

Maryland Historical Trust

Maryland Inventory of Historic Properties number: M: 37-13

Name: #15051/MD 320 OVER SLIGO 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 _____	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:37-13

NAME AND SHA NO.: 15051

LOCATION

Road Name and Number: MD 320 over Sligo Creek

City/Town: Silver Spring 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 637

DESCRIPTION

Describe the Setting:

Located in Maryland's Piedmont physiographic zone, Bridge 15051 carries MD 320 over Sligo Creek. The Sligo Creek Parkway, which parallels Sligo Creek, intersects with MD 320 approximately 50 feet away from the bridge. MD 320 extends in a general northeast-southwest direction while Sligo Creek flows southward towards the Anacostia River. The bridge stands near several dense residential developments, east of Silver Spring and north of Takoma Park, approximately one mile northeast of the Maryland-Washington, DC border.

Describe the Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

Composed of a double-span, concrete-beam structure, Bridge 15051 possesses a clear roadway width of 40 feet. Four lanes of traffic travel over Bridge 15051. Concrete balustrades border the roadway and approach guardrails are attached to the balustrades. A concrete pier, abutments and wing walls support the bridge.

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:

Inspection records reveal that the bridge was widened in 1933 with two additional beams providing the needed width. The balustrades may have been installed at that time as well. Drawings of the bridge predating the 1933 widening depict a handrail composed of metal channels bolted to the side of the bridge with wire rope threaded through holes in the channels. Most other dimensions and features remain from the early drawing however. In October 1991, a misaligned section of the south parapet was replaced with a new section.

HISTORY

When Built: circa 1932

Why Built: Unknown

Who Built: State Roads Commission

Who Designed: Unknown

Why Altered: Increased traffic loads; opening of Sligo Creek Parkway

Was this bridge built as part of an organized bridge building campaign?: No, historic documents do not indicate that this bridge was erected as part of an organized building campaign.

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 identified any significant events or trends in Maryland or local history that contributed to Bridge 15051's construction.

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 15051 had a negligible impact on the surrounding area's development and 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 15051 does not appear to be 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. Although most of its character defining elements survive with good integrity, the structure has been severely altered since its original construction through widening and the installation of balustrades.

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

Despite evidence of spalling, cracking and scaling of many super- and substructure elements, Bridge 15051 appears to retain good integrity of its character defining elements. Inspection records do not indicate that any prior insensitive repairs.

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

Although probably a variant of the State Roads Commission's 1930 standard plan for concrete girder bridges, Bridge 150051 is neither a significant example of that type nor of the Commission's bridge construction efforts in general.

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

Yes. Further study may reveal any additional information linking Bridge 15051 construction with completion of the Sligo Creek Parkway.

BIBLIOGRAPHY

Maryland State Highway Administration

As-Built Drawings. On file at 707 North Culvert Street, Baltimore.

Bridge Inspection Reports. On file at 707 North Culvert 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

1933 *Financial Report of the State Roads Commission of Maryland for the Years 1929 - 1930 - 1931 - 1932 and Addenda 1933*. Baltimore.

1934 *Report of the State Roads Commission of Maryland. Operating Report for the Years 1933 - 1934*. Baltimore.

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

SURVEYOR INFORMATION

Name: Stuart Paul Dixon/Steven Linhart

Organization: KCI Technologies, Inc.

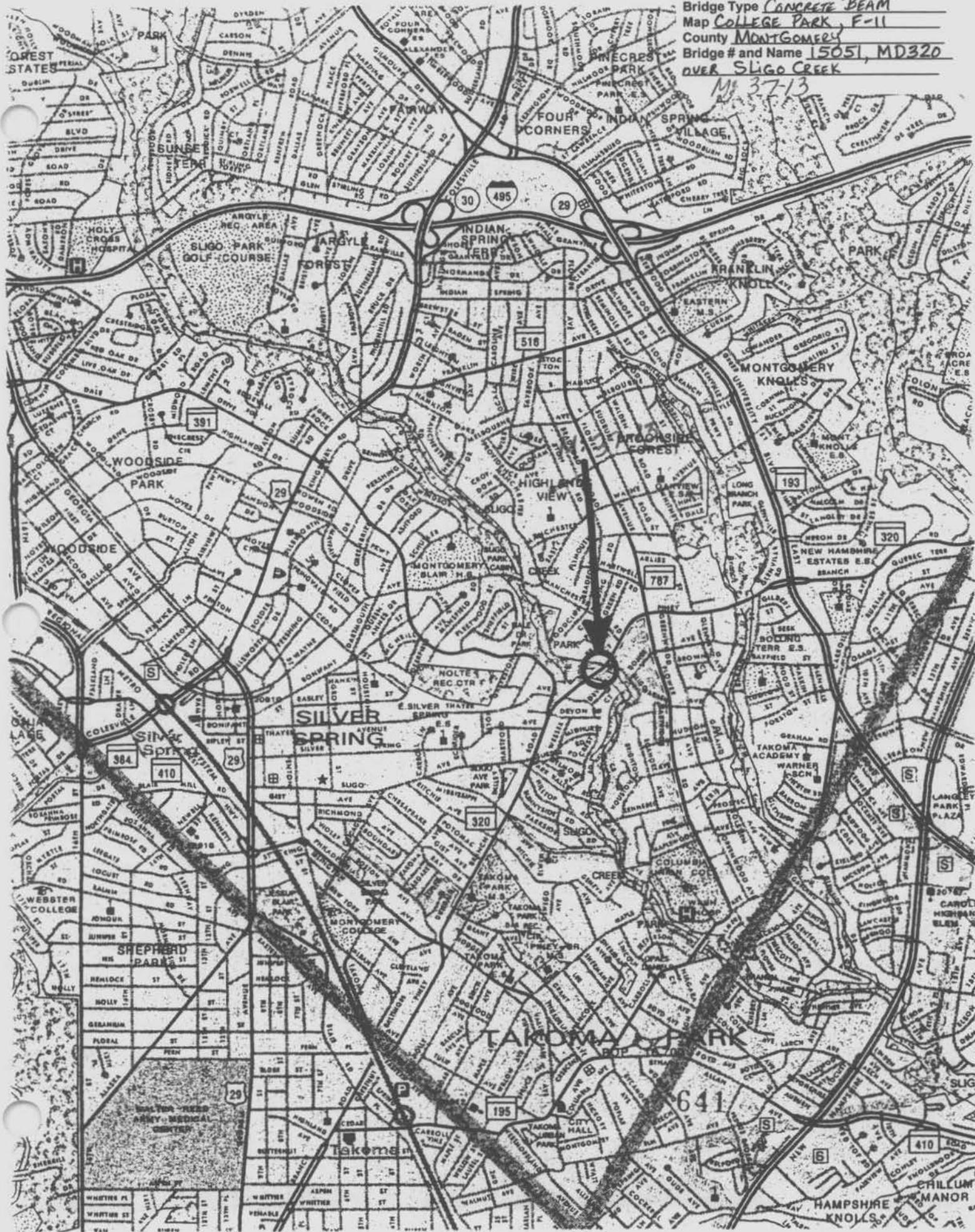
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Date: 13 May 1996

Telephone: (717) 691-1340

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map COLLEGE PARK, F-11
County MONTGOMERY
Bridge # and Name 15051, MD320
OVER SLIGO CREEK

M 37-13





Inventory # M:37-13

Name 15051 - MD 320 OVER SLIGO CREEK

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH WEST

Number 1 of 4
~~19~~ of ~~34~~



Inventory # M:37-13

Name 15051 - MD 320 OVER SHIGO CREEK

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description APPROACH EAST

Number ²20 of ⁴34



Inventory # M:37-13

Name 15051 - MD 320 OVER SLIGO CREEK

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative SHA

Description ELEVATION NORTH

Number ³ 21 of ⁴ 34



Inventory # M:37-13

Name 15051 - MD 320 OVER SHIGO CREEK

County/State MONTGOMERY / MD

Name of Photographer FRANK JULIANO

Date 2/95

Location of Negative S A A

Description ELEVATION SOUTH

Number ⁴ 22 of ⁴ 34