

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

Property/District Name: Bridge #16036, MD210 over Henson Creek, Prince George's County  
Survey Number: PG:80-27

Project: Bridge Repair Agency: SHA

Site visit by MHT Staff: X no \_\_\_ yes Name \_\_\_\_\_ Date \_\_\_\_\_

Eligibility recommended \_\_\_\_\_ Eligibility not recommended X

Criteria: X A \_\_\_ B X 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 information provided, Bridge #16036, MD210 over Henson Creek, Prince George's County was initially constructed in 1945, as a concrete rigid frame structure which consequently was widened in 1966 with a steel beam addition. Each portion of the bridge is a standard example of its respective type. The rigid frame segment has two arched spans, and it is a continuous unit, which is the most important design feature of this bridge type. Bridge No. 16036 was built in 1945 as part of the construction of the Indian Head Highway (MD 210) between the Indian Head Naval Surface Warfare Center and Washington, D.C. Although the wartime construction is significant, the construction occurred during a less important time for rigid frame structures in general. Finally, the bridge was widened in 1966 with an unsympathetic addition, including new parapets, which severely compromises the structure's integrity. Therefore, based on this information, Bridge No. 16063 is **not eligible** for inclusion in the National Register of Historic Places under Criteria A or C.

Documentation on the property/district is presented in: Project Review and Compliance File

Prepared by: Heather Confer/SHA

Anne E. Bruder 4/23/1999  
Reviewer, Office of Preservation Services Date

NR program concurrence:  yes \_\_\_ no \_\_\_ not applicable

B. Kuntz 5/3/99  
Reviewer, NR program Date

*Amg*

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 Adaptation

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/Suburban  
 Historic Function(s) and Use(s): Transporation Vehicular cross  
 Known Design Source: State Roads Commission

**Historic Bridge Inventory**  
**Maryland State Highway Administration**  
**Maryland Historical Trust**

MHT No. PG-80-27

Name and SHA No. MD 210 over Henson Creek Bridge No. 16036

**Location:**

Street/Road name and Number: MD 210 (Indian Head Highway) over Henson Creek

City/Town: Silesia Vicinity X

County: Prince George's

Ownership: X State County Municipal Other  
This bridge projects over: Road Railway 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 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

X Concrete

Concrete Arch Concrete Slab Concrete Beam

X Rigid Frame

**Description:****Describe Setting:**

*Bridge No. 16036 carries MD 210, Indian Head Highway, over Henson Creek in Henson Creek Park near the town of Silesia. A path along the water through Henson Creek Park passes under the bridge. MD 210 intersects Palmer Road to the southeast and Livingston Road to the southwest of the bridge. The two southbound lanes of MD 210 are carried by the original 1945 concrete rigid frame structure while the northbound lanes are carried by a 1966 steel beam addition. The lanes of traffic are separated by a concrete and grassy median section. Southeast of the bridge along Palmer Road there are apartment complexes. Southwest of the bridge along Livingston Road there is a small commercial district including the large building housing Mac's Liquors which has a large parking lot along Henson Creek.*

**Describe Superstructure and Substructure:**

*Bridge No. 16036 is a two span dualized bridge carrying MD 210 over Henson Creek. There are 6 lanes of traffic, three in each direction. On the west side a 1945 concrete rigid frame structure carries the southbound lanes and on the east side a 1966 steel beam structure carries the northbound lanes.*

*The concrete rigid frame section is characteristic of its type in that the concrete continues monolithically from the abutments into the superstructure. Consequently, the abutments, wingwalls, and support pier are all concrete. The two rigid frame spans both arch gracefully in the middle as is typical of the type. There is no applied ornamentation but the edges of the arches are rounded as is the end of the west pier. The abutments and wingwalls on the west side of the bridge also display this detail, with gently curving concrete rather than harsh rectangular corners.*

*The steel beam section of the bridge is also typical of its type. It is a multi-beam structure with a concrete support pier, concrete abutments and concrete wingwalls. The abutments and the piers for the two sections have been combined into solid walls from one end to the other. There is no break in either where the concrete rigid frame section meets the steel beam section.*

*When the steel beam section was added in 1966 the original concrete parapets on the rigid frame section were altered and a metal railing was installed. No plans were available for the original parapets. Plans from 1966 date the current metal.*

**Discuss major alterations:**

*This bridge was widened in 1966 using a steel multi-beam bridge. At that time, the parapets were replaced with a metal railing, a sidewalk was removed, and changes were made to the wingwalls in order to accommodate the steel beam structure.*

**History:****When Built:** 1945**Why Built:** *In response to the need for a more efficient transportation network and increased load capacity.***Who Built:** State Roads Commission**Who Designed:** State Roads Commission**Why Altered:** Dualization of MD 210**Was this bridge built as part of an organized bridge-building campaign?***There is no evidence to suggest that this bridge was part of any organized bridge-building campaign.***Surveyor Analysis:****This bridge may have NR significance for association with:**

Criterion A: Events

Criterion B: Person

Criterion C: Engineering/Architectural Character

*This bridge does not have National Register Significance. The integrity of the bridge has been severely compromised by alterations and the addition of the steel beam section.***Was the bridge constructed in response to significant events in Maryland or local history?***Constructed during World War II under a special program to build access roads to wartime facilities, MD 210 terminates at the U.S. Naval Ordnance Station in Indian Head. Bridge No. 16036 was completed in 1945 as part of the construction of MD 210.***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 this bridge was the result of a special wartime program to provide access to wartime facilities. This bridge was altered in 1966 when the road was dualized. This increased capacity may have contributed to the growth of the area.***Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?***No, the bridge is not located in an area that would be eligible for historic designation.***Is the bridge a significant example of its type?***No, this is not a significant example of its type. It is a typical concrete rigid frame bridge, that has been widened with a steel beam bridge.*

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

*No. The integrity of this bridge was compromised when the steel beam structure was added. Primary character defining elements were replaced or altered at that time. The deck and the parapets were replaced and a sidewalk was removed. The wingwalls were altered, most likely the abutments and the piers were also altered at this time. This substantially modified bridge no longer retains its integrity of design, setting, workmanship or feeling.*

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

*This bridge is not a significant example of the work of the State Roads Commission. It has been significantly altered by the addition of a 1966 steel beam structure, better examples of the concrete rigid frame bridge type exist within the state.*

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

*No further study is necessary to analyze the significance of this bridge. It is not a National Register eligible resource under Criterion C for engineering because it has been compromised by the addition of the steel beam bridge. It is not eligible under Criterion A for possible wartime associations because it appears to have no particular importance and no longer retains the integrity to convey any possible associations.*

**Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.**

**Provide a USGS map illustrating the location of the bridge.**

**Surveyor:**

**Name:**

Heather M. Confer

**Date:**

March 4, 1999

**Organization:**

State Highway Administration

**Telephone:** 410-545-2899

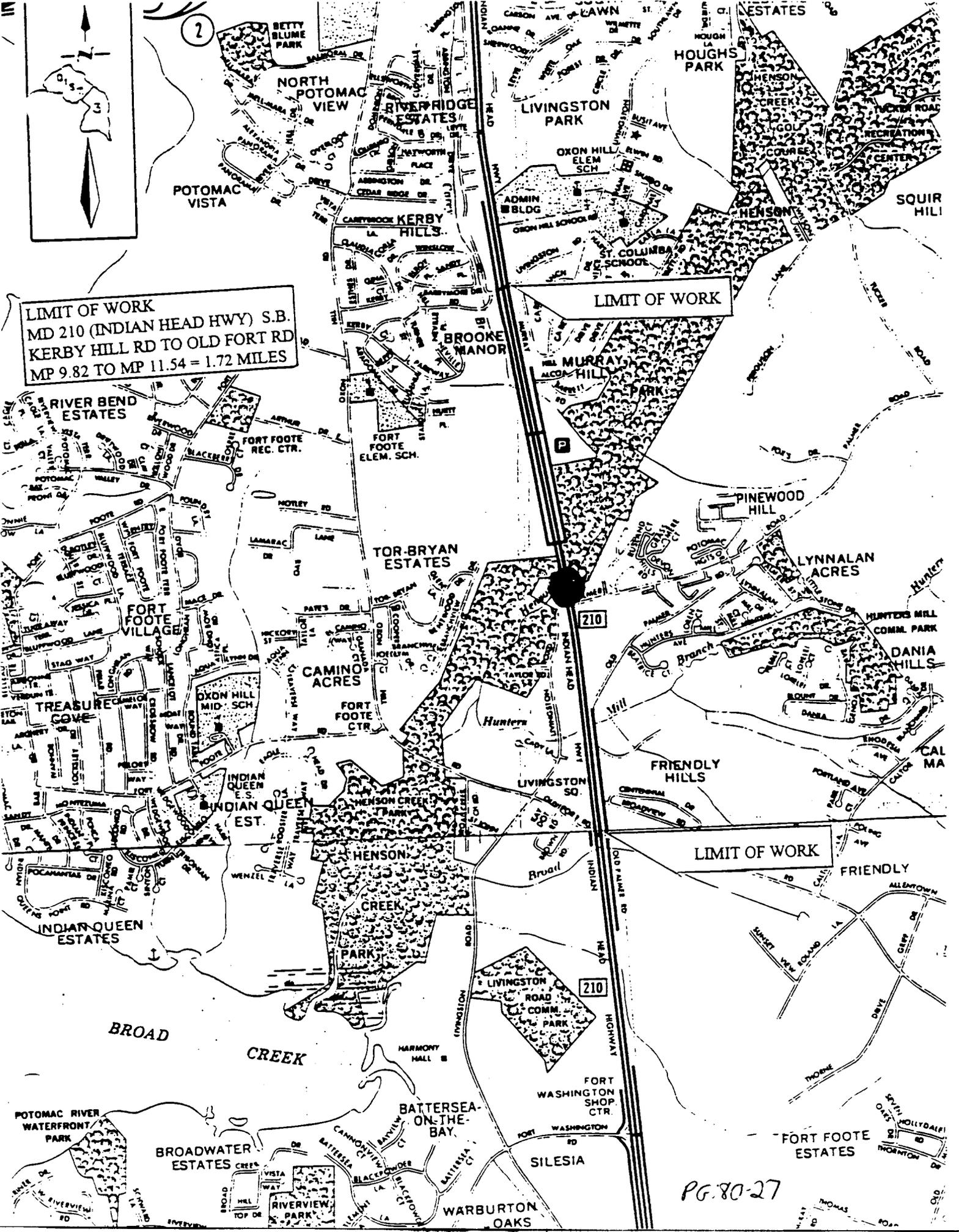
**Address:**

707 N. Calvert St. Baltimore MD 21202





LIMIT OF WORK  
MD 210 (INDIAN HEAD HWY) S.B.  
KERBY HILL RD TO OLD FORT RD  
MP 9.82 TO MP 11.54 = 1.72 MILES





Bridge No. 10310

Anacostia Quad

80-22-20

Friendly 80-24



PG-80-27

Bridge No 16036, MD 210 over Henson Creek

Prince George's Co. MD

Heather Confer

Feb 26, 1999

MDSHPD

View north from west side of MD 210

Showing metal railing on SB lanes (concrete rigid frame section also visible)

# 1 of 9



PG-80-27

Bridge No 16036, MD 210 over  
Henson Creek

Prince George's Co, MD

Heather Confer

Feb 26, 1999

MD SHPO

View facing east showing west side of  
concrete rigid frame structure

#2 of 9



PG-80-27

Bridge No 16036, MD 210 over Henson Creek

Prince George's Co MD

Heather Confer

Feb 26, 1999

MDSHPO

view facing east showing the concrete rigid  
frame structure.

# 3 of 9



PG-80-27

Bridge No 16036, MD 210 over Henson Creek

Prince George's Co MD

Heather Confer

Feb 26, 1999

MDSHPD

View facing east showing concrete rigid  
frame structure.

# 4 of 9



PG-80-27

Bridge No 16036 MD 210 over Henson Creek

Prince Georges Co MD

Heather Confer

Feb 26, 1999

MD SHPO

View under bridge showing concrete pier  
and connection of concrete rigid frame  
section and steel beam section.

# 5 of 9



PG-80-27

Bridge No 16036, MD 210 over Hanson Creek

Prince George's Co MD

Heather Confer

Feb 26, 1999

MDSHPO

View facing SW Showing steel beam  
addition.

# 6 of 9



PG-80-27

Bridge No 16036, MD 210 over Henson Creek

Prince Georges Co MD

Heather Confer

Feb 26, 1999

MDSHPD

View facing West showing northern span of steel  
beam structure.

# 7 OF 9



PG-80-27

Photo of No 16036, MD 210 over Henson Creek

Prince George's Co MD

Heather Confer

Feb 26, 1999

MD SHPO

View of metal railing, NB lanes. SB lanes  
in foreground

# 8 of 9



PG-80-27

Bridge No 16036, MD 210 over Henson Creek  
Prince George's Co MD

Heather Conter

Feb 26, 1999

MD SHPO

View of travel lanes, SB in foreground,  
NB and metal railing toward rear.

#9 of 9