

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

Property/District Name: Felfoot Bridge (W5931) Survey Number: WA-II-044

Project: Dogstreet Road Bridge Rehab Agency: FHWA/WA County

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

Eligibility recommended Eligibility **not** recommended

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

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

The Felfoot Bridge (W5931) is located on Dogstreet Road over Little Antietam Creek, near Keedysville in Washington County, MD. The bridge was erected ca. 1850 and is eligible for the National Register of Historic Places.

The Felfoot Bridge is a 90-foot long, two-span stone arch bridge constructed of coursed local fieldstone. The arches are low and wide and are trimmed with carefully cut voussoirs of irregular size. Although the bridge has been stabilized by concrete footings under the stone piers, the original structure survives intact and provides a significant example of a mid-19th-century stone arch bridge and is thus eligible to the National Register under Criterion C.

Felfoot Bridge was erected at an established fording spot along little Antietam Creek and at key position along a well-traveled thoroughfare from Middletown to Sharpsburg. The bridge played an important role in stimulating transportation and commerce throughout the area and is thus eligible for listing under Criterion A.

Documentation on the property/district is presented in: Review and Compliance Files

Prepared by: Alice Crampton/Julie Abel, Parsons Engineering Science, Survey conducted for SHA

Elizabeth Hannold and Kim Williams February 12, 1996
Reviewer, Office of Preservation Services Date

NR program concurrence: yes no not applicable

Quanda B. Roberts Feb. 13, 1996
Reviewer, NR program Date

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

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

II. Chronological/Developmental Periods:

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

III. Prehistoric Period Themes:

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

IV. Historic Period Themes:

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

V. Resource Type:

Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Transportation/Road-related/Bridge

Known Design Source: _____

Maryland Historical Trust

Maryland Inventory of Historic Properties Number: WA-II-44

Name: Doop Street Rd. over Little Antietam Crk (W5931)

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 eligibility.

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

ms

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

MHT No. WA-II-044Name and SHA No. Felfoot Bridge (W5931)**Location:**Street/Road Name and Number: Dogstreet Road over Little 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:**

Felfoot Bridge carries Dogstreet Road over Little Antietam Creek just east of Mt. Hebron Road and about 3/4 mile southeast of Keedysville. Dogstreet Road runs east-west at this location, while Little Antietam Creek flows underneath in a generally north-south direction. Immediately to the east of the bridge is Felfoot Farm, a complex of structures including a two part stone and brick house, various stone domestic outbuildings, and a stone barn (Maryland Historical Trust site WA-II-438). Many of these components date to the 18th century. At the present time, the farm is still operational.

Describe Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

This two-span stone arch bridge is constructed of coursed local fieldstone. It measures 90 feet in length. Each of the two arches is lined with carefully cut voussoirs of irregular size. The arches themselves are low, measuring 29 feet wide and 30 feet wide. Piers exhibit a flattened, pyramidal shape on the upstream elevation, but are rounded on the downstream side. Walls of the bridge peak slightly over each arch. The wing walls are situated in line with the bridge and do not flare. The roadway is 13 feet, 4 inches, and supports a single lane of traffic.

Discuss major alterations:

Felfoot Bridge has received no major alterations. However, there is evidence of modern repointing, the addition of concrete footings underneath the piers, and concrete coping on the parapets. Additionally, local residents have constructed several makeshift barriers from chicken wire, tires, and other materials across the creek on either side of the bridge. The bridge is in fair condition at the present time, as stones are loose and crumbling in some places along the interior parapets.

History:

When Built: *ca. 1850*

Why Built: *unknown*

Who Built: *unknown*

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?

Felfoot Bridge was erected at an established fording spot along Little Antietam Creek. As described above, the bridge is directly adjacent to Felfoot Farm. In addition, the bridge is situated midway between two mill sites: Nichodemus Mill to the east and Hess Mill to the west. As a primarily agricultural area, farming and milling were crucial industries for the county. Dogstreet Road was a significant roadway through lower Washington County, connecting Middletown to Sharpsburg. Hence, the erection of Felfoot Bridge would have been an important factor for stimulating commerce and transportation.

Although no records have been found to indicate the exact year that this bridge was constructed, Volume I, Folio 667 of the Washington County Road and Land Records, dated August 10, 1855, reveals that Mt. Hebron Road, which is situated directly to the northeast of Felfoot Bridge, was slated to be relocated to its present location and modernized. A reference to the "new stone bridge across the Little Antietam Creek near Elias Snaveley's house" appears in this document, implying that the bridge itself was of fairly recent construction.

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 along a well traveled thoroughfare from Middletown to Sharpsburg, Felfoot 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?

Felfoot Bridge is situated immediately adjacent to Felfoot Farm, a complex of buildings dating to the 18th century that may be eligible for designation as a historic district. If so nominated, the bridge would be a significant addition to the historic and visual character of the district.

Is the bridge a significant example of its type?

Even though Felfoot 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 possesses integrity of location, design, setting, materials, workmanship, feeling and association. Despite the modifications described above, Felfoot Bridge retains the integrity of nearly all of its original components, including the stone arch rings and barrels, spandrel walls, abutments, wing walls, and piers.

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 is unknown at this time, Felfoot 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?

Felfoot 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>		

MARYLAND HISTORICAL TRUST WORKSHEET

MAGI #2206903417

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

SEE INSTRUCTIONS

1. NAME

COMMON:
Felfoot Bridge

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER:
Dog Street Road and Little Antietam Creek

CITY OR TOWN:
Keedysville 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:
Washington County Court House

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; 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; font-size: small;">(Check One)</div> <div style="text-align: center; font-size: small;">(Check One)</div> </div> <input checked="" type="checkbox"/> Altered < 50% <input type="checkbox"/> Unaltered <input type="checkbox"/> Moved <input checked="" type="checkbox"/> Original Site
DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE	
<p>Felfoot Bridge carries Dog Street Road across the Little Antietam Creek just west of Mt. Hebron Road about 3/4 mile south of Keedysville in Washington County, Md.</p> <p>This small, two arched bridge, apparently built ca. 1850, is rather primitively constructed of coursed local fieldstone. Each of its segmental arches is lined with carefully cut voussoirs of irregular size. The upstream face of the pier terminates with a flattened pyramidal projection while its downstream elevation is finished with a rounded extension. The arches are low and appear to be nearly equal in size. The bridge walls rise to a slight peak over each opening and terminate with projections or modified pilasters at their ends.</p> <p>The bridge has received minimal alterations. However, modern pointing and the replacement of the original coping with concrete ledges are evident. The structure appears to be in good condition and is open to daily traffic.</p> <p>Dog Street Road is said by historians to have been in use as early as 1737 and to have been the route which General Braddock used on his march to Fort Duquesne in 1755. Just east of the bridge is Felfoot Farm with a stone barn to which the date of 1754 has been attributed (see WA-II-043).</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)		ca. 1850	
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			
<p>Felfoot 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 the 19th century bridge builders of the Cumberland Valley. It also derives military significance from its association with Dog Street Road, an early thoroughfare in Washington County said to have been used by General Braddock and his troops as they marched west to engage the French and Indians near Fort Duquesne in 1755.</p> <p>Architecturally, the bridge is an example of nearly thirty stone arched bridges and culverts in Washington County. Most of these structures were erected between 1820 and 1850 and appear to be part of a trend of building with stone during that period in the Cumberland Valley. This bridge, probably a relatively late example appears primitive and slightly awkward in design. On August 10, 1855, a document was recorded in Volume I, Folio 667 of the Washington County Road and Land Records, authorizing the relocation and modernization of Mt. Hebron Road which joins Dog Street Road just east of Felfoot Bridge. The "new stone bridge across the Little Antietam Creek near Elias Snavelly's house" was used as a point of reference in plotting the road, suggesting that the bridge had been recently constructed.</p> <p>The bridge is also significant for its contribution to commerce and transportation in Washington County. Spanning the Little Antietam Creek at an established fording place and on an early and well used road from Middletown to Sharpsburg, the bridge facilitated transportation and commerce in the County. Approximately one mile east of the bridge was an early grist mill, Nichodemus Mill. Another mill was located in Keedysville. These establishments were important to the local economy during the late 18th and 19th centuries and became more accessible as the result of the construction of the sturdy stone bridge.</p> <p>Felfoot Bridge is also noteworthy as an example of the engineering skills of its builder. Carrying daily traffic since it was erected, the bridge remains as a monument to the engineering capabilities of its builders. Although the name of Felfoot Bridge's builder is not known, several names have been associated with Washington County bridges, including John and George Weaver, Charles Wilson, Silas Harry and the Lloyds, a Pennsylvania firm.</p> <p>Although Felfoot bridge was constructed as much as a century after the French and Indian War, it should be noted that Dog Street Road was the supposed route used by Braddock during his expedition west. His troops are said by historians to have crossed South Mountain southeast of Keedysville and marched through present Keedysville to Williamsport where they crossed the Potomac River.</p>			

SEE INSTRUCTIONS

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Hayes, Helen Ashe, The Antietam and Its Bridges, New York: G. P. Putnam's Sons, 1910.
 Notes compiled by early roads in Western Maryland, Arthur G. Tracey, Westminster, Maryland, 1954, Historical Society of Carroll County, Md. Washington County Museum of Fine Arts, exhibition catalog, "Bridges: Our Legacy in Stone," Hagerstown, Md.: August-September, 1965.
 Washington County Road and Land Records, Volume I.

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:

Acreeage Justification:

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
 Paula Stoner Dickey, Consultant

ORGANIZATION: Washington County Historical Sites Survey DATE: April, 1975

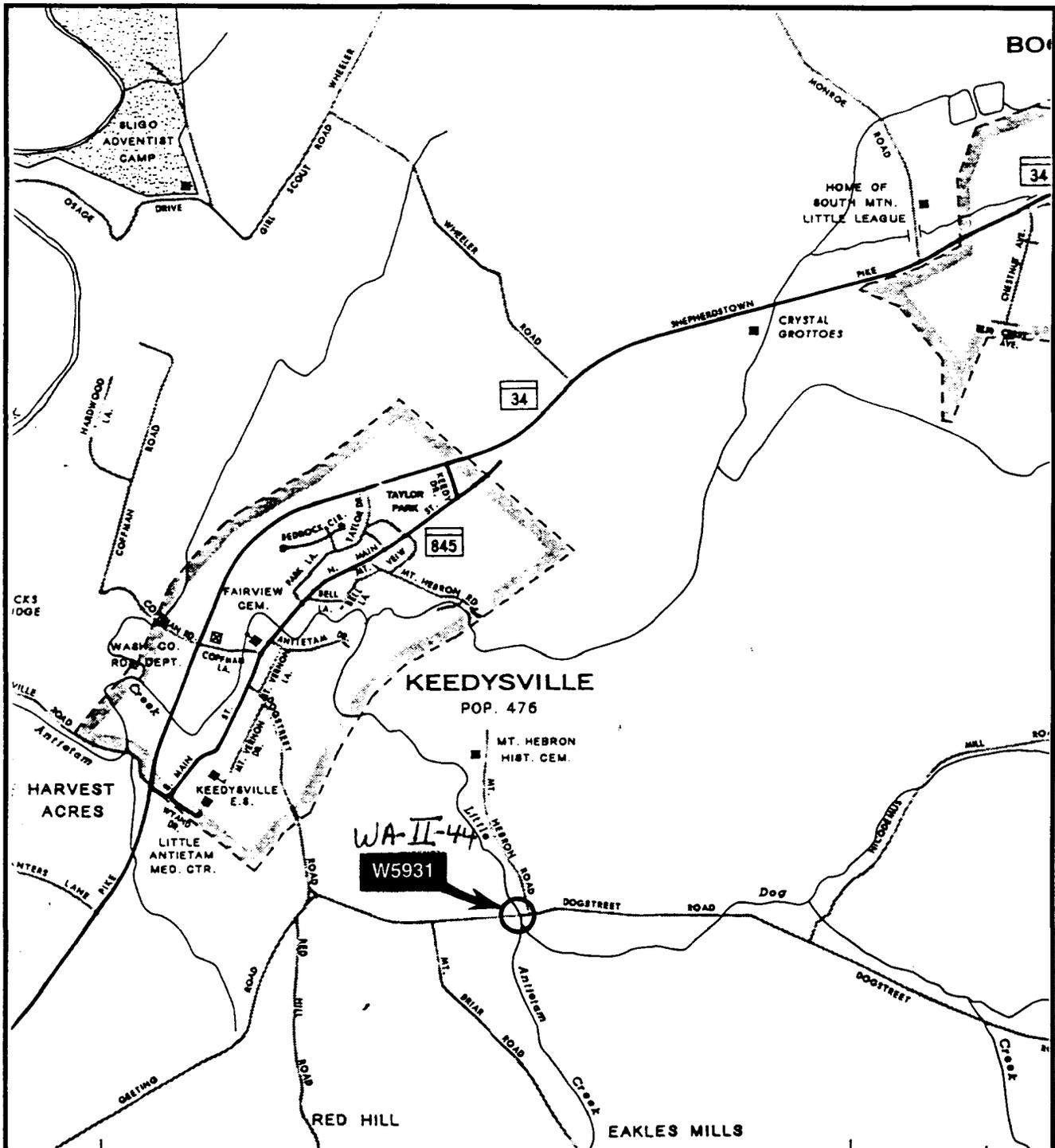
STREET AND NUMBER:
 Court House Annex

CITY OR TOWN: Hagerstown STATE: Maryland

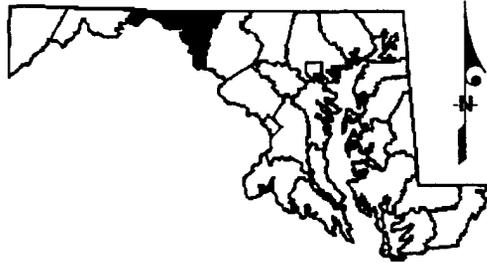
12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:
 National State Local

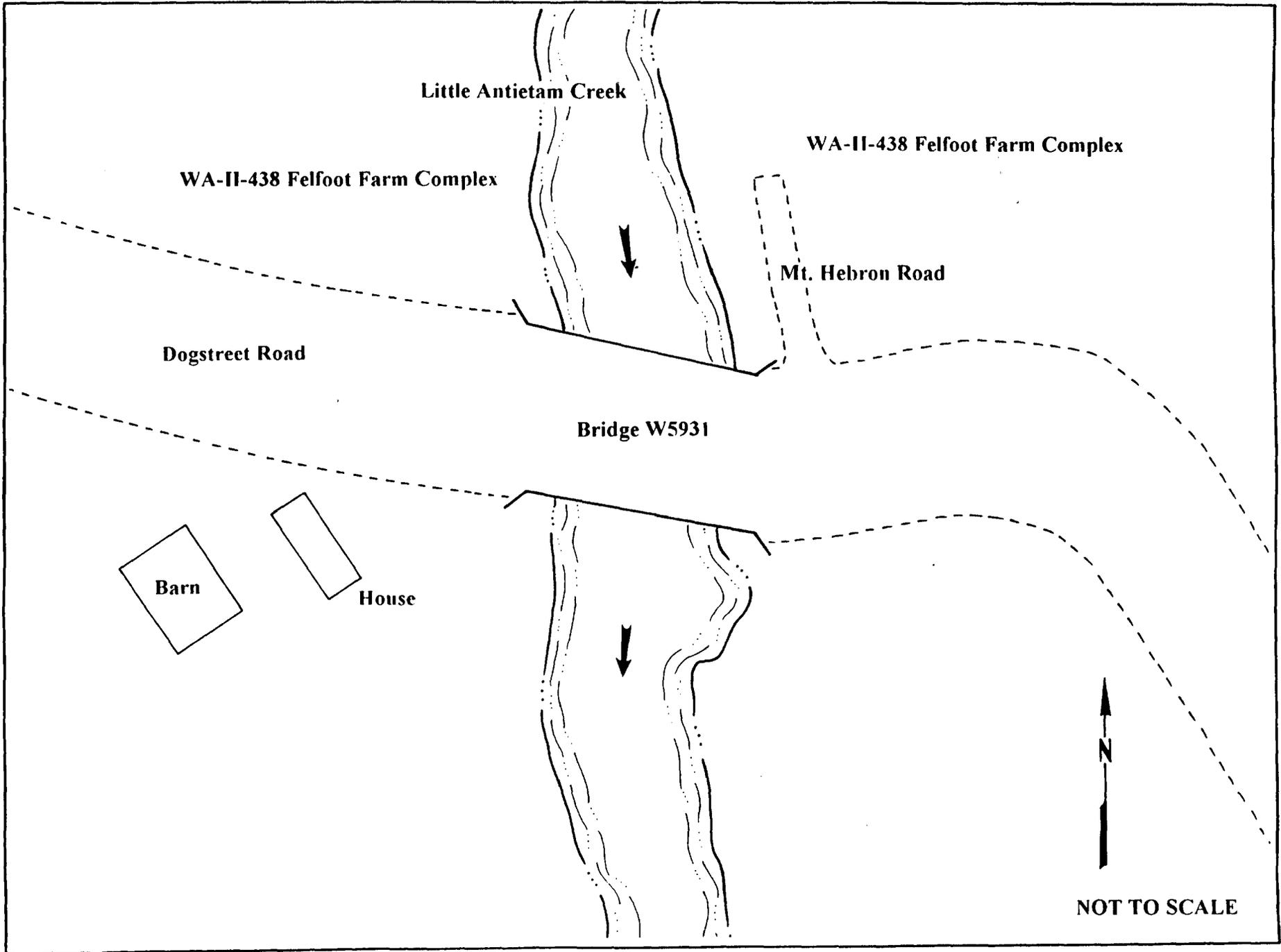
 Signature



Washington County - Bridge Number W5931
 Dogstreet Road over Little Antietam Creek
 (Felfoot Bridge)



Scale 0 1000 2000 feet
 0 0.5 kilometer



IV-410

Little Antietam Creek

WA-II-438 Felfoot Farm Complex

WA-II-438 Felfoot Farm Complex

Mt. Hebron Road

Dogstreet Road

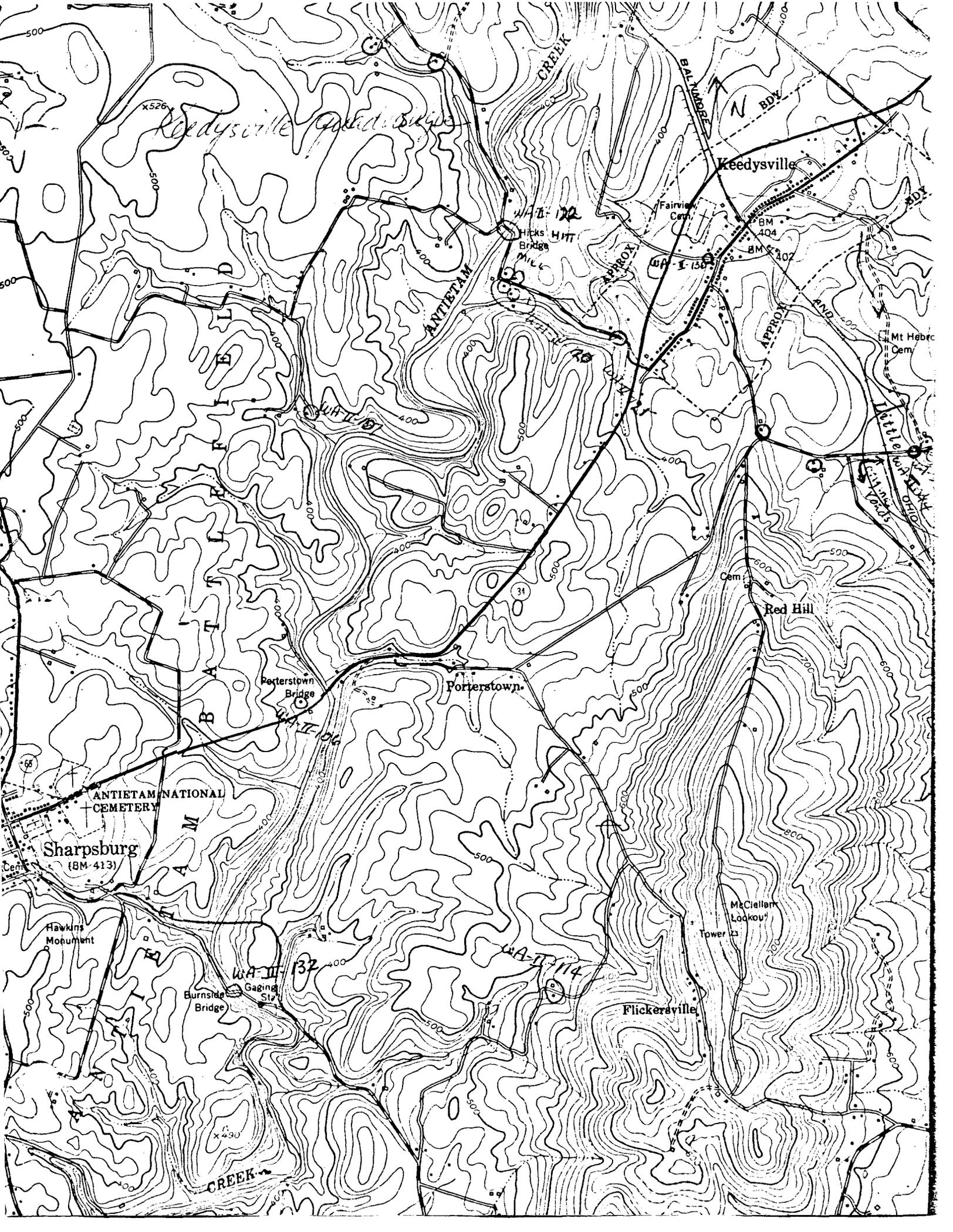
Bridge W5931

Barn

House

NOT TO SCALE

WA-II-044



Keedysville Road Bridge

Keedysville

ANTIETAM

Red Hill

Porterstown

Sharpsburg
(BM 413)

ANTIETAM NATIONAL
CEMETERY

Flickeraville

CREEK



WA-II-044

Felfoot Bridge (W5931)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

North elevation

1 of 5



WA-II-044

Felfoot Bridge (W5931)

Washington County, Maryland

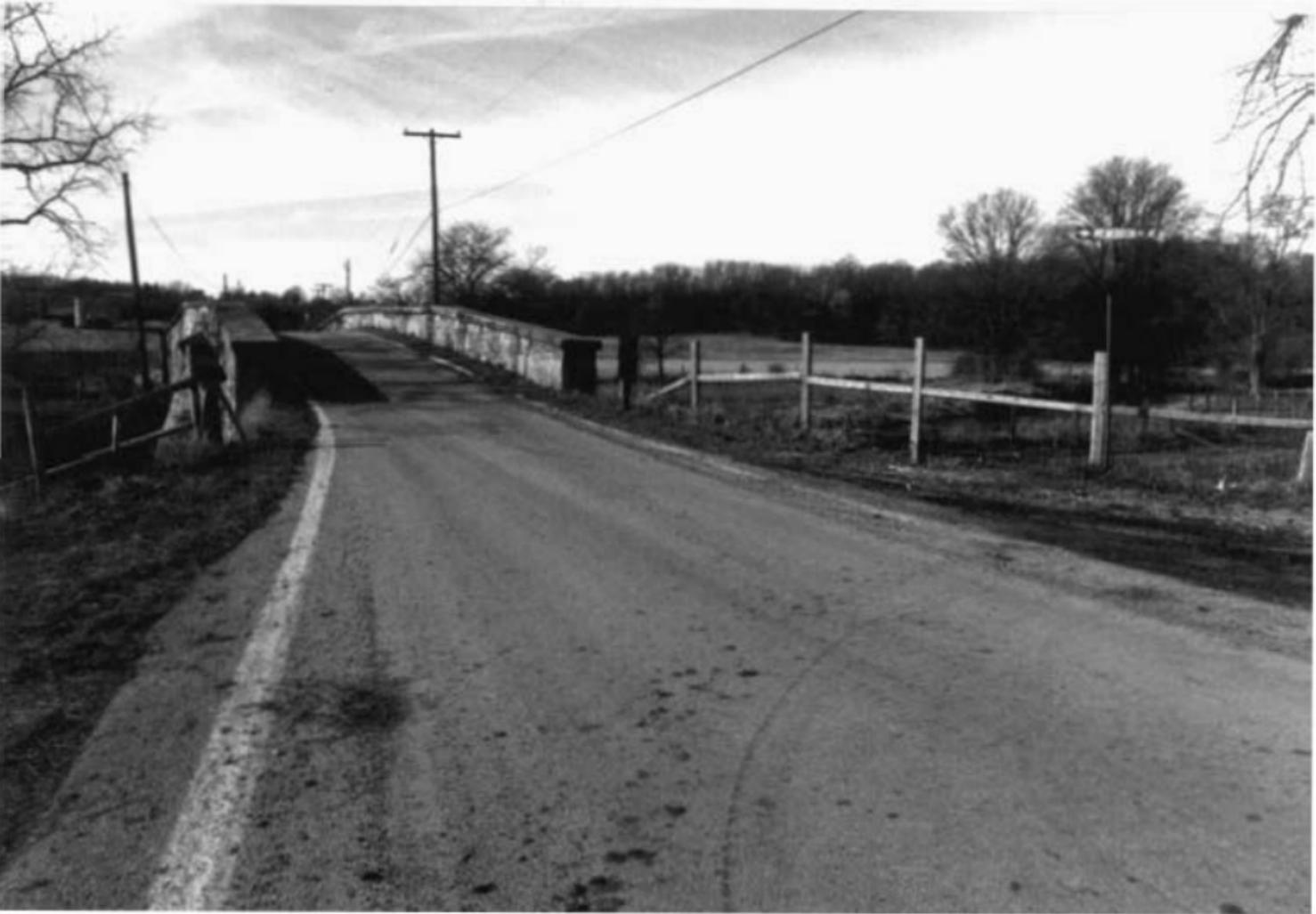
Julie Abell

11/94

Maryland State Highway Administration

South elevation

2 of 5



WA-II-044

Felfoot Bridge (W5931)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway Administration

Approach looking west

0000



WA-II-044

Felfoot Bridge (W5931)

Washington County, Maryland

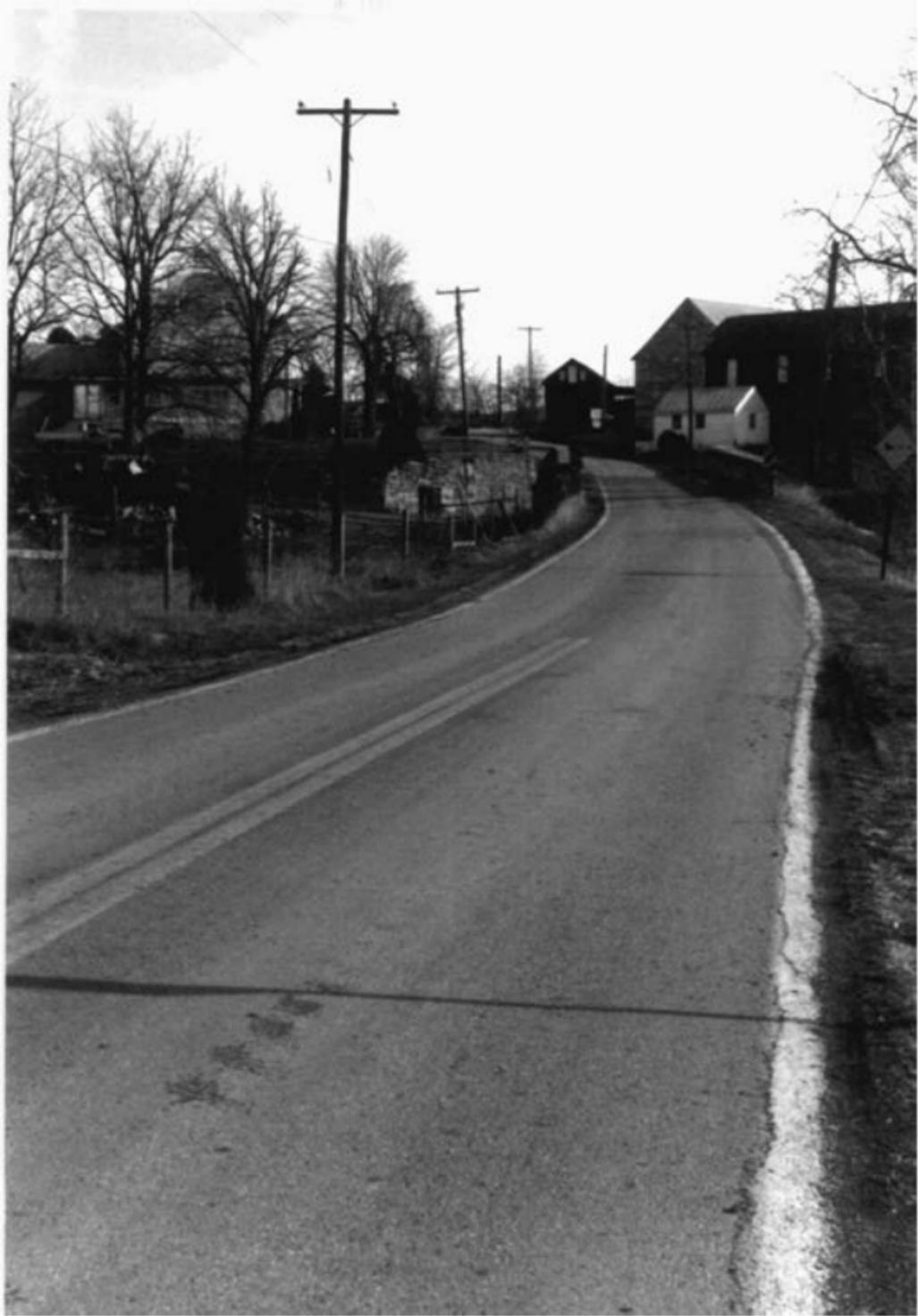
Julie Abell

11/94

Maryland State Highway Administration

Felfoot Farm (WA-II-438) to east
of bridge

5 of 5



WA-IT-044

Felfoot Bridge (W5931)

Washington County, Maryland

Julie Abell

11/94

Maryland State Highway
Administration

Approach looking east

4 of 5



WA-TI-0014
N.E.

1 - 1975

PAULA STONER DICKEY
CONSULTANT, WASHINGTON CO
HISTORICAL SITES SURVEY