

Maryland Historical Trust

Maryland Inventory of Historic Properties number: FB-6-116

Name: APPLES CREEK RD, FE

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 <input checked="" type="checkbox"/>	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D	Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
Comments: _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

Final

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

MHT No. F-6-116

SHA Bridge No. F15-12 Bridge name Apples Church Road Bridge

LOCATION:

Street/Road name and number [facility carried] Apples Church Road over Owens Creek

City/town Thurmont Vicinity X

County Frederick

This bridge projects over: Road _____ Railway _____ Water X Land _____

Ownership: State _____ County X Municipal _____ Other _____

HISTORIC STATUS:

Is the bridge located within a designated historic district? Yes _____ No X
National Register-listed district _____ National Register-determined-eligible district _____
Locally-designated district _____ Other _____

Name of district _____

BRIDGE TYPE:

Timber Bridge _____:
Beam Bridge _____ Truss -Covered _____ Trestle _____ Timber-And-Concrete _____

Stone Arch Bridge _____

Metal Truss Bridge X

Movable Bridge _____:
Swing _____ Bascule Single Leaf _____ Bascule Multiple Leaf _____
Vertical Lift _____ Retractable _____ Pontoon _____

Metal Girder _____:
Rolled Girder _____ Rolled Girder Concrete Encased _____
Plate Girder _____ Plate Girder Concrete Encased _____

Metal Suspension _____

Metal Arch _____

Metal Cantilever _____

Concrete _____:
Concrete Arch _____ Concrete Slab _____ Concrete Beam _____ Rigid Frame _____
Other _____ Type Name _____

DESCRIPTION:

Setting: Urban _____ Small town _____ Rural X

Describe Setting:

Bridge No. F15-12 carries Apples Church Road over Owens Creek in Frederick County. Apples Church Road runs east/west and Owens Creek flows north/south. The bridge is located in the Thurmont vicinity and is surrounded by pasture and wooded areas.

Describe Superstructure and Substructure:

Constructed in 1917 by the York Bridge Company of York, Pennsylvania, Bridge No. F15-12 is a single-span, iron Warren pony truss measuring 19.2 meters (63 feet) in length. It has four (4) panels with diagonal endposts. The top chord is a built-up section of channels connected by plates; the bottom chord is a built-up section of angles connected with batten plates. The floor system has a timber deck with steel stringers and floorbeams. All verticals and diagonals are angles with batten plates and all connections are riveted. The clear roadway width is 3.98 meters (13.08 feet); the out-to-out width is 4.44 meters (14.58 feet). The structure has concrete abutments and wingwalls and a plaque on the bridge indicates it was constructed in 1917.

According to the 1997 inspection report, the structure was in good condition. The bridge is posted for 3.6 tonnes (8,000 pounds) and has a sufficiency rating of 75.33.

Discuss Major Alterations:

The structure was rehabilitated in 1997, including the replacement of the entire floor system (timber deck, steel stringers and floorbeams). In addition, a pipe railing was added to the structure.

HISTORY:

WHEN was the bridge built: 1917

This date is: Actual X Estimated _____

Source of date: Plaque X Design plans _____ SHA/County bridge files/inspection form X Other (specify): _____

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:

- A - Events X
- B- Person _____
- C- Engineering/architectural character _____ X _____

The bridge was determined eligible for the National Register of Historic Places by the Maryland Historical Trust in May 1993.

SURVEYOR:

Date bridge recorded March 1998

Name of surveyor Dave Dick/Caroline Hall

Organization/Address Wallace Montgomery and Associates, 110 West Road, Towson, MD 21204/ P.A.C. Spero & Co., 40 W. Chesapeake Ave, Suite 412, Baltimore, MD 21204 **Phone number** (410) 296-1635

FAX number (410) 296-1670

Maryland Historic Highway Bridges

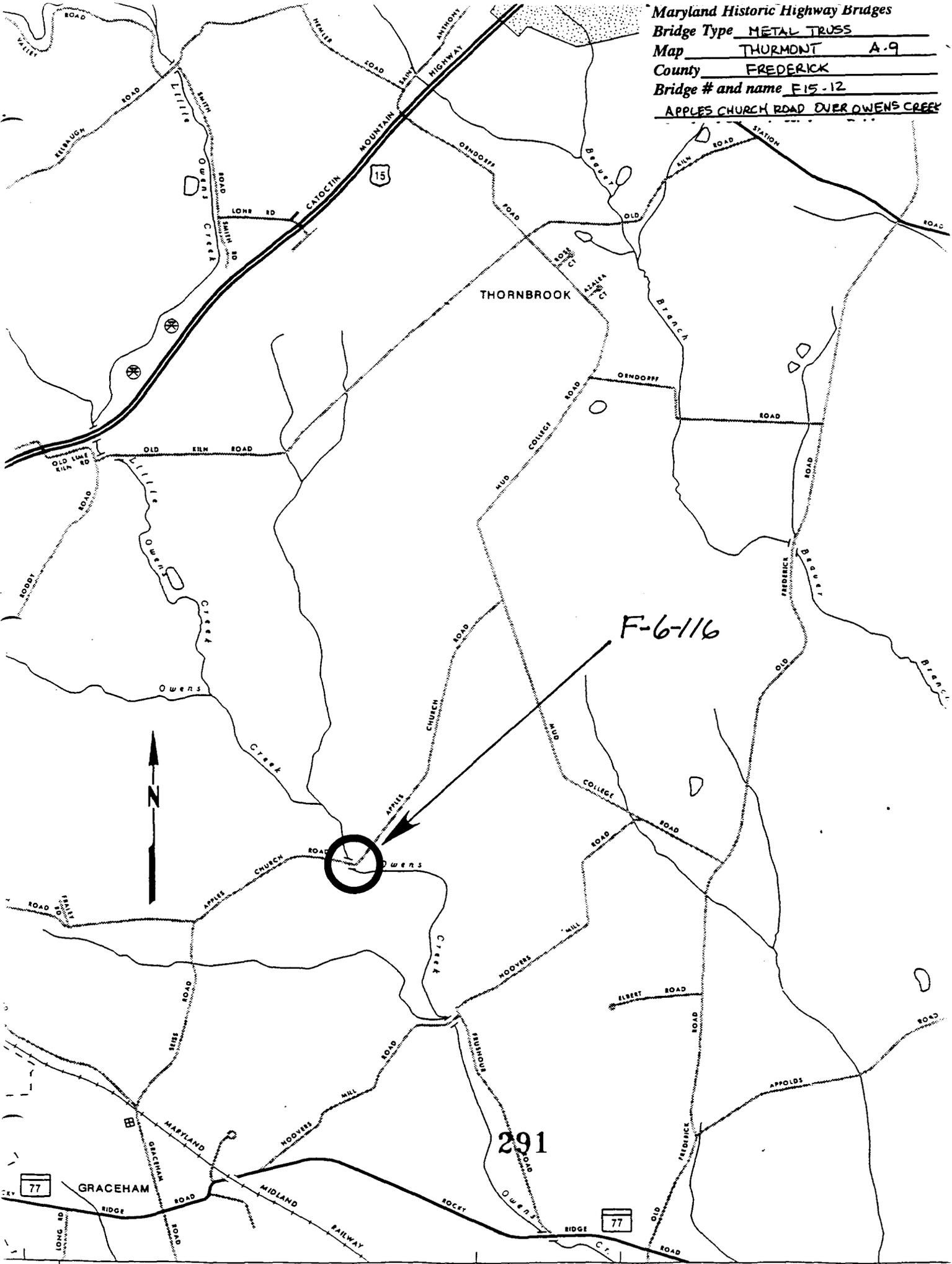
Bridge Type METAL TRUSS

Map THURMONT A.9

County FREDERICK

Bridge # and name F15-12

APPLES CHURCH ROAD OVER OWENS CREEK





1. F-G-116

2. F-116, type Church Row ext. Church Street

3. F-116, type Church Row ext. Church Street

4. F-116, type Church Row ext. Church Street

5. F-116, type Church Row ext. Church Street

6. F-116, type Church Row ext. Church Street

7. F-116, type Church Row ext. Church Street

8. F-116, type Church Row ext. Church Street



1. F-6-11's

2. F-15-12's Upper Church Road SW. Jackson Creek

3. Frederick County, MD

4. Ryan McKay

5. July 1997

6. 2000-2002

7. 10000-100000 ft

8. 2000

9.300843

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

(Bridge #1542)

Property/District Name: Apples Church Road Bridge Survey Number: F-6-116

Project: Apples Church Road over Owens Cr., Frederick Co. Agency: COE ?

Site visit by MHT Staff: no yes Name _____ Date _____

Eligibility recommended Eligibility not recommended

Criteria: A B C D Considerations: A B C D E F G None

Justification for decision: (Use continuation sheet if necessary and attach map)

The Apples Church Road Bridge was constructed in 1917 by the York Bridge Company. It is a single span iron pony truss bridge. Under Criteria A, the Apples Church Road Bridge derives its significance from its association with the development of transportation in Frederick County. Metal truss bridges represent an important step in engineering design and a uniquely American achievement, the result of intensive experimentation in the 19th century. Relatively cheap and easy to build, these bridges were the most popular form of bridge construction in Frederick County between the 1870s and the 1930s. Large numbers were built to span small crossings, greatly facilitating vehicular movement and communication throughout the developing County. Frederick County once had scores of such bridges; however, as technology and use requirements have changed, they have been replaced at an increasing rate. According to information provided to the Maryland Historical Trust by Frederick County Department of Public Works, only 27 metal truss bridges remain on County roads. A number of these are currently slated for replacement. The Apples Church Road Bridge was constructed by the York Bridge Company, a major bridge manufacturer for the region. The Apples Church Road Bridge is thus an increasingly rare example of the sort of modest structure once common throughout rural Maryland.

Documentation on the property/district is presented in: Project file

Prepared by: _____

Elizabeth Hannold May 6, 1993
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable
f. [Signature] 5.6.93
Reviewer, NR program Date

[Handwritten mark]

Survey No. F-6-116

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- Eastern Shore (all Eastern Shore counties, and Cecil)
- Western Shore (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
- Piedmont (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
- Western Maryland (Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

- Paleo-Indian 10000-7500 B.C.
- Early Archaic 7500-6000 B.C.
- Middle Archaic 6000-4000 B.C.
- Late Archaic 4000-2000 B.C.
- Early Woodland 2000-500 B.C.
- Middle Woodland 500 B.C. - A.D. 900
- Late Woodland/Archaic A.D. 900-1600
- Contact and Settlement A.D. 1570-1750
- Rural Agrarian Intensification A.D. 1680-1815
- Agricultural-Industrial Transition A.D. 1815-1870
- Industrial/Urban Dominance A.D. 1870-1930
- Modern Period A.D. 1930-Present
- Unknown Period (prehistoric historic)

III. Prehistoric Period Themes:

- Subsistence
- Settlement
- Political
- Demographic
- Religion
- Technology
- Environmental Adaption

IV. Historic Period Themes:

- Agriculture
- Architecture, Landscape Architecture, and Community Planning
- Economic (Commercial and Industrial)
- Government/Law
- Military
- Religion
- Social/Educational/Cultural
- Transportation

V. Resource Type:

Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Transportation

Known Design Source: York Bridge Company

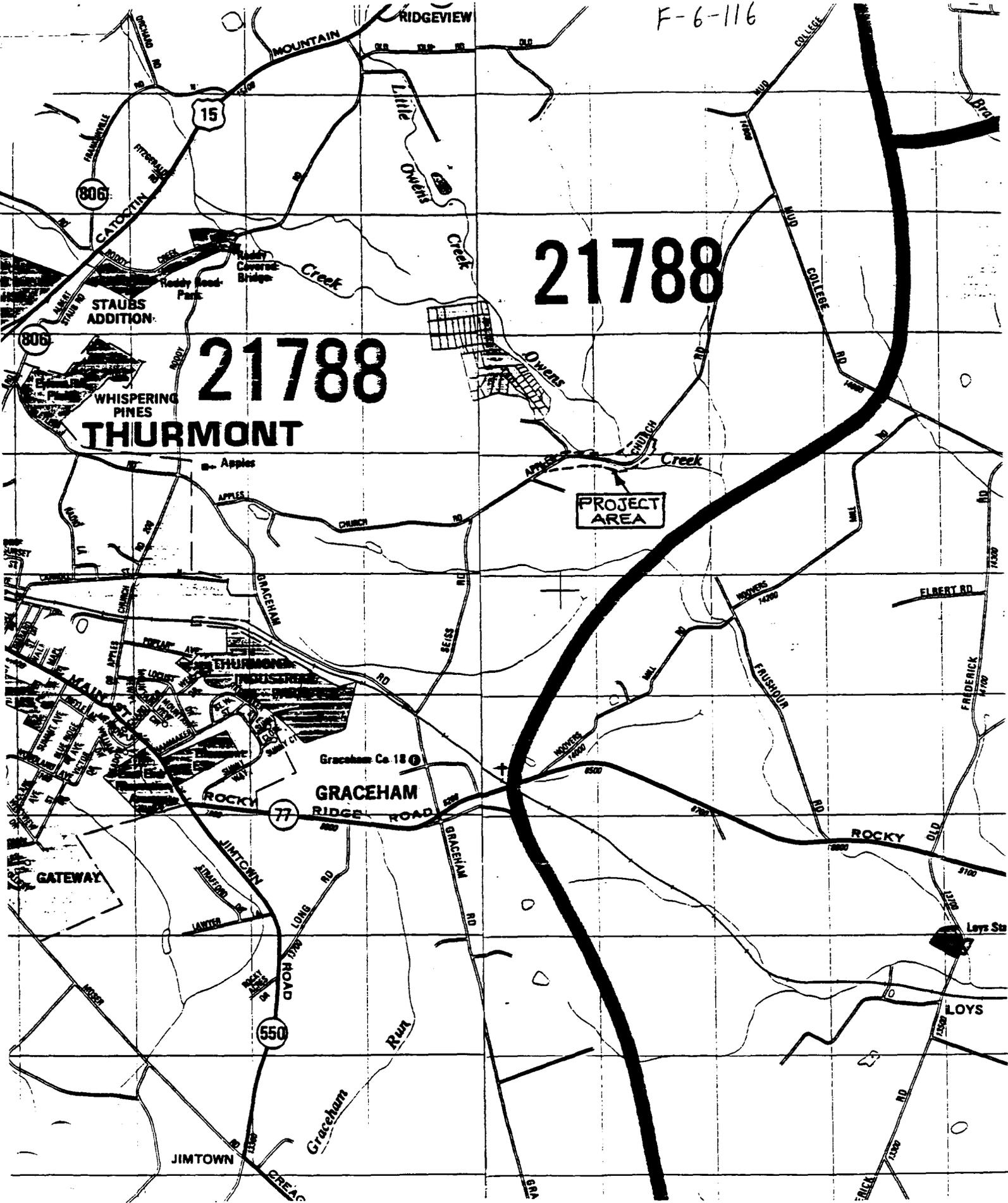
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THURMONT

PROJECT AREA





F-6-116

Fred. Co.

Bridge #15-12

Apples Church Road Bridge



Fred. Co.

F-6-116

Bridge # 15-12

Apples Church Road Bridge



RESTRICTED BRIDGE
SINGLE UNIT
8000 LBS GVW
COMBINATION UNIT
8000 LBS GCW

F-6-116 #
Bridge # 15-12

Fred. Co.

Apples Church Road Bridge



F-6-116
Bridge # 15-12

Fred. Co.

Apples Church Road Bridge

15-12 APPLES CHURCH ROAD



2-20

F-6-116

JOB NAME: FREDERICK CO. (15-12)
APPLES CHURCH RD/BR. ALIGN STY

JOB # 92189-01

DATE: 1-7-93

BY: MAC

ROLL # 0 1

EXP. 7

DESCRIPTION: W. Elevation



F-6-11-6

JOB NAME: FREDERICK CO. (15-12)
APPLES CHURCH RD/BR. ALIGN STY

JOB # 92189-01

DATE: 1-7-93

BY: MAC

ROLL # 1

EXP. 5

DESCRIPTION: N. Approach
