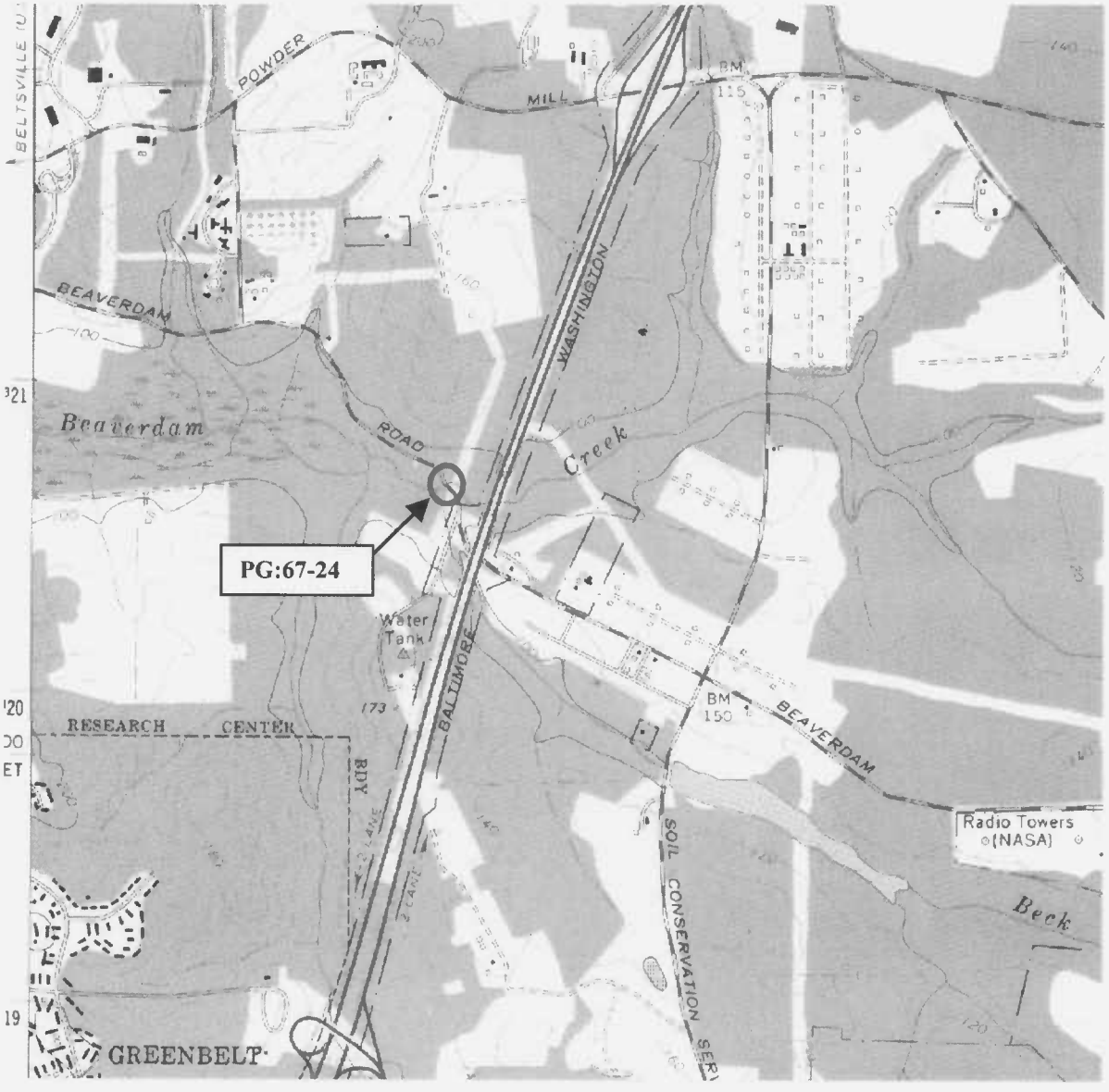
____	Agriculture
X	Architecture, Landscape Architecture, and Community Planning
____	Economic (Commercial and Industrial)
____	Government/Law
____	Military
____	Religion
____	Social/Educational/Cultural
X	Transportation

V. Resource Type:

Category: Structure

Historic Environment: Rural

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

Known Design Source: unkown

PG:67-24
Beaver Dam Road Bridge (P 188)
Beaver Dam Road over Beaverdam Creek
Beltsville Agricultural Research Center
Laurel Quadrangle