MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

NR Eligible: yes ___
no ___

Property Name: SHA Bridge No. 16111 Inventory Number: PG-67-6

Address: MD 201/Edmonston Road over City: Greenbelt Vicinity Zip Code:

County: Prince George's USGS Topographic Map: Beltsville

Owner: SHA

Tax Parcel Number: ____ Tax Map Number: ____ Tax Account ID Number: ____

Project: I-495/95 Greenbelt Metro Access Agency: SHA

Site visit by SHA Staff: ___ no _X_ yes Name: Becky Kermes Date: January 2001

Eligibility recommended _X_ Eligibility **not** recommended ____

Criteria: ___A ___B _X_C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Is the property located within a historic district? ____ no _X_ yes Name of district: Beltsville Agricultural Center

Is district listed? _X_ no ___Yes Determined eligible? ___ no _X_ yes District Inventory Number: PG-62-14

Documentation on the property/district is presented in:

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Bridge 16111 spanning Beaverdam Creek on MD 201/Edmonston Road located in the Beltsville vicinity was constructed in 1927. It is a 3-span, 2-lane concrete arch bridge with a stone-faced filled spandrel arch bridge. The superstructure consists of 3 arches which support a concrete deck and stone-faced parapets.

SHA Bridge 16111 is considered eligible under Criterion C as a significant example of concrete arch construction. The structure has a high degree of integrity and retains such character defining features of the type including the stone-faced spandrel walls, parapets, wingwalls, and concrete abutments.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended / **Eligibility not recommended** ____

Criteria: ___A ___B _X_C ___D **Considerations:** ___A ___B ___C ___D ___E ___F ___G ___None

Comments:

Reviewer, Office of Preservation Services	4/4/01 **Date**
Reviewer, NR program	4/6/01 **Date**

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: PG-67-6

Name: MD 201 (EDMONDSTON RD.) OVER BEAVERDAM CREEK

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 bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST

Eligibility Recommended ___X___ Eligibility Not Recommended _____

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 BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. PG: 67-6

SHA Bridge No. 16111 **Bridge name** MD 201 (Edmonston Road) over Beaverdam Creek

LOCATION:
Street/Road name and number [facility carried] MD 201 (Edmonston Road)

City/town Greenbelt **Vicinity** X

County Prince George's

This bridge projects over: Road ____ **Railway** ____ **Water** X **Land** ____

Ownership: State X **County** ____ **Municipal** ____ **Other** ____

HISTORIC STATUS:
Is the bridge located within a designated historic district? Yes X **No** ____
National Register-listed district ____ **National Register-determined-eligible district** X
Locally-designated district ____ **Other** ____

Name of district USDA- Beltsville Agricultural Center (PG: 62-14)

BRIDGE TYPE:
Timber Bridge ____:
Beam Bridge ____ **Truss -Covered** ____ **Trestle** ____ **Timber-And-Concrete** ____

Stone Arch Bridge ____

Metal Truss Bridge ____

Movable Bridge ____:
Swing ____ **Bascule Single Leaf** ____ **Bascule Multiple Leaf** ____
Vertical Lift ____ **Retractile** ____ **Pontoon** ____

Metal Girder ____:
Rolled Girder ____ **Rolled Girder Concrete Encased** ____
Plate Girder ____ **Plate Girder Concrete Encased** ____

Metal Suspension ____

Metal Arch ____

Metal Cantilever ____

Concrete X:
Concrete Arch X **Concrete Slab** ____ **Concrete Beam** ____ **Rigid Frame** ____

Other ____ **Type Name** ____

DESCRIPTION:

Setting: Urban _____ **Small town** _____ **Rural** ___X___

Describe Setting:

Bridge 16111 carries Edmonston Road over Beaver Dam Creek in Prince George's County. Edmondston Road runs north-south and Beaver Dam Creek flows east. The bridge is located in the National Agricultural Research Center just outside of Greenbelt, Maryland, and is surrounded by cultivated fields and open spaces.

Describe Superstructure and Substructure:

Bridge 16111 is a 3-span, 2-lane, concrete arch bridge. The bridge was constructed in 1927, and is a stone-faced filled spandrel arch bridge. The structure is 30.7 meters (101 feet) long and has a clear roadway width of 9.1 meters (30 feet); there are no sidewalks. The out-to-out width is 10.4 meters (34 feet). The superstructure consists of 3 arches which support a concrete deck and stone-faced parapets. The arches each span 8.5 meters (28 feet). The concrete deck is cast-in-place and has a bituminous wearing surface. The roadway approaches have some minor rutting. The substructure consists of 2 concrete abutments, and 2 piers. There are 4 stone-faced concrete wingwalls. The bridge is not posted, and has a sufficiency rating of 43.6.

According to the 1997 inspection report, this structure was in satisfactory condition with light cracking throughout the mortar joints and light efflorescence. The asphalt wearing surface is in good condition. The arch barrel has areas of cracking with some light efflorescence and discoloration. There are also areas of spall, with exposed reinforcement bars. The spandrel walls have random cracks in the mortar joints and heavy efflorescence with stalactites near the joint with the arch sections. The piers and abutments have light surface erosion, scale, and some fine vertical cracks. The wingwalls have some cracking in the mortar joints. The end section of the southeast wingwall has collision damage. Also, the stone-faced concrete parapets have some cracks in the mortar joints and have had some repointing.

Discuss Major Alterations:

The mortar joints have recently been repointed in areas, but the bridge has undergone no major alterations.

HISTORY:

WHEN was the bridge built: 1927
This date is: Actual ___X___ **Estimated** _____
Source of date: Plaque ____ **Design plans** ___ **County bridge files/inspection form** ____
Other (specify): State Highway Administration Inspection Report/Bridge File

WHY was the bridge built?

The bridge was constructed in response to the need for more efficient transportation network and increased load capacity.

WHO was the designer?

Unknown

WHO was the builder?

Unknown

WHY was the bridge altered?

N/A

Was this bridge built as part of an organized bridge-building campaign?

Unknown

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events _____ B- Person _____
C- Engineering/architectural character ____X____

The bridge is eligible for the National Register of Historic Places under Criterion C, as a significant example of concrete arch construction. The structure has a high degree of integrity and retains such character-defining elements of the type as stone-faced spandrel walls, parapets, and wingwalls, and concrete abutments.

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

The advent of modern concrete technology fostered a renaissance of arch bridge construction in the United States. Reinforced concrete allowed the arch bridge to be constructed with much more ease than ever before and maintained the load-bearing capabilities of the form. As the structural advantages of reinforced concrete became apparent, the heavy, filled barrel of the arch was lightened into ribs. Spandrel walls were opened, to give a lighter appearance and to decrease dead load. This enabled the concrete arch to become flatter and multi-centered, with longer spans possible. Designers were no longer limited to the semicircular or segmental arch form of the stone arch bridge. The versatility of reinforced concrete permitted development of a variety of economical bridges for use on roads crossing small streams and rivers.

Maryland's roads and bridge improvement programs mirrored economic cycles. The first road improvement of the State Roads Commission was a 7 year program, starting with the Commission's establishment in 1908 and ending in 1915. Due to World War I, the period from 1916-1920 was one of relative inactivity; only roads of first priority were built. Truck traffic resulting from war related factories and military installations generated new, heavy traffic unanticipated by the builders of the early road system. From 1920-1929, numerous highway improvements occurred in response to the increase in Maryland motor vehicles from 103,000 in 1920 to 320,000 in 1929, with emphasis on the secondary system of feeder roads which moved traffic from the primary roads built before World War I. After World War I, Maryland's bridge system also was appraised as too narrow and structurally inadequate for the increasing traffic , with plans for an expanded bridge program to be handled by the Bridge Division, set up in 1920. In 1920 under Chapter 508 of the Acts of 1920 the

State issued a bond of $3,000,000.00 for road construction; the primary purpose of these monies was to meet the state obligations involving the construction of rural post roads. The secondary purpose of these monies was to fund (with an equal sum from the counties) the building of lateral roads. The number of hard surfaced roads on the state system grew from 2000 in 1920 to 3200 in 1930. By 1930, Maryland's primary system had been inadequate to the huge freight trucks and volume of passenger cars in use, with major improvements occurring in the late 1930's.

As the nation's automotive traffic increased in the early twentieth century, local road networks were consolidated, and state highway departments were formed to supervise the construction and improvement of state roads. With a diverse topographical domain encompassing numerous small and large crossings, Maryland engineers quickly recognized the need for expedient design and construction through the standardization of bridge designs.

The concept and practice of standardization was one of the most important developments in engineering of the twentieth century. In Maryland, as in the rest of the nation, the standardized concrete types became the predominant bridge types built. In the period 1911 to 1920 (the decade in which standardized plans were introduced), beams and slabs constituted 65 percent and arches 35 percent of the extant 29 bridges built in Maryland during this period. In the following decade, 1921-1930, the beam (now the T-beam) and slab increased to 73 percent and the arch had declined to 27 percent of the 129 extant bridges; in the next decade (1931-1940), the beam and slab achieved 82 percent and arches had further declined, constituting only 18 percent of the total of extant bridges built on state-owned roads between 1931 and 1946.

Although beam and slab bridges became the utilitarian choice, it appears that the arch was selected when aesthetic as well as other site conditions were considered. The architectural treatment of extant arch bridges supports this assessment. Many of these bridges were multiple span structures with open spandrels or masonry facing. Another decorative feature of the concrete arch bridge was an open, balustrade-style parapet. Despite the popularity of ornamental arches and the increase in use of beam and slab bridges, examples of simpler, single and multiple span closed concrete arch bridges with solid parapets continued to be constructed throughout the early twentieth century.

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?

There is no evidence that the construction of this bridge had a significant impact on the growth and development of this area.

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

Yes, this bridge is located in the USDA-Beltsville Agricultural Center National Register determined eligible district (PG: 62-14), and the bridge adds to the historic and visual character of the district.

Is the bridge a significant example of its type?

The bridge is a potentially significant example of a concrete arch bridge, possessing a high degree of integrity.

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

The bridge retains the character-defining elements of its type, as defined by the Statewide Historic Bridge Context, including stone-faced spandrel walls, parapets, and wingwalls, and concrete abutments however some deterioration is evident.

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

Unknown

Should the bridge be given further study before an evaluation of its significance is made?

No further study of this bridge is required to evaluate its significance.

BIBLIOGRAPHY:

County inspection/bridge files _____ **SHA inspection/bridge files** X
Other (list): _____

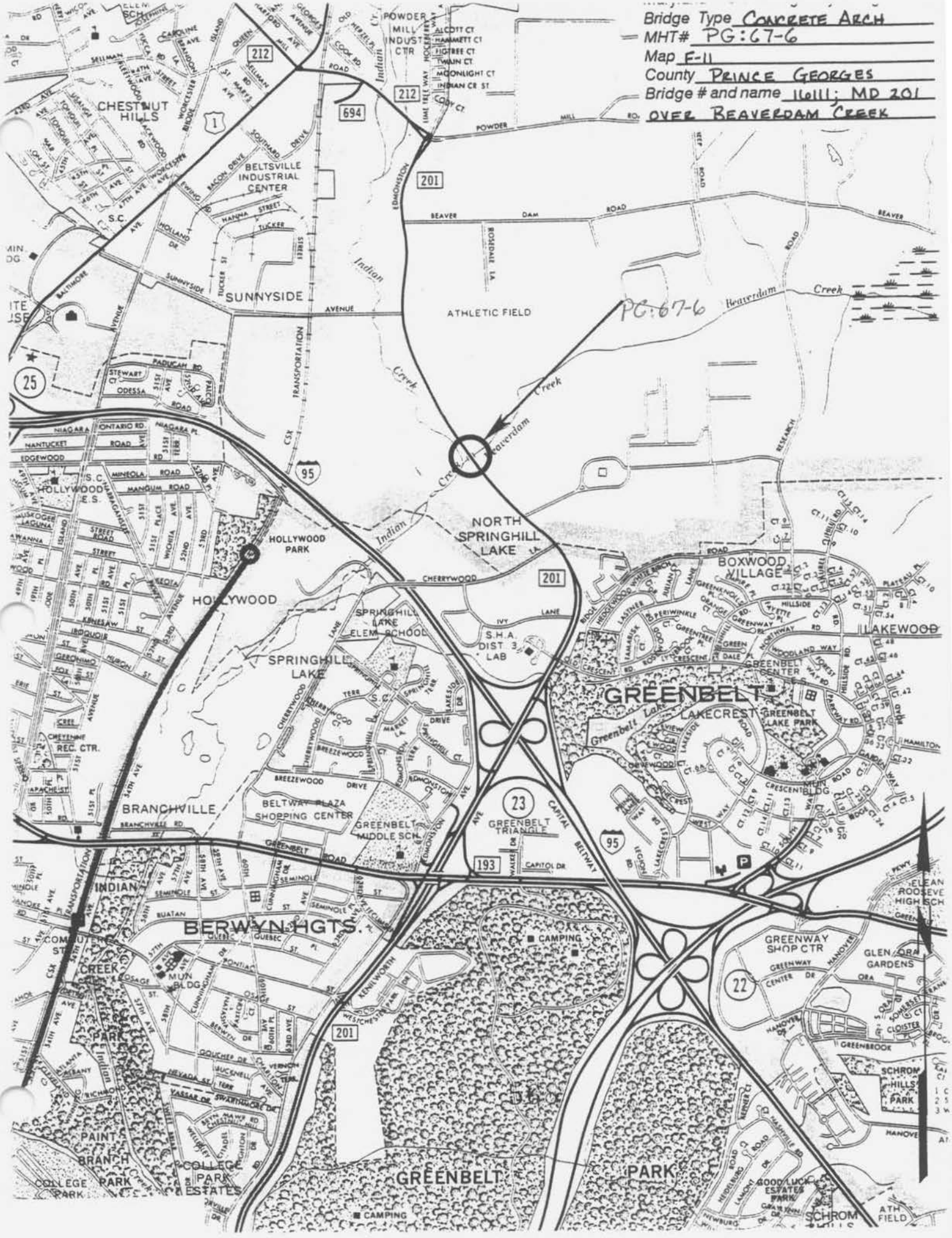
Johnson, Arthur Newhall
1899 The Present Condition of Maryland Highways. In *Report on the Highways of Maryland.* Maryland Geological Survey, The Johns Hopkins University Press, Baltimore.

P.A.C. Spero & Company and Louis Berger & Associates
1995 Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report. Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore, Maryland.

Tyrrell, H. Grattan
1909 *Concrete Bridges and Culverts for Both Railroads and Highways.* The Myron C. Clark Publishing Company, Chicago and New York.

SURVEYOR:

Date bridge recorded December 1997
Name of surveyor Wallace, Montgomery & Associates / P.A.C. Spero & Company
Organization/Address P.A.C. Spero & Co., 40 W. Chesapeake Avenue, Baltimore, MD 21204
Phone number (410) 296-1635 **FAX number** (410) 296-1670


Bridge Type CONCRETE ARCH
MHT# PG:67-6
Map F-11
County PRINCE GEORGES
Bridge # and name 16111; MD 201
OVER BEAVERDAM CREEK
PG:67-6
Beaverdam Creek
Indian Creek
CHESTNUT HILLS
BELTSVILLE INDUSTRIAL CENTER
SUNNYSIDE
ATHLETIC FIELD
HOLLYWOOD
HOLLYWOOD PARK
NORTH SPRINGHILL LAKE
SPRINGHILL LAKE
SPRINGHILL LAKE ELEM. SCHOOL
S.H.A. DIST 3 LAB
BOXWOOD VILLAGE
LAKEWOOD
GREENBELT
GREENBELT CENTER
LAKECREST
GREENBELT LAKE PARK
BRANCHVILLE
BELTWAY PLAZA SHOPPING CENTER
GREENBELT MIDDLE SCH.
GREENBELT TRIANGLE
INDIAN CREEK
BERWYN HGTS.
CAMPING
GREENWAY SHOP CTR
GLEN ORA GARDENS
SCHROM HILLS PARK
PAINTS BRANCH
COLLEGE PARK ESTATES
COLLEGE PARK
GREENBELT
PARK
GOOD LUCK ESTATES PARK
SCHROM
ATH FIELD
95
201
212
694
193
23
22
25
1

1. PG:67-6
2. MD 201 over Beaverdam Creek
3. Prince George's Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Elevation looking downstream
8. 1 of 4

1. PG:67-6
2. MD 201 over Beaverdam Creek
3. Prince George's Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Elevation looking upstream
8. 2 of 4

1. PG: 67-6
2. MD 201 over Beaverdam Creek
3. Prince George's Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Looking South
8. 3 of 4

1. PG:67-6
2. MD 201 over Beaverdam Creek
3. Prince George's Co., MD
4. Wallace, Montgomery & Assoc,
5. 12/97
6. MD SHPO
7. Looking North
8. 4 of 4

MARYLAND HISTORICAL TRUST

William Donald Schaefer
Governor

Jacqueline H. Rogers
Secretary, DHCD

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

Property/District Name: MD 201/Beaverdam Creek Bridge Survey Number: PG-67-6
(Bridge #16111, Greenbelt Vicinity) P.G. County
Project: MD 201 Extended, US 1 from I-95 to the Proposed Inter-County Connector Agency: FHWA

Site visit by MHT Staff: ___ no X yes Name Ron Andrews Date 9/30/91

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)

The triple-arched, stone-faced bridge constructed ca. 1927 does not meet the criteria for eligibility. It was constructed for the Department of Agriculture and is located within the Department's Beltsville Agricultural Research Center. However, it is removed from the major concentration of historic resources associated with BARC and therefore does not appear to be located in a potential district. Furthermore, according to information provided by SHA, it is not a particularly good example of a bridge type. Originally constructed of concrete, it was covered at some unknown date with stone facing.

Documentation on the property/district is presented in: Maryland Inventory Form PG-67-6 and project files

Prepared by: John Hnedak

Elizabeth Hannold — 10/2/91
Reviewer, Office of Preservation Services — Date

NR program concurrence: ✓ yes ___ no ___ not applicable

R Andrews — 10.2.91
Reviewer, NR program — Date

Survey No. PG-67-6

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
_X_	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:

_X_	Agriculture
_X_	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): Bridge

Known Design Source: —

Maryland Inventory of Historic Properties **MHT No.** *PG-67-6*
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No. *Maryland Route 201/Beaverdam Creek Bridge (16111)*
Location:
Street/Road Name and Number: *Maryland Route 201 over Beaverdam Creek*
City/Town: *Greenbelt* _x_ vicinity
County: *Prince Georges*

Ownership: _x_ State __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

_x_ Stone Arch

__Metal Truss Bridge

__Movable Bridge
_Swing _Bascule Single Leaf _Bascule Multiple Leaf
_Vertical Lift _Retractile _Pontoon

__Metal Girder
_Rolled Girder _Rolled Girder Concrete Encased
_Plate Girder _Plate Girder Concrete Encased

__Metal Suspension

__Metal Arch

__Metal Cantilever

_x_ Concrete
_x_ Concrete Arch _Concrete Slab _Concrete Beam _Rigid Frame
_Other Type Name _____

Description:

Describe Setting:

Bridge 16111 carries Maryland Route 201 (Edmonston Road) over Beaverdam Creek near Greenbelt. Maryland Route 201 runs northwest-southeast at this location; Beaverdam Creek flows southwest-northeast. The bridge is located along a heavily trafficked road but in an area of very little development. It is situated within the Department of Agriculture's Beltsville Agricultural Resource Center.

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

This bridge consists of three arches, each spanning 28 feet. Its construction is concrete with fieldstone facing. Each arch is dressed with carefully cut stone voussoirs, which exhibit a stepped pattern. Above the arches, cut stone is utilized to form the parapets. The foundation and barrels of the bridge appear to be constructed from cinder block. Beneath the southern most arch, low water reveals remains of wooden pilings from an earlier structure at this location.

Discuss major alterations:

It is unclear whether this bridge was first constructed from concrete materials and later faced with stone, or whether the stone was applied at the same time the bridge was originally built. It is probable that the stonework is cosmetic, not structural. Additionally, there is evidence of repointing, both with mortar and a black epoxy-like substance.

History:

When Built: *1927 (assumed)*
Why Built: *unknown*
Who Built: *Federal Government (assumed)*
Who Designed: *unknown*
Why Altered: *unknown*
Was this bridge built as part of an organized bridge building campaign: *unknown*

Surveyor Analysis:

This bridge may have NR significance for association with:

x A Events _B Person
_C Engineering/Architectural Character

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

According to the Maryland Historical Trust form prepared for this bridge, the structure was probably erected in 1927 by the Federal Government. No further information is given.

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?

Unknown.

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

According to an internal review of this bridge by the Maryland Historical Trust, it does not appear to be located within an area that would be eligible as an historic district.

Is the bridge a significant example of its type?

Again, according to an internal review of this bridge by the Maryland Historical Trust, this bridge is not a particularly good example of a bridge type because it was originally constructed of concrete and later covered with stone facing.

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

Bridge 16111 retains integrity of location, design, setting, materials, workmanship, feeling and association. It possesses integrity of nearly all of its original components, including the arch rings and barrels, spandrel walls, abutments, wing walls, and piers. However, at the present time there is deterioration of the stonework, especially in the parapets and the piers. Vegetation is growing in many of the joints. In general, the bridge is in fair condition.

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

Unknown.

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

No further evaluation is necessary to determine National Register significance. However, additional research concerning the development and role of the USDA's Beltsville Agricultural Resource Center and its relationship to the bridge may be useful in providing a more complete picture of the bridge's background.

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 photocopy USGS map illustrating the location of the bridge.

Surveyor:

Name:	Alice Crampton/Julie Abell	**Date:**	12/16/94
Organization:	Parsons Engineering Science, Inc.	**Telephone:**	(703) 591-7575
Address:	10521 Rosehaven Street Fairfax, Virginia 22030-2899		

PG-67-6 1927
Maryland Route 201/Beaverdam Creek Bridge
Greenbelt vicinity
public (unrestricted)

This stone bridge, which carries Edmonston Avenue over Beaverdam Creek near the USDA Agricultural Research Center outside of Greenbelt, consists of three consecutive arches, each with a span of 28 feet. The masonry is random ashlar, with dressed vouissoirs carved is sets of three, with a central flat stone flanked by stones with slanted ends, producing the effect of a roughly curving outer edge. The walls of the arches rise above the roadbed to form a parapet wall.

Probably constructed by the federal government in 1927, this structure is significant for its use of stone in careful masonry construction, and its siting in a small forest glade. It is the only historic stone bridge -- part of Maryland's state road system in Prince George's county, and one of 10 bridges of the same structural type throughout the state road network -- identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey which took place during 1980-81.

16111

PG- 67-6

MARYLAND HISTORICAL TRUST

MAGI #1740013817

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON
Maryland 201/Beaverdam Creek Bridge

2 LOCATION

STREET & NUMBER
Edmonston Road (Maryland Route 201)

CITY, TOWN
Greenbelt ___ VICINITY OF

CONGRESSIONAL DISTRICT
Prince Georges County

STATE
Maryland

COUNTY

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	X PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
__BUILDING(S)	__PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
X STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	__YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	X YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER

4 OWNER OF PROPERTY

NAME
State Highway Administration DOT Survey Telephone #:

STREET & NUMBER
301 West Preston Street

CITY, TOWN
Baltimore ___ VICINITY OF

STATE
Maryland 21201 zip code

5 LOCATION OF LEGAL DESCRIPTION

Liber #:
Folio #:

COURTHOUSE, REGISTRY OF DEEDS, ETC

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

__FEDERAL __STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

PG-67-6

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	X UNALTERED	X ORIGINAL SITE
X GOOD	__RUINS	__ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This structure consists of three consecutive arches of 28' span each. The masonry is random ashlar, with dressed voussoirs carved in sets of three, with a central flat stone flanked by stones with slanted end, so that the general effect is of a roughly curving outer edge. The walls of the arches rise above the roadbed to form a parapet wall. The roadway is 30' wide, and runs generally NW-SE., over Beaverdam Creek, through the USDA Beltsville Agricultural Research Center.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION	
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE	
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE	
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN	
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER	
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION	
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)	
		__INVENTION			

SPECIFIC DATES 1927 BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

The siting of this bridge through a small forest glade, is particularly attractive, and the use of stone in careful masonry for the structure suggests an attempt to harmonize with the surroundings. The bridge was probably built by the Federal government, considering the lack of files on the structure at the Bureau of Bridge Design, State Highway Administration and its location in the middle of a Federal preserve. The structure is included on the state inventory, however, and is notable for being one of the few modern stone bridges in the state.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PG:67-6

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Files of the Bureau of Bridge Design, State Highway Administration, 301 West Preston Street, Baltimore, Md.

Condit, Carl, American Building Art, 20th Century; New York, Oxford University Press, 1961.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

Quadrangle Name: Beltsville, MD

Quadrangle Scale: 1:24 000

UTM References 18.335680.4330980

VERBAL BOUNDARY DESCRIPTION

NA

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
NA	
STATE	COUNTY

11 FORM PREPARED BY

NAME / TITLE

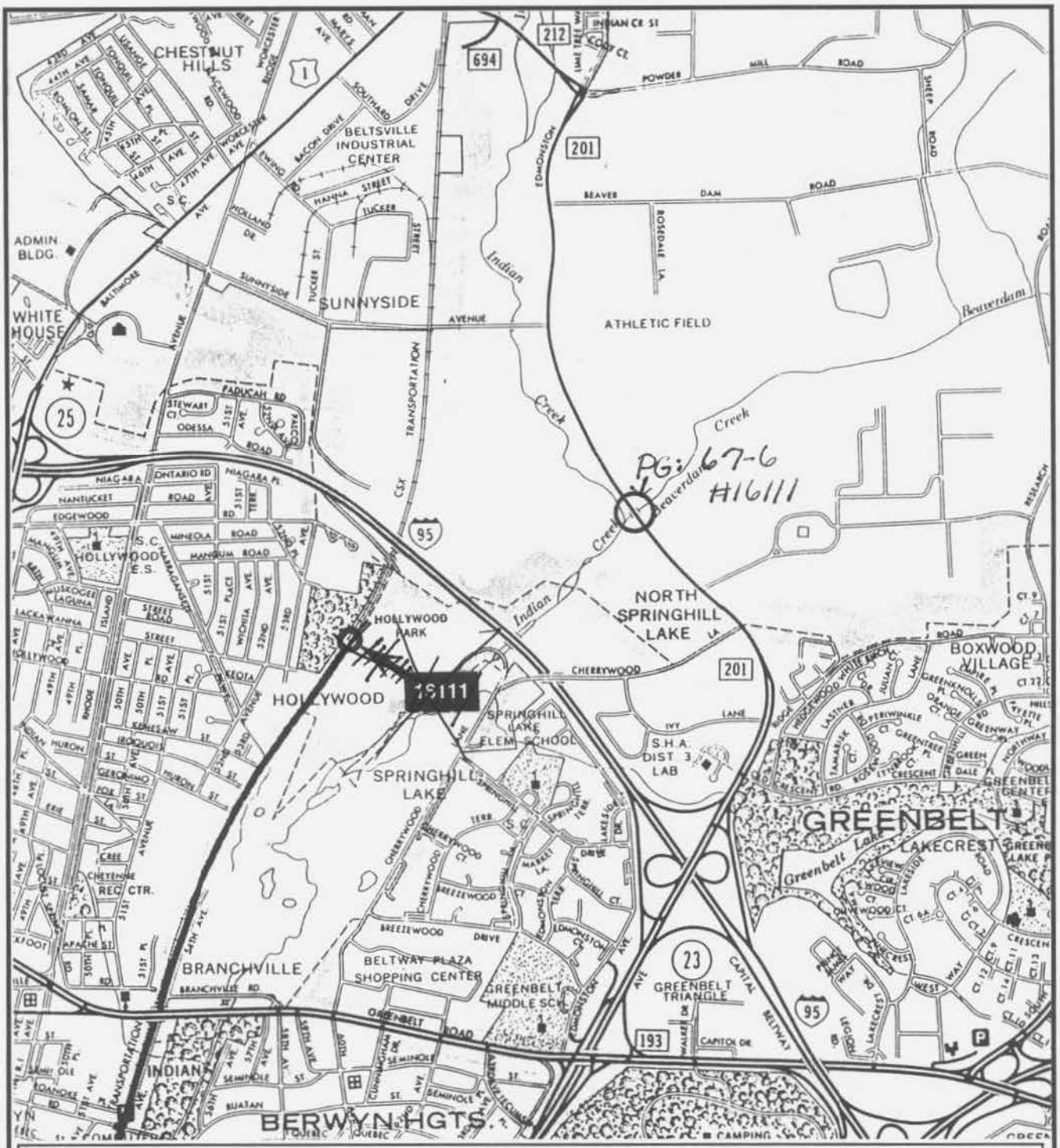
John Hnedak/M/DOT Survey Manager

ORGANIZATION	DATE
Maryland Historical Trust	1980
STREET & NUMBER	TELEPHONE
21 State Circle	(301) 269-2438
CITY OR TOWN	STATE
Annapolis	Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

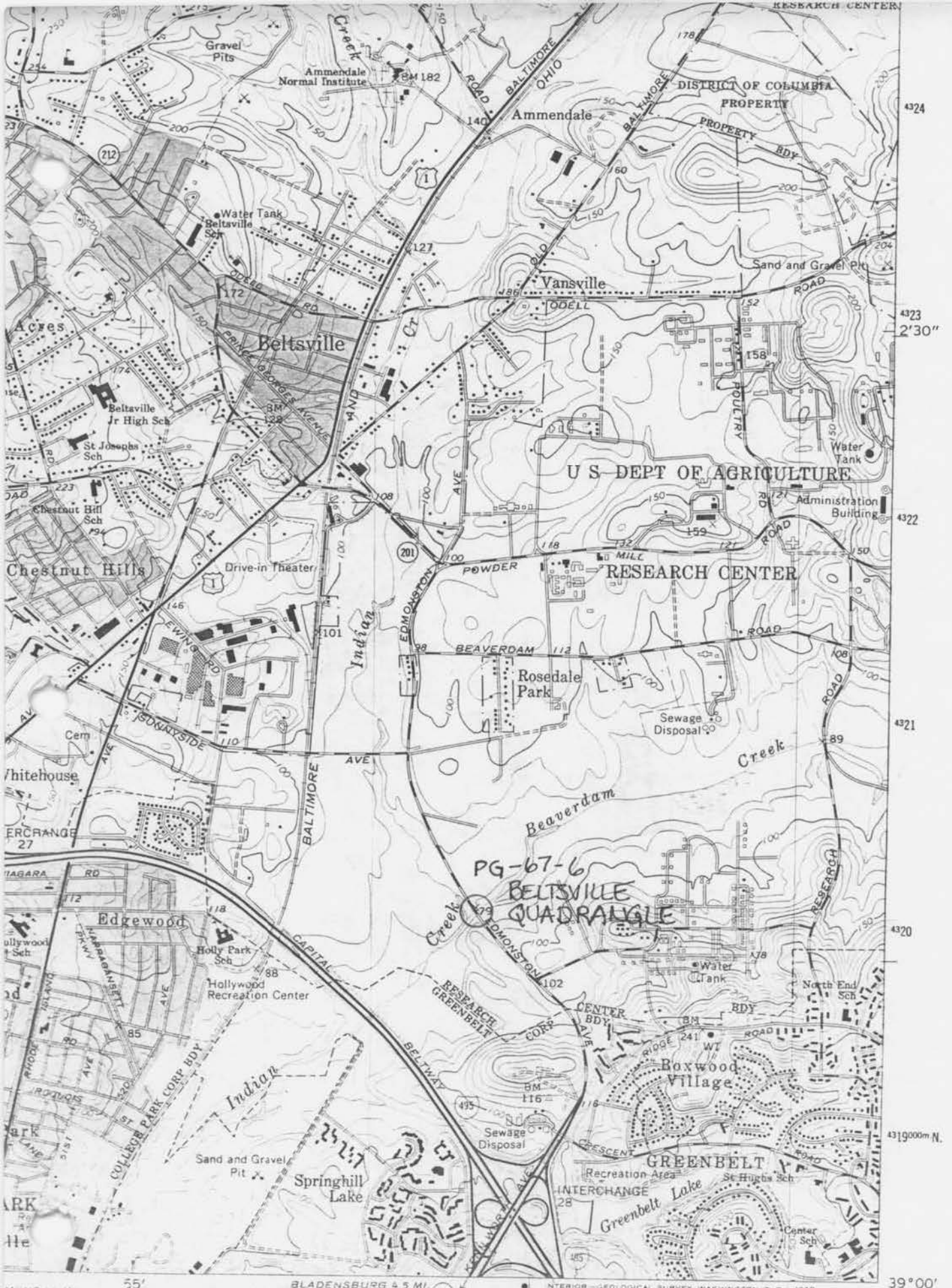


Prince George's County - Bridge Number 16111

MD 201 over Beaverdam Creek

PG: 67-6

Scale 0 1000 2000 feet
0 0.5 kilometer


PG-67-6
BELTSVILLE QUADRANGLE
Beltsville
Ammendale
Vansville
U S DEPT OF AGRICULTURE
RESEARCH CENTER
Chestnut Hills
Whitehouse
Edgewood
Boxwood Village
GREENBELT
Springhill Lake
Greenbelt Lake
Rosedale Park
Indian Creek
Beaverdam Creek
Sand and Gravel Pit
Water Tank
Sewage Disposal
Drive-in Theater
Gravel Pits
Ammendale Normal Institute
Beltsville Jr High Sch
St Josephs Sch
Chestnut Hill Sch
Holly Park Sch
Hollywood Recreation Center
North End Sch
St Hughs Sch
Center Sch
Recreation Area
Administration Building
DISTRICT OF COLUMBIA PROPERTY
BALTIMORE AND OHIO RAILROAD
BALTIMORE-WASHINGTON BLVD
CAPITAL BELTWAY
COLLEGE PARK CORP BDY
RESEARCH GREENBELT CORP BDY
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INTERCHANGE 28
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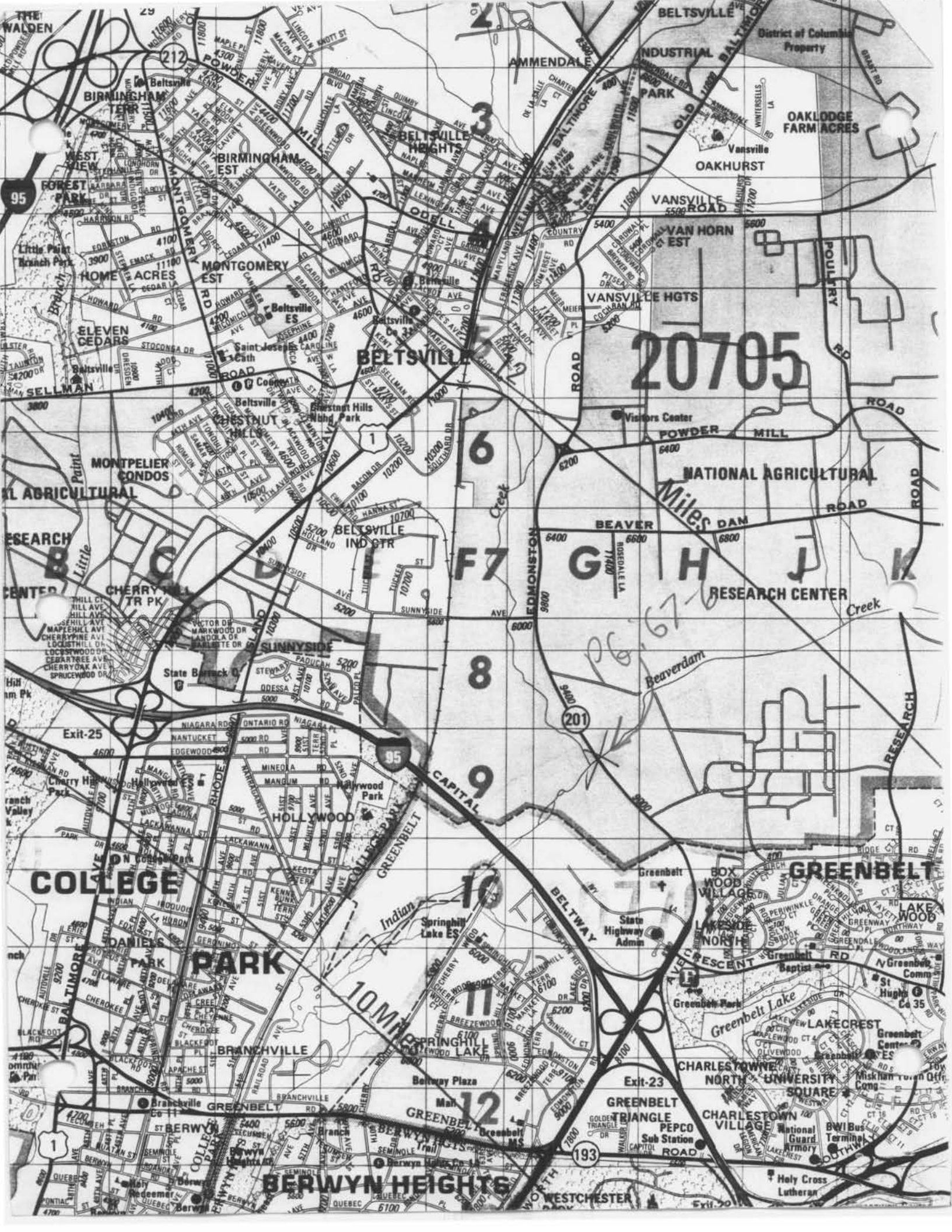
INTERIOR—GEOLOGICAL SURVEY, WASHINGTON, D. C.—1969
(LANHAM) SW/4 IV NE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Beltsville Co 1000

PG-67-6
Maryland Route 201/Beaverdam Creek Bridge
(16111)
Prince Georges County, Maryland
Julie Abell
12/94
Maryland State Highway Administration
Southwest elevation, detail
1 of 6

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Maryland Route 201/Beaverdam Creek Bridge (16111)
Prince Georges County, Maryland
Julie Abell
12/94
Maryland State Highway Administration
Southwest elevation, detail
2 of 6

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Maryland Route 201/Beaverdam Creek Bridge (16111)
Prince Georges County, Maryland
Julie Abell
12/94
Maryland State Highway Administration
Southwest elevation, detail
3 of 6

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Maryland Route 201/Beaverdam Creek Bridge (16111)
Prince Georges County, Maryland
Julie Abell
12/94
Maryland State Highway Administration
Southwest elevation, detail
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Maryland Route 201/Beaverdam Creek Bridge (16111)

Prince Georges County, Maryland

Julie Abell

12/94

Maryland State Highway Administration

Approach looking northwest

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Maryland Route 201/Beaverdam Creek Bridge (16111)
Prince Georges County, Maryland
Julie Abell
12/94
Maryland State Highway Administration
Approach looking southeast
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Md 201/Beaverdam Creek
M/DOT
Hnedak/Meyer
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