MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM

NR Eligible: yes ___
no ___

Property Name: Bridge 10012 Inventory Number: F-1-123

Address: MD 85 at Ballenger Creek City: Vicinity of Buckeystown Zip Code: ___

County: Frederick USGS Topographic Map: Buckeystown

Owner: SHA

Tax Parcel Number: N/A Tax Map Number: N/A Tax Account ID Number: N/A

Project: MD 85, S. of English Muffin Way to Grove Road Agency: SHA

Site visit by MHT Staff: X no ___yes Name: ___ Date: ___

Eligibility recommended ___ Eligibility **not** recommended X

Criteria: ___A___B___C___D Considerations: ___A___B___C___D___E___F___G___None

Is the property located within a historic district? x no ___yes Name of district: ___

Is district listed? ___no ___yes Determined eligible? ___no ___yes District Inventory Number: ___

Documentation on the property/district is presented in: Inventory form and project files.

Description of Property and Eligibility Determination:

Bridge 10012, a single span filled concrete arch bridge constructed in 1927, is not located within an historic district but immediately adjacent to the intersection of MD 85 with Marcies Lane and an area slated for the construction of a Frederick County Work Release and Substance Abuse Center by Frederick County Department of Public Works. . The bridge was widened by 11 feet in 1950 with the same arch section to accommodate additional traffic lanes. At this time the existing west parapet was removed and replaced with a metal railing system. The concrete posts were modified in 1980. Concrete posts and sidewalk were added to the widened section. There is cracking and spalling in the sidewalks with the west sidewalk exhibiting settlement. The arch is deteriorating at the joints, where efflorescence and stalactites are evident.

We have determined that this structure lacks the requisite integrity to be considered eligible for inclusion in the National Register as a type of concrete arch. To be considered for listing, according to the Historic Highway Bridges in Maryland (p. C-56) concrete arch structures should retain arch ring, barrel, spandrel walls, railing, abutments, wingwalls, and piers as primary character defining elements. Although this structure retains some of the original elements, the west parapet, wingwalls and parapet were removed and the concrete posts were modified in 1980. These changes have compromised the integrity of the structure.

Prepared by: Rita M. Suffness Date Prepared: January 28, 2001

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ___ **Eligibility not recommended** X

Criteria: ___A___B___C___D **Considerations:** ___A___B___C___D___E___F___G___None

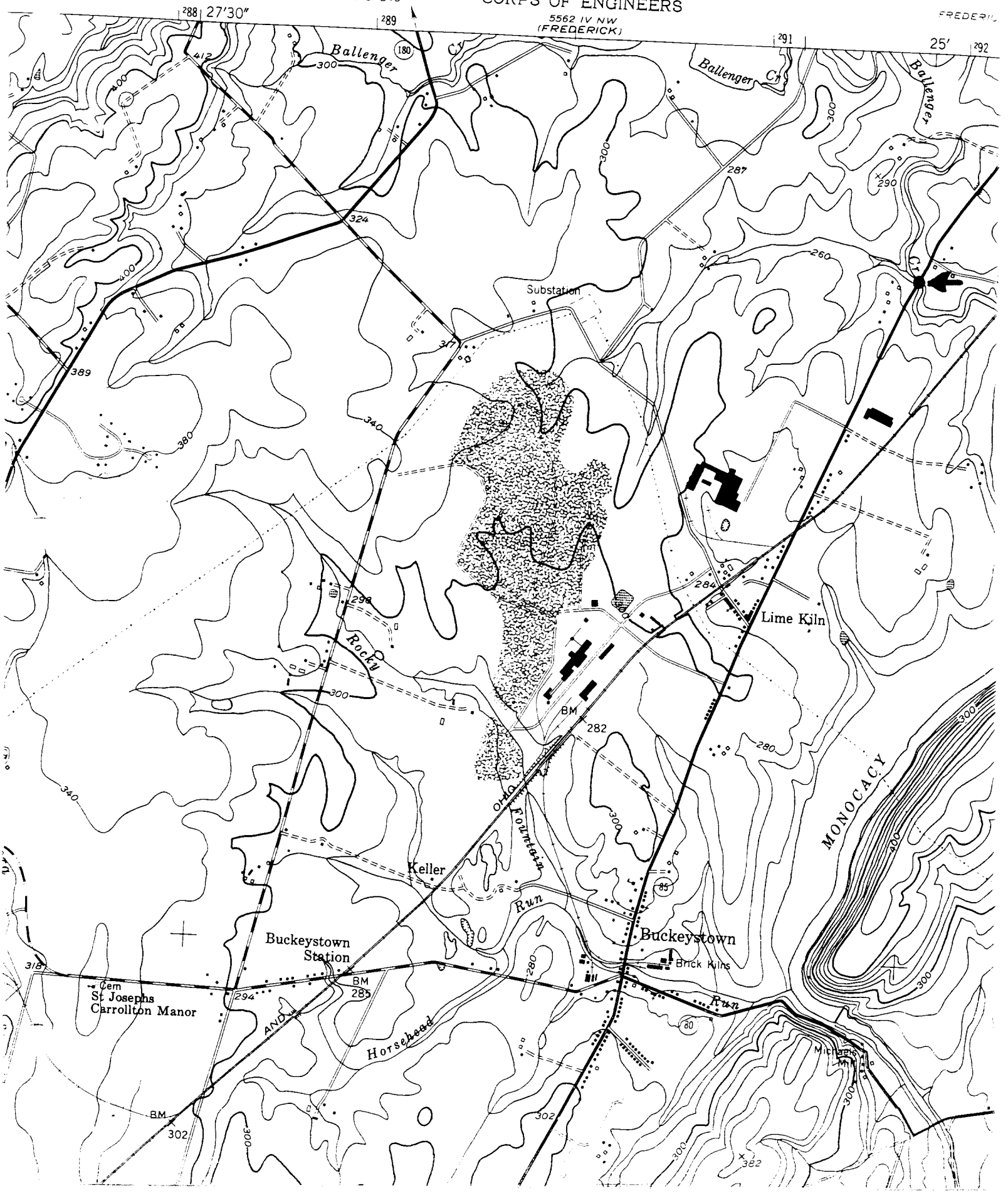
Comments: [illegible]

Reviewer, Office of Preservation Services **Date**

Reviewer, NR program 3/23/01 **Date**

Buckeytown Quad
F-1-123

UNITED STATES
DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS



F-1-123

Bridge # 10012

MD 85 at Ballenger Creek

Buckeystown Vic.

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F-1-123
Bridge # 10012
MD 85 at Ballenger Creek
Buckeystown vic.

F-1-123

Bridge #10012

MD 85 at Ballenger Creek

Buckeystown Vic.

Maryland Historical Trust

Maryland Inventory of Historic Properties number: F-1-123

Name: MD 85 over Ballenger Creek

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended _____ Eligibility Not Recommended __X____

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

Comments:_____

Reviewer, OPS:_Anne E. Bruder_____ Date:__3 April 2001____

Reviewer, NR Program:__Peter E. Kurtze_____ Date:__3 April 2001____

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. F-1-123

SHA Bridge No. 10012 **Bridge name** MD 85 over Ballenger Creek

LOCATION:
Street/Road name and number MD 85 (Buckeystown Pike)

City/town Myersville **Vicinity** X

County Frederick

This bridge projects over: Road __ **Railway** __ **Water** X **Land** ____

Ownership: State X **County** __ **Municipal** ___ **Other** __

HISTORIC STATUS:
Is bridge located within a designated historic district? Yes X **No** __
National Register-listed district ____ **National Register-determined-eligible district** ____
Locally-designated district ____ **Other** X
Name of district Monocacy National Battlefield

BRIDGE TYPE:
Timber Bridge ___:
Beam Bridge ___ **Truss -Covered** ___ **Trestle** ____ **Timber-And-Concrete** ___

Stone Arch Bridge ____

Metal Truss Bridge ____

Movable Bridge ____:
Swing ___ **Bascule Single Leaf** ____ **Bascule Multiple Leaf** ___
Vertical Lift __ **Retractile** ___ **Pontoon** ____

Metal Girder ____:
Rolled Girder ____ **Rolled Girder Concrete Encased** ____
Plate Girder ____ **Plate Girder Concrete Encased** ____

Metal Suspension ____

Metal Arch ____

Metal Cantilever _____

Concrete X:
Concrete Arch X **Concrete Slab**___ **Concrete Beam** ____ **Rigid Frame** ___

Other _____ **Type Name** _____

DESCRIPTION:

Describe Setting

Bridge No 10012 carries MD 85 over Ballenger Creek in Frederick County. MD 85 runs in a generally north-south direction over the eastern flowing Ballenger Creek. The bridge is located in a rural region that is undergoing moderate residential and commercial development south of the Frederick area. The bridge carries 2 lanes of traffic in opposing directions and is located between Lime Kiln and Frederick. The bridge is located near the bottom of a sump adjacent to Ballenger Service Park and Frederick County Adult Detention Center.

Describe Superstructure and Substructure:

Bridge 10012 is a single span, filled concrete arch bridge. According to the original plans dated 1927, this bridge replaced an existing nineteenth-century stone bridge at the same location, while traffic was detoured using a temporary timber bridge. The 1927 bridge accommodated a 24-foot roadway and had a pierced concrete parapet with coping. Four thin intermediate, solid sections divided the parapet into 5 sections of 12 posts each, which were framed at each end with solid, inscribed paneled endposts. The bridge had a concrete slab over a very thin earthen fill. The original wingwalls were short and had top and side coping on the side faces. The front face of each arch has an incised arch ring.

The bridge was widened by 11 feet in 1950 with the same arch section, to accommodate additional traffic lanes. At this time, the existing west parapet was removed and replaced with a metal railing system. Concrete posts and a sidewalk were added to the widened section. The new railing system consists of 13 metal sections; 2 sections with 11-posts at each end and 9 sections with 12 posts each in the center. Each railing section, which consists of a top and bottom channel rail, is framed by a 10 inch wide by 2 foot 10 inch high concrete post. The very short concrete endposts were curved in 1950.

The arch is on a 90-degree skew. The bridge carries a 30-foot clear roadway and has 2 sidewalks measuring 3 feet 1 inch. The overall width of the bridge is 38 feet 8 inches. The current length of the bridge is 62 feet, with a clear arch span of 60 feet at the springline. The rise of the arch from the springline is 7 feet 6 inches. Full cantilevered reinforced concrete wingwalls were used in the widening project.

The bridge is in satisfactory condition and has not been posted, and it has a sufficiency rating of 66. An inspection report from 1995 notes that the deck was recently overlaid. There is cracking and spalling in the sidewalks, with the west sidewalk exhibiting settlement. The arch is deteriorating at the joints, where efflorescence and stalactites are evident. There are areas of spalling, cracking, and scaling at the wingwalls. The metal bridge railing has one area that is rusting and has been bent. The concrete posts show signs of scaling.

Discuss major Alterations:

Bridge 10012 was widened in 1950, and its endposts were modified in 1980. Three sections of metal railing and 2 concrete pilaster have recently been replaced with elements that replicate original construction.

HISTORY:

WHEN was bridge built (actual date or date range) 1927, 1950
This date is: Actual X **Estimated** ____
Source of date: Plaque ____ **Design plans** __X__ **County bridge files/inspection form** _____
Other (specify)

WHY was bridge built? Upgrading of MD 85 and replacement of existing stone structure
WHO was the designer? State Roads Commission
WHO was the builder? State Roads Commission
WHY was bridge altered? Widened to accommodate pedestrian traffic and to add full shoulders for safety reasons.

Was bridge built as part of an organized bridge-building campaign?
Yes, this bridge was built as part of the upgrading and widening of MD 85 between Frederick and Buckeystown.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events ___ B- Person ___
C- Engineering/architectural character ___

The bridge is not eligible for the National Register of Historic Places, as it has been altered and widened with additional concrete arch construction.

Was bridge constructed in response to significant events in Maryland or local history?

The improvement of Frederick County roads and bridges resulted from several events that occurred during the first 3 decades of the twentieth century. The original Good Roads Movement was aimed towards improving the primary routes throughout the state, as well as the connecting routes between the counties. This era saw the transformation of an antiquated nineteenth-century system of unimproved roadways to a modern twentieth century infrastructure consisting of the first modern designed highways and bridges. A later impact of this movement included the widening and upgrading of the secondary roads system, including the replacement of substandard nineteenth-century structures so that the rebuilt system could handle the demands of the motorized vehicle. During the 1920s, the State Roads Commission focused on the improved safety and comfort of the main routes, of which the Buckeystown Pike can be classified, while rebuilding the secondary road system and the farmer-to-market network of feeder roads.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?

Yes, Bridge 10012 was built as part of a series of project to improve the feeder system of highways to important areas of Maryland. It was during this time that Frederick developed form a town to a city. Although there had been a road between Frederick and Lime Kiln extending to Buckeystown for years, this modern highway allowed for increased traffic loads and included the features of modern geometric design allowing both high speed and safety to motorists. The associated increase in traffic after the highway was completed allowed for greater regional development.

Is the bridge located in an area that may be eligible for historic designation?

Yes, the bridge is located in an area adjacent to Monocacy National Battlefield, which is eligible for historic designation. Although the existing structure was constructed many years after the battle, it appears that it was modeled after the stone structure that was existent during the battle. The bridge does not detract from the area, despite the changes made to the structure.

Is the bridge a significant example of its type?

No, this is not a significant example of a concrete arch bridge. It has been widened several times.

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

Yes, the bridge retains the character defining elements of a concrete arch bridge, including spandrel wall, concrete abutments and wingwalls, and a metal railing.

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

No, this bridge is not a significant example of a 1920s State Roads Commission bridge, since it has been widened.

Should bridge be given further study before significance analysis is made?

No, this bridge should not be given further study.

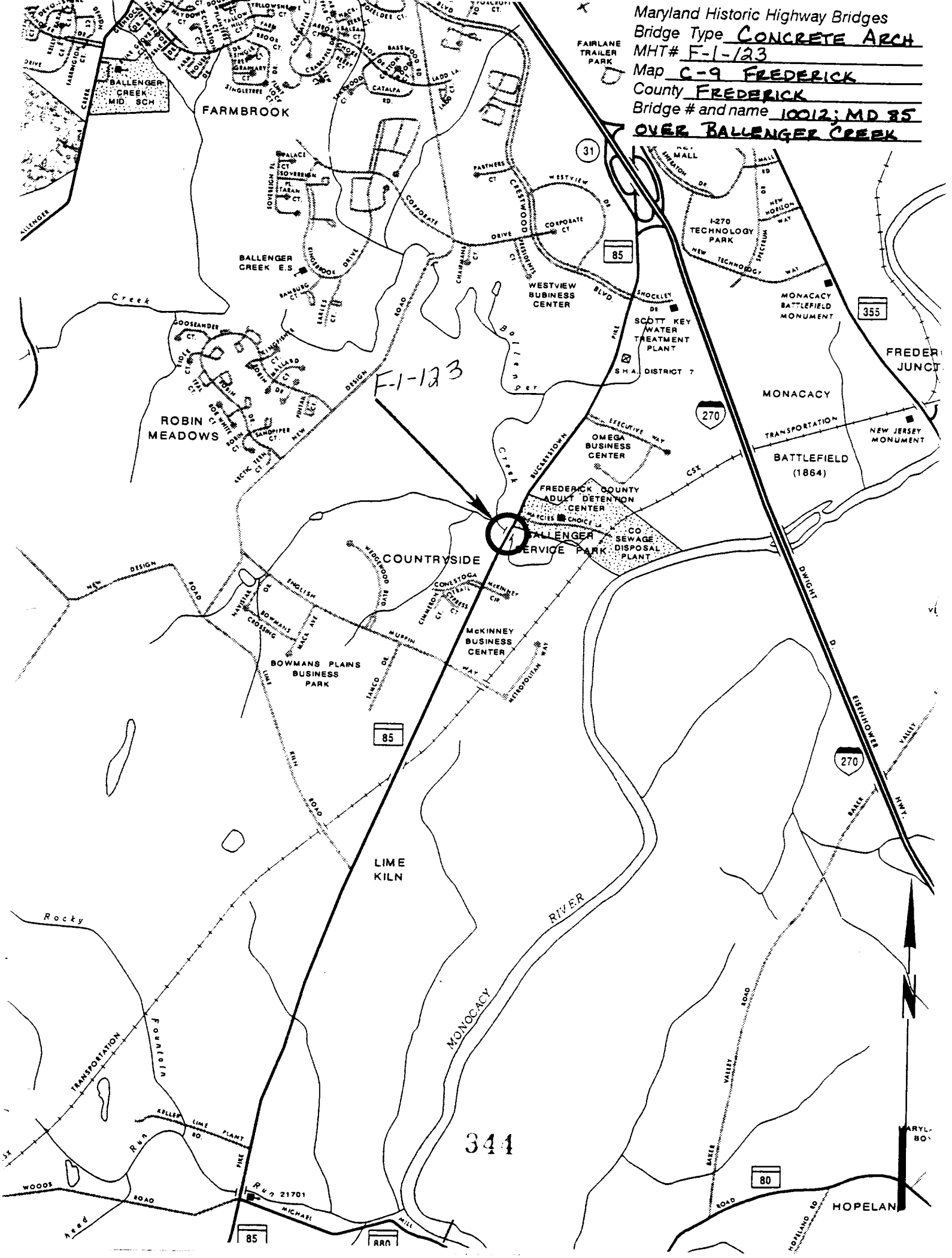
BIBLIOGRAPHY:

County inspection/bridge files _____ **SHA inspection/bridge files** __X_____
Other (list):

SURVEYOR/SURVEY INFORMATION:

Date bridge recorded August 21, 1995
Name of surveyor James T. Aguirre
Organization/Address State Highway Administration, 707 North Calvert Street, Baltimore, MD
Phone number 410-545-8559
Revised by P.A.C. Spero & Company, April 1998

Maryland Historic Highway Bridges
Bridge Type CONCRETE ARCH
MHT# F-1-123
Map C-9 FREDERICK
County FREDERICK
Bridge # and name 10012; MD 85 OVER BALLENGER CREEK



1. F-1-123
2. MD 85 over Ballenger Creek
3. Frederick Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Elevation looking downstream
8. 1 of 4

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1. F-1-123
2. MD 85 over Ballenger Creek
3. Frederick Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Elevation looking upstream
8. 2 of 4

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1. F-1-123
2. MD 85 over Ballenger Creek
3. Frederick Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Looking Southwest
8. 3 of 4

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1. F-1-123
2. MD 85 over Ballenger Creek
3. Frederick Co., MD
4. Wallace, Montgomery & Assoc.
5. 12/97
6. MD SHPO
7. Looking Northeast
8. 4 of 4

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