

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: WA-II-122

Name: Keedysville Rd. over Antietam Creek (WS651)

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 bridged received the following determination of eligibly.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <u> X </u>	Eligibility Not Recommended <u> </u>
Criteria: <u> A </u> <u> B </u> <u> C </u> <u> D </u>	Considerations: <u> A </u> <u> B </u> <u> C </u> <u> D </u> <u> E </u> <u> F </u> <u> G </u> <u>None</u>
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>

gmg

Maryland Inventory of Historic Properties
 Historic Bridge Inventory
 Maryland State Highway Administration
 Maryland Historical Trust

MHT No. WA-II-122Name and SHA No. Hitt Bridge (Upper Bridge) (W5651)**Location:**Street/Road Name and Number: Keedysville Road over Antietam CreekCity/Town: Keedysville vicinityCounty: WashingtonOwnership: State County Municipal OtherThis bridge projects over: Road Railway Water LandIs the bridge located within a designated district: yes no NR listed district NR determined eligible district locally designated other

Name of District _____

Bridge Type: Timber Bridge Beam Bridge Truss-Covered Trestle Timber-and-Concrete Stone Arch Metal Truss Bridge 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:**Describe Setting:**

Hitt's Mill Bridge carries Keedysville Road over Antietam Creek about a mile west of Keedysville. Antietam Creek flows northeast-southwest at this location, while Keedysville Road courses northwest-southeast. To the south of the bridge along Keedysville Road is the Hitt Mill and House. The mill is located along Antietam Creek to the south of the road (Maryland Historical Trust site WA-II-120), while the House is situated across the street on the north side (Maryland Historical Trust site WA-II-252). This complex is listed on the National Register of Historic Places.

Describe Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

This three-span stone arch bridge is constructed from coursed local fieldstone. It measures 105 feet in total length. Each of the arches is lined with carefully cut voussoirs with no apparent keystone. The center arch is the highest of the three. The center arch is 33 feet wide and the flanking arches are each 30 feet wide. Rounded piers buttress the arches on both sides of the bridge. The wing walls are set relatively straight in line with the bridge. The roadway measures 16 feet, 4 inches in width and carries one lane of traffic.

Discuss major alterations:

No major modifications have been made to this bridge. However, there is evidence of modern repointing and the addition of concrete coping atop the parapets.

History:

When Built: 1830

Why Built: *to facilitate access to Hitt's Mill*

Who Built: *Silas Harry as an agent of John Weaver*

Who Designed: *unknown*

Why Altered: *stabilization of structure*

Was this bridge built as part of an organized bridge building campaign: *no*

Surveyor Analysis:

This bridge may have NR significance for association with:

A Events B Person

C Engineering/Architectural Character

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

As with many stone arch bridges in Washington County, Hitt's Mill Bridge was erected near the site of a mill, in this case Hitt's Mill, also known as Pry's Mill, which operated from the 18th through the early 20th centuries. Milling and agriculture were the primary industries of the county. A large number of mills were built along significant waterways such as Antietam Creek and Conococheague Creek, as well as near smaller tributaries. Many of the region's major roadways led to and serviced these mill sites, which also served as centers for trade and social meetings. Bridges such as Hitt's Mill Bridge facilitated travel to and from these mills.

Following an act that was passed in 1829 authorizing a stone arch bridge to be erected near Hitt's Mill, an agreement between Silas Harry and the justices of the Levy Court of Washington County was made on February 12, 1830. This document, recorded in Liber LL, Folio 228 of the Washington County Land Records, indicates that Harry was to build two stone arch bridges, one of which was the bridge over Antietam Creek near Hitt's Mill. Specifications of Hitt's Bridge were that the bridge would have three arches, the center to span 32 feet and each of the flanking arches to measure 27 feet. The piers and abutments would be 5 feet above the low water mark and extend to the spring of the arch. The width of the bridge would be 16 feet. The sum to be paid for this bridge was \$2,600. According to Helen Hays Ashe in her book The Antietam and Its Bridges, John Weaver was responsible for building the bridge and Silas Harry was his agent. Records of the Levy Court indicate that Harry was only remunerated \$1,413.66 for his work on the bridge.

This bridge is additionally significant as one of three stone arch bridges involved in the Battle of Antietam during the Civil War (the other two bridges include the famous Burnside's or Lower Bridge, and the Middle Bridge which has been destroyed). Hitt's Mill Bridge, also known as the Upper Bridge, was crossed by Union troops on their way to fight the Confederates just north of Sharpsburg. On the eve of this battle, the Twelfth Corps, led by General Mansfield, made camp near the bridge. To the southeast of the bridge, the Cost House and Barn served as a makeshift hospital for Union troops during and following the battle, and it was later utilized as the temporary headquarters of General George Gordon Meade.

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

With its key position in proximity to a mill, Hitt's Mill Bridge played an important role in stimulating transportation and commerce throughout the area. Its presence helped promote growth and development on both a local and regional level.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?

Hitt's Mill Bridge is located directly to the north of the Hitt's Mill and House complex, which is listed on the National Register of Historic Places. While the bridge is not presently included in the inventory of structures associated with this district, it is clearly an important component of the assembly of historic structures and would significantly add to the visual character of the district.

Is the bridge a significant example of its type?

Even though Hitt's Mill Bridge has been slightly modified, it remains a significant example of the stone arch bridge.

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

This bridge retains integrity of location, design, setting, materials, workmanship, feeling and association. Despite the minimal alterations discussed above, Hitt's Mill Bridge still possesses integrity of nearly all of its original components, including the stone arch rings and barrels, spandrel walls, abutments, wing walls, and piers. In general, the bridge is in good to excellent condition.

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

Hitt's Mill Bridge is a particularly attractive and significant example of the work done in Washington County by both Silas Harry and John Weaver. It is potentially eligible under Criterion C for its engineering character.

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

Hitt's Mill Bridge has been well documented in both written and photographic form. In 1975, it was included in a comprehensive survey of Washington County's stone arch bridges that culminated with the preparation of National Register nomination forms for the bridges. These nomination forms have never been submitted to the National Register. It is presently listed in the Maryland Historical Trust's Inventory. No further study is recommended.

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a photocopy USGS map illustrating the location of the bridge.

Surveyor:

Name:	<u>Alice Crampton/Julie Abell</u>	Date:	<u>11/29/94</u>
Organization:	<u>Parsons Engineering Science, Inc.</u>	Telephone:	<u>(703) 591-7575</u>
Address:	<u>10521 Rosehaven Street</u>		
	<u>Fairfax, Virginia 22030-2899</u>		

MAGI # 2206933417

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME				
COMMON: Hitt Bridge				
AND/OR HISTORIC: Upper Bridge				
2. LOCATION				
STREET AND NUMBER: Keedysville Road at the Antietam Creek				
CITY OR TOWN: Keedysville vicinity				
STATE Maryland			COUNTY: Washington	
3. CLASSIFICATION				
CATEGORY (Check One) <input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object		OWNERSHIP <input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both		STATUS <input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work In progress
		Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered		ACCESSIBLE TO THE PUBLIC Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)				
<input type="checkbox"/> Agricultural	<input type="checkbox"/> Government	<input type="checkbox"/> Park	<input checked="" type="checkbox"/> Transportation	<input type="checkbox"/> Comments
<input type="checkbox"/> Commercial	<input type="checkbox"/> Industrial	<input type="checkbox"/> Private Residence	<input type="checkbox"/> Other (Specify)	_____
<input type="checkbox"/> Educational	<input type="checkbox"/> Military	<input type="checkbox"/> Religious	_____	_____
<input type="checkbox"/> Entertainment	<input type="checkbox"/> Museum	<input type="checkbox"/> Scientific	_____	_____
4. OWNER OF PROPERTY				
OWNER'S NAME: Board of County Commissioners of Washington County				
STREET AND NUMBER: Washington County Court House				
CITY OR TOWN: Hagerstown			STATE: Maryland	
5. LOCATION OF LEGAL DESCRIPTION				
COURTHOUSE, REGISTRY OF DEEDS, ETC: Washington County Court House				
STREET AND NUMBER: West Washington Street				
CITY OR TOWN: Hagerstown			STATE: Maryland	
Title Reference of Current Deed (Book & Pg. #): II/288				
6. REPRESENTATION IN EXISTING SURVEYS				
TITLE OF SURVEY:				
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local				
DEPOSITORY FOR SURVEY RECORDS:				
STREET AND NUMBER:				
CITY OR TOWN:			STATE:	

7. DESCRIPTION	
CONDITION	<div style="text-align: right; font-size: small;">(Check One)</div> <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Deteriorated <input type="checkbox"/> Ruins <input type="checkbox"/> Unexposed
	<div style="display: flex; justify-content: space-between;"> <div style="width: 45%;"> <div style="text-align: center; font-size: small;">(Check One)</div> <input checked="" type="checkbox"/> Altered <50% <input type="checkbox"/> Uncluttered </div> <div style="width: 45%;"> <div style="text-align: center; font-size: small;">(Check One)</div> <input type="checkbox"/> Moved <input checked="" type="checkbox"/> Original Site </div> </div>
DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE	
<p>The Hitt bridge carries the Keedysville Road across the Antietam Creek about one mile west of Keedysville in Washington County, Md.</p> <p>The three-arched span, built in 1830, is constructed of coursed local fieldstone. It shows evidence of modern pointing and the addition of a concrete ledge to replace the original coping. The three segmental arches are lined with carefully cut voussoirs and are supported by rounded piers.</p> <p>Helen Ashe Hays in her book, <u>The Antietam and Its Bridges</u>, states that in 1829 an act was passed authorizing the building of a stone bridge near Samuel Hitt's mill. "It was to have three arches, the center to be thirty four feet span, the two outside ones twenty-six feet span. The piers and abutments were to be five feet high above the low water mark to the spring of the arch, the width of the bridge to be sixteen feet in the clear."¹ According to Hays, John Weaver built the bridge but was assisted by Silas Harry as shown by records of the Levy Court which paid him the sum of \$1413.66 as the agent of John Weaver.²</p> <p>Recorded in Liber LL, Folio 228 of the Washington County land records is an agreement between Silas Harry and the justices of the Levy Court of Washington County, executed on February 12, 1830. In this document, Harry agreed to build two stone bridges, one over the Antietam Creek at Samuel M. Hitt's and one on the road from Hagerstown to Cavetown. The bridge at Samuel M. Hitt's was to have three arches, the center to span thirty-two feet and the two flanking arches each to span twenty seven feet. The piers and abutments were to be five feet above the low water mark to the spring of the arch. The bridge was to be sixteen feet wide in the clear. According to the agreement, the work was to be done for 2600. There remains a question, then, as to whether the bridge was actually built by Silas Harry or John Weaver.</p> <p>The bridge is located a short distance upstream from Samuel Hitt's mill, also known as Pry's Mill, which is described in form WA-II-120. Another article of agreement recorded among the Washington County land records (LL/350), is between the Justices of the Levy Court and Samuel M. Hitt. According to the document, dated March 15, 1830, Hitt agrees and binds himself to repair the road from the bridge to be built by Silas Harry near the bridge now over the Antietam Creek near Hitt's mill to the summit of the hill towards Hess's mill. It appears that this section of the road leading directly east from the bridge, up a steep slope, is that which is described by several historians as that which was used by General Braddock in 1755 on his trip west to Fort Duquesne during the French & Indian War. The road was later bypassed by the present lower road between the Antietam and Keedysville.</p> <p>The Hitt Bridge appears to be in good condition and is open to daily traffic.</p>	
<p>¹Helen Ashe Hays, <u>The Antietam and Its Bridges</u>, New York, G. P. Putnam's Sons (1910) p. 44.</p> <p>²Ibid., p. 45.</p>	

SEE INSTRUCTIONS

SIGNIFICANCE			
PERIOD (Check One or More as Appropriate)			
<input type="checkbox"/> Pre-Columbian	<input type="checkbox"/> 16th Century	<input type="checkbox"/> 18th Century	<input type="checkbox"/> 20th Century
<input type="checkbox"/> 15th Century	<input type="checkbox"/> 17th Century	<input checked="" type="checkbox"/> 19th Century	
SPECIFIC DATE(S) (If Applicable and Known) 1830			
AREAS OF SIGNIFICANCE (Check One or More as Appropriate)			
<input type="checkbox"/> Aboriginal	<input type="checkbox"/> Education	<input type="checkbox"/> Political	<input type="checkbox"/> Urban Planning
<input type="checkbox"/> Prehistoric	<input checked="" type="checkbox"/> Engineering	<input type="checkbox"/> Religion/Phi-	<input type="checkbox"/> Other (Specify)
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Philosophy	
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Science	
<input checked="" type="checkbox"/> Architecture	<input type="checkbox"/> Landscape	<input type="checkbox"/> Sculpture	
<input type="checkbox"/> Art	<input type="checkbox"/> Architecture	<input type="checkbox"/> Social/Human-	
<input checked="" type="checkbox"/> Commerce	<input type="checkbox"/> Literature	<input type="checkbox"/> itarian	
<input type="checkbox"/> Communications	<input checked="" type="checkbox"/> Military	<input type="checkbox"/> Theater	
<input type="checkbox"/> Conservation	<input type="checkbox"/> Music	<input checked="" type="checkbox"/> Transportation	
STATEMENT OF SIGNIFICANCE			
<p>The Hitt Bridge is significant for its architecture, for its contribution to commerce and transportation in Washington County and as an example of the engineering abilities of the early bridge builders. The structure also has military significance as the famous Upper Bridge during the Civil War Battle of Antietam. In addition, the bridge site holds military significance as being, according to historians, the place where General Braddock forded the Antietam.</p> <p>Architecturally, the Hitt Bridge is an example of nearly thirty stone arched bridges and culverts in Washington County. Most of these structures were built between 1820 and 1850 and appear to reflect a major trend in building with stone in the Cumberland Valley. The first stone bridge in the county, erected in 1819, carried the National Pike across the Conococheague Creek. According to historians, stone bridges because of their greater durability were used for the National Pike at the insistence of the Maryland legislature.</p> <p>The Hitt bridge is also significant for its contribution to commerce and transportation in Washington County. Like many of the county's stone bridges, the Hitt Bridge was built near a mill. Milling was an important business in the area contributing significantly to the early economy. With the prominence of the mills in the county, many of the early roads led to these places of business. Portions of the road from Keedysville to Bakersville are very old, according to notes compiled by Arthur G. Tracey of Carroll County, Md., who stated that the road was in use as early as 1737. Although the Hitt Bridge was built well after the road and the mill were established, it did facilitate transportation and thus aided commerce in Washington Co.</p> <p>The engineering abilities of the early bridge builders of the Cumberland Valley are exemplified by the Hitt Bridge. The bridge has stood since 1830 carrying daily traffic. It thus remains as a monument to the engineering capabilities of its builder. In addition to Silas Harry and John Eaver, other bridge builders in Washington County included George Weaver, Charles Wilson and the Lloyds, a Pennsylvania firm.</p> <p>The Hitt bridge has great military significance as the "Upper Bridge" during the Battle of Antietam in September of 1862. It is one of three stone bridges which were involved in the battle. The famed Burnside's or Lower Bridge and the Middle Bridge, since destroyed, on the road from Keedysville to Sharpsburg, crossed the Antietam south of Hitt Bridge. At the east edge of the north end of the battlefield, the Upper Bridge was crossed by Union troops preparing to engage the Confederates north of Sharpsburg. General Mansfield's Twelfth Corps camped near the bridge on the eve of the battle. The Cost House just southeast of the bridge served as</p>			

SEE INSTRUCTIONS

(continued on reserve.)

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Hays, Helen Ashe, The Antietam and Its Bridges, New York: G. P. Putnam's Sons, 1910.
 Scharf, Thomas J., A History of Western Maryland, Philadelphia: Louis H. Everts, 1882.
 Schildt, John W., Drums Along the Antietam, Parsons, W. Va: McClain Printing Co., 1772 (includes extensive bibliography).
 Tracey, Arthur G., notes compiled on early roads of Washington County, Historical Society of Carroll County, Westminster, Md.
 Washington County Museum of Fine Arts, exhibiton catalog, "Bridges: Our Legacy in Stone," Hagerstown, Md.: August-September, 1965.

10. GEOGRAPHICAL DATA Washington County Road and Land Records

LATITUDE AND LONGITUDE COORINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		° ' "	° ' "	
NE	° ' "	° ' "		° ' "	° ' "	
SE	° ' "	° ' "		° ' "	° ' "	
SW	° ' "	° ' "		° ' "	° ' "	

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

(SIGNIFICANCE CONTINUED)

headquarters for General Meade after the battle. The Cost dwelling and the nearby mill were also used as hospitals during and after the battle.

The Hitt Bridge site has military significance as the prosumed fording place of General Braddock's army as they journeyed toward Fort Duquesne in 1755. According to some distorians Braddock crossed South Mountain near Keedysville and followed the route which is now the Keedysville-Bakersville Road to where the army crossed the Potomac River. Evidence of the original road can be seen leading up a steep bank immediately east of the bridge.

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
 Paula Stoner Dickey, Consultant

ORGANIZATION: Washington County Historical Sites Survey

DATE: April, 1975

STREET AND NUMBER:
 Court House Annex

CITY OR TOWN: Hagerstown

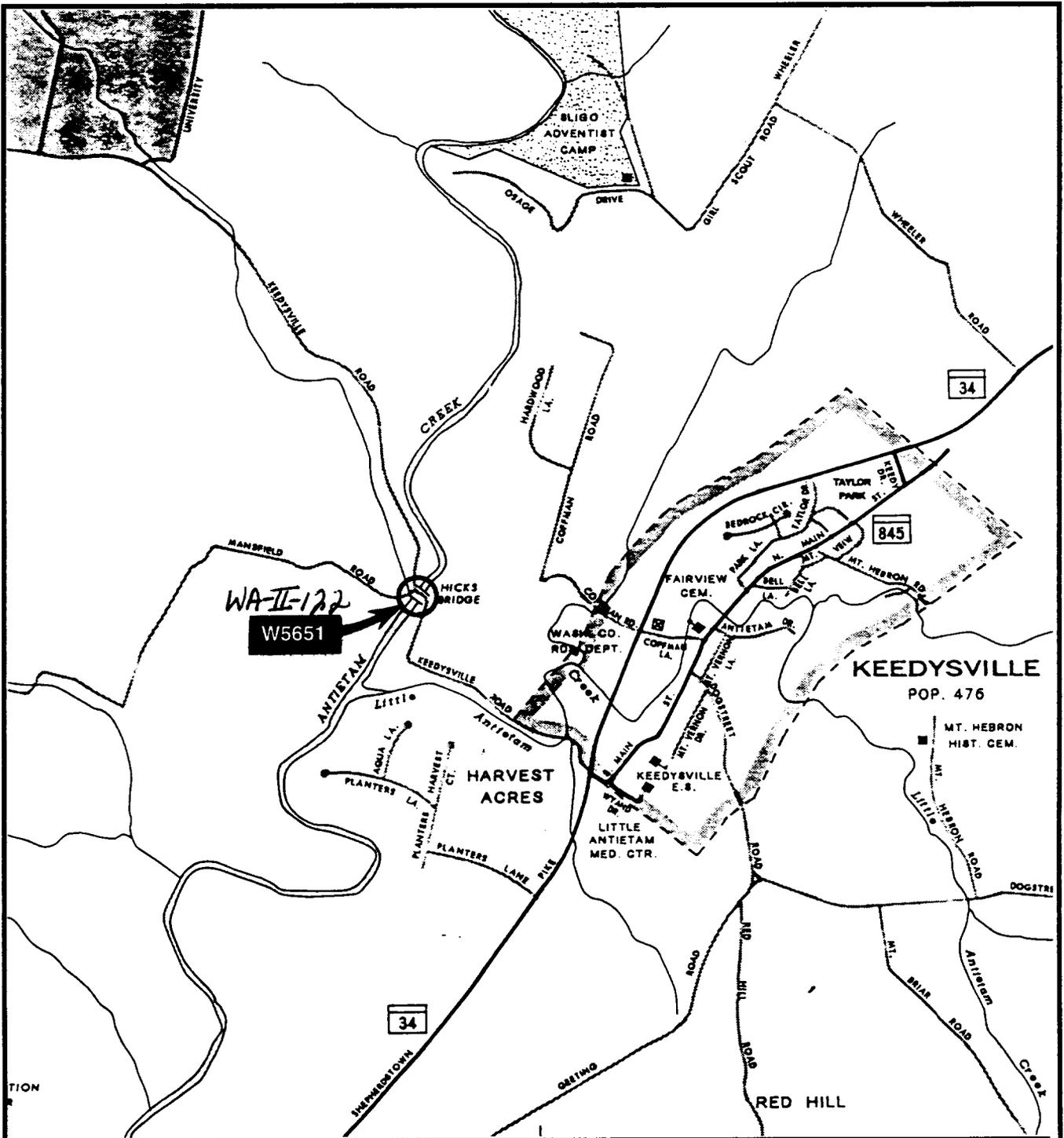
STATE: Maryland

12. State Liaison Officer Review: (Office Use Only)

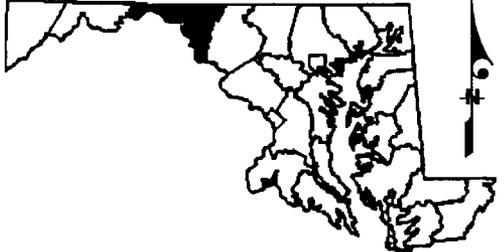
Significance of this property is:

National State Local

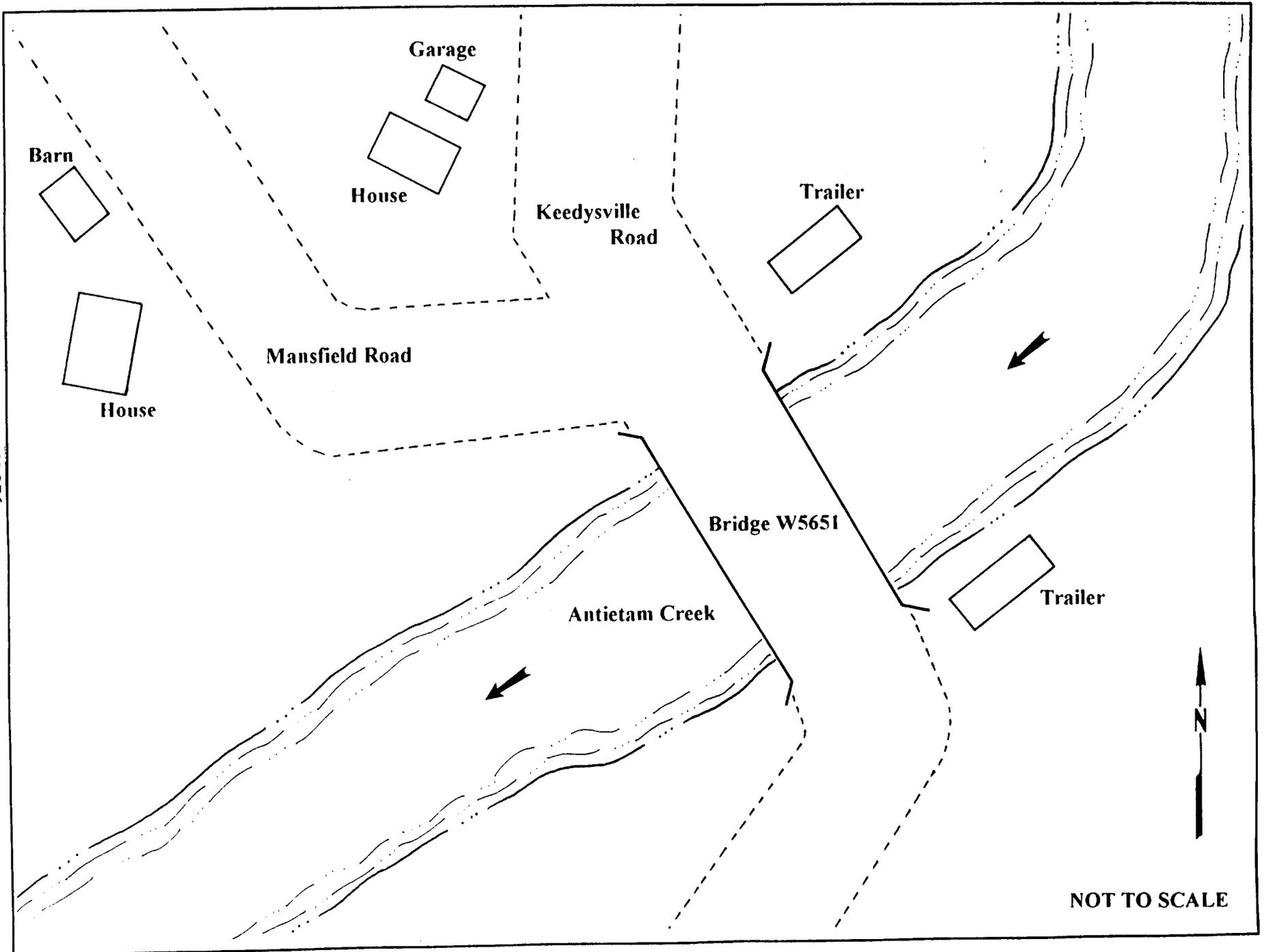
Signature _____



Washington County - Bridge Number W5651
 Keedysville Road over Little Antietam Creek
 (Hitts' Mill Bridge)



Scale 0 1000 2000 feet
 0 0.5 kilometer



IV-376

WA-II-122

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RESERVATION

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KEEDYSVILLE

WA-II-122
Hitt Bridge
ADC of Alexandria, Inc., 198

CHICKS BRIDGE

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34

21756

ANTIETAM HEIGHTS

RED HILL

10

11

12

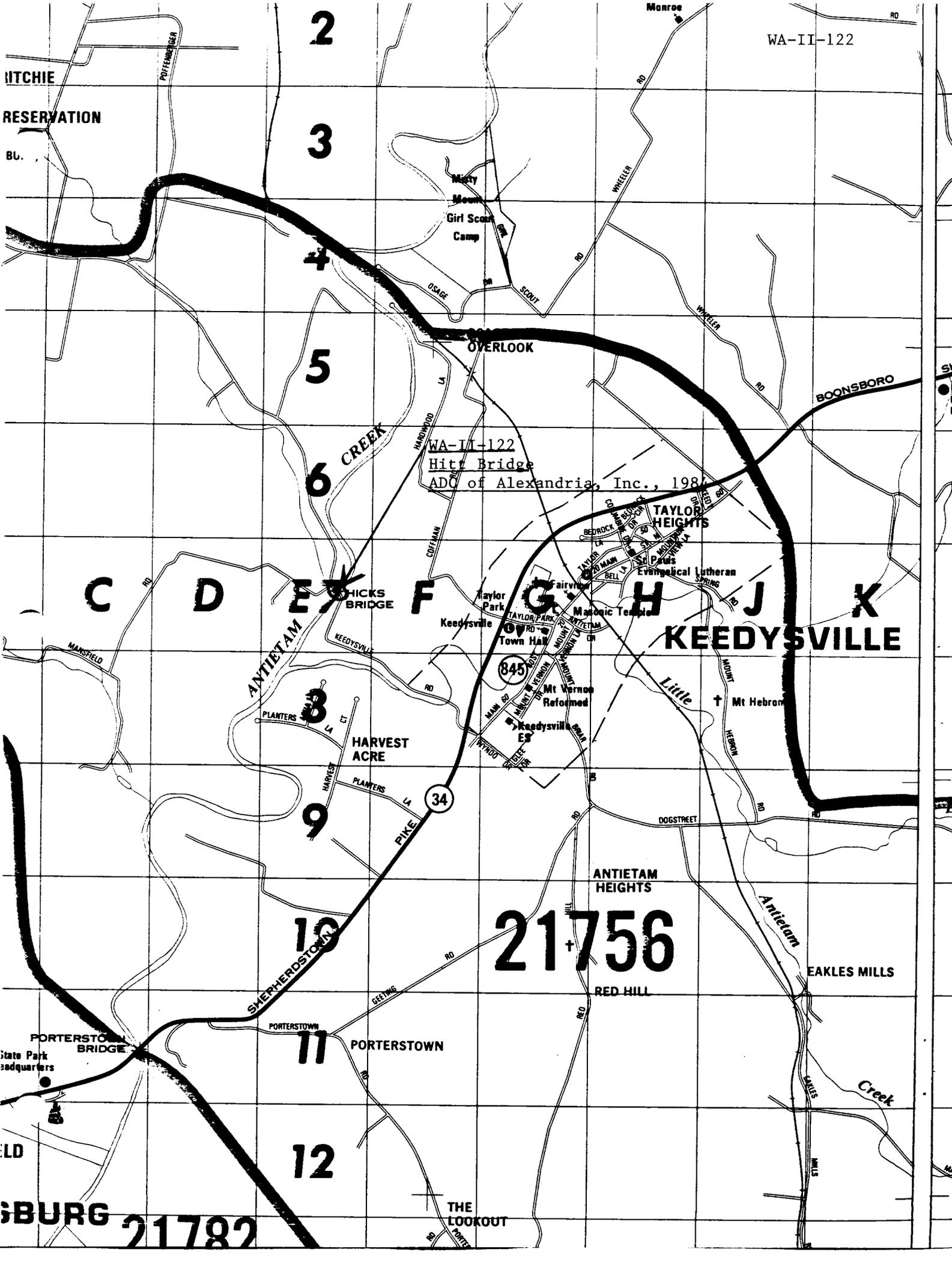
PORTERSTOWN BRIDGE

PORTERSTOWN

LD

SBURG 21782

THE LOOKOUT



Keedysville quadrangle

WR-II-122

159000 FEET (MD.)

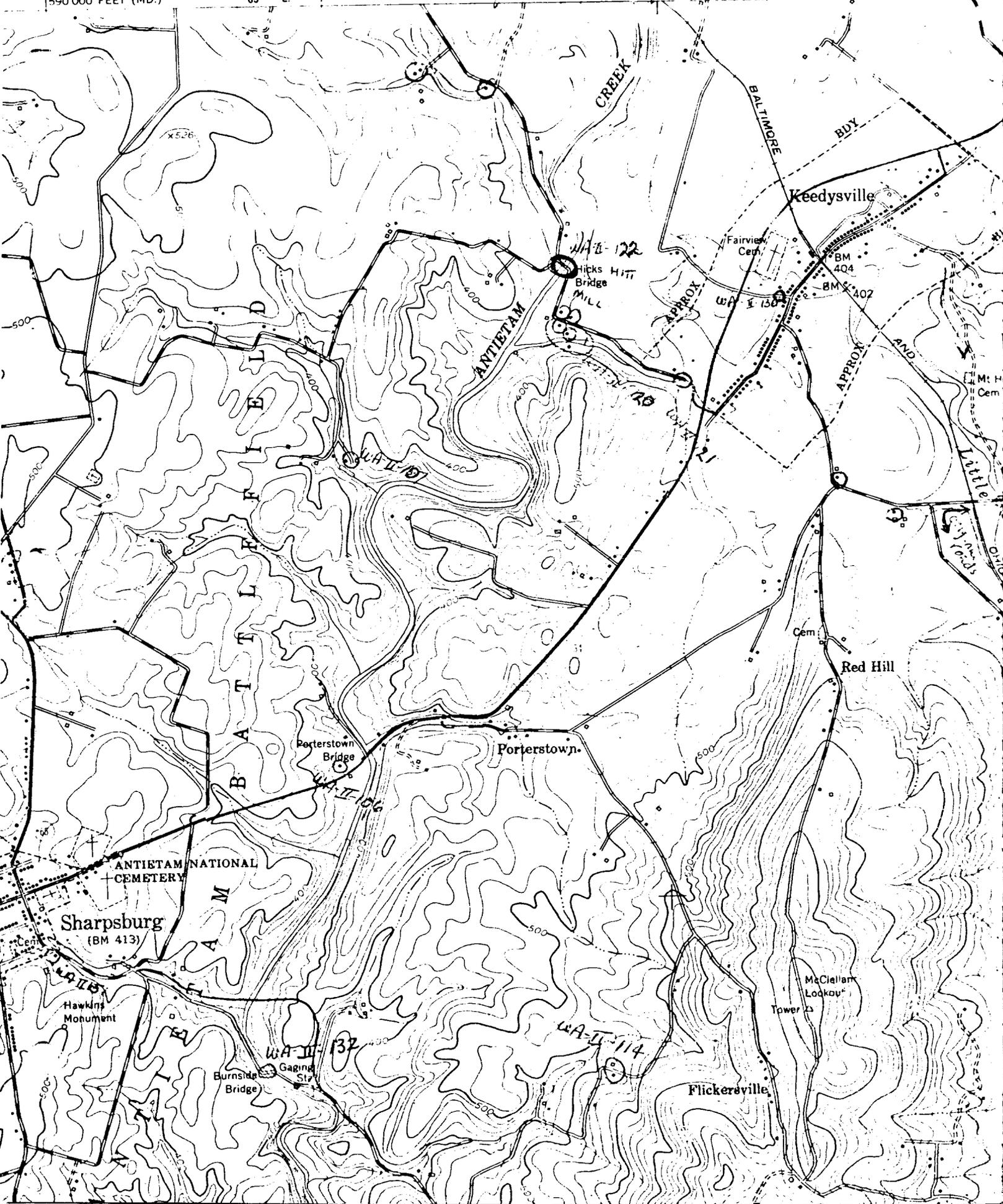
265000m E.

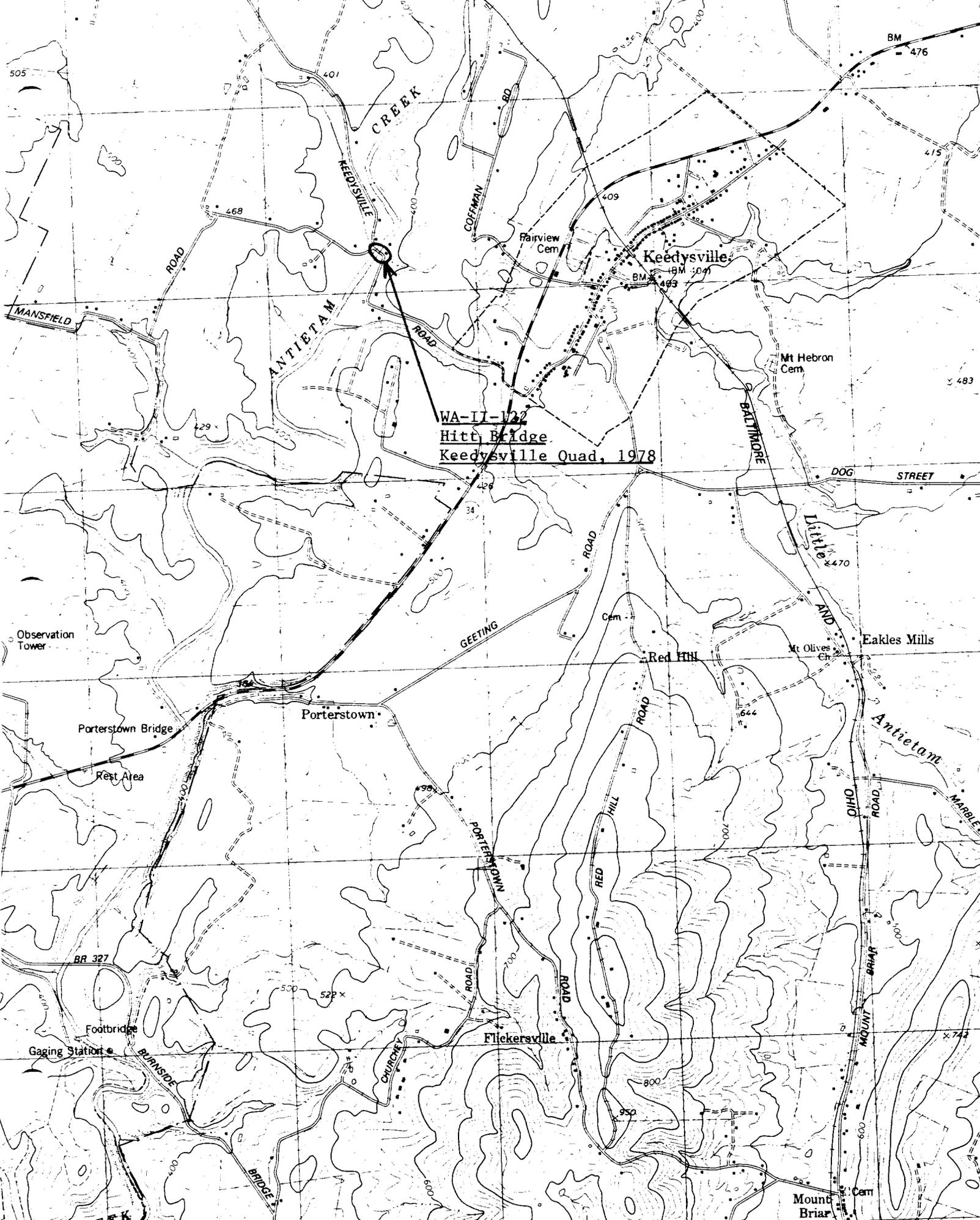
266

267

42'30"

268





WA-II-122
 Hitt Bridge
 Keedysville Quad, 1978

BM 476

Keedysville

ANTIETAM

KEEDYSVILLE CREEK

COFFMAN RD

BALTIMORE

Mt Hebron Cem

DOG STREET

Little

Mt Olives Ch

Eakles Mills

Antietam

MARBLE

Red Hill

Porterstown

Porterstown Bridge

Rest Area

GEETING

PORTERTOWN

RED HILL

Flickersville

Mound Briar

Footbridge

Gaging Station

BURNSIDE

CHURCH

BRIDGE

REEK



WA-II-122

Hitt Bridge (W5651)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

Southwest elevation

1 of 5



WA-II-122

Hitt Bridge (W5651)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

North-east elevation

2 of 5



WA-II-122

Hitt Bridge (W5651)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

Approach looking southeast

3 of 5



WA-II-122

Hitt Bridge (WS651)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

Approach looking northwest

4 of 5



WA II - 122

Hitt Bridge (WS651)

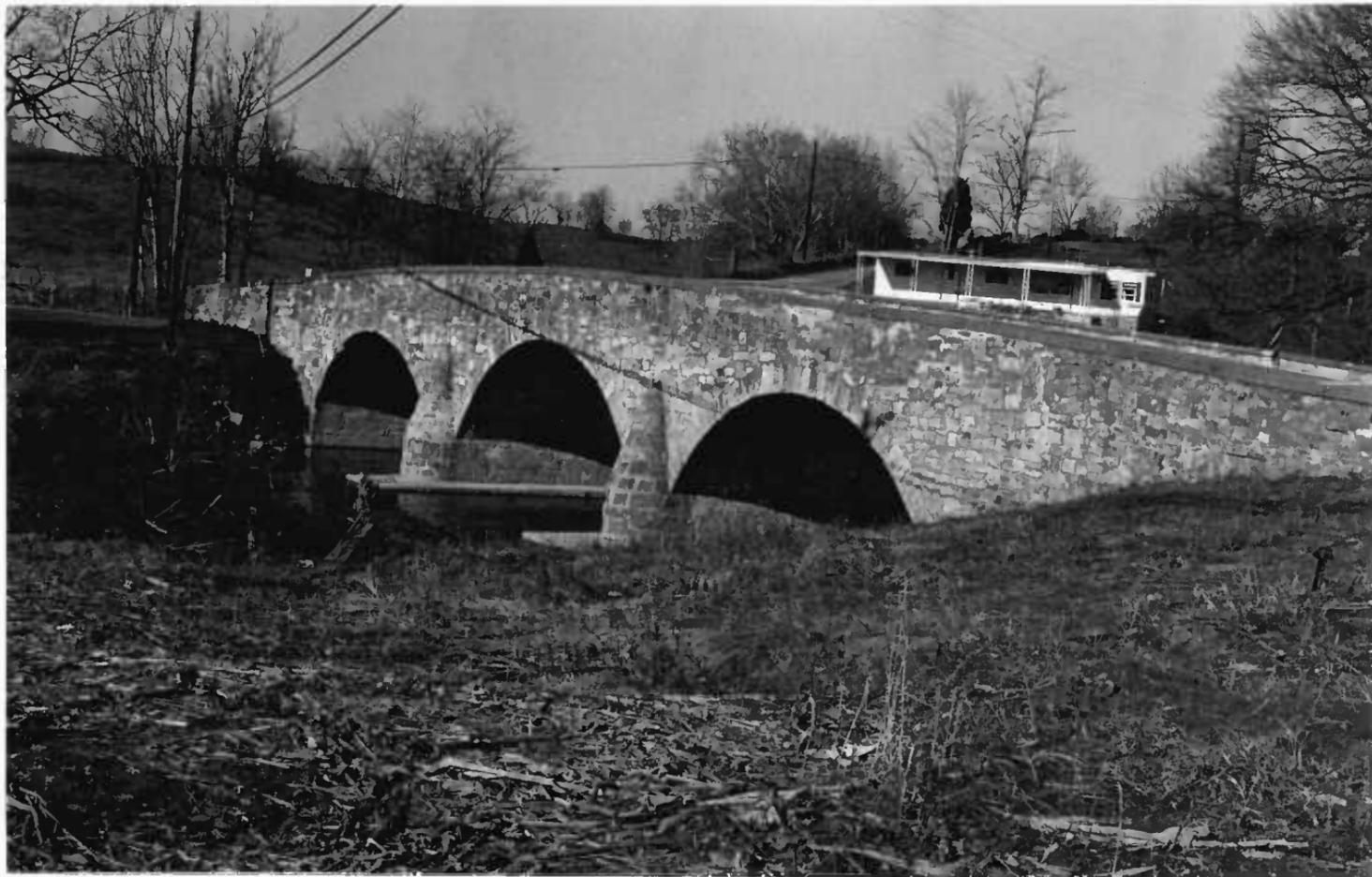
Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration
Structure to southeast of bridge.

5 of 5



10/11/11
10/11/11

PAULA STOWER DICKEY
CONSULTANT, WASHINGTON CO.
HISTORICAL SITES SURVEY



100
1/20/00

PAULS BUREAU
DEPARTMENT, WASHINGTON CO.
HISTORICAL SITES SURVEY