

Maryland Historical Trust

25

Maryland Inventory of Historic Properties number: PG-84-~~24~~

Name: LIVINGSTON RD. OVER PISCATAWAY 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 bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>
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>

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

25
MHT NO. PG:84~~X~~

NAME AND SHA NO.: P-0487

LOCATION

Road Name and Number: Livingston Road over Piscataway Creek

City/Town: Fort Washington Forest _ vicinity

County: Prince George's

Ownership: _ State X County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within 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
- 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
- X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name _

DESCRIPTION

Describe the Setting:

Bridge P-0487 carries Livingston Road over Piscataway Creek in central Prince George's County. Livingston Road runs north and south, while Piscataway Creek flows east to west. Located in the Tidewater physiographic province, the bridge is surrounded by wooded land and scattered residential development.

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

Bridge P-0487, a double-span concrete tee-beam structure, has an overall bridge length of 66'. Each span measures 32'-6". The 24' wide roadway carries two lanes of traffic. The superstructure consists of five concrete tee-beams with an asphalt wearing surface covering the concrete slab. The solid concrete parapets feature alternating rectangular and square panels. Steel W-beam guardrails lead to the bridge but are not attached to the ends of the parapets. The substructure consists of cantilevered concrete abutments, concrete wing walls, and a concrete pier wall.

A 1995 inspection report states that the superstructure, substructure and channel are in satisfactory condition. The deck, girders, and parapets exhibit minor cracking, spalling, and efflorescence. The substructure of this bridge also shows minor cracking, spalling, scour, and efflorescence on the abutments, wing walls, and pier.

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:

According to available documentary evidence, this bridge has not undergone any major alterations.

HISTORY

When Built: 1932

Why Built: Statewide road improvement programs and local transportation needs.

Who Built: State Roads Commission of Maryland

Who Designed: Unknown

Why Altered: N/A

Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built during the Good Roads Movement era but was not part of the primary corridors.

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?

The improvement of Prince George's County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, the SRC focused on improving the safety and comfort of the main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

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?

No, the construction of this bridge did not play an active role in the growth or development of this portion of Prince George's County.

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, this bridge is not located within an area which is eligible for historic district designation.

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

25
MHT NO. PG:84-24

Is the bridge a significant example of its type?

Yes, due to its apparent lack of major alterations and satisfactory condition, this bridge stands as a significant example of its type.

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

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, none of these character defining elements has been replaced or removed.

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

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

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

No, this bridge should not receive further study.

BIBLIOGRAPHY

Crosby, Walter Wilson

1906 *First Report on State Highway Construction (May 1905-January 1906)*. The Johns Hopkins Press, Baltimore.

1908 *Second Report on State Highway Construction (January 1906-January 1908)*. The Johns Hopkins Press, Baltimore.

Johnson, A.N.

1903 *Third Report on the Highways of Maryland (1902-1903)*. The Johns Hopkins Press, Baltimore.

LeViness, Charles T.

1958 *A History of Road Building in Maryland*. State Roads Commission of Maryland, Baltimore.

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

MHT NO. PG:84-24²⁵

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

1994 *Historic Bridges in Maryland: Historic Context Report.* Prepared for Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore.

State Roads Commission of Maryland

1930 *Reports of the State Roads Commission of Maryland for the Years 1927, 1928, 1929, and 1930.* State of Maryland, State Roads Commission, Baltimore.

Prince George's County Department of Public Works and Transportation

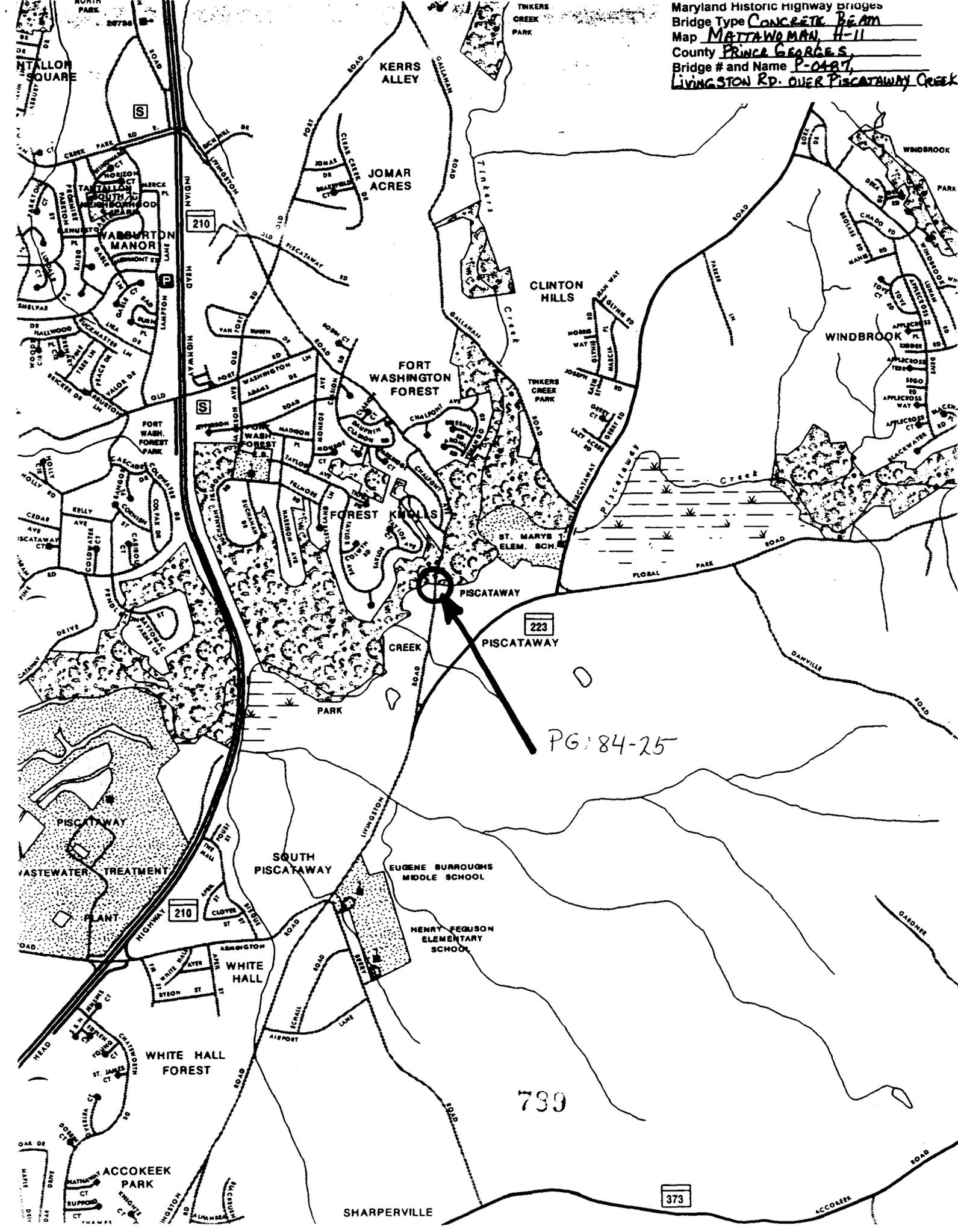
1995 Bridge inspection reports. Located in the files of the Office of Engineering and Project Management, Prince George's County Department of Public Works and Transportation, Landover, Maryland.

SURVEYOR INFORMATION

Name: Margaret A. Bishop
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 MATTAWOMAN, H-11
County PRINCE GEORGES
Bridge # and Name P-0497
LIVINGSTON RD. OVER Piscataway Creek



PG: 84-25

739

373

SHARPERVILLE



Inventory # PG: 84-25

P487-

Name LIVINGSTON RD OVER ASCATAWAY CREEK

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



Inventory # PG: 84-25

P487-

Name LIVINGSTON RD OVER PISCATAWAY CREEK

County/State PRINCE GEORGES COUNTY / MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description WEST ELEVATION

Number 2 of 4

1194 9602 (1000-0) 0000



PG: 84:25
Inventory # 84:25

P487-
Name LIVINGSTON RD OVER PISCATAWAY CREEK

County/State PRINCE GEORGES COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING

NORTH

Number 3 of 4
14 of 24

PHOTOGRAPHY DEPARTMENT



