Maryland Historical Trust

Maryland Inventory of Historic Properties number: M:31-16.

Name: #15062/MD547 over Rock 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 ___X___ Eligibility Not Recommended _____

Criteria: ____A ____B ____C ____D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Comments:_____

Reviewer, OPS: Anne E. Bruder Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze Date: 3 April 2001

MARYLAND INVENTORY OF HISTORIC PROPERTIES **MHT NO. M:31-16**
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

NAME AND SHA NO.: 15062

LOCATION
Road Name and Number: MD 547 over Rock Creek
City/Town: Bethesda X vicinity
County: Montgomery

Ownership: X State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within 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 Bridge

__ Metal Truss Bridge

__ Moveable Bridge
__ Swing __ Bascule Single Leaf __ Bascule Multiple Leaf
__ Vertical Lift __ Retractile __ Pontoon

__ Metal Girder
__ Rolled Girder __ Rolled Girder Concrete Encased
__ Plate Girder __ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete
_ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame
_ Other Type Name ___

DESCRIPTION

Describe the Setting:

Carrying MD 547 over Rock Creek in southeastern Montgomery County, Bridge 15062 stands on the boundary of the Tidewater and the Piedmont physiographic zones. The creek forms part of Rock Creek Park as it flows south, eventually draining into the Potomac River. MD 547 generally runs in an east-west direction.

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

A single concrete-beam span carries MD 547 across the creek. The span measures 48 feet in length and possesses a 27 foot roadway. The abutments and wing walls are made of concrete. Approach guardrails are attached to balustrade railings. Paralleling the bridge is a pedestrian bridge over Rock Creek.

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 records do not indicate that any major alterations were undertaken on Bridge 15062.

HISTORY

When Built: 1931
Why Built: Unknown
Who Built: State Roads Commission
Who Designed: Unknown
Why Altered: N/A
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 15062'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 15062 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?

Bridge 15062 stands a short distance east of the Garrett Park Historic District determined eligible for the National Register by the Maryland Historical Trust. Documenting settlement patterns in Maryland in the period 1887 to 1946, the Garrett Park district does not relate to the bridge's construction in 1931.

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 spelling, cracking and scaling of many super- and substructure elements, Bridge 15062 appears to retain good integrity of its character defining elements.

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 15062 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?

No. Further study is unlikely to reveal any additional information linking Bridge 15062 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
As-Built Drawings. On file at 707 North Calvert Street, Baltimore.

Bridge Contract Files. On file at 707 North Calvert Street, Baltimore.

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

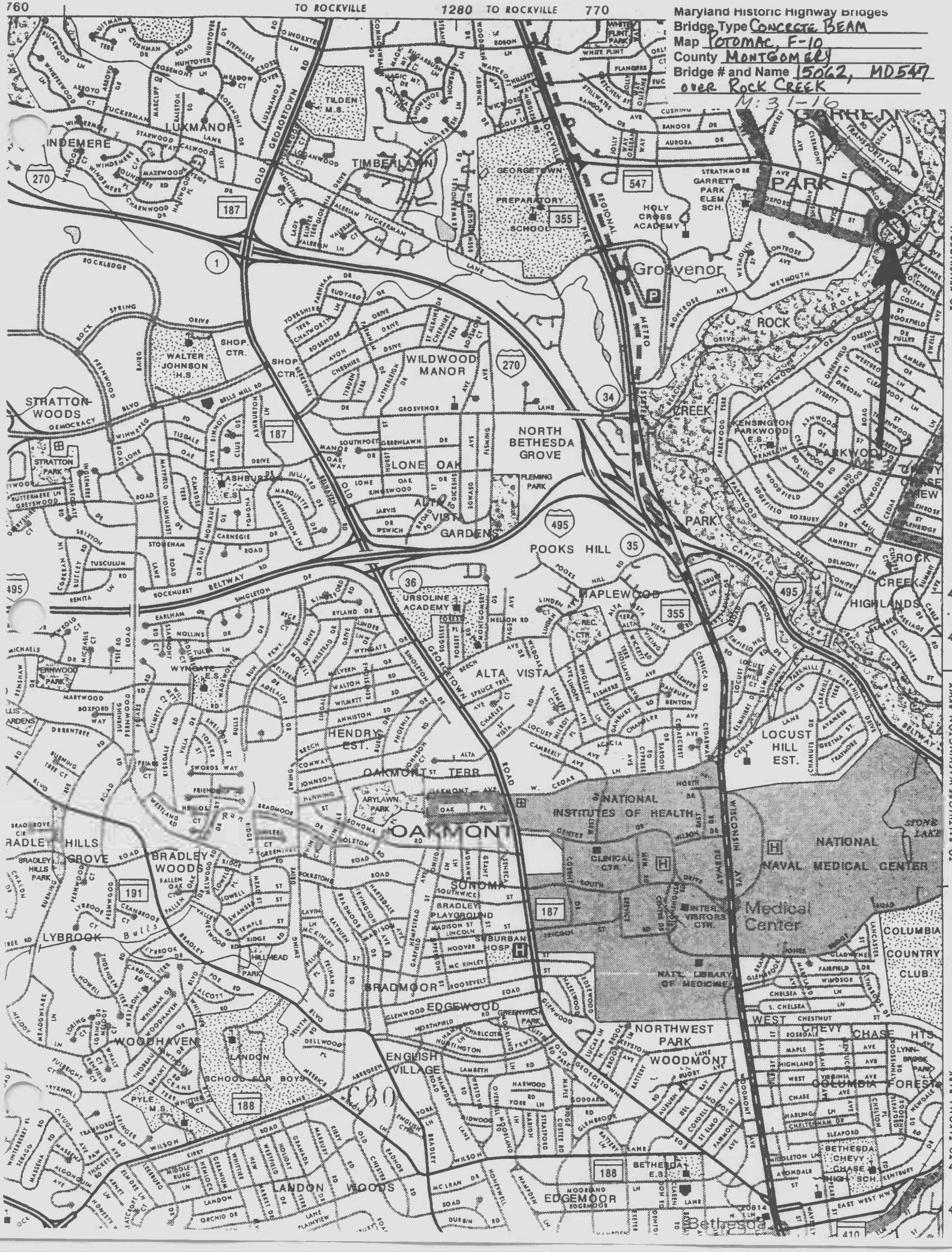
1958 *A History of Road Building in Maryland*. Baltimore.

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 POTOMAC, F-10
County MONTGOMERY
Bridge # and Name 15062, MD547
over ROCK CREEK
M: 31-16



Inventory #M: 31-16

Name 15062 - MD 547 OVER ROCK CREEK
County/State MONTGOMERY / MD
Name of Photographer FRANK JUHLAND
Date 2/95

Location of Negative SHA

Description APPROACH EAST

Number ~~33~~ 1 of ~~35~~ 4

Inventory #M:31-16

Name 15062 - MD 547 OVER ROCK CREEK
County/State MONTGOMERY / MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING SOUTH

Number ~~34~~ 2 of ~~36~~ 4

Inventory # M: 31-16

Name 15062 - MD547 OVER ROCK CREEK
County/State MONTGOMERY / MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative SHA

Description ELEVATION LOOKING NORTH

Number ~~35~~ 3 of ~~35~~ 4

Inventory # M:31-16

Name 15062 - MD 547 OVER ROCK CREEK
County/State MONTGOMERY / MD
Name of Photographer FRANK JULIANO
Date 2/95

Location of Negative SHA

Description APPROACH LOOKING WEST

Number ~~2~~ 4 of ~~34~~ 4