

Maryland Historical Trust

Maryland Inventory of Historic Properties number: PG: 72-27  
Name: MD 202 (Landon Rd) over Annapolis

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>

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Metal Cantilever

Concrete

Concrete Arch  Concrete Slab  Concrete Beam

Rigid Frame

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

**Description:**

**Describe Setting:**

Bridge Nos. 16029-1 and 16029-2 carry MD Route 202 (Landover Rd), north and south over AMTRAK rail lines in Prince Georges County, Maryland. The bridge is located next to US 50. The area surrounding the bridge is commercial in nature.

**Describe Superstructure and Substructure:**

Maryland State Bridge Nos. 16029-1 and 16029-2 in Prince Georges County, are three span dual structures. The southbound structure has 2-44' spans and 1-125' span. The Substructure consists of 2 piers of cast in place reinforced concrete piles. The approach spans consist of a concrete deck supported by steel stingers. The center span is a thru-plate girder span supporting a concrete deck.

The northbound structure has 2-46' approach spans and a single 124' plate girder supporting steel floor beams and a concrete deck. The approach spans consist of a concrete deck supported by steel stringers.

A bituminous concrete wearing surface overlays the concrete deck throughout the entire length of both structures. The southbound structure, built in 1942, carries 2 lanes of traffic with a clear roadway width of 29 feet. The northbound structure, built in 1959 has a clear roadway width of 34 feet and carries 3 lanes of traffic. Sidewalks are present on both sides of each structure. The piers are of reinforced concrete, with expanding rocker type bearings on the northern piers, and fixed bearings at the south bearings.

**Discuss Major Alterations:**

The concrete deck of both the northbound and southbound spans were replaced in 1995. In 1963, a stair on the northeast side of the bridge settled, and later after heavy rains the stair landing collapsed. In August 1973 C. & P. Telephone placed 12 4" diameter fiber ducts on the westbound span bridge. The sidewalk may have been extended 5' on either side of the bridge in conjunction with the installation of C & P Telephone fiber ducts.

**History:**

**When Built:** northbound 1959, southbound 1942 (decks replaced 1995)

**Why Built:** Local transportation needs

**Who Built:** Unknown

**Why Altered:** Structural and safety needs

**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:**

Yes, this bridge was built as part of the Statewide Grade elimination program. This particular crossing was known as the Landover Grade Elimination.

This bridge was originally built to carry traffic over five sets of the PB & W RR. These include the Magruder Branch (Main track North and Main track South), the Freight Line (North and South), and a delivery track.

**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 is not a significant example of its type.

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

This bridge has not retained integrity of its primary character defining elements. The concrete decks were replaced in 1995.

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

This bridge should not be given further study. An internal review of this structure conducted by the Maryland Historical Trust has determined that this bridge does not meet the criteria for individual listing on the National Register of Historic Places.

**Bibliography:**

Greiner, Inc.

1995 Maryland Inventory of Historic Bridges.

Maryland Historic Trust

1992 Internal NR-Eligibility Review Form.

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' Washington East Quadrangle, photorevised 1979.

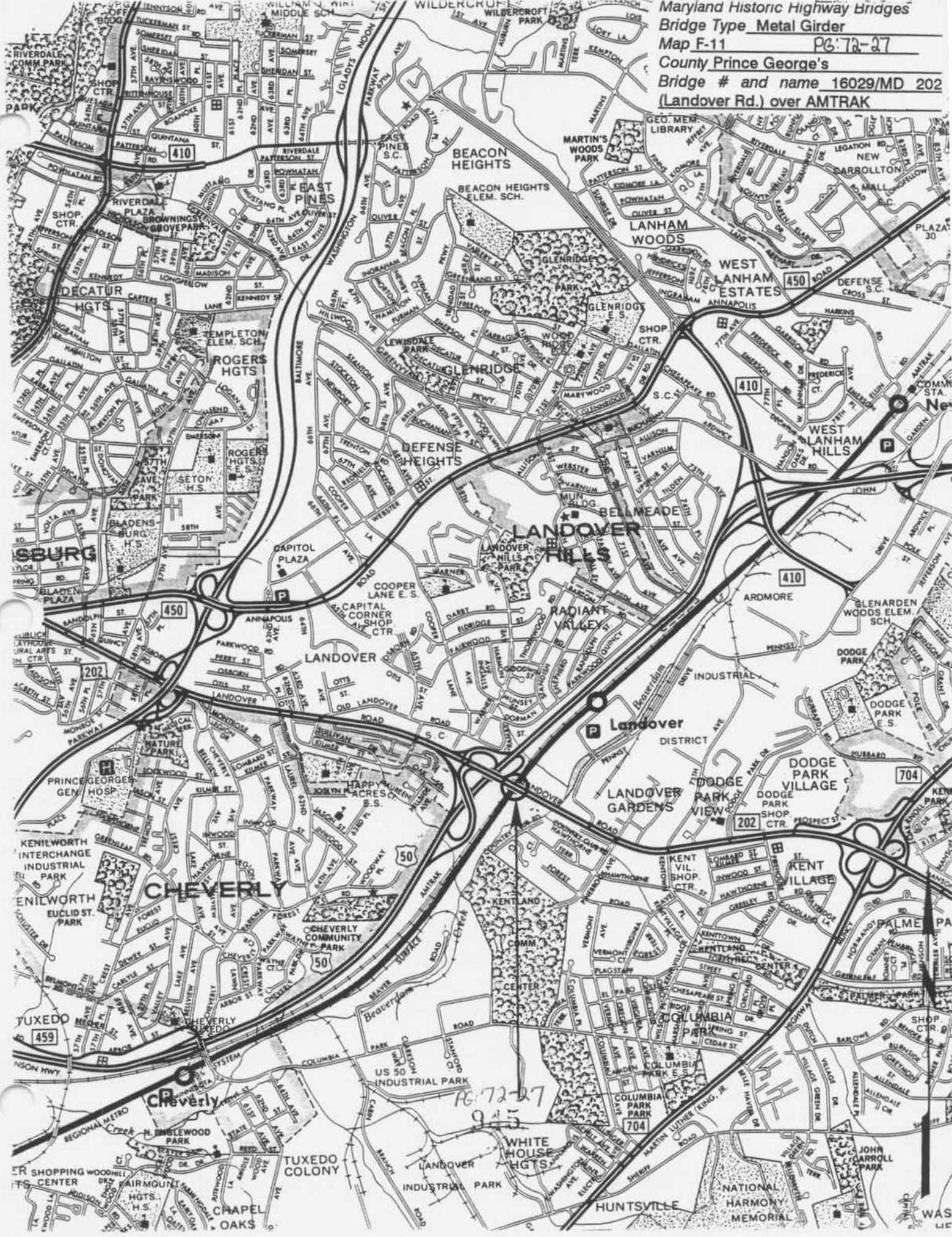
**Surveyor:**

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

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

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

Maryland Historic Highway Bridges  
Bridge Type Metal Girder  
Map F-11 PG:72-27  
County Prince George's  
Bridge # and name 16029/MD 202  
(Landerover Rd.) over AMTRAK





P.G. Co. PG 72-27

Br # 16029

202 Landover Rd over B+O RR

Looking North

4/8/96

Jason B. Moser



P.G. Co. PG:72:27

Br. # 16029

207 Landover Rd over B+O RR

Looking West

4/8/96

Jason B. Moser



Br # 160 29

P.G. Co. PG: 78-27

202 Landover Rd over B+O RR

Looking East

4/8/96

Jasen B. Moser



PG. Co. PG 72-27

Br # 16029

202 Landover Rd over B+O RR

Looking South

4/8/96

Jason A. Moser



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1953-34

16029

A black and white photograph showing a concrete wall with a metal fence above it. The wall has a small dark mark on the left, the number '1953-34' in the center, and a white label with the number '16029' below it. The fence consists of vertical bars with pointed tops. The wall is made of several concrete blocks.

16029

PG. Co. PG: 72-27

Br # 16029

202 Landover Rd over B+O RR

4/8/96

Jason D. Moser

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

Property/District Name: Bridge #16029 Survey Number: Pa 72-27

Project: MD 202 over AMTRAK and WMATA, P.G. County Agency: SHA

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

Eligibility recommended \_\_\_\_\_ Eligibility **not** recommended

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)

According to information prepared by SHA, Bridge #16029, a steel beam structure consisting of two parts, the earlier dating to 1942 and later to 1959, does not meet the criteria for individual listing on the National Register. Bridge #16029 has no particular historical or engineering significance. Numerous examples of similar bridges remain in the state. Bridge #16029 is not located in any known district.

Documentation on the property/district is presented in: Project file

Prepared by: Rita Suffness

Elizabeth Hannold  
Reviewer, Office of Preservation Services

March 3, 1992  
Date

NR program concurrence:  yes  no  not applicable

[Signature]  
Reviewer, NR program

3.4.92  
Date

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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 Adaption

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: Suburb

Historic Function(s) and Use(s): transportation

Known Design Source: unknown



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PG: 72-27  
Contract No P. 973-501-380  
MD 202 over AMTRAK AND WMATA  
Bridge #16029  
Prince George's County, Maryland  
Proposed Improvement: Replace SB and NB  
Bridge Decks  
Historic: Wilson Station Railroad Tower (72A-1)

