

Maryland Historical Trust

Maryland Inventory of Historic Properties number: MA-36-31

Name: Brookville Rd over CSXT RR

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 Number M:36-31

Name and SHA No. M 83 over CSXT RR

**Location:**

Street/Road Name and Number: Brookeville Road over CSXT RR

City/Town: Bethesda Vicinity X

County: Montgomery

Ownership: State X County Municipal Other

This bridge projects over: Road X Railway Water Land

Is the bridge located within a 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

Metal Truss

Movable Bridge

Swing Bascule Single Leaf Bascule Multiple Leaf

Vertical Lift Retractable Pontoon

X Metal Girder

X 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 \_\_\_\_\_

**Description:**

**Describe Setting:**

Bridge No. M 83 carries four lanes of traffic east-west on Brookville Road over B & O Railroad tracks in Montgomery County, Maryland. Both approaches are straight and ascend towards the bridge. The area surrounding the bridge is a residential and commercial area. Overhead utility lines pass over both the north and south side of the bridge.

**Describe Superstructure and Substructure:**

Bridge No. M 83 built in 1940 and reconstructed in 1977, is a 124' long structure carrying a 50' (curb to curb) wide roadway. The bridge consists of a concrete slab carried by steel beams, and is supported by two steel bents and two concrete abutments. There is a sidewalk on each side of the bridge. The parapets consist of jersey type barriers, a chain link fence is atop the jersey barriers.

The second bearing from north the west abutment has developed a crack which extends completely through bearing pad and part of the abutment. There are cracks at the anchor bolt locations.

**Discuss Major Alterations:**

During the reconstruction of this bridge in 1977, the timber bents were replaced with steel bents, the ten steel beams were replaced with just four steel floorbeams, the deck was replaced with a corrugated metal deck filled with concrete, and widened from a clear roadway width of 20' to 50' and two 7' sidewalks were added. The timber railings were replaced with a concrete jersey barriers, and a chain link fence. In addition the concrete piers were replaced.

**History:**

**When Built:** 1940 (reconstructed 1977)

**Why Built:** Local transportation needs

**Who Built:** Unknown

**Why Altered:** Safety and structural 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:**

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?**

This bridge is adjacent to locally zoned historic district M36-2. Expansion of the district boundaries may include this bridge. It is unknown whether this bridge will add or detract from the character of this district.

**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. During the reconstruction of this bridge in 1977, the timber bents were replaced with steel bents, the ten steel beams were replaced with just four steel floorbeams, the deck was replaced with a corrugated metal deck filled with concrete, and widened from a clear roadway width of 20' to 50' and two 7' sidewalks were added. The timber railings were replaced with a concrete jersey barriers, and a chain link fence. In addition the concrete piers were replaced.

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

Further research of this bridge is unnecessary. This bridge does not retain its integrity, and is not eligible for inclusion on the National Register of Historic Places.

**Bibliography:**

B & O Railroad Plans  
 1940 As Built Plans.

M:36-31

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:**

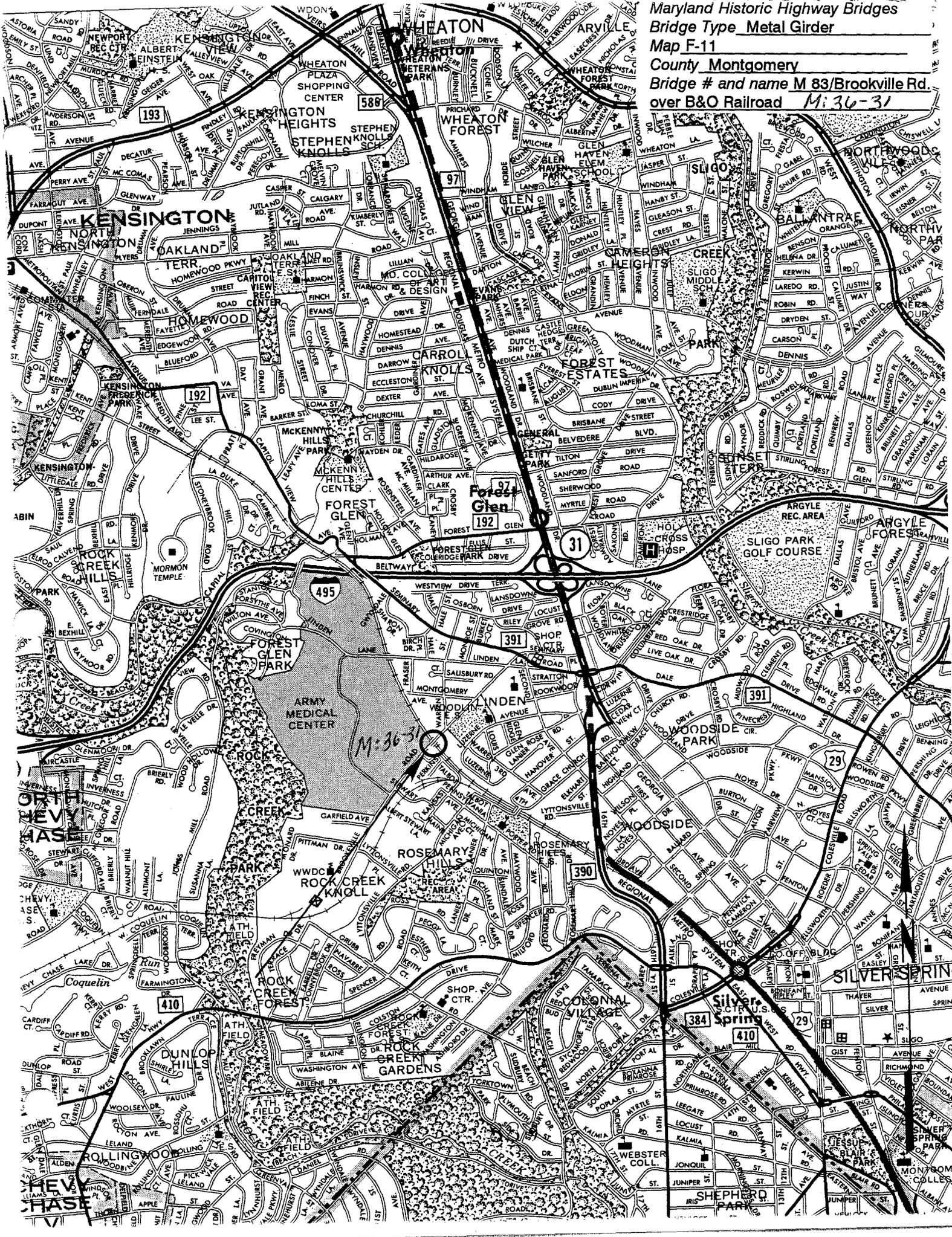
Name: Jason D. Moser Date: September 1995

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 F-11

County Montgomery  
Bridge # and name M 83/Brookville Rd.  
over B&O Railroad M:36-31





Inventory # M: 36-31

Name M 83 - BROOKVILLE ROAD OVER B&O RR

County/State MONTGOMERY / MO

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH EAST

Number 1 of 4



Inventory # M: 36-31

Name M83-BROOKVILLE RD OVER B&O RR

County/State MONTGOMERY MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH WEST

\_\_\_\_\_

\_\_\_\_\_

Number 2 of 4



NO  
PARKING

RESERVED  
VEH. TOWED

Inventory # M:36-31

Name M83-BROOKVILLE RD OVER B&O RR

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION SOUTH

Number <sup>3</sup> ~~16~~ of <sup>4</sup> ~~34~~



Inventory # M:36-31

Name MS3 - BROOKVILLE RO. OVER B30 RR

County/State MONTGOMERY | MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SRA

Description ELEVATION NORTH

Number <sup>4</sup> ~~7~~ of <sup>4</sup> ~~34~~