

PG:82A-52
US 301 Southbound Bridge over the Western Branch of the Patuxent River
Upper Marlboro
1949; 1986

Bridge No. 1605402, a steel beam bridge built in 1949, carries US 301 southbound over the Western Branch of the Patuxent River. The bridge runs northeast-southwest and carries two lanes of vehicular traffic. The bridge is approximately 136 feet long and 45 feet wide. The substructure is composed of two concrete piers. Each pier is scored with three recessed fillets and both ends of each pier come to a point to minimize erosion from the river. The piers support seven I-beams that run the length of the bridge and support a concrete deck. In 1986, a rehabilitation and replacement of the decks of this bridge and the northbound bridge (Bridge No. 1605401) was performed. At that time, the deck of the bridge was replaced and resurfaced and the parapets of the bridge were replaced. According to original drawings, the bridge once had a metal railing that terminated into curved concrete end posts. The current parapet is composed entirely of concrete with the west parapet possessing a two-bar metal rail at the top. A modern metal guardrail is present at both approaches to the bridge and it terminates into the concrete parapet. The dates "1949-1986" are inscribed in the concrete parapet at the northwest corner of the bridge.

The US 301 Southbound Bridge over the Western Branch of the Patuxent River (MIHP # PG: 82A-52; Bridge 1605402) was erected in 1949 on US 301 southeast of the community of Upper Marlboro, Prince George's County. US 301 was created between 1922 and 1928. The bridge was built at the beginning of the second principal period of construction of the route, which extended from the late 1940s through the mid 1950s. In 1986 the bridge's railings and deck were replaced as part of a third period of improvements to the highway.

MARYLAND HISTORICAL TRUST
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes ___
no

Property Name: SHA Bridge No. 1605402 Inventory Number: PG:82A-52
Address: US 301 Southbound over Western Branch of Patuxent River Historic district: yes no
City: Upper Marlboro, MD Zip Code: _____ County: Prince Georges
USGS Quadrangle(s): Piscataway
Property Owner: MD SHA Tax Account ID Number: _____
Tax Map Parcel Number(s): _____ Tax Map Number: _____
Project: Mid-20th Century Highway Bridges of Maryland (1948-1960) Agency: MD SHA
Agency Prepared By: _____
Preparer's Name: Marvin Brown URS Corporation Date Prepared: 10/15/2004
Documentation is presented in: Project Review and Compliance Files
Preparer's Eligibility Recommendation: _____ Eligibility recommended Eligibility not recommended
Criteria: A B C D Considerations: A B C D E F G
Complete if the property is a contributing or non-contributing resource to a NR district/property:
Name of the District/Property: _____
Inventory Number: _____ Eligible: yes no Listed: yes no
Site visit by MHT Staff yes no Name: _____ Date: _____

Description of Property and Justification: *(Please attach map and photo)*

Description

The US 301 Southbound Bridge over the Western Branch of the Patuxent River (MIHP # PG: 82A-52; Bridge 1605402) was erected in 1949 on US 301 southeast of the community of Upper Marlboro, Prince George's County. US 301 was created between 1922 and 1928. The bridge was built at the beginning of the second principal period of construction of the route, which extended from the late 1940s through the mid 1950s. In 1986 the bridge's railings and deck were replaced as part of a third period of improvements to the highway.

Determination of Eligibility

The US 301 Southbound Bridge over the Western Branch of the Patuxent River is eligible for listing in the National Register under Criterion A at the local level with a period of significance of 1949. The bridge is eligible under Criterion A for its association with a significant mid twentieth-century trend in Maryland's history, the modernization by the State Roads Commission of the state's

MARYLAND HISTORICAL TRUST REVIEW
Eligibility recommended _____ Eligibility not recommended
Criteria: A B C D Considerations: A B C D E F G
MHT Comments:

Jim DeBenedictis ✓ Reviewer, Office of Preservation Services Date: 4/2/2011
Blantyre Reviewer, National Register Program Date: 6/3/11

highway system including the expansion of existing routes. The dualization of US 301 led to the construction of this bridge to carry the southbound lanes of traffic for the improved roadway. The dualization of this route led to improved transportation and access to communities along the Delmarva Peninsula and the Western Shore of Maryland. The bridge has not been altered beyond the standard actions necessary to maintain a busy highway bridge and retains all seven aspects of integrity.

The US 301 Southbound Bridge over the Western Branch of the Patuxent River is not National Register-eligible under Criterion B, as it is not associated with an individual significant at the local, state, or national level.

The US 301 Southbound Bridge over the Western Branch of the Patuxent River is not National Register-eligible under Criterion C. The bridge is not a rare or significant example of its type, design, or construction on the local, state, or national level, nor was it designed by a significant engineer, bridge company, or contractor.

National Register-eligibility under Criterion D was not investigated as part of this study.

SHA disagrees with the consultant's recommendation. The bridge was altered in 1986 and is not able to fully convey its significance due to its lack of integrity of design, workmanship, materials, feeling and association. It is not eligible for the NRHP under Criteria A, B or C.

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended _____ Eligibility not recommended _____
Criteria: ___ A ___ B ___ C ___ D Considerations: ___ A ___ B ___ C ___ D ___ E ___ F ___ G

MHT Comments:

Reviewer, Office of Preservation Services Date

Reviewer, National Register Program Date

7. Description

Inventory No. PG:82A-52

Condition

excellent deteriorated
 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.

Bridge No. 1605402, a steel beam bridge built in 1949, carries US 301 southbound over the Western Branch of the Patuxent River. The bridge is located southeast of the town of Upper Marlboro. The area surrounding the bridge features several commercial establishments. US 301 in this area carries a brisk amount of traffic. The banks of the river on the east and west sides of the bridge possess substantial tree and shrub growth.

The bridge runs northeast-southwest and carries two lanes of vehicular traffic. The bridge does not possess sidewalks for pedestrian traffic, but narrow shoulders are present on each side of the structure. The bridge is approximately 136 feet long and 45 feet wide.

The substructure is composed of two concrete piers. Each pier is scored with three recessed fillets and both ends of each pier come to a point to minimize erosion from the river. The piers support seven I-beams that run the length of the bridge and support a concrete deck. Light vegetation is located on the river banks beneath the bridge.

In 1986, a rehabilitation and replacement of the decks of this bridge and the northbound bridge (Bridge No. 1605401) was performed. At that time, the deck of the bridge was replaced and resurfaced and the parapets of the bridge were replaced. According to original drawings, the bridge once had a metal railing that terminated into curved concrete end posts. The current parapet is composed entirely of concrete with the west parapet possessing a two-bar metal rail at the top. A modern metal guardrail is present at both approaches to the bridge and it terminates into the concrete parapet. The dates "1949-1986" are inscribed in the concrete parapet at the northwest corner of the bridge.

8. Significance

Inventory No. PG:82A-52

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 checked="" 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 1949 **Architect/Builder** Maryland State Roads Commission

Construction dates 1949

Evaluation for:

National Register Maryland Register not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Statement of Significance

The US 301 Southbound Bridge over the Western Branch of the Paxtuxent River (MIHP # PG: 82A-52; Bridge 1605402) was erected in 1949 on US 301, southeast of the community of Upper Marlboro, Prince George's County. US 301 was created between 1922 and 1928. The bridge was built at the beginning of the second principal period of construction of the route, which extended from the late 1940s through the mid 1950s. In 1986 the bridge's railings and deck were replaced as part of a third period of improvements to the highway.

Historic Background and Support

US 301 (originally known as the Crain Highway) had two principal periods of construction, the first in the mid 1920s, the second from the late 1940s through the mid 1950s. Between 1922 and 1928, the road was constructed from Baltimore south to Charles County and the Potomac River. The first major new road constructed by the State Roads Commission in an entirely new location, it connected the rural counties on the western banks of the Chesapeake Bay with the state's principal city.¹ During the years between the end of World War I and the beginning of the Great Depression, highway development in Maryland "was characterized by increasing growth of the state-owned and state-aided systems, and highlighted by construction of notable through roads, parkways, and expressways by state or federal authorities."² This growth was due to population expansion and increased automobile ownership during the period. As part of this general trend in Prince George's County, US 301 was extended through the Upper Marlboro area.

Between 1949 and 1952, Maryland constructed the Chesapeake Bay Bridge. This major effort, part of the post-World War II boom in bridge and highway construction in the state, provided the impetus for the improvement of US 301.³ The expansion in highway improvements and roadway and bridge construction was prompted by pent up demand. During World War II only construction necessary to support military efforts was undertaken. Construction was also prompted by population growth, particularly in communities within driving distance of the jobs concentrated in and around Baltimore.⁴ In the late 1940s, portions of the road were improved and in the mid 1950s it was dualized through the addition of new separate lanes.

¹Spero, P.A.C., & Company, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report*, 1995, page 27; Becky Kermes, "Maryland Historical Trust Short Form for Ineligible Properties – SHA Bridge No. 1701401", 2004.

²*Ibid*, page 27.

³*Ibid*, page 30.

⁴Population figures for Prince George's County declare the need for new roads. The county's population exploded from 89,490 in 1940 to 194,182 in 1950 (<http://www.census.gov/population/cencounts/md190090.txt>).

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. PG:82A-52

Name Bridge No. 1605402, US 301 Southbound Bridge over the Western Branch of the Patuxent River
Continuation Sheet

Number 8 Page 1

In the latter half of 1947 and in 1948, the State Roads Commission began to consider improving portions of US 301 by funding a bypass around Upper Marlboro in Prince George's County. At the time, traffic was often tied up by the passage of numerous cars through the center of the town. The work included the relocation of US 301 in the vicinity of Upper Marlboro, the erection of this bridge over the Western Branch of the Patuxent River, and the construction of large concrete box culverts at several streams.⁵ The Sarikas Collection at the Maryland State Archives includes six photographs of the construction of the bridge that were taken on September 15, 1949.⁶ In the mid 1950s, as discussed further below, the road was dualized.

The current bridge was erected in 1949 to replace the first-period bridge, which had been erected at a different location. During the latter half of 1949 and first half of 1950, the Commission funded two components of work at the new crossing. Its report described the work on the bypass and this bridge in some detail:

The initial stage of construction of a relocation of US 301, 7.24 miles long, by-passing Upper Marlboro to the south, is being completed. The bituminous stabilized gravel surfacing constructed under this contract will be supplemented with a surfacing of bituminous concrete. This improvement includes the construction of a triple span steel beam bridge over Western Branch.

The adjoining section of US 301 from the end of the above improvement to T.B., a distance of 6.43 miles, has been widened and resurfaced with bituminous concrete.⁷

In 1952, as part of a proposed twelve-year road construction program, the Commission recommended adding a second lane to US 301 from Glen Burnie south to the Potomac River in Charles County.⁸ Roadway improvement often accompanied bridge construction projects. In June 1952 the "final surfacing on the south bound lane of the Upper Marlboro By-Pass, consisting of two courses of bituminous Specification "E," 24' and 7.245 miles long, was completed..."⁹

The State Roads Commission report of 1957 depicts thumbnail "before" and "after" photographs of construction work on US 301 in District 5, south of Prince George's County. The caption notes: "The complete dualization of U.S. 301 is rapidly progressing, from the new Glen Burnie By-Pass south to the Potomac River Bridge. These views show the old and the new roads—the amazing contrast between the slow line of traffic...and the modern dual expressway..."¹⁰

Metal girder bridges fabricated with iron were first constructed in the mid-nineteenth century. Technology was improved during the first third of the twentieth century by the introduction and spread of concrete-encased, steel, rolled-I-beam structures and deep-steel-

⁵ State Roads Commission, *Report of the State Roads Commission of Maryland*, 1949, page 68.

⁶ Maryland State Archives, Special Collections, access number: 4802

⁷ State Roads Commission, *Report of the State Roads Commission of Maryland*, 1950, page 153.

⁸ State Roads Commission, *Proposed Twelve-Year Program for Road Construction and Reconstruction, 1954-1965*, 1952, page 6.

⁹ State Roads Commission, *Report of the State Roads Commission of Maryland*, 1952, page 172.

¹⁰ State Roads Commission, *On Our Way*, 1957, no page number.

Maryland Historical Trust

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beamed structures supporting the decks of reinforced concrete. Following the lull in most bridge construction during World War II, metal girder bridges, particularly those with deep steel beams, "were readily built by county and municipal officials across the United States." Between 1920 and 1965 in Maryland, particularly after the war, "the State Roads Commission utilized metal I-beams and metal plate girders (many concrete encased) heavily in construction for grade crossing elimination structures, as well as ordinary highway bridges."¹¹ This bridge is one of eighteen constructed in 1949. Of the 586 bridges erected by the Commission between 1948 and 1960, 448 or more than 75 percent were metal rolled girder bridges. Metal girder bridges were clearly the bridge of choice during the period.

This bridge was significantly altered in 1986 as part of another program of improvement for US 301. This program was necessary to address increased heavy traffic loads and safety concerns. In 1986, a rehabilitation and replacement of the decks of this bridge and Bridge No. 1605401 (US 301 Northbound over Western Branch) was performed. At that time, the deck of the bridge and its parapet walls and rails were replaced. According to original drawings, the bridge originally had metal rails that curved at their termination into concrete end posts. The current parapet is a concrete parapet wall similar to a Jersey barrier topped by a two-bar rail. The dates "1949-1986" are set into the parapet wall at the northwest corner of the bridge.

¹¹ Spero, P.A.C., & Company, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report*, 1995, pages 105-112.

9. Major Bibliographical References

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See Continuation Sheet

10. Geographical Data

Acreage of surveyed property _____
Acreage of historical setting _____
Quadrangle name Bristol, MDQuadrangle scale: 1:24,000

Verbal boundary description and justification

The US 301 Southbound Bridge carries US 301 over the Western Branch of the Patuxent River. The bridge is located southeast of the town of Upper Marlboro on the section of US 301 south of the point where it passes under MD 4. The bridge has been associated with this site since its construction.

11. Form Prepared by

name/title	Marvin Brown / Mary E. Crowe and Stan Popovich		
organization	URS Corporation / Hardlines Design Company	date	October 2004
street & number	200 Orchard Ridge Drive / 4608 Indianola Avenue	telephone	301-258-9780 / 614-784-8733
city or town	Gaithersburg / Columbus	state	MD / OH

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

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Kermes, Becky. "Maryland Historical Trust Short Form for Ineligible Properties – SHA Bridge No. 1701401", 2004.

"Population figures for Prince George's County" <<http://www.census.gov/population/cencounts/md190090.txt>>.

Spero, P.A.C., & Company, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report*, 1995.

State Roads Commission, *On Our Way*, 1957.

State Roads Commission, *Proposed Twelve-Year Program for Road Construction and Reconstruction, 1954-1965*, 1952.

State Roads Commission, *Report of the State Roads Commission of Maryland*, 1949.

State Roads Commission, *Report of the State Roads Commission of Maryland*, 1950.

State Roads Commission, *Report of the State Roads Commission of Maryland*, 1952.

Sources Consulted:

Maryland SHA Cultural Resource Library and Bridge Engineering Department, Baltimore - Reports published by or for the State Roads Commission, bridge files

Maryland Highway Administration, District 3 Office, 9300 Kenilworth Avenue, Greenbelt MD, 301-513-7300

Maryland Historical Trust Library, Crownsville - Inventory of Historic Places, National Register Nominations, Determinations of Eligibility, Cultural Resource Reports

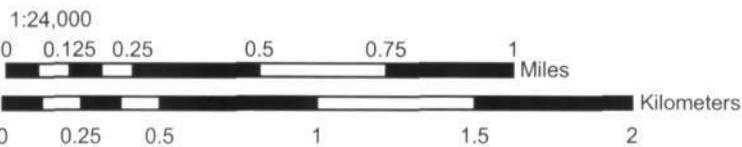
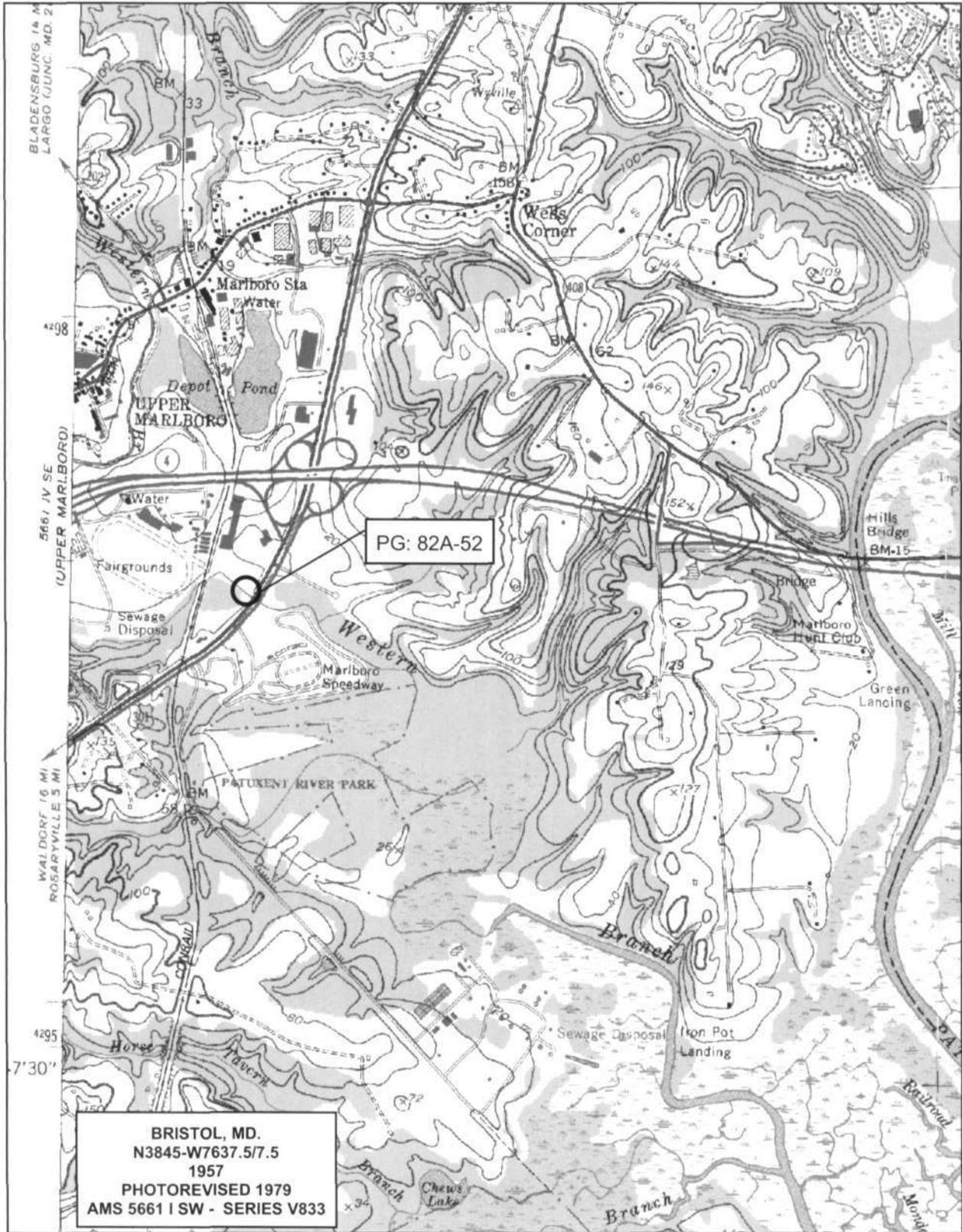
Maryland State Archives, Annapolis - photographs from the Sarikas Collection and materials published by the State Roads Commission

Enoch Pratt Library (Maryland Room), Baltimore - vertical files dealing with Maryland bridges

Library of Congress, Washington, DC - General information on bridges and additional Maryland bridge material

New Jersey State Library, Trenton - Engineering News-Record on microfilm

New York Public Library, (Science, Business, and Industry Library), New York - Additional SHA annual reports



MIHP # PG: 82A-52
 Bridge 1605402
 US 301 SB over Western Branch, Patuxent River
 Upper Marlboro
 Prince George's County
 Bristol, MD. Quadrangle

Yard Waste
Recycling Facility
NEXT LEFT

SHA Garage



MHP # PG: 82A-52

Bridge # 1605402, US 301 SB over Western Branch, Patuxent River
Prince George's County, MD

Photographer: Stan Popovich, Hardlines Design Company

Date: 6/9/03

Location of Negatives: MD SHPO
looking down deck of bridge

116



MIHP # PG: 82A-52

Bridge # 1605402, IS 301 SB over Western Branch, Patuxent River
Prince George's County, MD

Photographer: Stan Papovich, Hardlines Design Company

Date: 6/9/03

Location of Negatives: MD SHPO

Looking northeast at bridge deck

216



MIHP # PG: 82A-52

Bridge # 1605402, US 301 SB over Western Branch, Patuxent River

Prince George's County, MD

Photographer: Stan Popovich, Hardlines Design Company

Date: 6/9/03

Location of Negatives: MD SHPO

Looking Southeast at West Elevation

3/6



MHP # PG: Q2A-52

Bridge # 1605402, US 301 SB over Western Branch, Patuxent River

Prince George's County, MD

Photographer: Stan Papovich, Hardlines Design Company

Date: 6/9/03

Location of Negative: MD ST100

looking northwest at east elevation

4/6



MHP# PG: 82A-52
Bridge # 1605402, US 301 SB over Western Branch, Patuxent River
Prince George's County
Photographer: Stan Popovich, Hardlines Design Company
Date: 6/9/03
Location of Negatives: MD SHPO
looking southwest at east elevation
5/6



MIHP # PG: 82A-52

Bridge # 1605402, US 301 SB over Western Branch, Patuxent River

Prince George's County, MD

Photographer: Stan Popovich, Hardlines Design Company

Date: 6/9/03

Location of Negatives: MD SHPO

detail of date at northwest corner

6/6