

Maryland Historical Trust

Maryland Inventory of Historic Properties number: PLG: 65-18

Name: MD 208 OVER NORTHWEST 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>

pmg

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

MHT NO. PG:65-18

NAME AND SHA NO.: 16034

LOCATION

Road Name and Number: MD 208 over Northwest Branch

City/Town: Brentwood/Hyattsville 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:

Located within Maryland's Tidewater physiographic zone, Bridge 16034 carries MD 208 over the Northwest Branch which drains into the Anacostia River. Situated in a residential area less than one mile from the Washington, DC border, the bridge links the residential communities of Brentwood and Hyattsville. This section of MD 208 extends in a north-south direction.

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

Bridge 16034 consists of a double-span concrete-beam structure. Each span measures approximately 45 feet in length. Two traffic lanes travel over the bridge's 27 foot wide clear roadway. A five-foot sidewalk occupies the east side of the bridge and concrete balustrades line each side of the bridge. A concrete pier, abutments and wing walls support the bridge.

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. Nearly one-quarter (26) of that total were double-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

State Highway Administration documents indicate that the entire superstructure was raised in 1956 in order to coordinate a flood control project. The raising included elevating, grading, excavating and repairing the approach roadways, the pier, the abutments and the wing walls.

HISTORY

When Built: 1931

Why Built: Unknown

Who Built: State Roads Commission

Who Designed: Unknown

Why Altered: Flood control of Anacostia River and tributaries.

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 16034'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 16034 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 16034 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.

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

No. The bridge was raised in 1956 in order to coordinate a flood-control project. As a result, many of the important elements of the bridge were repaired or otherwise altered.

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 1930 standard plan for concrete girder bridges, Bridge 16034 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 16034 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 Contract Files. 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

1933 *Financial Report of the State Roads Commission of Maryland for the Years 1929 - 1930 - 1931 - 1932 and Addenda 1933.* Baltimore.

1958 *A History of Road Building in Maryland.* Baltimore.

SURVEYOR INFORMATION

Name: Stuart Paul Dixon/Steven Linhart

Organization: KCI Technologies, Inc.

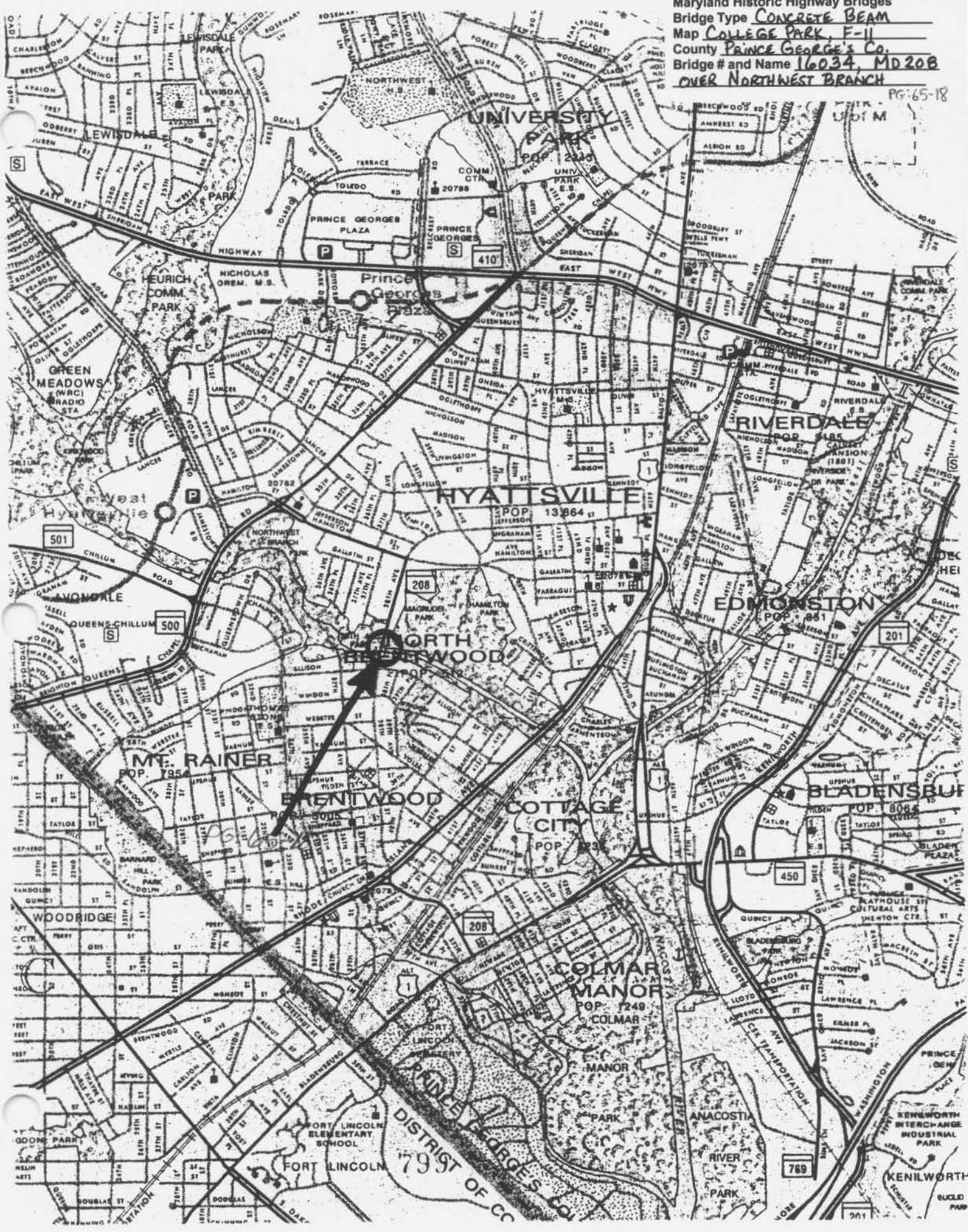
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

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 CO.
Bridge # and Name 16034, MD 208
OVER NORTHWEST BRANCH

PG: 65-18





Inventory # PG-65-18

Name 16034-MD208 OVER NORTHWEST BRANCH

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description NORTH APPROACH LOOKING
SOUTH

Number 1 of 4
~~20~~ of ~~25~~

darkroom[18]047 4611 [MNH]22



Inventory # PG:65-18

Name 16034 - MD208 OVER NORTHWEST BRANCH

County/State PRINCE GEORGES COUNTY/MD

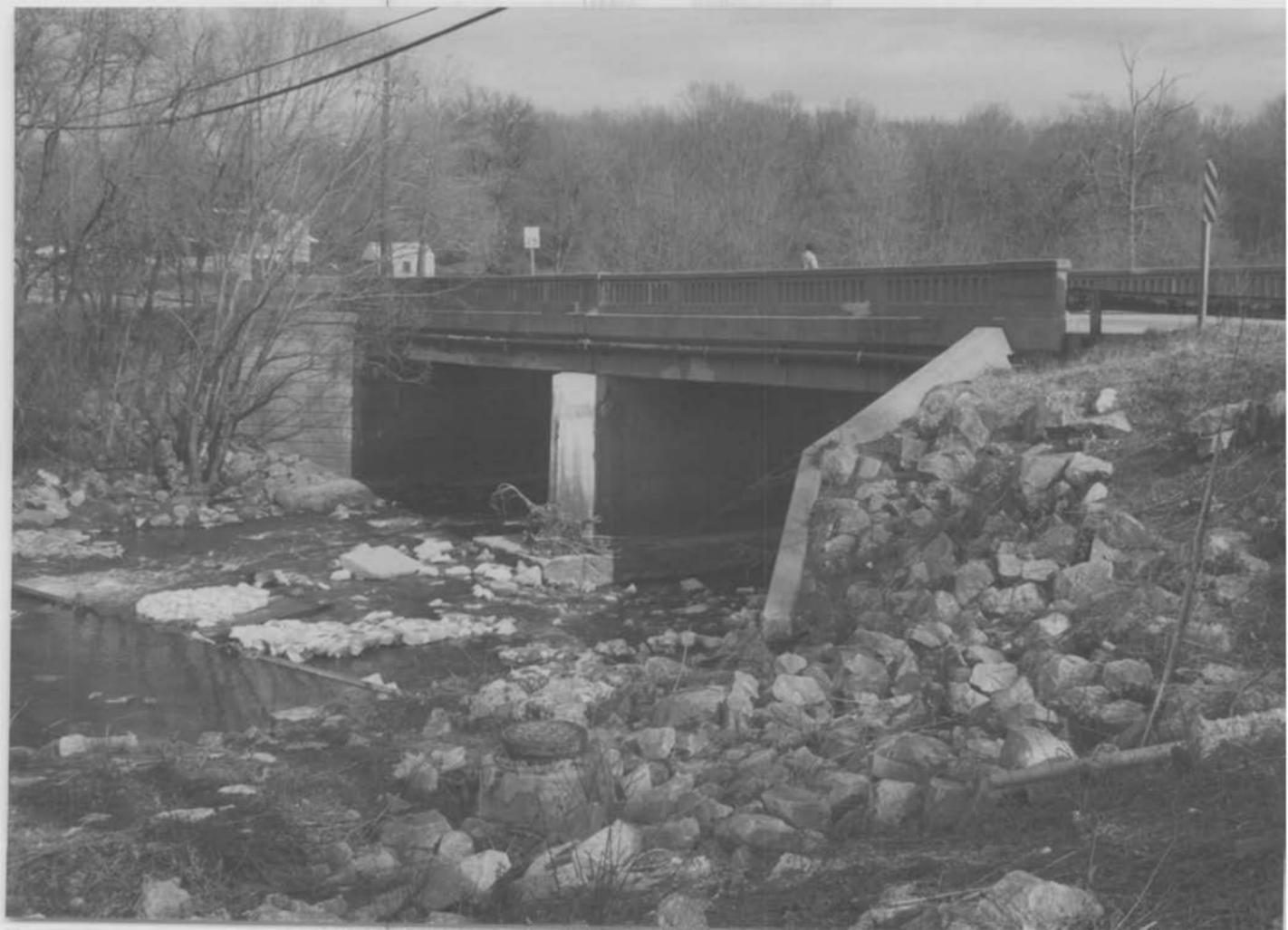
Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING
NORTH

Number 221 of 234



Inventory # PG: 65-18

Name 16034- MD 208 OVER NORTHWEST BRANCH

County/State PRINCE GEORGES COUNTY/MD

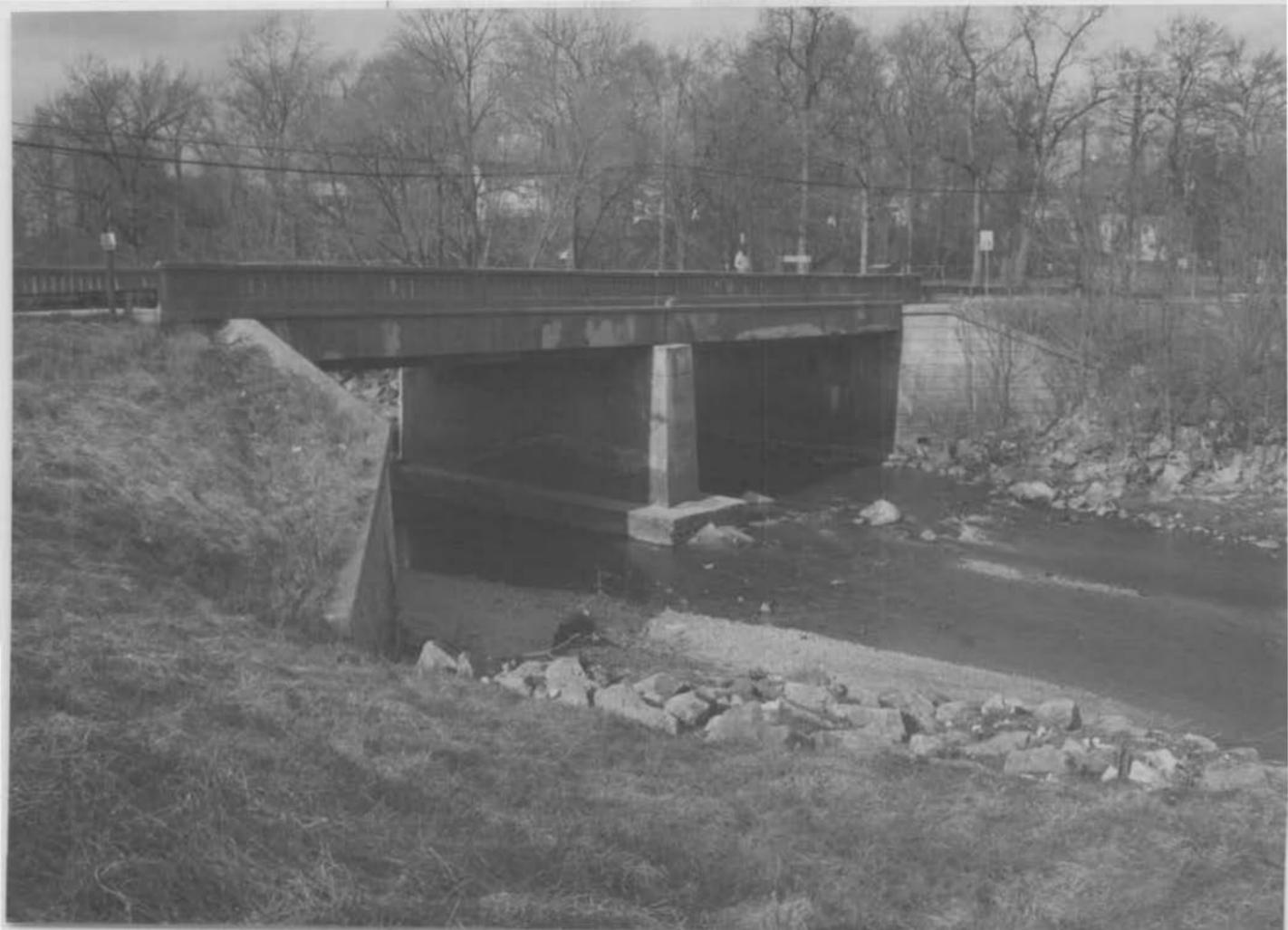
Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description WEST ELEVATION

Number 322 of 254



Inventory # PG:65-18

Name 16034-MD208 OVER NORTHWEST

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description EAST ELEVATION

Number 423 of 234