

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WA - II - 042

Name: Newcomer's Mill Bridge

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"/> X	Eligibility Not Recommended _____
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" 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>

gms

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

MHT No. WA-II-042Name and SHA No. Kline's Mill Bridge (Newcomer's Mill Bridge) (21020)Location:Street/Road Name and Number: Alternate Route 40 over Beaver CreekCity/Town: Benevola _____ 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:**

Kline's Mill Bridge, also known as Newcomer's Mill Bridge, carries Alternate Route 40 over Beaver Creek into Benevola, which is nearly halfway between Boonsboro and Funkstown. Alternate Route 40, the former path of the National Pike, runs in a generally northwest-southeast direction at this location and spans Beaver Creek, which flows from east to west. Kline's Mill, a modern grain elevator, is situated immediately to the southeast of the bridge, and an unidentified 19th century dwelling is located to the northeast of the bridge.

Describe Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

As described below, only the upstream elevation of this bridge still exhibits its original stone construction. The two-arch span bridge is built of roughly coursed local fieldstone, with voussoirs constructed of carefully cut stone of even width and size. No apparent keystone is visible. The single pier features a rounded conical shape.

Discuss major alterations:

At some point in the past, presumably during the first half of this century, the bridge was radically modified when Alternate Route 40 was widened. At this time, its western elevation was extended downstream and the entire stone facade was replaced with concrete. As a result of this action, the original stone face of the bridge is visible now only on the upstream elevation, although this side, too, exhibits concrete capped parapets.

History:

When Built: *unknown (possibly during the 1820s)*

Why Built: *unknown (possibly as part of National Pike construction)*

Who Built: *unknown*

Who Designed: *unknown*

Why Altered: *Widening of Alternate 40*

Was this bridge built as part of an organized bridge building campaign: *unknown (possibly as part of the National Pike)*

Kline's Mill Bridge may have been one of several extant bridges built as part of the National Pike between Hagerstown and Boonsboro during the 1820s. As such, the bridge is potentially eligible under Criterion A for its role in encouraging transportation and commerce within the county and the state through early turnpike construction in Maryland.

Surveyor Analysis:

WA-II-042

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?

Although no records pertaining to the construction of Kline's Mill Bridge have been located, it is likely that this bridge was erected as part of the National Road and Pike system, a turnpike and bridge building project connecting the eastern seaboard to the Ohio River. Originally conceived under President Washington's administration, Congress approved plans for the road in 1806. Construction of the National Pike connecting Hagerstown and Boonsboro began in 1822; thus, it is probable that this bridge was built after this time. Once completed, the National Road network became the major thoroughfare for goods and travelers heading west. It continued as the primary artery for traffic until the emergence of railroads later in the century. As a result of the National Road, existing towns grew and new towns cropped up along its route to accommodate the growing numbers of travelers using the road.

Additionally, as with many stone arch bridges in Washington County, Kline's Mill Bridge was erected near a mill site. Kline's Mill, located to the southeast of the bridge, was in operation as early as 1845. Prior to that time, the site was occupied by Newcomer's Mill. 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 Kline's 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?

As an integral part of the National Pike, Kline's Mill Bridge played an important role in stimulating transportation and commerce within Washington County and the state of Maryland. The action of widening the bridge to facilitate traffic movement along Alternate 40 may have encouraged additional development.

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?

Kline's Mill Road is located within the town of Benevola, and adjacent to the former Kline's Mill. Both of these entities may be eligible for historic designation, and 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 Kline's Mill Bridge has been modified from its original state, it is still 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 locations, design, setting, materials, workmanship, feeling and association. Despite the alterations discussed above, Kline's Mill Bridge still possesses integrity of many of its original components, including the stone arch rings and barrels, spandrel walls, abutments, wing walls, and piers on its upstream, or eastern side. 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?

Although more than 30 stone bridges were built in Washington County, with at least 24 still extant, no two are exactly the same. Thus, while the builder of this bridge remains unknown, Kline's Mill Bridge is still 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?

Kline's Mill Bridge has been well documented, both in 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>11/16/94</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>		

WA-II-042

Newcomer's Mill Bridge
(Kline's Mill Bridge)
Benevola vicinity
public (unrestricted)

1820's (?)

Kline's Mill Bridge carries Route 40-A, the old National Pike, across Beaver Creek at Kline's Mill near Benevola, between Funkstown and Boonsboro, Maryland. Only the east or upstream face of the bridge remains, as the structure was extended with concrete when Route 40-A was widened. The visible portion of the two-arch span is constructed of roughly coursed local fieldstone with carefully cut voussoirs lining its openings. The pier terminates in a rounded conical projection. The fieldstone walls are topped with concrete copings.

The bridge is not dated and no records have been located which reveal the name of the builder. It is possible, though, that this bridge was constructed about the time of the National Pike, between Boonsboro and Hagerstown, during the early 1820's.

Architecturally, the bridge is significant as an example of the type of bridges built between 1820 and 1850 in Washington County. Like many of the county's stone arch bridges, it was constructed near a mill where fording and bridge site had long been established. Although enlarged and altered, the bridge now accomodates traffic of a much greater volume than it originally was designed to carry, and remains a monument to the engineering capabilities of its early 19th century builders. Kline's Mill Bridge is one of six of historic stone bridges--part of Maryland's state road system in Washington County, and one of 10 stone bridges throughout the entire state road network--identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey which took place during 1980-81.

MARYLAND HISTORICAL TRUST WORKSHEET

MA6I #2206893317

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

SEE INSTRUCTIONS

1. NAME				
COMMON: Kline's Mill Bridge				
AND/OR HISTORIC: Newcomer's Mill Bridge				
2. LOCATION				
STREET AND NUMBER: Route 40A at Beaver Creek				
CITY OR TOWN: Benevola				
STATE Maryland		COUNTY: Washington		
3. CLASSIFICATION				
CATEGORY (Check One)		OWNERSHIP		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
<input type="checkbox"/> Site	<input checked="" type="checkbox"/> Structure	<input type="checkbox"/> Private		<input type="checkbox"/> Unoccupied
<input type="checkbox"/> Object	<input type="checkbox"/> Both	<input type="checkbox"/> No		<input type="checkbox"/> Preservation work in progress
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: Maryland State Highway Commission				
STREET AND NUMBER: 301 West Preston Street				
CITY OR TOWN: Baltimore			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="text-align: center; width: 45%;"> <div style="font-size: small;">(Check One)</div> <input checked="" type="checkbox"/> Altered > 50% <input type="checkbox"/> Uncltered </div> <div style="text-align: center; width: 45%;"> <div style="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>Kline's Mill bridge carries Route 40-A, the old National Pike, across Beaver Creek at Kline's Mill near Benavola, between Funkstown and Boonsboro in Washington County.</p> <p>Only the east or upstream face of the bridge remains, the structure having been extended with concrete when Route 40-A was widened. The visible portion of the two-arch span is constructed of roughly coursed local fieldstone with carefully cut voussoirs lining its openings. The pier terminates a rounded conical projection. The fieldstone walls are topped with concrete ledges.</p> <p>The bridge is not dated and no records have been located which reveal the name of the builder. The altered structure appears to be in good to excellent condition.</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)

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"/> 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/Humanitarian	_____
<input checked="" type="checkbox"/> Commerce	<input type="checkbox"/> Literature	<input type="checkbox"/> Theater	_____
<input type="checkbox"/> Communications	<input type="checkbox"/> Military	<input checked="" type="checkbox"/> Transportation	_____
<input type="checkbox"/> Conservation	<input type="checkbox"/> Music		_____

STATEMENT OF SIGNIFICANCE

The Kline's Mill bridge, known at one time as Newcomer's Mill bridge, is significant for its architecture, for its contribution to commerce and transportation in Maryland and as an example of the engineering abilities of the 19th century bridge builders.

Architecturally, the bridge is an example of some 30 stone arched bridges and culverts which still stand in Washington County. Most of these structures were built between 1820 and 1850 and appear to be part of an important trend in building with stone in Washington County during the early 19th century. According to historians, stone rather than wood bridges, because of their greater durability, were used for the National Pike at the insistence of the Maryland legislature. It is possible that this bridge was constructed about the time the National Pike between Boonsboro and Hagerstown, during the early 1820's.

Kline's Mill bridge is also significant for its contribution to commerce and transportation in Washington County and Western Maryland. Since the National Pike was the major route from Baltimore to the West, this bridge aided in the movement of goods and travelers on the road. The bridge is situated adjacent to Kline's Mill which is a modern grain elevator. The mill which has been in the Kline family since approximately 1845 was previously owned by the Newcomer family. This bridge, also known as Newcomer's Mill bridge, facilitated transportation to and from the mill, thus aiding the local economy during the 19th century.

Finally, the bridge is an example of the engineering abilities of the early bridge builders. Although enlarged and thus altered, the bridge has stood since the first half of the 19th century and has accommodated traffic of a much greater volume than it had been designed to carry. It thus remains as a monument to the engineering capabilities of its builders. Several builders are associated with Washington County's early bridges. Among them were the Lloyds, a Pennsylvania firm, Charles Wilson who sometimes acted as an agent for the Lloyds, George and John Weaver and Silas Harry.

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Washington County Museum of Fine Arts, exhibition catalog, "Bridges: Our Legacy in Stone," August-September, 1965.

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:

Quadrangle Name: Funkstown, Maryland
 Quadrangle Scale: 1: 24,000
 UTM References: 18.269730.4381160 (John Hnedak additions, 1980)

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:

ORGANIZATION DATE

STREET AND NUMBER:

CITY OR TOWN: STATE

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

Significance of this property is:
 National State Local

 Signature

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

WA-II-042

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

MAGI# 220689 3.3.17

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

SEE INSTRUCTIONS IN HOW TO COMPLETE NATIONAL REGISTER FORMS
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC

Newcomer's Mill Bridge

AND/OR COMMON

Kline's Mill Bridge

2 LOCATION

STREET & NUMBER

Route 40A at Beaver Creek

NOT FOR PUBLICATION

CITY, TOWN

CONGRESSIONAL DISTRICT

Benevola

VICINITY OF

STATE

CODE

COUNTY

CODE

Maryland

Washington

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input type="checkbox"/> PARK
<input checked="" type="checkbox"/> STRUCTURE	<input type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RES.
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input checked="" type="checkbox"/> TRANSPORT
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 OWNER OF PROPERTY

NAME

Maryland State Highway Commission

STREET & NUMBER

301 West Preston Street

CITY, TOWN

Baltimore

VICINITY OF

STATE

Maryland

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.

STREET & NUMBER

CITY, TOWN

STATE

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

FEDERAL STATE COUNTY LOCAL

DEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION
1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE
1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE
1600-1699	<input checked="" type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN
1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION
1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)
		<input type="checkbox"/> INVENTION		

SPECIFIC DATES

BUILDER/ARCHITECT

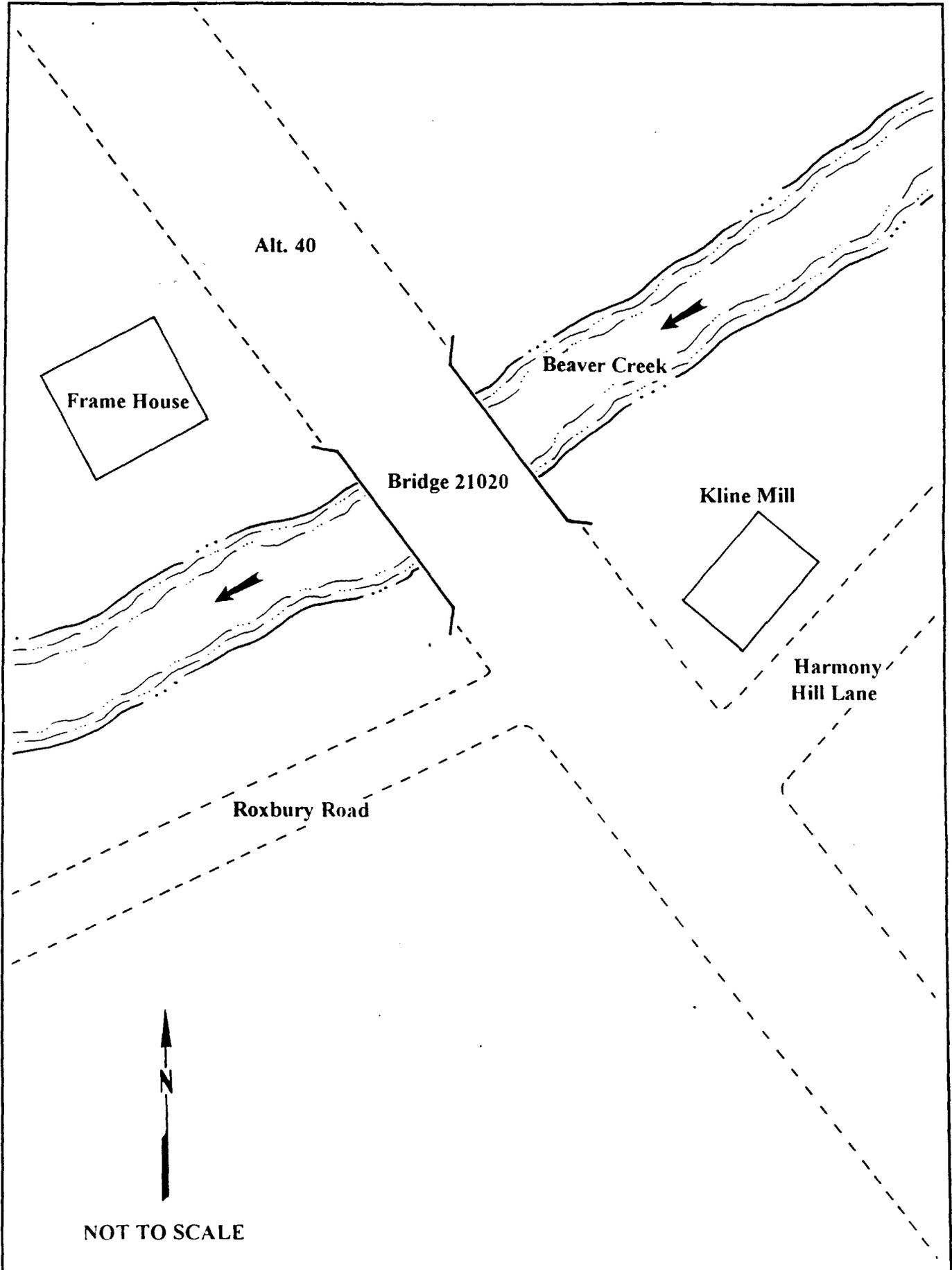
STATEMENT OF SIGNIFICANCE

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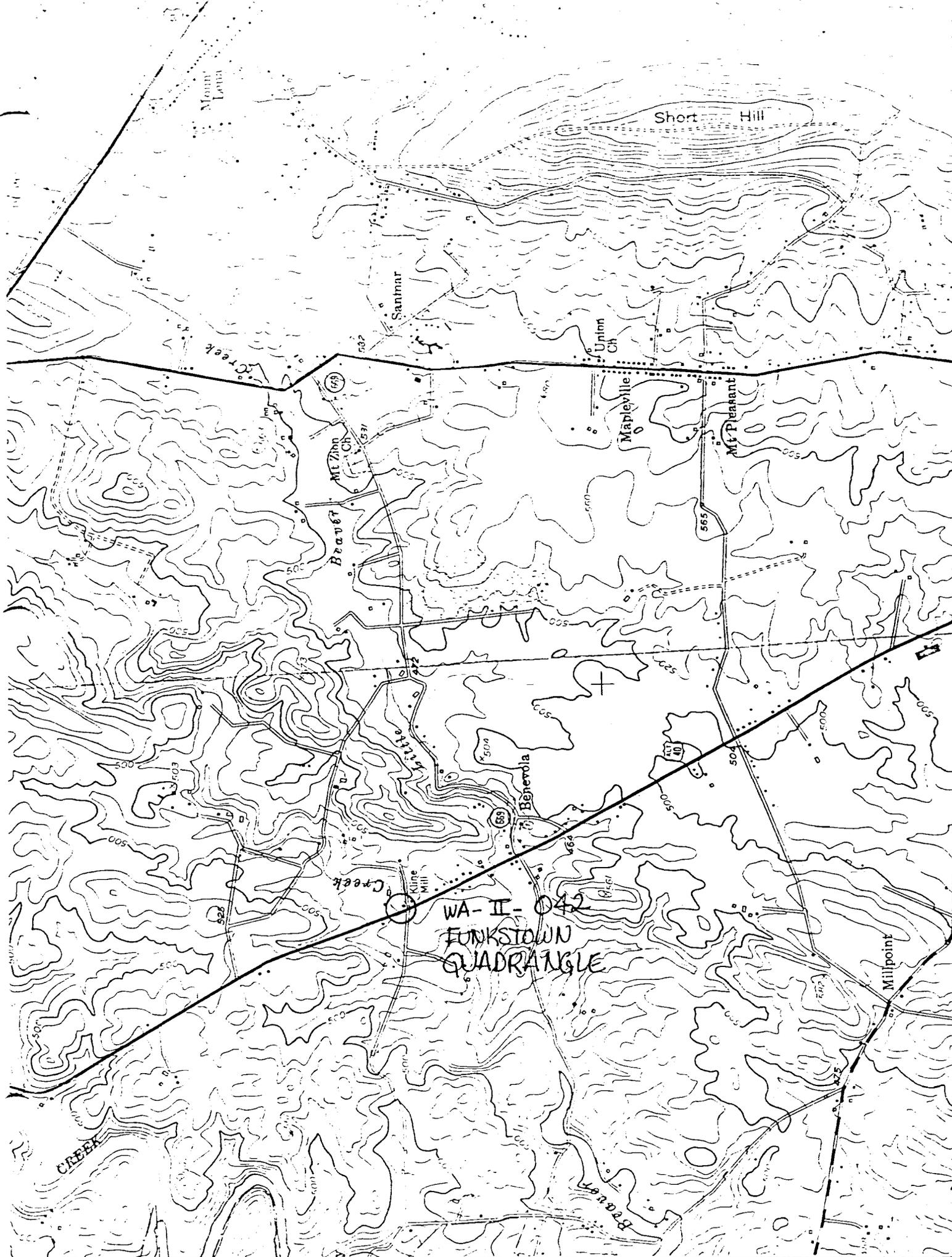
Architecturally, the bridge is an example of some 30 stone arched bridges and culverts which still stand in Washington County. Most of these structures were built between 1820 and 1850 and appear to be part of an important trend in building with stone in Washington County during the early 19th century. According to historians, stone rather than wood bridges, because of their greater durability were used for the National Pike at the insistence of the Maryland legislature. It is possible that this bridge was constructed about the time the National Pike between Boonsboro and Hagerstown, during the early 1820's.

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Finally, the bridge is an example of the engineering abilities of the early bridge builders. Although enlarged and thus altered, the bridge has stood since the first half of the 19th century and has accommodated traffic of a much greater volume than it had been designed to carry. It thus remains as a monument to the engineering capabilities of its builders. Several builders are associated with Washington County's early bridges. Among them were the Lloyds, a Pennsylvania firm, Charles Wilsc who sometimes acted as an agent for the Lloyds, George and John Weaver and Silas Ha



NOT TO SCALE



WA-II-042
FUNKSTOWN
QUADRANGLE

Short Hill

Sanmar

Union Ch

Mapleville

Mt Pleasant

Mt Zion Ch

Creek

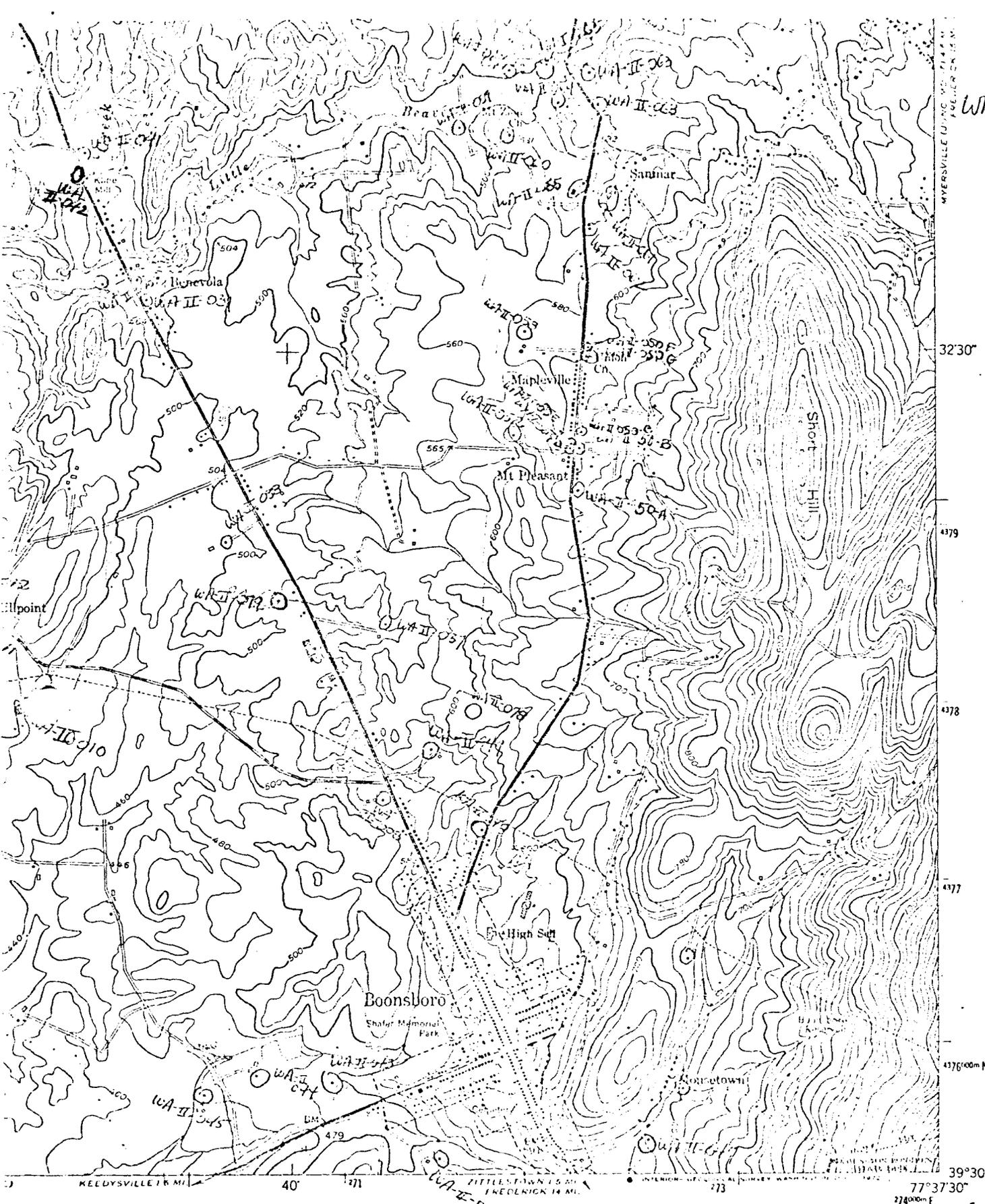
Kline Mill

Benedola

Millpoint

CREEK

WA-II-042



32°30'

4379

4378

4377

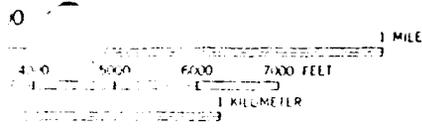
4376'00" N

39°30'

77°37'30"

77°40'00" E

MIDDLETOWN 5462' N.E.



20 FEET LEVEL



ROAD CLASSIFICATION

Heavy-duty		4 LANE 2 LANE	Light duty	
Medium duty		4 LANE 2 LANE	Unimproved dirt	
	U. S. Route		State Route	
	Inter State Route			

FUNKSTOWN, MD.

SW 1/4 HAGERSTOWN 15' QUADRANGLE

N3930-W7737.5/7.5



WA-II-042

Kline's Mill Bridge (21020)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

East elevation

1 of 4



WA-II-042

Kline's Mill Bridge (21020)

Washington County, Maryland

Alice Crampton

7/95

Maryland State Highway Administration

East elevation

2 of 6



W#-H-042

Waco's Mill Bridge (21020)

Washington County, Maryland

Alice Crampton

7/95

Maryland State Highway Administration

East elevation

3 of 6



WA-II-042

Kline's Mill Bridge (21020)

Washington County, Maryland

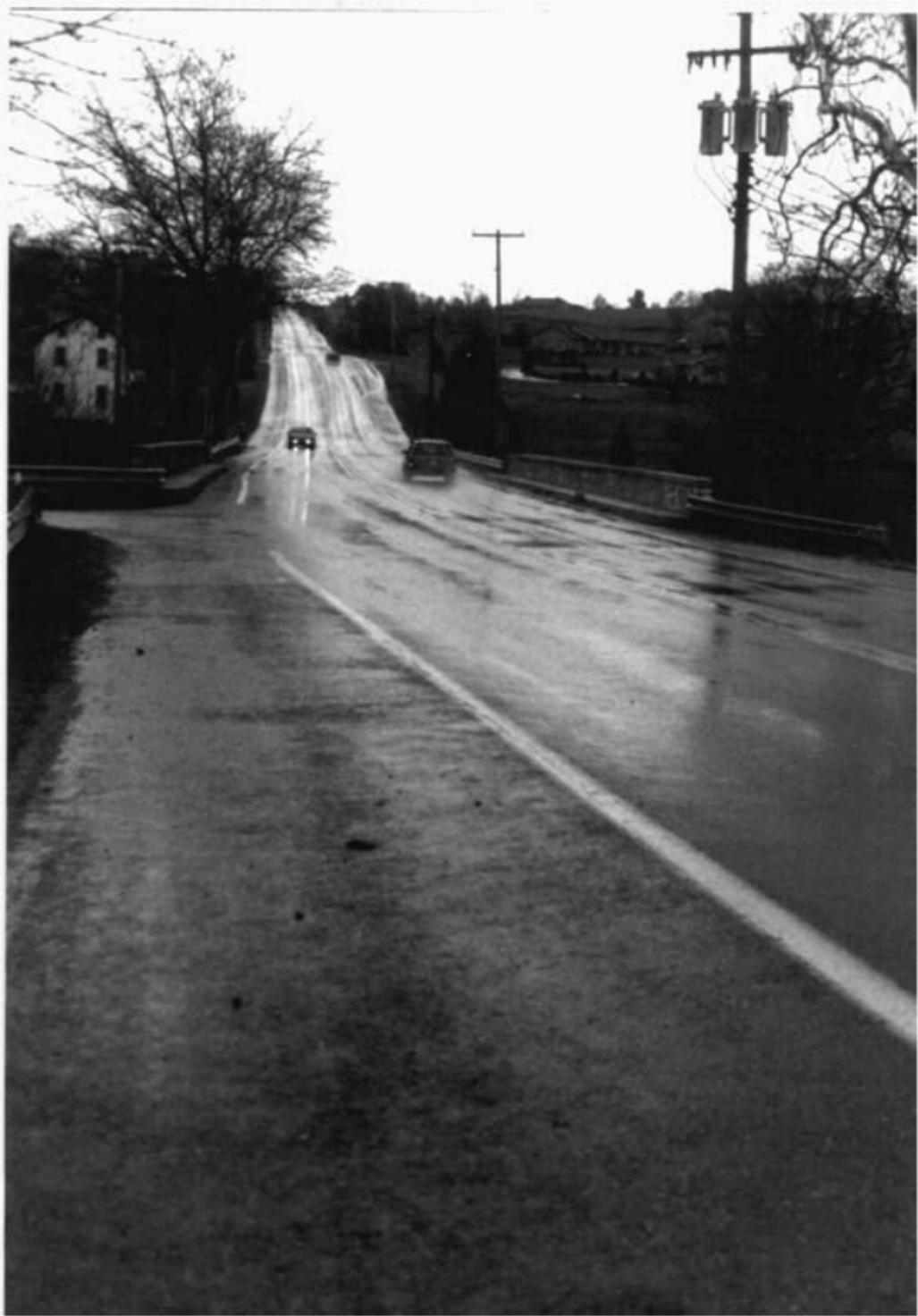
Julie Abell

11/94

Maryland State Highway Administration

West elevation

1 of 6



WA-II-042

Kline's Mill Bridge (21020)
Washington County, Maryland

Julie Abell

11/94

Maryland State Highway
Administration

Approach looking north
E of G



WA-II-042

Kline's Mill Bridge (21020)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway

Administration

Approach looking south

5 of 6



