

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO-659

Name: Murray Hill Rd. (Hollmer House Bl.)  
over Middle Patuxent River

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>

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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 HO 15 carries Murray Hill Road over the Middle Patuxent River in Howard County, Maryland. Murray Hill Road runs in a generally east-west direction at this location; the Middle Patuxent runs generally north-south. The bridge is located in a semi-rural residential area. There is a modern housing development in close proximity to the bridge, as well as an elementary school. The Middle Patuxent has a wooded channel bank in this area.

**Describe Superstructure and Substructure:** HO 15 is two separate structures divided by a longitudinal roadway joint. The length of each span is 60', with a total bridge length of 62'.

The superstructure of the upstream portion is a single span steel girder bridge with a floor beam and stringer system. The deck is corrugated metal filled with bituminous concrete. The substructure of the upstream portion consists of stone masonry abutments. This portion makes up the original 1940 section of the bridge.

The superstructure of the downstream portion is a single span steel beam bridge with a concrete deck. The substructure of the downstream portion consists of stone faced concrete abutments. This portion is the modern widened section of HO 15, added in 1991.

**Discuss Major Alterations:** HO 15 has had two periods of major alterations. In 1976 the superstructure was rebuilt. This consisted of installation of a new floor and deck system. Repairs were also made to the stone masonry abutments at this time. This structure is the current upstream portion of the bridge.

In 1991 HO 15 was widened from a one lane bridge to a two lane bridge. In order to do this another steel beam bridge with a concrete deck was added on the downstream side of the extant bridge. The two structures were joined with a longitudinal roadway joint. The abutments for the new portion of the bridge were designed as stone faced concrete, so that they would resemble the abutments on the original portion of the bridge.

**History:**

**When Built:** 1940

**Why Built:** local transportation needs.

**Who Built:**unknown

**Why Altered:**needs of the growing population in the vicinity of the bridge, and for 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 bridges were replaced with steel beam bridges during the early part of the twentieth century to better facilitate the increase in population and the more common use of automobiles as a mode of transportation. Other than being a typical replacement of the time period, it is not likely that HO15 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.

**Does the bridge retain integrity of the important elements described in the Context Addendum:**Roller wide flange beams are considered primary character defining elements. The beam system was rebuilt in 1976 on the upstream/original portion of the bridge. The floor system and deck are considered secondary character defining elements. Likewise, the floor and deck of HO15 were replaced in 1976. The channel guard rail is considered a tertiary character defining element as an additional functional feature. It too was replaced in 1976, and has had subsequent repairs since then.

The downstream portion of HO15 was added in 1991. All character defining elements of the superstructure of this portion of the bridge are new additions.

Stone masonry abutments are considered a primary character defining element. The abutments on the upstream/original portion of HO15 were repaired and repointed in 1976. The abutments of the downstream portion of the bridge were built in 1991. It is noteworthy that these abutments are a sympathetic addition, in that they were constructed to resemble

the original 1940 stone masonry abutments on the other portion of the bridge.

Rebuilding of the superstructure of the upstream/original portion of HO15 in 1976, combined with the 1991 downstream addition, jeopardizes the integrity of the bridge.

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why:** While the upstream portion of the structure is a typical example of bridge construction in the 1940'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. Reconstruction, modifications and the 1991 downstream addition to the structure place its integrity in doubt.

**Bibliography:**

Howard County

v.d Bridge Inspection Files.

Greiner, Inc.

1995 Historic Bridge Inventory Form.

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

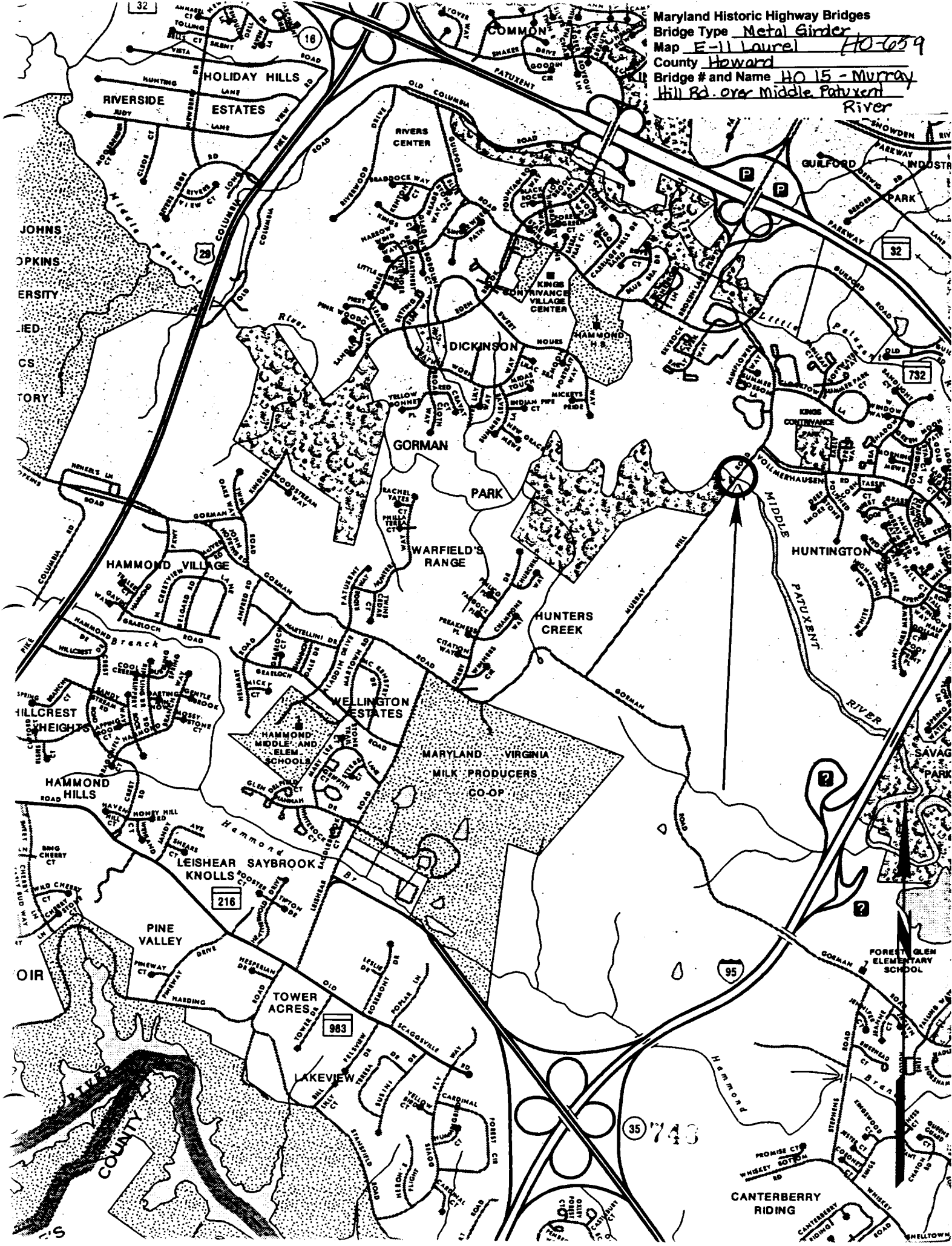
1994 Historic Bridges in Maryland: Historic Bridge Context.

United States Geological Survey

1957 7.5' Savage Quadrangle, photorevised 1966, 1974.

**Surveyor:****Name:** Stephanie L. Bandy **Date:** August 1995**Organization:** State Highway Admin. **Telephone:** (410) 321-2213**Address:** 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges  
 Bridge Type Metal Girder  
 Map E-11 Laurel HO-059  
 County Howard  
 Bridge # and Name HO 15 - Murray Hill Rd. over Middle Patuxent River







HO - 659

HO 15

MURRAY HILL ROAD OVER MIDDLE PATUXENT RIVER

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SOUTH APPROACH

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40-659

H015

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NORTH APPROACH

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MURRAY HILL ROAD OVER MIDDLE PATUXENT RIVER



HO-659

HO 15

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EAST PARAPET

3 OF 8, SE VIEW

MURRAY HILL ROAD OVER MIDDLE PATUXENT  
RIVER



HO-659

2015

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WEST PARAPET, SW VIEW

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MURKIN HILL ROAD OVER MIDDLE PATUXENT RIVER





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EAST ELEVATION

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MURRAY HILL ROAD OVER MIDDLE PATUXENT RIVER



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HO15

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WEST ELEVATION

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MURRAY HILL ROAD OVER MIDDLE PATUXENT RIVER



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EAST PARAPET, NE VIEW

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MURRAY HILL ROAD OVER MIDDLE PATUXENT RIVER



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HO 15

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WEST PARAPET, NW VIEW

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MURRAY HILL ROAD OVER MIDDLE PATUXENT RIVER