

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: WA-I-306

Name: Broadfording Rd over Conococheague Crk  
W821

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>

*mg*

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

MHT No. WA-I-306Name and SHA No. Broadfording Bridge (W821)**Location:**Street/Road Name and Number: Broadfording Road over Conococheague CreekCity/Town: Cearfoss  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:**

*Broadfording Bridge carries Broadfording Road over Conococheague Creek running in a roughly southeast-northwest direction. Conococheague Creek flows under the bridge running northeast to southwest, encountering a small island just downstream from the bridge. To the north of the bridge on the eastern side of the creek, Hopps Landing Road travels up the steep hillside, and an unmarked road turning south from Broadfording Road on the west side of the bridge leads to the Broadfording Mills complex. This group of structures includes several 18th and 19th century dwellings as well as the ruins of Broadfording Mill (Maryland Historical Trust site WA-I-307). Two modern side-gabled houses are located on either side of Broadfording Road to the west of the bridge.*

**Describe Superstructure and Substructure:**

**(Discuss points identified in Context Addendum, Section C)**

*This four-span stone arch bridge is constructed of coursed local fieldstone. It measures 220 feet in total length. The roadway is 16 feet wide and carries a single lane of traffic. Its four arches display voussoirs of carefully cut stone and exhibit no apparent keystone. The arches are graduated in size, with the center arches measuring 37 feet in width and the flanking arches measuring 32 feet in width. Piers on both sides of the bridge have a rounded shape. The wing walls on either end flare slightly from the line of the bridge.*

**Discuss major alterations:**

*Broadfording Bridge was extensively damaged as a result of flooding during June 1972. Sections of its walls were washed away and later replaced with metal fencing. Additionally, the undamaged portions of the walls were capped with concrete and metal railings. According to the Washington County Engineer's Office, the bridge was reconstructed and/or restored in 1977. They note that the structure is reinforced internally, and the abutment and pier footings are stonebedded on rock. Specific alterations at this time included removing the spandrel fill between the parapets down to the arch rings, cleaning the arch ring surface, and placing reinforced concrete arch caps before backfilling to the previous subgrade elevation; constructing an 8 inch half-circular deck drain; removing and plugging four existing scuppers; cleaning the top of the spandrel walls and constructing parapets; placing rock for slope protection along the wingwalls between the edge of the water and the end of the parapets; removing the existing pavement to 6 inches below the proposed roadway cross section and constructing a new bituminous concrete surface; and repointing existing masonry.*

**History:****When Built:** 1829**Why Built:** *unknown***Who Built:** *Lloyds of Pennsylvania***Who Designed:** *unknown***Why Altered:** *damage from floods of 1972***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, Broadfording Bridge was erected near the site of a mill, in this case the Broadfording Mill, also known as Union or Hartranft's Mill, which operated during the 19th century. The bridge was built at a natural fording of Conococheague Creek, on a road that is one of Washington County's earliest thoroughfares. According to historians, Broadfording Road was already in existence by 1747. Several extant structures, including a log house, a brick house, a frame bank barn and school house, are situated in the general vicinity of the mill ruins to the south and west of the bridge and date to the 18th and 19th centuries (Maryland Historical Trust site WA-I-307). 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 Broadfording 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 and along a major thoroughfare, Broadfording 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?**

*Broadfording Bridge is located in an area of high historic potential. Should this area be nominated as an historic district, the bridge would be a significant addition to both the historic and visual character of the possible district.*

**Is the bridge a significant example of its type?**

*Even though Broadfording Bridge has been slightly 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, Broadfording 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 fair condition.*

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

*Although more than 30 stone arch bridges were built in Washington County, with at least 24 still extant, no two are exactly the same. This particular bridge, constructed by a well known bridge building firm, the Lloyds of Pennsylvania, exhibits a unique graduated arch scheme. Thus, Broadfording Bridge is potentially eligible under Criterion C with regard to manufacture and design.*

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

*Broadfording 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:**

<b>Name:</b>	<u>Alice Crampton/Julie Abell</u>	<b>Date:</b>	<u>11/15/94</u>
<b>Organization:</b>	<u>Parsons Engineering Science, Inc.</u>	<b>Telephone:</b>	<u>(703) 591-7575</u>
<b>Address:</b>	<u>10521 Rosehaven Street</u>		
	<u>Fairfax, Virginia 22030-2899</u>		

MARYLAND HISTORICAL TRUST WORKSHEET

MAGI # 2206833417

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

SEE INSTRUCTIONS

**1. NAME**

COMMON:  
Broadfording Bridge

AND/OR HISTORIC:

**2. LOCATION**

STREET AND NUMBER:  
Broadfording Road and Conococheague

CITY OR TOWN:  
Cearfoss vicinity

STATE: Maryland      COUNTY: Washington

**3. CLASSIFICATION**

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Building <input type="checkbox"/> Site <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input checked="" type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____ _____ _____

Yes:  
 Restricted  
 Unrestricted  
 No

**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:       Federal     State     County     Local

DEPOSITORY FOR SURVEY RECORDS:

STREET AND NUMBER:

CITY OR TOWN:      STATE:

7. DESCRIPTION	
CONDITION	<div style="text-align: right; margin-bottom: 5px;">(Check One)</div> <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" 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="text-align: center; width: 45%;">           (Check One)  <input checked="" type="checkbox"/> Altered &lt; 50%    <input type="checkbox"/> Uncltered         </div> <div style="text-align: center; width: 45%;">           (Check One)  <input type="checkbox"/> Moved    <input checked="" type="checkbox"/> Original Site         </div> </div>
DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE	
<p>This five-arch span carries Broadfording Road across the Conococheague near Cearfoss in Washington County, Md.</p> <p>The bridge is constructed of coursed local fieldstone with carefully cut voussoirs lining its arches. The segmentally arched openings are graduated in size, the center arch being the largest. The structure is supported by rounded conical piers.</p> <p>Walls of the Broadfording bridge were extensively damaged by floods in June of 1972. Sections which were washed away were replaced with metal fencing. The undamaged portions of the walls are topped with concrete into which have been set metal railings.</p> <p>According to historians, the bridge was built in 1829 by the Lloyds of Pennsylvania, from stones quarried on the nearby Solliday farm and floated downstream to the bridge site.</p> <p>Broadfording bridge is in deteriorated to fair condition. Although damaged by floods, the structure is open to daily traffic.</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) 1829			
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	losophy	_____
<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	Architecture	<input type="checkbox"/> Social/Human-	_____
<input checked="" type="checkbox"/> Commerce	<input type="checkbox"/> Literature	itarian	_____
<input type="checkbox"/> Communications	<input 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 Broadfording 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 19th century bridge builders.</p> <p>This bridge is representative of some 30 stone arched structures in Washington County (excepting those associated with the C&amp;O Canal). Most of the county's stone bridges were built between 1820 and 1850 and appear to coincide with a major trend in building with stone in Washington County. Many such bridges were constructed in the lower Cumberland Valley. It is said that the first stone bridges in Washington County were built for the National Pike at the insistence of the Maryland legislature. Presumably they were chosen over wood bridges because of their greater durability. This structure containing five arches as it crosses the broad Conococheague is one of the largest stone bridges in the county.</p> <p>The Broadfording Bridge erected at an established crossing place on the Conococheague, has served as an aid to commerce and transportation since 1829. Broadfording Road is one of the earliest thoroughfares in Washington County and is shown on several pre-1800 maps. According to notes compiled by Arthur G. Tracey, Westminster, Md., Broadfording Road was in existence as early as 1747 and thus was a major route to the west. Southwest of the bridge is the site of a grist mill which is depicted on an 1859 map of the county. Many of the county's stone bridges were erected near mills and all were built to carry traffic on what appear to have been the county's most important roads. The bridge at Broadfording would have facilitated transportation to and from the mill as well as aiding travel on the road.</p> <p>Finally, Broadfording bridge is significant as representing the engineering abilities of the area's bridge builders. Having stood since 1829 with continuous traffic, this bridge and others like it remain as monuments to the engineering capabilities of the bridge builders. Several names are associated with construction of stone bridges in Washington County. Among them are the Lloyds, a Pennsylvania firm, Charles Wilson, who sometimes acted as an agent for the Lloyds, Silas Harry and George and John Weaver.</p>			

SEE INSTRUCTIONS

**9. MAJOR BIBLIOGRAPHICAL REFERENCES**

Hays, Helen Ashe, The Antietam and Its Bridges, New York: G. P. Putnam's Sons, 1910.  
 Washington County Museum of Fine Arts, exhibition catalog, "Bridges: Our Legacy in Stone," August-September, 1965.  
 Notes compiled by Arthur G. Tracey, Westminster, Md. 1954.

**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

ORGANIZATION: Washington County Historical Sites Survey

DATE: April, 1975

STREET AND NUMBER:  
 Court House Annex

CITY OR TOWN: Hagerstown

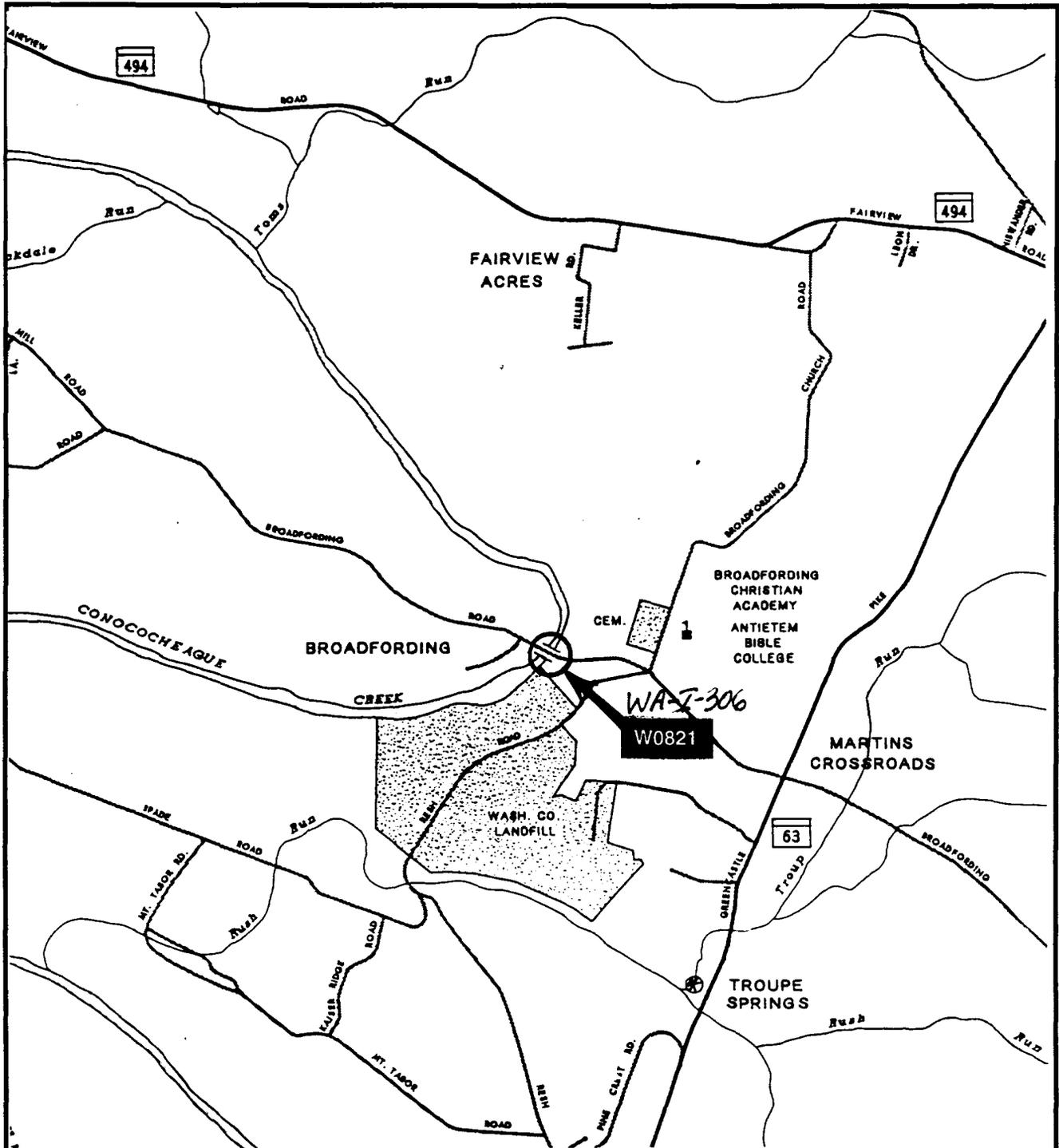
STATE: Maryland

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

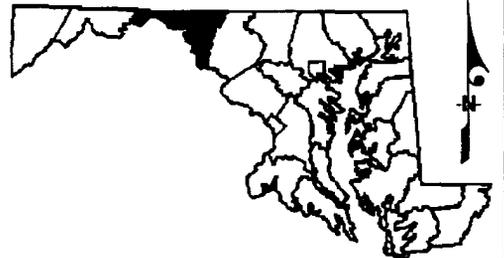
Significance of this property is:

National  State  Local

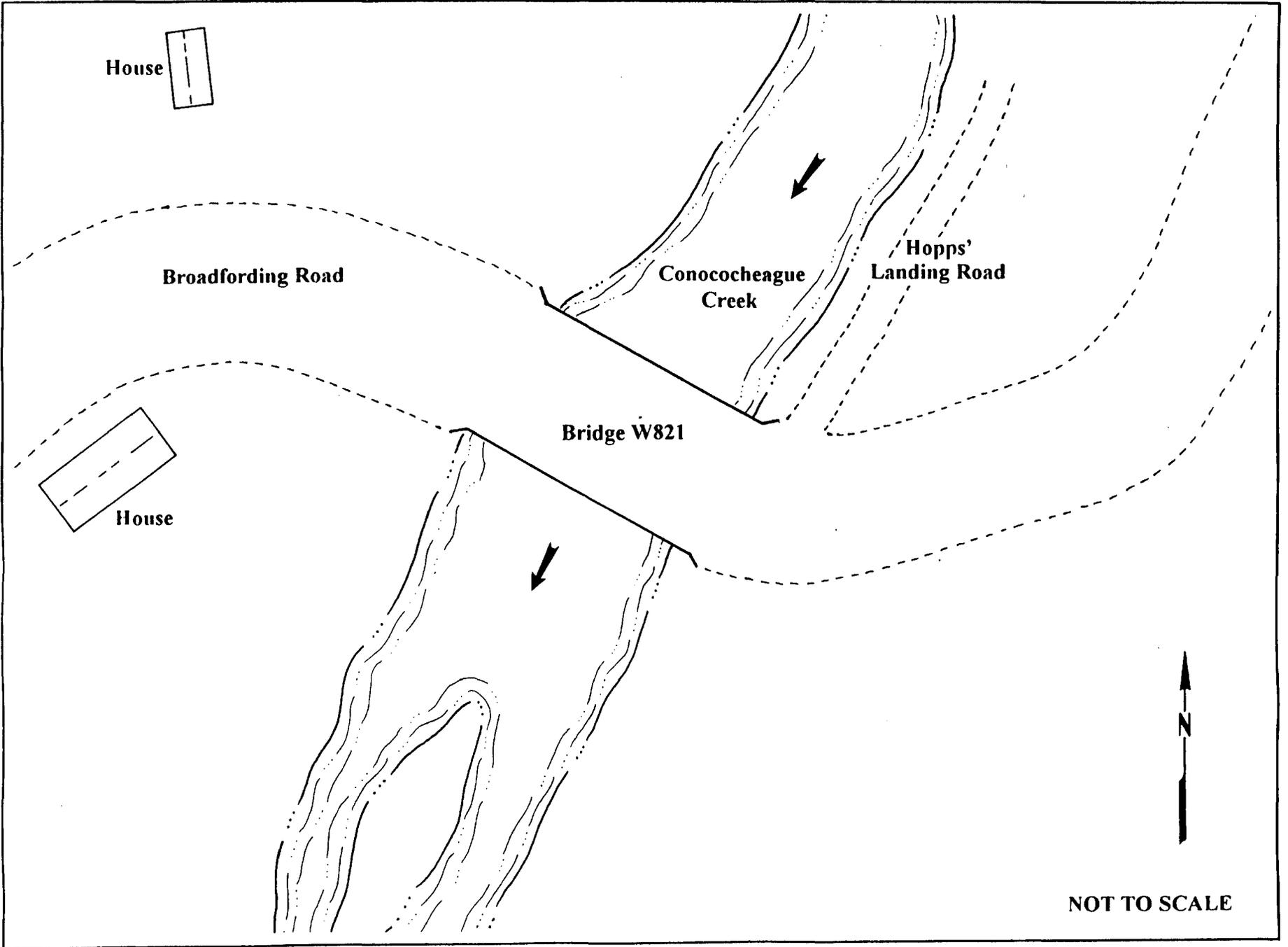
\_\_\_\_\_  
 Signature



**Washington County - Bridge Number W0821**  
Broadfolding Road over Conococheague Creek

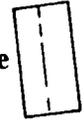


Scale 0 1000 2000 feet  
0 0.5 kilometer



IV-282

House



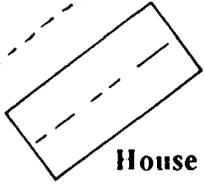
Broadfording Road

Conococheague  
Creek

Hopps'  
Landing Road

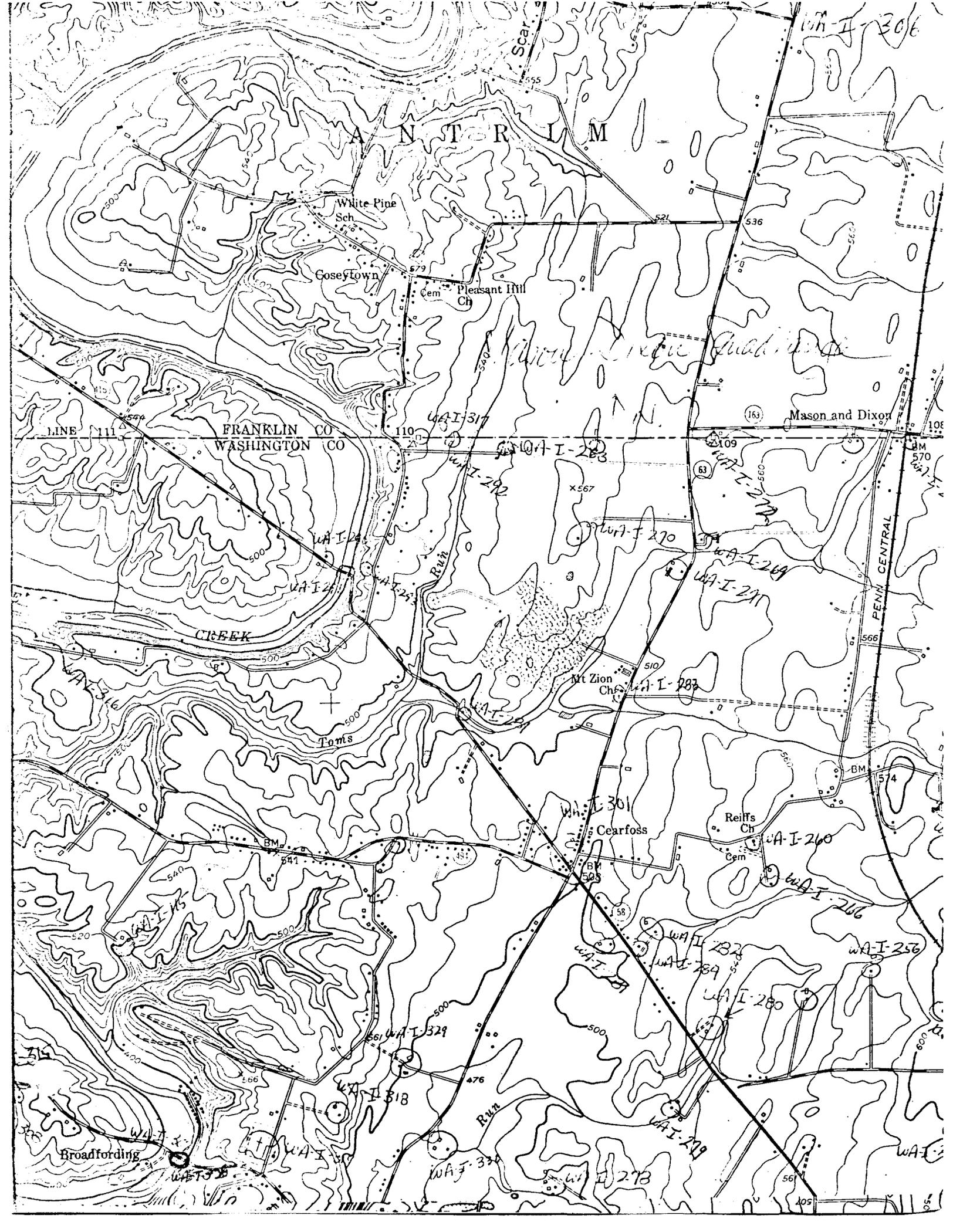
Bridge W821

House



NOT TO SCALE

WA-I.306



WA-I-306

ANTRIM

White Pine Sch

Goseytown

Pleasant Hill Ch

LINE 111

FRANKLIN CO  
WASHINGTON CO

Mason and Dixon

PENN CENTRAL

CREEK

Toms Run

Mt Zion Ch

Cearfoss

Reiffs Ch

Broadfording

WA-I-317

WA-I-283

WA-I-292

WA-I-241

WA-I-242

WA-I-270

WA-I-269

WA-I-271

WA-I-282

WA-I-301

WA-I-260

WA-I-276

WA-I-256

WA-I-282

WA-I-289

WA-I-280

WA-I-329

WA-I-318

WA-I-331

WA-I-278

WA-I-277

WA-I-279



WA-I-306

Broadfording Bridge (W821)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

South elevation

1 of 4



WA-I-306

Broadfording Bridge (W821)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

North elevation

2 of 4



WA -I -306

Broadfording Bridge (W821)  
Washington County, Maryland

Julie Abell

11/94

Maryland State Highway  
Administration

Approach looking east

3 of 4



WA-I-306

Broadfording Bridge (W821)  
Washington County, Maryland

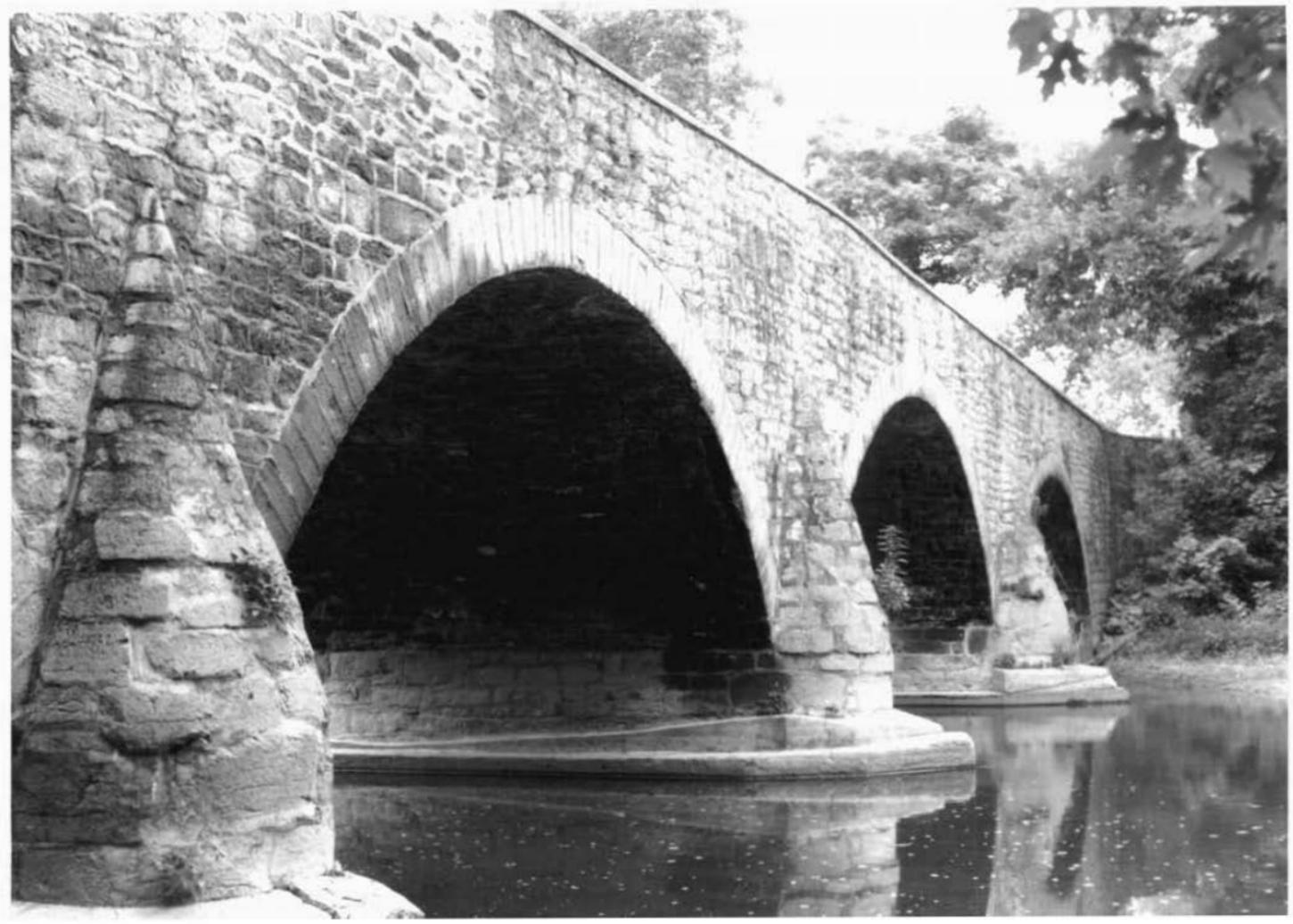
Julie Abell

11/94

Maryland State Highway  
Administration

Approach looking west

4 of 4



WA-1-306

Stone Arch Bridge

Upstream side from east.

Broad Fording Bridge

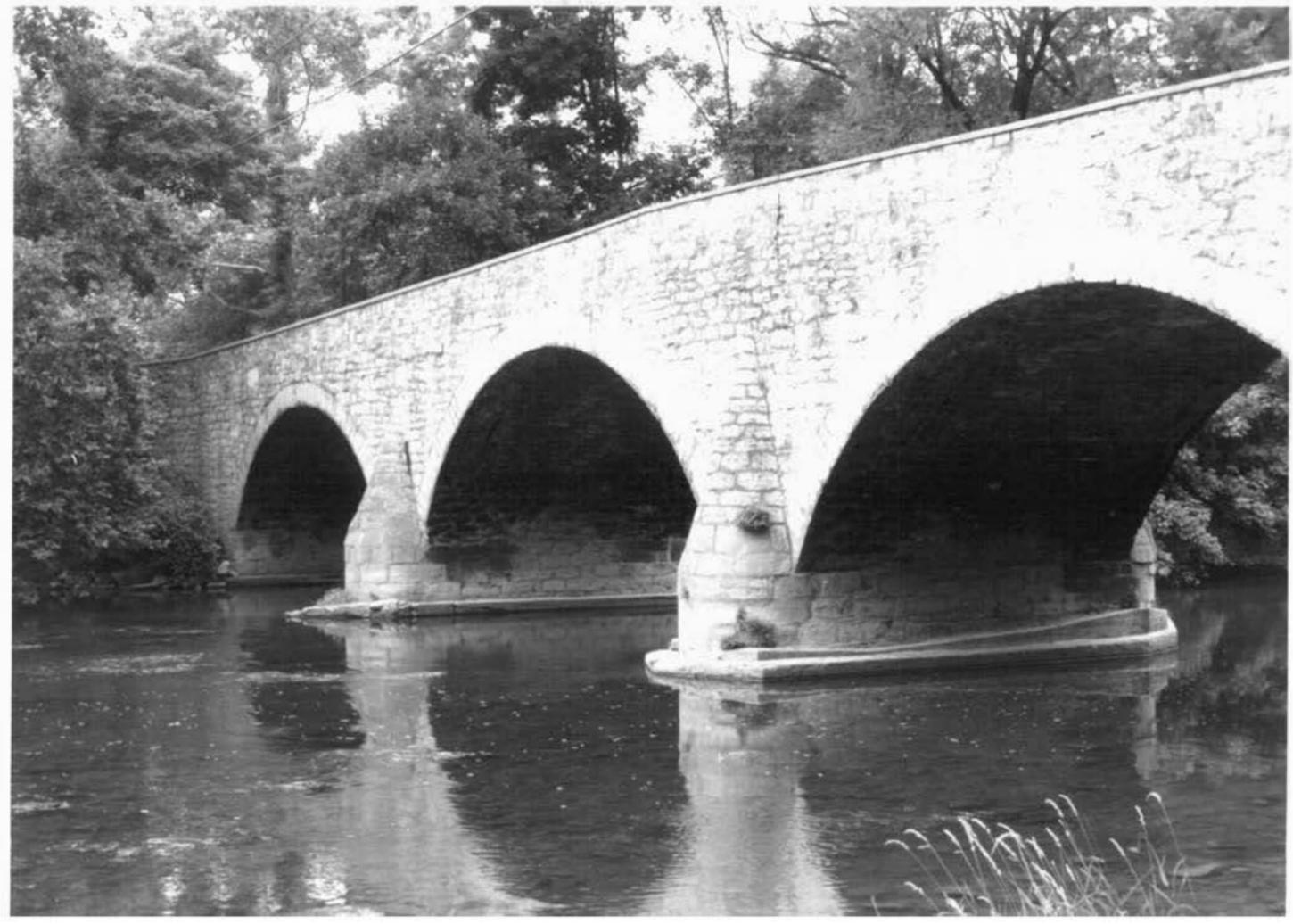
WA-1-306

Broad Fording Road over Conococheague Creek

S. Goodrich

7-23-93

North east



WA-1-306

Stone Arch Bridge

(Broadfording Road over

Conococheague downstream

side from east from east

Broadfording Bridge

WA-1-306

Broadfording Road over Conococheague Creek

S Goodrich

7-23-93

South East

A black and white photograph of a narrow, paved road winding through a wooded area. The road is flanked by stone walls and metal guardrails. A bright light source, possibly a car's headlights, is visible in the distance, creating a large glare on the road surface. A sign on the right side of the road indicates a weight limit.

G.V.W.  
LIMIT  
30 000  
POUNDS

VIEW FROM EAST

WA-1-306  
Stone Arch Bridge  
Western approach

Broadfording Bridge

WA-1 306

Broadfording Road over Conococheague Creek

S. Goodrich

7-23-93

West



WA-1-306  
Stone Arch Bridge  
Eastern approach

Broadford in a ridge

WA - T-306

Broadfording Road over Conococheague Creek

5 feet high

7-23-93

east



WA-1-306

Stone Arch Bridge  
Upstream from west

Broad Ford in the Lake

WA-1-306

View of Ford in Lake over Stone Arch Bridge

S. Goodrich

7-23-93

northwest



WA-1-306

Stone Arch Bridge

Downstream from west

Broadfording Bridge

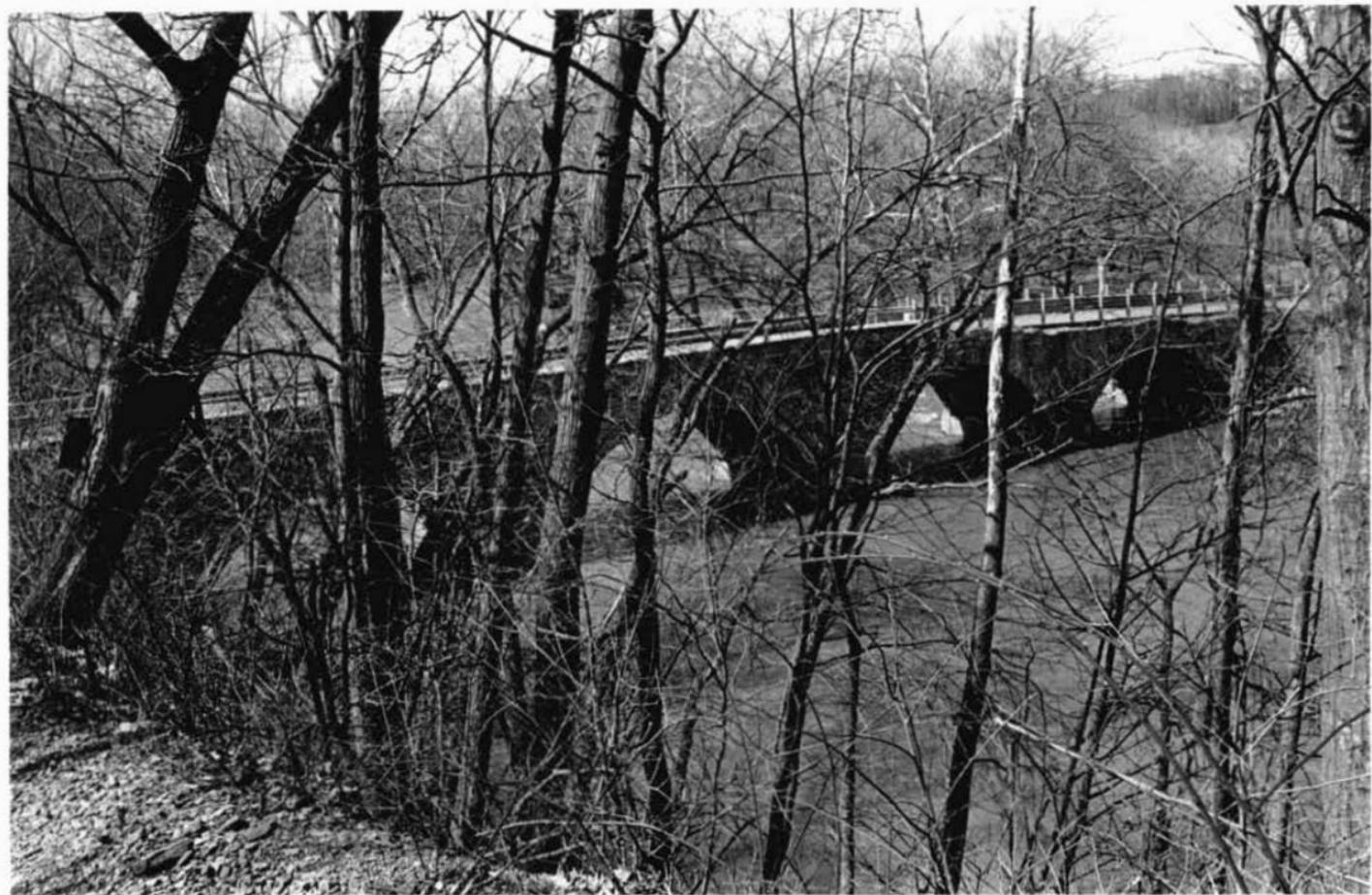
WA-1-306

Broadfording Road over Muskegege Creek

S. feed 1/2

7-10-57

5-1-58



WA-1-306

Stone Arch Bridge

Downstream from west

Broadfording Bridge

WA-1-306

Broadfording Road over Maccheague Creek

S. feed 1/2

7-10-57

5-1-58



WH I-276

PAULA STONER DICKEY  
CONSULTANT, WASHINGTON CO.  
HISTORICAL SITES SURVEY



WA-I-306

BROADVIEW BRIDGE

April, 1977

UNIVERSITY OF WASHINGTON  
HISTORICAL SITES SURVEY