

Maryland Historical Trust

Maryland Inventory of Historic Properties number: PG: 61-28

Name: VMDZ12 over B&O (CSX) RR.

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.

<b>MARYLAND HISTORICAL TRUST</b>	
Eligibility Recommended <input checked="" type="checkbox"/> X	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>

*gms*





Metal Cantilever

Concrete

Concrete Arch  Concrete Slab  Concrete Beam

Rigid Frame

Other Type Name \_\_\_\_\_

**Description:**

**Describe Setting:**

Bridge No. 16039 carries traffic east-west on Maryland Route 212 over B & O railroad tracks in Prince Georges County, Maryland. Overhead utility lines run perpendicular to the bridge underneath, while another set of overhead lines parallel the bridge on its south side. The area appears to be in a commercial and industrial area.

**Describe Superstructure and Substructure:**

Bridge No. 16039 carries traffic east and west on Maryland 212 over B & O Railroad tracks. It consists of a simple, four span, steel beam bridge with two 31'± spans, a 32'± span, a 65'± concrete encased span, and was built in 1937. The exterior stringers in span nos. 1, 3, and 4 are concrete encased, while all of the beams in the main span are concrete encased. The substructure consists of three reinforced concrete piers and two abutments. The clear roadway width is 30'±, with a 5' wide sidewalk on the north side. The deck is covered with a bituminous wearing surface. The parapets are open concrete.

There is severe section loss in one out of four vertical stiffeners at each expansion rocker. The section loss is up to 75% of the stiffener's area and is distinguished by large holes rusted through near the bottom. In 1989 three beam bearings of pier no. 2, were spalled with a 50% loss of bearing area. Pier number 3 had nine of the ten beam bearing areas spalled, with maximum of 75% loss of bearing area on two of the nine bearing areas. 1977-1979 inspection reports indicate numerous cracks in the pier foundations. The anchor bolts and rockers were rusting with some resultant section loss. There was also traverse and diagonal cracking in the beams.

**Discuss Major Alterations:**

In 1991, the roadway joints at piers 1 and 2 were modified, and the bents, sidewalk, and curbs were repaired. In 1979 unknown emergency repairs were performed on this bridge. Numerous repairs were made the bridge in 1979 including chipping and removal of the pier bearing pedestal, removal of shoes, which were then cleaned and reused, chipping of existing gunite on the railroad stringer span, new support devices were fabricated, the top of the pier was grouted. Other repairs which may have been completed include modification of bents, jacking the structure, for a partial removal of concrete in piers through chipping, epoxy protective coating of piers and abutments. At least two of the three pier caps appear to

be new.

**History:**

**When Built:** 1937

**Why Built:** Local transportation needs

**Who Built:** Unknown

**Why Altered:** Safety and Structural reasons

**Was this bridge built as part of an organized bridge building campaign:** Yes

**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 bridge was probably built as part of the state program for the elimination of at grade railroad crossings.

**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?**

It is unknown whether the construction and/or alteration of this bridge has had 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 may be a significant example of its type.

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

In spite of many repairs to the piers and pier caps, the abutments, the superstructure, and the concrete pigeon hole parapets this bridge appears to remain intact. This structure appears to retain the integrity of its primary character defining elements as defined within the Context Addendum.

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

Further research of this bridge is unnecessary. This bridge is eligible for inclusion on the National Register of Historic Places under Criterion C.

**Bibliography:**

Greiner, Inc.

1995 Maryland Inventory of Historic Bridges.

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

1994 Historic Bridges in Maryland: Historic Bridge Context.

State Highway Administration

v.d. Bridge Inspection Files.

United States Geological Survey

1965 7.5' Lanham Quadrangle, photorevised 1979.

**Surveyor:**

**Name:** Jason D. Moser **Date:** September 1995

**Organization:** State Highway Admin. **Telephone:** (410) 321-2213

**Address:** 2323 West Joppa Road Brooklandville, MD 21022





Inventory # PG: 61-28

Name 16039 MD 212 OVER B&O RR  
County/State PRINCE GEORGES COUNTY/MD  
Name of Photographer WALLY KING  
Date 1/95

Location of Negative SWA

Description WEST APPROACH LOOKING  
EAST

Number 1 of 4  
9 of 29



Inventory # PG: 61-28

Name 16039-MD 212 OVER B&O RR  
County/State PRINCE GEORGES COUNTY / MD  
Name of Photographer WALLY KING  
Date 1/95

Location of Negative SHA

Description EAST APPROACH LOOKING  
WEST

Number 2 of 4  
~~10~~ ~~24~~

PHOTO ROOM [09J051 4611 NNNH2



Inventory # PG:61-28

Name 16034 MD 212 OVER B&O RR  
County/State PRINCE GEORGES COUNTY/MD  
Name of Photographer WALLY KING  
Date 1/95

Location of Negative SHA

Description NORTH ELEVATION  
\_\_\_\_\_  
\_\_\_\_\_

Number 3 of 4

BAR/KR00M100051 9511 M N N A P



Inventory # PG: 61-28

Name 16039-MD 212 OVER B&O RR

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description SOUTH ELEVATION

Number 4 of 4

PHOTOGRAPHIC UNIT 4511 13011 13011 13011

MARYLAND HISTORICAL TRUST ADDENDUM SHEET  
Montgomery-Prince George's Short-term Congestion Relief

Property Name: Bridge 16039  
Survey No.: PG:61-28

Property Address	MD 212 (Powder Mill Road) over CSX (B & O Railroad), Beltsville, Prince George's County
Owner Name/Address	State Highway Administration/ 707 N. Calvert Street, Baltimore, MD 21202
Year Built	1937

**Description:**

Bridge 16039, Powder Mill Road over CSX (B & O Railroad) was previously surveyed and was determined eligible for the National Register by the Interagency Review Committee in 1996.

Bridge 16039 is a 4-span, 4-lane metal girder bridge. The structure is 51.8 meters (170 feet) long, and there is one sidewalk measuring 1.2 meters (4 feet). The out-to-out width is 10.7 meters (35.1 feet). The superstructure consists of ten plate girders which support a concrete deck with a bituminous wearing surface and pierced concrete parapets.

The structure is relatively unchanged from the previous survey, although there are areas of spalling and deterioration along the curbs and on the pierced parapet.

<b>MHT CONCURRENCE:</b>	
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:	THIS IS A DOCUMENTATION RESOURCE ACCORDING TO SHA'S PRESERVATION PLAN FOR HISTORIC BRIDGES
	9/1/95
Reviewer, Office of Preservation Services	Date
	9/1/95
Reviewer, NR program	Date

2014

Congestion Relief  
Town/County Beltsville/Prince George's  
Quad Beltsville, MD  
Survey No. PG:61-28 (PACS 6.13)  
Property Name MD 212 over CSX Railroad (B&O)





- 1 Pg 61-28
- 2 Bridge 16039
- 3 Prince Georges Co, Md
- 4 Susan Taylor
- 5 5198
- 6 Md SHPs
- 7 N. Lexington
- 8 1 of 6

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- 1 PG. 61-28
- 2 Budget 16533
- 3 Prince Georges Co, Md
- 4 Susan Taylor
- 5 5/98
- 6 Md STATE
- 7 W abatement + Piers
- 8 2 of 6

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- 1 PE: 61-38
- 2 Ridge 16039
- 3 Prince Georges Co Md
- 4 Susan Taylor
- 5 5/92
- 6 Md SHPS
- 7 P elevation
- 8 3 of 6

24 APR 1992



- 1 PLO 31-23
- 2 Budget 13039
- 3 Prince Georges County
- 4 Susan Taylor
- 5 5/98
- 6 MidSTARO
- 7 W approach
- 8 4 of 6

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1 PG. 61-28

2 Kirtzge 16337

3 Prince George Co, Md

4 Susan Taylor

5 5/98

6 Md SHPO

7 Report

8 6-5-6

2025 RELEASE UNDER E.O. 14176



1 29: 61-28

2 Bridge 16039

3 Prince Georges Co. Md

4 Susan Taylor

5 5198

6 Mid SHPS

7 E approach

8 5 of 6

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