

Maryland Historical Trust

Maryland Inventory of Historic Properties number: M: 23-126

Name: MD 97 OVER REDDY BRANCH / 15012

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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**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes ___
no ___

Property Name: Bridge No. 15012 Inventory Number: M:23-126

Address: MD 97 over Reddy Branch City: Brookeville Zip Code: N/A

County: Montgomery USGS Topographic Map: Sandy Spring

Owner: MD. SHA

Tax Parcel Number: N/A Tax Map Number: N/A Tax Account ID Number: N/A

Project: MD 97/Brookeville Agency: SHA

Site visit by MHT Staff: ___ no ___ yes Name: _____ Date: _____

Eligibility recommended ___ Eligibility **not** recommended X

Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None

Is the property located within a historic district? X no ___ yes ___ Name of district: _____

Is district listed? ___ no ___ yes Determined eligible? ___ no ___ yes District Inventory Number: _____

Documentation on the property/district is presented in: SHA Compliance Files

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

This structure is not eligible for listing in the National Register individually as a bridge due to extensive repairs to the concrete which have undermined its integrity. As discussed in the attachment, the 1996 inventory form, the structure is not a significant example of a concrete beam. The character-defining elements are present, but have been compromised by modern repairs in concrete of a markedly different tone (I-302). Most of the girders have been repaired with concrete or gunnite. Repaired areas have random cracks and moderate surface erosion. Footings are exposed and are protected with grout bags. Abutment walls also have gunnite repairs and lots of random cracks with efflorescence. The wingwalls, the underside of the deck, and the abutments were all repaired with pneumatically applied concrete.

As evaluated by the Historic Bridge Committee, this structure is identified as pool resource.

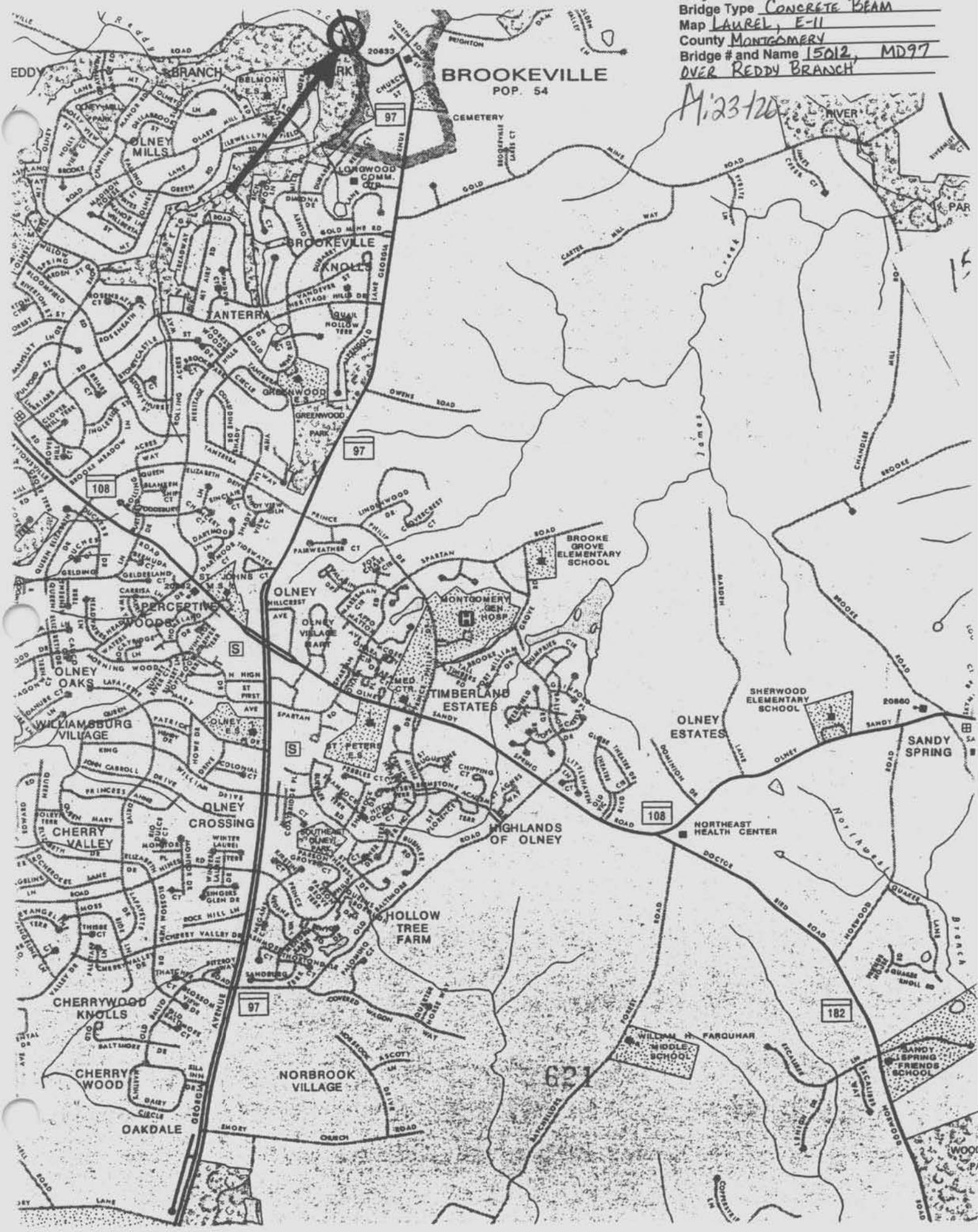
Prepared by: Rita Suffness

Date Prepared: February 9, 2001

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended ___	Eligibility not recommended <u>X</u>
Criteria: ___ A ___ B ___ C ___ D	Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None
Comments: _____	
_____	_____
<u>[Signature]</u> Reviewer, Office of Preservation Services	<u>[Signature]</u> Date
<u>[Signature]</u> Reviewer, NR program	<u>4/6/01</u> Date

Maryland Historic highway bridges
Bridge Type CONCRETE BEAM
Map LAUREL, E-11
County MONTGOMERY
Bridge # and Name 15012, MD97
OVER REDDY BRANCH

M:23/20



BROOKEVILLE
POP. 54

OLNEY ESTATES

CHERRYWOOD KNOLLS

NORBROOK VILLAGE

WILLIAM H. FARQUHAR MIDDLE SCHOOL

SANDY SPRING FRIENDS SCHOOL



M: 23-126

Bridge # 15012, MD 97 over Reddy Branch
Brooksville



M:23-126

Bridge #15012,
Brookville

MD97 over Reddy Branch



M:2 3-126

Bridge # 15012, MD97 over Reddy Branch
Brookeville

DESCRIPTION

Describe the Setting:

Situated in Maryland's Piedmont physiographic zone, Bridge 15012 carries MD 97 over Reddy Branch in eastern Montgomery County. Reddy Branch flows eastward draining into the Hawlings River. The area around the bridge is wooded and residential.

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

A single-span, concrete-beam bridge 24-feet in total length, Bridge 15012 possesses a 24-foot clear roadway with a bituminous wearing surface. Concrete parapets border the roadway. W-beam guardrails flank the approaches. Concrete abutments and wing walls support the superstructure.

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. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

Inspection reports do not indicate any major alterations have been undertaken on Bridge 15012.

HISTORY

When Built: 1927

Why Built: Construction of Bridge 15012 may relate to either the State Roads Commission's ongoing effort during the mid-1920s to replace one-lane bridges with wider two-lane spans or the secondary road improvement program.

Who Built: State Roads Commission

Who Designed: Unknown

Why Altered: Not applicable.

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

Construction of Bridge 15012 may have occurred as part of the State Roads Commission's (SRC) mid-1920s efforts to widen one-lane bridges with new two-lane spans. Alternatively, the bridge may have been erected as part of the SRC's secondary road improvement program.

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?

Bridge 15012's construction may relate to broad trends of Maryland's transportation history as a result of its possible association with either the SRC's bridge widening program or its secondary road improvement program undertaken during the 1920s.

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, construction of Bridge 15012 did not have a significant impact on the surrounding area's subsequent development or 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. Although Maryland Historical Trust survey documents indicate the National Register-listed Brookeville Historic District lies just to the west, Bridge 15012 does not relate to the district's period of significance documenting trends in Maryland's history during the eighteenth and nineteenth centuries.

Is the bridge a significant example of its type?

No. Research has not indicated Bridge 15012 is a significant example of its type.

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

Yes, Bridge 15012 retains fair integrity of its character defining elements. The bridge's beams and slab, its parapets, and its abutments and wing walls have not been greatly altered by repairs.

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

MHT NO. M:23-126

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 State Roads Commission's bridge building.

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 15012 with any significant patterns, events or persons, or associations with significant engineering and/or methods of construction.

BIBLIOGRAPHY

Maryland Inventory of Historic Properties

Survey information on file at Maryland Historical Trust, Crownsville, MD.

Maryland State Highway Administration

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

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

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

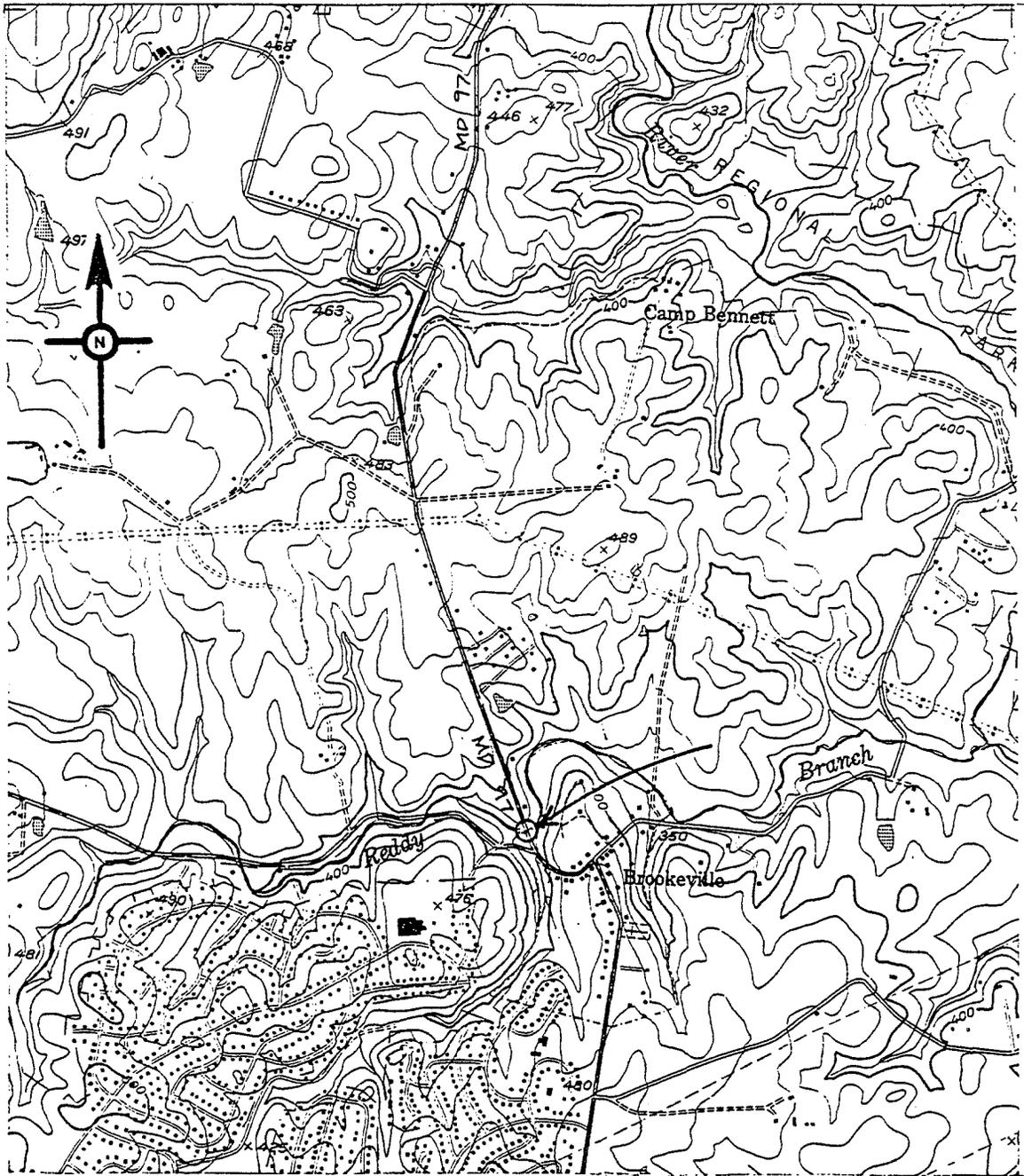
SURVEYOR INFORMATION

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

MHT NO. M:23-126



Bridge # 15012 (MHT # M:23-126)
MD 97 over Reddy Branch
Sandy Spring, MD Quadrangle (USGS 1979)



Inventory # M: 23-126

Name 5012 - MD97 OVER REDDY BRANCH

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH NORTH

Number 1 of 4
~~20~~ of ~~33~~



Inventory # M: 23-126

Name 15012-MD 97 OVER REDDY BRANCH

County/State MONTGOMERY MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION WEST

Number ²~~1~~ of ⁴~~3~~



Inventory # M: 23-126

Name 15012 MD 97 OVER REDDY BRANCH

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH SOUTH

Number ³ 22 of ⁴ 35



Inventory # M: 23-126

Name 15012 - MD 97 OVER REDDY BRANCH

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION EAST

4
Number 23 of 33