

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

Property Name: _____ Inventory Number ~~210004~~ PG: 79-87

Address: 2512 Crain Highway, SE, Prince George's County - in the vicinity of Upper Marlboro

Owner: Butler, James R. & Francis EST

Tax Parcel Number: 73 Tax Map Number: 85

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 one-and-a-half story, side-gabled vernacular house is simply designed. The two-bays wide house has two pairs of two-over-two double hung sash windows with the main entrance situated between the windows.

Although Prince George's County experienced an increase in population during the early years of the 20th century, the growth was focused primarily on the northern section of the county. The communities around the streetcar lines and the eventual introduction of the automobiles, led an increase in suburban development in the sections of the county that could be easily reached from the nation's capital. The suburbs remained dependent on the city for jobs and services, and this is reflected in the early development within the project area. Most of southern Prince George's County remained rural around the turn of the century.

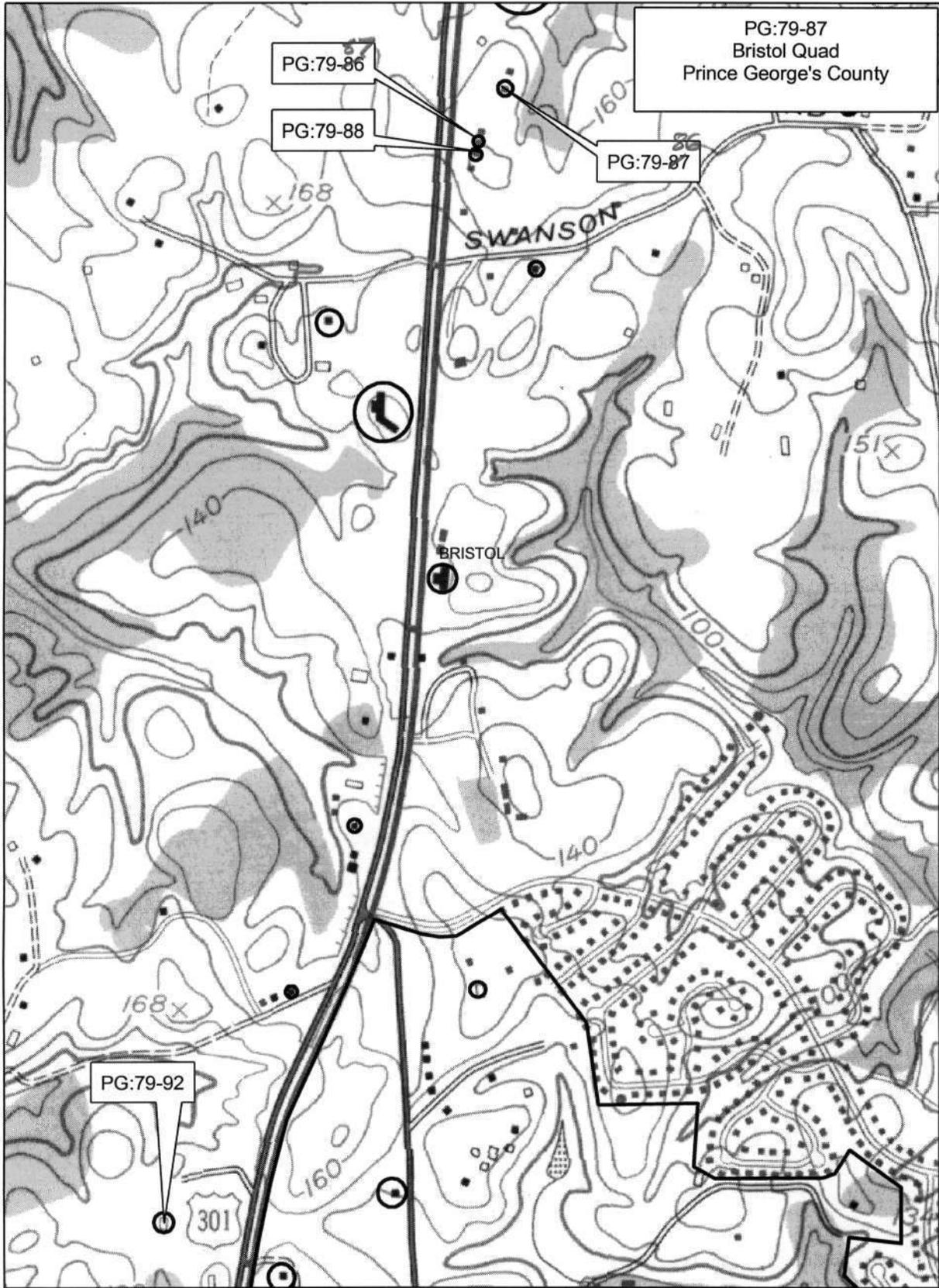
The States Road Commission began construction of the Robert Crain Highway (later US 301) in 1922. Crain Highway was designed to link southern Maryland's rural areas to northern Maryland's urban areas. With the introduction of a better road system, limited development was allowed to flourish along the corridors and within the

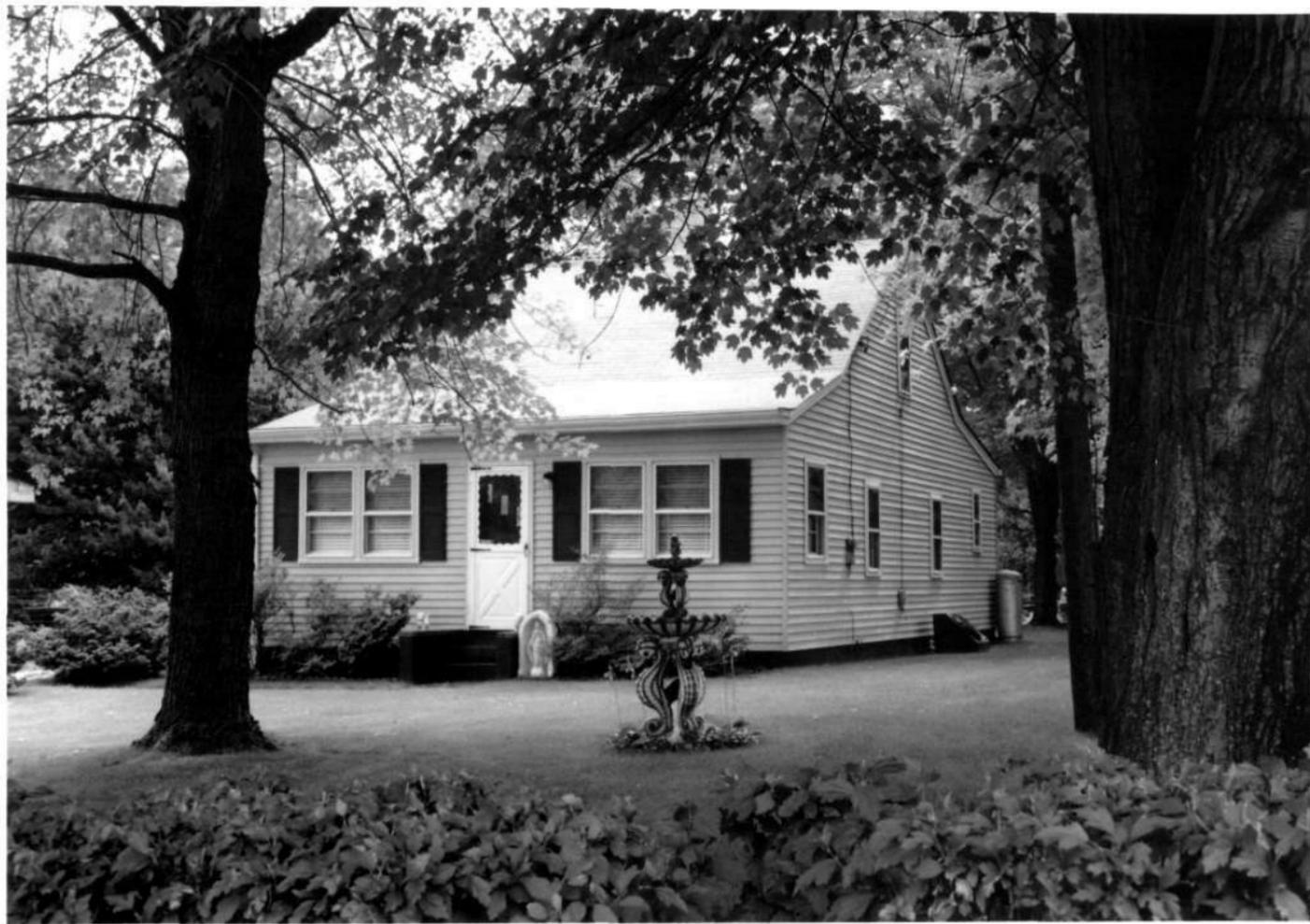
Prepared by EHT Tracerics, Inc.

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
_____ Reviewer, NR Program	_____ Date

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.

The c. 1940 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.





~~6/1/00~~ PG: 79-87

2912 CRAIN HIGHWAY, SE
PRINCE GEORGE'S COUNTY, MD
TRACERIES

JULY 1999

MD SHPO

VIEW OF WEST ELEVATION

| OF |