

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: _____ Inventory Number: ~~J-1-0004~~ CH-695

Address: Culvert on Valley Road, Charles County - in the vicinity of La Plata
North

Owner: Charles County

Tax Parcel Number: _____ Tax Map Number: 32

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: no yes Name: _____ Date: _____

Eligibility recommended Eligibility **not** recommended

Criteria A B C D Considerations: A B C D E F G None

Is property located within a historic district?: no yes Name of District: _____

Is district listed?: no yes

Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination *(Use continuation sheet if necessary and attach map and photo)*

The concrete culvert located on Valley Road is constructed of concrete abutments, channel, and parapet walls. The parapet walls are articulated by an etched rectangle on each side and a concrete cap.

Charles County has not assigned this culvert a structure number because it does not meet their minimum size requirement.

The increase in population and development in Southern Maryland after the first quarter of the 20th century required the improvement of existing roadways and the introduction of new routes. The extension of the Crain Highway to the Potomac and the completion of the Governor Harry W. Nice Memorial Bridge spanning the Potomac River Bridge near Pope's Creek in 1940 served to link Charles County with transportation networks from Florida to New York. This, in turn, brought more development and suburbanization to the area surrounding La Plata. In response to the increased traffic, the State Roads Commission began widening the Crain Highway as part of the U.S. 301 project in the late 1950s. Dualization of the roadway consisted of constructing two additional lanes while the earlier two lanes

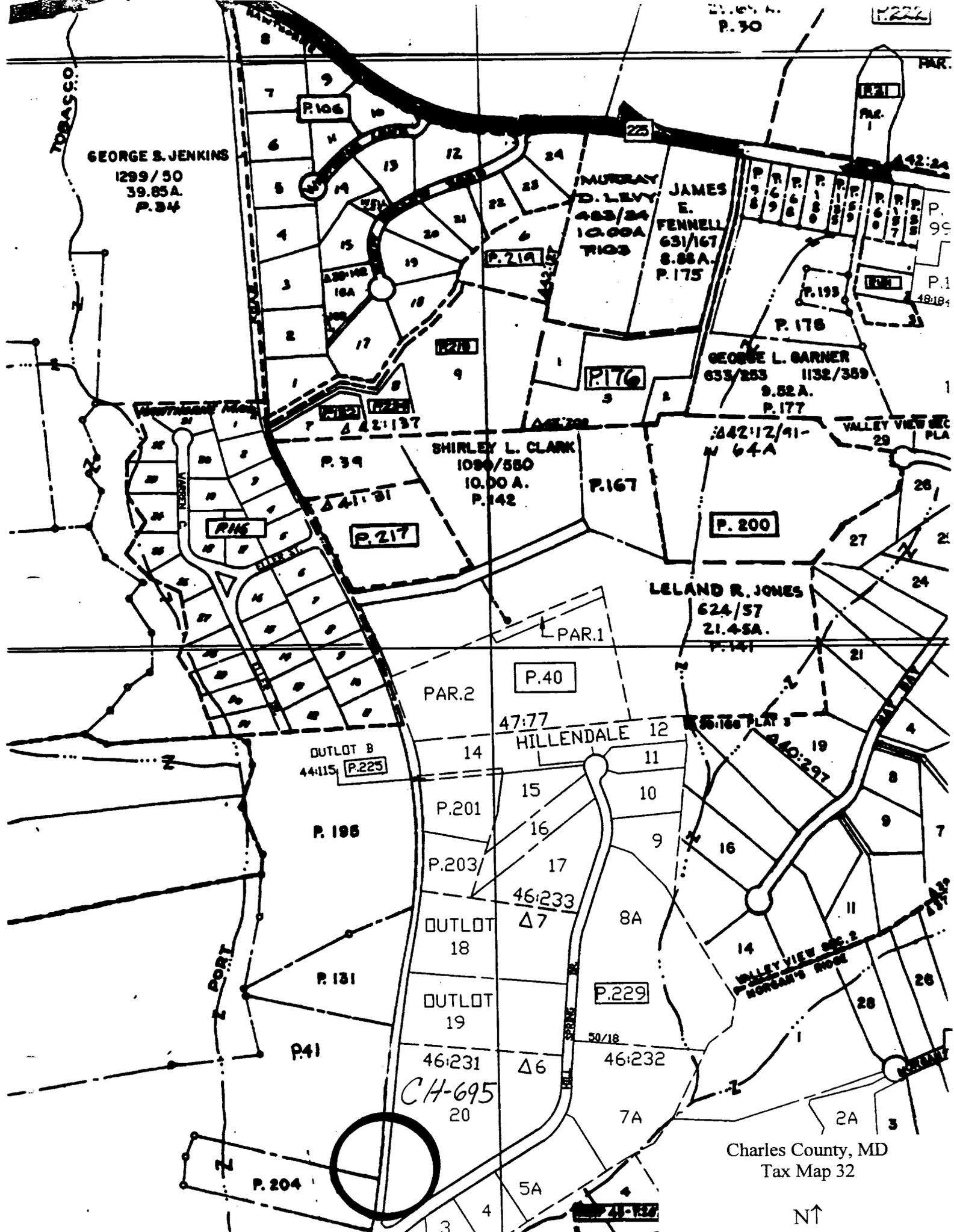
Prepared by EHT Tracerics, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/>	Eligibility not recommended <input checked="" type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Consideration <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
_____ Reviewer, Office of Preservation Services	_____ Date <u>10/27/99</u>
_____ Reviewer, NR Program	_____ Date <u>10/20/99</u>

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remained to carry traffic in the opposite direction. Use of U.S. 301 for commercial traffic declined when Interstate 95 was completed in the late 1960s.

Built circa 1940, this concrete culvert is not eligible for the National Register. While it is typical of roadway improvements surrounding La Plata, this resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.



GEORGE S. JENKINS
1299/50
39.85A
P.34

MURRAY
D. LEVY
483/24
10.00A
T103

JAMES
E.
FENNEL
631/167
8.88A
P.175

GEORGE L. GARNER
633/253 1132/359
9.52A
P.177

SHIRLEY L. CLARK
1090/550
10.00A
P.142

LELAND R. JONES
624/57
21.45A
P.141

P.40

OUTLOT B
44/115 P.225

HILLENDALE 12

P.195

P.201

P.203

OUTLOT
18

P.181

OUTLOT
19

P.41

CH-695
20

P.229

46:231

46:232

P.204

Charles County, MD
Tax Map 32





CH-695

~~J1-0004~~

Concrete Culvert on Valley Road

Charles County, MD

Traceries

June 1999

MD SHPO

View looking southeast

1 of 1