

27/18 BALTIMORE ROAD BRIDGE
Rockville

ROAD

MITRA KAMDJOU
MC DOT
101 MONROE ST.
9TH FLOOR
DESIGN SECTION
217-2121

Capsule Summary
for
Baltimore Road Bridge

June 1991

Mont. Co. survey prefix :
Site number :
Approx. building date : 1911
Town/town vicinity : Rockville
Access : Public Private

Short Description of Site:

The bridge over Rock Creek on Baltimore Road is a single-span Luten barrel arch highway bridge. It carries a 21.7 foot (curb-to-curb) wide two-lane roadway; the span is 62 feet and the bridge is 75 feet in length. The bridge consists of a concrete slab supported by a spandrel-filled concrete arch. The parapet is solid concrete with articulated panels. Stone plaques at the southeast and northwest corners of the bridge provide the date of its erection, and identify the builder and designer:

"Built by the State Roads Commission
1911
Luten Bridge Co., York, PA."

A more recent (c. 1980s) pedestrian bridge across Rock Creek parallels the bridge on its east side.

The Baltimore Road bridge is a graceful structure which contributes to the scenic quality of Baltimore Road and reinforces its rural character.

Analysis of Evaluation
for
Baltimore Road Bridge

June 1991

Value Descr.			
Outstanding			
Considerable	✓	✓	✓
Moderate			
Minor			
Evaluation Criteria	Arch. Signif.	Arch. Integrity	Historical Signif.

Procedure:
Rating = $\frac{\# \text{ of Boxes Selected}}{12} \times 100$
0 - 25 % = Unqualified
25 - 50 % = Minimal
50 - 75 % = Mid-level
75 - 100% = Good
90 - 100% = Natl. Reg. (with possible exceptions)

Rating for this site: Good

Criteria:

Arch. Significance - that quality which embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose component may lack individual distinction.

Historical Significance - that quality present in sites associated with events that have made a significant contribution to the broad patterns of our history; or that are associated with the lives of persons significant in our past; or that have yielded, or may be likely to yield, information important in history.

Arch. Integrity - determined by the number of architectural changes to the site...using the following list as a guide...(and) noting other unusual changes.

Detrimental Changes (depending on the quality of its original character):

- ___ new or relocated chimney
- ___ rebuilt foundation
- ___ new porch
- ___ original windows changed (at a later, but still historical, date)
- ___ modern windows in original frames
- ___ original windows intact but extra ones added
- ___ change in shape or size of window openings
- ___ lack of outbuildings
- ___ aluminum siding (unless original architraves and trim are retained)
- ___ asphalt or asbestos siding (over original siding)
- ___ recent change of location

Critical Changes:

- ___ aluminum siding added; architraves eliminated
- ___ additions engulfing or removing portions of original building

Value Descriptions

Outstanding - distinguished; of particular import. to Md. historic & arch. past.

Considerable - deserving of recognition; contributes to the understanding of history or architectural heritage represented in Maryland

Moderate - commonality...lack of historic signif. or arch. style, except if scarce

Minor - unimportant or inferior; little arch. worth and absence of hist. importance

Site Information Summary

for

Baltimore Road Bridge

June 1991

Site number :
Co. tax account number :
Street address : Baltimore Road over Rock Creek
Name of property owner : Montgomery County Department of Transportation
Addr. of property owner : 101 Monroe Street
Rockville, Maryland 20850

Historic Preservation Master Plan Recommendation:

Historic Preservation Ordinance Criteria

(1) *Historical and cultural significance.* The historic resource:

- a. Has character, interest or value as part of the development, heritage or cultural characteristics of the county, state or nation;
- b. Is the site of a significant historic event;
- c. Is identified with a person or group of persons who influenced society;
- d. Exemplifies the cultural, economic, social, political or historic heritage of the county and its communities.

(2) *Architectural and design significance.* The historic resource:

- a. Embodies the distinctive characteristics of a type, period, or method of construction;
- b. Represents the work of a master;
- c. Possesses high artistic values;
- d. Represents a significant and distinguishable entity whose components may lack individual distinction; or
- e. Represents an established and familiar visual feature of the neighborhood, community or county due to its singular physical characteristic or landscape.

Environmental Setting Recommendation:

The environmental setting recommended is a rectangular area 500' x 1000' with the bridge at its center. The east and west boundary lines (running in a north/south) should parallel the direction of the roadway and bridge, 250' from it and extend 500' north and 500' south of the bridge. The north and south boundary lines (running in east/west) should be perpendicular to the bridge 500' from it and extend 250' east and 250' west of the bridge.

Maryland Historical Trust State Historic Sites Inventory Form

Survey No.

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Baltimore Road Bridge (No. M. 0201)

and/or common same

2. Location

street & number Baltimore Road over Rock Creek not for publication

city, town Rockville vicinity of congressional district 8

state Maryland county Montgomery

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture <input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial <input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational <input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment <input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government <input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial <input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military <input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Montgomery County Department of Transportation

street & number 101 Monroe Street telephone no.: (301) 217-2121

city, town Rockville state and zip code Maryland 20850

5. Location of Legal Description

courthouse, registry of deeds, etc. --- liber

street & number --- folio

city, town --- state ---

6. Representation in Existing Historical Surveys

title none

date --- federal state county local

depository for survey records ---

city, town --- state ---

7. Description

Survey No. _____

Condition		Check one	Check one	
<input checked="" type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date of move _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The bridge over Rock Creek on Baltimore Road is a single-span Luten barrel arch highway bridge. It carries a 21.7 foot (curb-to-curb) wide two-lane roadway; the span is 62 feet and the bridge is 75 feet in length. The bridge consists of a concrete slab supported by a spandrel-filled concrete arch. The parapet is solid concrete with articulated panels. Stone plaques at the southeast and northwest corners of the bridge provide the date of its erection, and identify the builder and designer:

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A more recent (c. 1980s) pedestrian bridge across Rock Creek parallels the bridge on its east side.

The Baltimore Road bridge is a graceful structure which contributes to the scenic quality of Baltimore Road and reinforces its rural character.

8. Significance

Survey No. _____

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1911 **Builder/Architect** State Roads Commission/Luten Bridge Co.

check: Applicable Criteria: A B C D
and/or

Applicable Exception: A B C D E F G

Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Baltimore Road bridge over Rock Creek is significant because it is one of only five such concrete arch bridges in the county and it utilizes a design developed by a prominent early twentieth century bridge designer, Daniel B. Luten. It is an excellent example of Luten's single-span, barrel arch highway bridge of a type built widely throughout Virginia. Other examples have not, as yet, been identified in Montgomery County.¹

1. Historic Period Theme(s): Transportation
2. Geographic Organization: Piedmont (Montgomery County)
3. Development Period: Industrial/Urban Dominance 1870-1930 A.D.
4. Resource Type(s): Bridge

Concrete arch bridges, while not rare, are not found in large numbers in the county. The 1990 "Montgomery County Bridge Inventory" lists only four others in addition to the one on Baltimore Road. The earliest of these dates from before 1900, and the latest from 1930.²

A Maryland Historical Trust statewide bridge survey in 1980 found that:

"While concrete bridges of the period of this survey (1935 and older) are not uncommon (in the state) their form is significant as a type . . . that in all probability will never again be built."³

Concrete is the oldest synthetic material used in building, having been used by Mayan builders as early as the eleventh century. It was not until 1824, however, that Joseph Aspdin of Leeds, England obtained a patent for the prime cementing agent in modern structural concrete, Portland cement.

(cont.)

¹ Paula A.C. Spero, "A Survey and Photographic Inventory of Concrete and Masonry Arch Bridges in Virginia: (Charlottesville: Virginia Highway and Transportation Research Council, 1984). p. 30.

² Montgomery County Department of Transportation, Bridge Inventory Summary (Montgomery County Government: 1990) p. 1-11.

³ John Hnedak, "Inventory Form for State Historic Sites Survey", (Maryland Historical Trust: 1980) Maryland 195 over Sligo Creek Bridge.

Concrete was not used widely in this country until the latter half of the nineteenth century, when David O. Saylor patented an American equivalent of Portland Cement and built a mill at Coplay, Pennsylvania to manufacture the product.

"This marked the establishment of the artificial cement industry in the United States as well as the beginning of a scientific understanding of the physical properties and structural behavior of concrete."⁴

The first use of concrete for an arch bridge was a highway span built in 1840 over the Garonne Canal at Grisoles, France. It was another thirty years before the concrete arch bridge was adopted in the United States, for a small footbridge constructed in Prospect Park, Brooklyn, New York, in 1871.⁵

German and French engineers were the first to reinforce concrete arch construction in the mid 1880s. Reinforcing of arches was still an unfamiliar technique in this country through the 1890s, and reinforcement techniques were primarily trial-and-error.

"Concrete, although scientifically understood in some degree of sophistication in the 1890s, began to be used generally in a more structurally efficient manner in the United States after the first decade of the twentieth century . . . Between 1894 and 1904 about 100 concrete bridges had been built in the United States in spans up to 125 feet."⁶

The most prolific designer of concrete arch bridges was Daniel B. Luten, who designed hundreds of them throughout the east and midwest in the early decades of the twentieth century and was the holder of more than thirty bridge patents.

An 1894 civil engineering graduate of the University of Michigan, Luten was an instructor in the subject at Purdue University from 1895 to 1900, resigning in 1900 to design bridges.

In 1899, Luten applied for his first patent (for an arch bridge of concrete, stone, brick, iron, or steel in which ties were placed below the water, from abutment to abutment); it was granted in 1900. This concept developed into a patent for a concrete arch in which steel tie rods were embedded in a concrete pavement across the streambed. Other Luten patents included numerous variations on the design of the arch; reinforcement systems; methods of bridge construction; and reinforced concrete beams.⁷

The Luten system of reinforcement came into being before the end of the century, initially in concrete culverts. In the Luten system, bars were bent

⁴ Carl W. Condit, American Building (Chicago: University of Chicago Press, 2nd ed., 1982) p. 158.

⁵ Condit, p. 159.

⁶ Spero, p. 7.

⁷ Spero, p. 28.

into loops conforming to the cross-sectional shape of the culvert.⁸

Luten's first bridge company was the National Bridge Company, formed in 1902. It contracted and constructed its bridges until 1905, but was involved only in engineering, design, and supervision after that.

Luten was concerned with the appropriateness of his designs, as well as their technical capabilities. A 1917 Luten publication called "Reinforced Concrete Bridges" illustrated a broad range of arch types, including a "Highway Bridge of Plain Design" and a "Park Bridge of Attractive Design". Both had the same arch form, but the parapet wall of the highway bridge was a solid recessed panel and that of the park bridge a balustrade type. The Baltimore Road Bridge is of the "Highway Bridge of Plain Design" type.⁹

Luten was an enthusiastic salesman for his bridge designs and his company catalogs stress the advantages of concrete bridges. He also used professional meetings to describe their virtues. In the American Concrete Institute Proceedings of 1912, Luten is quoted as saying that:

"Concrete as a structural material is full of surprising possibilities and one of these is that the most beautiful and appropriate applications of concrete to bridges, that is in the arch form, is also the most satisfactory from almost every engineering standpoint."¹⁰

The Baltimore Road bridge is modeled after Luten's 1907 patent #852970, which shows a barrel arch with recessed panel parapet walls and filled spandrels. (See Figure 23, attached.)¹¹ It is a type of bridge which, according to a Montgomery County Department of Transportation staff person, is unlikely to be built again because it is no longer cost effective.¹²

⁸ Condit, p. 174.

⁹ Spero, p. 29.

¹⁰ Spero, p. 28.

¹¹ Spero, p. 28, 29.

¹² Conversation with Mitra P. Kamdjou, P.E., Montgomery County Department of Transportation, June, 1991.

From:

Paula A.C. Spero, "A Survey and Photographic Inventory of Concrete and Masonry Arch Bridges in Virginia: (Charlottesville: Virginia Highway and Transportation Research Council, 1984).

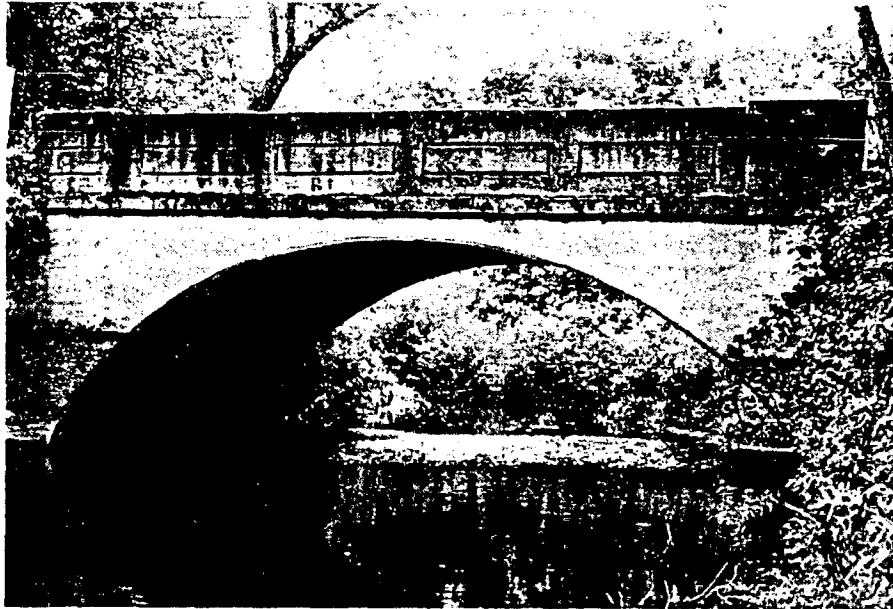


Figure 23. Typical single-span Luten barrel arch highway bridge. This type, patented by Daniel B. Luten, was built throughout Virginia.

9. Major Bibliographical References

Survey No.

Attached

10. Geographical Data

Acreage of nominated property 1.2 ac

Quadrangle name Kensington

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

B	<input type="text"/>	<input type="text"/>	<input type="text"/>
	Zone	Easting	Northing

C	<input type="text"/>	<input type="text"/>	<input type="text"/>
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H	<input type="text"/>	<input type="text"/>	<input type="text"/>
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Verbal boundary description and justification

n/a

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

11. Form Prepared By

name/title	Lois Snyderman, Historic Preservation Consultant		
organization		date	June 1991
street & number	8804 Spring Valley Road	telephone	(301) 654-6423
city or town	Chevy Chase	state	Maryland 20815

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
 Shaw House
 21 State Circle
 Annapolis, Maryland 21401
 (301) 269-2438

#9. Major Biographical References

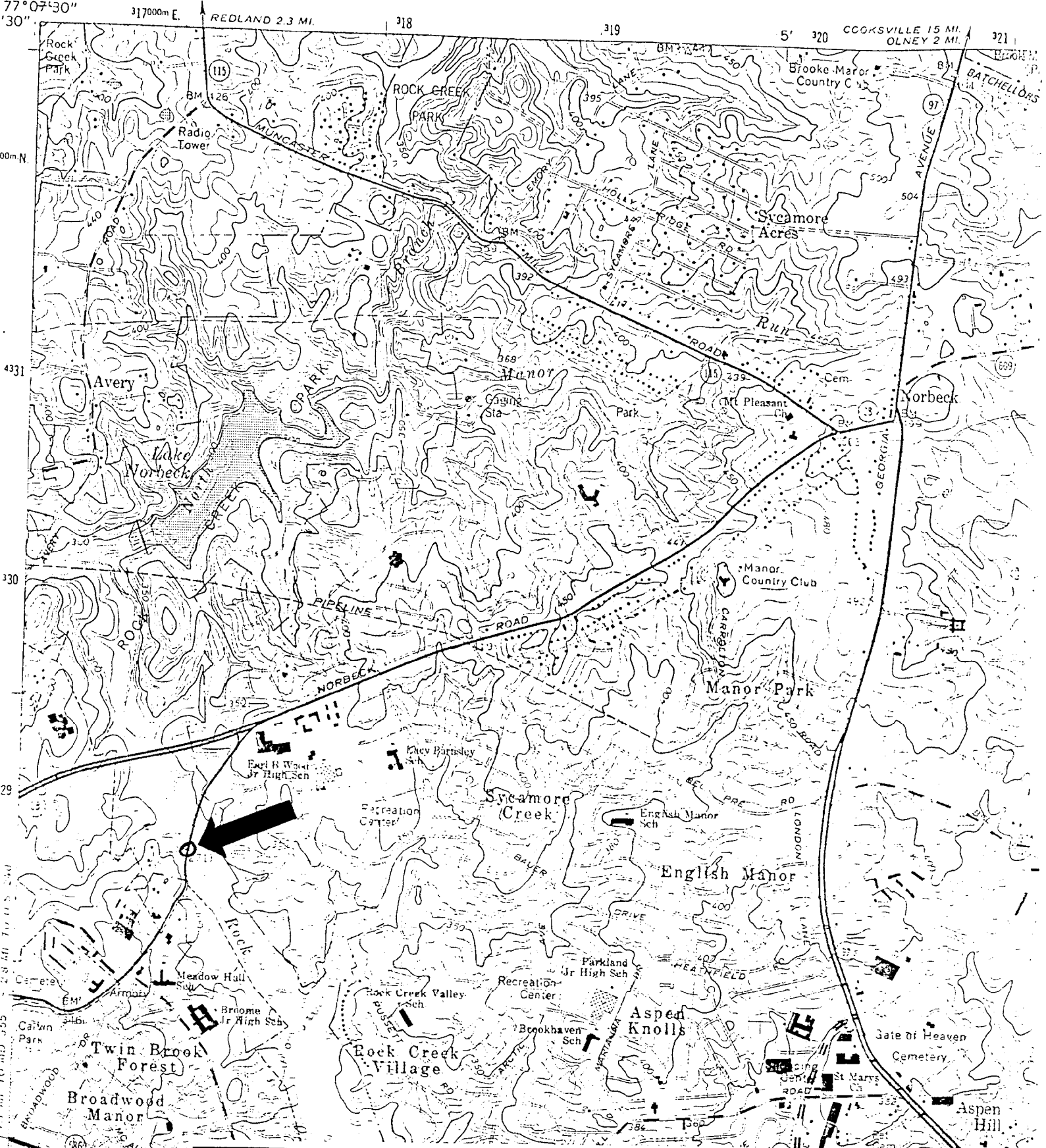
Baltimore Road Bridge

Spero, Paula A.C., "A Survey and Photographic Inventory of Concrete and Masonry Arch Bridges in Virginia (Charlottesville: Virginia Highway and Transportation Research Council, 1984).

Bridge Inventory Summary Montgomery County Department of Transportation, (Montgomery County Government: 1990)

Hnedak, John, "Inventory Form for State Historic Sites Survey", (Maryland Historical Trust: 1980) Maryland 195 over Sligo Creek Bridge.

Condit, Carl W. American Building (Chicago: University of Chicago Press, 2nd ed.) 1982



BALTIMORE ROAD BRIDGE

Rockville (Vicinity)
Montgomery County

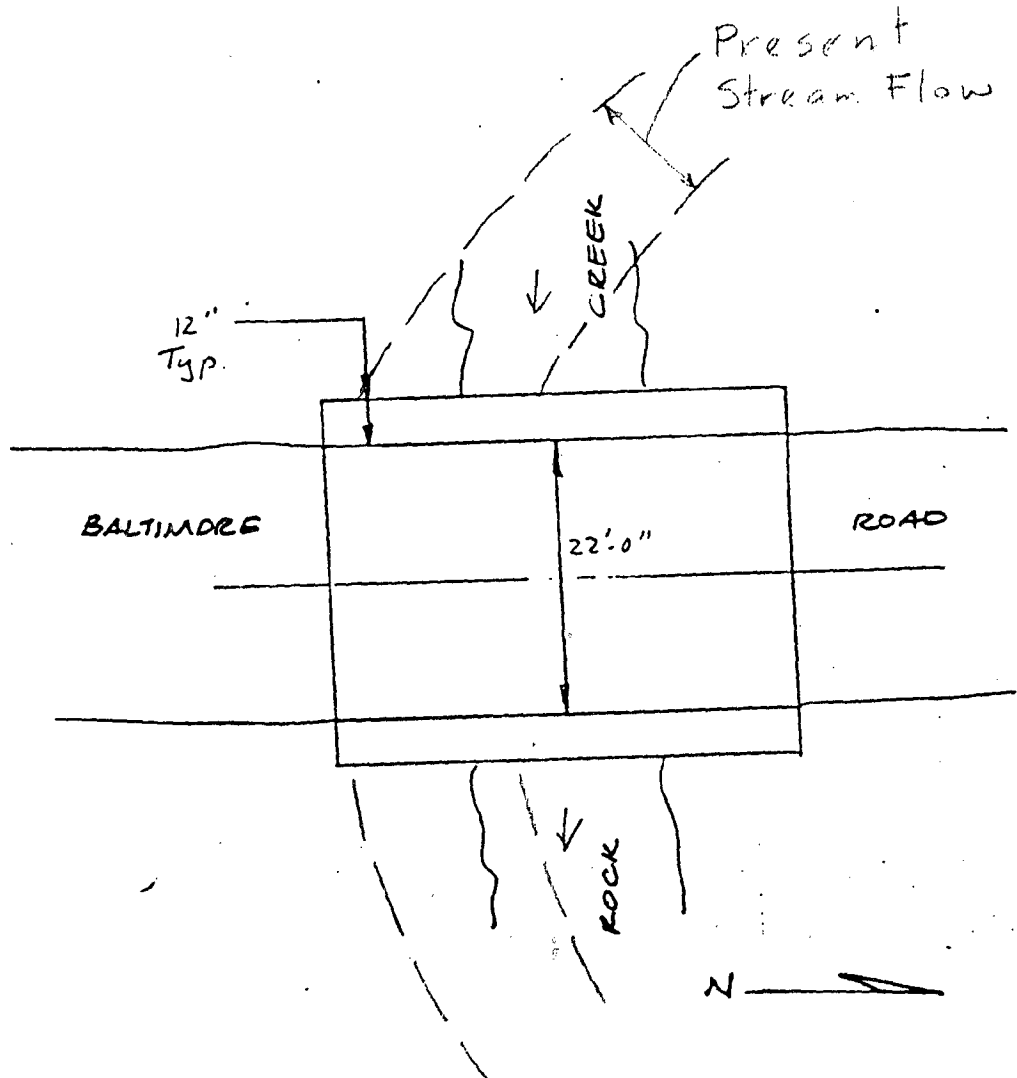
USGS Map
7.5 Minute Topographic Series (1:24,000)
Kensington Quadrangle



Rockville
Recreation Center
Rockland

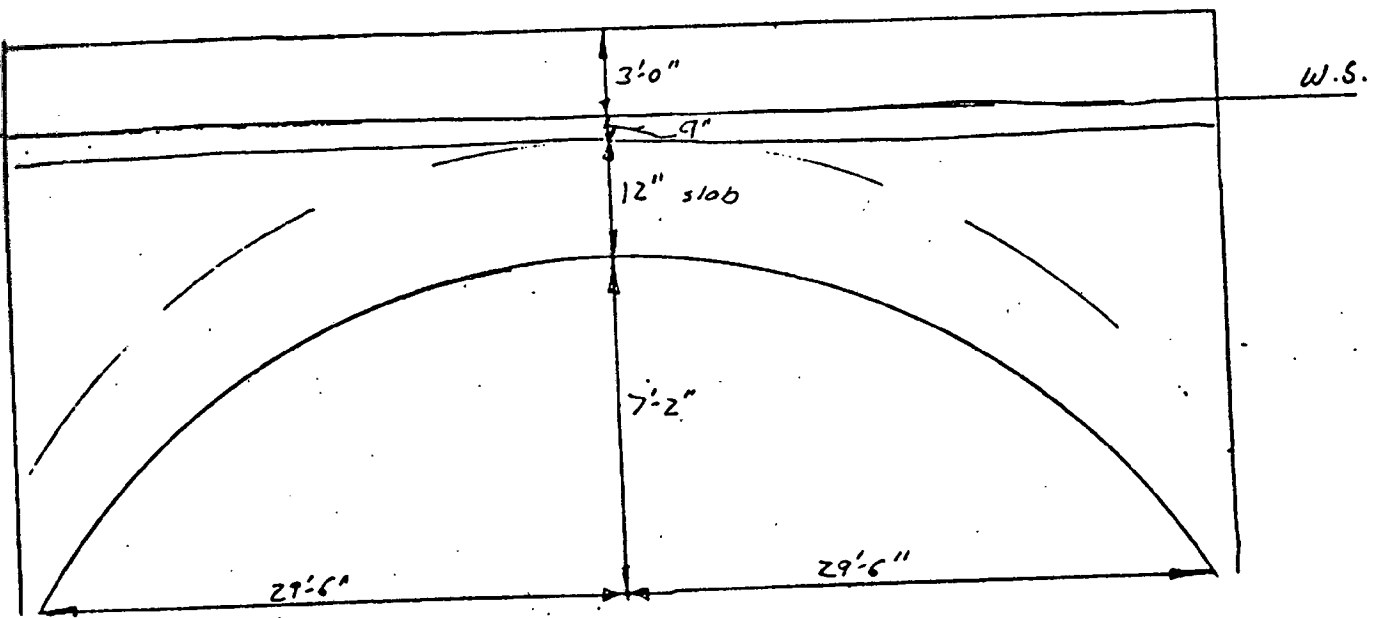
Green Wood
Knolls





PLAN

BRIDGE NO. 201



ELEVATION

BRIDGE NO. 201



Montgomery County Government

August 27, 1991

Ms. Gwen L. Marcus
Historical Preservation Planner
Urban Design Division
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Re: Baltimore Road Bridge #201 - Historical
And Architectural Preservation Acts

Dear Ms. Marcus:

I am writing in answer to your letter to Graham Norton dated July 26, 1991.

I recognize and appreciate your efforts to preserve the historic value of the Baltimore Road bridge. I also thank you for the opportunity to provide input prior to any decision that may result in including this structure in the Master Plan for historic preservation.

The goal of our Department is to provide effective services to meet the transportation needs for Montgomery County. This includes maintaining the safety and adequacy of all the bridges in our highway system.

Concrete bridges are usually estimated to have a service life of approximately 100 years. The Baltimore Road bridge is 80 years old now. Its remaining life, based on its present condition, is expected to be about 15 years (inspection report dated 1989). As you have mentioned in your letter, if this bridge is included in the Master Plan, all maintenance, construction, and/or demolition of this structure will be reviewed and controlled by the Historic Preservation Commission.

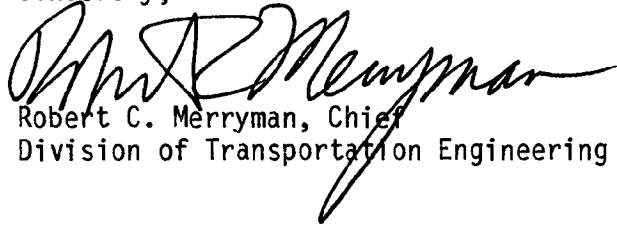
With this in mind, I am convinced that we need to retain control over the maintenance and/or construction of our bridges to protect the traveling public including emergency situations that may occur. For this reason, I cannot support the inclusion of the Baltimore Road Bridge in the Master Plan

Ms. Gwen L. Marcus
August 27, 1991
Page 2

for historic preservation. However, I can assure you that this Department will strive to preserve the historic value of this structure.

Please call Mitra Kamdjou of my staff at 217-2121 if you have any questions.

Sincerely,



Robert C. Merryman, Chief
Division of Transportation Engineering

RCM:MPK:mtm
23160

Maryland Historical Trust State Historic Sites Inventory Form

Survey No.

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Baltimore Road Bridge (No. M. 0201)

and/or common same

2. Location

street & number Baltimore Road over Rock Creek not for publication

city, town Rockville vicinity of congressional district 8

state Maryland county Montgomery

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Montgomery County Department of Transportation

street & number 101 Monroe Street telephone no.: (301) 217-2121

city, town Rockville state and zip code Maryland 20850

5. Location of Legal Description

courthouse, registry of deeds, etc. --- liber

street & number _____ folio

city, town _____ state

6. Representation in Existing Historical Surveys

title none

date _____ federal state county local

depository for survey records _____

city, town _____ state

7. Description

Survey No. _____

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The bridge over Rock Creek on Baltimore Road is a single-span Luten barrel arch highway bridge. It carries a 21.7 foot (curb-to-curb) wide two-lane roadway; the span is 62 feet and the bridge is 75 feet in length. The bridge consists of a concrete slab supported by a spandrel-filled concrete arch. The parapet is solid concrete with articulated panels. Stone plaques at the southeast and northwest corners of the bridge provide the date of its erection, and identify the builder and designer:

"Built by the State Roads Commission

1911

Luten Bridge Co., York, PA."

A more recent (c. 1980s) pedestrian bridge across Rock Creek parallels the bridge on its east side.

The Baltimore Road bridge is a graceful structure which contributes to the scenic quality of Baltimore Road and reinforces its rural character.

8. Significance

Survey No. _____

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400–1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500–1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600–1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700–1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800–1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900–	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1911 **Builder/Architect** State Roads Commission/Luten Bridge Co.

check: Applicable Criteria: A B C D
 and/or
 Applicable Exception: A B C D E F G
 Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Baltimore Road bridge over Rock Creek is significant because it is one of only five such concrete arch bridges in the county and it utilizes a design developed by a prominent early twentieth century bridge designer, Daniel B. Luten. It is an excellent example of Luten's single-span, barrel arch highway bridge of a type built widely throughout Virginia. Other examples have not, as yet, been identified in Montgomery County.¹

1. Historic Period Theme(s): Transportation
2. Geographic Organization: Piedmont (Montgomery County)
3. Development Period: Industrial/Urban Dominance 1870-1930 A.D.
4. Resource Type(s): Bridge

Concrete arch bridges, while not rare, are not found in large numbers in the county. The 1990 "Montgomery County Bridge Inventory" lists only four others in addition to the one on Baltimore Road. The earliest of these dates from before 1900, and the latest from 1930.²

A Maryland Historical Trust statewide bridge survey in 1980 found that:

"While concrete bridges of the period of this survey (1935 and older) are not uncommon (in the state) their form is significant as a type . . . that in all probability will never again be built."³

Concrete is the oldest synthetic material used in building, having been used by Mayan builders as early as the eleventh century. It was not until 1824, however, that Joseph Aspdin of Leeds, England obtained a patent for the prime cementing agent in modern structural concrete, Portland cement.

(cont.)

¹ Paula A.C. Spero, "A Survey and Photographic Inventory of Concrete and Masonry Arch Bridges in Virginia: (Charlottesville: Virginia Highway and Transportation Research Council, 1984). p. 30.

² Montgomery County Department of Transportation, Bridge Inventory Summary (Montgomery County Government: 1990) p. 1-11.

³ John Hnedak, "Inventory Form for State Historic Sites Survey", (Maryland Historical Trust: 1980) Maryland 195 over Sligo Creek Bridge.

9. Major Bibliographical References

Survey No.

Attached

10. Geographical Data

Acreeage of nominated property 1.2 ac

Quadrangle name Kensington

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

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Zone Easting Northing

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Zone Easting Northing

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Verbal boundary description and justification

n/a

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

state	code	county	code

11. Form Prepared By

name/title	Lois Snyderman, Historic Preservation Consultant		
------------	--	--	--

organization	date	June 1991	
--------------	------	-----------	--

street & number	8804 Spring Valley Road	telephone	(301) 654-6423
-----------------	-------------------------	-----------	----------------

city or town	Chevy Chase	state	Maryland 20815
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The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
 Shaw House
 21 State Circle
 Annapolis, Maryland 21401
 (301) 269-2438

Capsule Summary
for
Baltimore Road Bridge

June 1991

Mont. Co. survey prefix :
Site number :
Approx. building date : 1911
Town/town vicinity : Rockville
Access : Public Private

Short Description of Site:

The bridge over Rock Creek on Baltimore Road is a single-span Luten barrel arch highway bridge. It carries a 21.7 foot (curb-to-curb) wide two-land roadway; the span is 62 feet and the bridge is 75 feet in length. The bridge consists of a concrete slab supported by a spandrel-filled concrete arch. The parapet is solid concrete with articulated panels. Stone plaques at the southeast and northwest corners of the bridge provide the date of its erection, and identify the builder and designer:

"Built by the State Roads Commission
1911
Luten Bridge Co., York, PA."

A more recent (c. 1980s) pedestrian bridge across Rock Creek parallels the bridge on its east side.

The Baltimore Road bridge is a graceful structure which contributes to the scenic quality of Baltimore Road and reinforces its rural character.

Analysis of Evaluation
for
Baltimore Road Bridge

June 1991

Value Descr.			
Outstanding			
Considerable	✓	✓	✓
Moderate			
Minor			
Evaluation Criteria	Arch. Signif.	Arch. Integrity	Historical Signif.

Procedure:	
Rating =	$\frac{\# \text{ of Boxes Selected}}{12} \times 100$
	- 0 - 25 % = Unqualified
	25 - 50 % = Minimal
	50 - 75 % = Mid-level
	75 - 100% = Good
	90 - 100% = Natl. Reg. (with possible exceptions)

Rating for this site: Good

Criteria:

Arch. Significance - that quality which embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose component may lack individual distinction.

Historical Significance - that quality present in sites associated with events that have made a significant contribution to the broad patterns of our history; or that are associated with the lives of persons significant in our past; or that have yielded, or may be likely to yield, information important in history.

Arch. Integrity - determined by the number of architectural changes to the site...using the following list as a guide...(and) noting other unusual changes.

Detrimental Changes (depending on the quality of its original character):

- new or relocated chimney
- rebuilt foundation
- new porch
- original windows changed (at a later, but still historical, date)
- modern windows in original frames
- original windows intact but extra ones added
- change in shape or size of window openings
- lack of outbuildings
- aluminum siding (unless original architraves and trim are retained)
- asphalt or asbestos siding (over original siding)
- recent change of location

Critical Changes:

- aluminum siding added; architraves eliminated
- additions engulfing or removing portions of original building

Value Descriptions

Outstanding - distinguished; of particular import. to Md. historic & arch. past.

Considerable - deserving of recognition; contributes to the understanding of history or architectural heritage represented in Maryland

Moderate - commonality...lack of historic signif. or arch. style, except if scarce

Minor - unimportant or inferior; little arch. worth and absence of hist. importance

Site Information Summary

for

Baltimore Road Bridge

June 1991

Site number :
Co. tax account number :
Street address : Baltimore Road over Rock Creek
Name of property owner : Montgomery County Department of Transportation
Addr. of property owner : 101 Monroe Street
Rockville, Maryland 20850

Historic Preservation Master Plan Recommendation:

Historic Preservation Ordinance Criteria

(1) *Historical and cultural significance.* The historic resource:

- a. Has character, interest or value as part of the development, heritage or cultural characteristics of the county, state or nation;
- b. Is the site of a significant historic event;
- c. Is identified with a person or group of persons who influenced society;
- d. Exemplifies the cultural, economic, social, political or historic heritage of the county and its communities.

(2) *Architectural and design significance.* The historic resource:

- a. Embodies the distinctive characteristics of a type, period, or method of construction;
- b. Represents the work of a master;
- c. Possesses high artistic values;
- d. Represents a significant and distinguishable entity whose components may lack individual distinction; or
- e. Represents an established and familiar visual feature of the neighborhood, community or county due to its singular physical characteristic or landscape.

Environmental Setting Recommendation:

The environmental setting recommended is a rectangular area 500' x 1000' with the bridge at its center. The east and west boundary lines (running in a north/south) should parallel the direction of the roadway and bridge, 250' from it and extend 500' north and 500' south of the bridge. The north and south boundary lines (running in east/west) should be perpendicular to the bridge 500' from it and extend 250' east and 250' west of the bridge.



Montgomery County Government

August 27, 1991

Ms. Gwen L. Marcus
Historical Preservation Planner
Urban Design Division
Maryland-National Capital Park
and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

Re: Baltimore Road Bridge #201 - Historical
And Architectural Preservation Acts

Dear Ms. Marcus:

I am writing in answer to your letter to Graham Norton dated July 26, 1991.

I recognize and appreciate your efforts to preserve the historic value of the Baltimore Road bridge. I also thank you for the opportunity to provide input prior to any decision that may result in including this structure in the Master Plan for historic preservation.

The goal of our Department is to provide effective services to meet the transportation needs for Montgomery County. This includes maintaining the safety and adequacy of all the bridges in our highway system.

Concrete bridges are usually estimated to have a service life of approximately 100 years. The Baltimore Road bridge is 80 years old now. Its remaining life, based on its present condition, is expected to be about 15 years (inspection report dated 1989). As you have mentioned in your letter, if this bridge is included in the Master Plan, all maintenance, construction, and/or demolition of this structure will be reviewed and controlled by the Historic Preservation Commission.

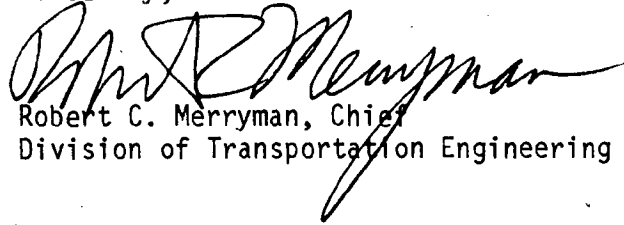
With this in mind, I am convinced that we need to retain control over the maintenance and/or construction of our bridges to protect the traveling public including emergency situations that may occur. For this reason, I cannot support the inclusion of the Baltimore Road Bridge in the Master Plan

Ms. Gwen L. Marcus
August 27, 1991
Page 2

for historic preservation. However, I can assure you that this Department will strive to preserve the historic value of this structure.

Please call Mitra Kamdjou of my staff at 217-2121 if you have any questions.

Sincerely,



Robert C. Merryman, Chief
Division of Transportation Engineering

RCM:MPK:mtm
23160

Maryland Historical Trust State Historic Sites Inventory Form

Survey No.

Magi No.

DOE yes no

1. Name (indicate preferred name)

historic Baltimore Road Bridge (No. M. 0201)and/or common same

2. Location

street & number Baltimore Road over Rock Creek not for publicationcity, town Rockville vicinity of congressional district 8state Maryland county Montgomery

3. Classification

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

4. Owner of Property (give names and mailing addresses of all owners)

name Montgomery County Department of Transportationstreet & number 101 Monroe Street telephone no.: (301) 217-2121city, town Rockville state and zip code Maryland 20850

5. Location of Legal Description

courthouse, registry of deeds, etc. --- liber ---street & number --- folio ---city, town --- state ---

6. Representation in Existing Historical Surveys

title nonedate --- federal state county localdepository for survey records ---city, town --- state ---

7. Description

Survey No. _____

Condition

excellent
 good
 fair

deteriorated
 ruins
 unexposed

Check one

unaltered
 altered

Check one

original site
 moved date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The bridge over Rock Creek on Baltimore Road is a single-span Luten barrel arch highway bridge. It carries a 21.7 foot (curb-to-curb) wide two-lane roadway; the span is 62 feet and the bridge is 75 feet in length. The bridge consists of a concrete slab supported by a spandrel-filled concrete arch. The parapet is solid concrete with articulated panels. Stone plaques at the southeast and northwest corners of the bridge provide the date of its erection, and identify the builder and designer:

"Built by the State Roads Commission

1911

Luten Bridge Co., York, PA."

A more recent (c. 1980s) pedestrian bridge across Rock Creek parallels the bridge on its east side.

The Baltimore Road bridge is a graceful structure which contributes to the scenic quality of Baltimore Road and reinforces its rural character.

8. Significance

Survey No. _____

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1911 Builder/Architect State Roads Commission/Luten Bridge Co.

check: Applicable Criteria: A B C D
 and/or
 Applicable Exception: A B C D E F G
 Level of Significance: national state local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Baltimore Road bridge over Rock Creek is significant because it is one of only five such concrete arch bridges in the county and it utilizes a design developed by a prominent early twentieth century bridge designer, Daniel B. Luten. It is an excellent example of Luten's single-span, barrel arch highway bridge of a type built widely throughout Virginia. Other examples have not, as yet, been identified in Montgomery County.¹

1. Historic Period Theme(s): Transportation
2. Geographic Organization: Piedmont (Montgomery County)
3. Development Period: Industrial/Urban Dominance 1870-1930 A.D.
4. Resource Type(s): Bridge

Concrete arch bridges, while not rare, are not found in large numbers in the county. The 1990 "Montgomery County Bridge Inventory" lists only four others in addition to the one on Baltimore Road. The earliest of these dates from before 1900, and the latest from 1930.²

A Maryland Historical Trust statewide bridge survey in 1980 found that:

"While concrete bridges of the period of this survey (1935 and older) are not uncommon (in the state) their form is significant as a type . . . that in all probability will never again be built."³

Concrete is the oldest synthetic material used in building, having been used by Mayan builders as early as the eleventh century. It was not until 1824, however, that Joseph Aspdin of Leeds, England obtained a patent for the prime cementing agent in modern structural concrete, Portland cement.
 (cont.)

¹ Paula A.C. Spero, "A Survey and Photographic Inventory of Concrete and Masonry Arch Bridges in Virginia: (Charlottesville: Virginia Highway and Transportation Research Council, 1984). p. 30.

² Montgomery County Department of Transportation, Bridge Inventory Summary (Montgomery County Government: 1990) p. 1-11.

³ John Hnedak, "Inventory Form for State Historic Sites Survey", (Maryland Historical Trust: 1980) Maryland 195 over Sligo Creek Bridge.

Concrete was not used widely in this country until the latter half of the nineteenth century, when David O. Saylor patented an American equivalent of Portland Cement and built a mill at Coplay, Pennsylvania to manufacture the product.

"This marked the establishment of the artificial cement industry in the United States as well as the beginning of a scientific understanding of the physical properties and structural behavior of concrete."⁴

The first use of concrete for an arch bridge was a highway span built in 1840 over the Garonne Canal at Grisoles, France. It was another thirty years before the concrete arch bridge was adopted in the United States, for a small footbridge constructed in Prospect Park, Brooklyn, New York, in 1871.⁵

German and French engineers were the first to reinforce concrete arch construction in the mid 1880s. Reinforcing of arches was still an unfamiliar technique in this country through the 1890s, and reinforcement techniques were primarily trial-and-error.

"Concrete, although scientifically understood in some degree of sophistication in the 1890s, began to be used generally in a more structurally efficient manner in the United States after the first decade of the twentieth century . . . Between 1894 and 1904 about 100 concrete bridges had been built in the United States in spans up to 125 feet."⁶

The most prolific designer of concrete arch bridges was Daniel B. Luten, who designed hundreds of them throughout the east and midwest in the early decades of the twentieth century and was the holder of more than thirty bridge patents.

An 1894 civil engineering graduate of the University of Michigan, Luten was an instructor in the subject at Purdue University from 1895 to 1900, resigning in 1900 to design bridges.

In 1899, Luten applied for his first patent (for an arch bridge of concrete, stone, brick, iron, or steel in which ties were placed below the water, from abutment to abutment); it was granted in 1900. This concept developed into a patent for a concrete arch in which steel tie rods were embedded in a concrete pavement across the streambed. Other Luten patents included numerous variations on the design of the arch; reinforcement systems; methods of bridge construction; and reinforced concrete beams.⁷

The Luten system of reinforcement came into being before the end of the century, initially in concrete culverts. In the Luten system, bars were bent

⁴ Carl W. Condit, American Building (Chicago: University of Chicago Press, 2nd ed., 1982) p. 158.

⁵ Condit, p. 159.

⁶ Spero, p. 7.

⁷ Spero, p. 28.

into loops conforming to the cross-sectional shape of the culvert.⁸

Luten's first bridge company was the National Bridge Company, formed in 1902. It contracted and constructed its bridges until 1905, but was involved only in engineering, design, and supervision after that.

Luten was concerned with the appropriateness of his designs, as well as their technical capabilities. A 1917 Luten publication called "Reinforced Concrete Bridges" illustrated a broad range of arch types, including a "Highway Bridge of Plain Design" and a "Park Bridge of Attractive Design". Both had the same arch form, but the parapet wall of the highway bridge was a solid recessed panel and that of the park bridge a balustrade type. The Baltimore Road Bridge is of the "Highway Bridge of Plain Design" type.⁹

Luten was an enthusiastic salesman for his bridge designs and his company catalogs stress the advantages of concrete bridges. He also used professional meetings to describe their virtues. In the American Concrete Institute Proceedings of 1912, Luten is quoted as saying that:

"Concrete as a structural material is full of surprising possibilities and one of these is that the most beautiful and appropriate applications of concrete to bridges, that is in the arch form, is also the most satisfactory from almost every engineering standpoint."¹⁰

The Baltimore Road bridge is modeled after Luten's 1907 patent #852970, which shows a barrel arch with recessed panel parapet walls and filled spandrels. (See Figure 23, attached.)¹¹ It is a type of bridge which, according to a Montgomery County Department of Transportation staff person, is unlikely to be built again because it is no longer cost effective.¹²

⁸ Condit, p. 174.

⁹ Spero, p. 29.

¹⁰ Spero, p. 28.

¹¹ Spero, p. 28, 29.

¹² Conversation with Mitra P. Kamdjou, P.E., Montgomery County Department of Transportation, June, 1991.

From:

Paula A.C. Spero, "A Survey and Photographic Inventory of Concrete and Masonry Arch Bridges in Virginia: (Charlottesville: Virginia Highway and Transportation Research Council, 1984).

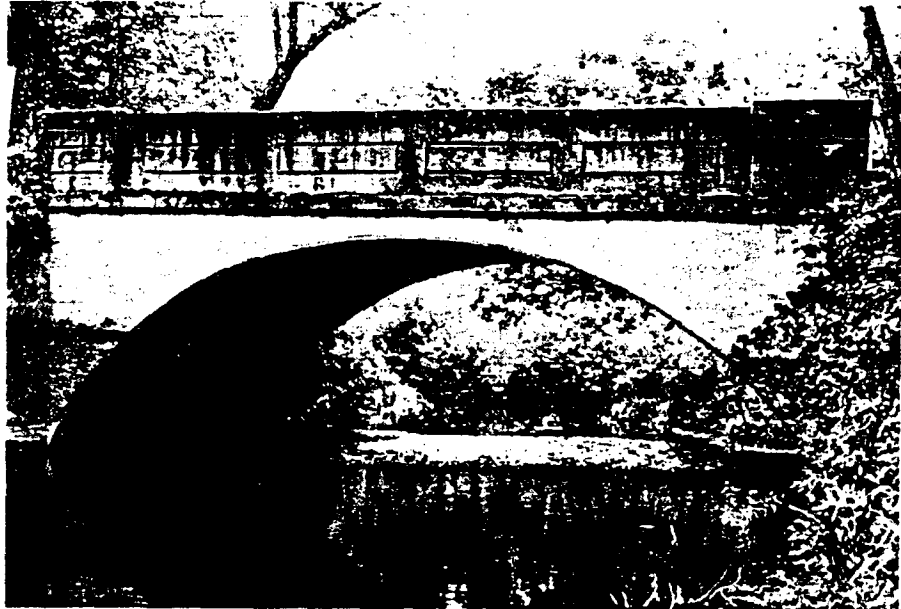


Figure 23. Typical single-span Luten barrel arch highway bridge. This type, patented by Daniel B. Luten, was built throughout Virginia.

#9. Major Biographical References

Baltimore Road Bridge

Spero, Paula A.C., "A Survey and Photographic Inventory of Concrete and Masonry Arch Bridges in Virginia (Charlottesville: Virginia Highway and Transportation Research Council, 1984).

Bridge Inventory Summary Montgomery County Department of Transportation, (Montgomery County Government: 1990)

Hnedak, John, "Inventory Form for State Historic Sites Survey", (Maryland Historical Trust: 1980) Maryland 195 over Sligo Creek Bridge.

Condit, Carl W. American Building (Chicago: University of Chicago Press, 2nd ed.) 1982

9. Major Bibliographical References

Survey No. _____

Attached

10. Geographical Data

Acreage of nominated property 1.2 ac

Quadrangle name Kensington

Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A

Zone	Easting			Northing					

B

Zone	Easting			Northing					

C

Zone	Easting			Northing					

D

Zone	Easting			Northing					

E

Zone	Easting			Northing					

F

Zone	Easting			Northing					

G

Zone	Easting			Northing					

H

Zone	Easting			Northing					

Verbal boundary description and justification

n/a

List all states and counties for properties overlapping state or county boundaries

state	code	county	code

11. Form Prepared By

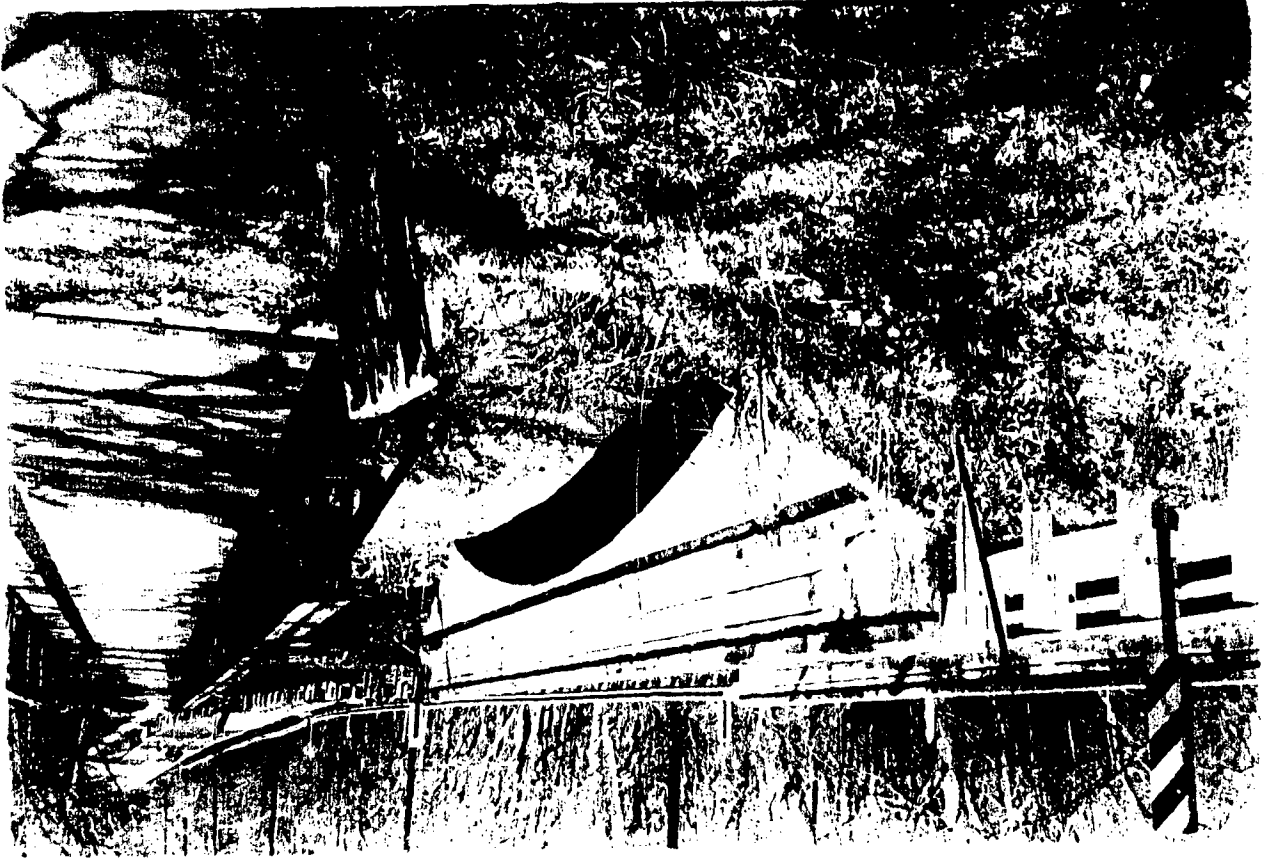
name/title	Lois Snyderman, Historic Preservation Consultant		
organization		date	June 1991
street & number	8804 Spring Valley Road	telephone	(301) 654-6423
city or town	Chevy Chase	state	Maryland 20815

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

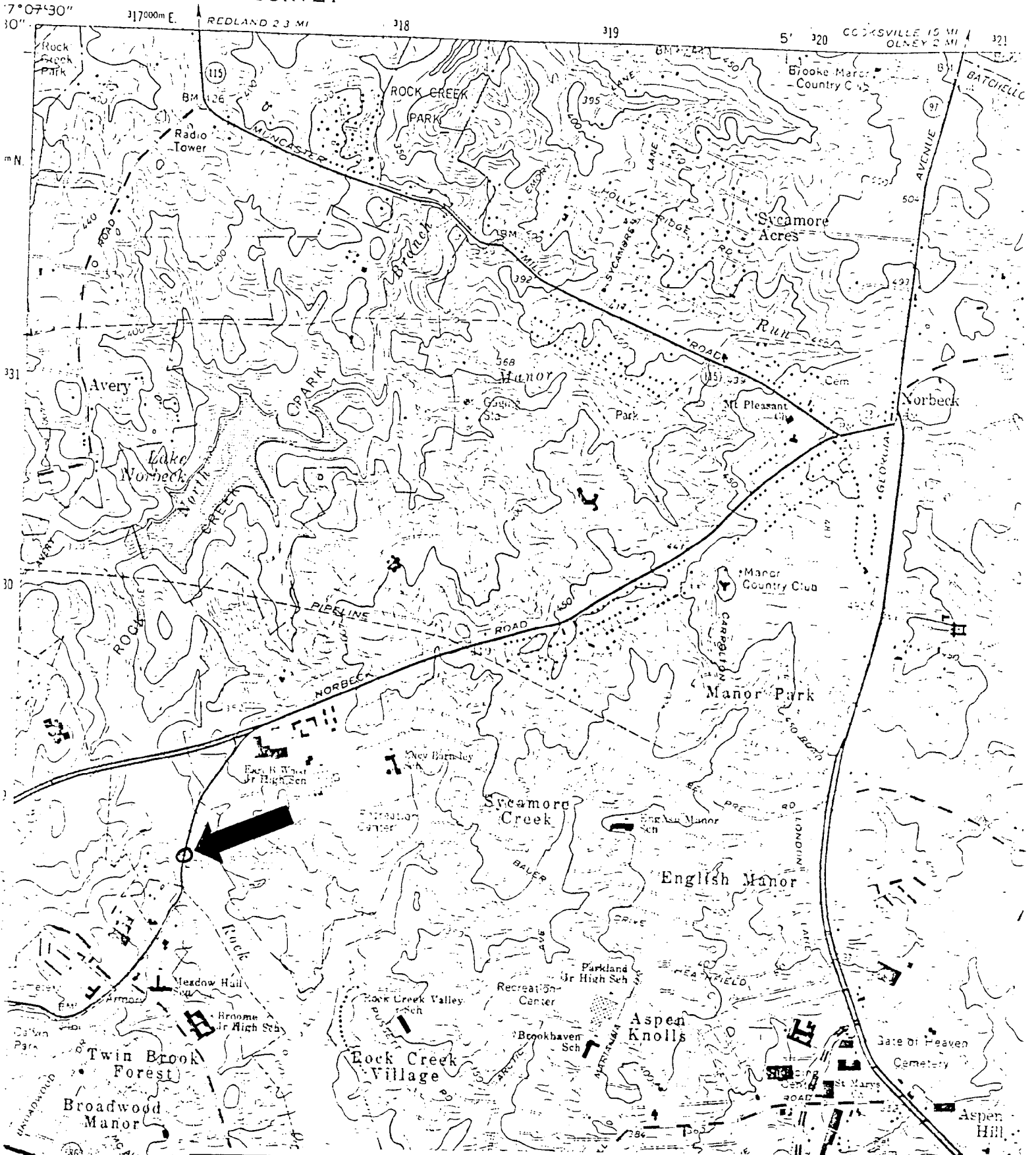
The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

Baltimore Road Bridge



TOPOGRAPHICAL SURVEY



BALTIMORE ROAD BRIDGE

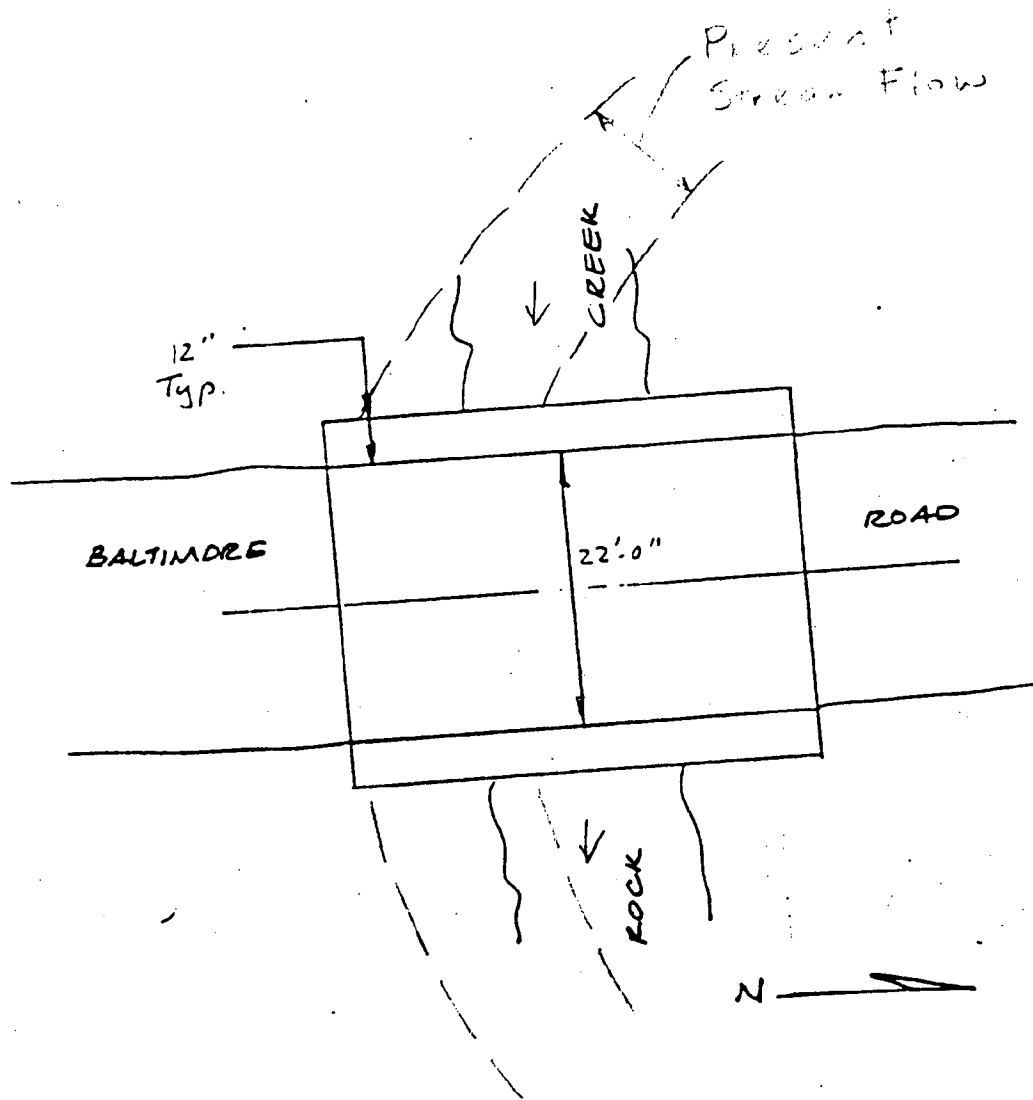
Rockville (Vicinity)
Montgomery County

USGS Map
7.5 Minute Topographic Series (1:24,000)
Kensington Quadrangle



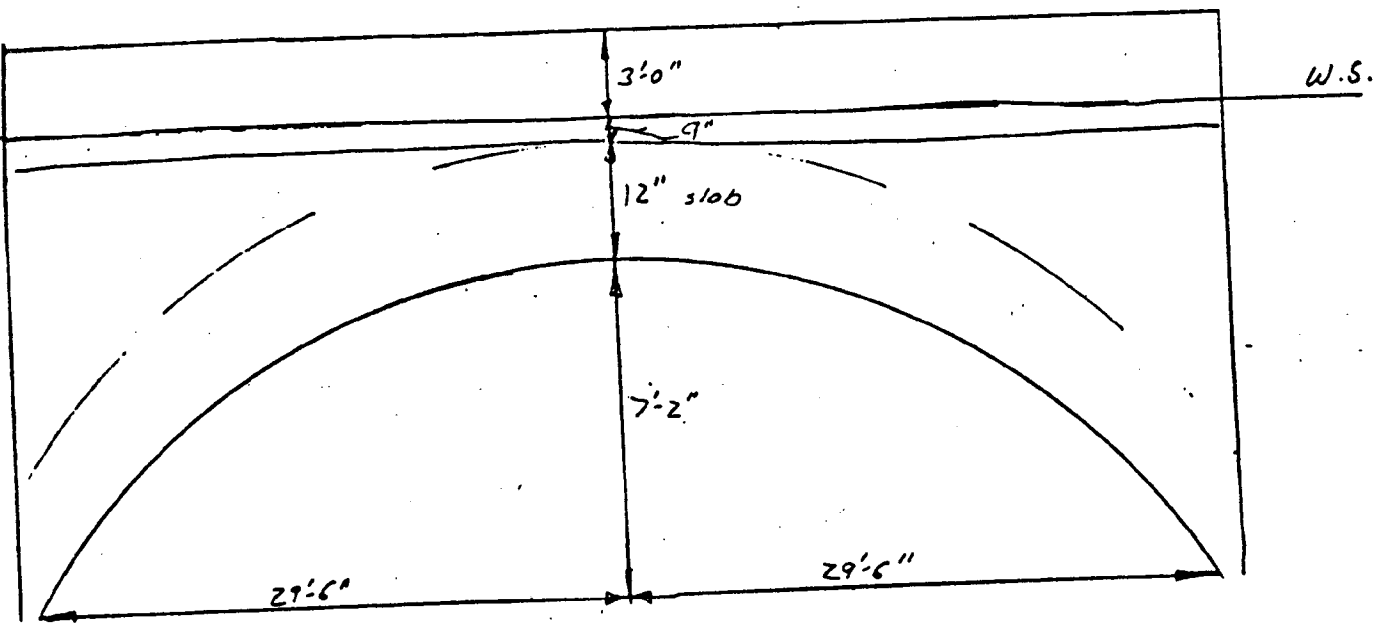
ROCKVILLE
Restoration Center
Rockland

Green Wood
Knolls



PLAN

BRIDGE NO. 201



ELEVATION

BRIDGE NO. 201





Montgomery County Government

June 26, 1991

Graham Norton, Director
Montgomery County Department of Transportation
101 Monroe Street
Rockville, MD 20850

Dear Mr. Norton:

Please be notified that the Montgomery County Historic Preservation Commission will be holding a public meeting, on Wednesday, July 10, 1991, in order to evaluate the historical and architectural significance of the Baltimore Road Bridge.

The purpose of the meeting is to hear comments from interested parties and the public, and to determine whether sufficient research exists to make a recommendation to the Montgomery County Planning Board as to whether the site should be included in the Historic Preservation Master Plan.

If the Commission determines that sufficient research is available, it will make a recommendation to the Planning Board to either remove the site from the Atlas or place the site on the Master Plan for Historic Preservation, based on the criteria set forth in Chapter 24A-3 of the Montgomery County Code (enclosed). If the property is ultimately included in the Master Plan, all construction, exterior alteration, and demolition plans would be reviewed by the Historic Preservation Commission before issuance of any permits.

As the property owner or other interested party, you are encouraged to either attend the meeting, submit written comments to the address below, or call the Historic Preservation Commission office at 495-4570.

Historic Preservation Commission

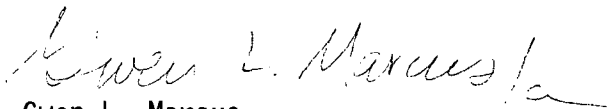
~~XX Monroe Street, Rockville, Maryland 20850-2100, (301) 217-8628~~

8787 Georgia Avenue, Silver Spring, MD 20910 (301) 495-4570

Page Two
June 26, 1991

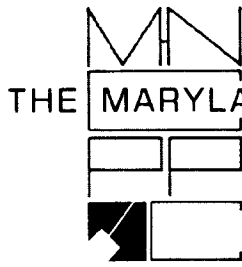
The meeting will be held at 7:30 p.m., in the MRO Auditorium at the Planning Board Offices, 8787 Georgia Avenue, in downtown Silver Spring, Maryland. This item may not be first on the agenda, so please be prepared for a short delay. Enclosed please find a copy of the meeting agenda (subject to change), the Montgomery County Historic Preservation Ordinance, and an informational piece which describes financial incentives for owners of historic properties. If you have any questions, please feel free to contact me at 495-4570.

Sincerely,



Gwen L. Marcus
Historic Preservation Coordinator

1282E



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

September 4, 1991

Dear Property Owner:

The Montgomery County Historic Preservation Commission (HPC) will be holding a public worksession on Wednesday, September 11, 1991, in order to evaluate the significance and to make recommendations on the historic designation of your property in the Aspen Hill planning area, which has been nominated for potential historic designation.

This meeting will begin at 7:30 p.m. (although the worksession on the Aspen Hill resources is not the first item on the agenda - see attached agenda) and will be held in the Maryland-National Capital Park and Planning Commission auditorium at 8787 Georgia Avenue in Silver Spring.

A public hearing on this issue was held on July 10th to hear comments from property owners and the public. At the upcoming worksession, the HPC will review available research, recommendations from their staff, and any public testimony received.

At the conclusion of this worksession, the HPC will formulate recommendations on the potential historic designation of each resource and these recommendations will be transmitted to the Montgomery County Planning Board. The HPC may recommend that the resource warrants historic designation on the Master Plan for Historic Preservation, based on the criteria set forth in the Historic Preservation Ordinance, or that the resource should not be designated.

If, after review by the Planning Board, County Executive and County Council, the resource is ultimately included in the Master Plan, all new construction, exterior alteration, and demolition plans must be reviewed by the HPC before issuance of any permits.

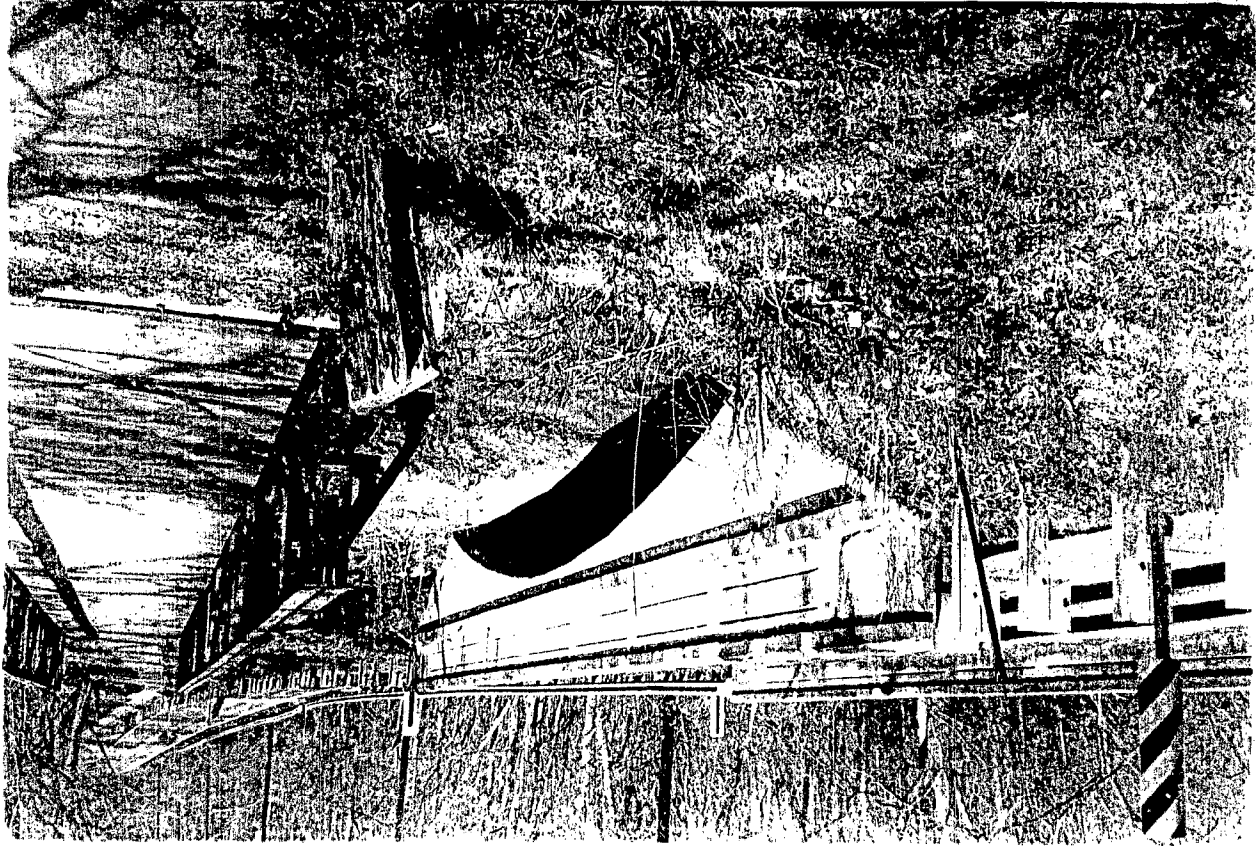
As the property owner, you are welcome to attend the September 11th worksession or submit written comments to the HPC at 8787 Georgia Avenue, Silver Spring, MD 20910. For additional information on this issue, please call me at 495-4570.

Sincerely,

Gwen Marcus
Historic Preservation
Coordinator

Resource Name: _____
Resource Address: _____

Baltimore Road Bridge



Staff recommends that action on the following resource be deferred, pending additional research on its potential archeological significance:

o Original Veirs Mill, Rock Creek Park, Aspen Hill

POSITIVELY RECOMMENDED RESOURCES:

#27/17 Aspin Hill Pet Cemetery, 13630 Georgia Avenue, Silver Spring

The Aspin Hill Pet Cemetery was founded in 1921 by Richard and Bertha Birney. In addition to the cemetery use, the Birneys utilized the property as a breeding and boarding kennel, and gained high regard in the field. The site had national recognition, as reflected by a contemporary article that noted it as being one of the oldest boarding kennels in the Washington area and the only authorized animal hospital south of New York.

The cemetery site has a number of interesting funereal monuments, including elaborate animal sculptures, and mature landscaping. In addition, the structures on the property - a house, a kennel, and a chapel - have some architectural interest as early 20th century structures.

Notable pets buried in the cemetery include seven dogs that belonged to J. Edgar Hoover, Jiggs from the Our Gang movie series, and Rags - the mascot of the First Division in World War I. Lyndon Johnson's dogs were cremated at the center before being sent to Texas for burial.

Staff agrees that the Aspin Hill Pet Cemetery is a unique facility in the region and that it has cultural interest. Therefore, staff is recommending it for historic designation for the following reasons:

1. It does reflect the development, heritage or cultural characteristics of the County and even of the nation (Historic Preservation Ordinance criteria 24A-3(b)1A). Pet cemeteries are not a broad cultural trend, but they do have a long and unique history both in the United States and abroad. From ancient times to the present, humans have found a need to relate to animals and these cemeteries are a reflection of the depth of some human/animal relationships. It is estimated that there are more than 500 pet cemeteries in the United States, and the Aspin Hill Cemetery is a relatively early example. It is staff's feeling that pet cemeteries do speak to certain aspects of 20th century culture and, in this light, the Aspin Hill Cemetery is worthy of recognition as a reflection of this cultural trend.

2. The resource exemplifies the cultural, economic, social political or historic heritage of the county and its communities (Historic Preservation Ordinance criteria 24A-3(b)1D). The Aspin Hill Pet Cemetery moved from its original use as a farm to a breeding/boarding kennel to a pet cemetery. This progression of changes - all related to the care of animals - also reflects the changing character of Montgomery County from a rural, agricultural area to a more suburban community with different needs and concerns.
3. The cemetery is an established and familiar visual feature of the Aspen Hill community (Historic Preservation Ordinance criteria 24A-3(b)2E). The significance of this property to the community is reflected in the efforts made to save the cemetery from development during the 1980s.

Staff would also note that the Aspin Hill Pet Cemetery is protected by a set of stringent covenants that specify that the property will be used as a pet cemetery and as an educational and animal care facility in perpetuity. Therefore, there are - in all likelihood - going to be few threats to the resource in the future. Historic designation would only serve to highlight this unique County resource and educate the public in terms of its history/purpose.

The environmental setting for the resource would be the entire property which consists of approximately eight acres.

#27/18 Baltimore Road Bridge, Rockville

This bridge is a single-span Luten barrel arch highway bridge. It was built in 1911 and carries Baltimore Road over Rock Creek.

The Baltimore Road Bridge is one of only five such concrete arch bridges in the County and it utilizes a design developed by a prominent early 20th century bridge designer, Daniel B. Luten.

Staff is recommending it for historic designation for the following reasons:

1. It embodies the distinctive characteristics of a type and method of construction - concrete arched bridge construction (Historic Preservation Ordinance criteria 24A-3(b)2A). The first use of concrete for an arched bridge was in 1840; however, it was not until the turn-of-the-century that concrete arched bridges began to be built with regularity in the United States. At this time, concrete was a new and innovative building material. Bridges which were both functional and beautiful were created. A Maryland Historical Trust statewide bridge survey in 1980 noted that the form of concrete arched bridges is significant and represents a bridge type that in all probability will never again be built.

2. This bridge represents the work of a master (Historic Preservation Ordinance criteria 24A-3(b)2B). The Baltimore Road Bridge was designed by Daniel B. Luten, a prolific designer of concrete arch bridges and the holder of more than 30 bridge patents. This bridge is modeled after Luten's 1907 patent #852970. Luten was a major force in the construction of concrete arch bridges at the turn-of-the-century and his work is found throughout the East.
3. The Baltimore Road Bridge represents an established and familiar visual feature (Historic Preservation Ordinance criteria 24A-3(b)2E). As noted above, there are very few concrete arch bridges in the County. This bridge contributes to the scenic quality of Baltimore Road and reinforces its semi-rural character.

It should be noted that the Montgomery County Department of Transportation (DOT) does not support designation of this bridge. DOT brings up concerns about the structural longevity of the bridge and the potential need for replacement in the future (see attached letter from Robert Merryman).

Staff recommended environmental setting would be the bridge structure only.

NEGATIVELY RECOMMENDED RESOURCES:

Norbeck Black School, 4101 Muncaster Mill Road, Norbeck

This structure was built in 1927 as a school for black children. It was built as part of a County-wide effort to provide adequate school facilities for black citizens. Between 1926 and 1928, fifteen black schools were constructed - some of which replaced earlier buildings. Approximately seven of these original fifteen schools are still standing - most have been very altered. According to Nina Clarke, a County historian and teacher, the most intact of the black schools from this early 20th century building effort is located at Quince Orchard and Route 28.

Funds for the construction of these schools were provided by a charitable fund - called the Rosenwald Fund - and by black citizens in Montgomery County, who contributed money, materials and labor.

The school closed in 1951 and the building was transferred to the County in 1954 for use as a community center. It is currently owned and operated by the Maryland-National Capital Park and Planning Commission as a recreation center.

Although staff acknowledges that this building has significant historical associations as an example of a early 20th century black school, staff is not recommending it for designation on the Master Plan because it has been extensively altered. The major exterior alterations that have taken place include changes

October 8, 1991

Ms. Barbara Shepherd
Inventory Registrar
Maryland Historical Trust
100 Community Place
Crownsville, MD 21032-2023

Dear Ms. Shepherd:

Enclosed are the background reports and staff recommendations regarding two new 20th century Locational Atlas sites in the Aspen Hill area of Montgomery County. They are:

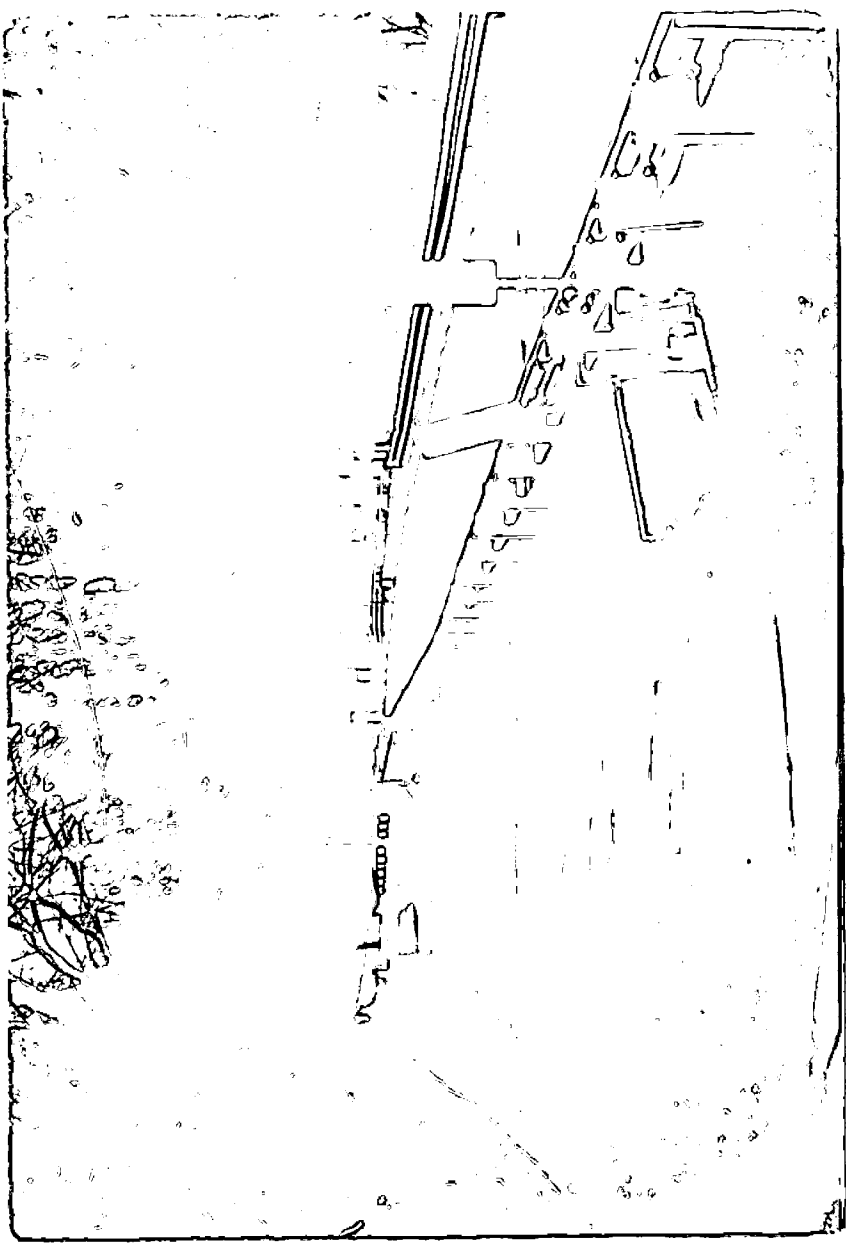
#27/17 Aspin Hill Pet Cemetery, 13630 Georgia Ave.
Silver Spring
#27/18 Baltimore Road Bridge, Rockville

These sites have been recommended for placement on our Master Plan for Historic Preservation by the Historic Preservation Commission, and will be reviewed by the Montgomery County Planning Board as part of the Aspen Hill Master Plan.

We appreciate your sending a copy of the research in your files for #27/16, the Layhill Free Methodist Church in Layhill. We plan no action on this resource at this time.

Sincerely,

Mary Ann Rolland
Historic Preservation Planner
Urban Design



Baltimore Road Bridge (#201)

Mont Co MD

by L. Snyderman 4/91

Neg. Mont Co Heat Pres Comm.

Setting - looking S

2072

October 8, 1991

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