

# Addendum to Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. M: 27-23

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Name of Property: Bridge 15065, MD-28 over Batchellors Run

Location: Norbeck Road at Batchellors Run

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Bridge 15065 (MD-28 over Batchellors Run) was surveyed in 2001 and determined ineligible for listing in the National Register of Historic Places. The bridge has since been demolished and replaced with a wider span. The bridge is visible on aerial imagery from April 1988 (Google Earth Pro) and on Panchromatic Digital Orthophoto Quarter Quads (DOQs) from 1998. However, the bridge is no longer extant on corresponding imagery from April 2002 (Maryland Environmental Resources and Land Information Network [MERLIN]). Field survey in November 2014 confirmed the earlier bridge has been demolished.

## Bibliography:

Google. "Google Earth Pro; 4/1988." Accessed December 1, 2014.

Google. "Google Earth Pro; 4/2002." Accessed December 1, 2014.

Maryland Department of Natural Resources. "Maryland Environmental Resources and Land Information Network (MERLIN Online)." Accessed December 2, 2014. [www.mdmerlin.net](http://www.mdmerlin.net).

Maryland Historical Trust. *Maryland Inventory of Historic Properties Form*. "Bridge 15065, MD 28 over Batchellors Run (M: 27-23), 1996." Accessed December 11, 2014. [www.mdihp.net](http://www.mdihp.net).

Maryland Historical Trust

Maryland Inventory of Historic Properties number: M: 27-23

Name: MD 28 over Patchellors Run

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>

*gmg*

Maryland Inventory of Historic Properties  
Historic Bridge Inventory  
Maryland State Highway Administration  
Maryland Historical Trust

MHT Number M:27-23

Name and SHA No. 15065 over Batchellors Run

**Location:**

Street/Road Name and Number: Maryland Route 28 over Batchellors Run

City/Town: Norbeck Vicinity X

County: Montgomery

Ownership: X State    County    Municipal    Other

This bridge projects over:    Road    Railway X Water    Land

Is the bridge located within a 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

   Metal Truss

   Movable Bridge

   Swing    Bascule Single Leaf    Bascule Multiple Leaf

   Vertical Lift    Retractable    Pontoon

X Metal Girder

   Rolled Girder    Rolled Girder Concrete Encased

X Plate Girder    Plate Girder Concrete Encased

   Metal Suspension

   Metal Arch

Metal Cantilever Concrete Concrete Arch  Concrete Slab  Concrete Beam Rigid Frame Other Type Name \_\_\_\_\_**Description:****Describe Setting:**

Bridge No. 15065 carries MD 28 east-west over Batchellors Run in Montgomery County, Maryland. Located approximately one mile east of Norbeck, Maryland. The surrounding area is residential with houses and woods visible from the bridge.

**Describe Superstructure and Substructure:**

Bridge No. 15065 is a single span steel beam bridge with a steel grid deck. The overall length is 28'± with a clear roadway width of 24'±. This bridge was built in an unknown year and widened in 1934. The live load design for this structure is H-20.

**Discuss Major Alterations:**

In 1995 repairs were made to a cracked stringer, and five purlins were installed next to the existing cracked and partially missing purlins. In 1989 emergency repairs were made to two transverse purlins supporting the steel grid deck which has failed. These repairs involved welding a plate over the deck, and placing new transverse beams between the existing beams. In 1979 five of the 16 I-beams were replaced. In addition, the old bearing pads were replaced with new bearing pads, at the same time. Other repairs include the replacement of deteriorated floor beams, repair of the concrete abutments, and filling of the grid deck with concrete for a distance of 4' from the ends of the deck. The bridge was widened in 1934.

**History:****When Built:** est. 1925**Why Built:** Local transportation needs**Who Built:** Unknown**Why Altered:** Safety and structural reasons**Was this bridge built as part of an organized bridge building campaign:****Surveyor Analysis:****This bridge may have NR significance for association with:** A Events  B Person C Engineering/Architectural**Was this bridge constructed in response to significant events in Maryland or local history:**

It is unknown whether this bridge was constructed in response to significant events in Maryland 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?**

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?**

No, this bridge does not appear to retain the integrity of its primary character defining elements as defined within the Context Addendum. It has undergone a continuous series of minor repairs, to the superstructure. See modifications above.

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

Further research of this bridge is unnecessary. Due to the loss of integrity this bridge is not eligible for inclusion on the National Register of Historic Places.

**Bibliography:**

Greiner, Inc.

1995 Maryland Inventory of Historic Bridges.

Montgomery County

v.d. County Bridge Inspection Files.

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

1994 Historic Bridges in Maryland: Historic Bridge Context.

United States Geological Survey

1965 7.5' Kensington Quadrangle, photorevised 1979.

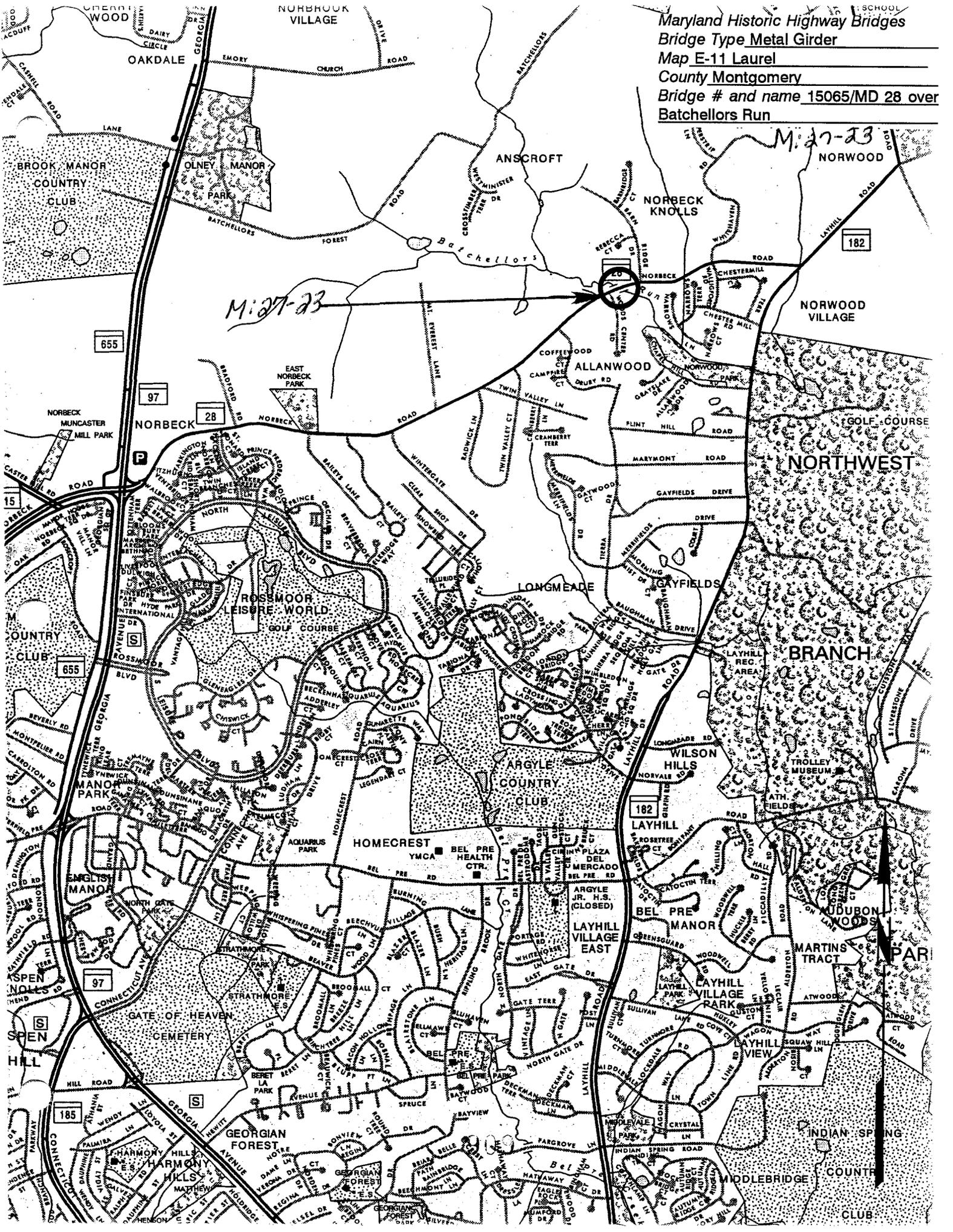
**Surveyor:**

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

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

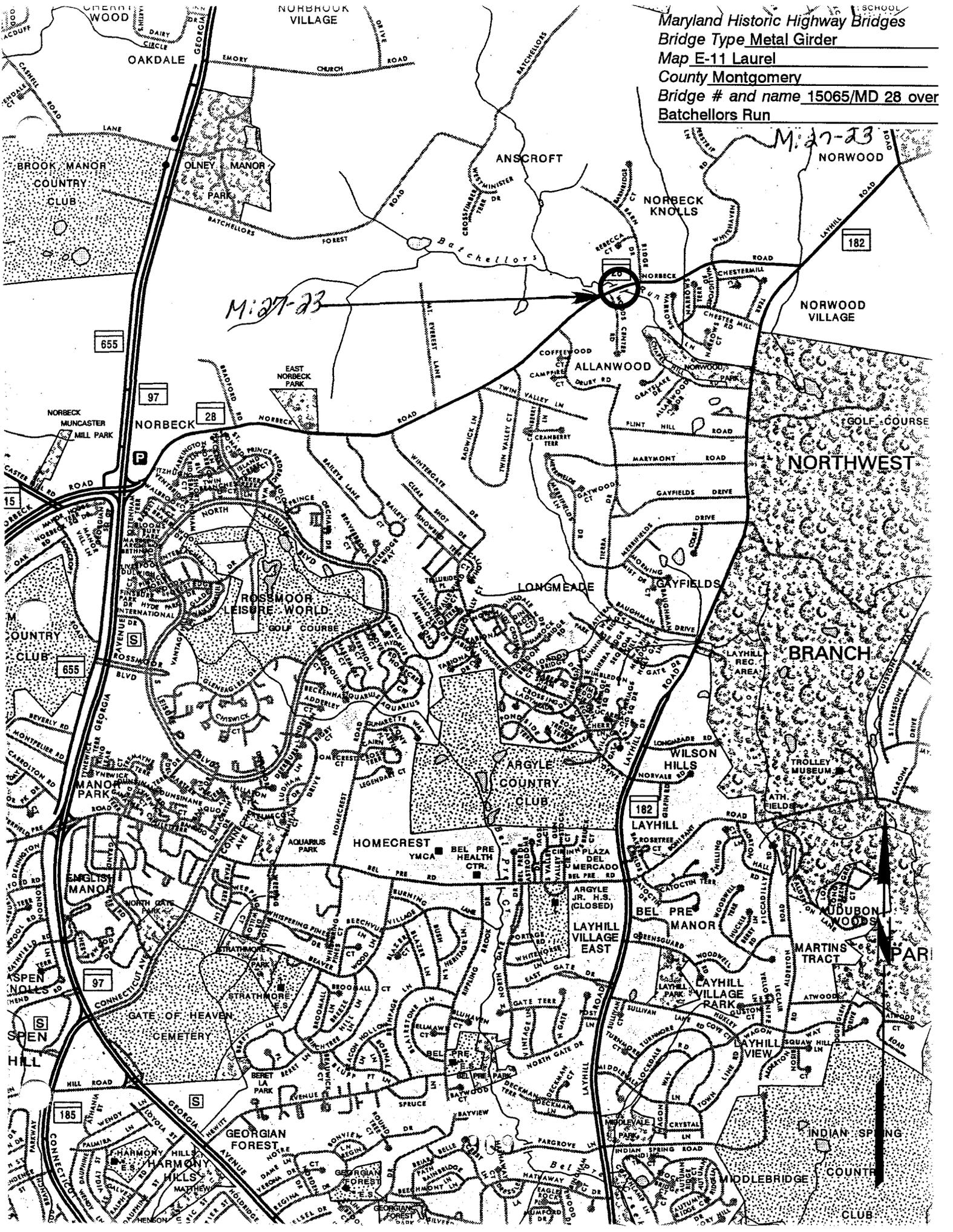
**Address:** 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges  
Bridge Type Metal Girder  
Map E-11 Laurel  
County Montgomery  
Bridge # and name 15065/MD 28 over  
Batchellors Run



M: 27-23

M: 27-23



9602058

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

Property/District Name: Bridge 15065 Survey Number: M-27-23

Project: Replace Bridge 15065, MD 28 over Batchellors Run Agency: FHWA/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)

Based on available information, Bridge 15065, MD 28 over Batchellors Run in the Norbeck vicinity of Montgomery County, does not meet the criteria for inclusion in the National Register of Historic Places. The single span metal girder bridge is a 20th century bridge type. Constructed at some unknown date, the bridge was widened in 1934 and underwent a series of substantial repairs in 1979, 1989 and 1995. As a result, the bridge's integrity has been seriously eroded and it is no longer a significant example of its type, and thus is not eligible under Criterion C. It is not known to have been constructed in response any significant events in Maryland or local history or to be associated with any significant person, and thus is not eligible under Criteria A or B. In addition, it is not located in any known historic district.

The Interagency Review Committee found the bridge to be ineligible in January 19, 1996.

Documentation on the property/district is presented in: Maryland Inventory Form #M:27-23  
and project file

Prepared by: Jason Moser, State Highway Administration

Elizabeth Hannold June 18, 1996  
Reviewer, Office of Preservation Services Date

NR program concurrence:  yes  no  not applicable  
Peter E. Kirby 6/18/96  
Reviewer, NR program Date

*Handwritten signature*

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: Rural

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

Known Design Source: unknown



Inventory # M:27-23

Name 1506S - MD RT 28 OVER BATCHELORS RUN

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH EAST

Number 1 of 4  
~~25~~ ~~35~~



Inventory # MI 27-23

Name 5065 - MD RT 28 OVER BATCHELORS RUN

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION NORTH

Number 2 of 4  
~~29 of 35~~



Inventory # M: 27-23

Name BOUS-MORT 38 OVER BACHELORS RUN

County/State MONTGOMERY MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION SOUTH

\_\_\_\_\_

\_\_\_\_\_

Number <sup>3</sup> <sup>4</sup>  
~~30~~ of ~~35~~



Inventory # M: 27-23

Name 15065 - MD RT 28 OVER BACHELORS RUN

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH WEST

Number <sup>4</sup>31 of <sup>4</sup>35