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 X **Eligibility not recommended** _____

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

Comments: _____

Andrew Lewis — 04/01/02
Reviewer, Office of Preservation Services **Date**

[signature] — 4/9/02
Reviewer, NR program **Date**

200200999

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

HO-758

Property/District Name: South Entrance Road Bridge Survey Number: ~~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 _X_____ Eligibility not recommended _____

Criteria: ___A ___B _X_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., Chevy Chase, MD 20815 November 1997

Eligible

Reviewer, Office of Preservation Services Date 7/10/98

NR program concurrence: X yes ___no ___not applicable

Reviewer, NR Program Date 3/31/99

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
__X__ 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
_____district
_____building(s)
__X__structure
_____site
_____object

Ownership
__X__public
_____private
_____both

Current Function
_____agriculture
_____commerce/trade
_____defense
_____domestic
_____education
_____funerary
_____government
_____health care
_____industry
_____landscape
_____recreation/culture
_____religion
_____social
__X__transportation
_____work in progress
_____unknown
_____vacant/not in use
_____other:

Resource Count

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
_____	_____	Total

Number of Contributing Resources previously listed in the Inventory

_____

7. Description

Inventory No. HO-758

Condition

___ excellent	___ deteriorated
X good	___ ruins
___ fair	___ 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]".

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		
__ 1600-1699	__ agriculture	__ economics	__ health/medicine	__ performing arts
__ 1700-1799	__ archeology	__ education	__ industry	__ philosophy
__ 1800-1899	__ architecture	__ engineering	__ invention	__ politics/govemment
x 1900-1999	__ art	__ entertainment/ recreation	__ landscape architecture	__ religion
__ 2000-	__ commerce		__ law	__ science
	__ communications	__ ethnic heritage	__ literature	__ social history
	__ community planning	__ exploration/ settlement	__ maritime history	X transportation
	__ conservation		__ military	__ other:

Specific dates 1919

Architect/Builder August M. Mayer, Contractor, for Howard County Commissioners

Construction dates 1919

Evaluation for:

__X__ 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

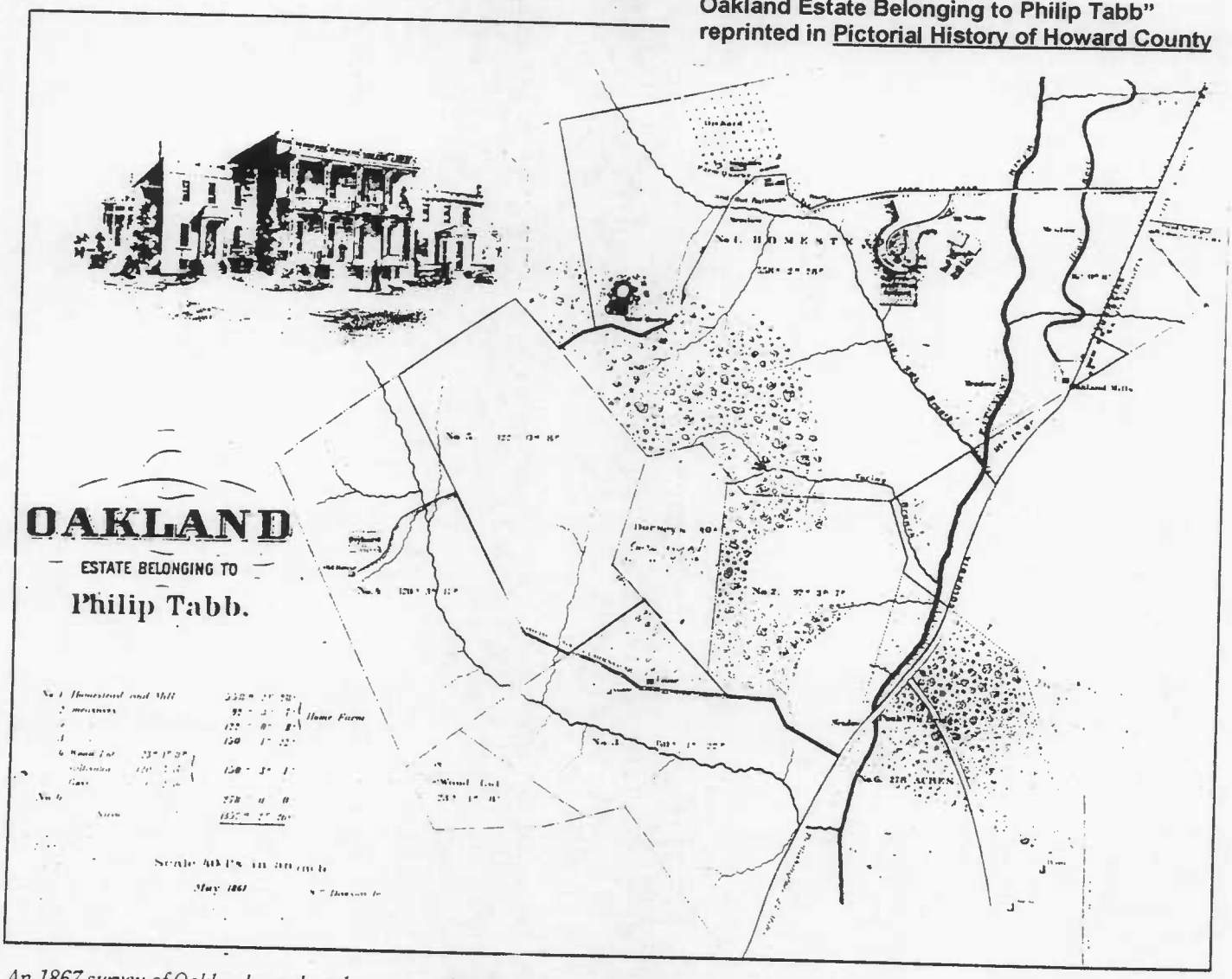
name/title	Rita. M. Suffness, Cultural Resources Manager		
organization	MD State Highway Administration	date	March 12, 2002
street & number	707 N. Calvert Street	telephone	410-545-8561
city or town	Baltimore	state	MD

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

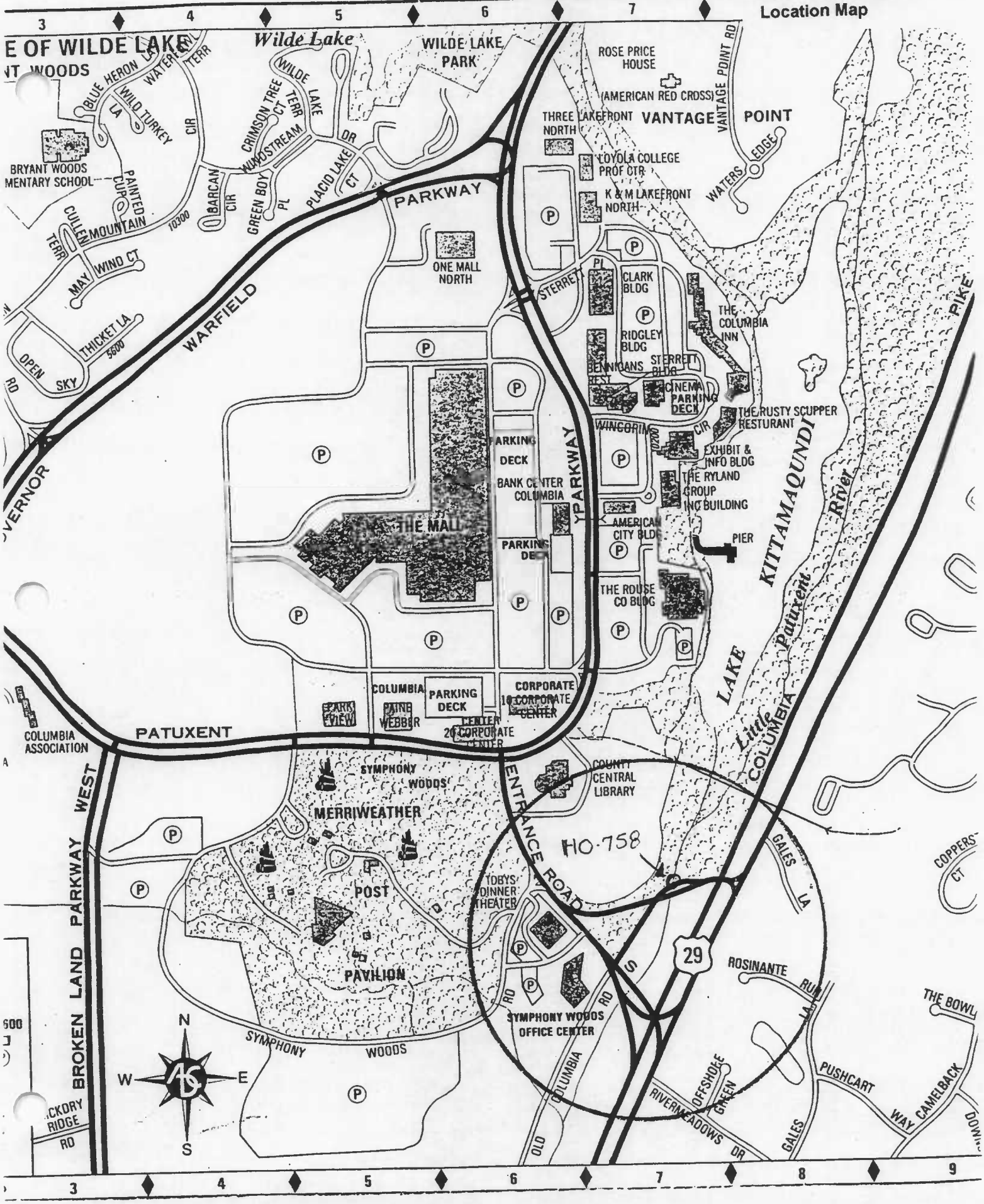
HO-758, Bridge No. 13155
over Little Patuxent
Location of Pushpin Bridge
In "Survey of Oakland Manor, 1867:
Oakland Estate Belonging to Philip Tabb"
reprinted in Pictorial History of Howard County



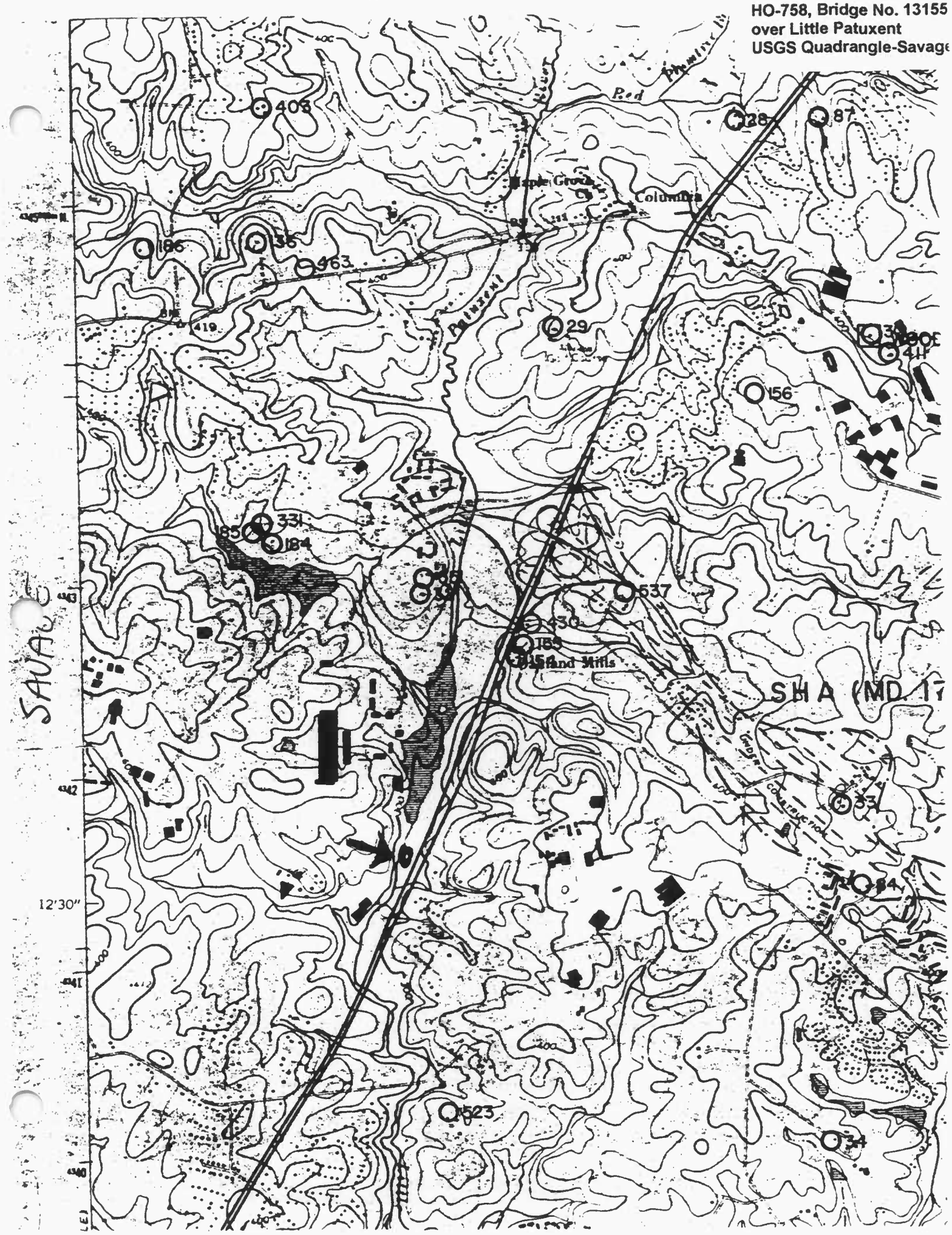
An 1867 survey of Oakland was done by William Dawson, Jr., and included 1,352 acres of land. The mansion house is sketched on the upper left corner. Although it is shown with a wrought iron porch, no photos exist which show other than a wooden portico. This house sat within the circular area at the top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

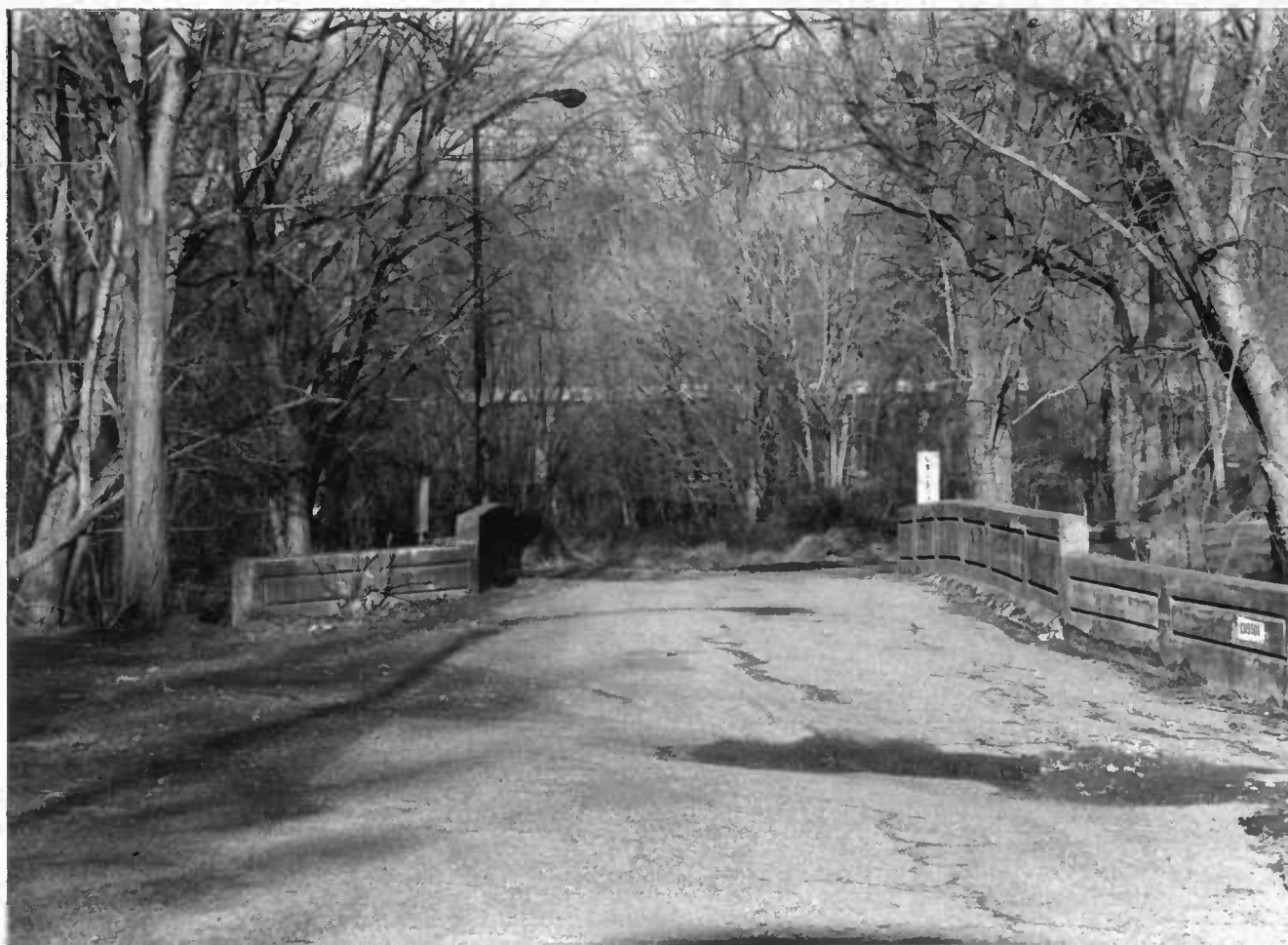
See Map Page 15 for Location

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



HO-758, Bridge No. 13155
over Little Patuxent
USGS Quadrangle-Savage





HO 758

Bridge 13155 ~~MD 98~~

Old Columbia Pike over Little Patuxent

West approach

7/2002

Rich Duff. and MD SHA

[illegible] at SHPO

1 of 5

Ho 758

Bridge No. B15T

Old Columbia Pike over

Little Patuxent

R Saffron MDSHA

negative MDSHPO

North Elevation

2/2002

2 of 5

HO 758

Bridge No. 13155

Old Columbia Pike [illegible]

Lake Patuxent

[illegible]

[illegible]

EAST APPROACH

3/5

Ho 758

[illegible]

[illegible] Colombo [illegible]

Leslie [illegible]

R Suffren MD SHA

[illegible] at MD SHPO

South Elevator

2/2602

4/5

COMMISSIONERS OF HOWARD CO.
A. HOWARD EARP PRES.
DE WALTON C. PARLETT
JOHN H. SHAAB
MICHAEL H. COONEY ROAD SUPT.
AUGUST W. MAYER CONTRACTOR
MAY 1919