

MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM

NR Eligible: yes \_\_\_  
no

Property Name: SHA Bridge No. 1605702 Inventory Number: PG:85A-59  
Address: US 301 Southbound over Timothy Branch Historic district: \_\_\_ yes  no  
City: Mattaawoman Vicinity, 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: \_\_\_\_\_  
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 Listed: \_\_\_ yes  
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 Timothy Branch (MHT # PG: 85A-59, Bridge 1605702) was erected in 1949-1950 on US 301, across the Timothy Branch of the Patuxent River, north of the community of Mattawoman, which is located in Charles County. The bridge was built as part of the dualization of US 301 in Maryland, which was designed to address the rapid growth in population. In 1989, the bridge was altered when it was widened through the use of prestressed concrete beams.

Determination of Eligibility

The US 301 Southbound Bridge over Timothy Branch is not eligible for listing in the National Register under Criterion A. While the bridge is associated with post-World War II roadway improvements to US 301 and the dualization of this roadway, it does not retain sufficient integrity to convey its period of significance. The bridge has lost its integrity of design, materials, workmanship, and feeling due to the 1989 alterations. The bridge's original appearance has been obscured by the 1989 widening which included

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended \_\_\_ Eligibility not recommended   
Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

John Jakubowski  
Reviewer, Office of Preservation Services

6/2/2011  
Date

[Signature]  
Reviewer, National Register Program

6/3/11  
Date

The addition of prestressed concrete beams and a prestressed concrete fascia beam to support the increased loads. Principal character-defining features of the bridge's superstructure and substructure including the arch ribs, spandrel wall, and parapet, have lost their integrity through these alterations, which have significantly altered the bridge's appearance and compromised its ability to convey its period of significance.

The US 301 Southbound Bridge over Timothy Branch 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 Timothy Branch is not National Register-eligible under Criterion C. While the bridge is one of only two examples of concrete arch bridge construction in Maryland from 1948-1960, it does not retain sufficient integrity to convey its period of significance. The bridge has lost its integrity of design, materials, workmanship, and feeling due to the 1989 alterations. The bridge's original appearance has been obscured by the 1989 widening which included the addition of prestressed concrete beams and a prestressed concrete fascia beam to support the increased loads. Principal character-defining features of the bridge's superstructure and substructure including the arch ribs, spandrel wall, and parapet, have lost their integrity through these alterations, which have significantly altered the bridge's appearance and compromised its ability to convey its period of significance.

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

SHA concurs with the consultant's recommendation. The bridge is a hybrid example that does not fully convey its significance as a 1920s or a 1940s bridge. 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

PG:85A-59  
US 301 Southbound Bridge over Timothy Branch  
Cedarville vic.  
1950; 1989

Bridge No. 1605702 is a small, closed spandrel concrete arch/prestressed concrete beam bridge, built in 1950 and widened in 1989. The bridge carries US 301 Southbound over the Timothy Branch of Mattawoman Creek, north of Cedarville-McKendree Road in the town of Mattawoman. The bridge runs north-south and carries two lanes of vehicular traffic. The bridge is approximately 35 feet long and 48 feet wide. The structure is composed of a closed spandrel concrete arch with prestressed concrete beams on the west to widen the structure. The closed spandrel arch dates to 1950, and the prestressed concrete beams date to 1989, as the structure was widened. The bridge has a concrete parapet; the west parapet appears to be newer than the east one. A modern guardrail lines the approaches to the bridge.

The US 301 Southbound Bridge over Timothy Branch (MIHP # PG: 85A-59, Bridge 1605702) was erected in 1949-1950 on US 301, across the Timothy Branch of the Patuxent River, north of the community of Mattawoman, which is located in Charles County. The bridge was built as part of the dualization of US 301 in Maryland, which was designed to address the rapid growth in population. In 1989, the bridge was altered when it was widened through the use of prestressed concrete beams.

# Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No. PG:85A-59

## 1. Name of Property (indicate preferred name)

historic US 301 Southbound Bridge over Timothy Branch

other Bridge No. 1605702

## 2. Location

street and number US 301 Southbound at Timothy Branch N/A not for publication

city, town Mattawoman x vicinity

county Prince George's

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

name Maryland State Highway Administration

street and number 707 N. Calvert Street telephone 410-545-0300

city, town Baltimore state MD zip code 21202

## 4. Location of Legal Description

courthouse, registry of deeds, etc. liber folio

city, town 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: Statewide Inventory by SHA

## 6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> 1 structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> objects
		<input type="checkbox"/> government	<input type="checkbox"/> 1 Total
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input checked="" type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			<b>Number of Contributing Resources previously listed in the Inventory</b>
			0

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## 7. Description

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Inventory No. PG:85A-59

### Condition

excellent       deteriorated  
 good             ruins  
 fair               altered

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

Bridge No. 1605702 is a small, closed spandrel concrete arch/prestressed concrete beam bridge, built in 1950 and widened in 1989. The bridge carries US 301 southbound over the Timothy Branch of Mattawoman Creek, north of Cedarville-McKendree Road north of the town of Mattawoman. The surrounding suburban area consists of several residences and commercial establishments. The bridge runs north-south and carries two lanes of vehicular traffic. No sidewalks are present, but a shoulder is located on the west side of the bridge.

The bridge is approximately 35 feet long and 48 feet wide. The structure is composed of a closed spandrel concrete arch with prestressed concrete beams placed to the west to widen the structure. The closed spandrel arch dates to 1950, and the prestressed concrete beams date to 1989, when the structure was widened. The bridge has a concrete parapet; the west parapet appears to be newer than the east parapet. A modern guard rail lines the approaches to the bridge.

# 8. Significance

Inventory No. PG:85A-59

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** 1950; 1992-rehabilitation **Architect/Builder** Maryland State Highway Administration

**Construction dates** 1950; 1992

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 Timothy Branch (MIHP # PG: 85A-59, Bridge 1605702) was erected in 1949-1950 on US 301, across the Timothy Branch of the Patuxent River, north of the community of Mattawoman, which is located in Charles County. The bridge was built as part of the dualization of US 301 in Maryland, which was designed to address the rapid growth in population. In 1989, the bridge was altered when it was widened through the use of prestressed concrete beams.

### Historic Background and Support

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 the Crain Highway and its designation as US 301.<sup>1</sup> 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. It was also prompted by population growth, particularly in communities within driving distance of the jobs concentrated in and around Baltimore.<sup>2</sup> 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.

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 the community of Upper Marlboro in Prince George's County. 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 a new steel beam bridge over the Western Branch of the Patuxent River (Bridge No. 1605402), and the construction of large concrete box culverts at several streams.<sup>3</sup> During the latter half of 1949 and first half of 1950, the Commission funded the widening of the existing arch bridge to allow for the highway's dualization.<sup>4</sup> The 1950 Commission report described the work on the bypass and the bridge over the Western (not the Timothy) Branch 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.

<sup>1</sup> Spero, P.A.C., & Company, *Historic Highway Bridges in Maryland: 1631-1960: Historic Context Report*, 1995, page 30.

<sup>2</sup> Population figures for Prince George's County announce 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>

<sup>3</sup> State Roads Commission, *Report of the State Roads Commission of Maryland*, 1949, page 68.

<sup>4</sup> State Roads Commission, *Report of the State Roads Commission of Maryland*, 1950, page 77.

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. PG:85A-59

Name Bridge No. 1605702, US 301 Southbound Bridge over Timothy Branch  
**Continuation Sheet**

Number 8 Page 1

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The adjoining section of US 301 from the end of the above improvement to T.B. [a local community], a distance of 6.43 miles, has been widened and resurfaced with bituminous concrete.<sup>5</sup>

In 1952, as part of a proposed twelve-year road construction program, the State Roads Commission recommended adding a second lane to US 301 from Glen Burnie south to the Potomac River.<sup>6</sup> Roadway improvement often accompanied bridge construction projects. The Commission reported in 1952 that:

As of July 1, 1952 the section of dual highway over US 301 and MD 5, beginning at T.B. and extending southerly to Mattawoman with an overpass at T.B. taking the south bound traffic on 301 over MD 5 and merging with MD 5 to the south, was 75% complete. It is anticipated that this project, consisting of 3.388 miles of divided highway, two 24' wide bituminous concrete surfaced lanes on gravel base, will be completed in the fall of 1952.<sup>7</sup>

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..."<sup>8</sup>

This bridge was significantly altered in 1992 by a second widening project that was necessary to address increasingly heavy traffic loads and safety concerns. This effort included the addition of prestressed concrete beams and a prestressed concrete fascia beam to the bridge's structure. This bridge is one of two concrete arch bridges built in 1950.<sup>9</sup>

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<sup>5</sup> *Ibid*, page 153.

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

<sup>7</sup> State Roads Commission, *Report of the State Roads Commission of Maryland*, 1952, page 172.

<sup>8</sup> State Roads Commission, *On Our Way*, 1957, no page number.

<sup>9</sup> State Highway Administration, "Widening of Bridge No. 16057 on US 301 over Timothy Branch, General Plan and Elevation", November 1989; State Highway Administration, "Inspection of Bridge No. 1605702", March 2001.

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## 9. Major Bibliographical References

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Inventory No. PG:85A-89

See Continuation Sheet

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## 10. Geographical Data

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Acreage of surveyed property \_\_\_\_\_  
Acreage of historical setting \_\_\_\_\_  
Quadrangle name Piscataway, MD

Quadrangle scale: 1:24,000

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### Verbal boundary description and justification

The US 301 Southbound Bridge carries US 301 over the Timothy Branch of the Mattawoman Creek. The bridge is located along the stretch of US 301 north of Cedarville-McKendree Road. The bridge has been associated with this site since its construction.

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## 11. Form Prepared by

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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

# Maryland Historical Trust

## Maryland Inventory of Historic Properties Form

Inventory No. PG:85A-59

Name Bridge No. 1605702, US 301 Southbound Bridge over Timothy Branch  
**Continuation Sheet**

Number 9 Page 1

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“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 Highway Administration, “Inspection of Bridge No. 1605702”, March 2001.

State Highway Administration, “Widening of Bridge No. 16057 on US 301 over Timothy Branch, General Plan and Elevation”, November 1989.

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

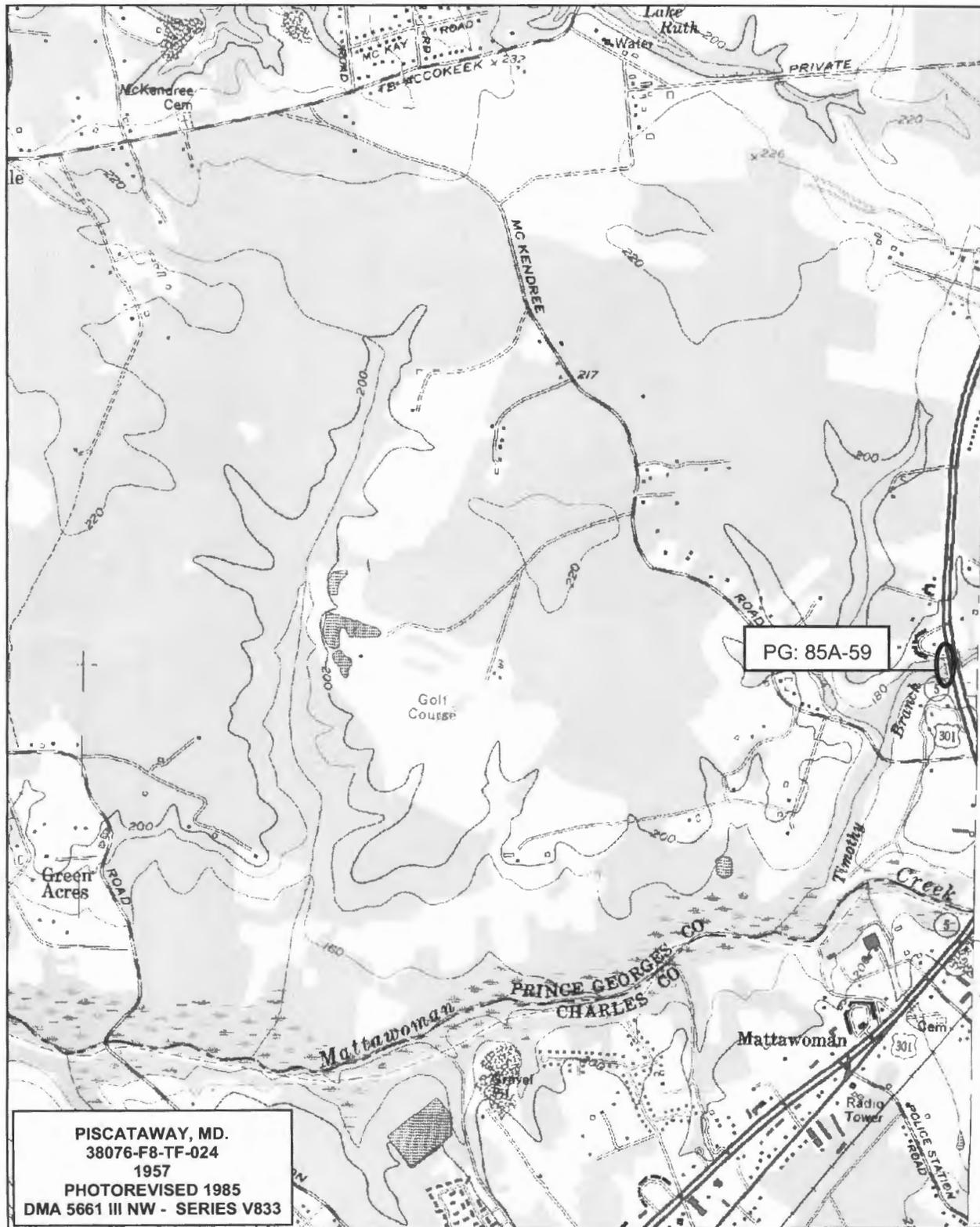
Maryland State Archives, Annapolis - photographs from the Sarikas Collection and materials published by the State Roads Commission

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

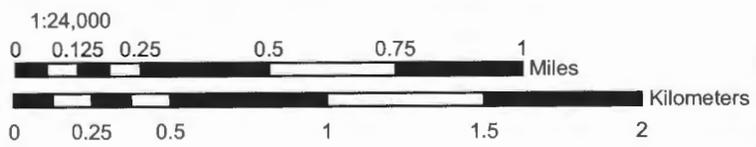
Library of Congress, Washington, DC - General information on bridges and additional Maryland bridge material

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



PISCATAWAY, MD.  
 38076-F8-TF-024  
 1957  
 PHOTOREVISED 1985  
 DMA 5661 III NW - SERIES V833



MIHP # PG: 85A-59  
 Bridge 1605702  
 US 301 SB over Timothy Branch, Mattawoman Creek  
 Mattawoman Vicinity  
 Prince George's County  
 Piscataway, MD. Quadrangle



MHP # PG: 85A-59

Bridge # 1605702, US 301 SB over Timothy Blanch, Mattawoman  
Creek

Prince George's County, MD

Photographer: Stan Papovich, Hardlines Design Company

Date: 6/11/03

Location of Negative: MD SHPO

Looking Southeast at bridge deck

1/6



MIMP #PG: 85A-59

Bridge # 1605702, US 301 SB over Timothy Branch, Mattawomen  
Prince George's County, MD creek

Photographer: Stan Papovich, Hardlines Design Company

Date: 6/11/03

Location of Negative: MD SHPO

looking southwest at bridge deck

2/6



MHP # PG: 85A-59

Bridge # 1605702, US 301 SB over Timothy Branch, Mattawoman  
Creek  
Prince George's County, MD

Photographer: Stan Popovich, Hardlines Design Company

Date: 6/11/03

Location of Negative: MD SHPO

looking northeast at bridge deck

3/6



MHP # PG: 05A-59

Bridge # 1605702, US 301 SB over Timothy Branch, Mattawoman  
Creek  
Prince George's County, MD

Photographer: Stan Papovich, Hardlines Design Company

Date: 6/11/03

Location of Negatives: MD SHPO

Looking northwest at bridge deck

4/6



MHP # PG: 85A-59

Bridge # 1605702, US 301 SB over Timothy Branch, Mattawoman  
Creek  
Prince George's County, MD

Photographer: Stan Popovich, Hardlines Design Company

Date: 6/11/03

Location of Negative: MD SHPO

looking southwest at east elevation

5/6



MHP # P6: 85A-59

Bridge # 1605702, US 301 SB over Timothy Creek, Mattawoman  
Prince George's County, MD Creek

Photographer: Stan Popovich, Hardlines Design Company

Date: 6/1/03

Location of Negative: MD SHPO

detail of date at northwest corner

6/6