

Maryland Historical Trust

Maryland Inventory of Historic Properties number: ~~MD 274~~ AA-761

Name: MD 214 OVER PATUXENT

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"/>	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>

*Handwritten signature*

MARYLAND INVENTORY OF HISTORIC BRIDGES  
HISTORIC BRIDGE INVENTORY  
MARYLAND STATE HIGHWAY ADMINISTRATION/  
MARYLAND HISTORICAL TRUST

MHT No. AA-761

SHA Bridge No. 2054 Bridge name MD 214 over Patuxent River

**LOCATION:**

Street/Road name and number [facility carried] MD 214

City/town Davidsonville Vicinity \_\_\_\_\_

County Anne Arundel

This bridge projects over: Road \_\_\_\_\_ Railway \_\_\_\_\_ Water X Land \_\_\_\_\_

Ownership: State X County \_\_\_\_\_ Municipal \_\_\_\_\_ Other \_\_\_\_\_

**HISTORIC STATUS:**

Is bridge located within a designated historic district? Yes \_\_\_\_\_ No X  
National Register-listed district \_\_\_\_\_ National Register-determined-eligible district \_\_\_\_\_  
Locally-designated district \_\_\_\_\_ Other \_\_\_\_\_

Name of district \_\_\_\_\_

**BRIDGE TYPE:**

Timber Bridge \_\_\_\_\_:  
Beam Bridge \_\_\_\_\_ Truss -Covered \_\_\_\_\_ Trestle \_\_\_\_\_ Timber-And-Concrete \_\_\_\_\_

Stone Arch Bridge \_\_\_\_\_

Metal Truss Bridge X

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:**

Bridge 2054, built in 1935, carries two lanes of traffic eastbound and westbound on MD 214 across the Patuxent River near Davidsonville in Anne Arundel County. The Patuxent River runs in a generally north to south direction at this location. This bridge is situated just north of the Patuxent River Park in a very wooded area.

**Describe Superstructure and Substructure:**

This structure is a single-span, steel, Parker, thru-truss bridge. The truss has eight panels at 25'-0" each for a span length of 200' between bearings. All vertical members and diagonals are I-shaped. The top chord is comprised of back to back channels with a top cover plate. The bottom chords and all end posts are face to face channels. All connections are riveted. The floor system longitudinal stringers and transverse beams are I-shaped. The reinforced concrete deck provides a 30' clear roadway width between 9" curbs. The bridge railing consists of a longitudinal channel section and a tubular hand railing. The substructure consists of two reinforced concrete abutments and wingwalls which bear on timber piles.

**Discuss Major Alterations:**

No notable alterations have been made to this bridge.

**HISTORY:**

**WHEN was bridge built (actual date or date range)** 1935  
**This date is:** Actual  Estimated \_\_\_\_\_  
**Source of date:** Plaque  Design plans \_\_\_\_\_ County bridge files/inspection form   
**Other (specify)** \_\_\_\_\_

**WHY was bridge built?** To provide a reliable crossing for MD 214 across the Patuxent River, to meet local and regional transportation needs.

**WHO was the designer** \_\_\_\_\_

**WHO was the builder** Roanoke Iron and Bridge Works - builder and/or designer

**WHY was bridge altered?** [check N/A  if not applicable] \_\_\_\_\_

**Was bridge built as part of organized bridge-building campaign?** Yes  No \_\_\_\_\_  
This bridge was built under the aegis of the State Roads Commission as part of the Good Roads Movement.

**SURVEYOR/HISTORIAN ANALYSIS:**

**This bridge may have National Register significance for its association with:**

- A - Events
- B- Person \_\_\_\_\_
- C- Engineering/architectural character

**Was bridge constructed in response to significant events in Maryland or local history?** No \_\_\_ Yes   
**If yes, what event?**

This bridge was one of a small but significant number of metal truss bridges erected in Maryland from the 1920s through the 1940s. Its heavy, solid construction reflects continuing advances in metal truss technology and fabrication early in the century, and the almost unyielding reliability of substantial trusses for major crossings. Such bridges were built throughout the state during the period, particularly in the early 1930s, as part of the Good Roads Movement promoted by the State Roads Commission.

Many of them retain plaques indicating that they were built under the aegis of the Commission, even though they were designed by private bridge building firms.

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area?** No  Yes  **If yes, what impact?**

Because of their solidity and reliability, metal truss bridges with heavy members such as this one were often utilized in Maryland from the 1920s through the 1940s at long crossings. Multi-lane facilities carrying major thoroughfares, they had not only a significant impact on local growth, but facilitated regional residential, commercial, agricultural, and industrial development.

**Is the bridge located in an area which may be eligible for historic designation?** No  Yes   
**Would the bridge add to \_\_\_\_\_ or detract from \_\_\_\_\_ historic & visual character of the possible district?**

**Is the bridge a significant example of its type?** No  Yes  **If yes, why?**

Between 1840 and the Civil War, under the impetus of a rapidly expanding railroad system, the majority of early American metal truss bridge forms were patented and introduced. In Maryland, the earliest metal truss bridges carried rail lines, which required their great strength and reliability. From the War through the end of the century, metal truss technology was improved, steel began to replace iron, and the use of trusses was expanded to carry roads as well as rail lines.

Numerous metal truss bridges were erected in Baltimore, the original hub of the metal truss in the state, from the 1850s through the 1880s. From Baltimore, the use of the metal truss spread out to other parts of the state, particularly the Piedmont and Appalachian Plateau. Many bridge and iron works were established in the eastern United States to design and fabricate truss members, which were then shipped to sites in Maryland and elsewhere to be erected. More than 15 different bridge companies located in Maryland, Ohio, Pennsylvania, New York, Virginia, and Indiana are known to have shipped metal truss bridges to sites throughout Maryland. Bridges were first fabricated in Maryland, and shipped to sites within the state and beyond, by the companies of seminal bridge designer Wendel Bollman.

Early in the twentieth century, concrete bridges began to compete with metal truss bridges throughout the state at small to moderate crossings. With the development of uniform standards for concrete bridges by the State Roads Commission in the 1910s, the construction of smaller metal truss bridges significantly declined throughout the state. The metal truss still remained the bridge of choice for large crossings, however. In the 1920s, heavier members began to be used at these bridges. Reflecting even heavier load requirements and increased lengths, metal truss bridges erected in the state in the 1930s and 1940s were heavy and solid, rather than light and delicate like their late-nineteenth- and early-twentieth-century predecessors.

The Pratt truss bridge, Maryland's most common surviving early truss type, was patented in 1844 by Thomas and Caleb Pratt. The Pratt has diagonals extended across one panel in tension and verticals in compression, except for hip verticals immediately adjacent to the inclined end posts of the bridge. Between 1868 and 1871 a subtype, the Parker truss, was developed in a series of patents filed by C.H. Parker. The Parker truss is a Pratt truss with an inclined rather than horizontal top chord. It was popular for longer span bridges well into the twentieth century. Maryland examples include bridges 2054 (1935) in Anne Arundel County, B-54 (1934) in Baltimore County, and F-506 (1908) in Frederick County.

This bridge was erected during one of the three key periods (1840-1860, 1860-1900, and 1900-1960) of bridge construction in Maryland. Built in 1935, it falls within the period 1900-1960. During this era, metal truss highway bridges became increasingly standardized. Also during this period, smaller and moderate length trusses were gradually replaced by reinforced concrete structures, and the modern metal girder bridge, which could easily be widened, replaced the metal truss bridge at all but the largest approaches and crossings. Built after 1930, it characterized by heavy solid members, rather than the relatively delicate members that characterized its late-nineteenth- and early-twentieth-century predecessors.

**Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum?** No  Yes

Is bridge a significant example of work of manufacturer, designer and/or engineer? No  Yes

In the early twentieth century, metal truss bridges were largely supplanted in the state by concrete and, later, metal girder structures. The old metal fabricators disappeared during this period. They were replaced, in the 1920s and 1930s, by a new if less numerous generation of metal truss fabricators. Among the new bridge companies active in Maryland was the Roanoke Iron and Bridge Company of Roanoke, Virginia, which erected long Pratt, Parker, and camelback bridges throughout the state in the 1920s and 1930s. These include bridges 2054 (1935) in Anne Arundel County, 7055 (1932) in Cecil County, and 10018 (1934) in Frederick County. This bridge is typical of their work in Maryland.

Should bridge be given further study before significance analysis is made? No  Yes

It is believed that no further evaluation is necessary to determine the eligibility of this bridge for listing in the National Register. However, additional research, which could be conducted as part of any future National Register nomination prepared for the bridge, might provide further information about its history and environs.

**BIBLIOGRAPHY:**

Bridge inspection reports and files of the Maryland State Highway Administration.

County survey files of the Maryland Historical Trust.

Jackson, Donald H. *Great American Bridges and Dams*. Washington, D.C: The Preservation Press, 1968

P.A.C. Spero & Company and Louis Berger & Associates, Inc. *Historic Bridges in Maryland: Historic Context Report*. Prepared for the Maryland State Highway Administration, September, 1994.

Pennsylvania Historical and Museum Commission and Pennsylvania Department of Transportation. *Historic Highway Bridges in Pennsylvania*. Commonwealth of Pennsylvania, 1986.

**SURVEYOR/SURVEY INFORMATION:**

Date bridge recorded 1/95

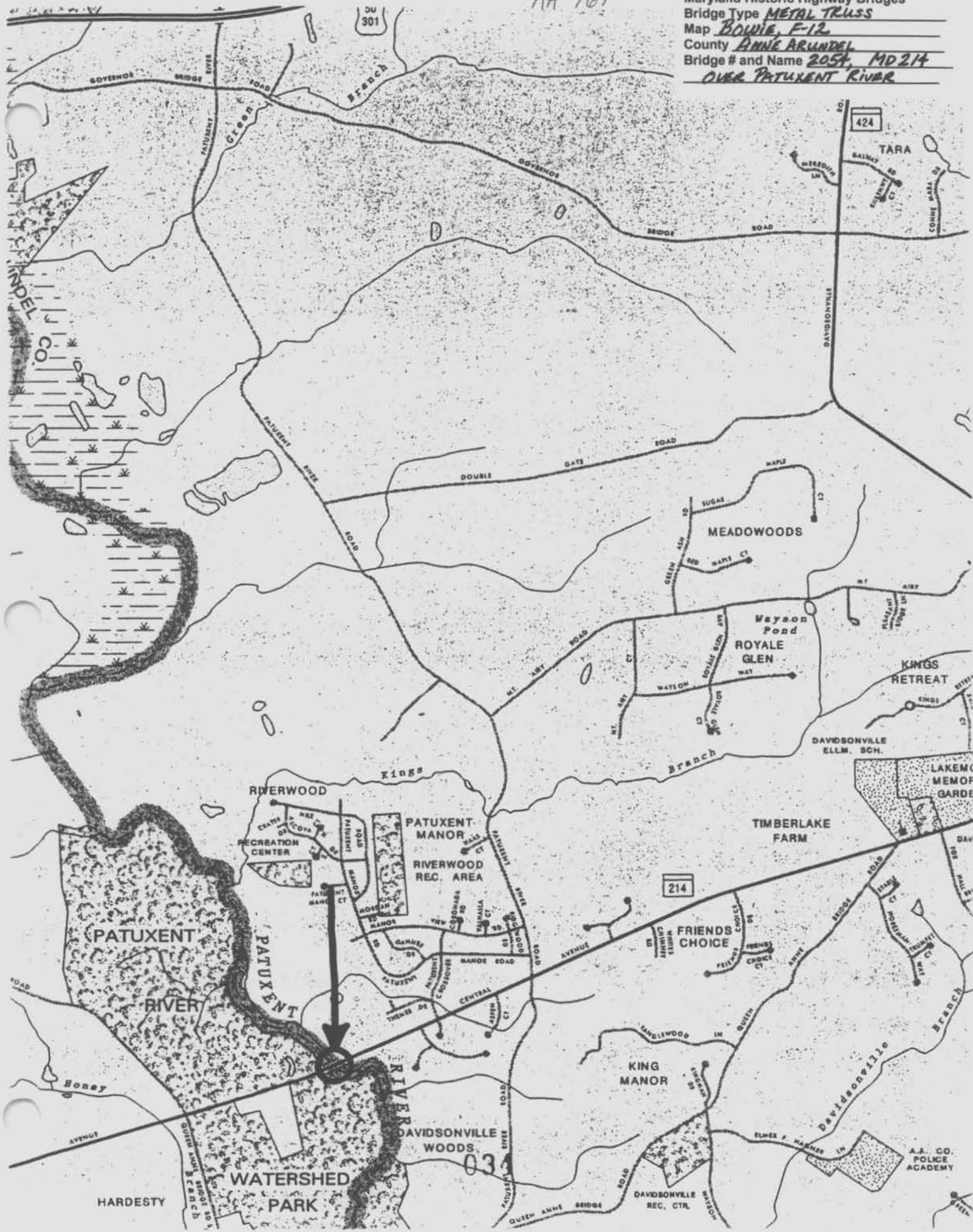
Name of surveyor Walter King/Marvin Brown

Organization/Address GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111

Phone number 410-561-0100 FAX number 410-561-1150

AA-761

Maryland Historic Highway Bridges  
Bridge Type METAL TRUSS  
Map BOWIE, F-12  
County ANNE ARUNDEL  
Bridge # and Name 2054, MD214  
OVER PATUXENT RIVER



HARDESTY

WATERSHED PARK

DAVIDSONVILLE WOODS

KING MANOR

TIMBERLAKE FARM

FRIENDS CHOICE

ROYALE GLEN

MEADOWS WOODS

RIVERWOOD

PATUXENT MANOR

RIVERWOOD REC. AREA

DAVIDSONVILLE ELEM. SCH.

KINGS RETREAT

LAKEMEMOR GARDE

A.J. CO. POLICE ACADEMY

DU 301

214

424

034



Inventory # AA-761

Name 2054-MD214 OVER PATUXENT RIVER

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SAA

Description WEST APPROACH LOOKING EAST

Number ~~14~~ of ~~18~~ 1 of 5



Patuxent  
River

Inventory # AA-761

Name 2054- MD 214 OVER PATUXENT RIVER

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative S11A

Description EAST APPROACH LOOKING  
WEST

Number ~~15~~ of ~~10~~ 2 of 5



Inventory # AA-761

Name 2054- MD214 OVER PATUXENT RIVER

County/State ANNE ARUNDEL COUNTY / MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description NORTH ELEVATION  
\_\_\_\_\_  
\_\_\_\_\_

Number ~~16~~ of ~~18~~ 3 of 5



Inventory # AA-761

Name 2054-MO214 OVER PATUXENT RIVER

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 11/95

Location of Negative SHA

Description SOUTH ELEVATION

Number ~~17~~ of ~~18~~ 4 of 5

A black and white photograph showing a close-up of a vertical steel beam on a bridge. The beam is perforated with a series of circular holes along its length. A rectangular plaque is mounted on the beam, containing text. To the left, the complex lattice structure of the bridge's truss system is visible. In the background, there are bare trees and utility lines against a light sky.

ERUPT BY  
REMARKS FROM  
AND ERUPT FROM  
REMARKS BY  
1955

Inventory # AA-761

Name 2054- MD214 OVER PATUXENT RIVER

County/State ANNE ARUNDEL COUNTY/MD

Name of Photographer WALLY KING

Date 1/95

Location of Negative SHA

Description "ROANOK IRON AND BRIDGE  
WORKS" PLAQUE

Number ~~18 of 18~~ 5 of 5

AA-761

1923

Patuxent River/Maryland 214 Bridge  
Davidsonville vicinity  
public (unrestricted)

This bridge carries Maryland Route 214 over the Patuxent River outside of Davidsonville, Maryland. It is a single camelback steel through truss, 200 feet in length, with a roadway 30 feet in width.

Erected in 1923, this structure was built by the Roanoke Iron and Bridge Company of Roanoke, Virginia, using the designs of the Maryland State Roads Commission. It is one of two historic truss bridges -- part of Maryland's state road system in Anne Arundel County, and one of 26 bridges of the same structural type throughout the state road network -- identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey done during 1980-81.

## INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

**1 NAME**

HISTORIC

AND/OR COMMON

Maryland 214 over Patuxent River Bridge

**2 LOCATION**

STREET &amp; NUMBER

SW of Davidsonville

CITY, TOWN

CONGRESSIONAL DISTRICT

VICINITY OF

4th

STATE  
MarylandCOUNTY  
Anne Arundel**3 CLASSIFICATION**

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
<input type="checkbox"/> DISTRICT	<input checked="" type="checkbox"/> PUBLIC	<input checked="" 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 RESIDENCE
<input type="checkbox"/> SITE	<b>PUBLIC ACQUISITION</b>	<b>ACCESSIBLE</b>	<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"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY	<input type="checkbox"/> OTHER:

**4 OWNER OF PROPERTY**

NAME State Highway Administration DOT

Telephone #:

STREET &amp; NUMBER

301 West Preston Street

CITY, TOWN

Baltimore

VICINITY OF

STATE zip code  
Maryland 21201**5 LOCATION OF LEGAL DESCRIPTION**COURTHOUSE.  
REGISTRY OF DEEDS, ETC. Anne Arundel Co, Courthouse

Liber #:

Folio #:

STREET &amp; NUMBER

CITY, TOWN

Annapolis

STATE  
Maryland 21401**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

 FEDERAL  STATE  COUNTY  LOCALDEPOSITORY FOR  
SURVEY RECORDS

CITY, TOWN

STATE

AA-761

**7 DESCRIPTION**

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

This bridge carries Maryland Route 214 over the Patuxent River in a generally E-W direction, and consists of a single camelback steel through truss of 200', with a roadway of 30'. All connections are riveted.

CONTINUE ON SEPARATE SHEET IF NECESSARY

**8 SIGNIFICANCE**

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

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SPECIFIC DATES	1923	BUILDER/ARCHITECT	Roanoke Iron & Bridge Co,
STATEMENT OF SIGNIFICANCE			Roanoke, Va, SRC Design

---

(See M/DOT Survey general significance, attached).

**9 MAJOR BIBLIOGRAPHICAL REFERENCES**

Files of the Bureau of Bridge Design, State Highway Administration, 301 West Preston Street, Baltimore, Md. Drawer 99  
Condit, Carl, American Building Art, 20th Century; New York, Oxford University Press, 1961,

CONTINUE ON SEPARATE SHEET IF NECESSARY

**10 GEOGRAPHICAL DATA**

ACREAGE OF NOMINATED PROPERTY \_\_\_\_\_

Quadrangle Name: Bowie  
Quadrangle Scale: 1: 24 000

UTM References: 18.354920.4307620

VERBAL BOUNDARY DESCRIPTION

N/A

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	COUNTY
N/A	

**11 FORM PREPARED BY**

NAME / TITLE

John Hnedak/M/DOT Survey Manager

ORGANIZATION

Maryland Historical Trust

DATE

1980

STREET & NUMBER

21 State Circle

TELEPHONE

(301) 269-2438

CITY OR TOWN

Annapolis

STATE

Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust  
The Shaw House, 21 State Circle  
Annapolis, Maryland 21401  
(301) 267-1438

## GENERAL BRIDGE SIGNIFICANCE

The significance of bridges in Maryland is a difficult and subtle thing to gauge. The Modified significance criteria of the National Register, which are the standard for these judgements in Maryland, as in most states, must be broadly applied to allow for most of these structures. In particular the 50 year rule which specifies a minimum age for structures can be waived, and is more commonly done so for engineering structures than for others. Questions of uniqueness and typicality, exemplary types, etc., must set aside for now, because they presuppose a wider knowledge of the entire resources than is presently available. Indeed, this survey is an initial step toward understanding the extent to which Maryland's bridges are part of her cultural resources. Aesthetic considerations may have to be side-stepped entirely, for such structures as these are generally considered mundane and ordinary at best, and sometimes a negative landscape feature, by the layman. It does take a specialized aesthetic sense to appreciate such structures on visual grounds, but a case for visual significance can be made. The remaining criteria are those of historical associations. The relative youth of most of these structures precludes a strong likelihood of participation to events and lives of import. The best generalization can be made for most bridges is that they are built on site of early crossings, developing from fords and ferries through covered bridges and wooden trusses to their present state. This significance inheres in the site, however, and in most cases would not be diminished by the absence of the present structure.

These criteria may also be addressed positively. The primary significance of these bridges, those which were built between the two World Wars, consists in their association with rapidly changing modes and trends in transportation in America during the period. The earliest of them saw the appearance of the automobile and its rise as the preeminent means of getting Americans from place to place. Roads were being improved for increased speeds and capacity, and bridges, as potential weak links on the system, became particularly important. The technology for producing them was not new, and would not change significantly during the period. Accordingly, great numbers of easily, quickly and relatively cheaply built concrete slab, beam and arch bridges were built to span the small crossings, or were multiplied to cover longer crossings where height was no problem.

Truss bridges with major structural members of compound beams, of either the Warren or Pratt types, while more expensive and considered more intrusive on the landscape, were built to span the larger gaps.

With an aesthetic which allowed concrete slab bridges to have classical balustrades, or the application of a jazz-age concrete relief; with the considerable variety possible in the construction of medium sized metal trusses; and with the lack of nationwide standards for highway bridge design, the resulting body of structures displays considerable variety. The sameness of appearance of currently produced highway bridges leads one to believe this variety will not reappear. For that reason alone it is wise to keep watch over our existing bridges. Regardless of one's taste and aesthetic preference, one must be admitted that these older bridges add their variety and visual interest to the environment as a whole, and that it is often the case that their replacement by a standard highway bridge results in a visual hole in the landscape.

In situations requiring decisions of potential effect on these structures, they should receive some consideration. As the recording and subsequent understanding of Maryland's Cultural resources grows, they will be recognized as a significant part of that heritage.

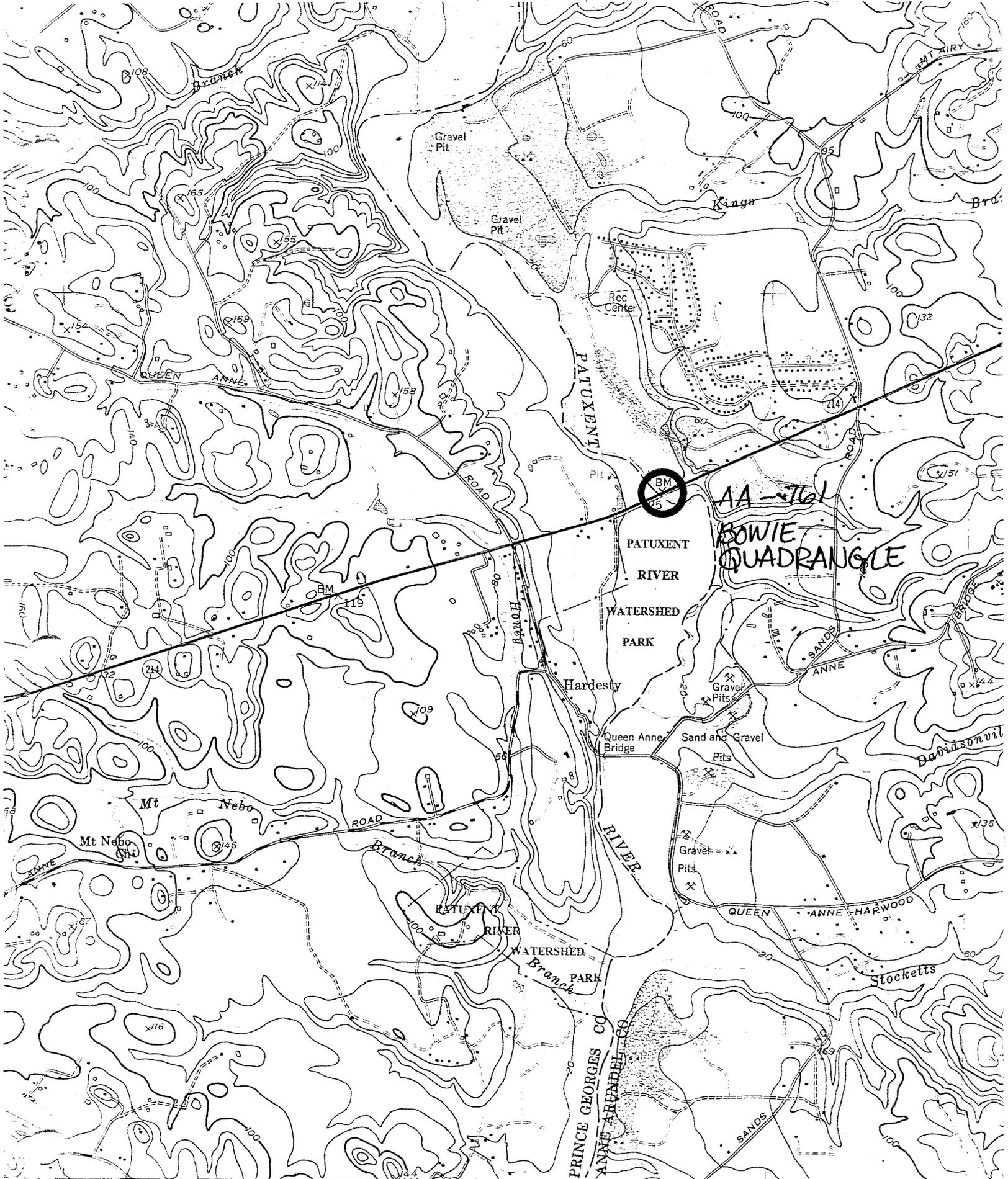
It should be noted that two non-negligible classes of structure have been omitted from this set. The first is the huge number of concrete slab or beam bridges of an average of twenty feet or less in length. These are so nearly ubiquitous and of such minor visual impact (they are often easy to drive across without noticing) that they were not inventoried. They are considered in the general recommendations section of the final report of this survey, however.

The second category is that of the "great" bridges, the huge steel crossings of the major waterways. While they are awesome and aesthetically appealing, they are not included in this inventory because they do not share the problems of their more modest counterparts. They do not lack for recognition, they have not been technologically outmoded, and are in no danger of disappearing through replacement. In a sense, they are not as rare; hundreds of

these great bridges are known nationally, and there is little doubt as to the position of any one bridge within national spectrum. There seems little point in including them with the larger inventory of bridges. From an arbitrary point of view, their dates are outside the 1935 limit which we set for the consideration of bridges. We have departed from that limit on occasion, but will not in this case. These bridges, too, will be considered in the final report.

Moveable bridges deserve a special note regarding their significance. They are rare, and all but the most recent of them have been listed by this survey by virtue of that fact alone. They are, by their nature as intermittent impediments to the smooth flow of traffic, threatened. We rarely tolerate disruptions to what we perceive as our progress. This has been demonstrated recently by the replacement of the drawbridge at Denton, on one of the major routes to the Atlantic Coast from the rest of Maryland.

However much we are inconvenienced by them, we must admit that moveable bridges contribute a share of interest to the landscape. As with significance judgements in general, we here enter a realm which is governed by taste and opinion. Some of us might not enjoy being forced to sit back for a while to look at the surroundings which we would otherwise totally ignore, especially if the engine is in danger of boiling over. But there are those who are fascinated by the slow rise of a great chunk of roadway, moved by quit, often invisible machinery; who are amused by the tip of the mast which skims the top of the temporary wall; or who reflect on the nobility inherent in a river and the fact that we have not subdued every waterway with our autos, while knowing that we can if we want to.



42'30" 352 (BRISTOL) 5661 1 SW 353 354 355 40' 356

SCALE 1:24000

1 MILE



AA-761

MD 214/Patuxent River

M/DOT

Hnedak/Meyer

Spring 1980