

19/13-98A Bridge on Rt 118 from
Mateney Hill Rd to Marc train station
(Germantown Historic District)



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Date: 7-8-98

MEMORANDUM

TO: Robert Hubbard, Director
Department of Permitting Services

FROM: Gwen Wright, Coordinator
Historic Preservation

SUBJECT: Historic Area Work Permit

The Montgomery County Historic Preservation Commission has reviewed the attached application for a Historic Area Work Permit. This application was:

 Approved Denied

 Approved with Conditions:

1) bridge railing to be of iron, ie. not of aluminum.

2) border design to be submitted to HPC staff for approval

4) trees to be indigenous before 1900

5) facing stone to be plain, non rusticated.

6) Permit set of plans to be submitted to HPC to be stamped

THE BUILDING PERMIT FOR THIS PROJECT SHALL BE ISSUED CONDITIONAL UPON ADHERENCE TO THE APPROVED HISTORIC AREA WORK PERMIT (HAWP).

Applicant: Montgomery County - Manuel Monasi

Address: Route 118 Bridge over Marc Rail line

***THE APPLICANT MUST ARRANGE FOR A FIELD INSPECTION BY CALLING DPS/FIELD SERVICES (217-6240) FIVE DAYS PRIOR TO COMMENCEMENT OF WORK AND WITHIN TWO WEEKS FOLLOWING COMPLETION OF WORK.



RETURN TO: Department of Environmental Protection
 Division of Development Services and Regulation
 250 Hungerford Drive, Rockville, Maryland 20850
 (301) 217-6370

Historic Preservation Commission
 (301) 495-4570

**APPLICATION FOR
 HISTORIC AREA WORK PERMIT**

CONTACT PERSON Manuel Monasi
 DAYTIME TELEPHONE NO. (301) 217-6577

TAX ACCOUNT # _____

NAME OF PROPERTY OWNER Montgomery County DAYTIME TELEPHONE NO. () same

ADDRESS 101 Monroe Street, 9th Fl., Rockville, Maryland 20850

CITY STATE ZIP CODE

CONTRACTOR N/A TELEPHONE NO. () N/A

CONTRACTOR REGISTRATION NUMBER N/A

AGENT FOR OWNER Rummel, Klepper & Kahl Engineers DAYTIME TELEPHONE NO. (410) 728-2900
Rick Adams

LOCATION OF BUILDING/PREMISE Pedestrian Bridge
MD Rt. 118 from Mateny Hill Road to the southern most
entrance of the new commuter rail parking lot.

HOUSE NUMBER N/A STREET _____

TOWN/CITY Germantown NEAREST CROSS STREET Mateny Hill Road

LOT N/A BLOCK N/A SUBDIVISION N/A

LIBER N/A FOLIO N/A PARCEL N/A

PART ONE: TYPE OF PERMIT ACTION AND USE

1A. CIRCLE ALL APPLICABLE: Construct Extend Alter/Renovate Repair Move Wreck/Raze Install Revocable Revision

CIRCLE ALL APPLICABLE: A/C Slab Room Addition Porch Deck Fireplace Shed Solar Woodburning Stove Fence/Wall (complete Section 4) Single Family Other _____

1B. CONSTRUCTION COST ESTIMATE \$ 550,000

1C. IF THIS IS A REVISION OF A PREVIOUSLY APPROVED ACTIVE PERMIT SEE PERMIT # N/A

PART TWO: COMPLETE FOR NEW CONSTRUCTION AND EXTEND/ADDITIONS

2A. TYPE OF SEWAGE DISPOSAL 01 () WSSC 02 () SEPTIC 03 () OTHER N/A

2B. TYPE OF WATER SUPPLY 01 () WSSC 02 () WELL 03 () OTHER N/A

PART THREE: COMPLETE ONLY FOR FENCE/RETAINING WALL

3A. HEIGHT — feet 54 inches

3B. INDICATE WHETHER THE FENCE OR RETAINING WALL IS TO BE CONSTRUCTED ON ONE OF THE FOLLOWING LOCATIONS:
 On party line/property line _____ Entirely on land of owner _____ On public right of way/easement X

I HEREBY CERTIFY THAT I HAVE THE AUTHORITY TO MAKE THE FOREGOING APPLICATION, THAT THE APPLICATION IS CORRECT, AND THAT THE CONSTRUCTION WILL COMPLY WITH PLANS APPROVED BY ALL AGENCIES LISTED AND I HEREBY ACKNOWLEDGE AND ACCEPT THIS TO BE A CONDITION FOR THE ISSUANCE OF THIS PERMIT.

Manuel Monasi Signature of owner or authorized agent June 17, 1998 Date

APPROVED at conditions For Chairperson, Historic Preservation Commission
 DISAPPROVED _____ Signature [Signature] Date 7-8-98

APPLICATION/PERMIT NO: 980617006 DATE FILED: _____ DATE ISSUED: _____

SEE REVERSE SIDE FOR INSTRUCTIONS

THE FOLLOWING ITEMS MUST BE COMPLETED AND THE REQUIRED DOCUMENTS MUST ACCOMPANY THIS APPLICATION.

1. **WRITTEN DESCRIPTION OF PROJECT**

- a. Description of existing structure(s) and environmental setting, including their historical features and significance:

See Attached Report

- b. General description of project and its effect on the historic resource(s), the environmental setting, and, where applicable, the historic district:

See Attached Report

2. **SITE PLAN**

Site and environmental setting, drawn to scale. You may use your plat. Your site plan must include:

- a. the scale, north arrow, and date;
- b. dimensions of all existing and proposed structures; and
- c. site features such as walkways, driveways, fences, ponds, streams, trash dumpsters, mechanical equipment, and landscaping.

3. **PLANS AND ELEVATIONS**

You must submit 2 copies of plans and elevations in a format no larger than 11" X 17". Plans on 8 1/2" X 11" paper are preferred.

- a. Schematic construction plans, with marked dimensions, indicating location, size and general type of walls, window and door openings, and other fixed features of both the existing resource(s) and the proposed work.
- b. Elevations (facades), with marked dimensions, clearly indicating proposed work in relation to existing construction and, when appropriate, context. All materials and fixtures proposed for the exterior must be noted on the elevations drawings. **An existing and a proposed elevation drawing of each facade affected by the proposed work is required.**

4. **MATERIALS SPECIFICATIONS**

General description of materials and manufactured items proposed for incorporation in the work of the project. This information may be included on your design drawings.

5. **PHOTOGRAPHS**

- a. Clearly labeled photographic prints of each facade of existing resource, including details of the affected portions. All labels should be placed on the front of photographs.
- b. Clearly label photographic prints of the resource as viewed from the public right-of-way and of the adjoining properties. All labels should be placed on the front of photographs.

6. **TREE SURVEY**

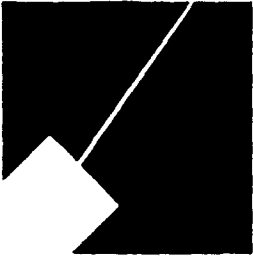
If you are proposing construction adjacent to or within the dripline of any tree 6" or larger in diameter (at approximately 4 feet above the ground), you must file an accurate tree survey identifying the size, location, and species of each tree of at least that dimension.

7. **ADDRESSES OF ADJACENT AND CONFRONTING PROPERTY OWNERS**

For all projects, provide an accurate list of adjacent and confronting property owners (not tenants), including names, addresses, and zip codes. This list should include the owners of all lots or parcels which adjoin the parcel in question, as well as the owner(s) of lot(s) or parcel(s) which lie directly across the street/highway from the parcel in question. You can obtain this information from the Department of Assessments and Taxation, 51 Monroe Street, Rockville, (279-1355).

Please print (in blue or black ink) or type this information on the following page. Please stay within the guides of the template, as this will be photocopied directly onto mailing labels.

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING


THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Date: 7-8-98

MEMORANDUM

TO: Historic Area Work Permit Applicants

FROM: Gwen Wright, Coordinator
Historic Preservation Section 

SUBJECT: Historic Area Work Permit Application - Approval of Application/Release of
Other Required Permits

Enclosed is a copy of your Historic Area Work Permit application, approved by the Historic Preservation Commission at its recent meeting, and a transmittal memorandum stating conditions (if any) of approval.

You may now apply for a county building permit from the Department of Permitting Services (DPS) at 250 Hungerford Drive, second floor, in Rockville. Please note that although your work has been approved by the Historic Preservation Commission, it must also be approved by DPS before work can begin.

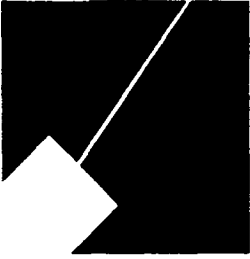
When you file for your building permit at DPS, you must take with you the enclosed forms, as well as the Historic Area Work Permit that will be mailed to you directly from DPS. These forms are proof that the Historic Preservation Commission has reviewed your project. For further information about filing procedures or materials for your county building permit review, please call DPS at 301-217-6370.

If your project changes in any way from the approved plans, either before you apply for your building permit or even after the work has begun, please contact the Historic Preservation Commission staff at 301-563-3400.

Please also note that you must arrange for a field inspection for conformance with your approved HAWP plans. Please inform DPS/Field Services at 301-217-6240 of your anticipated work schedule.

Thank you very much for your patience and good luck with your project!

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

MEMORANDUM

DATE:

TO: Local Advisory Panel/Town Government

FROM: Historic Preservation Section, M-NCPPC

Robin D. Ziek, Historic Preservation Planner
Perry Kephart, Historic Preservation Planner

A handwritten signature in black ink, appearing to be 'Perry Kephart', written over the printed name.

SUBJECT: Historic Area Work Permit Application - HPC Decision

The Historic Preservation Commission reviewed this project on 7-8-98.
A copy of the HPC decision is enclosed for your information.

Thank you for providing your comments to the HPC. Community involvement is a key component of historic preservation in Montgomery County. If you have any questions, please do not hesitate to call this office at (301) 563-3400.

G:\wp\laphawp.ltr

flowering trees to match the existing trees at the parking lot to the northwest is proposed to achieve symmetry. Shade trees to match the ale on the north side of the bridge will flank the brick pedestrian walk on the south side of the bridge.

The existing plantings at the base of the existing curved retaining wall are to be removed and replaced with appropriate materials to visually enhance the appearance of the wall, the MARC Station and parking lot.

- Bollards

Bollards are proposed to eliminate vehicular traffic from entering at either end of the approaches to the pedestrian bridge. The bollards will be of steel construction with a powder coated finish and removable to accommodate both emergency vehicle and utility access. Color and specific style to be determined.

- Parapet

"Custom Rock" Rustic Ashlar Pattern or equivalent.

Addresses of Adjacent Property Owners

Mount Clare Properties
1700 One James Center
Richmond, VA 23219

CSX Transportation, Inc.
Design Construction Engineering Divisions
500 Water Street, 10th Floor
Jacksonville, Florida 32202

Raymond J. Howard
19215 Blunt Avenue
Germantown, MD 20874

Curtis L. Benesh
19330 Germantown Road
Germantown, MD 20874

Robert M. Aldiol
16710 River Road
Poolesville, MD 20837

Mr. Manuel Monasi
Montgomery County Department
Executive Office Building
101 Monroe Street, 9th Floor
Rockville, MD 20850

Mr. Kurt Miller
RK&K Engineers
81 Mosher Street
Baltimore, MD 21217

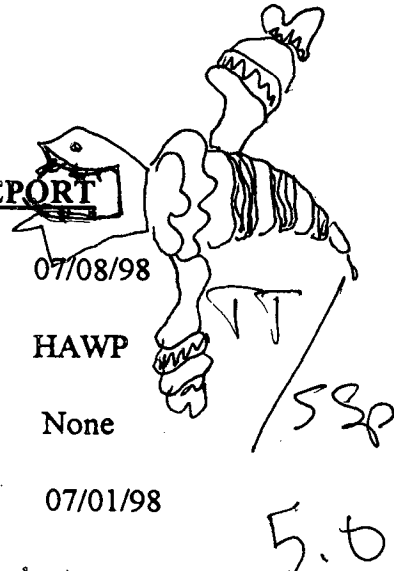


NGIPROJECTS\195-51-SHPC.WPD

Rummel, Klepper & Kahl, LLP
Consulting Engineers

- 1) name on bridge be of town
- 2) plain
- 3) trees of late 19th c.
- 4) sign later

HISTORIC PRESERVATION COMMISSION STAFF REPORT



- 5) plan worked for

Address: Route 118 at Mateny Hill Road,

Meeting Date: 07/08/98

Resource: Germantown Historic District

Review: HAWP

Case Number: 19/13-98A

Tax Credit: None

Public Notice: 06/24/98

Report Date: 07/01/98

Applicant: Montgomery County, Manuel Monasi
(Rick Adams, Agent)

Staff: Perry Kephart

PROPOSAL: Bridge Modification

RECOMMEND: Approve
With Conditions

DATE OF CONSTRUCTION: N/A

Planning staff noted that the trees are part of the pedestrian friendly env. to encourage a park like setting

SIGNIFICANCE: Adjacent to the Germantown Historic District

DESCRIPTION AND BACKGROUND

As part of the relocation of MD 118, the existing vehicular bridge over the historic Metropolitan Railroad line is being converted to a pedestrian/cycle bridge linking the Germantown Historic District to the individual Master Plan sites on the opposite (north) side of the tracks.

PROPOSAL

As described in the attached booklet, page 2 - 4, Project Description, the applicant proposes to rehabilitate the existing bridge superstructure and substructure and to modify the paving, lighting and adjacent landscape. Also proposed are improvements to Mateny Hill Road, including a concrete sidewalk on the north side, resurfacing of the roadway, and replacement of the curb gutter and sidewalk on the west side.

STAFF DISCUSSION

The Germantown Historical Society has reviewed the proposed project and made a number of suggestions in the interests of integrating the new structure into the Victorian style that is prevalent in this historic district.

Staff would concur with their suggestions for the most part. An urban pedestrian bridge next to a historic district that was a rural industrial complex is somewhat challenging. There is a tendency to create a design reminiscent of Haussmann in an area where functionality was most

important, and simplicity of line is important. The bridge, in staff's opinion, must be clearly differentiated as a contemporary addition while remaining compatible with its Victorian surroundings.

At a preliminary staff meeting with the applicant, the allee of trees at either end of the bridge was encouraged as a sheltered parklike setting in contrast with the open bridge span. If the enclosed space is seen as a potentially hazardous area, this should be discussed with the applicant at the meeting. The use of bosky retreats is, however, in keeping with Victorian urban streetscape design.

Staff would suggest that the signage that has been included only conceptually in the project be brought to the HPC at a later date for specific design review.

The use of vinyl clad aluminum for the railings should also be discussed with the applicant if the use of cast iron or wrought iron is feasible. It is staff's understanding that maintenance and safety issues led to the present choice of material.

STAFF RECOMMENDATION

Staff recommends that the Commission *approve with conditions* the HAWP application as being consistent with Chapter 24A-8(b)2:

The proposal is compatible in character and nature with the historical, archeological, architectural or cultural features of the historic site, or the historic district in which an historic resource is located and would not be detrimental thereto or to the achievement of the purposes of this chapter;

and with the Secretary of the Interior's Standards for Rehabilitation #10:

New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired,

with the conditions:

1. The bollards be in the traditional inverted cannon design.
2. The specific sign design and location is to be reviewed as a separate HAWP, or a later revision of this HAWP.

and with the general conditions applicable to all Historic Area Work Permits that the applicant will provide a permit set of drawings to the HPC staff to be stamped as approved and will arrange for a field inspection by calling the Montgomery County Department of Permitting Services (DPS), Field Services Office, five days prior to commencement of work and within two weeks following completion of work.

APPLICATION FOR HISTORIC AREA WORK PERMIT

CONTACT PERSON Manuel Monasi
 DAYTIME TELEPHONE NO. (301) 217-6577

TAX ACCOUNT # _____

NAME OF PROPERTY OWNER Montgomery County DAYTIME TELEPHONE NO. () same

ADDRESS 101 Monroe Street, 9th Fl., Rockville, Maryland 20850
CITY STATE ZIP CODE

CONTRACTOR N/A TELEPHONE NO. () N/A
 CONTRACTOR REGISTRATION NUMBER N/A

AGENT FOR OWNER Rummel, Klepper & Kahl Engineers DAYTIME TELEPHONE NO. (410) 723-2900
Rick Adams

LOCATION OF BUILDING/PREMISE Pedestrian Bridge
MD Rt. 118 from Mateny Hill Road to the southern most
entrance of the new commuter rail parking lot.

HOUSE NUMBER N/A STREET _____

TOWN/CITY Germantown NEAREST CROSS STREET Mateny Hill Road

LOT N/A BLOCK N/A SUBDIVISION N/A

LIBER N/A FOLIO N/A PARCEL N/A

PART ONE: TYPE OF PERMIT ACTION AND USE

1A. CIRCLE ALL APPLICABLE: CIRCLE ALL APPLICABLE: A/C Slab Room Addition
 Construct Extend Alter/Renovate Repair Move Porch Deck Fireplace Shed Solar Woodburning Stove
 Wreck/Raze Install Revocable Revision Fence/Wall (complete Section 4) Single Family Other _____

1B. CONSTRUCTION COST ESTIMATE \$ 550,000

1C. IF THIS IS A REVISION OF A PREVIOUSLY APPROVED ACTIVE PERMIT SEE PERMIT # N/A

PART TWO: COMPLETE FOR NEW CONSTRUCTION AND EXTEND/ADDITIONS

2A. TYPE OF SEWAGE DISPOSAL 01 () WSSC 02 () SEPTIC 03 () OTHER N/A

2B. TYPE OF WATER SUPPLY 01 () WSSC 02 () WELL 03 () OTHER N/A

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3A. HEIGHT 54 feet 54 inches

3B. INDICATE WHETHER THE FENCE OR RETAINING WALL IS TO BE CONSTRUCTED ON ONE OF THE FOLLOWING LOCATIONS:

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[Signature] June 17, 1998
 Signature of owner or authorized agent Date

APPROVED _____ For Chairperson, Historic Preservation Commission

DISAPPROVED _____ Signature _____ Date _____

3

1. WRITTEN DESCRIPTION OF PROJECT

- a. Description of existing structure(s) and environmental setting, including their historical features and significance:

See Attached Report

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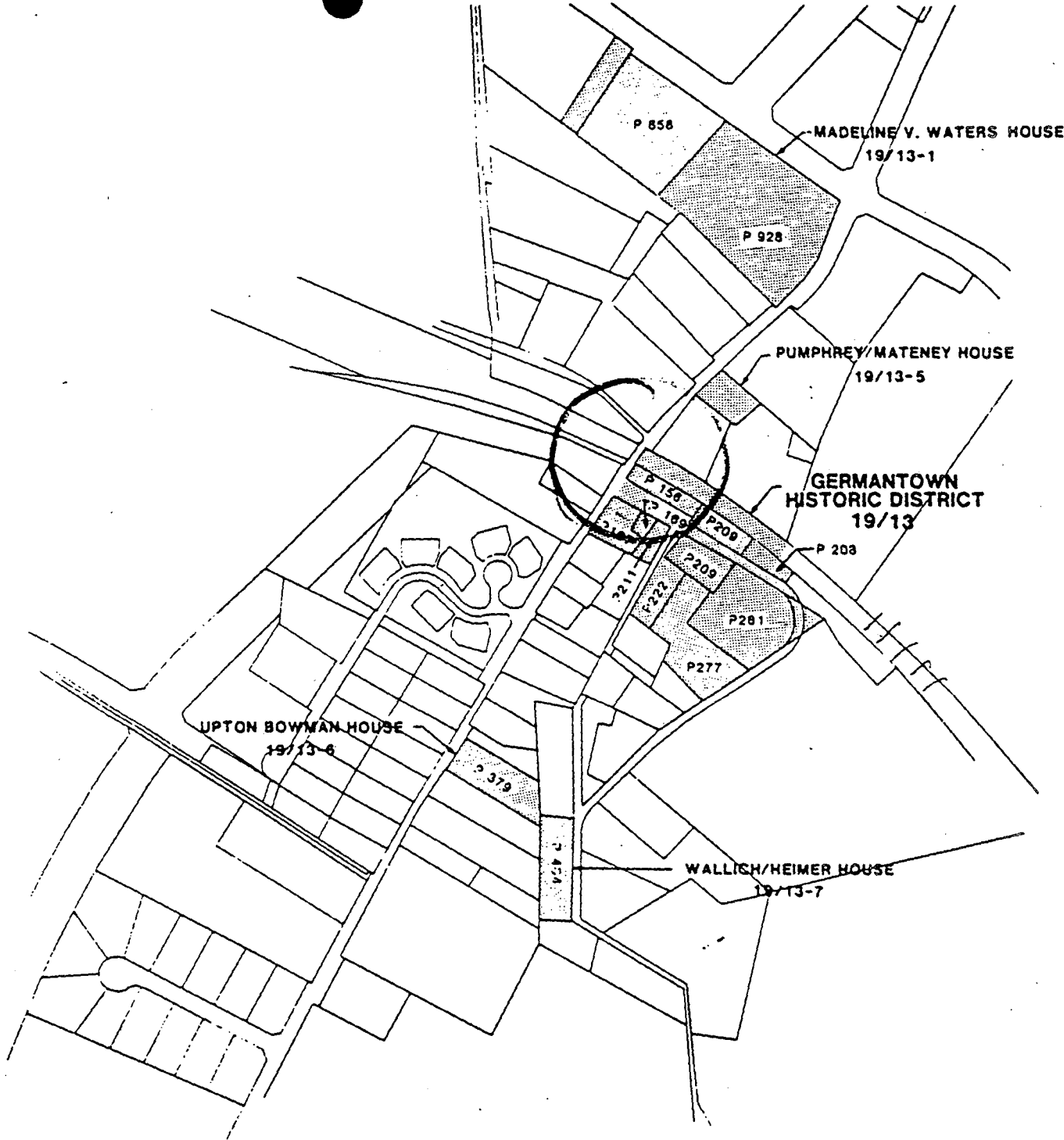
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6. TREE SURVEY

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**Comprehensive Amendment
to the Master Plan
for Germantown**
Montgomery County, Maryland

Germantown Historic District #19/13
And Adjacent Historic Resources

(5)



Germantown Bank

The Germantown Historical Society

P.O. Box 475

Germantown, M.D. 20875



Germantown Train Station

June 30, 1998

Montgomery County Historic Preservation Commission
8787 Georgia Ave.
Silver Spring, MD 20910-3760

Dear Commissioners:

The Germantown Historical Society has some concerns about the proposed Historic Area Work Permit for the pedestrian bridge over the railroad in Germantown (HPC case No. 19/13-98A). These involve the design of the bridge, the landscaping, signage, and the impact on the Historic District and possible impact on two uninventoried historic sites. The plan was discussed by the Board on June 29, 1998.

1. The railings on the bridge should not be vinyl clad aluminum. We suggest that they be wrought iron painted black. If this is not affordable, then cast iron painted black would be acceptable. - condition
- ✓ 2. The parapet veneer should resemble the native quartzite--not granite or yellow stone. - cement simple treatment
3. The bollards should resemble inverted cannons. - condition
4. The north side of the bridge should not be "an allee of trees...creating a gateway..." The Historic area encompasses both sides of the bridge, as did the original town. The approach to the bridge should not be a "gateway," but a bridge between the two historic areas. We suggest a single line of trees as on the other side of the bridge, with the rest of the area planted in low shrubs and flowers.
5. All landscaping plants and trees should be what would have been in a Victorian garden.
6. The sign should not be like the one for the Liberty Mill, but a large sign announcing the Historic District, ie: "Germantown Historic District, 1873-1930." It should be placed as far to the east as possible so that it would give the impression that it includes both sides of the bridge. condition

Uninventoried Historic Sites (marked on the enclosed map) to be considered.

1. Gassaway Seed and Fertilizer Store

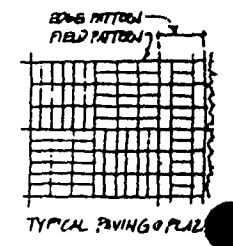
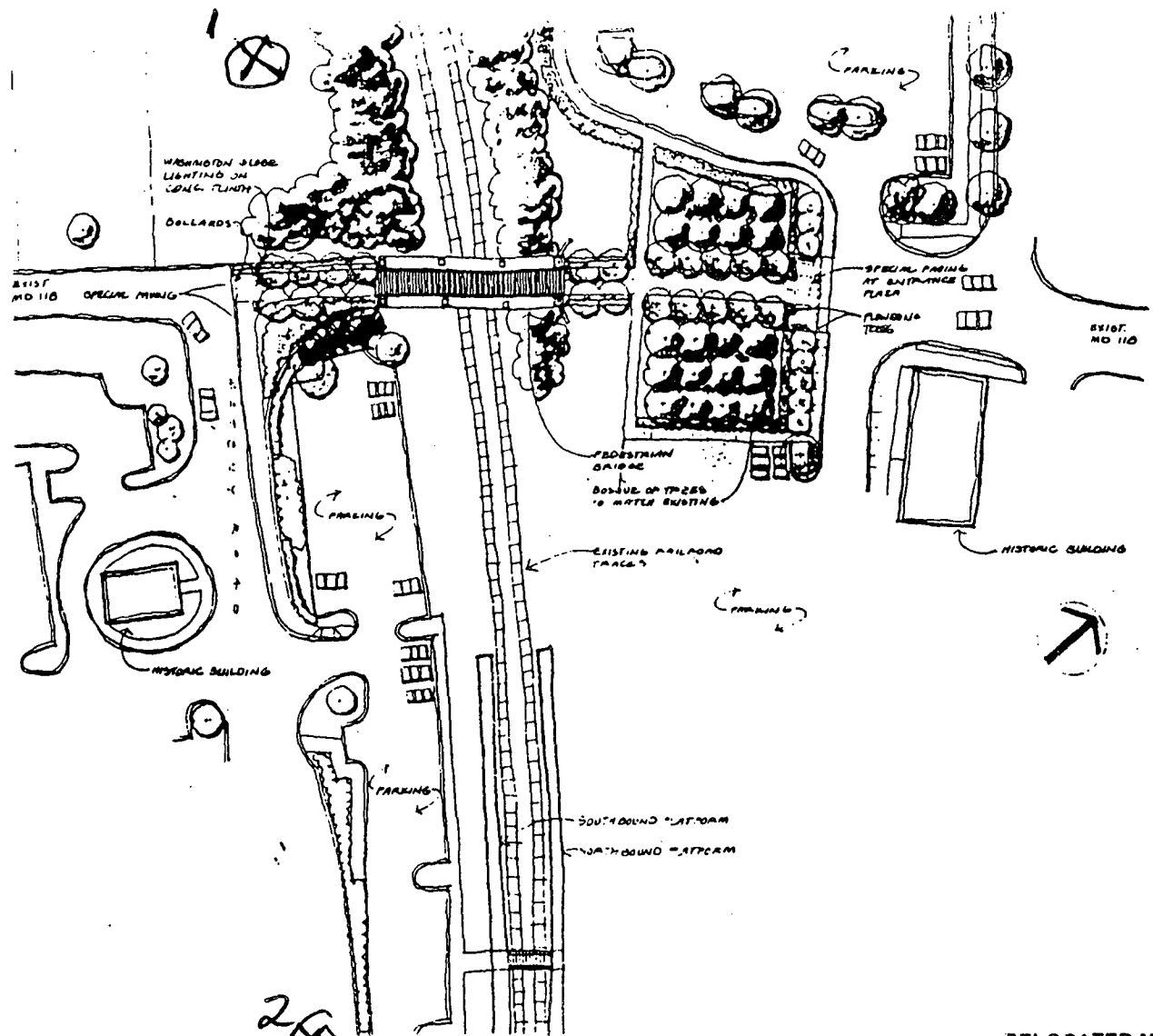
Dating from the 1870s, this store has been moved from the roadside site where it is shown on the 1879 Hopkins map. It has also been converted into a residence, but the tall granary shape of the building and the loading door on the second floor attest to its previous use.

2. Fairbanks Scale

The scale used to weigh the trucks bringing grain to the mill consists of the small metal building, the scales inside, and the platform underneath.

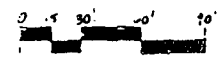
Sincerely,

Gaye Lynn Wilson
Gaye Lynn Wilson, President



RELOCATED MD ROUTE 118 - PHASE III
 PEDESTRIAN BRIDGE OVER CSX
 RAILROAD

Concept Landscape Plan



MAPA 110 9755 SCALE 1" = 30' 0" DATE 13 MAY 1998

7

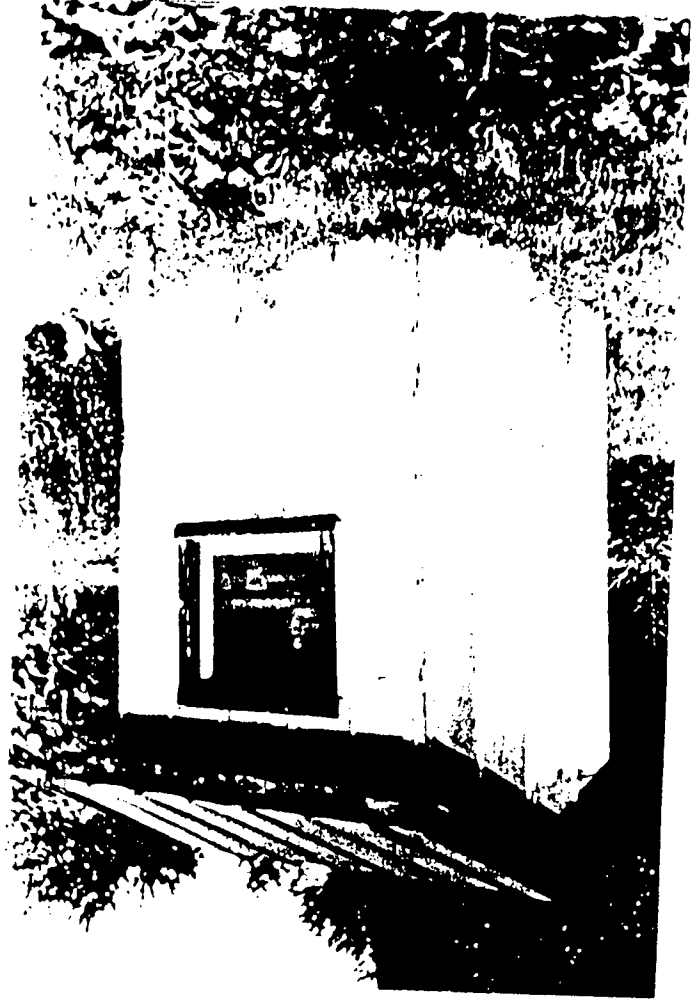
Front



Rear



Cassaway Seed & Fertilizer Store



Fairbanks Weighing Scales -
Fairbanks Mill

(8)



Susan C. Soderberg
19313 Liberty Mill Road
Germantown, MD 20874
301/972-0795
soderber@clark.net

June 30, 1998

Montgomery County Historic Preservation Commission
8787 Georgia Ave.
Silver Spring, MD 20910-3760

Re: 19/13-98A

Dear Commissioners;

Since I will be unable to attend the July 8 meeting, I would like you to be aware of my views on the design of the pedestrian bridge over the railroad on old Rt. 118 in Germantown.

I concur with all of the suggestions made by the Germantown Historical Society.

I also have the following observations about the Public Meeting on the design of the bridge held on May 19, 1998 by the Montgomery County Department of Public Works and Transportation:


1. Only two of the homeowners in the Historic District and additional 14 historic houses in the neighborhood adjacent to the bridge were notified of the meeting--this is after I spoke with Mitra Pedoem and told her of the problem in notification of owners of older properties when subdivision tax lists are used for mailing lists.
2. Since the notification of the meeting went to residences within a ½ miles radius, and the notification was poorly worded, most of the people at the meeting were concerned about the closing of the bridge and other transportation issues--not much was said about the design of the bridge at all.
3. Only four of the homes in the adjacent neighborhood were represented at the meeting.
4. A meeting between RK&K engineers and the adjacent neighborhood homeowners had been arranged by myself in March, 1998, but was called off by the Montgomery County Department of Public Works and Transportation.
5. An ambiguous questionnaire was handed out concerning when the bridge would be closed, but had no address where to send the questionnaire when completed.

Because of all of these problems you may conclude that the adjacent neighborhood and Historic District homeowners had practically no input in the design of this bridge.

If concerns about the closing of the bridge over the railroad are brought up at the meeting I am enclosing a copy of a petition in favor of closing the bridge which was signed by most of the homeowners in the adjacent neighborhood. The public hearing on the closing of the bridge was held at the time of the revision of the Germantown Master Plan in 1988, and the closing of this bridge has been part of the Master Plan since it was approved by the Montgomery County Council in 1989.

Please give this application careful scrutiny. It is very important to our neighborhood. Most of us have been living here more than ten years, and some more than 20 years. We have been patiently waiting for the closing of this bridge to vehicular traffic as promised to us by the County in the Master Plan. We are very proud of our neighborhood and follow the rehabilitation guidelines even when our structures are not officially historic. We would like this bridge to fit well into our Victorian motif, and unite the historic buildings on both sides of the bridge.

Sincerely,


Susan Soderberg

10

May, 1996

We the following residents of Old Germantown Station
SUPPORT the closing of the old Rt. 118 bridge over the
railroad tracks when the re-aligned Rt. 118 is completed:

<u>NAME</u>	<u>ADDRESS</u>	<u>YEARS AT ADDRESS</u>
Susan C. Soderberg Susan C. Soderberg	19313 Germantown Rd.	24
WILLIAM SODERBERG	19313 GERMANTOWN RD	24
Wm C Soderberg		
Erica Smith	19311 Germantown Rd	8
Erica Smith		
John C. Smith	19311 Germantown Rd.	8
J. C. Smith		
Mark D. Vauden	19307 Germantown Rd.	8
Mark Vaud		
Irene Z. Vaudin	19307 Germantown Rd.	8
Irene Z. Vaudin		
EVERETT N. LAMBERT	19219 Germantown Rd	35
Everett N. Lambert		
KATHY A. MILES	19319 GERMANTOWN RD	2
Kathy A. Miles		
Annie Silbey	19315 Birnbaum Rd	15 1/2
Annie Silbey		
Deborah R. Forst	19310 Mateny Hill Rd	
Deborah R. Forst	Germantown Md 20874	10 1/4
ALBERT J. FORST	19310 MATENY HILL RD.	
Albert J. Forst	GERMANTOWN, MD. 20874	10 1/4
Bob Berman	19390 Mateny Hill 20874	8 yrs
Bob Berman	Germantown	
Mary BERMAN	19390 Mateny Hill Rd	4 1/2 yrs
M. Berman	Germantown Md 20874	
Alison Doherty	19200 Mateny Hill Rd	4
Alison Doherty	Germantown MD 20874	

HISTORIC PRESERVATION COMMISSION STAFF REPORT

Address: Route 118 at Mateny Hill Road, **Meeting Date:** 07/08/98
Resource: Germantown Historic District **Review:** HAWP
Case Number: 19/13-98A **Tax Credit:** None
Public Notice: 06/24/98 **Report Date:** 07/01/98
Applicant: Montgomery County, Manuel Monasi **Staff:** Perry Kephart
(Rick Adams, Agent)
PROPOSAL: Bridge Modification **RECOMMEND:** Approve
With Conditions

DATE OF CONSTRUCTION: N/A

SIGNIFICANCE: Adjacent to the Germantown Historic District

DESCRIPTION AND BACKGROUND

As part of the relocation of MD 118, the existing vehicular bridge over the historic Metropolitan Railroad line is being converted to a pedestrian/cycle bridge linking the Germantown Historic District to the individual Master Plan sites on the opposite (north) side of the tracks.

PROPOSAL

As described in the attached booklet, page2 - 4, Project Description, the applicant proposes to rehabilitate the existing bridge superstructure and substructure and to modify the paving, lighting and adjacent landscape. Also proposed are improvements to Mateny Hill Road, including a concrete sidewalk on the north side, resurfacing of the roadway, and replacement of the curb gutter and sidewalk on the west side.

STAFF DISCUSSION

The Germantown Historical Society has reviewed the proposed project and made a number of suggestions in the interests of integrating the new structure into the Victorian style that is prevalent in this historic district.

Staff would concur with their suggestions for the most part. An urban pedestrian bridge next to a historic district that was a rural industrial complex is somewhat challenging. There is a tendency to create a design reminiscent of Haussmann in an area where functionality was most

important, and simplicity of line is important. The bridge, in staff's opinion, must be clearly differentiated as a contemporary addition while remaining compatible with its Victorian surroundings.

At a preliminary staff meeting with the applicant, the allee of trees at either end of the bridge was encouraged as a sheltered parklike setting in contrast with the open bridge span. If the enclosed space is seen as a potentially hazardous area, this should be discussed with the applicant at the meeting. The use of bosky retreats is, however, in keeping with Victorian urban streetscape design.

Staff would suggest that the signage that has been included only conceptually in the project be brought to the HPC at a later date for specific design review.

The use of vinyl clad aluminum for the railings should also be discussed with the applicant if the use of cast iron or wrought iron is feasible. It is staff's understanding that maintenance and safety issues led to the present choice of material.

STAFF RECOMMENDATION

Staff recommends that the Commission *approve with conditions* the HAWP application as being consistent with Chapter 24A-8(b)2:

The proposal is compatible in character and nature with the historical, archeological, architectural or cultural features of the historic site, or the historic district in which an historic resource is located and would not be detrimental thereto or to the achievement of the purposes of this chapter,

and with the Secretary of the Interior's Standards for Rehabilitation #10:

New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired,

with the conditions:

1. The bollards be in the traditional inverted cannon design.
2. The specific sign design and location is to be reviewed as a separate HAWP, or a later revision of this HAWP.

and with the general conditions applicable to all Historic Area Work Permits that the applicant will provide a permit set of drawings to the HPC staff to be stamped as approved and will arrange for a field inspection by calling the Montgomery County Department of Permitting Services (DPS), Field Services Office, five days prior to commencement of work and within two weeks following completion of work.

APPLICATION FOR HISTORIC AREA WORK PERMIT

CONTACT PERSON Manuel Monasi
 DAYTIME TELEPHONE NO. (301) 217-6577

TAX ACCOUNT # _____

NAME OF PROPERTY OWNER Montgomery County DAYTIME TELEPHONE NO. () same

ADDRESS 101 Monroe Street, 9th Fl., Rockville, Maryland 20850

CITY STATE ZIP CODE
 CONTRACTOR N/A TELEPHONE NO. () N/A

CONTRACTOR REGISTRATION NUMBER N/A

AGENT FOR OWNER Rummel, Klepper & Kahl Engineers DAYTIME TELEPHONE NO. (410) 728-2900
Rick Adams

LOCATION OF BUILDING/PREMISE Pedestrian Bridge
MD Rt. 118 from Mateny Hill Road to the southern most
entrance of the new commuter rail parking lot.

HOUSE NUMBER N/A STREET _____

TOWN/CITY Germantown NEAREST CROSS STREET Mateny Hill Road

LOT N/A BLOCK N/A SUBDIVISION N/A

LIBER N/A FOLIO N/A PARCEL N/A

PART ONE: TYPE OF PERMIT ACTION AND USE

1A. CIRCLE ALL APPLICABLE: CIRCLE ALL APPLICABLE: A/C Slab Room Addition
 Construct Extend Alter/Renovate Repair Move Porch Deck Fireplace Shed Solar Woodburning Stove
 Wreck/Raze Install Revocable Revision Fence/Wall (complete Section 4) Single Family Other _____

1B. CONSTRUCTION COST ESTIMATE \$ 550,000

1C. IF THIS IS A REVISION OF A PREVIOUSLY APPROVED ACTIVE PERMIT SEE PERMIT # N/A

PART TWO: COMPLETE FOR NEW CONSTRUCTION AND EXTEND/ADDITIONS

2A. TYPE OF SEWAGE DISPOSAL 01 () WSSC 02 () SEPTIC 03 () OTHER N/A

2B. TYPE OF WATER SUPPLY 01 () WSSC 02 () WELL 03 () OTHER N/A

PART THREE: COMPLETE ONLY FOR FENCE/RETAINING WALL

3A. HEIGHT 54 feet 54 inches

3B. INDICATE WHETHER THE FENCE OR RETAINING WALL IS TO BE CONSTRUCTED ON ONE OF THE FOLLOWING LOCATIONS:
 On party line/property line Entirely on land of owner On public right of way/easement X

I HEREBY CERTIFY THAT I HAVE THE AUTHORITY TO MAKE THE FOREGOING APPLICATION, THAT THE APPLICATION IS CORRECT, AND THAT THE CONSTRUCTION WILL COMPLY WITH PLANS APPROVED BY ALL AGENCIES LISTED AND I HEREBY ACKNOWLEDGE AND ACCEPT THIS TO BE A CONDITION FOR THE ISSUANCE OF THIS PERMIT.

[Signature] Signature of owner or authorized agent Date June 17, 1998

APPROVED _____ For Chairperson, Historic Preservation Commission

DISAPPROVED _____ Signature _____ Date _____

3

1. WRITTEN DESCRIPTION OF PROJECT

- a. Description of existing structure(s) and environmental setting, including their historical features and significance:

See Attached Report

- b. General description of project and its effect on the historic resource(s), the environmental setting, and, where applicable, the historic district:

See Attached Report

2. SITE PLAN

Site and environmental setting, drawn to scale. You may use your plat. Your site plan must include:

- a. the scale, north arrow, and date;
- b. dimensions of all existing and proposed structures; and
- c. site features such as walkways, driveways, fences, ponds, streams, trash dumpsters, mechanical equipment, and landscaping.

3. PLANS AND ELEVATIONS

You must submit 2 copies of plans and elevations in a format no larger than 11" X 17". Plans on 8 1/2" X 11" paper are preferred.

- a. Schematic construction plans, with marked dimensions, indicating location, size and general type of walls, window and door openings, and other fixed features of both the existing resource(s) and the proposed work.
- b. Elevations (facades), with marked dimensions, clearly indicating proposed work in relation to existing construction and, when appropriate, context. All materials and fixtures proposed for the exterior must be noted on the elevations drawings. **An existing and a proposed elevation drawing of each facade affected by the proposed work is required.**

4. MATERIALS SPECIFICATIONS

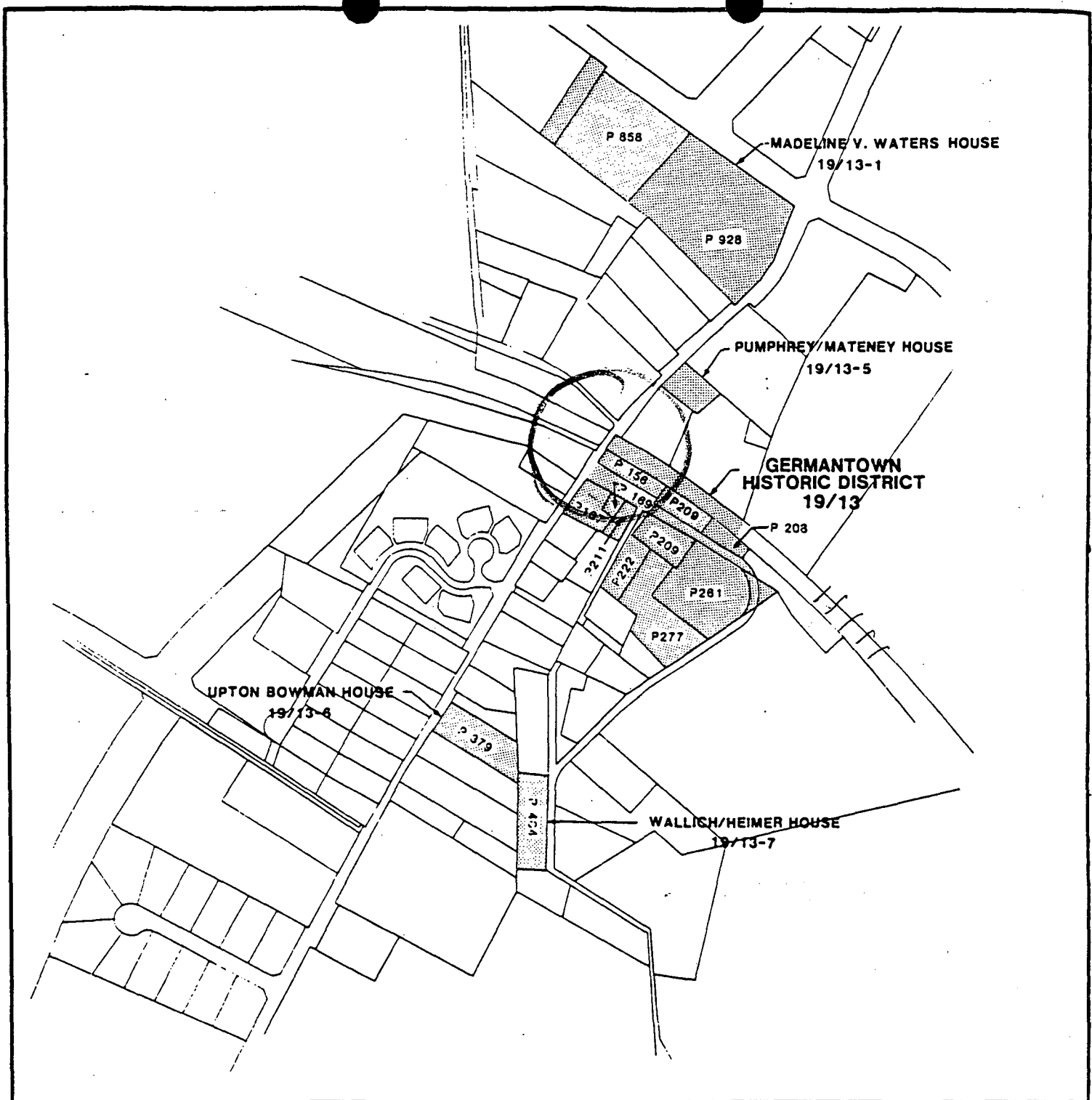
General description of materials and manufactured items proposed for incorporation in the work of the project. This information may be included on your design drawings.

5. PHOTOGRAPHS

- a. Clearly labeled photographic prints of each facade of existing resource, including details of the affected portions. All labels should be placed on the front of photographs.
- b. Clearly label photographic prints of the resource as viewed from the public right-of-way and of the adjoining properties. All labels should be placed on the front of photographs.

6. TREE SURVEY

If you are proposing construction adjacent to or within the dripline of any tree 6" or larger in diameter (at approximately 4 feet above the ground), you must file an accurate tree survey identifying the size, location,



**Comprehensive Amendment
to the Master Plan
for Germantown**
Montgomery County, Maryland

Germantown Historic District #19/13

And Adjacent Historic Resources

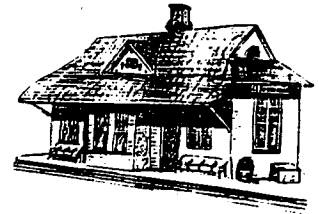


Germantown Bank

The Germantown Historical Society

P.O. Box 475

Germantown, M.D. 20875



Germantown Train Station

June 30, 1998

Montgomery County Historic Preservation Commission
8787 Georgia Ave.
Silver Spring, MD 20910-3760

Dear Commissioners;

The Germantown Historical Society has some concerns about the proposed Historic Area Work Permit for the pedestrian bridge over the railroad in Germantown (HPC case No. 19/13-98A). These involve the design of the bridge, the landscaping, signage, and the impact on the Historic District and possible impact on two uninventoried historic sites. The plan was discussed by the Board on June 29, 1998.

1. The railings on the bridge should not be vinyl clad aluminum. We suggest that they be wrought iron painted black. If this is not affordable, then cast iron painted black would be acceptable.
2. The parapet veneer should resemble the native quartzite--not granite or yellow stone.
3. The bollards should resemble inverted cannons.
4. The north side of the bridge should not be "an allee of trees...creating a gateway..." The Historic area encompasses both sides of the bridge, as did the original town. The approach to the bridge should not be a "gateway," but a bridge between the two historic areas. We suggest a single line of trees as on the other side of the bridge, with the rest of the area planted in low shrubs and flowers.
5. All landscaping plants and trees should be what would have been in a Victorian garden.
6. The sign should not be like the one for the Liberty Mill, but a large sign announcing the Historic District, ie: "Germantown Historic District, 1873-1930." It should be placed as far to the east as possible so that it would give the impression that it includes both sides of the bridge.

Uninventoried Historic Sites (marked on the enclosed map) to be considered.

1. Gassaway Seed and Fertilizer Store

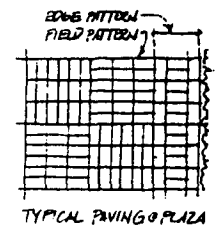
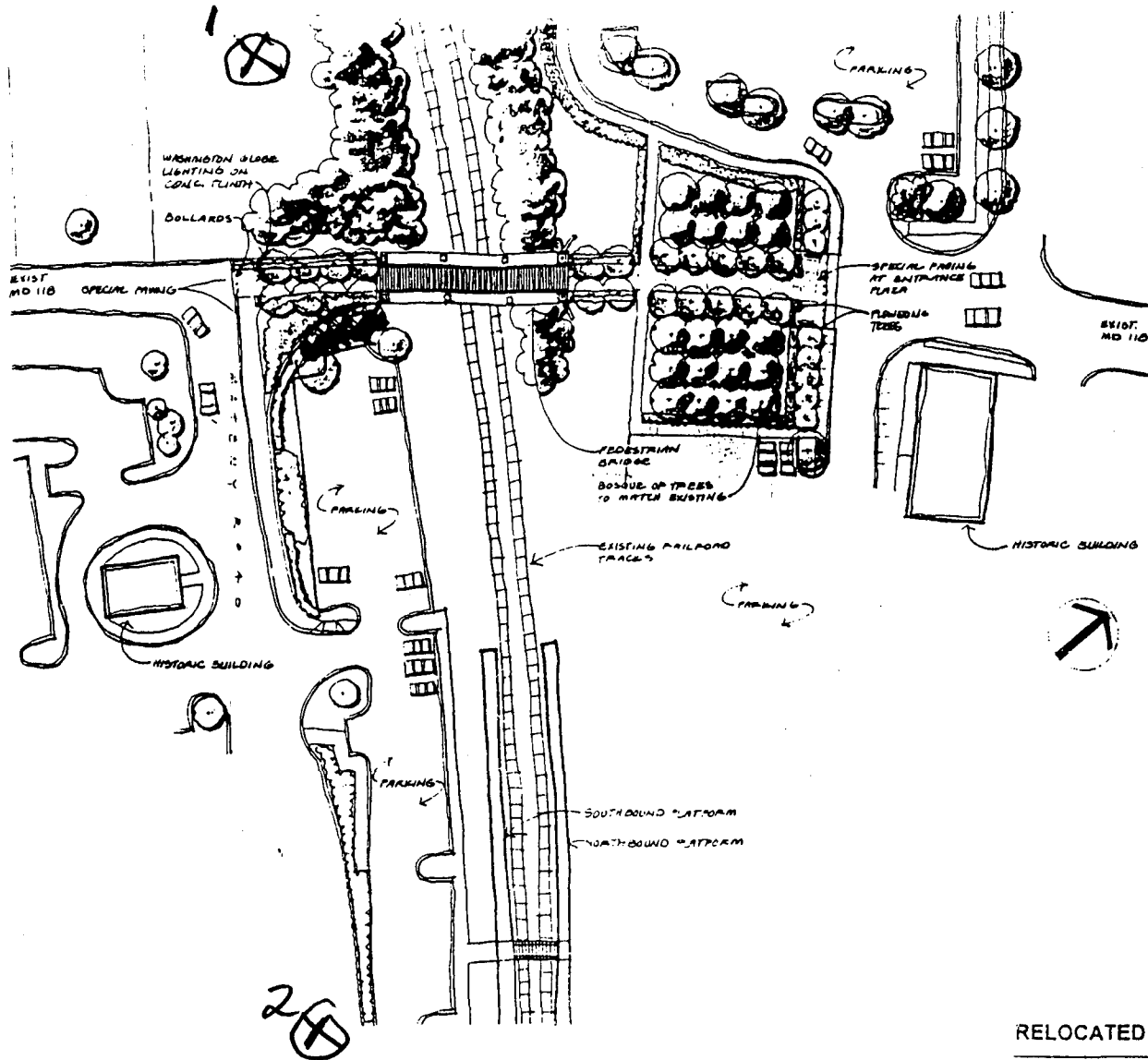
Dating from the 1870s, this store has been moved from the roadside site where it is shown on the 1879 Hopkins map. It has also been converted into a residence, but the tall granary shape of the building and the loading door on the second floor attest to its previous use.

2. Fairbanks Scale

The scale used to weigh the trucks bringing grain to the mill consists of the small metal building, the scales inside, and the platform underneath.

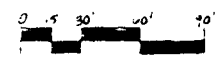
Sincerely,

Gaye Lynn Wilson
Gaye Lynn Wilson, President



RELOCATED MD ROUTE 118 - PHASE III
 PEDESTRIAN BRIDGE OVER CSX
 RAILROAD

Concept Landscape Plan



MPA NO 9755 SCALE 1" = 30'-0" DATE 13 MAY 1998

7

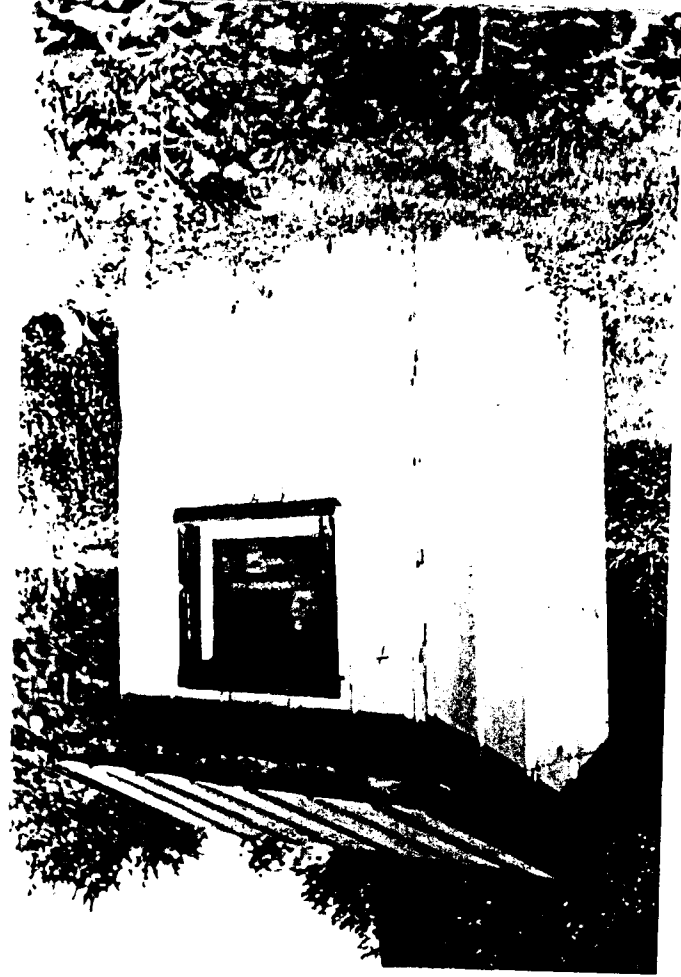
Rear



Front



Cassaway Seed & Fertilizer Store



Fairbanks Weighing
Scales -
For Libbey Mill

(8)



Susan C. Soderberg
19313 Liberty Mill Road
Germantown, MD 20874
301/972-0795
soderber@clark.net

June 30, 1998

Montgomery County Historic Preservation Commission
8787 Georgia Ave.
Silver Spring, MD 20910-3760

Re: 19/13-98A

Dear Commissioners;

Since I will be unable to attend the July 8 meeting, I would like you to be aware of my views on the design of the pedestrian bridge over the railroad on old Rt. 118 in Germantown.

I concur with all of the suggestions made by the Germantown Historical Society.

I also have the following observations about the Public Meeting on the design of the bridge held on May 19, 1998 by the Montgomery County Department of Public Works and Transportation:

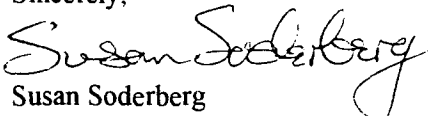
1. Only two of the homeowners in the Historic District and additional 14 historic houses in the neighborhood adjacent to the bridge were notified of the meeting--this is after I spoke with Mitra Pedoeem and told her of the problem in notification of owners of older properties when subdivision tax lists are used for mailing lists.
2. Since the notification of the meeting went to residences within a ½ miles radius, and the notification was poorly worded, most of the people at the meeting were concerned about the closing of the bridge and other transportation issues--not much was said about the design of the bridge at all.
3. Only four of the homes in the adjacent neighborhood were represented at the meeting.
4. A meeting between RK&K engineers and the adjacent neighborhood homeowners had been arranged by myself in March, 1998, but was called off by the Montgomery County Department of Public Works and Transportation.
5. An ambiguous questionnaire was handed out concerning when the bridge would be closed, but had no address where to send the questionnaire when completed.

Because of all of these problems you may conclude that the adjacent neighborhood and Historic District homeowners had practically no input in the design of this bridge.

If concerns about the closing of the bridge over the railroad are brought up at the meeting I am enclosing a copy of a petition in favor of closing the bridge which was signed by most of the homeowners in the adjacent neighborhood. The public hearing on the closing of the bridge was held at the time of the revision of the Germantown Master Plan in 1988, and the closing of this bridge has been part of the Master Plan since it was approved by the Montgomery County Council in 1989.

Please give this application careful scrutiny. It is very important to our neighborhood. Most of us have been living here more than ten years, and some more than 20 years. We have been patiently waiting for the closing of this bridge to vehicular traffic as promised to us by the County in the Master Plan. We are very proud of our neighborhood and follow the rehabilitation guidelines even when our structures are not officially historic. We would like this bridge to fit well into our Victorian motif, and unite the historic buildings on both sides of the bridge.

Sincerely,


Susan Soderberg

10

May, 1996

We the following residents of Old Germantown Station
SUPPORT the closing of the old Rt. 118 bridge over the
railroad tracks when the re-aligned Rt. 118 is completed:

NAME	ADDRESS	YEARS AT ADDRESS
Susan C. Soderberg Susan C. Soderberg	19313 Germantown Rd.	24
WILLIAM SODERBERG Wm C Soderberg	19313 GERMANTOWN RD	24
Erica Smith Erica Smith	19311 Germantown Rd	8
John C. Smith J. C. S.	19311 Germantown Rd.	8
Mark D. Vauden Mark Vaud	19307 Germantown Rd.	8
Irene Z. Vaudin Irene Z. Vaudin	19307 Germantown Rd.	8
EVERETT N. LAMBERT Everett N. Lambert	19219 Germantown Rd	35
KATHY A. Miles Kathy A. Miles	19319 GERMANTOWN RD	2
Annie Silbey Annie Silbey	19315 Pennsylvania Rd	15 1/2
Deborah R. Forst Deborah R. Forst	19310 Mateny Hill Rd Germantown Md 20874	10 yrs
ALBERT J. FORST Albert J. Forst	19310 MATENY HILL RD. GERMANTOWN, MD. 20874	10 yrs.
Bob Berman Bob Berman	19390 Mateny Hill 20874 Germantown!	8 yrs
Mary BERMAN M. Berman	19390 Mateny Hill Rd Germantown, Md 20874	42 yrs.
Alison Doherty Alison Doherty	19200 Mateny Hill Rd Germantown MD 20874	4

June 29, 1998

Perry -

Susan Soderberg called with comments re: RR bridge in Germantown. Design for bridge should be approved with wrought iron, not aluminum. There are two unmentioned historic sites: Gassaway Seed & Fertilizer store on HD side of bridge and Fairbanks Scales for the mill.

Sue

Germtown Business Park
Under Construction

RELOCATED RTE. 118

118

SITE

GERMANTOWN ROAD

HILL RD

MATENY

RD

NEPTUNE HOLLOW LN.

BLUE WATER LN.

FOUNTAIN HILLS DR.

GREAT

SENECA

HWY

WISTERIA DR

GREAT

SENECA

HWY

SCALE: 1" = 500'

JUNE 16, 1998



Rumel, Klepper & Kahl, LLP

Consulting Engineers

81 Mosher Street
Baltimore, Maryland 21217-4350
410-788-2900

PROJECT DESCRIPTION

Background

The Montgomery County Department of Public Works and Transportation is preparing final design plans for Phase III of the Relocated MD 118 contract to rehabilitate the existing MD Route 118 vehicular bridge to a pedestrian overpass. The work includes rehabilitative and architectural modifications to the existing bridge, removal of the existing roadway approaches, and the construction of a pedestrian pathway. The County expects to complete the design by the end of the 1998 Summer.

Scope of Work

Bridge and Approach Improvements:

The existing superstructure and substructure will be maintained. Rehabilitative and architectural modifications will be applied to both the existing superstructure and substructure as follows:

- The existing superstructure and substructure will be repaired, cleaned and painted.
- Seat walls and ornamental metal railing will be located on the outer edge of the superstructure, providing a usable surface of respite for pedestrians and bikers.
- The outside surface of the bridge parapet facing the MARC Station will be repaired and will receive a new architectural veneer finish. The walking surface will be brick pavers placed over the existing concrete deck.
- Lighting will be provided by "Washington Globe" fixtures at each end of the bridge and pathway on architectural plinths. Recessed lighting will be provided on the four architectural plinths centered above the existing piers.
- A 13'-6" wide brick pathway will be provided along the existing grade of MD 118 from Mateny Hill Road to the entrance of the new commuter parking facility and brick plazas at each end of the approaches will be landscaped with a variety of trees and shrubs.

Mateny Hill Road Improvements

- An 8' wide concrete sidewalk will be provided along the north side of Mateny Hill Road to provide access from the new bridge pathway to the station facilities commuter parking lots, and train platforms along the south side of the tracks.
- Mateny Hill Road will be milled and resurfaced from MD 118 to the commuter parking lot entrance.
- Replacement curb gutter and sidewalk will be provide along the west side of Mateny Hill Road.



Historic District Resources

The southern limits of the project site along Mateny Hill Road lie within the Germantown Historic District. In addition, the Pumphrey/Mateney House, an individual historic resource, is located northeast of the project site. Historic buildings within the district and adjacent to the project include: the Rayfield/Browning House including the board and batten shed; the Old Germantown Bank Building, currently used as the MARC ticket office; and the B&O Railroad Depot. These historic buildings will not be affected by the proposed improvements.

Historic monumentation may be located at the northern approach plaza in the form of a plaque, similar to the Liberty Mill Monument displayed at the Mateny Hill Road commuter rail parking entrance.

General Material Specifications

- Brick

All proposed brick paving will be in accordance with Montgomery County Standards, Watsonstown Blend, or approved equal. Proposed patterns include running bond for the larger fields of brick, with stacked bond accent bands along edges to visually help define pedestrian areas. These accent bands may be of a slightly different color than the primary field of brick. Methods of construction for the bridge will be that of pavers set on an asphalt setting bed with hand tight sand joints.

- Lighting

Proposed lighting is the Washington Globe Fixture, similar to the lighting at the Germantown MARC Station. Ten foot pole heights (excluding fixtures) will be utilities on 2-1/2 feet plinths at the bridge and entrance plazas and twelve-foot poles will be used on standard ground mounts along the pathway and Mateny Hill Road.

- Concrete

All walks leading up to the pedestrian bridge will be of concrete typical to the area. Score patterns and finishes have yet to be determined or designed, but will be in keeping with the quality of the rest of the project.

- Seatwalls

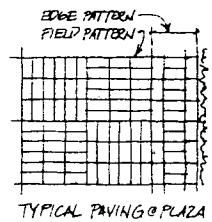
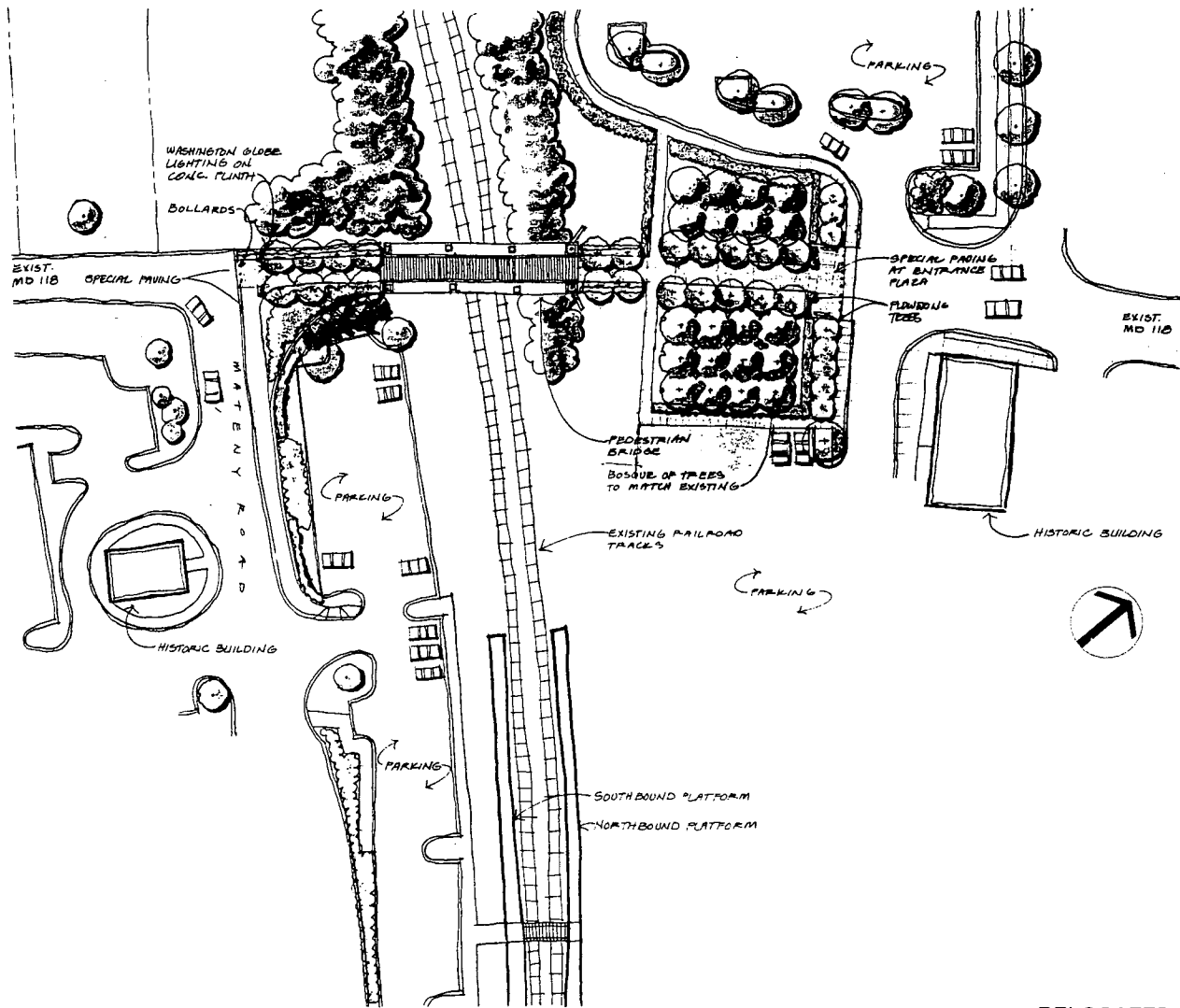
In order to physically narrow the existing bridge down to a more pedestrian scale, seat walls will be created to replace the existing walks on the bridge. These walls extend the full length of the bridge and are interrupted only by the raised sections for the lighting plinths (over the bridge piers). The seat walls as shown on the alternative, will have a concrete surface veneer in a two-color "wave" pattern to visually move pedestrians through the space.

A vinyl clad aluminum ornamental railing runs the length of the bridge and along the Mateny Hill Road retaining wall, 54" above the elevation of the seat walls. Color and design to be determined (but it is our desire to match or compliment the colors of the proposed lighting and site furnishings).

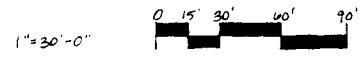
- Landscaping

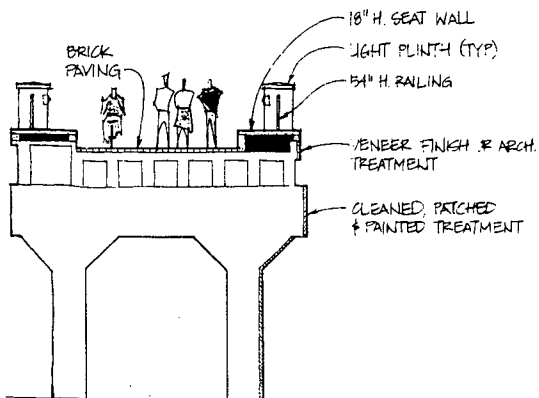
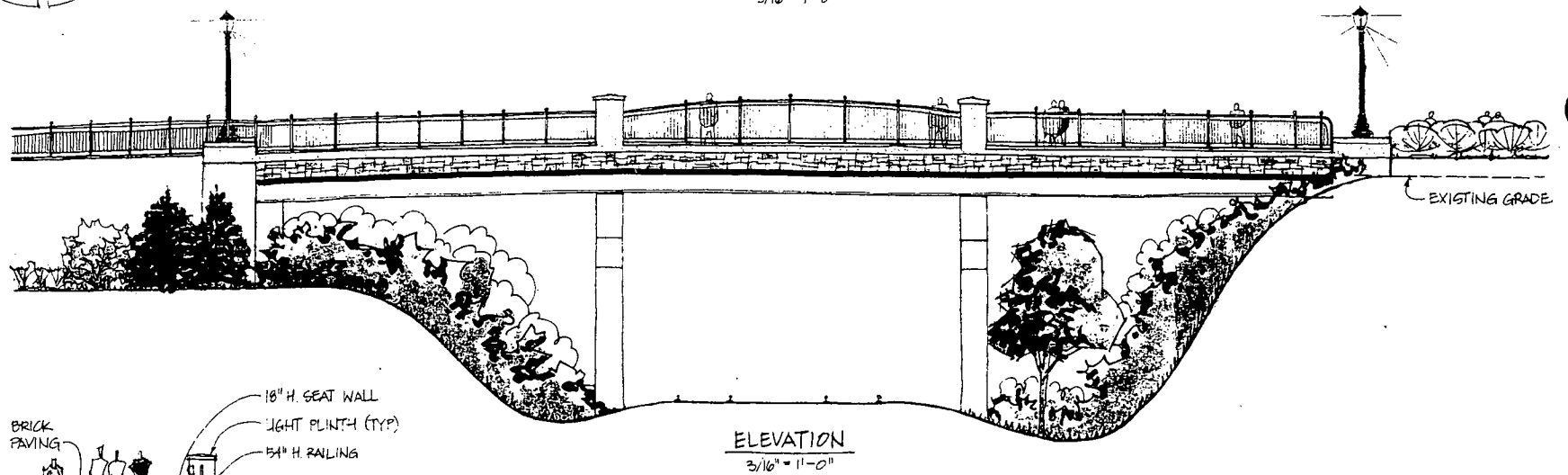
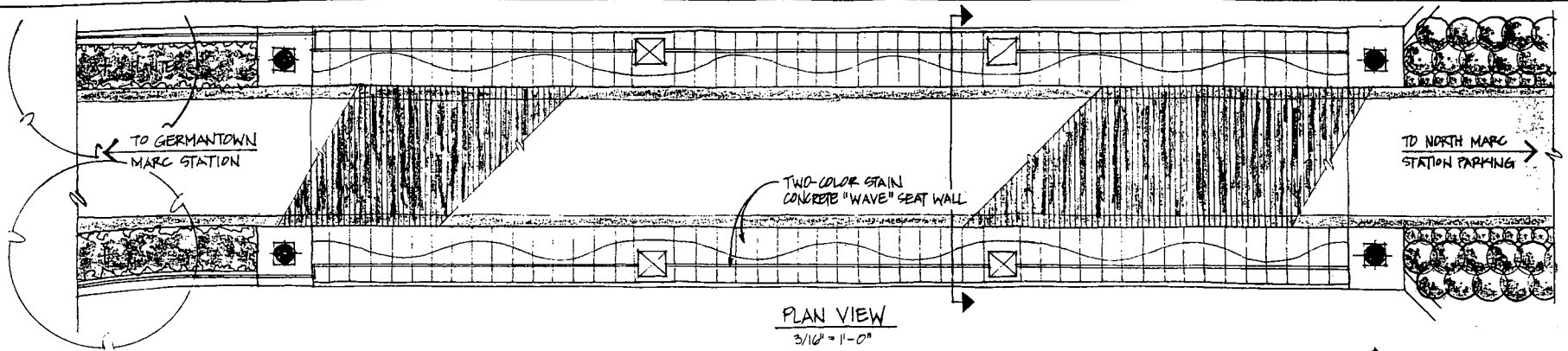
Function and seasonal interest help define the concept of the landscaping. To the north side of the bridge where the two MARC Parking lots merge, an allee of trees flank both sides of the approach to the bridge, creating a small pedestrian mall or gateway to the MARC Station. Both flowering trees and deciduous shade trees will be used to create this effect. A new bosque of





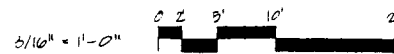
RELOCATED MD ROUTE 118 - PHASE III
PEDESTRIAN BRIDGE OVER CSX RAILROAD
Concept Landscape Plan





TYPICAL SECTION THRU BRIDGE PIER

SCALE: 3/16" = 1'-0"



RELOCATED MD ROUTE 118 - PHASE III

PEDESTRIAN BRIDGE OVER CSX RAILROAD

Alternate No. 1 - Conceptual Plan, Section and Elevation

MRA NO. 9755 SCALE: AS NOTED DATE: 13 MAY 1998

TO MD RTE 117

CONSTRUCTION BRICK PATHWAY

CURTIS L. BENESE
1224/885
PARCEL 159

MOUNT CLARE
7037/653
PARCEL 58

MONTGOMERY CO.
13007/883
PARCEL 50

COLLECTOR ROAD TO
RELOCATED MD RTE 118

TO WISTERIA DRIVE

GEORGE W. SHADWIAN
5089/327

CONSTRUCTION BRICK PATHWAY

MONTGOMERY CO.
5360/897
PARCEL 167

1/2" MILLING
AND RESURFACING
OF MATHEW ROAD

HISTORIC 1 - STORY BRICK
OLD GERMANTOWN BANK
CURRENTLY USED AS THE
MARIC TICKET OFFICE

MONTGOMERY CO.
6170/358
PARCEL 168

MONTGOMERY CO.
5360/897
PARCEL 211

BLUNT AVE.

HISTORIC 1 - STORY
WOOD SHED
PART OF
RAYFIELD / BROWNING HOUSE
1925 BLUNT AVE.

RAYMOND J. HOWARD
8335/644
PARCEL 222

820 R.R.
PARCEL 209

EXISTING H.B. PLATFORM
HANDICAP ACCESS
FOR SOUTHEAST LOT

HISTORIC 1 STORY WOOD
B&O RAILROAD
DEPOT
#1231
FF = 428.16'

RUMMEL, KLEPPER & KAHL, LLP
CONSULTING ENGINEERS
4000 L STREET
BALTIMORE, MARYLAND 21206
410-769-9900

SCALE: 1" = 40'

LEGEND



PHOTO REFERENCES



PROPOSED BRICK PATHWAY



PROPOSED CONCRETE SIDEWALK/PATHWAY



REMOVE EXISTING SIDEWALK,
PAVING AND CURB & GUTTER



PROPOSED ROADWAY RESURFACING



EXISTING HISTORIC BUILDING



EXISTING HISTORIC DISTRICT BOUNDARY

CURVE NO. 1	
P.I. STA. = 11+78.48	
Δ = 01°42'35.24"	
D = 5°43'46.48"	
T = 14.92'	
L = 23.84'	
R = 1,000.00'	
E = 0.1113'	

CURVE NO. 3	
P.I. STA. = 2+131.11	
Δ = 04°51'00.60"	
D = 14°02'35.02"	
T = 17.28'	
L = 14.54'	
R = 408.00'	
E = 0.3657'	

CURVE NO. 2	
P.I. STA. = 13+73.04	
Δ = 08°40'00.61"	
D = 7°42'41.08"	
T = 56.30'	
L = 112.33'	
R = 743.00'	
E = 23.302'	

CURVE NO. 4	
P.I. STA. = 2+84.89	
Δ = 89°59'42.95"	
D = 22°10'59.22"	
T = 25.00'	
L = 13.27'	
R = 25.00'	
E = 10.35'	

CONSTRUCTION COORDINATES
BRICK PATHWAY

DESCRIPTION	NORTH	EAST
P.O.T. = 11+00.00	548'95.9240	1215207.7400
P.C. = 11+31.56	548974.9771	1215701.3489
P.I. = 11+78.48	548926.7118	1215702.9818
P.T. = 12+25.40	548918.2941	1215122.4629
P.O.C. = 12+56.74	548031.5318	1215000.3256
P.O.T. = 12+56.74	548071.0093	1215436.5989
P.C. = 12+29.13	548174.5978	1215478.7452
P.I. = 12+19.67	548214.3130	1215600.1700

CONSTRUCTION COORDINATES
MATEW HILL ROAD SIDEWALK

DESCRIPTION	NORTH	EAST
P.O.T. = 1+00.00	548894.9200	1215298.1300
P.C. = 1+39.33	548842.2906	1215368.4107
P.I. = 1+78.66	548832.8907	1215582.9506
P.T. = 2+17.99	548824.8906	1215592.4599
P.O.C. = 2+57.32	548810.4953	1215423.8054
P.O.T. = 2+57.32	548798.9816	1215445.3777
P.C. = 2+96.66	548820.5569	1215457.9973

MONTGOMERY COUNTY
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
ROCKVILLE, MARYLAND

SITE PLAN

RELOCATED MD 118 - PHASE III
PEDESTRIAN BRIDGE OVER CSX RAILROAD

MONTGOMERY COUNTY, MARYLAND

RECOMMENDED FOR APPROVAL	
DATE: Design Section	DATE:
APPROVED	
DATE: Division of Engineering Services	DATE:
DESIGNED BY: T. J. WELLS	DRAWN BY: T. J. WELLS
CHECKED BY: T. J. WELLS	DATE: 10/11/10
SCALE: AS SHOWN	PROJECT NO.: 10-02-10
SHEET: 14	TOTAL: 14



1

EASTBOUND PLATFORM WITH HANDICAPPED RAMP USED TO ACCESS WESTBOUND PLATFORM AND NORTH PARKING LOT

2

WESTBOUND PLATFORM LOOKING TOWARD MD 118 BRIDGE





3

SOUTH PARKING LOT ADJACENT
TO MATENY HILL ROAD WITH
MD 118 IN THE BACKGROUND

4

EASTBOUND VIEW OF MATENY HILL
ROAD WITH SOUTH PARKING LOT
ON LEFT



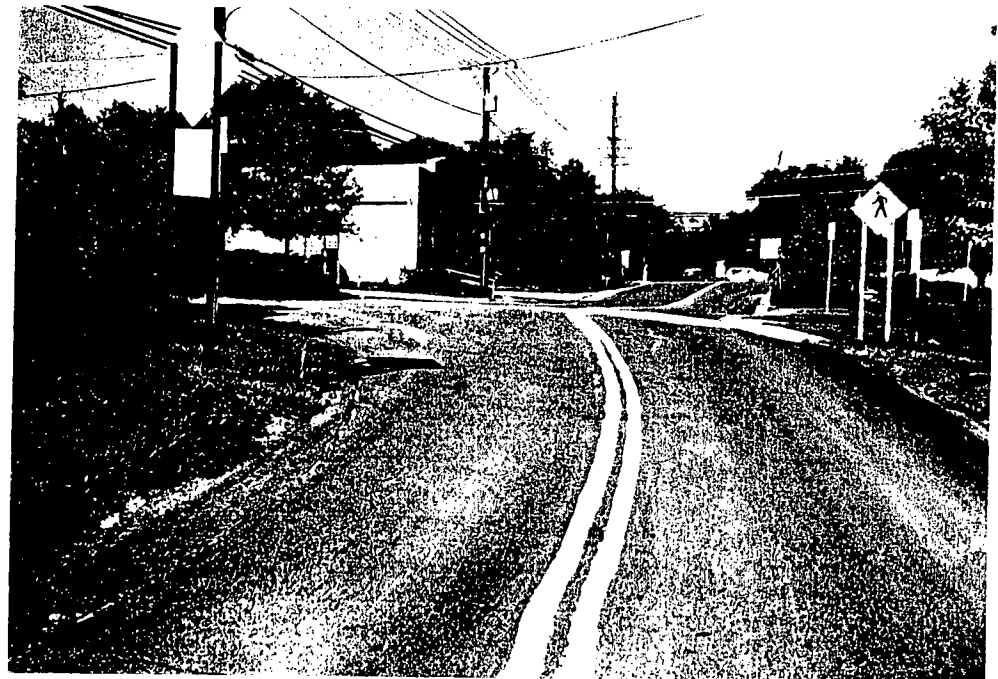


5

- MATENY HILL ROAD LOOKING WEST TOWARD MD 118
- TICKET OFFICE ON THE LEFT

6

MATENY HILL ROAD LOOKING WEST TOWARD MD 118



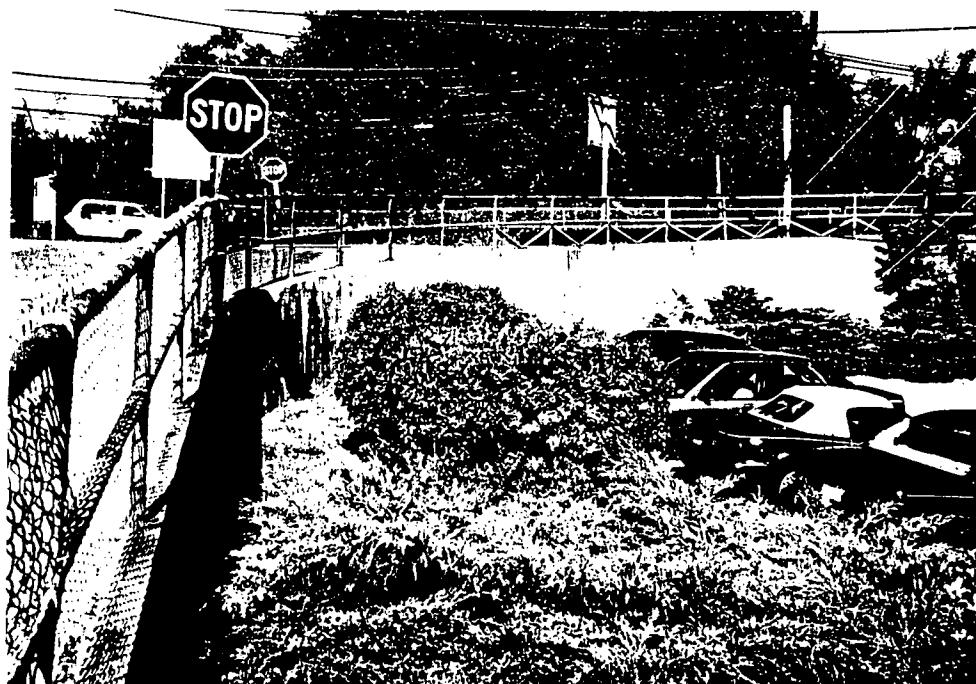


7

LOOKING EAST AT THE RETAINING WALL
ALONG MATENY HILL ROAD

8

LOOKING WEST AT THE RETAINING
WALL ALONG MATENY HILL ROAD



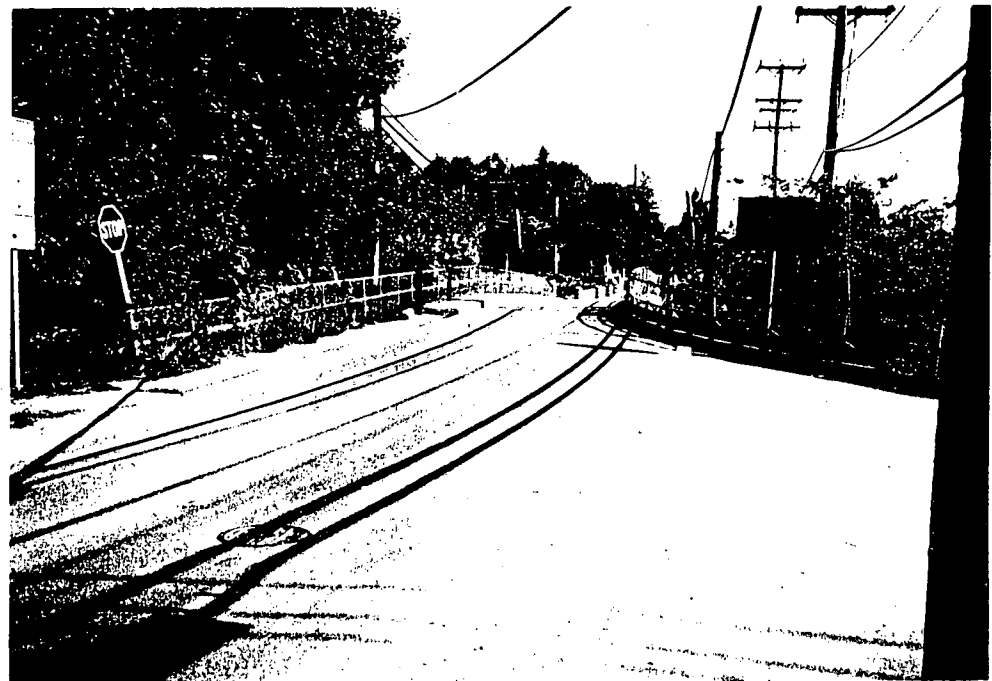


9

SOUTHBOUND APPROACH TO
EXISTING MD 118 BRIDGE

10

NORTHBOUND APPROACH TO
EXISTING MD 118 BRIDGE





11

WESTBOUND VIEW OF
EXISTING MD 118 BRIDGE

12

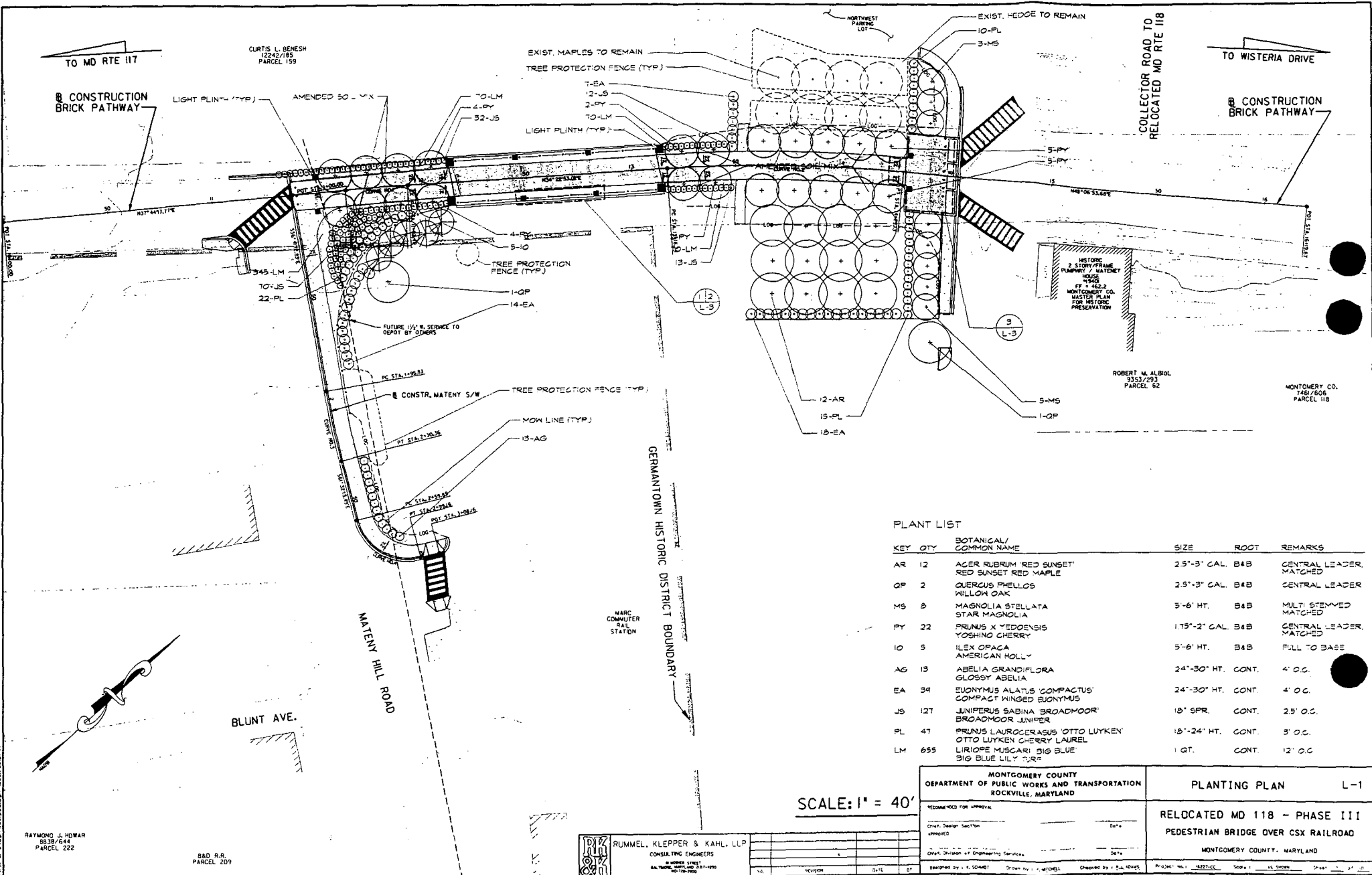
EASTBOUND VIEW OF
EXISTING MD 118 BRIDGE





13

PUMPHREY/MATENEY HOUSE
ALONG MD 118 ADJACENT TO
NORTH PARKING LOT



PLANT LIST

KEY	QTY	BOTANICAL/ COMMON NAME	SIZE	ROOT	REMARKS
AR	12	ACER RUBRUM RED SUNSET RED SUNSET RED MAPLE	2.5"-3" CAL.	B4B	CENTRAL LEADER, MATCHED
QP	2	QUERCUS PHELLOS WILLOW OAK	2.5"-3" CAL.	B4B	CENTRAL LEADER
MS	8	MAGNOLIA STELLATA STAR MAGNOLIA	3'-6" HT.	B4B	MULTI STEWED MATCHED
PY	22	PRUNUS X YEDOENSIS YOSHINO CHERRY	1.75"-2" GAL.	B4B	CENTRAL LEADER, MATCHED
IO	5	ILEX OPACA AMERICAN HOLLY	5'-6" HT.	B4B	FULL TO BASE
AG	13	ABELIA GRANDIFLORA GLOSSY ABELIA	24"-30" HT.	CONT.	4' O.C.
EA	34	EVONYMUS ALATUS 'COMPACTUS' COMPACT WINGED EVONYMUS	24"-30" HT.	CONT.	4' O.C.
JS	127	JUNIPERUS SABINA 'BROADMOOR' BROADMOOR JUNIPER	18" SPR.	CONT.	25' O.C.
PL	47	PRUNUS LAUROCARASUS OTTO LUYKEN' OTTO LUYKEN CHERRY LAUREL	18"-24" HT.	CONT.	5' O.C.
LM	655	LIRIOPE MUSCARI 'BIG BLUE' BIG BLUE LILY TURF	1 QT.	CONT.	12' O.C.

SCALE: 1" = 40'

MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION ROCKVILLE, MARYLAND		PLANTING PLAN L-1	
RECOMMENDED FOR APPROVAL: _____ Date: _____ Chief, Design Section		RELOCATED MD 118 - PHASE III PEDESTRIAN BRIDGE OVER CSX RAILROAD	
APPROVED: _____ Date: _____ Chief, Division of Engineering Services		MONTGOMERY COUNTY, MARYLAND	
DESIGNED BY: K. SCHMIDT DRAWN BY: J. MITCHELL CHECKED BY: J. A. ADAMS		PROJECT NO.: 1522-00 SCALE: AS SHOWN SHEET: 11 OF 11	

RUMMEL, KLEPPER & KAHL, LLP
 CONSULTING ENGINEERS
 1000 MARKET STREET
 SUITE 200
 ROCKVILLE, MD 20850
 TEL: 301-770-1100

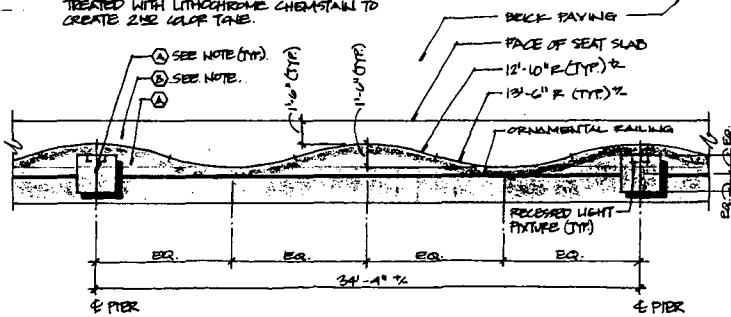
RAYMOND J. HOWAR
 8838/644
 PARCEL 222
 BAD R.R.
 PARCEL 209

CURTIS L. BENESH
 12242/185
 PARCEL 159

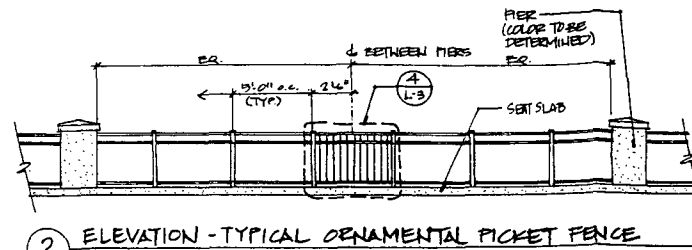
MONTGOMERY CO.
 7461/606
 PARCEL 118

ROBERT M. ALBIOL
 3353/293
 PARCEL 92

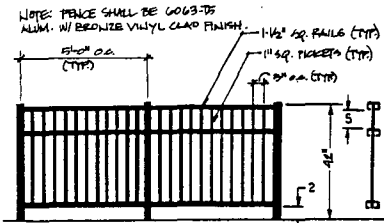
NOTE: FINISH COLORS FOR SURFACES "A" AND "B" TO BE SELECTED. ENTIRE SURFACE OF CONC. (A+B) SHALL RECEIVE LITHOCHROME COLOR HARDENER (OR APPROVED EQVAL). SURFACE "C" SHALL BE TREATED WITH LITHOCHROME CHEMSTAIN TO CREATE 2ND COLOR TONE.



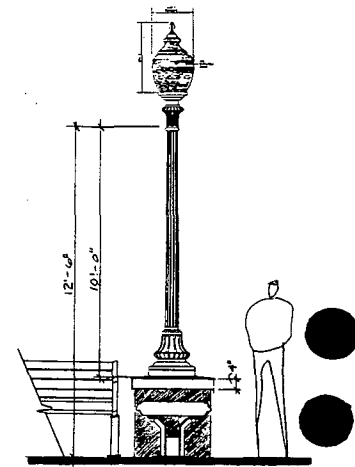
1 PLAN - TYPICAL WAVE PATTERN BETWEEN PIERS
SCALE: 1/4" = 1'-0"



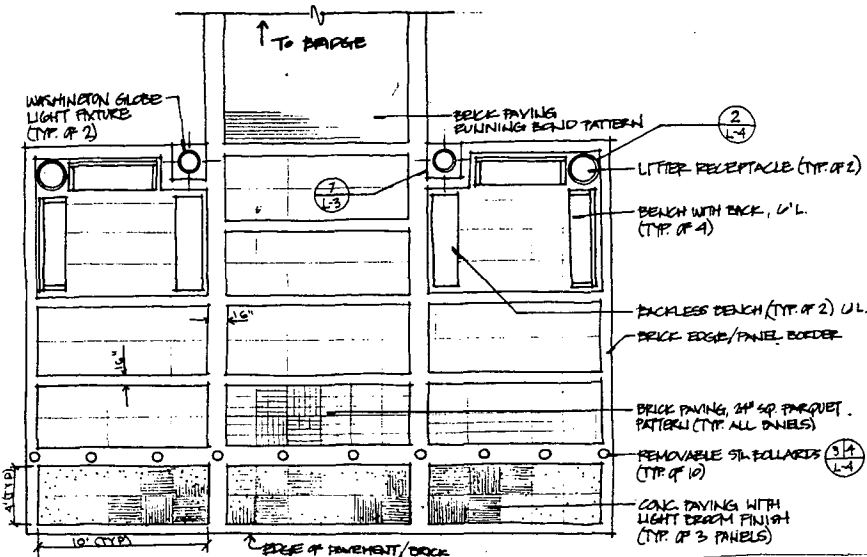
2 ELEVATION - TYPICAL ORNAMENTAL PICKET FENCE
SCALE: 1/4" = 1'-0"



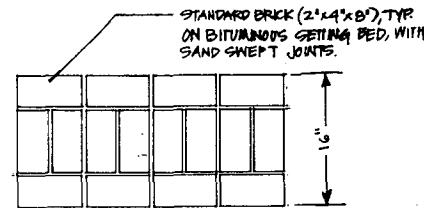
4 ORNAMENTAL PICKET FENCE
N.T.S.



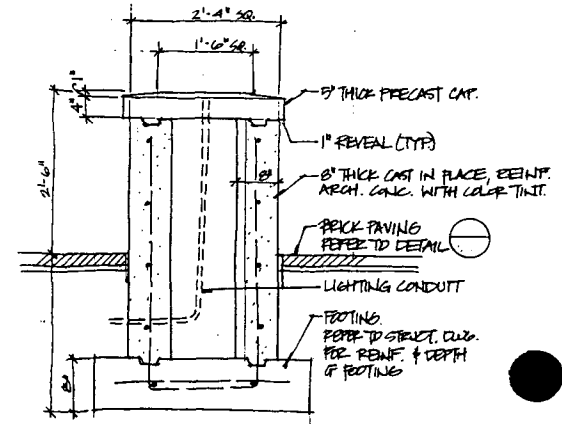
6 ELEVATION @ PLAZA GATEWAY
SCALE: 1/2" = 1'-0"



3 PLAN - ENTRY PLAZA @ NORTH PARKING LOTS
SCALE: 1/4" = 1'-0"



5 PLAN - BRICK BANDS
SCALE: 1/2" = 1'-0"



7 LIGHT PLINTH @ PLAZA GATEWAY (TYP. OF 4)
SCALE: 1" = 1'-0"



RUMMEL, KLEPPER & KAHL, LLP
CONSULTING ENGINEERS
800 W. WISCONSIN STREET
SUIT 1000, ROCKVILLE, MD 20851-2700
301-773-7000

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION ROCKVILLE, MARYLAND		CONSTRUCTION DETAILS	L-3
RECOMMENDED FOR APPROVAL:		RELOCATED MD 118 - PHASE III PEDESTRIAN BRIDGE OVER CSX RAILROAD MONTGOMERY COUNTY, MARYLAND	
CHIEF, DESIGN SECTION	DATE	PROJECT NO. 18221/02 SCALE: SHEET 2 OF 10	
APPROVED			
CHIEF, DIVISION OF ENGINEERING SERVICES	DATE		
DESIGNED BY			
CHECKED BY			

BENCHES & SEATS

Manufactured by: Englebrook Products Inc.
2530 West Roosevelt Road
Chicago, Illinois 60608
(800) 344-1529 (312) 491-2500 Fax: (312) 491-2501

Bench Model No: RecycleDesign™ Infinity Series, #9802 (72") with Y-Base
Quantity: 2
Color: Slats & frame colors to be determined.

Seat Model No: RecycleDesign™ Infinity Series, #9811 (72") with arms and Y-Base
Quantity: 8
Color: Slats & frame colors to be determined.

LITTER RECEPTACLES

Manufactured by: Victor Stanley, Inc.
Brick House Road
Dunkirk, MD 20754
(800) 368-2273 (301) 855-8300 Fax: (410) 257-7579

Model No: Ironistes™ Bethesda Series #S-42 (32 Gal) Surface Mounted
Quantity: 2
Color: Bronze powder coated finish (Preliminary selection).

REMOVABLE BOLLARDS

Manufactured by: Urban Systems, Inc.
P.O. Box 487
Tacoma, WA 98401
(800) 325-1798 (206) 827-2811 Fax: (206) 827-2838

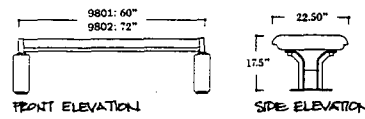
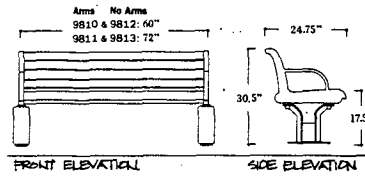
Model No: Fair Weather™ Site Furnishings, Boliant #B-4B, 30" ht., one extra
recess (indention).
Quantity: 13
Color: To be determined.

ORNAMENTAL PICKET FENCE

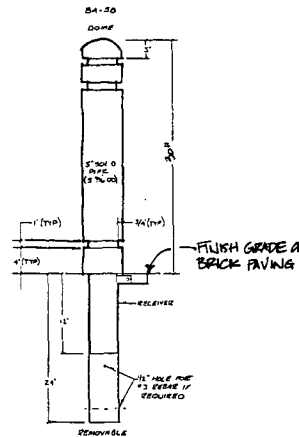
Manufactured by: Boundary Fence & Railing Systems, Inc.
131-02 Jamaica Avenue
Richmond Hill, NY 11418-2836
(888) 828-6929 (718) 847-3400 Fax: (718) 805-8916

Model No: "The Perigian Style", 3'-6" H., 1" sq. pickets @ 5' o.c.
Quantity: 400 LP (4x1)
Color: Vinyl clad oven baked polyester, Bronze

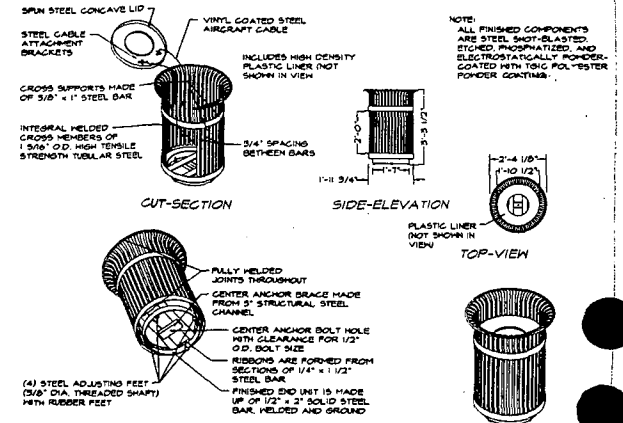
NOTE: BENCH SLATS TO BE GREY, RECYCLED PLASTIC UNDER. FRAMES & SUPPORTS SHALL BE CAST ALUMINUM WITH CHARCOAL FINISH.



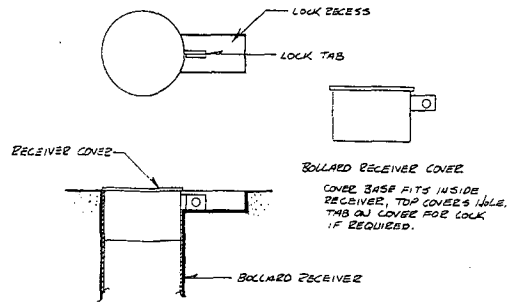
1 TYPICAL BENCH WITH & WITHOUT BACKS
N.T.S.



3 REMOVABLE STEEL BOLLARD
N.T.S.



2 TYPICAL TRASH RECEPTACLE AND ANCHOR DETAILS
N.T.S.



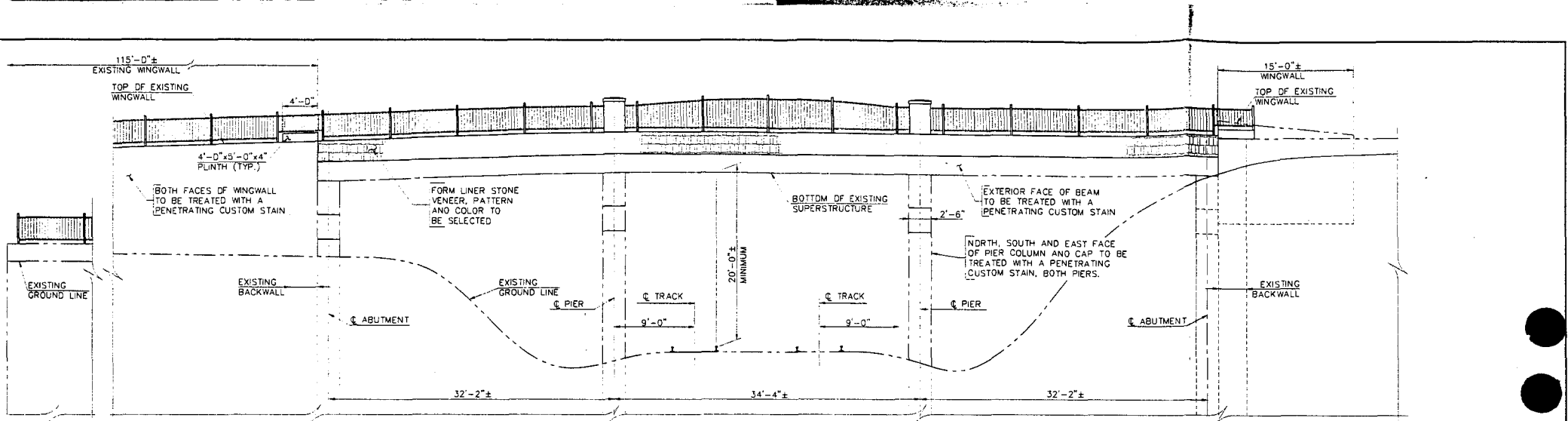
4 BOLLARD RECEIVER COVER DETAIL
N.T.S.



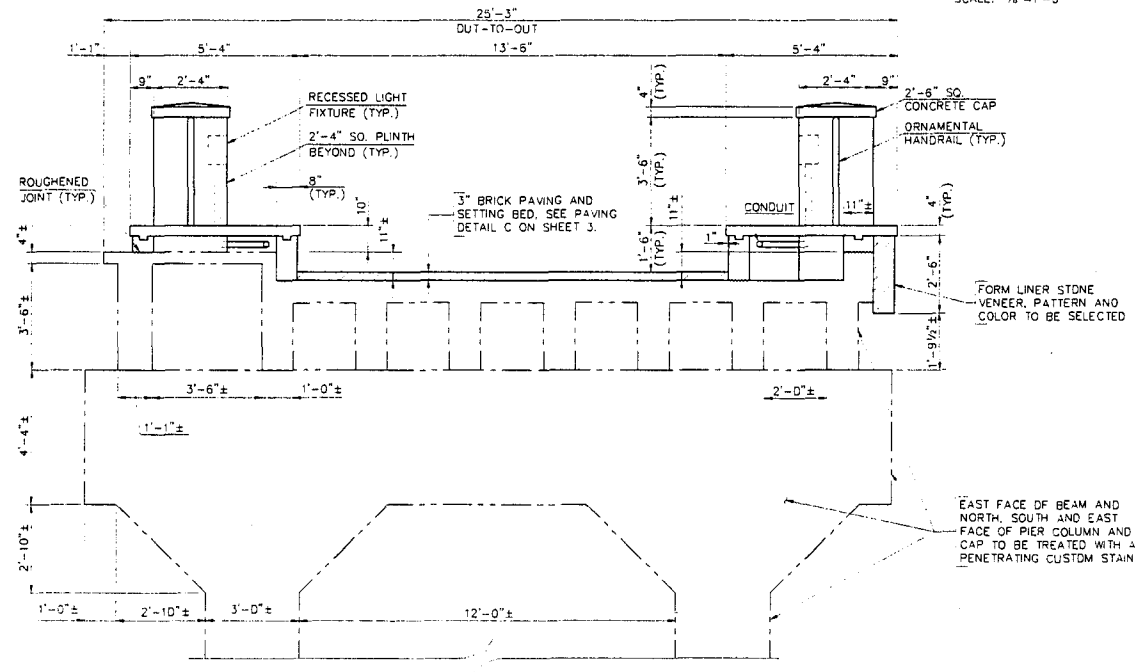
RK & K
RUMMEL, KLEPPER & KAHL, LLP
CONSULTING ENGINEERS
1000 WEST WASHINGTON STREET
SUIT 1000 WASHINGTON DC 20004

NO.	REVISION	DATE	BY

MONTGOMERY COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION ROCKVILLE, MARYLAND		CONSTRUCTION DETAILS	L-4
RECOMMENDED FOR APPROVAL Chief, Design Section _____ Date _____ APPROVED		RELOCATED MD 118 - PHASE III PEDESTRIAN BRIDGE OVER CSX RAILROAD MONTGOMERY COUNTY, MARYLAND	
Chief, Division of Engineering Services _____ Date _____ Designed by _____ Drawn by _____ Checked by _____		Project No.: 4227-CC Scale: AS SHOWN Sheet: 10 of 10	



ELEVATION
SCALE: 3/8"=1'-0"



TYPICAL SECTION
SCALE: 1"=1'-0"

CONCRETE REPAIR QUANTITIES			
ITEM DESCRIPTION	LOCATION	UNIT OF MEASURE	QNTY.
SAW CUTTING, CEMENTITIOUS CONCRETE 1" DEPTH	ALL	LF	670
TROWEL VERTICAL APPLICATION PATCH (LESS THAN 10 FT. HEIGHT)	WINGWALLS	SF	28
	ABUTMENTS	SF	52
	PIERS	SF	8
TROWEL HORIZONTAL APPLICATION PATCH (LESS THAN 10 FT. HEIGHT)	DECK	SF	8
TROWEL APPLIED MORTAR (LESS THAN 10 FT. HEIGHT)	DECK	SF	1
	WINGWALLS	SF	1
	ABUTMENTS	SF	6
	PIERS	SF	2
TROWEL APPLIED MORTAR (GREATER THAN 10 FT. HEIGHT)	BEAMS	SF	1
	PIERS	SF	3
CRACK REPAIR BY PRESSURE INJECTION (WIDTH ≥ 1/4")	BEAMS	LF	3
CONCRETE PROTECTIVE COATING (WIDTH ≤ 1/32")	WINGWALLS	SF	38
	PIERS	SF	1
	BEAMS	SF	10
SEAL CRACKS (WIDTH < 1/4" AND > 1/32")	WINGWALLS	LF	2
	BEAMS	LF	2
	PIERS	LF	2
TROWEL VERTICAL APPLICATION PATCH (GREATER THAN 10 FT. HEIGHT)	PIERS	SF	136
TROWEL OVERHEAD APPLICATION PATCH (GREATER THAN 10 FT. HEIGHT)	BEAMS	SF	4
	SOFFIT	SF	64

- NOTES:
1. LIMITS OF EXISTING STRUCTURE SHOWN WITH DASHED LINES.
2. REFER TO DWG. NO. L-3 FOR PLAN DETAILS, PATTERNS AND FINISHES OF ALL EXPOSED SURFACES.

RK&K
RUMMEL, KLEPPER & KAHL, LLP
CONSULTING ENGINEERS
BALTIMORE, MARYLAND

NO.	REVISION	DATE	BY

**MONTGOMERY COUNTY
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
ROCKVILLE, MARYLAND**

RECOMMENDED FOR APPROVAL _____
DATE _____

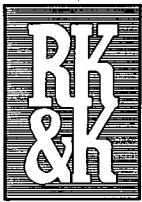
DATE: _____

DESIGNED BY: **J.S.C.** DRAWN BY: **J.S.B.** CHECKED BY: **J.S.M.**

**BRIDGE ELEVATION
AND TYPICAL SECTION** S-1

RELOCATED MD 118 - PHASE III
PEDESTRIAN BRIDGE OVER CSX RAILROAD
MONTGOMERY COUNTY MARYLAND

Project No.: 10227-CC Scale: AS NOTED Sheet 3 of 18



RUMMEL, KLEPPER & KAHL

81 MOSHER STREET
BALTIMORE, MARYLAND 21217-4250
(410) 728-2900
(410) 728-3160 (FAX)

LETTER TRANSMITTAL

Sheet 1 of 1

DATE: June 17, 1998
JOB NO.: 195-51-5
PROJECT: MD Relocated 118 - Phase 3
Pedestrian Bridge Over The CSX Railroad

TO: Montgomery County Department of
Permitting Services
250 Hungerford Dr. 2nd FL.
Rockville, MD 20850

ATTENTION:

WE ARE SENDING YOU:

- Plans
- Specifications
- Samples
- US Mail
- Messenger
- Shop Drawings
- Prints
- _____
- Overnight: _____
- Copy of Letter
- Change order
- _____
- FAX (____) _____ Total Pages ____

IN-HOUSE CIRCULATION

WKH/File

RJA
KAM

COPIES	DWG NO	DESCRIPTION
2		Historic Area Work Permit Application

THESE ARE TRANSMITTED as checked below:

- For approval
- Approved
- Please acknowledge receipt of this material
- For your use
- Approved as noted
- Acknowledgement of receipt not required
- As requested
- Disapproved
- For review and comment
- _____

REMARKS:

SIGNED:

Kurt A. Miller

Kurt A. Miller
Project Engineer

COPY TO: Manuel Monasi, MCDPW&T
Perry Kephart, HPC

If enclosures are not as noted, kindly notify us at once.