

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

Property Name: _____ Inventory Number ~~24004~~ PG:79-105

Address: 15402 Marlboro Pike, Prince George's County - in the vicinity of Upper Marlboro

Owner: Wellons, L. Thomas III & Diane L.

Tax Parcel Number: 107 Tax Map Number: 93

Project ^{US} 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 one-~~and~~^{and}-a-half story vernacular house has a side-gabled roof constructed with composition shingles. The open porch ~~that~~^{is} located at the main elevation has been enclosed to create additional interior space. The house has horizontal siding, but the enclosed porch has vertical siding. The windows are one-over-one double hung sash and the house has no decorative ornamentation.

The county seat for Prince George's County was moved from Charles Town to Marlborough (later known as Upper Marlboro) in 1721. The town's establishment as the county seat was the result of and a contributing factor to the aggressive growth of the town's position as a commercial and social center for the county. The completion of the Baltimore and Potomac Railroad from Bowie in Prince George's County to Pope's Creek in Charles County in 1872 had a great impact on Upper Marlboro by prompting an increase in commercial investments and new residents. The third event that had a great impact on the Upper Marlboro area was the construction of Crain Highway, later known as US 301, in 1922. The pre and post World War II years in Prince George's County saw a large increase in the population due to the influx of wartime workers and the close proximity of the northern portion of the county to the

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
	<div style="text-align: right; font-size: 1.2em;">10/14/99</div>
Reviewer, Office of Preservation Services	Date
Reviewer, NR Program	Date

nation's capital.

The automobile allowed expansion beyond the traditional town design and as the post-World War II era progressed, new road construction resulted in the suburbanization of the previously sparsely-settled portions of northern Prince George's County. 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 Maryland. 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. By 1950, Prince George's County's population had risen to 193, 799 persons, more than double the population of ten years earlier.

The c. 1930 house is not eligible for the National Register. The resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

JUTPAR 'A'

WURTZ & WEEKS TRACT

182089

C'

MURTZ & WEEKS ADDITION TO MARLBORO

'B'

P.38

(P.11)

8931

KATHERINE BUCK
6676/882
27 25 A.
P.82

2.50A
P.145

SUGAR HILL

PEERLESS AVE

AGRICULTURAL FAIR

8782

ASSOC.
. 82

9852

P. 107

P.146

725

M 92
P 77

RALPH RIPPLE
5398/745
6.05 A.
P 15

EGRI
5222/805
4-04A
P 16

RIPPLE'S SERV. INC.
5359/529
482 A M102-05

158A
P192

145A
P83

MAP 102

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P.109

Prince George's County, MD
Tax Map 93





PG:79-105
Bristol Quad
Prince George's County

PG:79-107

PG:79-106

PG:79-105

PG:79-102

PG:79-101

PG:79-103

PG:79-104

UPPER
MARLBORO

Depot Pond

BRISTOL

Marlboro Sta

Branch

BM

33

X/133

4

104

190



~~The address~~ PG: 79-105

15402 Marlboro Pike

Prince George's County, MD

Traceries

June, 1999

MD SHPO

View of South elevation

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