

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO-663  
Name: Rindell School Rd over Hammond Cr.

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 _____	Eligibility Not Recommended <u>X</u>
Criteria: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D	Considerations: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D <u>  </u> E <u>  </u> F <u>  </u> G <u>  </u> 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>

*2/29/01*

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Metal Suspension

Metal Arch

Metal Cantilever

Concrete

Concrete Arch  Concrete Slab  Concrete Beam

Rigid Frame

Other Type Name \_\_\_\_\_

**Description:**

**Describe Setting:** Bridge HO106 carries Pindell School Road over Hammond Branch in Howard County, Maryland. Pindell School Road runs in a generally north-south direction at this location; Hammond Branch runs generally east-west. The bridge is located in a semi-wooded rural area. There are mid to late twentieth century structures in view from the bridge.

**Describe Superstructure and Substructure:** The superstructure of Bridge HO106 is a 19' single span steel beam with a corrugated metal deck, and a total length of 22'. It also has a standard W-beam guard rail. The substructure consists of stone masonry abutments and wing walls.

**Discuss Major Alterations:** The superstructure of Bridge HO106 was replaced in 1980. The existing superstructure was removed and was replaced with the present superstructure. This work included erection of new steel beams, installation of the corrugated metal deck with a new bituminous concrete overlay, and new W-beam guard rails. There were also modifications made to the stone masonry abutments.

**History:**

**When Built:** approximately 1935

**Why Built:** local transportation needs.

**Who Built:** unknown

**Why Altered:** structural repairs and safety needs.

**Was this bridge built as part of an organized bridge building campaign:** yes

**Surveyor Analysis:**

**This bridge may have NR significance for association with:**

A Events  B Person

C Engineering/Architectural

**Was this bridge constructed in response to significant events in Maryland or local history:** Many less stable timber or stone bridges were replaced with steel beam bridges

during the early part of the twentieth century. Other than being a typical replacement of the time period, it is not likely that HO106 was constructed in response to any specific events in Maryland or local history.

**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:**No, construction and alteration of the structure did not have a significant impact on the growth or development of the area.

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district:**No, this bridge is not located in an area which may be eligible for historic designation.

**Is the bridge a significant example of its type:**No, this structure is not a significant example of its type. The repairs made to the structure in 1980 were substantial enough to raise questions about its integrity.

**Does the bridge retain integrity of the important elements described in the Context Addendum:**The rolled wide flange beams are considered primary character defining elements. These were replaced in 1980. The bridge deck is considered a secondary character defining element, and it too was replaced in 1980, with a corrugated metal deck and bituminous overlay on the roadway.

The stone abutments are considered a primary character defining element. Extensive modifications were made to the abutments and wing walls in 1980 as well.

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why:**While the structure is a typical example of bridge construction in the 1930's, it is not a significant example of a particular manufacturer, designer or engineer.

**Should this bridge be given further study before significance analysis is made and why:**No, this structure should not be given further study. Recent modifications to the structure place its integrity in doubt.

HO-668

**Bibliography:**

Howard County

v.d Bridge Inspection Files.

Greiner, Inc.

1995 Historic Bridge Inventory Form.

Spero, P.A.C. & Company, and Louis Berger & Associates

1994 Historic Bridges in Maryland: Historic Bridge Context.

United States Geological Survey

1957 7.5' Clarksville Quadrangle, photorevised 1979.

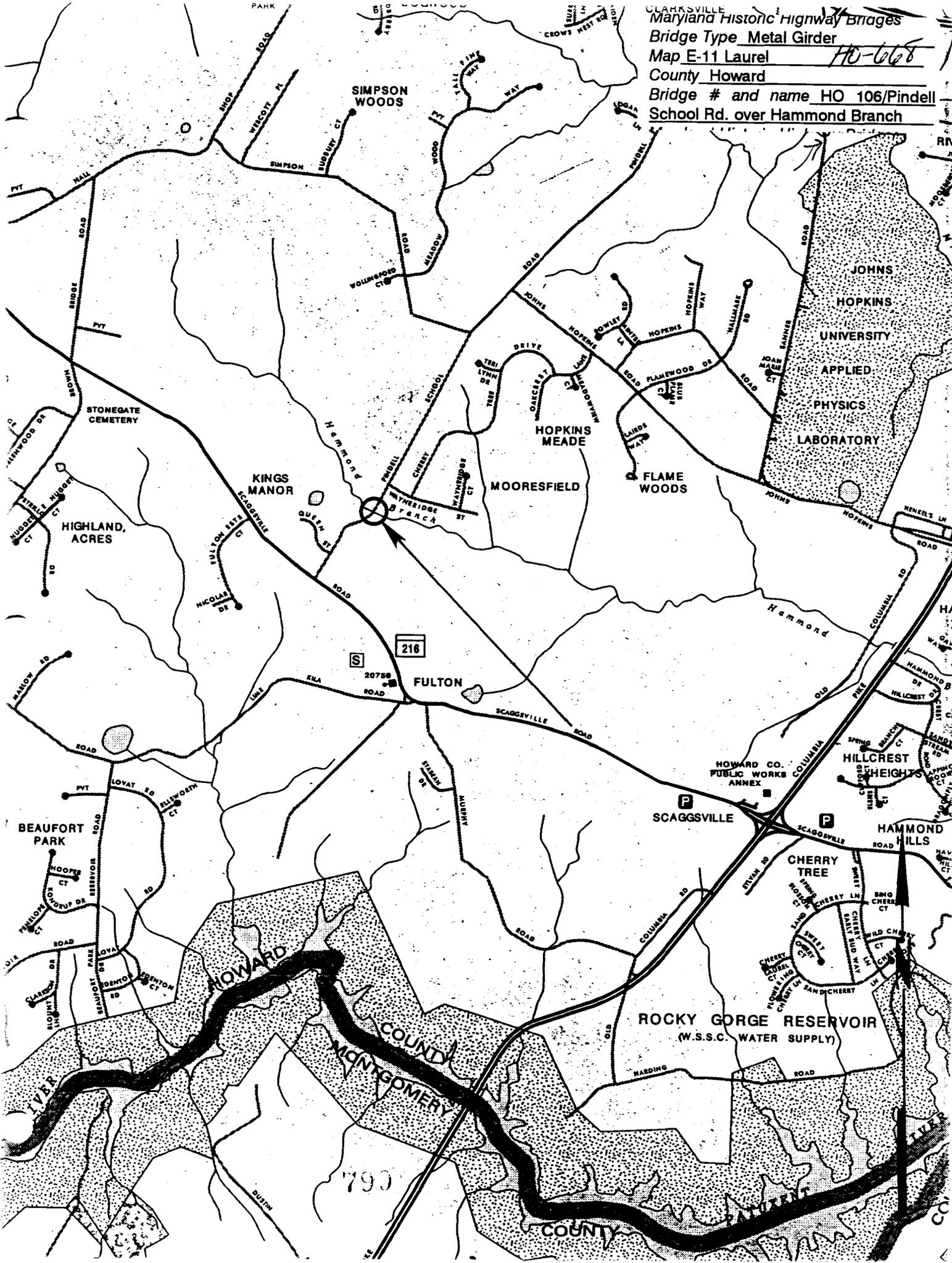
**Surveyor:**

**Name:** Stephanie L. Bandy **Date:** August 1995

**Organization:** State Highway Admin. **Telephone:** (410) 321-2213

**Address:** 2323 West Joppa Road Brooklandville, MD 21022

CLARKSVILLE  
Maryland Historic Highway Bridges  
Bridge Type Metal Girder  
Map E-11 Laurel HO-668  
County Howard  
Bridge # and name HO 106/Pindell  
School Rd. over Hammond Branch





Inventory # HO-668

Name HO 106 - PINEBELL SCHOOL RO OVER HAMMOND

County/State HOWARD / MD

Name of Photographer DAVID DIENL

Date 2/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING NORTH

Number <sup>1</sup>~~30~~ of <sup>4</sup>~~35~~

PROPERTY OF



Inventory # HO-668

Name HO106 - PINDELL SCHOOL RD OVER HAMMOND

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description NORTH APPROACH LOOKING SOUTH

Number 2 of 4

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Inventory # HO-668

Name HO106-PINDELL SCHOOL RD OVER HAMMOND

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description EAST ELEVATION LOOKING WEST

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Number <sup>4</sup> ~~23~~ of <sup>4</sup> ~~33~~