

Maryland Historical Trust

Maryland Inventory of Historic Properties number: VM:25-26

Name: M-21/ Piney Meeting House Ed over Watts Br

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

MHT NO. M:25-26

NAME AND SHA NO.: M-021

LOCATION

Road Name and Number: Piney Meetinghouse Road over Watts Branch

City/Town: Rockville vicinity

County: Montgomery

Ownership: State County Municipal Other

Bridge projects over: Road Railway Water Land

Is bridge located within designated district?: yes 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

Concrete
 Concrete Arch Concrete Slab Concrete Beam Rigid Frame
 Other Type Name

585

DESCRIPTION

Describe the Setting:

Bridge M- 021 spans Watts Branch in southwest Montgomery County. Carrying Piney Meetinghouse Road in a generally north-south direction over the primarily southwestern flowing creek, the bridge stands within the Piedmont physiographic province of Maryland. Much of the surrounding land consists of rolling hills although recent suburban development has encroached within a few hundred yards of the bridge.

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

Bridge M- 021 consists of a single concrete-beam span totaling 49 feet in length. The bridge carries a clear roadway of 18 feet width topped by a macadam wearing surface. A concrete-pier and metal-pipe railing protected by w-beam guardrails flanks the roadway. The guardrails extend into the roadway approaches as well. Concrete abutments and wing walls support the bridge superstructure.

Recent inspections of the bridge have described its condition as fair. Repairs undertaken in 1991 utilized epoxy grout to fill spalled sections of the concrete structure. Most beams feature longitudinal cracks with heavy efflorescence and rust staining. Vertical cracks on the abutments extend the entire length of the abutment face and end after entering the waterline.

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:

County inspection records do not describe any major alterations undertaken on Bridge M-0021.

HISTORY

When Built: *circa* 1950 (Maryland Historical Trust documents)

Why Built: Unknown

Who Built: Unknown

Who Designed: Unknown

Why Altered: Not applicable.

Was this bridge built as part of an organized bridge building campaign?: Research has not identified any organized building campaigns associated with Bridge M-0021's construction.

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?

Research has not revealed any associations between the bridge's construction and significant events contributing to Maryland and/or local history.

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?

Construction of Bridge M-0021 does not appear to have had any significant impact on local 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, Bridge M-0021 is not located in an area potentially eligible for historic designation.

Is the bridge a significant example of its type?

No, this bridge is not a significant example of its type.

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

Bridge M- 021 appears to retain fair integrity of its character defining elements.

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

County records do not identify the original construction authority, and therefore evaluating the bridge as a significant example of its manufacturer is problematic.

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

Yes. Further study may identify the original construction body.

BIBLIOGRAPHY

Freese, Jo Ellen

1995 Correspondence with Stewart B. Taub, Wallace Montgomery & Associates, Towson, MD. From Maryland Historical Trust, 29 December 1995. Copy on file at Maryland State Highway Administration, 707 North Calvert Street, Baltimore, MD.

Montgomery County Department of Transportation
Bridge Inspection Reports. On file at 101 Monroe Street, Rockville, MD.

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

SURVEYOR INFORMATION

Name: Stuart Paul Dixon
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Mechanicsburg, PA 17055

Date: 13 May 1996
Telephone: (717) 691-1340





WEIGHT
LIMIT
10
TONS

Inventory # M: 25-26

Name MZI - PINEY MEETING HOUSE OVER WATTS BRANCH

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/45

Location of Negative SHA

Description SOUTH APPROACH

Number 1 of 36 ⁴



Inventory # M: 25-26

Name M21-PINEY MEETING HOUSE OVER WATTS BRANCH

County/State MONTGOMERY / MO

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING EAST

Number 25 of 269



Inventory # M: 25-26

Name MZI - A NEW MEETING HOUSE OVER WATTS BRANCH

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description NORTH APPROACH

Number 3 of 4
~~10~~ of ~~30~~



Inventory # M: 25-26

Name M21 - PINEY MEETING HOUSE OVER WATTS BRANCH

County/State MONTGOMERY MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING WEST

Number 4 of ~~34~~ 4