

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes ___
no ___

Property Name: Bridge No. 13155 Inventory Number: HO-758

MD 986L, South Entrance Road, over Little

Address: Patuxent River City: Columbia Zip Code: N/A

County: Howard USGS Topographic Map: Savage, MD

Owner: MD SHA

Tax Parcel Number: N/A Tax Map Number: N/A Tax Account ID Number: N/A

Project: MD 986 over Little Patuxent River Agency: MD SHA

Site visit by MHT Staff: ___no ___yes Name: _____ Date: _____

Eligibility recommended X Eligibility **not** recommended ___

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

Is the property located within a historic district? X no ___yes Name of district: _____

Is district listed? ___no ___yes Determined eligible? ___no ___yes District Inventory Number: _____

Documentation on the property/district is presented in: Compliance Files: Project No. HO839A21, Replacement of Structure No: 13143, MD 986(K) South Entrance Over Little Patuxent River

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Built in 1919, Bridge No. 13155 is a reinforced concrete arch and one of the few structures connected with the transition of Columbia Pike (the important transportation route between Ellicott City and Washington DC) from the ownership of the Columbia Turnpike Company to the Howard County government. This small concrete structure is highly representative of the kind of concrete bridges utilized for small crossings in the early twentieth century, as well as the relationship of the turnpike companies with the local populace, on which they depended for maintenance and advocacy with the local legislatures. Thirdly, it accrues additional significance because it retains a high level of integrity, retaining important elements of its original design as a small concrete arch structure, including parapets.

The crossing of the Little Patuxent River (also referred to as the Middle Patuxent in some accounts) by Old Columbia Road (and its various bridges) has a particularly interesting history of ownership, relating to the history of the area for almost two hundred years, through its connection with the Columbia Turnpike Company, Oakland Mills, Howard County government, the State Highway Administration and the development of the town of Columbia by the Rouse Company. Bridge No 13155 would meet the requirements of Criteria A and C of the National Register of Historic Places in illustrating the broad patterns of history and in representing a particular engineering type retaining a high level of integrity.

Prepared by: Ms. Rita M. Suffness

Date Prepared: March 12, 2002

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <u>X</u>	Eligibility not recommended ___
Criteria: <u>X</u> A ___ B ___ C ___ D	Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G ___ None
Comments: _____	
<u>Andrew Lewis</u> Reviewer, Office of Preservation Services	<u>04/01/02</u> Date
<u>[Signature]</u> Reviewer, NR program	<u>4/9/02</u> Date

200200999

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. HO-758

1. Name of Property (indicate preferred name)

historic Bridge No. 13155 (MD 986L, South Entrance Road, over Little Patuxent River)
 other Pushpin Bridge (former timer bridge at Old Columbia Pike over Little Patuxent River)

2. Location

street and number MD 986L (South Entrance Road) over Little Patuxent River N/A not for publication
 city, town Columbia vicinity _____
 county MD

3. Owner of Property (give names and mailing addresses of all owners)

name MD State Highway Administration
 street and number 707 N. Calvert St. telephone 410-5458561
 city, town Baltimore state MD zip code 21202

4. Location of Legal Description

courthouse, registry of deeds, etc. Howard County Courthouse liber 2637 folio 151
 city, town Ellicott City tax map _____ tax parcel _____ tax ID number _____

5. Primary Location of Additional Data

- Contributing Resource in National Register District
 Contributing Resource in Local Historic District
 Determined Eligible for the National Register/Maryland Register
 Determined Ineligible for the National Register/Maryland Register
 Recorded by HABS/HAER
 Historic Structure Report or Research Report at MHT
 Other: _____

6. Classification

Category	Ownership	Current Function		Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	_____	_____ buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	_____	_____ sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	_____	_____ structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	_____	_____ objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	_____	_____ Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		

**Number of Contributing Resources
previously listed in the Inventory**

7. Description

Inventory No. HO-758

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Summary

Bridge No. 15133 is located on the South Entrance Road to the Merriweather Post Pavilion. Built in 1919, it is a reinforced concrete arch with a span of 26 feet. The builder, August M. Mayer, used a closed parapet design that consists of flat panels with six incised rectangles on the inside face, and four sections outlined on the outside face of each of the two walls. The structure is extended at both the west and east approaches with shorter wingwalls on both the north and south sides. The parapet walls have no copings. In generally good condition, it shows signs of surface spalling of the concrete, some exposing rusted reinforcing steel, cracks, with erosion of the soil under the wingwalls.

Description

Bridge No. 15133 is located on the South Entrance Road to the Merriweather Post Pavilion, just upstream of Structure No. 13142 (a battery of pipes carrying MD 986L over the Little Patuxent River). Built in 1919, it is a reinforced concrete arch with a span of 26 feet, a skew opening of 36 feet and a rise of 6 feet. The current condition of the structure includes surface spalling of the concrete, some exposing rusted reinforcing steel, cracks, with erosion of the soil under the wingwalls.

Bridge No. 15133 has its original parapets. The builder, August M. Mayer, used a closed parapet design that consists of flat panels with six incised rectangles on the inside face, and four sections outlined on the outside face of each of the two walls. The structure is extended at both the west and east approaches with shorter wingwalls on both the north and south sides. The parapet walls have no copings.

This crossing of the Little Patuxent River (also referred to as the Middle Patuxent in some accounts) by Old Columbia Road (and its various bridges) has a particularly interesting history of ownership, relating to the history of the area for almost two hundred years, through its connection with the Columbia Turnpike Company, Oakland Mills, Howard County government, the State Highway Administration and the development of the town of Columbia by the Rouse Company.

A turnpike company evidently built the predecessor of the existing structure in the early 19th century, and its relationship to the local populace (as regards the championing the cause of the turnpike companies in Annapolis and Washington DC., plus general maintenance of turnpikes) is documented in the diaries of an adjacent landowner. The former crossing at this location, predating Bridge No. 15133, the 1919 concrete arch structure, is identified as the Pushpin [a/k/a/ Push Pin] Bridge on a 1867 map [William Dawson, Jr. Survey of Oakland Manor, 1867: Oakland Estate Belonging to Philip Tabb, reprinted in Joetta Cramm, Pictorial History of Howard County (Donning Company, Norfolk, Va., 1987)]. The Pushpin Bridge was cited in the journals of a local inhabitant and agent of the Columbia Turnpike Company named George Cooke, who lived on an adjacent property, called Hazelwood.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. HO-758

Name
Continuation Sheet

Number 7 Page 1

The Columbia Turnpike, operated as a toll road by the Columbia Turnpike Company, was the principle route of communication for the neighboring plantations, linking them with the town of Ellicotts Mills (a/k/a Ellicott City). The fact that a portion of the plantation Hazelwood actually straddled the turnpike necessitated maintaining good fences along the road. Even with well maintained fences, the turnpike traffic posed a hazard to Cooke's planting operation. In June 1828 he recorded "a parcel of Hogs from the Cola. [sic] got in my wheat & done considerable damage [21/6/28]". The turnpike was paved only between Ellicotts Mills and Hilton. The unpaved part was evidently constantly in need of repair and was virtually impassable in time of rain and melting snow. Thus, in 1832 Cooke wrote: "Hauled 50 bus. [sic] of wheat to Ellicotts. The roads were never worse [10/2/32]".

Probably because he was a resident and heavy user of the turnpike, it was to Cooke's advantage to act as something of an agent for the Turnpike Company and to assist in the maintenance of the road. He frequently met with company's Board of Directors in Ellicotts Mills as well as going to Annapolis and Washington on the business of the company. By 1834 Cooke reported that he was contributing time and labor for the construction and repair of bridges on the Columbia Turnpike. For example, in April, 1834 he wrote: "hauled 5 sleepers to the Bridge beyond gate no. 1 on the Cola. road [sic] Co. (page 17-18, Hazelwood, an Antebellum Howard County Plantation, 1826-49, Journal of George Cooke (Philip Reitzel, Howard County Historical Society, September, 1992)). This bridge is likely the Pushpin Bridge, built of wood, which predated Bridge No. 13155 at this location.

At some point the original Push Pin Bridge needed replacement. By 1919 the Columbia Turnpike Company had transferred the stretch of the road under its control (various segments were owned and operated by different companies) to Howard County, which re-built sections. According to a plaque imbedded in the bridge parapet, Bridge No. 15133, the 1919 concrete arch structure, was built under the auspices of the Commissioners of Howard County (A. Howard Earp, President), evidently during the re-building of the road as the Columbia Pike.

August M. Mayer is cited as the contractor in the Commissioners Proceedings (February 25, 1919, page 209), as follows:

"August M. Mayer, of St. Denis, was engaged by the Board to construct a new concrete bridge to replace 'Push Pin' Bridge over the Middle [sic] Patuxent on the Columbia road [sic], the Board agreed to pay Mr. Mayer \$6.00 per day for his services and cost plus 10 per cent [sic] for the work. The quantity of concrete is estimated at 175 cubic yards. The bridge will be an arch bridge, 28 feet span, 16 feet clear roadway, 18 feet over all [sic]".

Maryland Historical Trust
Maryland Inventory of
Historic Properties Form

Inventory No. HO-758

Name
Continuation Sheet

Number 7 Page 2

Evidently the Columbia Road was slated for improvements just north and south of the Pushpin Bridge, as an entry of March 4, 1919 in the Commissioners Proceedings (page 210) has the following report:

“President Earp for the Board, signed an agreement guaranteeing the expenditure of \$200 in improving the Columbia Road between Push Pin Bridge and Columbia President Earp also signed a like agreement, except that \$150 instead of \$200 is guaranteed to be spent on a section of the same road between Atholton and Push Pin Bridge”.

The replacement of the Pushpin Bridge by the current concrete arch structure may also have been influenced by the general program to improve Howard County roads and bridges resulting from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed at improving the primary routes throughout the state as well as the connector routes such as the Old Columbia Road. A later impact of this crusade included the various geometric improvements, including roadway widening and the reconstruction of substandard and narrow bridges to withstand the new demands placed on them by heavier motorized vehicles. During the 1910's, the bridges that were initially adequate when roadway reconstruction began became obsolete as motorized traffic impact intensified.

In 1949 US 29 was constructed by the MD SHA and the Columbia Pike that it replaced was broken into short segments and designated Old Columbia Pike. In 1962 US 29 was dualized and access to the Old Columbia Pike and Bridge No. 13155 was retained for local use only. Sometime around 1963, in a number of land transactions, the land and bridge was acquired by The Howard Research and Development Company (HRD), which constructed the Merriweather Post Pavilion and the pipe culverts on MD 986K and MD 986L, which served to access this facility. In 1989 the MD SHA agreed to take over ownership of Bridge No. 13155, along with the battery of pipes crossing other tributaries of the Little Patuxent River (Structure Nos. 13142 and 13143, which washed out in the late 1990's).

8. Significance

Inventory No. HO-758

Period	Areas of Significance	Check and justify below		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other:

Specific dates 1919 **Architect/Builder** August M. Mayer, Contractor, for Howard County Commissioners

Construction dates 1919

Evaluation for:

National Register Maryland Register not evaluated

Summary

Bridge No. 13155 is a closed parapet, concrete arch structure, built in 1919 as part of the roadway that served as the Columbia Turnpike. It is highly significant for its connection with the history of transportation in Howard County and the State of Maryland.

Statement of Significance

Built in 1919, Bridge No. 13155 is a reinforced concrete arch and one of the few extant structures connected with the transition of the important transportation route between Ellicott City and Washington DC from the ownership by the Columbia Turnpike Company to the Howard County government. This small concrete structure is representative of the kind of concrete bridges, utilized for small crossings, in the early twentieth century, as well as the relationship of the turnpike companies with the local populace, on which they depended for maintenance and advocacy with the local legislatures.

Bridge No. 15133 it also significant in that it retains its original members, including parapets, and its design, constituting a small structure with a low elevation. The builder, August M. Mayer, used a closed parapet design that consists of flat panels with six incised rectangles on the inside face, and four sections outlined on the outside face of each of the two walls.

The crossing of the Little Patuxent River (also referred to as the Middle Patuxent in some accounts) by Old Columbia Road (and its various bridges) has a particularly interesting history of ownership, relating to the history of the area for almost two hundred years, through its connection with the Columbia Turnpike Company, Oakland Mills, Howard County government, the State Highway Administration and the development of the town of Columbia by the Rouse Company.

9. Major Bibliographical References

Inventory No. HO-758

Dawson, William, Jr., Survey of Oakland Manor, 1867: Oakland Estate Belonging to Philip Tabb, reprinted in Joetta Cramm, Pictorial History of Howard County (Donning Company, Norfolk, Va., 1987).
Reitzel, Philip, Hazelwood, an Antebellum Howard County Plantation, 1826-49, Journal of George Cooke (Howard County Historical Society, September, 1992).
Commissioners of Howard County (A. Howard Earp, President), Commissioners Proceedings (February 25, 1919, page 209)

10. Geographical Data

Acreage of surveyed property structure only
Acreage of historical setting structure only
Quadrangle name Savage Quadrangle scale: 1:24,000

Verbal boundary description and justification

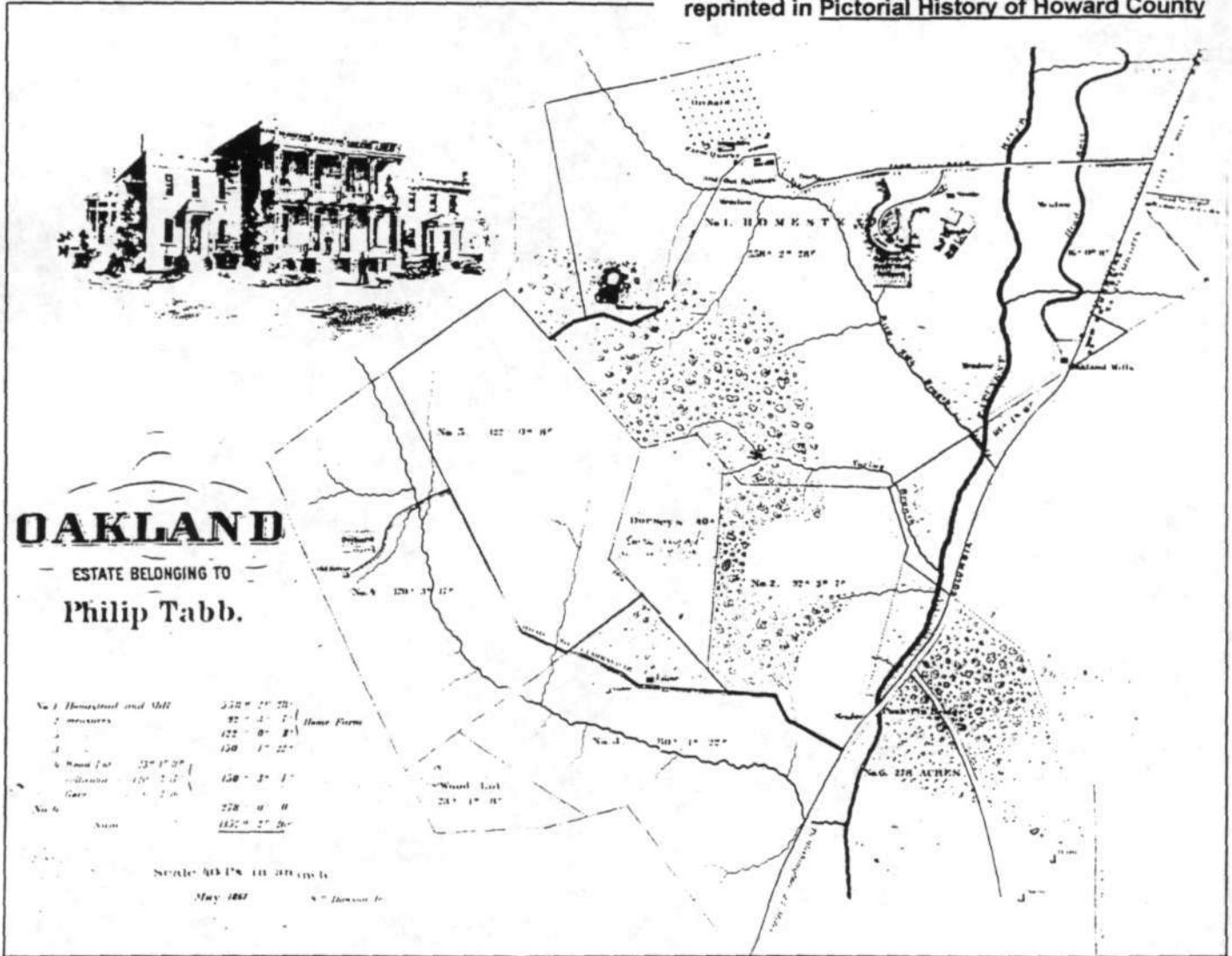
11. Form Prepared by

name/title	Rita. M. Suffness, Cultural Resources Manager		
organization	MD State Highway Administration	date	March 12, 2002
street & number	707 N. Calvert Street	telephone	410-545-8561
city or town	Baltimore	state	MD

The Maryland Inventory of Historic Properties 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
 DHCD/DHCP
 100 Community Place
 Crownsville, MD 21032-2023
 410-514-7600



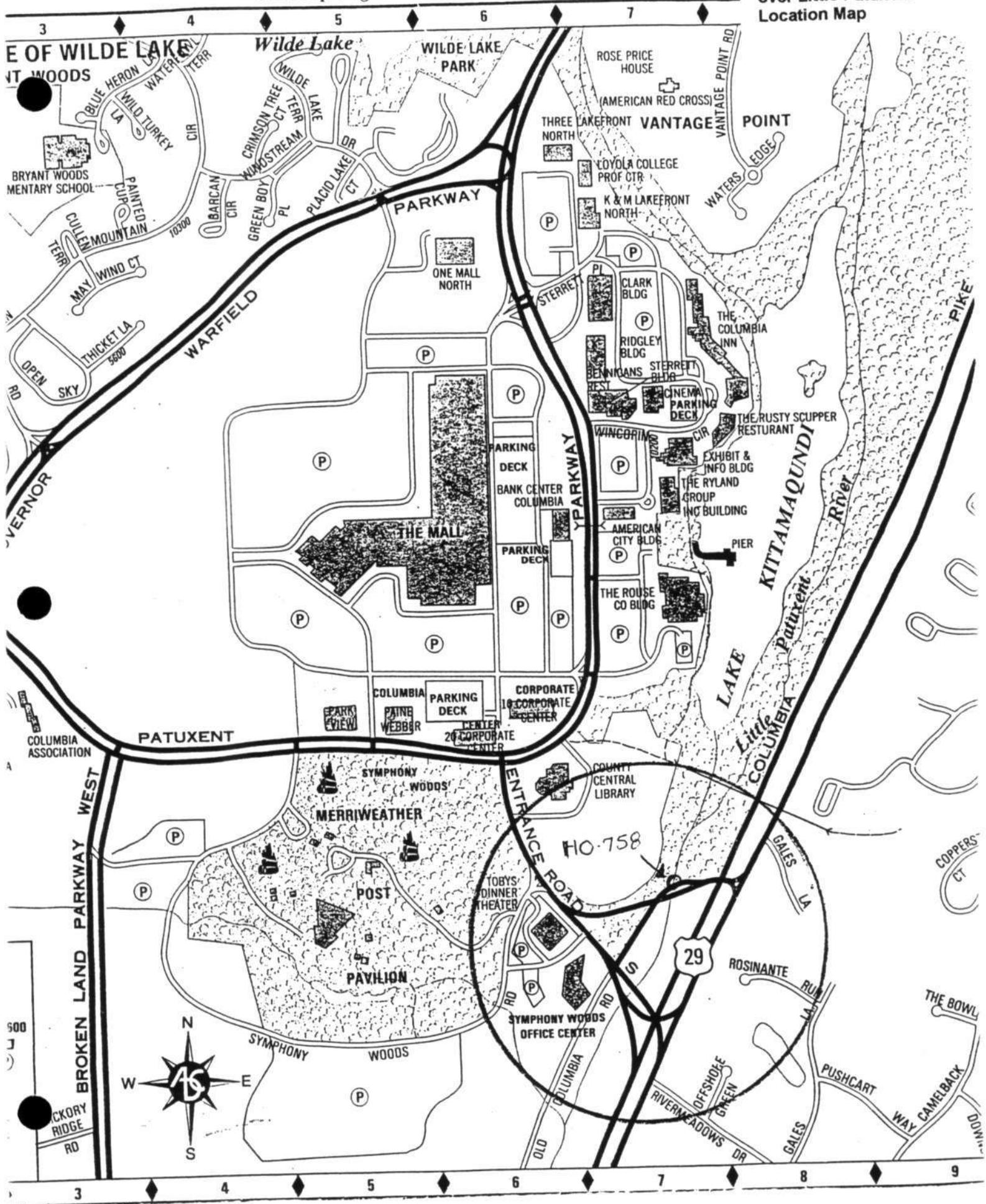
An 1867 survey of Oakland was done by William Dawson, Jr., and included 1,352 acres of land. The mansion house is sketched on the upper left corner. Although it is shown with a wrought iron porch, no photos exist which show other than a wooden portico. This house sat

within the circular area at the top of the plat. A stable, garden, a dwarf fruit orchard were close by. A larger orchard was to the west where the farm quarters included a stone barn, dairy and out buildings. The Oakland Mills sat on the Columbia Turnpike, fed by a head race.

A stone quarry was in the forested area. The mansion house is standing near Town Center in Columbia, along with a large renovated barn. The barn and other stone buildings are also still standing near Wilde Lake. Courtesy of Mr. R. L. Lee

See Map Page 15 for Location

HO-758, Bridge No. 13155
over Little Patuxent
Location Map



SAVAGE



12'30"



HO 7-58

Bridge 13155 ~~AD 98~~

old Columbus like over Little
Patuxent

west approach

2/2002

Rita Suffern MOSHA
mega at SHPO

1 of 5

MAR 02 015 NNNC 2.---



H0 758

Bridge No. 13155

Old Columbia Lake on

Little Patuxent

Ruffin m o s h a

near at m o s h a p o

North Elevation

21200~

21065-

MAR 02 012 NINNN



HO 758

Budg No. 13155

Old Columbia Pebe on

late Patuped.

Ruff — NO SHA

neys at NO SHPo

EAST APPROACH

3/5

MAR 02 015 NNNC 6.---



Ho 758

Budge 13155

Old Columbus Pike on
Lure Patuxent

R Suffren MD SHA

map at MD SH Po

South Elevator

2/2002

4/5

MAR 02 015 NNNB B.

COMMISSIONERS OF HOWARD CO.

A. HOWARD EARP PRES.

DE WILTON C. PARLETT

JOHN H. SHALEB

MICHAEL H. COONEY ROAD SUPT.

AUGUST W. MAYER CONTRACTOR

MAY 1919

H0 758

Bridge 13155

Old Columbia Pike

over hill latently

Q Suffolk MD STA
near at MD SHPO

2/2002

Bridge Plaque

inside of north parapet

5/5

MAR 02 01 11 AM

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

Property/District Name: South Entrance Road Bridge Survey Number: HO-758
~~HO-724~~

Tax Parcel#: N/A

Project: Marvland 216/29 Project Planning Study Agency: MDOT-SHA

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 South Entrance Road Bridge does not meet the National Register Criteria A, B, or D. Preliminary research has not revealed any association between the bridge and events that have made a significant contribution to the broad patterns of our history (Criterion A) or the lives of persons significant in our past (Criterion B). There is no evidence that the bridge is likely to yield information important in history or prehistory (Criterion D).

However, based on Criterion C, the bridge, which embodies the distinctive characteristics of a type, period, and method of construction and possesses high artistic values, is National Register-eligible. The bridge strongly reflects two trends in bridge design: the renaissance of the concrete arch bridge and the development of standardized bridge design. In addition, the bridge bears evidence of the influence of the City Beautiful movement in its stylized cast concrete ornamentation. Thus, the bridge is National Register-eligible.

Documentation on the property/district is presented in: Marvland Historical Trust Inventory Form
and Marvland 29/216 Project Planning Report

Prepared by: Traceries, 5420 Western Ave., Chev Chase, MD 20815 November 1997

Eligible!
Conner - C. A. Suder Date 2/10/98
Reviewer, Office of Preservation Services

NR program concurrence: yes no not applicable

B. Kuntz Date 3/31/99
Reviewer, NR Program

gms

CAPSULE SUMMARY
South Entrance Road Bridge
(HO-724-758)

This concrete arch bridge is located along a short abandoned stretch of South Entrance Road just northwest of Route 29 near Merriweather Post Pavilion. The stretch of road has been bypassed by a newer section that contains a modern span, a replacement for the historic bridge. The historic bridge consists of a single-span, one-lane bridge constructed of reinforced concrete.

Erected in 1919, the bridge spans the Little Patuxent River with a length of approximately twenty-five feet and a fifteen-foot-wide deck. A single barrel arch spans the watercourse and stands approximately ten feet above the water's surface at its highest point.

In the early twentieth century, the development of reinforced concrete construction initiated a renaissance in arched bridge construction. The use of reinforced concrete allowed the arch bridge, a form that lends itself to load-bearing functions, to be constructed more easily. In addition, the use of concrete allowed more decorative features to be introduced within the bridge. Many bridges, like the bridge at South Entrance Road, incorporated stylized designs reminiscent of stone bridges in the form of voussoirs. The South Entrance Road Bridge over the Little Patuxent River is a very good, intact example of a concrete arch bridge complete with its minimalist architectural decoration.

MARYLAND HISTORICAL TRUST
MD INVENTORY OF HISTORIC PROPERTIES

Inventory No. HO-724 ^{Ho-758}

=====

1. Name of Property

=====

historic name _____
common/other name South Entrance Road Bridge

=====

2. Location

=====

street & number South Entrance Rd. not for publication _____
city or town Columbia vicinity _____ state Maryland code MD
county Howard County code 27 zip code _____

=====

3. State/Federal Agency Certification N/A

=====

4. National Park Service Certification N/A

=====

5. Classification

=====

Ownership of Property (Check all that apply)

private
 public-local
 public-State
 public-Federal

Category of Property (Check only one box)

building(s)
 district
 site
 structure
 object

Number of Resources within Property

Contributing		Noncontributing	
<u>0</u>		<u>0</u>	buildings
<u>0</u>		<u>0</u>	sites
<u>1</u>		<u>0</u>	structures
<u>0</u>		<u>0</u>	objects
<u>1</u>		<u>0</u>	Total

Is this property listed in the National Register?

Yes Name of Listing _____
No

=====
6. Function or Use
=====

Historic Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: Bridge

Current Functions (Enter categories from instructions)

Cat: TRANSPORTATION Sub: Bridge

=====
7. Description
=====

Architectural Classification (Enter categories from instructions)

No Style

Materials (Enter categories from instructions)

foundation Concrete
roof N/A
walls Concrete
other _____

Narrative Description (Describe the historic and current condition of the property.)

See Continuation Sheet No. 7-1

=====
8. Statement of Significance
=====

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Maryland Inventory of Historic Properties
South Entrance Road Bridge
Howard County, MD

40-758
Inventory No. ~~HO-724~~
Page 4

=====
Areas of Significance (Enter categories from instructions)

Transportation
Engineering

Period of Significance 1919-present

Significant Dates 1919

Significant Person (Complete if Criterion B is marked above)

Cultural Affiliation Undefined

Architect/Builder August M. Mayer, Contractor

Narrative Statement of Significance (Explain the significance of the property.)

See Continuation Sheet No. 8-1

=====

9. Major Bibliographical References

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(Cite the books, articles, legal records, and other sources used in preparing this form.)

P.A.C. Spero & Company and Louis Berger & Associates, *Historic Highway Bridges in Maryland: 1631-1960, Historic Context Report*, July 1995 (Revised October 1995).

=====

10. Geographical Data

=====

Acreage of Property Less than one acre

Verbal Boundary Description (Describe the boundaries of the property.)

The South Entrance Road Bridge spans the Little Patuxent River just south of Lake Killamaqundt near the town of Columbia, Maryland. The bridge is located on South Entrance Road, identified by Maryland SHA as Road 986K.

Boundary Justification (Explain why the boundaries were selected.)

The bridge has been associated with this site since its construction in 1919.

=====

11. Form Prepared By

=====

name/title Kathryn A. Gettings, Architectural Historian
organization Traceries date Nov. 4, 1997
street & number 5420 Western Avenue telephone 301/656-5283
city or town Chevy Chase state MD zip code 20815

=====

12. Property Owner

=====

name State of Maryland
street & number _____ telephone _____
city or town _____ state _____ zip code _____

=====

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. HO-724 ^{HO-758}

Section 7 Page 1

South Entrance Road Bridge
name of property
Howard County, Maryland
county and state

=====

This concrete arch bridge is located along a short abandoned stretch of South Entrance Road just northwest of Route 29 near Merriweather Post Pavilion. The stretch of road has been bypassed by a newer section that contains a modern span, a replacement for the historic bridge. The historic bridge consists of a single-span, one-lane bridge constructed of reinforced concrete.

Erected in 1919, the bridge spans the Little Patuxent River with a length of approximately twenty-five feet and a fifteen-foot-wide deck. A single barrel arch spans the watercourse and stands approximately ten feet above the water's surface at its highest point.

Despite minor spalling, the superstructure of the bridge remains in excellent condition. The elements of primary importance in this bridge, the arch ring, barrel, spandrel walls, and parapet walls, remain intact. The interior and exterior faces of the 3-1/2-foot parapet walls are decorated with cast rectangular panels. On their exterior faces, the bottom lines of the panels follow the line of the arch of the bridge, suggestive of voussoirs. In addition, a commemorative plaque is set at the center of the northeast parapet wall. This plaque, which records the sponsors of the bridge and its opening date, reads:

Commissioners of Howard County
A. Howard Earp, Pres.
De Wilton C. Parlett
John H. Shaab
Michael H. Cooney, Road Supt.
August M. Mayer, Contractor
May 1919

Likewise, the substructure of the bridge remains in place. The abutments consist of poured reinforced concrete as do the wing walls above. Like the parapet walls, the interior and exterior faces of the wing walls are ornamented with cast rectangular panels.

The bridge is in generally good condition with the only signs of deterioration being spalling on the northeast parapet wall and a single large crack on the southwest parapet wall. The only major alteration made to the structure was the addition of metal guard rails at either end extending the length of the knee walls.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

140-758
Inventory No. ~~HO-724~~

Section 7 Page 2

South Entrance Road Bridge
name of property
Howard County, Maryland
county and state

=====
The bridge is located on a disused portion of Old Columbia Road that adjoins South Entrance Road near Merriweather Post Pavilion. Although the bridge itself remains intact, the setting of the bridge has been somewhat compromised by the introduction of South Entrance Road. The new bridge at South Entrance Road has rendered the 1919 bridge obsolete. Although the bridge's original picturesque appearance is indicated by the mature trees standing at either side of the bridge, the dominance of South Entrance Road intrudes on the rural setting.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. HO-724 ^{HO-758}

Section 8 Page 1

South Entrance Road Bridge
name of property
Howard County, Maryland
county and state

-----#13155-----986L
The South Entrance Road Bridge (Maryland Bridge ~~13143~~ on Road ~~986K~~) spanning the Little Patuxent River is one of many concrete bridges built throughout Maryland during the late-nineteenth and early-twentieth centuries. The bridge originally served Old Columbia Road. For residents of the Scaggsville and Oakland Mills area, Columbia Turnpike was the major route north to Columbia, although this area of the road was not well-developed in this area at that time. The bridge strongly reflects two trends in bridge design: the development of reinforced concrete and the development of standardized bridge design. In addition, the popularity of the City Beautiful movement influenced the appearance of this bridge.

In the early twentieth century, the development of reinforced concrete construction initiated a renaissance in arched bridge construction. The use of reinforced concrete allowed the arch bridge, a form that lends itself to load-bearing functions, to be constructed more easily. In addition, the use of concrete allowed more decorative features to be introduced within the bridge. Many bridges, like the bridge at South Entrance Road, incorporated stylized designs reminiscent of stone bridges in the form of voussoirs.

With the rise of road planning, standardized bridge designs were developed in Maryland. While these standardized plans were dominantly of the beam and slab type of construction, the arched bridge, like the bridge at South Entrance Road, was often utilized when aesthetic issues or site conditions required a less utilitarian structure. There exist nearly seventy extant concrete arch bridges on Maryland's state highways built between 1900 and 1940.

The form, decoration, and siting of the bridge reflect a desire of the designers to devise an aesthetically pleasing bridge. During this period, the City Beautiful movement was sweeping the nation. Designers encouraged the construction of public buildings and structures that were attractive, not merely functional.

The South Entrance Road Bridge over the Little Patuxent River is a very good, intact example of a concrete arch bridge complete with its minimalist architectural decoration.

MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. HO-724 ^{HO-758}

South Entrance Road Bridge
name of property
Howard County, Maryland
county and state

=====

HISTORIC CONTEXT:

Geographic Organization: Piedmont

Chronological/Development Period (s):

Industrial/Urban Dominance (1870-1930)
Modern Period (1930-present)

Prehistoric/Historic Period Theme (s):

Transportation

RESOURCE TYPE(S)

Category: Structure

Historic Environment: Rural

Historic Function (s): TRANSPORTATION/Bridge

Known Design Source: August M. Mayer, Contractor

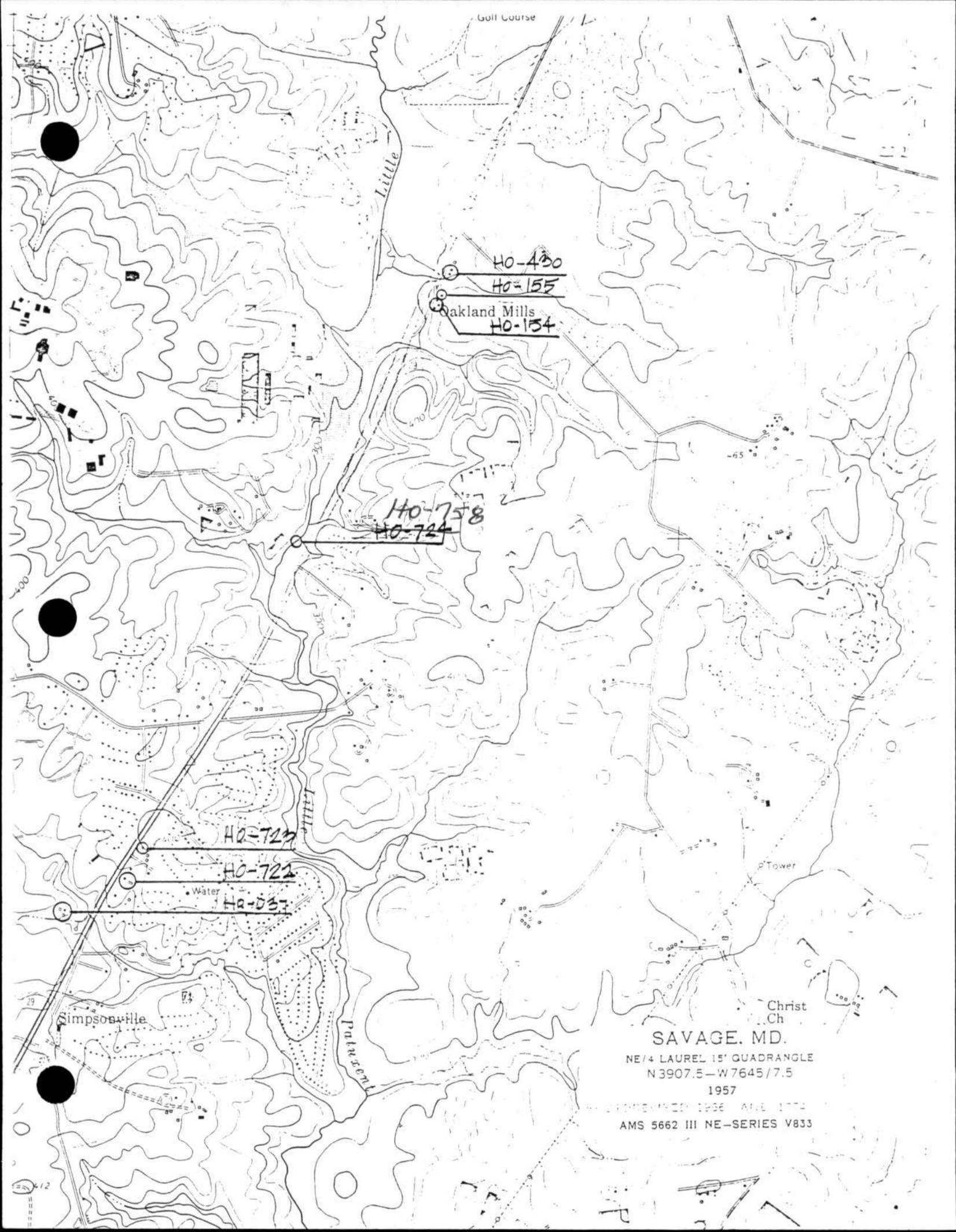
MARYLAND INVENTORY OF HISTORIC PROPERTIES
CONTINUATION SHEET

Inventory No. HO-724 ^{HO-758}

South Entrance Road Bridge
name of property
Howard County, Maryland
county and state

=====
Chain of Title:

Owned by the State of Maryland



Golf Course

Little

HO-430

HO-155

Oakland Mills

HO-134

HO-758

HO-724

HO-722

HO-721

HO-037

Water

Simpsonville

Parson

Tower

Christ Ch

SAVAGE, MD.

NE/4 LAUREL 15' QUADRANGLE
N 3907.5 - W 7645/7.5

1957

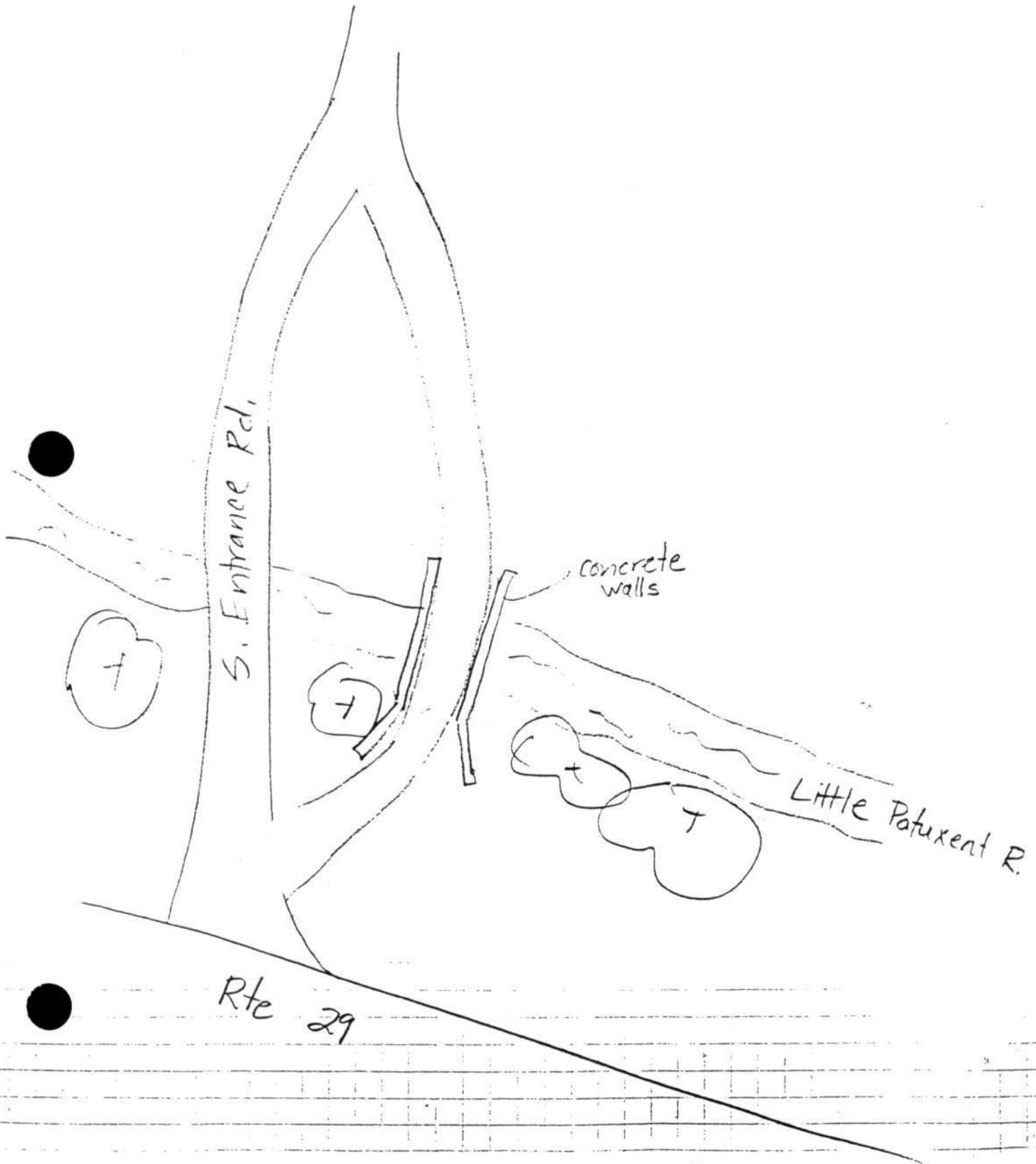
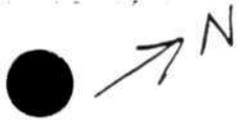
REVISED 1956 AND 1971

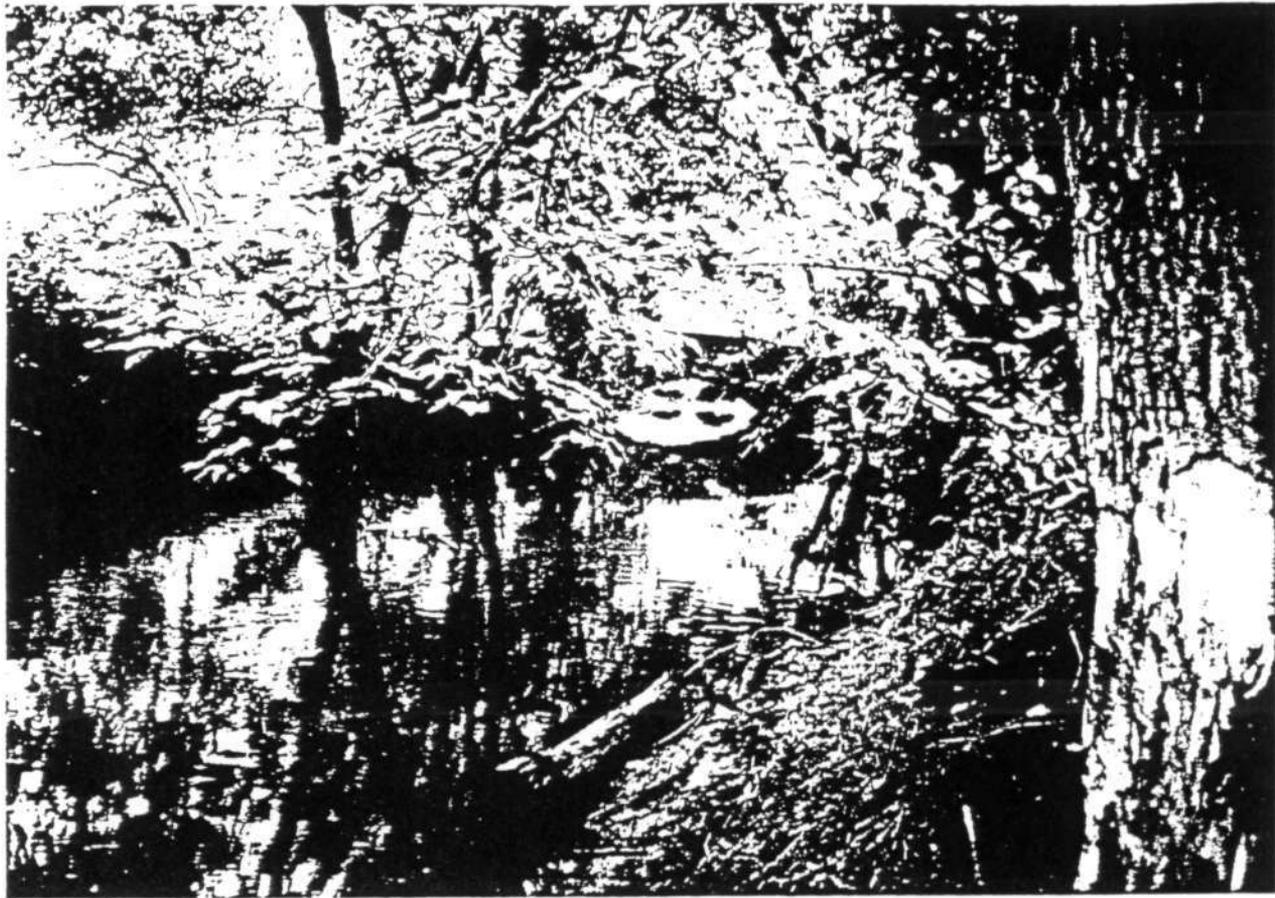
AMS 5662 III NE-SERIES V833

RESOURCE SKETCH MAP

Bridge, S. Entrance Rd,
Columbia, Howard County, MD

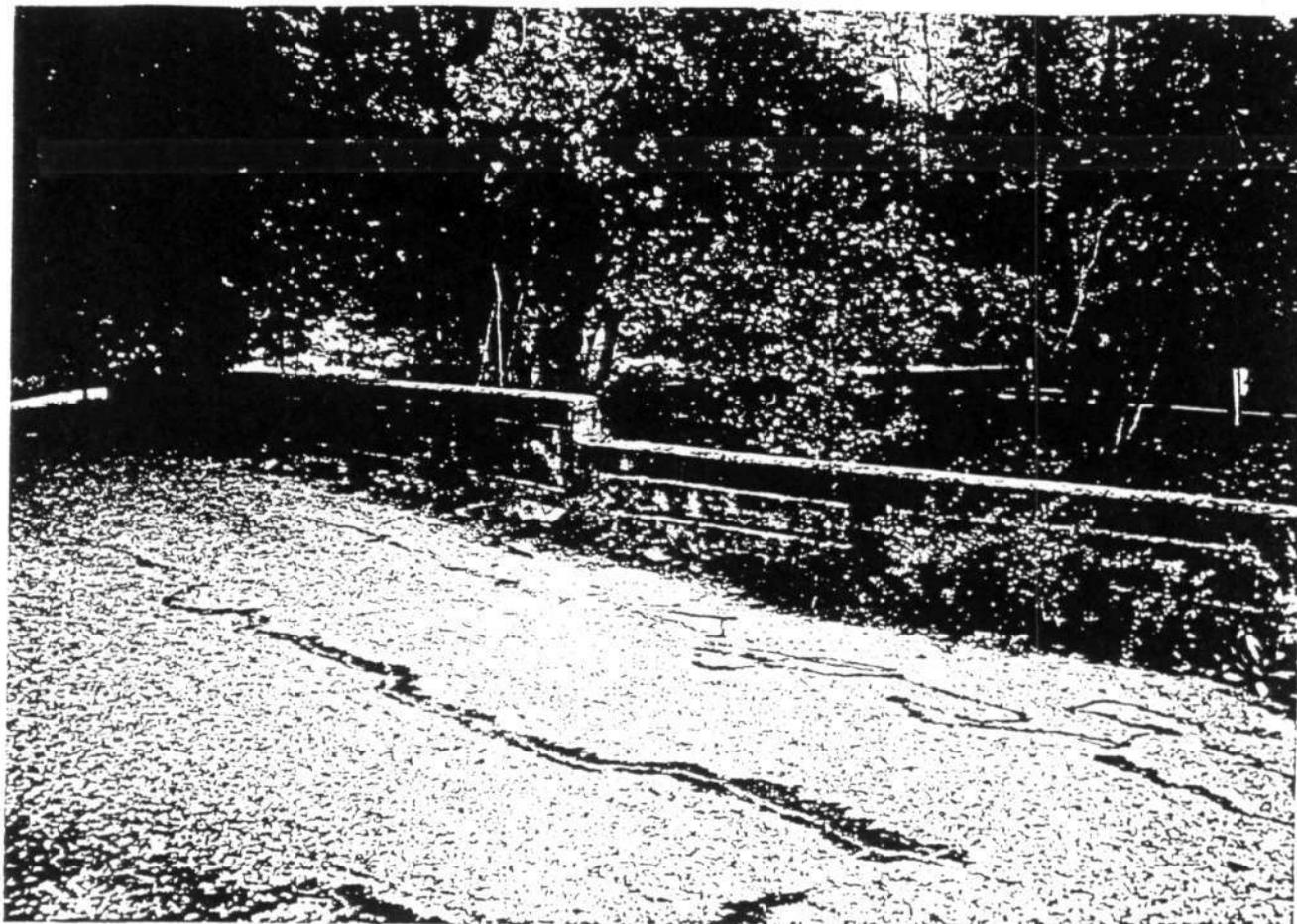
HO-724
HO-758



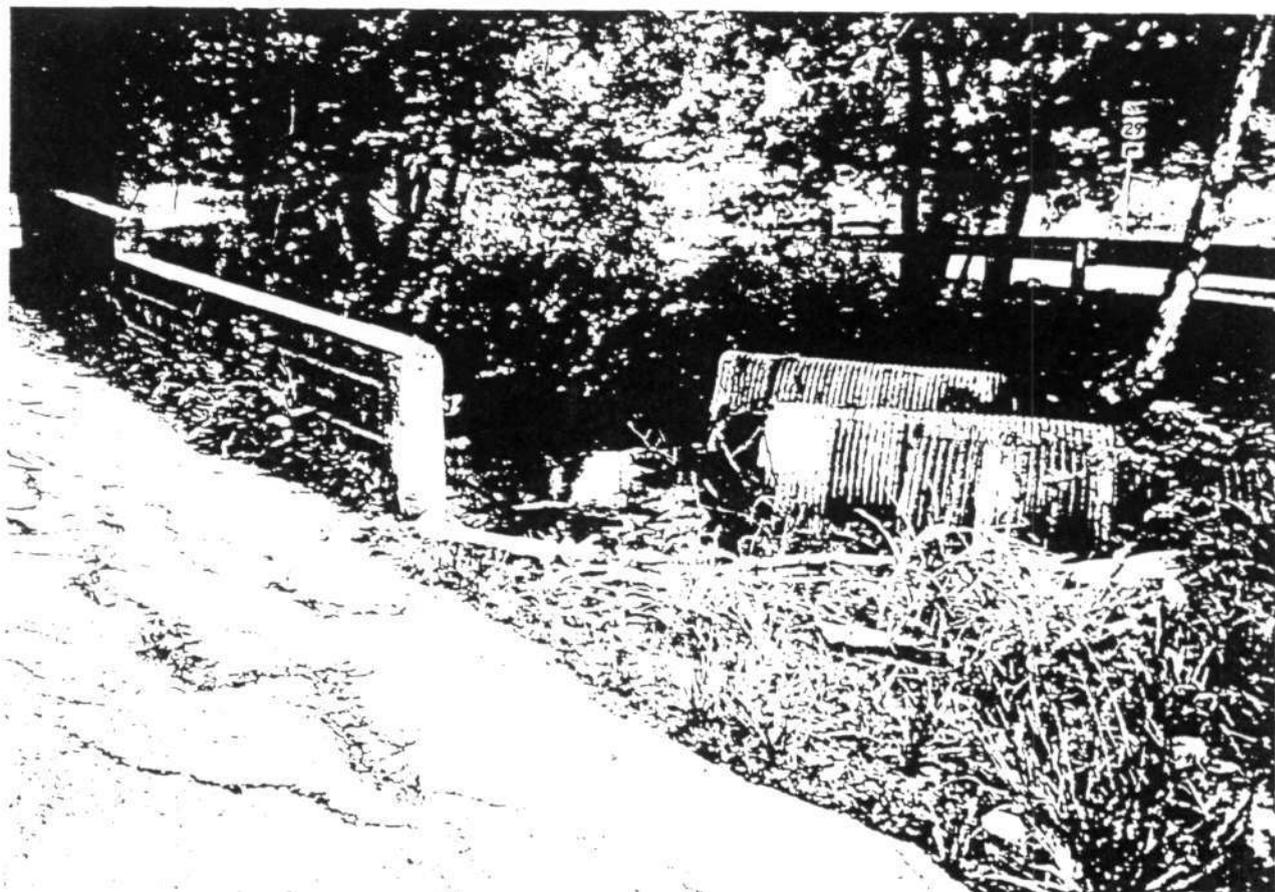


HO-758



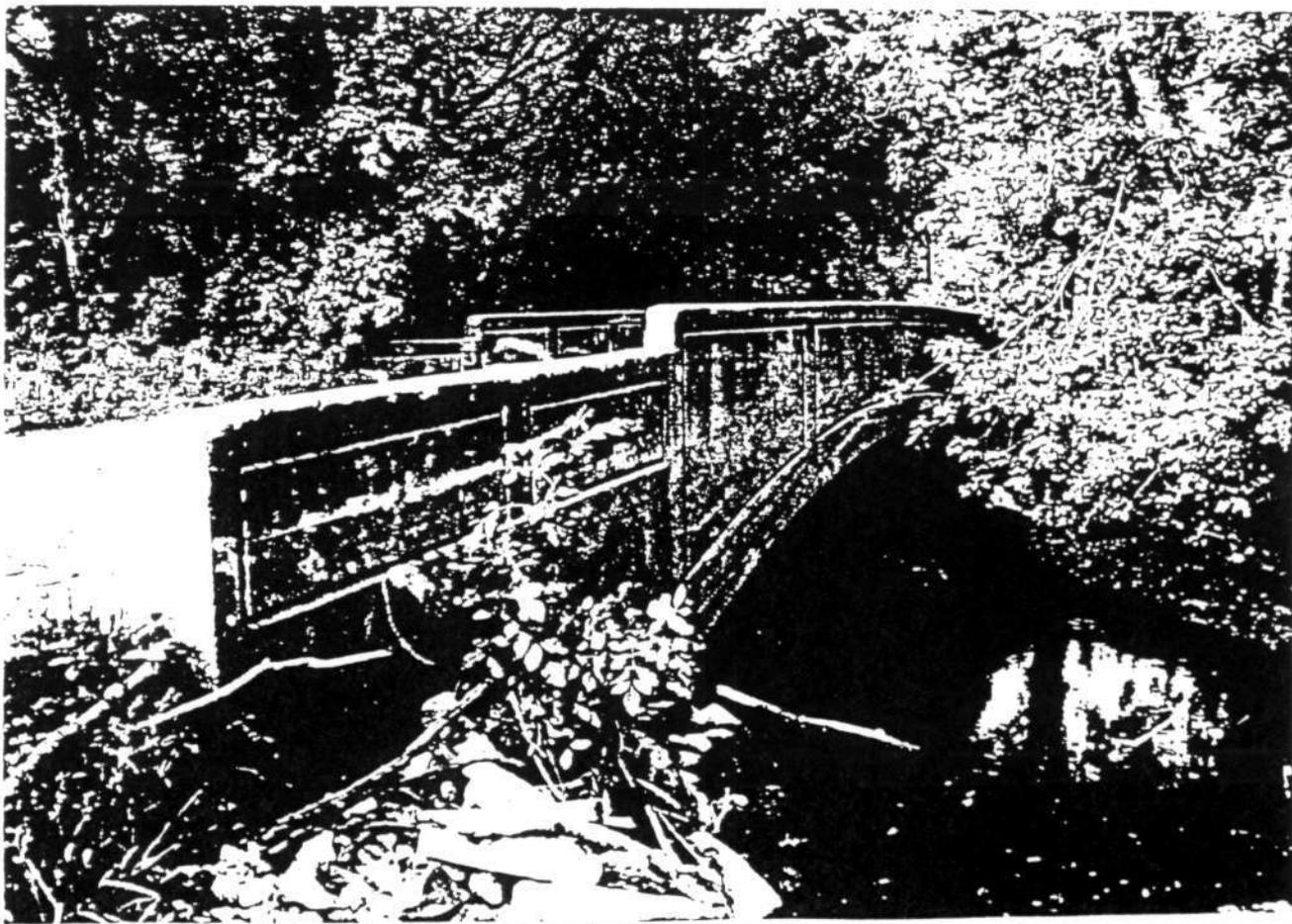


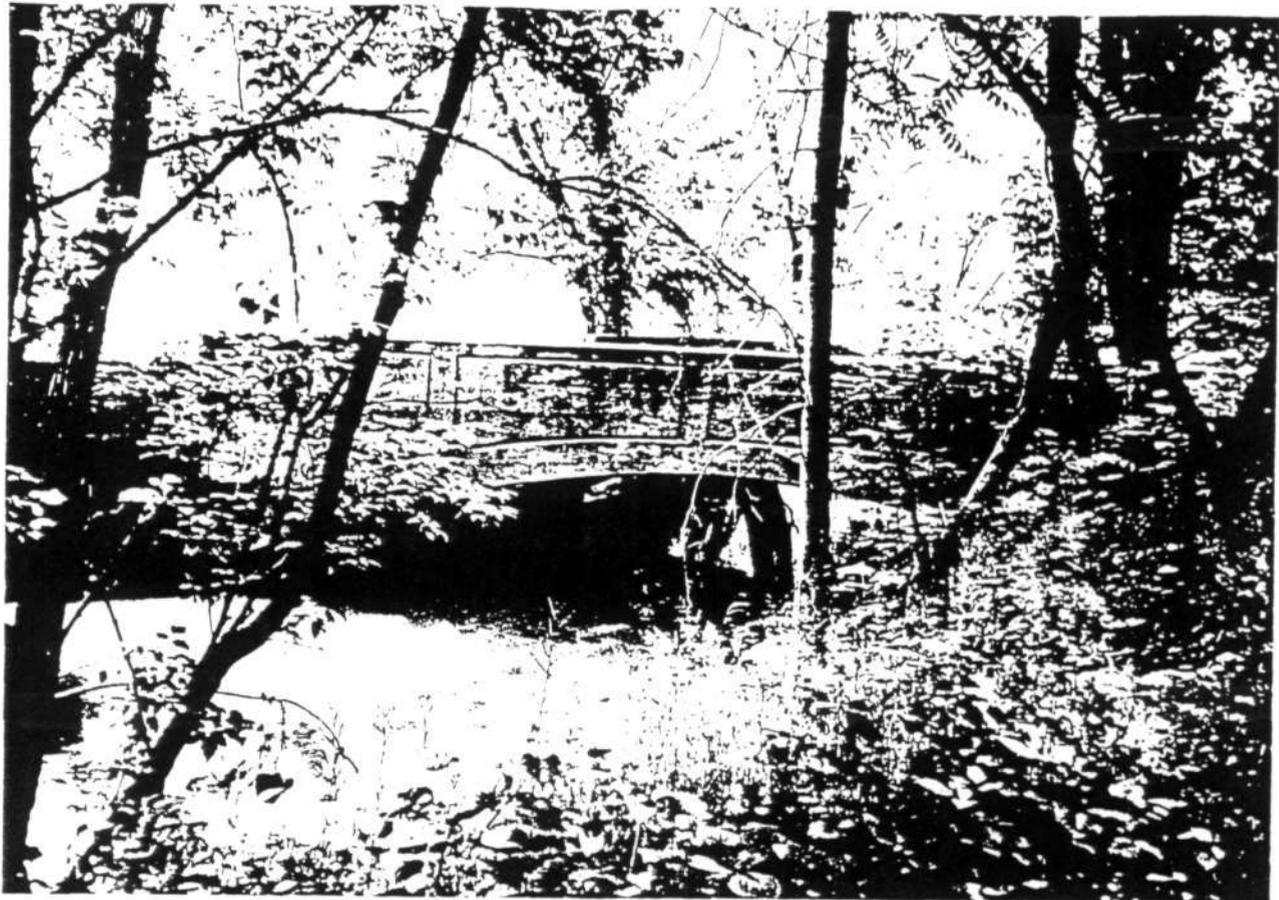
H0-758



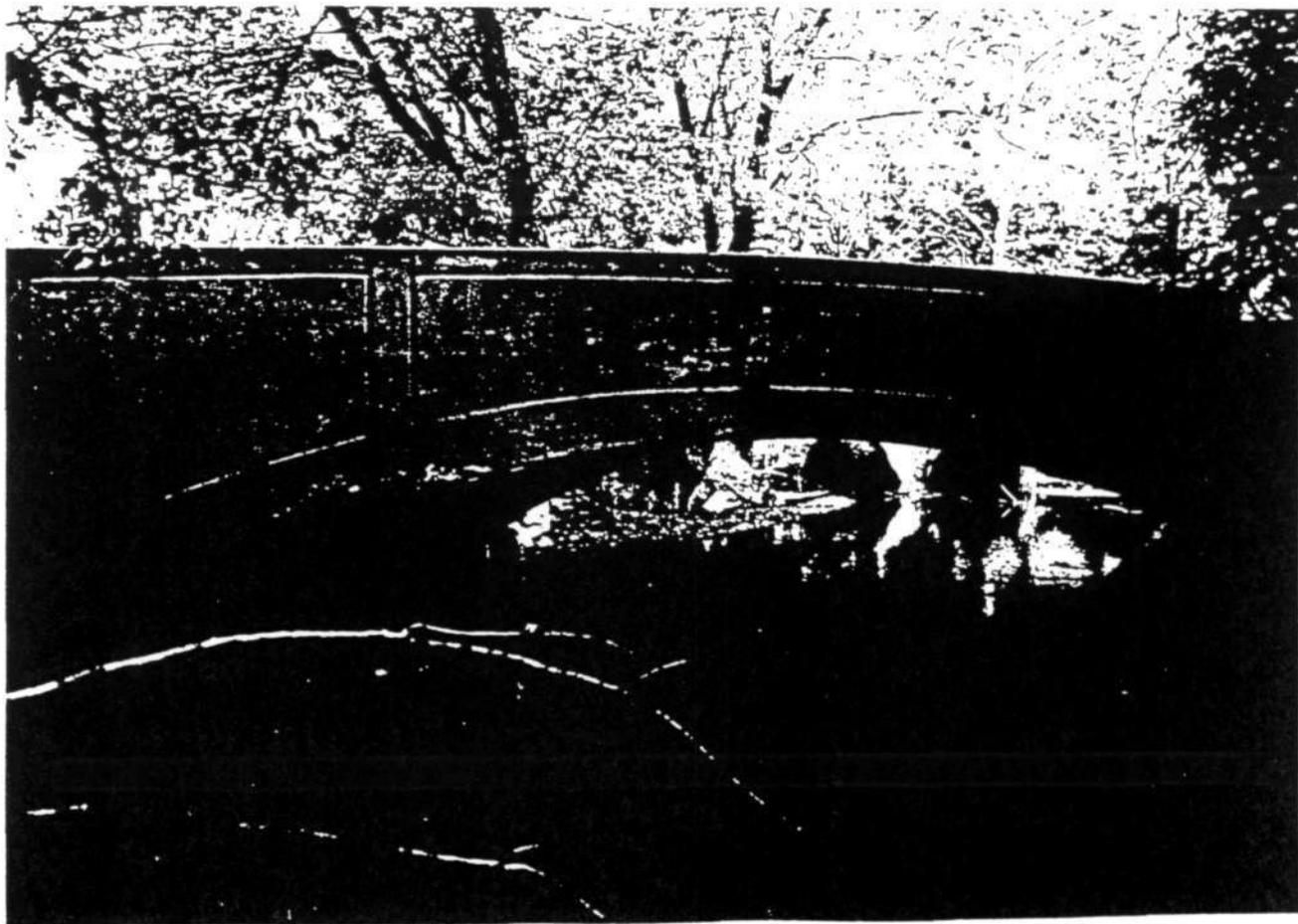


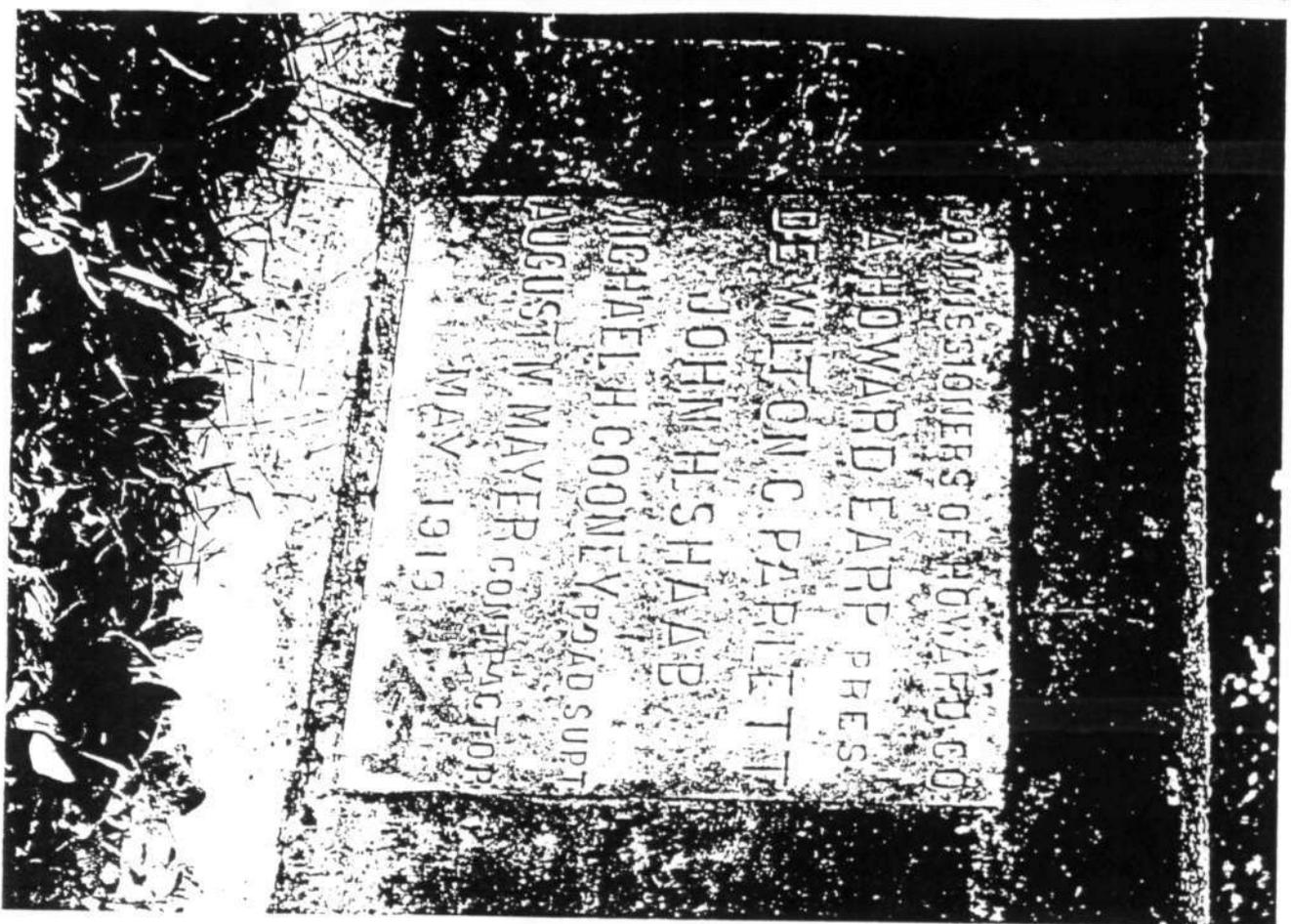
HO-758





H0-758





COMMISSIONERS OF HOWARD CO.
 A HOWARD EARP PRES
 BENJAMIN C PAPIETT
 JOHN H SHAAB
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 AUGUST N MAYER CONTRACTOR
 MAY 1913

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