

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: WA-II-136

Name: Coffman Lane over Little Antietam Crk
(W-6371)

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 <input checked="" type="checkbox"/> X	Eligibility Not Recommended _____
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>

JK

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

MHT No. WA-II-136Name and SHA No. Hess Mill Bridge (W6371)**Location:**Street/Road Name and Number: Coffman Lane over Little Antietam CreekCity/Town: Keedysville _____ vicinityCounty: Washington _____Ownership: __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:**

Hess Mill Bridge carries Coffman Lane (also known as Coffman Farms Lane) over Little Antietam Creek in Keedysville. Coffman Lane runs generally east-west at this location, while Little Antietam Creek flows northeast-southwest. The bridge is located only one-half block from Main Street in Keedysville. Several 19th century structures are located along Main Street, including a church of brick and stone construction at the southwest corner of Main Street and Coffman Lane. A modern housing development is situated to the southwest of the bridge, while a cemetery is located on the other side of Coffman Lane to the northwest of the bridge. Immediately adjacent to the bridge, also on the northwest side, is a modern dwelling. Hess Mill, for which the bridge was named, was once located to the northeast of the bridge. Archaeologists have documented possible remains of this mill complex in approximately the same position (Maryland Archaeological Site 18-WA-319).

Describe Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

This two-span stone arch bridge is constructed of coursed local fieldstone, with radiating voussoirs of carefully cut stones of even width and size. There is no obvious keystone. The bridge measures 90 feet in total length. The two arches are of different dimensions, with the larger of the pair located on the western side of the bridge. The arches are 22 feet wide and 13 feet wide. Piers on both the upstream and downstream elevations are rounded in shape. The wing walls flare out at either end of the bridge, partially as a result of modern reconstruction (see below). The roadway is 16.5 feet and carries one lane of traffic.

Discuss major alterations:

Hess Mill Bridge displays evidence of extensive reconstruction. Most significantly, the walls of the bridge appear to have been rebuilt so as to extend further along the shoulder of the road. An obvious change in masonry is visible along the southwestern wall. Additionally, the parapets have been rebuilt to include gaps for runoff water and a concrete coping. The entire structure has been repointed, and the piers rest atop concrete footings of modern construction. Finally, according to the Washington County Engineer's Office, the roadbed has been raised.

History:

When Built: 1832

Why Built: unknown

Who Built: 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, Hess Mill Bridge was erected near the site of a mill, in this case Hess Mill, which operated during the 18th and 19th 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 Hess Mill Bridge facilitated travel to and from these mills.

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, Hess 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?

Hess Mill Bridge is located at the edge of Keedysville, which although not currently listed as an historic district, would certainly be eligible for nomination. This bridge would be a valuable addition to the historic and visual character of the potential district.

Is the bridge a significant example of its type?

Even though Hess Mill Bridge has been modified, it nonetheless 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 alterations discussed above, Hess 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?

This bridge was the second of two bridges constructed by John Weaver in 1832. Its unique arch placement makes it potentially eligible under Criterion C as a particularly significant example of the work done in Washington County by the builder.

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

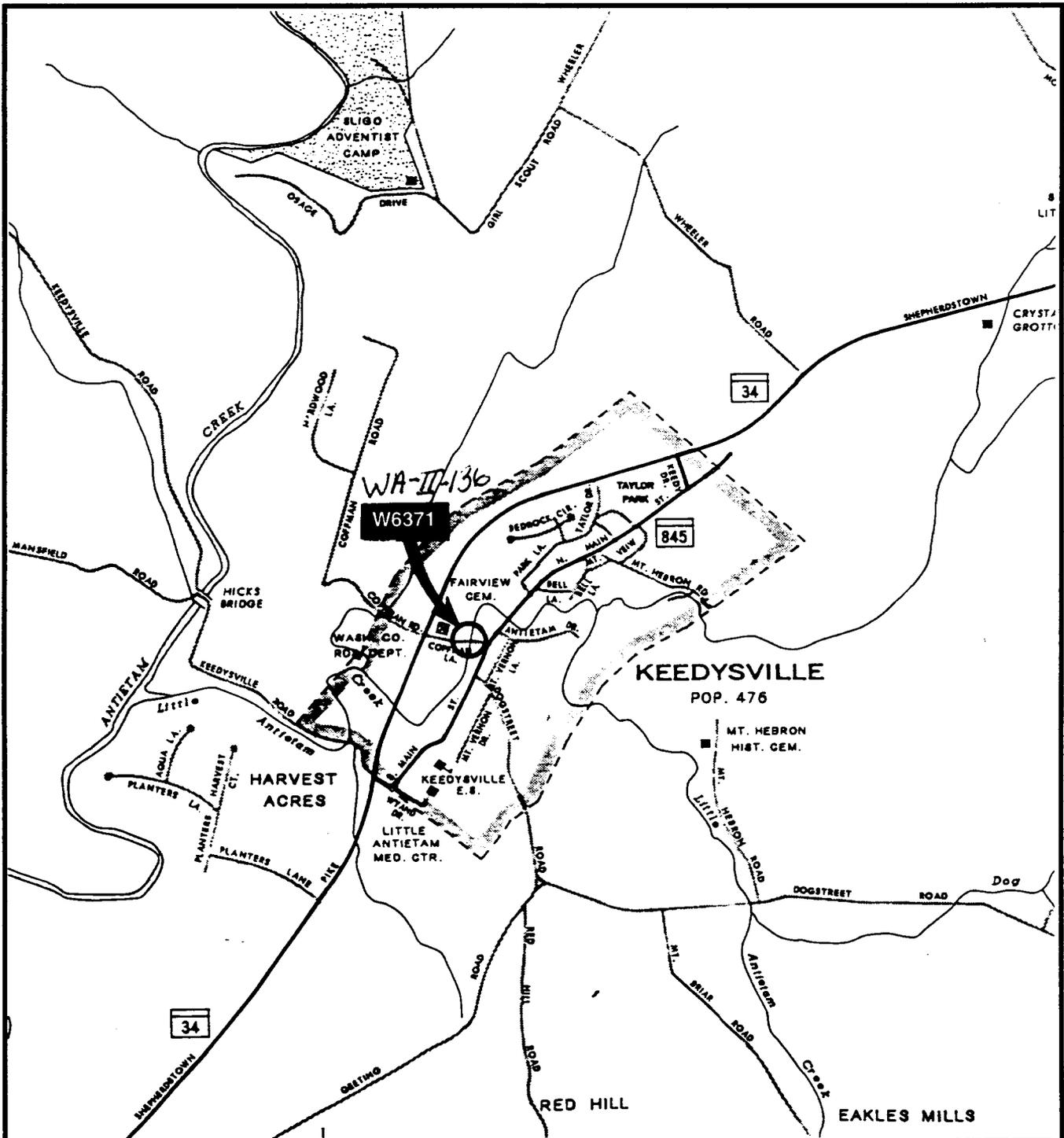
Hess Mill Bridge has been well documented, in both written and photographic form. In 1975, it was included in a comprehensive survey of Washington County's stone arch bridges that culminated with the preparation of National Register nomination forms for the bridges. These nomination forms have never 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.

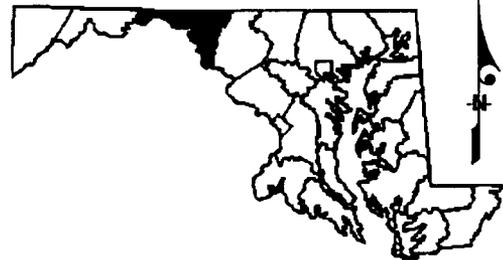
Provide a photocopy USGS map illustrating the location of the bridge.

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>		

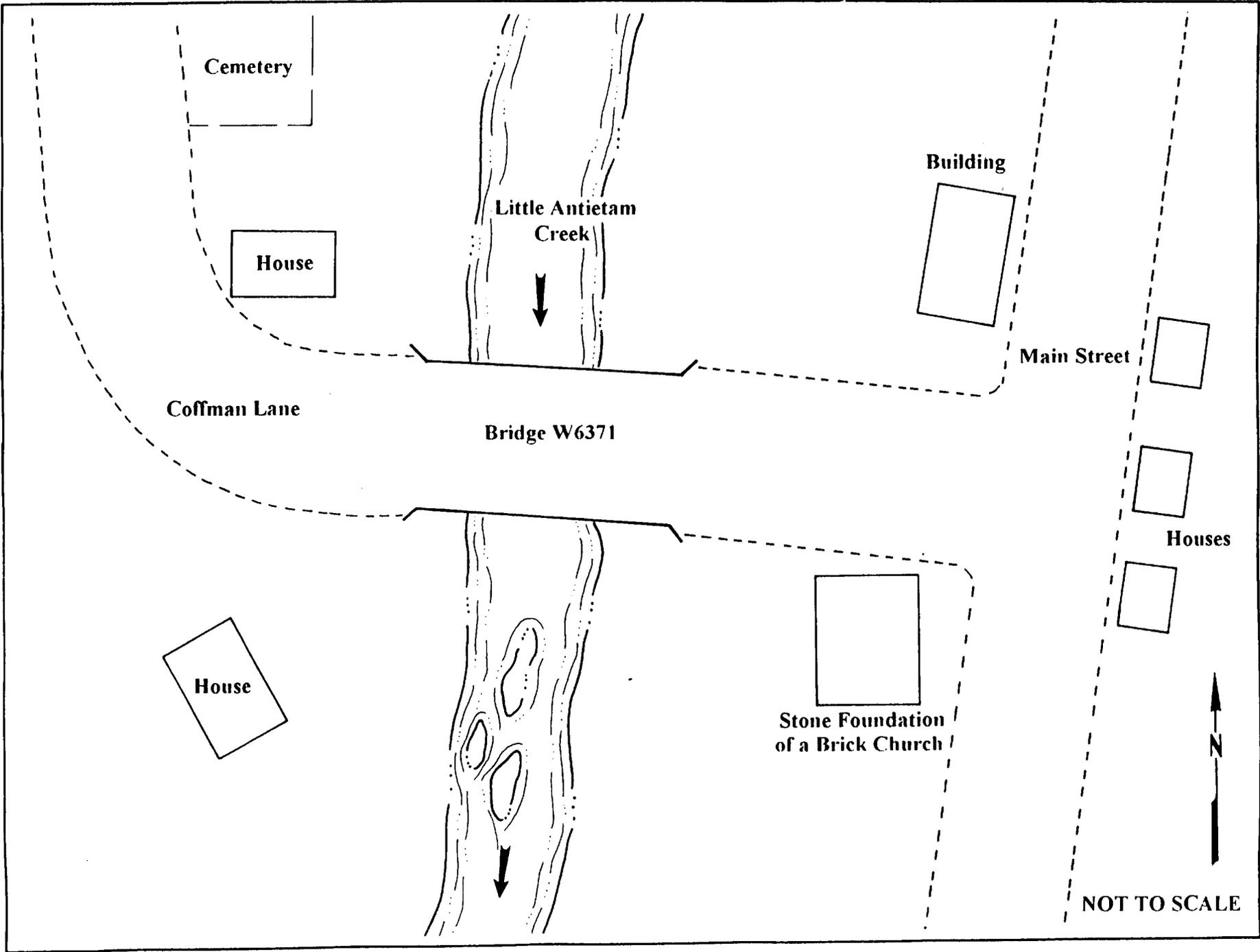


Washington County - Bridge Number W6371
 Coffman Lane over Little Antietam Creek
 (Hess Mill Bridge)



Scale 0 1000 2000 feet
 0 0.5 kilometer

IV-422



WA-TI-136



WA IT 136

Hess Mill Bridge (W6371)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

North elevation

1 of 6



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Hess Mill Bridge (W6371)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

South elevation

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Hess Mill Bridge (W6371)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

South elevation, pier detail

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WA-II-136

Hess Mill Bridge (W6371)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

Soil elevation, Wall detail

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Hess Mill Bridge (W6371)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

Approach looking east

5 of 6



WA-II-136

Hess Mill Bridge (W6371)
Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration
Culvert to southwest of bridge

6 of 6

MARYLAND HISTORICAL TRUST WORKSHEET

MAGI # 2206943417

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

SEE INSTRUCTIONS

1. NAME					
COMMON: Hess Mill Bridge					
AND/OR HISTORIC:					
2. LOCATION					
STREET AND NUMBER: Little Antietam Creek					
CITY OR TOWN: Keedysville					
STATE Maryland			COUNTY: Washington		
3. CLASSIFICATION					
CATEGORY (Check One)		OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District	<input type="checkbox"/> Building	<input checked="" type="checkbox"/> Public	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied	Yes:
<input type="checkbox"/> Site	<input checked="" type="checkbox"/> Structure	<input type="checkbox"/> Private		<input type="checkbox"/> Unoccupied	<input type="checkbox"/> Restricted
<input type="checkbox"/> Object	<input type="checkbox"/> Both	<input type="checkbox"/> Preservation work in progress		<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"/> Pork	<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: Court House Annex					
CITY OR TOWN: Hagerstown			STATE: Maryland		
5. LOCATION OF LEGAL DESCRIPTION					
COURTHOUSE, REGISTRY OF DEEDS, ETC:					
STREET AND NUMBER:					
CITY OR TOWN:			STATE:		
Title Reference of Current Deed (Book & Pg. #):					
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: right; font-size: small;">(Check One)</div> <input checked="" type="checkbox"/> Altered > 50% <input type="checkbox"/> Uncltered </div> <div style="width: 45%;"> <div style="text-align: right; 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>Hess Mill Bridge crosses the Little Antietam Creek in Keedysville, Washington County, Maryland near the site of Hess' Mill.</p> <p>The bridge is a two-arched span constructed of coursed local field-stone. Its pair of segmental arches are lined with uniformly cut voussoirs which rest on a pier terminating with rounded projections at the up and downstream elevations of the structure. The arches which are unequal in size are set low in the water between the steeply rising banks of the creek.</p> <p>The bridge walls show evidence of extensive rebuilding. Relatively recent repointing is present on portions of the bridge which appear to be original. Sections of the original abutments jut at right angles from the newer walls which have been elongated to extend for some distance beyond the creek. Most of the major alterations appear to have been made relatively recently.</p> <p>According to historians, the Hess' Mill Bridge was built by John Weaver in 1832. Near the bridge is the mill site. Reportedly, the mill was operated by Jacob Hess as early as 1754. It is depicted as a grist mill in 1794, 1808 and 1859 maps of the area. No physical evidence of the mill remains.</p> <p>The Hess Mill Bridge appears to be on good condition and is open to daily traffic.</p>	
<p>SIGNIFICANCE #7 (Continued)</p> <p>This bridge also derives significance from its association with the Civil War Battle of Antietam which was fought on September 17, 1862. Union Troops marched through Keedysville before engaging the Confederates west of the Antietam Creek. Many buildings in Keedysville were used as hospitals during and after the Battle.</p>	

SEE INSTRUCTIONS

8. 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) 1832

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/Philosophy	<input type="checkbox"/> Other (Specify) _____
<input type="checkbox"/> Historic	<input type="checkbox"/> Industry	<input type="checkbox"/> Science	_____
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Invention	<input type="checkbox"/> Sculpture	_____
<input checked="" type="checkbox"/> Architecture	<input type="checkbox"/> Landscape Architecture	<input type="checkbox"/> Social/Humanitarian	_____
<input type="checkbox"/> Art	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input checked="" type="checkbox"/> Commerce	<input checked="" type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Music		
<input type="checkbox"/> Conservation			

STATEMENT OF SIGNIFICANCE

The Hess Mill Bridge is significant for its architecture, for its contribution to commerce and transportation in Washington County and as an example of the engineering skills of its builder. It also derives military significance from its association with the Civil War Battle of Antietam.

Architecturally, the bridge is important as one of nearly thirty stone arched bridges and culverts in Washington County. The large number of these structures which were built in the Cumberland Valley between 1820 and 1850 suggests that the bridges were part of a major trend in building with stone during the first half of the 19th century. The first stone bridge in the County carried the National Pike across the Conococheague Creek. It was built in 1819 at the insistence of the Maryland legislature. Presumably stone bridges were favored over wood structures because of their greater durability.

The Hess Mill Bridge is also important as an aid to commerce and transportation in Washington County. Like the majority of Washington County's stone arched bridges, this structure was erected close to a mill. Milling was a major enterprise in early Washington County with facilities being developed to process the grain grown by early settlers in the County. Although the bridge was built many years after the mill was established, it provided better access to the mill and thus promoted commercial growth.

The bridge carries the Old Keedysville-Bakersville Road across the Little Antietam Creek. The road led to the Antietam where there was a ford at the site of a three-arched stone structure, the Hitt Bridge (WA-II-122). The road continued its present course through Bakersville to Williamsport. It is said by several historians that this was the route used by General Braddock in 1755 during his expedition west toward Fort Duquesne. The section of the road between the Hitt Bridge and Keedysville was approved for relocation to its lower present course in 1835 by the Washington County Commissioners. A map of the old road and the proposed relocation submitted by the road examiners and recorded in Volume I, Folio 196 of the Washington County Road and Land Records, refers to an "old Bridge" at "Hesses oldmill."

The Hess Mill Bridge is also important as representing the engineering skills of its builder, said to be John Weaver. Built in 1832, according to historians, it has been open to daily traffic since that date. Although large sections of its upper walls have been reconstructed, the essential arched structure remains as a monument to the engineering capabilities of John Weaver. Weaver is known to have constructed several other bridges in the County. Other Washington County bridge builders included George Weaver, Silas Harry, Charles Wilson and the Lloyds, a Pennsylvania firm.

SEE INSTRUCTIONS

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Hays, Helen Ashe, The Antietam and Its Bridges, New York: G. P. Putman's Sons, 1910.
 Washington County Museum of Fine Arts, exhibiton catalog, "Bridges: Our Legacy in Stone," Hagerstown, Md.: August-September, 1965.
 Washington County Road and Land Records.

10 GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			O R	LATITUDE AND LONGITUDE COORDINATES 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:

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE: Paula Stoner Dickey, Consultant		DATE May, 1975
ORGANIZATION Washington County Historical Sites Survey		
STREET AND NUMBER: Court House Annex		
CITY OR TOWN: Hagerstown	STATE Maryland	

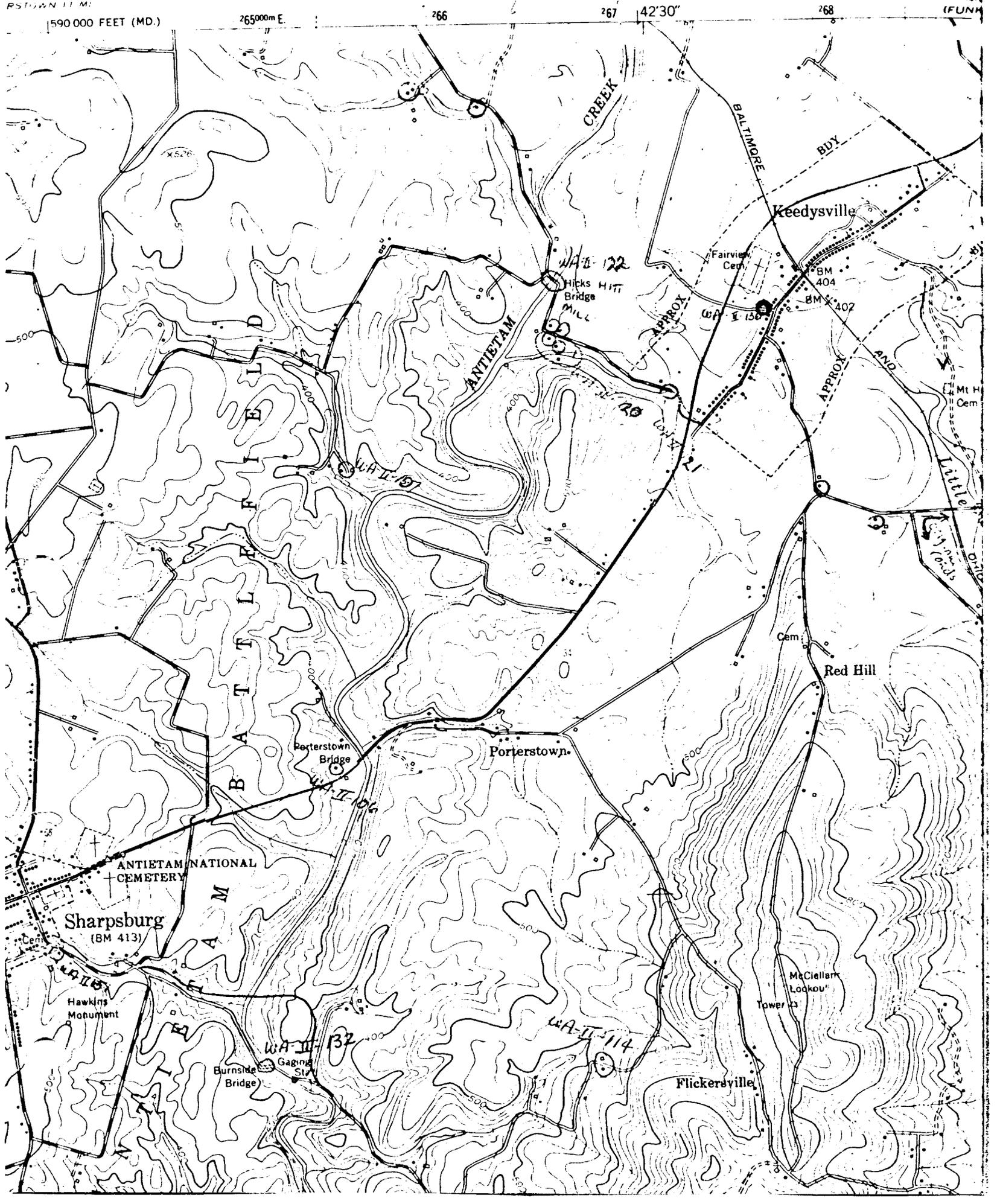
12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:
 National State Local

 Signature

Keedysville, Md.

WA II-136





PAULA STONER DICKEY
CONSULTANT, WASHINGTON CO
HISTORICAL SITES SURVEY



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