

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

Property Name: _____ Inventory Number: ~~PG: 7413~~ PG: 7413 - 41

Address: 1409 Crain Highway, NE, Prince George's County - in the vicinity of Bowie

Owner: Peddicord, Maurice F and Ethel B

Tax Parcel Number: 13 64 Tax Map Number: 70 63

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)*

This site has multiple resources. The first house is a c. 1920 bungalow style house with a front gable dormer and porch. The house is sided in simple horizontal wood siding and the porch columns are supported by stone blocks. The second house is a c. 1940 ranch style house with a side-gable roof. The house is sided in wood shingles and is one-story in height with a raised basement. The site also has a small nursery business located to the north of the second house.

Prince George's County was an important tobacco and produce producer in Southern Maryland during the 19th and 20th centuries. The automobile increased accessibility to markets outside of the county and it was imperative to Prince George's County farmers that the service be safe and dependable. The increased competition from Midwestern farmers led to a demand for a better road system within Southern Maryland. In response to the demand, the States Road Commission began construction of the Robert Crain Highway (later US 301) in 1922. Crain Highway was designed to link southern Maryland's rural areas to northern Maryland's urban areas. With the introduction of a better road system, limited development was allowed to flourish along the corridors and within the rural areas of southern

Prepared by EHT Tracerics, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/> Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Eligibility not recommended <input checked="" type="checkbox"/> 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
_____ Reviewer, NR Program	_____ Date

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Maryland. The population of Prince George's County increased from 60,000 to 90,000 inhabitants between 1930 and 1940. When the Nice Memorial Bridge was completed in 1940 and linked the Virginia side of the Potomac to the Maryland side in Charles County, Crain Highway served as a bypass between Florida and New York. Crain Highway was widened in 1950 to handle the increase in traffic.

The two resources are not eligible for the National Register. While both are typical of the modest residential development along Crain Highway, these resources lack significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

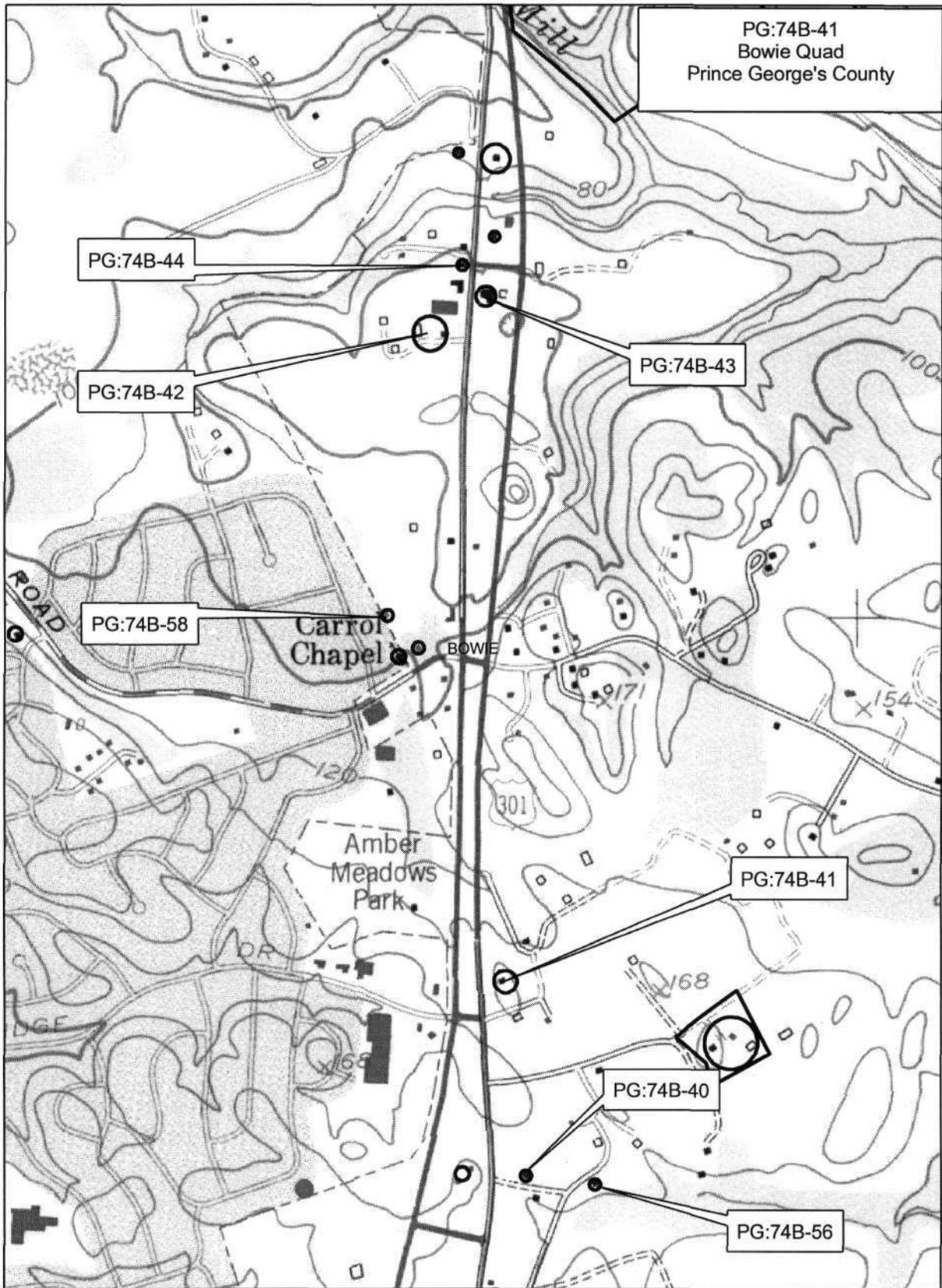
PG:74B-41
1409 Crain Highway (US 301), Bowie
Bowie Quadrangle



National Web Map Service 6" Orthophoto Map
c. 2007-2008, with parcel overlaid

Tax Map 63, p. 64







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1409 CRAIN HIGHWAY, NE
PRINCE GEORGE'S COUNTY, MD
TRACERIES
JULY 1999
MD SHPO
VIEW OF WEST ELEVATION
1 OF 2



~~QX-1000~~ PG:74B-41
1409 CRAIN HIGHWAY, WE
PRINCE GEORGE'S COUNTY, MD
TRACERIES
JULY 1999
MD SHPD
VIEW OF NORTH ELEVATION
2 OF 2