

PRINCE GEORGE'S COUNTY

HISTORIC SITE SUMMARY SHEET

Survey #: PG 70-80 Building Date: pre-1861

Building Name: MD 450/Defense Highway

Location: Annapolis Road, from Lanham (MD 564) to Bowie (MD 3)

Public/Transportation/Occupied/Good/Accessible

Description

MD 450/Defense Highway extends, in its entirety, from Bladensburg to Annapolis, Maryland. The resource, within the project area, is a modern roadway that stretches from Whitfield Chapel Road to Seabrook Road in Lanham and from Enterprise Road (MD 193) to MD 3 near Bowie, a total distance of approximately 6.5 miles. A majority of MD 450 can be characterized by a mix of residential development with adjacent nodes of commercial and retail businesses. In these areas, the highway consists of four to five lanes of asphalt highway with turning ramps, concrete curbing, and modern mercury/sodium street lights. Some sections of the highway have been divided with a center grass or concrete median. The remaining sections of MD 450 can be characterized by two lanes of asphalt roadway with 3 foot gravel shoulders surrounded by young wooded and agricultural areas. The only bridge structure greater than 50 years of age identified in the Collington Bridge over the Conrail Railroad.

Significance

MD 450/Defense Highway has characteristics of both a cultural route and an engineered route. It is a cultural route in that it grew out of vernacular need for a route between Bladensburg and points east, especially the capital at Annapolis. However, during the twentieth century the route has been "engineered" to meet the demands of automobile travel and increased development in the vicinity. Engineered elements include the design of the current softened route and the current materials and workmanship of the physical components of the road.

While the property is associated with the theme of nineteenth century transportation developments in Prince George's County, it lacks sufficient integrity to illustrate this association. In addition, the resource illustrates the use of modern highway design, materials, and workmanship, and it no longer retains sufficient integrity to illustrate any historically significant design elements. The resource is not recommended as eligible for the National Register of Historic Places.

Maryland Historical Trust

State Historic Sites Inventory Form

Survey No. PG 70-80

Magi No.

DOE _yes _no

1. Name (indicate preferred name)

historic Bladensburg-Annapolis Road

and/or common MD 450/Defense Highway (pref.)

2. Location

street and number Annapolis Road, from Lanham (MD 564) to Bowie (MD 3) not for publication

city, town Lanham, Bowie vicinity of congressional district: 17

state Maryland county: Prince George's

3. Classification

Category <input checked="" type="checkbox"/> district <input type="checkbox"/> building(s) <input type="checkbox"/> structure <input type="checkbox"/> site <input type="checkbox"/> object	Ownership <input checked="" type="checkbox"/> public <input type="checkbox"/> private <input type="checkbox"/> both Public Acquisition <input type="checkbox"/> in process <input type="checkbox"/> being considered <input checked="" type="checkbox"/> not applicable	Status <input checked="" type="checkbox"/> occupied <input type="checkbox"/> unoccupied <input type="checkbox"/> work in progress Accessible <input type="checkbox"/> yes: restricted <input checked="" type="checkbox"/> yes: unrestricted <input type="checkbox"/> no	Present Use <input type="checkbox"/> agriculture <input type="checkbox"/> commercial <input type="checkbox"/> educational <input type="checkbox"/> entertainment <input type="checkbox"/> government <input type="checkbox"/> industrial <input type="checkbox"/> military <input type="checkbox"/> museum <input type="checkbox"/> park <input type="checkbox"/> private residence <input type="checkbox"/> religious <input type="checkbox"/> scientific <input checked="" type="checkbox"/> transportation <input type="checkbox"/> other
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4. Owner of Property (give names and mailing addresses of ALL owners)

name Maryland State Highway Administration

street/number 707 North Calvert Street telephone no. (410) 545-8559

city, town Baltimore state and zip code Maryland, 21202

5. Location of Legal Description

courthouse, registry of deeds, etc. Prince George's Liber: _____
 street/number: _____ Folio: _____
 city, town Upper Marlboro state Maryland

6. Representation in Existing Historical Surveys

title _____
 date _____ survey scope _____
 depository for survey records _____
 city, town _____ state _____

7. Description

Survey No. PG 70-80

Condition <input type="checkbox"/> excellent <input checked="" type="checkbox"/> good <input type="checkbox"/> fair	<input type="checkbox"/> deteriorated <input type="checkbox"/> ruins <input type="checkbox"/> unexposed	Check one <input type="checkbox"/> unaltered <input checked="" type="checkbox"/> altered	Check one <input checked="" type="checkbox"/> original site <input type="checkbox"/> moved	date of move?
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Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

MD 450/Defense Highway extends, in its entirety, from Bladensburg to Annapolis, Maryland. The resource, within the project area, is a modern roadway that stretches from Whitfield Chapel Road to Seabrook Road in Lanham and from Enterprise Road (MD 193) to MD 3 near Bowie, a total distance of approximately 6.5 miles. The current MD 450 highway, for the most part, follows the route of the highway established by at least 1861 (Martenet 1861). The area in this section of MD 450 is characterized by flat to rolling terrain with an intermix of commercial areas, retail areas, suburban residential developments, small groupings of young wooded areas, non-developed open areas, and agricultural areas.

A majority of MD 450 can be characterized by a mix of residential development with adjacent nodes of commercial and retail businesses. In these areas the highway consists of four to five lanes of asphalt highway with turning ramps, concrete curbing, and modern mercury/sodium street light (See photos, negative #HP99-078:15, 16, and 17). Some sections of the highway have been divided with a center grass or concrete median (See photos, negative #HP99-078:20, 21, and 22).

The remaining sections of MD 450 can be characterized by two lanes of asphalt roadway with 3 foot gravel shoulders (See photos, negative #HP99-078:14 and 19) surrounded by young wooded and agricultural areas. The only bridge structure greater than 50 years of age identified is the Collington Bridge (See photos, negative #HP99-045:2 and 5) over the Conrail Railroad. It is located in a two lane section of MD 450 between Laurel-Bowie Road and Church Road and will be bypassed by the proposed improvements to MD 450.

The most marked difference is at the present-day intersection of Enterprise Road (MD 193). The 1878 maps illustrate this intersection as T-shaped, while the current intersection has been softened. Another historic-period map, namely the Maryland Geological Survey Map of 1914, illustrates this intersection in this same way. However, by 1927, the intersection was softened through the construction of a bypass. This new route and the remnant of the old route are illustrated on the Maryland Geological Survey maps of 1927 and 1936. By 1965, the remnant of the old route had been abandoned and was not depicted on the USGS 7.5' Quadrangle Map of that year.

It was also during the early part of the twentieth century that the workmanship and materials of the old road were likely updated. The State Roads Commission, predecessor to the State Highway Administration, was formed in 1908. Its agenda included compiling a system of arterial highways, modernizing old highways to serve automobiles and trucks, and building new highways to accommodate motorized vehicular traffic. "The State had spent \$157,993,420 for roads alone up to September 30, 1938" (Writers Program 1940: 89). At this time it was also said that "no farm of Maryland is more than two miles from a hard-surfaced road, except in several swampy areas of the Eastern Shore and in some parts of Allegany and Garrett Counties" (Writers Program 1940: 89). Despite these improvements, it was further noted that "narrow-curving, dangerous main highways, still following horse-and-buggy trails, were inadequate for the tremendous flow of modern traffic" (Writers Program 1940: 90).

In 1940, the Writers Program prepared a tour of the Annapolis-Bladensburg road, then known as US 50. The route was described as follows: "Winding two-lane [sic] asphalt-or concrete-paved roadbed. Accommodations limited. East of Bladensburg this road was built in 1926 to replace an older and much longer one, and because it links the U.S. Naval Academy with the National Capital, it was called the Defense Highway. It passes through a milling wooded country with here and there a patch of level ground on which tobacco or vegetables are grown, but for the most part pine-covered clay bluffs and some swampy ground dominate the scene east of Bowie. Sycamores, pines, dogwood, sumac, and honeysuckle flourish in this region" (Writers Program 1940: 469).

After the construction of the John Hanson Highway in 1955 (Callcott 1985: 67), the new road took the designation of US 50, and Defense Highway because MD 450.

Paul Daniel Marriott has identified three categories of old roads: aesthetic routes, engineered routes, and cultural routes. In addition to these three discreet categories, he notes that some roads may have characteristics of more than one of the categories (Marriott 1998). The Defense Highway (MD 4500) has characteristics of both a cultural route and an engineered route. It is a cultural route in that it grew out of a vernacular need for a route between Bladensburg and points east, especially the capital at Annapolis. However, during the twentieth century the route has been "engineered" to meet the demands of automobile travel and increased development in the vicinity. Engineered elements include the design of the current softened route (see especially the discussion of the intersection with Enterprise Road above) and the current materials and workmanship of the physical components of the road.

NATIONAL REGISTER ELIGIBILITY EVALUATION

While the property is associated with the theme of nineteenth century transportation developments in Prince George's County, it lacks sufficient integrity to illustrate this association (Criterion A). The property is not known to be associated with the lives of persons significant in the local, state, or national past (Criterion B). The property does not embody the distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic values. The resource illustrates the use of modern highway design, materials, and workmanship. Therefore it no longer retains sufficient integrity to illustrate any historically significant design elements (Criterion C). Finally, the property is not likely to yield information important in local, state, or national prehistory or history (Criterion D). Because the resource lacks sufficient integrity to meet the Criteria for Evaluation (A, B, C, and/or D), the resource is not recommended as eligible for the National Register of Historic Places.

9. Major Bibliographical References (continued)

Survey No.:

PG 70-80

Callcott, George H.

1985 *Maryland & America, 1940 to 1980*. The Johns Hopkins University Press, Baltimore, Maryland.

Griffith, Dennis

1794 "Map of the State of Maryland." (MdHR G 1213-356). Reprinted in *The Hammond-Harwood House Atlas of Historical Maps of Maryland, 1608-1908*. By Edward C. Papenfuse and Joseph M. Coale, III. Johns Hopkins University Press, Baltimore, Maryland.

Hopkins, Griffith Morgan

1878 *Atlas of Prince George's County, Maryland, 1878*. Edited by Frank F. White, Jr. G.M. Hopkins, Philadelphia, Pennsylvania. Reprinted 1975. Prince George's County Historical Society, Riverdale, Maryland.

Marriott, Paul Daniel

1998 *Saving Historic Roads: Design & Policy Guidelines*. Preservation Press and John Wiley & Sons, Inc., New York, New York.

Martenet, Simon J.

1861 "Martenet's Map of Prince George's County." (MdHR G 1213-463). Reprinted in *The Hammond-Harwood House Atlas of Historical Maps of Maryland, 1608-1908*. By Edward C. Papenfuse and Joseph M. Coale, III. Johns Hopkins University Press, Baltimore, Maryland.

Maryland Geological Survey

1914 *Map of Prince George's County and District of Columbia Showing the Topography and Election Districts*. Maryland Geological Survey, Baltimore, Maryland. On file at the Maryland Room, McKeldin Library, University of Maryland, College Park, Maryland.

1927 *Map of Prince George's County and District of Columbia Showing the Topography and Election Districts*. Maryland Geological Survey, Baltimore, Maryland. On file at the Maryland Room, McKeldin Library, University of Maryland, College Park, Maryland.

1936 *Map of Prince George's County and District of Columbia Showing the Topography and Election Districts*. Maryland Geological Survey, Baltimore, Maryland. On file at the Maryland Room, McKeldin Library, University of Maryland, College Park, Maryland.

Pearl, Susan G.

1991 "Early Roads in Prince George's County, 1696-1900." Short paper found in *Historic Contexts in Prince George's County*. Historic Preservation Section, Prince George's County Planning Department. June 1990. Revised August 1991.

U.S. Geological Survey (USGS)

1957 *Bowie, Md. 7.5' Quadrangle Map*. Revised 1993.

1965 *Lanham, Md. 7.5' Quadrangle Map*. Revised 1993.

Watson, James Douglas

1962 *Prince George's County Past and Present*. Federal Lithograph Co., Washington, D.C.

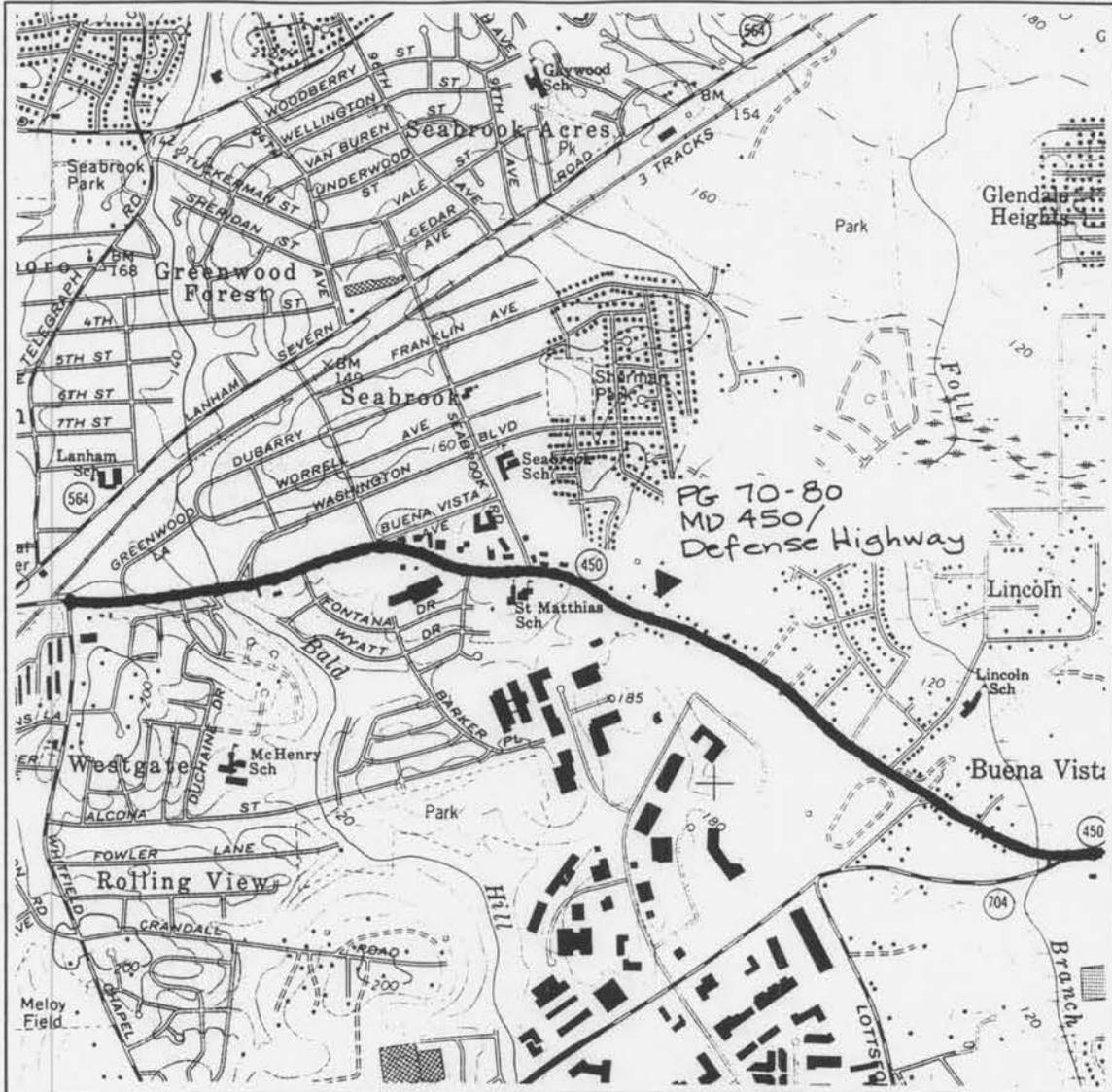
Writer's Program

1940 *Maryland: A Guide to the Old Line State*. Compiled by workers of the Writer's Program of the Work Projects Administration in the State of Maryland. Oxford University Press, New York, New York.

Survey No. PG 70-80 (1 of 4)

Resource Name MD 450/Defense Highway

Location Map



LANHAM, MD.

38076-H7-TF-024

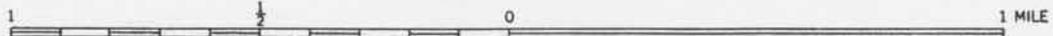
1965

REVISED 1993

DMA 5661 IV NE-SERIES V833



SCALE 1:24000



CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

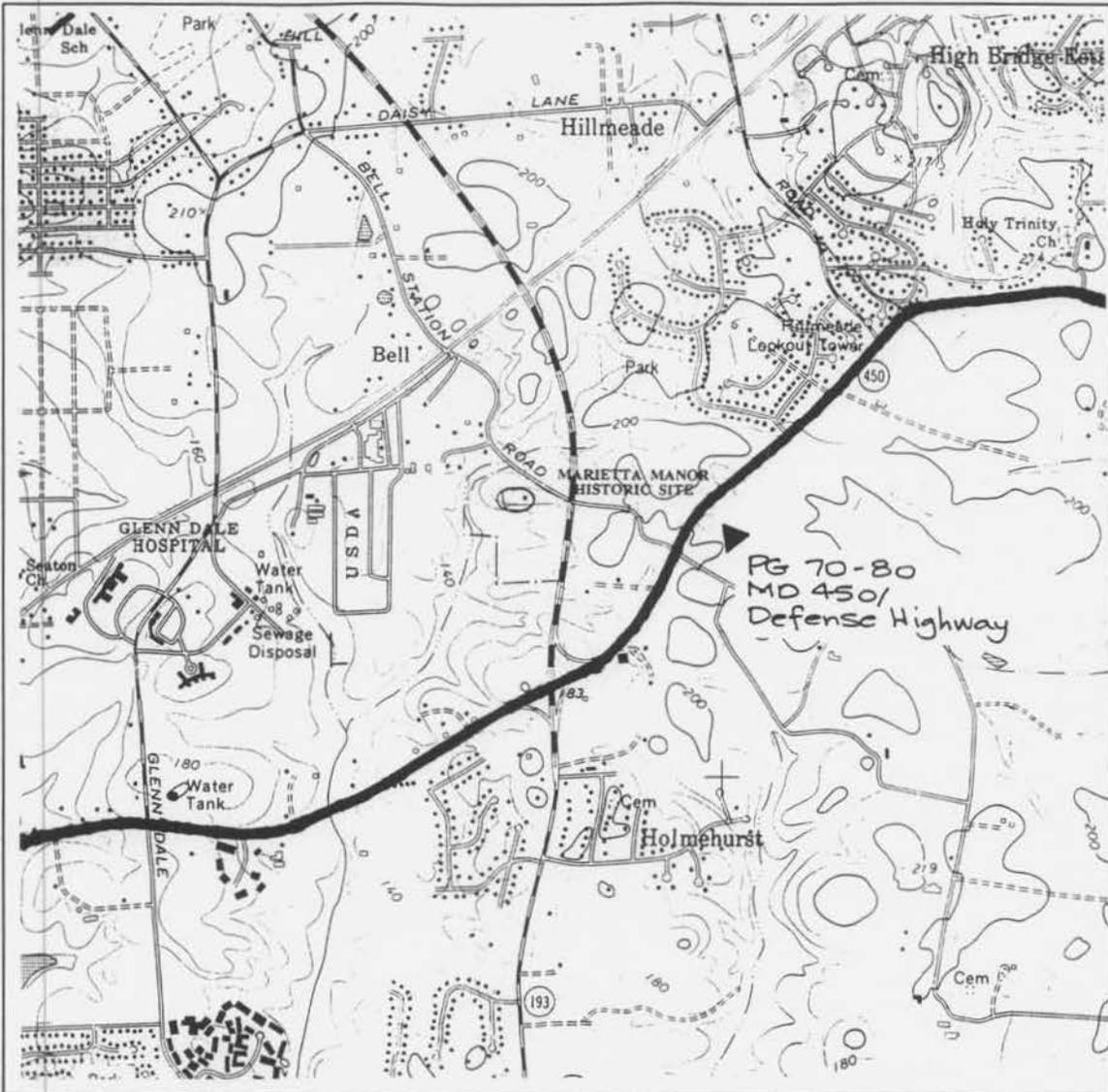
MATCH TO SHEET 2

Survey No. PG 70-80 (2 of 4)

Resource Name MD 450/Defense Highway

Location Map

MATCH TO SHEET 1



MATCH TO SHEET 3



LANHAM, MD.

38076-H7-TF-024

1965

REVISED 1993

DMA 5661 IV NE-SERIES V833

SCALE 1:24000



1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 5 0 1 KILOMETER

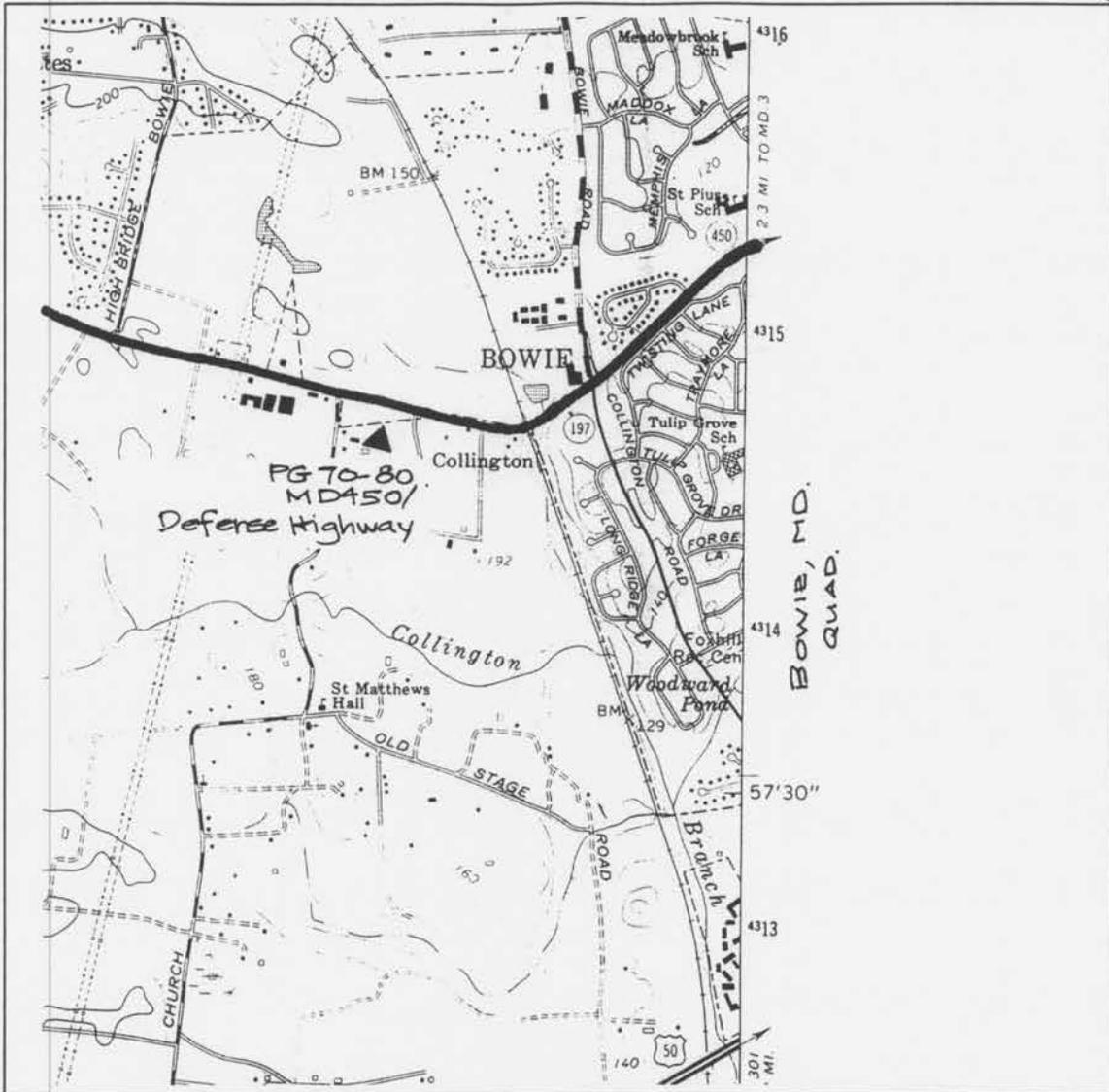
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NATIONAL GEODETIC VERTICAL DATUM OF 1929

Survey No. PG 70-80 (3 of 4)

Resource Name MD 450/Defense Highway

Location Map

MATCH TO SHEET 2



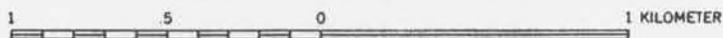
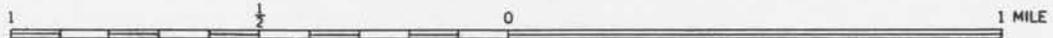
MATCH TO SHEET 4

LANHAM, MD.
38076-H7-TF-024

1965
REVISED 1993
DMA 5661 IV NE-SERIES V833



SCALE 1:24000



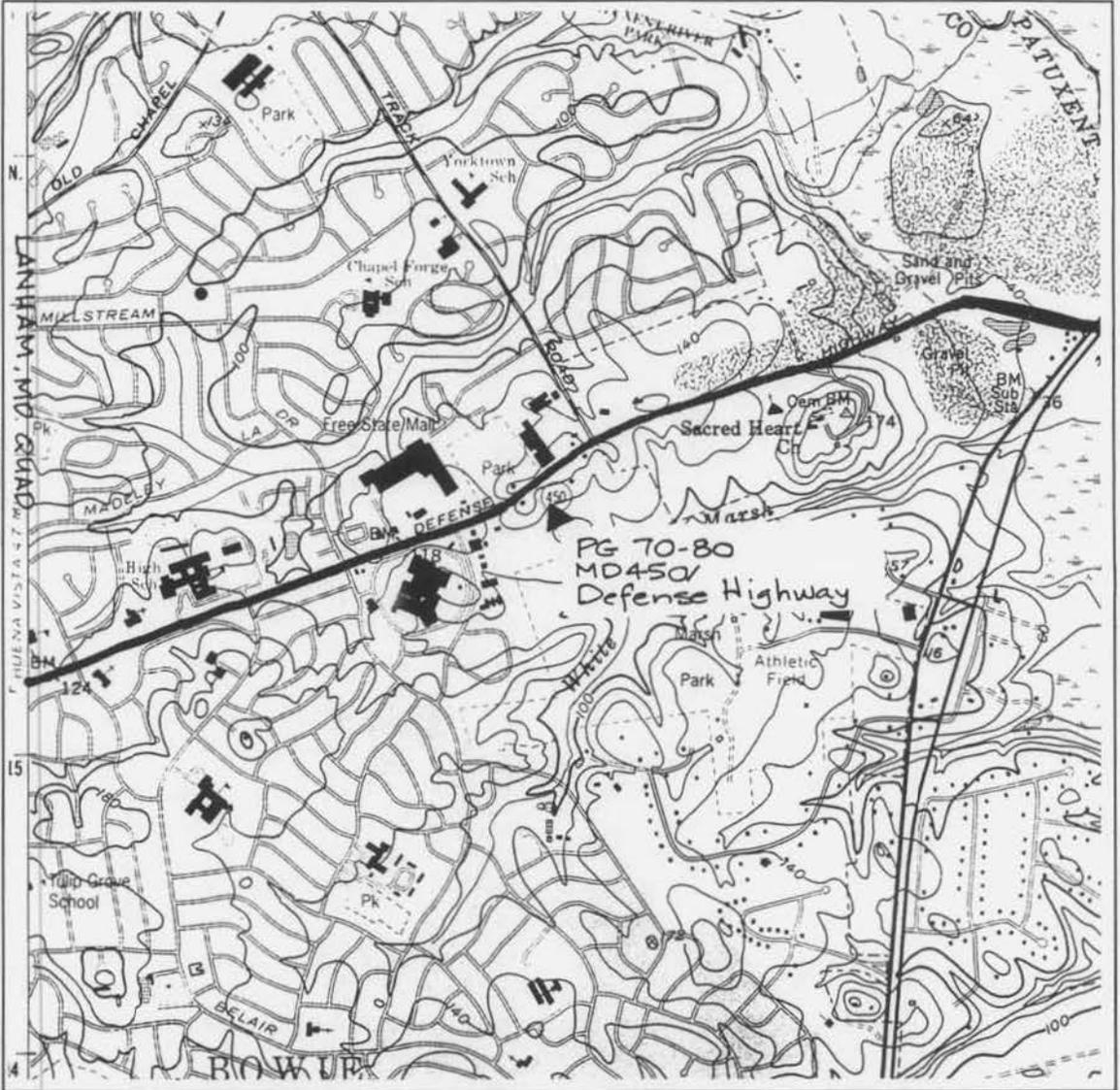
CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

Survey No. PG 70-80 (4 of 4)

Resource Name MD450/Defense Highway

Location Map

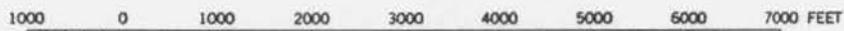
MATCH TO SHEET 3.



BOWIE, MD.
38076-H6-TF-024

1957
REVISED 1993
DMA 5661 I NW-SERIES V833

SCALE 1:24000



CONTOUR INTERVAL 20 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



5-10-83

Mr. J. J. [unclear] [unclear]

1

J. J. [unclear]

[unclear]

Mr. J. J. [unclear]

Mr. J. J. [unclear] MD [unclear] MD [unclear]

1 of 11



PS 200 2

MD 492' 2nd St. S. E. 1/4

Block 200 200 200

J. Over

11/8/1999

Michael Baker Jr. Inc.

Facing Southeast, 1/4 200 and 200

2 or



PS 10-10

MD450/Defense Logistics

Group's Co, 1st

2/2005

1/5/2009

Michael Baker Corp.

Living Southwest, VA area visit of MV450-

MD3 Werscowa

2/2009



P-10-12

MD [unclear] [unclear]

Armed Forces [unclear] MD

C. O. [unclear]

Michael Baker [unclear]

Using [unclear] [unclear] and [unclear] [unclear]

International Assembly of [unclear]

4 of 11



Feb 20, 81

1. 2nd "Landscape" by
Prince Georges Co, MD

C. Owen

Michael Baker Corp.
Frederick, MD 21703
w/ 2nd Floor Plaza

5 of 11



PG 70 - 80

1/10/99, 1/11/99, 1/12/99, 1/13/99

France, Germany, Italy

Spain

1/8/1999

1/10/99, 1/11/99, 1/12/99

England, 1/10/99 and 1/11/99 and 1/12/99

1/13/99 - Superior, W. and the Market Place

and Freestate Shopping Center

6 of 11



106 m. 100

1/10/1999

12. 100 m. 100

COWEN

1/8/1999

Michael Baker Jr. Inc.

Facing east, intersection of 117th and
Collington Rd.

7 of 8



PG-70-25

MD 450, Defense Highway

Prince Georges Co, MD

COM

1 8/999

Michael B. ... Inc.

Essex, view of MD 450 & Church Rd

in commercial development

8 of 11



10-10-20

MD 450 Defense Highway
Prince Georges Co, MD

Cover

Michael Baker Corp.

Facing west, view of MD 450 & Everville Rd.
w/ modern development

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pg 70. 80

1/15/1900, Prince George's Co. Md.

Prince George's Co. Md.

C. Owen

1/15/1900

Michael Baker Co. Inc.

Facing East, view of N. 1-50 & Church Rd

w/ modern development

10 of 11



LAWRENCE CITY HOME CENTER

WHOLESALE FURNITURE OPEN TO THE PUBLIC
FURNITURE DEPT.
40-800-097
10AM-5

Pa. 10-10

John G. Kight

Francis George Wright

C. D. Dyer

11/8/1993

Michael Kenton

Facing South, view of Shopping Plaza on
South side of MD 450 near Church Rd.

11 of 11