



**Maryland
Department of
Housing and
Community
Development**

Division of Historical and
Cultural Programs

100 Community Place
Crownsville, Maryland 21032

1-800-514-7600
1-800-756-0119

Fax: 410-987-4071
Maryland Relay for the Deaf:
1-800-735-2288

<http://www.dhcd.state.md.us>

Farris N. Glendening
Governor

Raymond A. Skinner
Secretary

Marge Wolf
Deputy Secretary



December 8, 2000

Mr. Bruce M. Grey
Assistant Division Chief
Project Planning Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

RE: Project No. PG221A11
MD 210: 8:495 to MD 228 Project Planning Study
Prince George's County, Maryland (Section 106 Review - FHWA)

Dear Mr. Grey:

Thank you for your 31 October 2000 letter which the Maryland Historical Trust received on 1 November 2000 providing our office with the documentation for standing structures within the above-reference project area. Trust staff have reviewed the documentation and below are our comments.

Archeology: SHA has completed the Phase I archeological survey and the Trust concurs that no additional archeological investigations will be necessary.

Architecture: SHA staff investigated the project area and prepared a report, *Historic Structures Identification Study for MD 210: 1-495 to MD 228, Prince George's County, Maryland*, (SHA, 2000) which provides sufficient context to make determinations of eligibility for the eleven newly identified properties within the APE. SHA has determined that the following properties are eligible or listed in the National Register of Historic Places:

Oxon Hill Manor, PG:80-1
J.R. Lee Manning House, PG:83-16
Broad Creek Historic District, PG:80-24

The Trust concurs that these resources are eligible. The resources identified in our 14 April 1998 letter as not eligible remain so, with the exception of Hovermale's Taste Best, MIHP #PG:80-25. In light of our growing understanding of the importance of this threatened resource, we reexamined the information presented by Prince George's County in 1993 and SHA's own evaluation in 1997. It is our opinion that Hovermale's Taste Best is eligible for inclusion in the National Register of Historic Places, under

Mr. Bruce M. Grey
December 8, 2000
Page 2

Criterion A (history of the automobile) and Criterion C (architecture). The building was constructed in 1953-54, making it less than fifty years of age. We also believe it meets Criterion Consideration G, for exceptional significance. It is an increasingly rare example of roadside architecture from the mid-century. In light of MD 210's history as the generating force of suburbanization in this area, we believe that the construction of the ice cream store on the highway is one of the best examples of that history in the project area. Furthermore, the images presented in SHA's report indicate that it retains excellent integrity of materials, design, workmanship, setting, feeling and association. As a result of our opinion, SHA will need to provide us with an effect determination for the historic property.

SHA's submission also identified eleven new resources as not eligible:

7927 Livingston Road
10901 Livingston Road
11005 Fort Washington Road
11009 Fort Washington Road
9727 Old Fort Washington Road
Parcel 180, Old Fort Road
509 Kerby Hill Road
511 Kerby Hill Road
512 Kerby Hill Road
520 Kerby Hill Road
919 Palmer Road.

The Trust also concurs that these resources are not eligible. With regard to Parcel 180, Old Fort Road in the Broad Creek Historic District, this particular parcel fronts MD 210 and the surrounding suburban development. Thus the Trust concurs that this parcel does not contribute to the Broad Creek Historic District, and it is not individually eligible for inclusion in the National Register.

Although the Trust has concurred with SHA regarding eligibility determinations, we are unable to forward any of this material to the Office of Research, Survey and Registration because certain items are missing from the submission.

- A USGS quadrangle (or SHA GIS) map showing the locations of all the properties identified by MIHP or DOE form within the APE. Trust staff's notes from the July 1997 meeting regarding this project indicate that SHA was instructed to provide a map showing all of the identified properties. While the tax map is acceptable for the individual forms, the APE map must show all the properties.
- Approved photo sleeves. We are unable to accept the sleeves which SHA has provided (Perma/Dur #416-52584). Trust staff have discussed this with Dr. Charles Hall and requested that SHA acquire and use University Products, Inc.'s #416-52572, which is a side load sleeve. All of the photographs should be submitted in the appropriate sleeves.
- The following historic resources require Capsule Summary Sheets, Inventory Numbers or a Determination of Eligibility Form:

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Mr. Bruce M. Grey
December 8, 2000
Page 3

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Broad Creek Historic District (Capsule summary and DOE form)
Kaydot Circle (Inventory number and Capsule summary)
Accokeek/Bryan Point Triangle (Inventory number and Capsule summary).

- Please xerox Section 7 Page 1 of the Broad Creek District form – this contains the map of the district boundaries taped to the larger sheet. We are unable to accept taped items into the inventory, because the tape damages the paper.
- All of the properties identified by DOE form will also require MIHP numbers. Please contact Ms. Earbara Shepherd, Keeper of the Inventory, 410-514-7656, to obtain the numbers.
- Please provide complete addresses for all of the properties identified – the street address must include the town, county and the zip code.

Many of these changes were requested in staff discussions in 1998, following the Trust's initial review. Pursuant to our new Standards and Guidelines, we are unable to provide an effect determination without these items (see *Standards and Guidelines*, page 39). Enclosed is the binder for the MD 210 project, which we are returning to facilitate the requested corrections.

Once we have received these items, including the effect determination for Hovernale's, we will be able to provide SHA with an effect determination for the project. Thank you for providing us this opportunity to comment. Should you have any questions regarding the review of the project, please contact Ms. Anne Bruder (for structures) at 410-514-7636 or Ms. Elizabeth Cole (for archeology) at 410-514-7631.

Sincerely,



J. Rodney Little
Director/State Historic Preservation Officer

JRL:AEB
200003906

cc: Mr. Donald Sparklin, SHA
Dr. Charles Hall, SHA
~~Ms. Kathy Harris, SHA~~
Ms. Gail Rothrock, Prince George's County

VI-331



Maryland Department of Transportation
State Highway Administration

January 26, 2001

Re: Project No. PG 221A11
MD 210: I-495 to MD 228
Project Planning Study
Prince George's County, Maryland

Parris N. Glendening
Governor
John D. Purcari
Secretary
Parker F. Williams
Administrator

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

We are in the process of revising the report entitled *Historic Structures Identification Study for MD 210: I-495 to MD 228, Prince George's County, Maryland* and addressing your comments on that report provided in your letter of December 8, 2000. In that comment letter, you stated your opinion that Hovermale's Tastes Best (PG: 80-25) is eligible for the National Register of Historic Places. Because of that opinion, the State Highway Administration (SHA) will consider the property as eligible for the National Register for the purposes of Section 106 identification and assessment of effects for the above-referenced project. This letter is a follow up to our initial effect determination letter of October 31, 2000 for the project.

In order to identify the property completely and to properly assess potential effects on the property, it is necessary to define the National Register boundary for the resource. To that end, SHA Architectural Historian, Katry Harris, has prepared an addendum to the MIHF form for the resource along with illustrations of the proposed boundary (Attachment I).

Based on this boundary, Ms. Harris has assessed the potential effects on the Hovermale's Tastes Best property. With any of the build alternatives there are four options being considered for the design and configuration of the intersection of MD 210 and Palmer/Livingston Road. All four options (Palmer/Livingston Road Options A, B, C, and D) will reconfigure the existing intersection as an interchange, and the resource, located on the west side of Livingston Road, will be in the area of potential effects for all options.

Palmer/Livingston Road Options A and D (Attachment II) propose an off-ramp serving southbound MD 210-to westbound Livingston Road vehicles in front (east) of the resource. Another off-ramp serving southbound MD 210-to eastbound Palmer Road vehicles will be added

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Mr. J. Rodney Little
MD 210: I-495 to MD 228
Page Two

south of the resource. With this configuration, access to the property directly from Livingston Road will no longer be possible. To enable the property to continue functioning as an ice cream drive-in, a new access road will be constructed in front of the resource along the west side of the new off-ramp.

Options A and D will permit the continued visibility of the resource from MD 210 and Livingston Road. In particular, southbound MD 210-to westbound Livingston Road vehicles will have a clear view of the resource from the off-ramp as proposed. A clearly marked new access road will be provided that will enable the continued use of the property. Because the visibility of the property and the use of the property will be maintained through the project, Options A and D will *not adversely affect* the historic property.

Palmer/Livingston Road Options B and C (Attachment II) propose a new access road in front of the resource in a similar fashion to Options A and D. These two interchange options will permit the continued visibility of the resource from MD 210 and Livingston Road and the new access road will enable the continued use of the property. Because the visibility of the property and the use of the property will be maintained through the project, Options B and C will *not adversely affect* the historic property.

At this time, we invite your comments on the proposed boundary and assessment of effects for Hovermale's Tastes Best (PG: 80-25). We request your concurrence by February 26, 2001, that the boundary is appropriate for the historic resource and that there will be *no adverse effect* on the historic property. By carbon copy we invite the Prince George's County Historic Preservation Commission and Prince George's Heritage Inc. to provide comments and consult in the Section 106 process for this project. If no response is received by February 26, 2001, we will assume that these offices decline to provide comments. Please call Ms. Katry Harris at 410-545-8698 (or at her Virginia Beach office at 757-463-8770) with questions. Once we have determined the boundary and effects, the revised report for the above-referenced project will be transmitted to your office.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: Bruce M. Grey
Bruce M. Grey
Deputy Division Chief
Project Planning Division

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Mr. J. Rodney Little
MD 210: I-495 to MD 228
Page Three

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Concurrence:

State Historic Preservation Office

Date

BMG:KH:lc

Attachments:

- I: MIHP Form Addendum (10. Geographic Data with Boundary Illustrations)
- II: Illustrations of Palmer/Livingston Road Options A, B, C, and D for All Alternates and All Capacity Options

cc: Ms. Heather Amick, PPD (w/Attachments)
Ms. Katry Harris, PPD
Dr. Charles Hall, PPD (w/ Attachments)
Ms. Gail Rothrock, Prince George's County Historic Preservation Commission
(w/Attachments)
Mr. Donald H. Sparklin, PPD
Ms. Patricia Williams, Prince George's Heritage, Inc. (w/Attachments)

VI-333



Maryland Department of Transportation
State Highway Administration

Parris N. Giendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

February 27, 2001

Re: Project No. PG 221A11
MD 210: I-495 to MD 228
Project Planning Study
Prince George's County, Maryland

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

Attached please find the final report entitled *Historic Structures Identification Study for MD 210: I-495 to MD 228, Prince George's County, Maryland* (Attachment I). The report was revised to address your comments provided in your letter of December 8, 2000. A large-format map illustrating the project area of potential effects (APE) and the identified resources is included in the report.

Also attached please find the final documentation forms for the resources identified (Attachment II). The forms are printed on acid-free paper and include original photographs in approved archival sleeves. The forms should be ready to be incorporated in the collections of the Office of Research, Survey and Registration.

As a reminder, we sent information regarding the boundary and impact assessment for Hovernales' Tastes East (PG: 80-25) in our letter of January 26, 2001. In that letter, we determined that the various project alternatives would have no adverse impact on the resource. We have not to date received your comments on this information, but the Maryland National Capital Park and Planning Commission (MNCPPC) has concurred with the findings presented in their letter of February 1, 2001 (see Appendix B of the report).

In your December letter, you stated that once you have received the revised report, including the impact determination for Hovernales' Tastes East, you would provide the State Highway Administration (SHA) with an effect determination for the project. A summary of our impact assessments is presented in the attached table (Attachment III).

My telephone number is _____

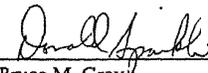
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Mr. J. Rodney Little
MD 210 Project
Page Two

At this time, we invite your effect determination for the entire project. As discussed with Ms. Beth Cole, we request your concurrence with our determination that no historical properties will be adversely affected by the proposed MD 210 project by March 16. Please call Ms. Katry Harris at 410-545-8698 (or at her Virginia Beach office at 757-463-8770) with questions.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

By: 
Bruce M. Grey
Deputy Division Chief
Project Planning Division

Concurrence:

State Historic Preservation Office

Date

Attachments:

- I: Report: *Historic Structures Identification Study for MD 210: I-495 to MD 228, Prince George's County, Maryland* (February 2001)
- II: Acid-free documentation forms for properties identified with original photographs in approved archival sleeves.
- III: Effect Table

cc: Ms. Heather Amick
Ms. Katry Harris
Dr. Charles Hall (w/ Attachments)
Mr. Joseph Kresslein
Mr. Donald H. Sparklin
Ms. Cynthia D. Simpson

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Effect Table

MD 210: I-495 to MD 228 Project

February 27, 2001

Resource Number	Resource Name	Type	Impact	SHPO Concur	Attachment	Remarks
PG: 80-1	Osbon Hill Manor	S	No Adverse		--	See letter in Appendix B
PG: 83-16	J.L. Lee Manning House	S	None		--	See letter in Appendix B
PG: 80-24	Board Creek Historic District	HD	No Adverse		--	See letter in Appendix B
PG: 80-25	Thvermales' Tastes Bar	S	No Adverse		--	See SHIA letter in Appendix B
Effect						NAB

Codes:
 Resource Type: S (Structure), A (Archaeological Site), HD (Historic District), NHL (National Historic Landmark)
 Impact: None, No Adverse, Adverse
 Effect: NPA (No Properties Affected), NAB (No Adverse Effect), AE (Adverse Effect)
 Bold rows indicate review action requested

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Attachment III



Maryland
Department of
Housing and
Community
Development

Division of Historical and
Cultural Programs

100 Community Place
Crownsville, Maryland 21032

0-514-7600
1-800-756-0119
Fax: 410-987-4071

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<http://www.dhcd.state.md.us>

Parrie N. Glendening
Governor

Raymond A. Skinner
Secretary

Marge Wolf
Deputy Secretary

February 27, 2001

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Mr. Bruce M. Grey
Assistant Division Chief
Project Planning Division
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

RE: Project No. PG221A11
MD 210: I-495 to MD 228, Project Planning Study
Oxon Hill, Prince George's County, Maryland (Section 106 Review - FHWA)

Dear Mr. Grey:

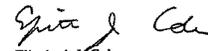
Thank you for your 26 January 2001 letter which the Maryland Historical Trust received on 31 January 2001 regarding the National Register boundary for Hovermale's Tastes Best, and the likely impacts as a result of the above-referenced project. Trust staff have reviewed the four options and below are our comments.

SHA has proposed a boundary for Hovermale's based on a site visit and the landscape buffer surrounding the building and its parking lot. Based on the information provided, the Trust concurs that this is an appropriate boundary. With regard to the four options, A, B, C, or D for the Livingston Road overpass, the Trust is able to concur that each will have *no adverse effect* on the historic property, provided that the following condition is met:

SHA will provide the Trust with a plan at 60% completion for final review and approval when a build alternative is chosen.

Thank you for providing us this opportunity to comment. Should you have any questions regarding the review of the project, please contact Ms. Anne Bruder (for structures) at 410-514-7636.

Sincerely,


Elizabeth J. Cole
Administrator
Project Review and Compliance

EJC/AEB
200100264

cc: Mr. Howard Berger, Prince George's County
Mr. Don Spaklin, SHA
Ms. Katry Harris, SHA

VI-336





Maryland Department of Transportation
State Highway Administration

March 9, 2001

Re: Project No. PG221A11
MD 210: 1-495 to MD 228 Project Planning Study
Prince George's County, Maryland

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

Introduction and Project Description

Since 1998, the Maryland State Highway Administration (SHA) has been coordinating with the Maryland Historical Trust (MHT) regarding a planning study considering improvements to traffic operations along the corridor of MD 210 extending from IS 495 to MD 228 in Prince George's County. Our most recent correspondence of February 27, 2001, included a submittal of the final report entitled **Historic Structures Identification Study for MD 210: 1-495 to MD 228, Prince George's County, Maryland**, and a request for your concurrence in our determination that no historic properties will be adversely affected by proposed project No. PG221A11. Since that time we have developed a wetland minimization alternative for the Swan Creek/Livingston Road intersection at the request of the Army Corps of Engineers. The purpose of this letter is to seek your agreement in our opinion that no cultural resources will be impacted as a result of Option E, and that no historic properties will be adversely affected by the undertaking as planned.

Option E proposes an interchange with a single lane outer ramp from MD 210 southbound to Livingston Road in the northwest quadrant on the west side of MD 210. Access to Swan Creek Road from MD 210 southbound would be achieved with an at grade right-in/right-out intersection improvement. On the east side of MD 210, a MD 210 northbound to Swan Creek Road outer ramp and a loop ramp from Swan Creek Road to MD 210 northbound is proposed in the southeast quadrant. A Livingston Road crossing over MD 210 to the north of the existing intersection requires one lane eastbound and westbound with a center turn lane. The existing service road in the northeast quadrant would be relocated east of its current location. A Swan Creek Road to Livingston Road connector, behind the Old Forte Village Shopping Center, is also proposed. The benefit of this option is the elimination of any roadway movements in the environmentally sensitive southwest quadrant.

Piscataway Quad
Archie: 1A BC 3/11/01

F
SHA
EJC/AEB
Parris N. Glendening
Governor
John D. Forcari
Secretary
Parker F. Williams
Administrator

Mr. J. Rodney Little
MD 210: 1-495 to MD 228 Project Planning Study
Page 1 of 6

Project plans detailing wetland minimization Option E are included as Attachment I for your review.

Funding
Federal funds are anticipated for this project.

Area of Potential Effects (APE)
The expanded Area of Potential Effects (APE) for Option E is confined to the vicinity of the existing Swan Creek Road/Livingston Road intersection. It is defined to anticipate all direct and indirect construction, viewshed, and landuse impacts, and is indicated on the attached SHI-GIS *Piscataway, MD* quadrangle mapping (Attachment II).

Identification of Historic Properties
Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by proposed wetland minimization Option E for reconfiguration of the Swan Creek/Livingston Road intersection.

Architecture:
In March 1998, SHA submitted a draft **Historic Structures Identification Study for MD 210: 1-495 to MD 228**. Based on documentation requirements established at a Summer 1997 meeting with MHT staff, this study represented a thorough investigation into the history of the area with full survey for only a small percentage of the mid-twentieth century resources included in the APE. The remaining resources were documented with black and white photographs and Determination of Eligibility Forms (DOEs) briefly describing the structures. MHT responded on April 14, 1998, providing concurrence in determinations of eligibility on 35 properties. Of these, only the J.R. Manning House was determined National Register eligible.

SHA subsequently submitted a revised draft copy of **Historic Structures Identification Study for MD 210: 1-495 to MD 228** to accommodate an expansion of the APE which included Oxon Hill Manor (PG:80-24) and 11 newly identified structures in correspondence dated October 31, 2000. In addition we provided a Determination of Eligibility Form and photographs establishing that the parcel impacted by the MD 210 improvements within the National Register eligible Broad Creek Historic District (Parcel 180) is not contributing. We also provided impact assessments for Oxon Hill Manor (PG:80-24) (No Adverse Impact), the Broad Creek Historic District (PG:80-24) (No Adverse Impact), and the J.R. Manning House (PG:83-16) (No Impact). Your office concurred in a letter of December 8, 2000 that the newly identified resources, including Parcel 180, were not eligible, and that Oxon Hill Manor (PG:80-1), J.R. Manning House (PG:83-16), and the Broad Creek Historic District (PG:80-24) were eligible. Your letter also documented your reconsideration of Governor's Tastes Best (PG:80-25) as eligible to the National Register.

ECAN
REMOVED
1A FOR FILE
3/21/01
JES

My telephone number is
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2253 Statewide Toll Free
Mailing Address: P.O. Box 717 - Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street - Baltimore, Maryland 21202
410 209 5004
RECEIVED: 3/22/01 9:36 AM PPD
MAR-22-2001 (THU) 9:36 AM PPD

410 209 5004
RECEIVED: 3/22/01 9:37 AM PPD
MAR-22-2001 (THU) 9:37 AM PPD

VI-337

Mr. J. Rodney Little
MD 210: 1-495 to MD 228 Project Planning Study
Page Three

SHA provided boundary documentation and an impact assessment for Haverma's Tastes Best (PG:80-25) in correspondence dated January 26, 2001. You agreed that the property would not be adversely affected in your response of February 27, 2001, conditioned on our submita' of 60% plans of the build alternative for your review and comment. We submitted the final report entitled *Historic Structures Identification Study for MD 210: 1-495 to MD 228* in our letter of February 27, 2001 and requested your concurrence in our determination that no historic properties will be adversely affected by the undertaking.

The expanded APE, which encompasses the area at Swan Creek Road/Livingston Road, was included within the APE of our previous architectural studies for the MD 210 project (Attachment III). Two previously identified historic standing structures are located within the expanded APE. PG:80-34 and PG:80-38 were previously determined not eligible as documented in your letter of April 14, 1998. Consequently, no National Register eligible resources are located in or near the expanded APE.

Archeology:

A Phase I Archeological Identification Survey was conducted by Thunderbird Archeological Associates, Inc. for the project on behalf of SHA in January 2000. The survey encompassed an APE designed to accommodate worst case impacts from Alternatives 5 A, B, and C, and the two capacity options considered for each. The draft technical report was submitted for review and comment in our previous coordination correspondence dated September 12, 2000. At that time we iterated that archeological sites 18PR141, 18PR165, and 18PR297, would be avoided by the undertaking and fencing would be erected during construction to protect site 18PR141. We requested your concurrence that sites 18PR144 and 18PR590 are ineligible for inclusion on the National Register of Historic Places, and that there would be no impacts to National Register Eligible resources. SHA received your concurrence in your letter of October 16, 2000.

Our previous archeological investigations did not include actual fieldwork at the Swan Creek Road/Livingston Road intersection because that portion of the original APE was considered to have a low potential for significant archeological resources based upon prior disturbance from commercial development and previous road construction activities. An earlier archeological reconnaissance by Westler et al (1981) included a portion of MD 210 where it is crossed by Livingston Road within the APE with negative results. The expanded APE deviates little from that reviewed in 2000 with the exception of the addition of the access road around the Old Fort Village Shopping Center connecting Swan Creek Road and Livingston Road east of MD 210, and the access road adjacent to the US Postal Service Office.

The access road connecting Swan Creek Road and MD 210 follows the footprint of an existing gravel road and the edge of the Old Fort Village Shopping Center parking lot before turning west to occupy the intervening areas between the parking lots and the Fort Washington Hospital complex. This area has been disturbed by prior commercial construction. The access

Mr. J. Rodney Little
MD 210: 1-495 to MD 228 Project Planning Study
Page Four

road adjacent to the Post Office is planned in the intervening area between the complex's existing parking lot and a commercial office building. This area has also been disturbed by previous construction activities. Examination of selected historic maps (Mantua 1861, Hopkins 1878; USGS 1911) suggests that no structures were present near the intersection prior to 1911 when only one is indicated in the northwest quadrant of the intersection now occupied by the Old Fort Village Shopping Center. As this area has been destroyed by construction of the shopping center, it is not likely that any archeological resources associated with the historic map indicated structure location survive intact. Two architectural resources are located within the expanded APE east of MD 210. PG:80-38 at 1204 Rich Hill Road and PG: 80-34 at 12107 Livingston Road were determined ineligible in previous Section 106 consultation (MHI letter of April 14, 1998). Both structures were constructed in 1945, suggesting a relatively recent occupation history and consequent low potential for significant archeological resources.

The expanded APE is considered to have low archeological potential based on the results of previous survey coverage, prior disturbance, and absence of historic map indicated structure locations. Additionally, no further work is recommended at PG: 80-34 and PG: 80-38 owing to their late construction dates and consequent low archeological research potential.

Review Request

Please examine the attached maps and plans. We request your concurrence by March 23, that there will be no historic properties adversely affected by the proposed improvements to MD 210 extending from 1-495 to MD 228 in Prince George's County. By carbon copy, we invite the Broad Creek Historic District Local Advisory Committee, the Oxon Hill Manor Foundation, the National Park Service, and the Prince George's County Historic Preservation Commission to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR 800.2 (4) and (6), and 800.3 (f) for information regarding the identification and participation of consulting parties, and 800.4 and 800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by March 23, we will assume that these offices decline to participate. Please call Ms. Liz Buxton at 410-545-8698 with questions regarding standing structures for this project. Ms. Mary F. Barse can be reached at 410-545-2883 with concerns regarding archeology.

VI-338

Mr. J. Rodney Little
MD 210; 1-495 to MD 228 Project Planning Study
Page Five

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

CONDITIONS HEREON) by *Lucretia E. Paul*
FURTHER REVIEWED) *Lucretia E. Paul*
FOR NON-TRANSPORTATION TRAFFIC FIRST, RESULTS OF WHICH
Concurrence: *AC-2-3-2001*
Deputy Division Chief
Project Planning Division

J. J. [Signature]
State Historic Preservation Office

3/21/2001
Date

Attachments

- I: Project Plans
- II: SHA-GIS Cultural Resources Map showing APE
- III: USGS 7.5' Piscataway Quadrangle showing APE for Architectural Studies

- cc: Ms. Heather Amick, SHA-PPD (w/Attachments II and III)
- Ms. Mary Basse, SHA-PPD (w/Attachments II and III)
- Ms. Ingrid Britt, Oxon Hill Manor Foundation (w/Attachments I, II, and III)
- Ms. Liz Buxton, SHA-PPD (w/Attachments II, and III)
- Jr. Charles Hall, SHA-PPD
- Ms. Mary Huie, Federal Highway Administration (w/Attachments I, II, and III)
- Mr. Joseph R. Kresslein, SHA-PPD
- Mr. John Parsons, National Park Service (w/Attachments I, II, and III)
- Ms. Gail Rothrock, Prince George's County Historic Preservation Commission (w/Attachments I, II, and III)
- Ms. Carroll Savage, Broad Creek Historic District Local Advisory Committee (w/Attachments I, II, and III)
- Ms. Cynthia Simpson, SHA-PPD
- Mr. Donald Sparklin, SHA-PPD

VI-339

Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor



Robert L. Flaagan, Secretary
Nell J. Pedersen, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

March 8, 2004

Re: Project No. PG221A11
MD 210: I-95/I-495
(Capital Beltway) to MD 228
Prince George's County, MD
USGS Piscataway 7.5" Quadrangle

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

Introduction, Project History and Current Project Description

This letter serves to describe the State Highway Administration's (SHA) Selected Alternate 5A Modified, and to request the concurrence of the Maryland Historical Trust (MHT) in our finding that proposed Project No. PG221A11 would have no adverse effect on historic properties. In order to conclude consultation on project effects, SHA is also providing documentation regarding the identification and evaluation of historic properties within the Parker Berry Farm wetland mitigation site and the Tinkers Creek stream restoration area.

SHA has consulted with MHT regarding this planning study to improve traffic operations along a narrow corridor of MD 210, extending from I-495 to MD 228 in Prince George's County, since 1998. This multi-modal study addresses the increasingly severe and frequent traffic congestion along a ten mile long segment of MD 210, and provides engineering and environmental analysis of existing and projected transportation, safety, environmental, and aesthetic conditions. Three mainline alternates (Alternate 5A, 5B, 5C) with two types of capacity options each were developed to address the project objectives. The potential impact of these three alternates on historic properties has been coordinated in two previous letters to MHT dated January 26, 2001 and March 9, 2001. SHA received your concurrence in a no adverse effect determination for the undertaking on March 21, 2001.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street Baltimore, Maryland 21202 Phone: 410.545.0300 www.marylandroads.com

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SHA's letter of March 14, 2002 provided documentation on identification and evaluation efforts for standing structures at the Parker Berry Farm wetland mitigation site. MHT agreed that the Parker Berry Farm (PG: 81-B-13) was not eligible for listing in the National Register of Historic Places (NRHP) on April 9, 2002. No prior consultation has taken place with respect to the Tinkers Creek restoration site. SHA now seeks to resolve this project's outstanding compliance issues regarding identification and evaluation efforts for archeological resources at the Parker Berry Farm wetland mitigation site and for all historic properties at the Tinker's Creek Stream restoration area.

The location and limits of the project's mainline component and locations of wetland/restoration sites are depicted on **Attachment 1**. Project plans for Selected Alternate 5A Modified are provided as **Attachment 2**.

SHA Selected Alternate 5A Modified

Alternate 5A proposed to maintain the existing three through lanes on MD 210 in both the northbound and southbound directions with no High Occupancy Vehicle (HOV) Lanes, and to convert six at-grade intersections to grade-separated interchanges with some mainline MD 210 widening in the vicinity of the interchanges to provide acceleration and deceleration lanes. However, SHA modified Alternate 5A following the Public Hearing in response to comments. As a result, Alternative 5A Modified would provide six interchanges from Kerby Hill Road to Old Fort Road South, while maintaining the existing three through lanes in each direction (plus auxiliary lanes at the interchanges) with no HOV. The median would be widened to provide for the Alternative 5C (concurrent HOV) footprint in the vicinity of the interchanges so as to not preclude additional improvements in the future. Bridge abutments for the side road overpasses would be set consistent with the Alternative 5C footprint, but the mainline lanes would generally coincide with the existing roadway pavement, as feasible, between the interchanges. Where needed, the right-of-way would be preserved through the development review process for the potential additional lane or other improvements in each direction throughout. Designated bike lanes within the roadway, as well as sidewalks behind the curb, are included with all the proposed overpasses with SHA-Selected Alternate 5A Modified.

The individual intersection/interchange options comprising the SHA-Selected Alternate are summarized as follows:

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Location A -- Wilson Bridge Drive Option A consists of an at-grade intersection with no widening of MD 210, but closure of the median opening and removal of the traffic signal, allowing right-in, right-out movements only. Improvements would be made to the internal roadway network for the Brookside Condominiums and Wilson Towers Apartments to provide the full range of access to MD 210 at the Kerby Hill Road interchange (**Attachment 2, Figures SA-2 and SA-3**).

Location B -- Kerby Hill Road Option C consists of a grade-separation with interchange ramps in the northeast and southwest quadrants of Kerby Hill Road. On the west side of MD 210, the southbound exit ramp from MD 210 ties in to Kerby Hill Road opposite a two-way service road that serves the Brookside Park Condominium and Wilson Towers Apartment communities. A ramp to MD 210 southbound from existing Kerby Hill Road uses the existing access road alignment adjacent to the existing service station. East of MD 210, a loop ramp from northbound MD 210 to Relocated Kerby Hill Road and a ramp to MD 210 northbound from Relocated Kerby Hill Road are proposed. The proposed Relocated Kerby Hill Road requires two lanes in each direction through the interchange area, and is realigned to the north side of the existing roadway on the west side of MD 210 for better geometrics and maintenance of traffic (**See Attachment 2, Figure SA-3**).

Location C -- Palmer/Livingston Road Option E consists of a half-diamond interchange on the east side of MD 210, with single-lane ramps each in the northeast and southeast quadrants. In the southwest quadrant, a two-lane ramp from MD 210 southbound to Palmer/Livingston Road and a Palmer/Livingston Road to MD 210 southbound single lane ramp are proposed. The proposed Palmer/Livingston roadway alignment is skewed rather sharply in relation to MD 210 in order to tie the vertical grade into existing Livingston Road on the west side of MD 210 with as few business displacements as possible. The northwest quadrant contains a proposed access road to allow access to the existing businesses along Palmer/Livingston Road. The existing trail along Henson Creek would be reconstructed as necessary where the MD 210 bridge over the trail and Henson Creek is proposed to be widened, and a new trail connecting the above-described access road to the existing Henson Creek trail would be constructed (**Attachment 2, Figure SA-4**).

Location D -- Old Fort Road North Option C consists of a diamond interchange at Old Fort Road North. Old Fort Road North would be realigned to the south of the existing intersection and would be comprised of two lanes in each direction while crossing over MD 210. The existing service road in the northeast quadrant would be closed with traffic being diverted east to the Broadview Road intersection (**Attachment 2, Figure SA-5**). Commitments have been made to keep the profile of the northwest quadrant ramp as low as possible to maximize visibility between MD 210 and the Livingston Square Shopping Center.

Location E -- Fort Washington Road Option D consists of a ¼ diamond interchange with a relocated Fort Washington Road flyover north of the existing Tantallon Shopping Center. The existing access road east of MD 210 would flyover MD 210 and tie into existing Fort Washington Road west of MD 210 at the existing Livingston Road intersection. The existing Fort Washington Road then becomes a right in/right out only intersection at MD 210. Relocated Fort Washington Road would have one lane in each direction with left turn lanes at intersections (**See Attachment 2, Figure SA-6**).

Location F -- Swan Creek Road Option G is a variation of Option F, developed at the request of the US Army Corps of Engineers to minimize impacts to wetlands in the southwest intersection quadrant. Option G consists of a configuration to restore the continuity of Livingston Road across MD 210 via an overpass. Redundant exit ramps are proposed from northbound MD 210 to Livingston Road to maximize visibility and accessibility to the Old Fort Village Shopping Center and Fort Washington Hospital. Northbound Livingston road would remain connected to the existing parallel service road on the east side of MD 210. Exits would also be redundant off of southbound MD 210, with a new ramp to intersect Livingston Road in front of the Fort Washington Hospital and the retention of the existing right turn onto Swan Creek Road at the existing intersection location. A new road behind the Old Fort Village Shopping Center would maintain access to Livingston Road, on the west and east sides of MD 210, for Swan Creek Road traffic from the west (**See Attachment 2, Figure SA-7 and SA-8**).

Location G -- Old Fort Road South Option C consists of a standard diamond interchange with Old Fort Road South over MD 210. Location G is the southernmost of the grade-separated interchanges proposed with the SHA-Selected Alternate. Old Fort Road South is proposed to include two lanes in each direction in the interchange area. Since a service road is being eliminated by the ramp onto southbound MD 210, a new access road is proposed to serve residences in the southwest quadrant of the interchange (**Attachment 2, Figure SA-9**).

Location H -- Farmington Road Option A includes minor improvements to widen the eastbound and westbound approaches of the at-grade intersection. The westbound approach would be widened by one additional lane width to provide a deceleration lane for the ramp spur connecting to northbound MD 210 and separated through and left turn lanes at the MD 210 intersection. The eastbound approach would be widened by one additional lane width to allow an exclusive right turn lane onto southbound MD 210 (**Attachment 2, Figure SA-12**).

Location I -- MD 373 Option A includes lengthening the accel/decel lanes on the MD 210 approaches to the intersection. The westbound MD 373 approach to MD 210 is proposed to be widened by one lane width to provide a double left turn, a single thru and a right turn lane. The

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eastbound approach would remain as is with a single left turn and thru/right turn lane. MD 210 resurfacing is proposed throughout the intersection area (**Attachment 2, Figures SA-13 and SA-14**).

Proposed Mitigation Sites

Parker Farm Wetland Mitigation Site: Approximately seven acres of wetland creation, one acre of wetland restoration, and 16 acres of wetland preservation are proposed on the Parker Farm (**Attachment 1**), with an average cut of three feet to achieve a design elevation of 25 to 30 feet. Groundwater monitoring wells will be installed to determine appropriate design parameters, and existing wetlands in the area will be surveyed and shown on the final wetland mitigation design plans. The SHA proposes that 2.6 acres (2:1 replacement ratio) of the Parker Farm wetland creation be considered as mitigation for wetland impacts for the construction of Alternate 5A Modified. SHA desires to utilize the remaining available wetland mitigation credit at the Parker Farm for future highway projects.

Tinker's Creek Stream Mitigation Site: The SHA proposes the restoration of approximately 2,200 linear feet of Tinkers Creek along the Potomac Airfield as mitigation for the proposed stream impacts associated with Alternate 5A Modified (**Attachment 1**). SHA's project goals are to establish a stream channel that is connected to a forested floodplain with an adequate riparian buffer and to examine a range of potential planform changes to the stream channel including relocation. The adjacent airfield property would likely be used as the primary construction access and staging area for any restoration effort. Proposed restoration goals and measures include:

- Reconnecting the stream with its historic floodplain by grading the stream banks above the bankfull elevation and increasing the flood-prone width;
- Creating a natural channel planform by realigning portions of the stream to a more stable pattern;
- Enhancing the riparian buffer and strengthening and stabilizing the stream banks by installing riparian and streambank plantings;
- Stabilizing the storm drain outfall channel by realigning the outfall to direct the flow downstream and grading and stabilizing the banks around the channel; and providing fish passage (i.e., double wing deflector to narrow the channel, grade control to create backwater) over the exposed sanitary sewer line located at the downstream end of the project.

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Area of Potential Effects

The area of potential effects (APE) for the project includes a corridor along MD 210 that accommodates all direct and indirect impacts anticipated by road widening and interchange construction. While there are some extremely minor changes to the footprint at the intersection locations, the APE for SHA Selected Alternate 5A Modified essentially remains the same as that coordinated in previous consultation efforts. However, the APE no longer includes the MD 210/I-95/I-495 interchange at the northern end of the project. The APE also encompasses the two discontinuous mitigation sites at the Parker Berry Farm (**Attachment 3**) and Tinker's Creek (**Attachment 4**). The APE for the SHA Selected Alternate is delineated on the compilation of USGS topographic quadrangle maps for Anacostia, Mount Vernon, Piscataway, and Alexandria included as **Attachment 5**.

Identification Methods and Results

Potentially significant architectural and archeological resources were both researched with respect to changes in the project's design under Alternate 5A Modified, and incorporation of wetland mitigation and stream restoration into the project's scope.

Architecture:

SHA Architectural Historian Liz Buxton reviewed the proposed plans for the SHA Selected Alternate 5A Modified and the Tinker's Creek Stream Restoration Area, and consulted the SHA-GIS Cultural Resources Database, and SHA project files, historic maps and aerial photographs. The MHT concurred on April 9, 2002 that the Parker Berry Farm (PG: 81-B-13) is the only historic structure within the APE for the Parker Farm Wetland Mitigation Site, and that it is not eligible for the NRHP. Research indicated that the APE for the Tinker's Creek Stream Restoration Area contained no previously identified historic structures. The closest recorded historic property is Belleview (PG: 81-B1), which lies 2,500 feet to the northeast, well outside the APE. USGS topographic quadrangle map and aerial photography indicate no structures in the area except the PG Air Park, which is not older than 50 years. Consequently, there are no historic standing structures within the APE for the wetland mitigation/stream restoration sites.

In March 2001, SHA submitted a revised **Historic Structures Identification Study for MD 210: I-495 to MD 228**. The study identified 49 individual and district architectural resources in the project APE for the main line alternatives. Only four of these properties are considered eligible for, or listed on, the NRHP: Oxon Hill Manor (PG: 80-1), J.R. Lee Manning House (PG: 83-16), Broad Creek Historic District (PG: 80-24) and Hovermales' Tastes Best (PG: 80-25). The potential impacts of the project on these were presented by SHA in two previous letters to the MHT. The first letter, dated October 31, 2000, determined that the project will have no adverse impact on Oxon Hill Manor (PG: 80-1) and the Broad Creek Historic District (PG:

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80-24). It also determined that the project will have no impact on the J.R. Lee Manning House (PG: 83-16). The second letter, dated January 26, 2001, determined that the project would have no adverse impact on Hovermales' Tastes Best (PG: 80-25). The MHT concurred on March 9, 2001 that there would be no adverse impacts to historic properties conditioned on their review and approval of plans in the area of Hovermales Tastes Best at the 60% completion stage.

Under SHA Selected Alternate 5A Modified, the APE for historic standing structures along the main line has been slightly reduced and now excludes the access ramp from MD 210 to I-95/I-495. Although we indicated in previous correspondence that Oxen Hill Manor was located in the APF, we have since determined that the property lies outside the APE for Selected 5A Modified, as the access ramp from MD 210 to I-95/I-495 was incorporated into the Woodrow Wilson Bridge Project.

The SHA-Selected Alternate would require 0.29 acre of property acquisition within the Broad Creek Historic District for the Old Fort Road interchange. This area is located entirely within Parcel 189, a non-contributing element of the historic district. On December 8, 2000, MHT concurred with our finding that the parcel does not contribute to the significance of the Broad Creek Historic District. This parcel was incorrectly identified as parcel 180 in previous SHA/MHT correspondence but was corrected by MHT staff in the March 30, 2001 MHT concurrence. SHA will incorporate landscaping into the project's design to buffer the Broad Creek Historic District from the planned interchange. Once the project is in the final engineering phase SHA will develop a landscaping plan for review and approval by MHT and will coordinate with the Broad Creek Historic District Advisory Committee during development and implementation of the plan along Parcel 189. Conditioned on acceptance and implementation of the landscape plan, SHA believes that Selected Alternate 5A Modified would have no adverse impacts on the Broad Creek Historic District.

The SHA-Selected Alternate 5A Modified improvements associated with the Palmer/Livingston Road interchange would maintain access to Hovermales Tastes Best and permit its continued visibility from MD 210 and Livingston Road. A clearly marked new access road will be provided that will enable the continued use of the property. Because the visibility of the property and the use of the property will be maintained throughout the project, Alternate 5A Modified will have no adverse impact on Hovermales Tastes Best.

The J.R. Lee Manning House remains well removed from the proposed intersection improvements under Alternate 5A Modified, and will continue to accrue no impacts as a result of the undertaking.

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Archeology:

The Area of Potential Effects (APE) for archeology at the Parker Farm Wetland Mitigation Site contains approximately 18 acres (7.20 hectares) in which all ground disturbing activities will take place. While wetland creation and enhancement will require only eight acres to be undertaken primarily along the terraces and floodplain of Piscataway Creek and an adjacent tributary, other aspects of the project that may impact the adjacent uplands include construction of stormwater management and water quality ponds, equipment staging and storage areas, access roads, and stockpile areas. Areas where wetland preservation is proposed were not included in the APE as no impacts are anticipated from that component of the undertaking. Consequently, the APE for archeology was defined to include all anticipated direct and indirect impacts as indicated on **Attachment 3**.

SHA archeologist Mary Barse assessed the archeological potential of the project area through consultation of previous archeological studies, the SHA-GIS Cultural Resources Database, modern landuse mapping, and historic mapping, and a series of field visits in 2001 and 2002. Given the ecological setting of the project area, positive historic map review results, and the presence of historic standing structures, the APE was considered to have high archeological potential. Consequently, the archeological consulting firm of URS Corporation was contracted to conduct a Phase I Archeological Identification survey for the project.

Phase I archeological investigations within the APE resulted in the identification of Site 18PR622 and Site 18PR623. Subsequent Phase II evaluation of Locus 4 within Site 18PR622 was conducted and the Locus 4 component is recommended eligible for the NRHP. Locus 4 represents the remains of a Late Woodland or Contact Period hamlet, probably occupied by a single family. Features investigated during the evaluation include a refuse pit and a house structure. This is a highly significant archeological site as few Late Woodland sites have been investigated in the Potomac Valley. Its location in the middle reaches of Piscataway Creek upstream from the embayed portion of the drainage is unique in the existing regional archeological database, and corroborates the dispersed settlement pattern hypothesized for this time period from John Smith's (1608) map of the Chesapeake region. The site retains excellent preservation of organic materials, and patterns in the distribution of features and artifact deposits. Consequently, Locus 4 within Site 18PR622 contributes important information to our knowledge of Late Woodland settlement patterns, technology, and subsistence. Site 18PR623 is characterized as a chronologically and functionally non-diagnostic lithic scatter confined to the surface and plowzone of a cultivated field. It is recommended not eligible by virtue of its low information potential and disturbed context.

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Enclosed for your review and comment is one copy of the resulting draft technical report entitled **Phase I and Phase II Terrestrial Archeological Survey, Maryland Route 210 Wetland Mitigation at the Parker Berry Farm, Prince George's County, Maryland (Attachment 6)**. The report was prepared on behalf of SHA by URS Corporation. SHA has prepared Determination of Eligibility forms for the identified resources, and these are provided in **Attachment 7**.

The report has been reviewed by SHA and we believe it clearly conveys that sufficient work was conducted to identify the full range and number of archeological properties within the APE, and provides satisfactory documentation of the evaluation of each site's integrity, research value, and eligibility to the NRHP. We agree with the consultant's recommendation for avoidance, including a protective buffer. Overall, SHA is pleased with the report's presentation. We have a few minor comments included as **Attachment 8** that will be addressed along with yours in the forthcoming final report.

Attachment 9 depicts the size and location of Site 18PR622 based on the results of Phase II evaluation, with respect to the limits of disturbance (LOD) for wetland creation. Given the sensitive nature of the site, SHA instructed the consultant not to provide detailed mapping of the location within the technical report. SHA redesigned the wetland creation area to avoid the significant Late Woodland component of Site 18PR622, and to provide a 50 foot buffer around the site. In addition, SHA will further ensure avoidance by placing special provisions in the project's construction contract to erect temporary chain link fencing along the buffer, and language that prohibits any activity immediately adjacent to, or within, the fenced buffer. A qualified Archeologist will monitor construction during that period in which grading will take place adjacent to the buffer. Consequently, there will be no impacts to historic archeological properties eligible for listing in the NRHP.

The Area of Potential Effects (APE) at the Tinker's Creek Stream Restoration Area includes approximately 13.6 acres (5.5 hectares) in which all possible ground disturbing activities will take place. While stream restoration and enhancement will be undertaken primarily along the stream bed of Tinkers Creek, other aspects of the project that include equipment staging and storage areas, and access roads, may impact the adjacent well-drained floodplain margins and low terrace settings.

SHA Archeologist Henry Ward assessed the archeological potential of the project area through the SHA-GIS Cultural Resources Database, previous archeological studies, survey inventory information, modern land use mapping, and historic mapping, and a field visit in September 2003. Regional prehistoric occupation models suggest that stable floodplain

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landforms - such as that within the APE - would have represented an attractive location for prehistoric occupation. Given this, as well as the presence of artifacts observed on the ground surface during the field visit, SHA determined that Phase I archeological investigations were warranted and contracted with the archeological consulting firm of John Milner Associates, Inc., who conducted the work in October 2003.

The field survey included the excavation of one hundred and forty-seven (147) shovel test pits, excavated along systematic transects set at 20-meter intervals. The survey identified one prehistoric site (18PR653), and two prehistoric isolates (18PRX182 and 18PRX183). The Phase I testing indicated that 18PR653 represented an approximately 2,600 square meter site, oriented parallel and 50 meters to the northwest of Tinker's Creek. The site yielded 25 prehistoric artifacts from plowzone contexts; however, none represented temporally diagnostic forms. The site also yielded a sparse scatter of 20th century historic material. Given the limited artifact density and lack of diagnostics, the site was interpreted as a short-term, transient camp, of unknown cultural affiliation, with no evidence of intact cultural features or significant archaeological deposits. As a result, the site was concluded to have limited research potential and no further investigations were recommended.

Enclosed for your review and comment is one copy of the resulting draft technical report entitled **Phase I Archeological Investigations at the MD 210 Stream Restoration Project, Prince George's County, Maryland (Attachment 10)**. The report was prepared on behalf of SHA by John Milner Associates, Inc. SHA has prepared a Determination of Eligibility form for identified Site 18PR653, which we submit as **Attachment 11**.

The report has been reviewed by SHA and we believe it clearly conveys that sufficient work was conducted to identify the full range and number of archeological properties within the APE, and to support a recommendation for no additional archeological investigations. We will instruct the consultant to remove the Archeological Site Survey Form from the report; otherwise, SHA has no substantive comments.

In a letter of September 12, 2000 to the MHT, SHA recommended that the project APE for the original main line alternates with capacity options did not contain archeological resources of sufficient significance and integrity to fulfill the criteria for NRHP eligibility. This finding was based on the results of the **Phase Ib Intensive Archeological Identification Survey for the Widening of MD 210 (Indian Head Highway) and the Improvement of Nine Signalized Intersections, Extending from the Capital Beltway to MD 228, Prince George's County, Maryland**. MHT concurred with this determination and agreed that additional archaeological work was not warranted (MHT Letter of October 16, 2000).

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With respect to Alternate 5A Modified, SHA Archaeologist Henry Ward carefully compared the differences between the footprint of the new design elements to that of the previously studied mainline alternates. The current design plans indicate very minor alterations to the originally studied footprint in only three segments of the APE: I-95/I-495 to Livingston Road (**Attachment 12**); Old Fort Road North to Old Fort Road South (**Attachment 13**); and Farmington Road to MD 373 (**Attachment 14**).

Modifications to the project's design under Alternate 5A Modified in the segment between I-95/I-495 and Livingston Road include changes to four interchanges or access roads: 1) expansion of the access drive/parking lot to the Brookside Park Condominiums; 2) construction of new ramps to and from Kerby Hill Road on the south side of MD 210; 3) alterations to the existing access driveway into the River Point Apartments; 4) the addition of MD 210 off ramps onto Livingston Road; and 5) minor alterations to the MD 210 ramps to Palmer Road (**Attachment 2, Figures SA -2, SA-3 and SA- 4, Attachment 12**).

Design changes in the segment of MD 210 from Old Fort Road North to Old Fort Road South include: 1) the addition of a ramp from southbound MD 210 to Swan Creek Road (on the west side of MD 210); 2) realignment of the ramps from Livingston Road onto north and southbound MD 210 (east of MD 210); 3) minor grading along the MD 210 ramp onto east bound Livingston Road; and 4) the construction of a minor access road extending south from Old Fort Road South (**Attachment 2, Figure SA -8, Attachment 13**).

From Farmington Road to MD 373, the only alteration under Alternate 5A Modified is the inclusion of a minor (less than 500 square feet) Storm Water Retention Pond to be constructed in a wooded area in the northeast quadrant of the intersection of MD 210 and Farmington Road (**Attachment 14**). However, this new component of the APE was included in a previous Phase I survey (Gardner 1977), which failed to identify any archeological resources. As a result, this design alteration will not impact any archeological resources.

Using SHA-GIS resources, aerial photographs, historic maps, previous survey reports, and field visits, SHA concludes there is an absence of previously identified archeological sites within or adjacent to the APE for any of the design changes identified above. The closest archeological site (18PR144) is situated on the opposite side of MD 210, a minimum of 300 feet west of the APE. It was determined ineligible for the NRHP by MHT in October 2000. All of the areas associated with the design changes have low archeological potential, or have been surveyed previously with negative results, or have been subject to prior disturbance, and no additional archeological investigations are recommended.

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In conclusion, SHA maintains that the project as planned will have no adverse impacts on historic standing structures and no impact on archeological resources along the mainline of MD 210 or areas slated for wetland mitigation and stream mitigation. The SHA Selected Alternate 5A will have no adverse effect on NRHP eligible of listed historic properties as indicated in the attached Hybrid Eligibility and Effects Table included as **Attachment 15**.

Review Request

Please examine the attached maps, plans and the Eligibility/Effects Table. We request your concurrence by April 9, 2004 that Alternate 5A Modified would have no adverse effect on historic properties. By carbon copy, we invite the Broad Creek Historic District Local Advisory Committee, the Oxon Hill Manor Foundation, the National Park Service, Prince George's County Historic Preservation Commission, and Prince George's Heritage, Inc., to provide comments and participate in the Section 106 process. Pursuant to the requirement of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR 800.2 (c) (4) and (6), and 800.3 (f) for information regarding the identification and participation of consulting parties, and 800.4, and 800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust.) If no response is received by April 9, 2004, we will assume that these offices decline to participate. Please call Ms. Liz Buxton at 410-545-8698 with questions regarding standing structures for this project. Mr. Henry Ward may be reached at 410-545-5793 with concerns regarding archeology.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by: 
Bruce M. Grey
Deputy Division Chief
Project Planning Division

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- Attachments:
- 1) Project Location Maps
 - 2) Project Plans – Alternate 5A Modified
 - 3) APE Map for the Parker Farm Wetland Mitigation Site
 - 4) APE Map for the Tinker's Creek Stream Restoration Site
 - 5) APE Map and Architectural Resources on Mainline MD 210
 - 6) Archeological Report - Parker Farm Wetland Mitigation Site
 - 7) DOE Forms for Archeological Sites 18PR622 and 18PR6
 - 8) SHA Comments on Draft Archeological Report - Parker Farm Wetland Mitigation Site
 - 9) Map showing Extent and Location of Locus 4 in relation to the LOD
 - 10) Archeological Report – Tinker's Creek Stream Restoration Site
 - 11) DOE Form for Archeological Site 18PR653
 - 12) SHA – GIS Map of Project Segment - I-95/I-495 to Livingston Road
 - 13) SHA – GIS Map of Project Segment - Old Fort Road North to Old Fort Road South
 - 14) SHA – GIS Map of Project Segment - Farmington Road to MD 373
 - 15) Hybrid Eligibility/Effects Table

cc: Ms. Heather Amick, SHA-PPD (w/Attachments 1, 2, 15)
Ms. Mary F. Barse, SHA-PPD (w/Attachments 1, 15)
Ms. Ingrid Britt, Oxon Hill Manor Foundation (w/Attachments 1, 2, 15)
Ms. Liz Buxton, SHA-PPD
Ms. Susan Hinton, National Park Service (w/Attachments 1, 2, 15)
Mr. Dan Johnson, FHWA, (w/Attachments 1, 2, 15)
Mr. Joseph Kresslein, SHA-PPD
Ms. Gail Rothrock, Prince George's County Historic Preservation Commission (w/Attachments 1, 2, 15)
Ms. Carroll Savage, Broad Creek Historic District Local Advisory Committee (w/Attachments 1, 2, 15)
Ms. Cynthia D. Simpson, SHA - PPD
Mr. Donald H. Sparklin, SHA - PPD
Mr. Henry Ward, SHA-PPD
Mr. Patricia Williams, Prince George's Heritage, Inc., (w/Attachments 1, 2, 15)

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**Concurrence with the MD State Highway Administration's
Determination(s) of Eligibility and/or Effects**

Project Number: PG211A11 MHT Log No. 200400792
Project Name: MD 210: SHA Selected Alternate 5A Modified
County: Prince George's
Letter Date: March 8, 2004

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

Eligibility (as noted in the Eligibility Table [Attachment 15]):

Concur
 Do Not Concur

Effect (as noted in the Effects Table [Attachment 15]):

No Properties Affected
 No Adverse Effect
 Conditioned upon the following action(s) (see comments below)
 Adverse Effect

Agreement with FHWA's Section 4(f) criteria of temporary use (as detailed in the referenced letter, if applicable):

Agree

Comments:

MHT concurs with SHA's comments on the draft archeology reports.

By: [Signature] Date: 4-23-04
MD State Historic Preservation Office/
Maryland Historical Trust

Return by U.S. Mail or Facsimile to:
Mr. Bruce M. Grey, Deputy Division Chief, Project Planning Division,
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
Telephone: 410-543-8540 and Facsimile: 410-209-5004

VI-339G

VI-339H

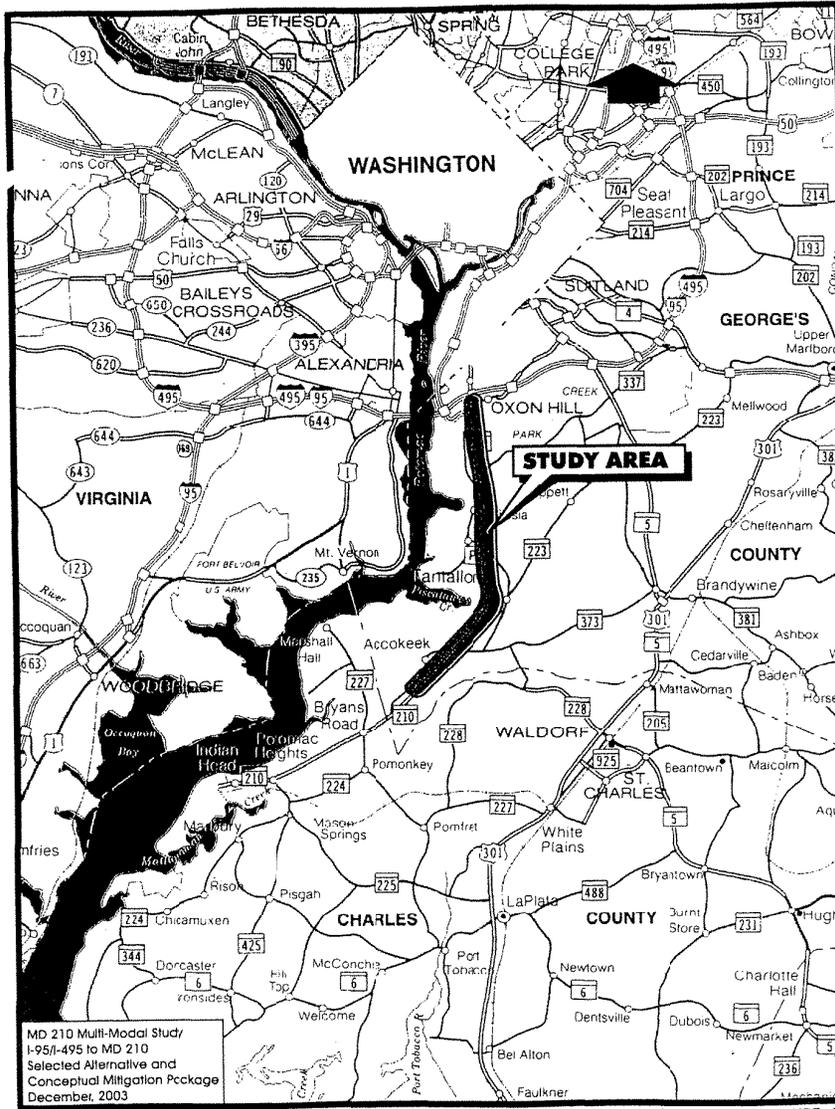
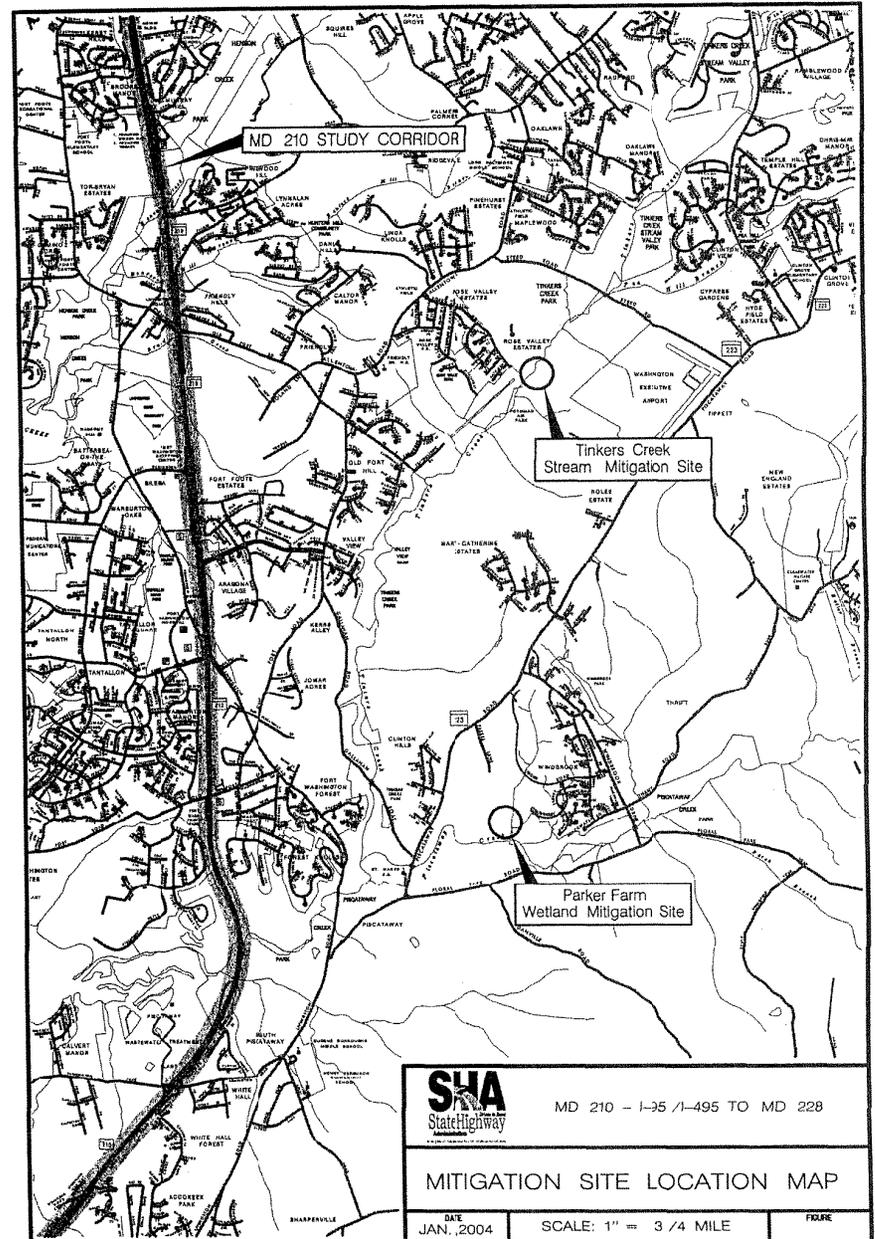


FIGURE 2



Hybrid Eligibility/Effects Table

Attachment 15

Project Name: MD 210: I-95/I-495 to MD 228

March 8, 2004

SHA Selected Alternate 5A modified							
Resource	Type	SHA NR Det.	SHPO Opinion	Impact	SHPO Concur	Attachment	Remarks
J.R. Lee Manning House (PG: 83-16)	S	NR	Concurred 12/08/ 2000	None	Requested 03/2004		
Broad Creek Historic District (PG: 80-24)	HD	NR	Concurred 12/08/2000	No Adverse	Requested 03/2004		Contingent on review and approval of landscape plan for Parcel 189
Hovermales' Tastes Best (PG: 80-25)	S	NR	Concurred 12/08/2000	No Adverse	Requested 03/2004		Contingent on 60% plan review by MHT
Oxon Hill Manor (PG: 80-1)	S	NRL	Concurred 12/08/2000	None	Requested 03/2004		No longer located within the APE of MD 210 project
18PR622 Locus 4	A	NR	Requested 03/2004	None	Requested 03/2004	6	Parker Farm Wetland Mitigation
18PR623	A	X	Requested 03/2004	None	Requested 03/2004	6	Parker Farm Wetland Mitigation
18PR653	A	X	Requested 03/2004	None	Requested 03/2004	10	Tinker's Creek Stream Restoration
Effect				NAE	Requested 03/2004		

Codes:

Resource Types: S (Structure), A (Archeological Site), HD (Historic District), NHL (National Historic Landmark)
 NR Determination: ND (Not Determined), X (Not Eligible), NR (Eligible), NRL (Listed), NHL (Landmark)
 SHPO Opinion: (B) designates opinion regarding boundary, Code following date signifies SHPO opinion
 Impact: None, No Adverse, Adverse
 Effect: NPA (No Properties Affected), NAE (No Adverse Effect), AE (Adverse Effect)
Bold rows indicate review action requested

VI-3391



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Department of Parks and Recreation
6600 Kenilworth Avenue Riverdale, Maryland 20737

November 25, 1997

Mr. Louis H. Ege, Jr., Deputy Director
Office of Planning and Preliminary Engineering
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

RE: Project No. PG211A11
MD 210: MD 228 to I-95/I-495



THE WILSON T. BALLARD CO.
BY _____

Dear Mr. Ege, Jr.,

This is in response to your letter October 27, 1997, in which you request information relating to Maryland State Highway Administration (SHA) Widening of MD 210. Staff have prepared information as requested in your letter. Please note that all of the park acreage owned by The Maryland-National Capital Park and Planning Commission (M-NCPPC) serves a current or future function of "significance". Park acreage is accumulated based on the requirements of the local populations; 2.5 acres/1000 for active recreational use and 7.5 acres/1000 for passive recreational, open space, flood plain protection, protection of stream valleys and historic preservation. Parks are identified in master plans which are adopted and approved through public hearings and official Prince George's County Council action. Funding for acquisition frequently utilizes State of Maryland Program Open Space (POS) funding.

The maps enclosed identify all parkland that may be impacted prior to, during and/or after this SHA reconstruction project by M-NCPPC's official name and numeric designation (highlighted in green) within approximately 2000' range of the MD 210 corridor located on the east and west (shown as a red line). These maps were copied from the State Wide Grid Maps produced by the State Highway Administration for the Maryland Department of Transportation, at 1" = 2000'.

STATUS: a. Southlawn Neighborhood Park/School, Tax Map 105, Grid A-1, Parcel A, 7.68
Unchanged Acres. This active recreation park includes a picnic area, picnic shelter, two tennis courts, a football/soccer field with a softball field overlay, play equipment and parking. Program Open Space (POS) funds were utilized for the development of this park.

Mr. Louis H. Ege, Jr.
November 25, 1997
Page Two

STATUS: b. Leyte Drive Neighborhood Playground, Tax Map 105, Grid A-3, Parcel B,
Unchanged 3.21 Acres. This tract is undeveloped and was not acquired with POS funds.

c. Henson Creek Stream Valley Park, Tax Map 105, Grid A-1 and A-2, multiple parcels. This section of the park is undeveloped except for a hiker/biker trail which follows the creek on both sides and crosses underneath Maryland Route 210. POS funds were utilized in the purchase of these parcels, except for Grid A-2, Parcel 84. POS funds were also used in the construction of the trail.

STATUS: d. Livingston Road Community Park, Tax Map 123, Grid A-2, Parcel 49, 45.43
Unchanged Acres. This undeveloped park is not contiguous with existing right-of-way for Maryland Route 210, but is in the immediate vicinity. This parcel was not Acquired using POS funds.

STATUS: e. Fort Washington Forest Neighborhood Park/School, Tax Map 142, Grid B-1,
Unchanged Parcel A, 19.12 Acres. This active recreation park includes, a picnic area, two tennis courts, a football/soccer field, a baseball diamond, play equipment, a basketball court and parking. This site was acquired using HUD funds. Conversion of this parcel would not require approval from HUD, but will follow Commission guidelines for conversion.

STATUS: f. Piscataway Creek Stream Valley Park, Tax Map 142, Grids B-1, B-2, B-3 and
Unchanged C-3, various parcels. This area of the park is currently undeveloped and the property was acquired using POS funds.

We do not record data for the frequency of park usage; however, the land associated with the stream valley parks is extensively utilized by hikers (on and off trails) and bikers (on trails). All of the active recreational components in our developed parks are also well used. Enclosed please find copies of the current master plans for Subregions V and V11. Additional information or questions may be directed to the area park planner, Marilyn Lewis, at 301-699-2574.

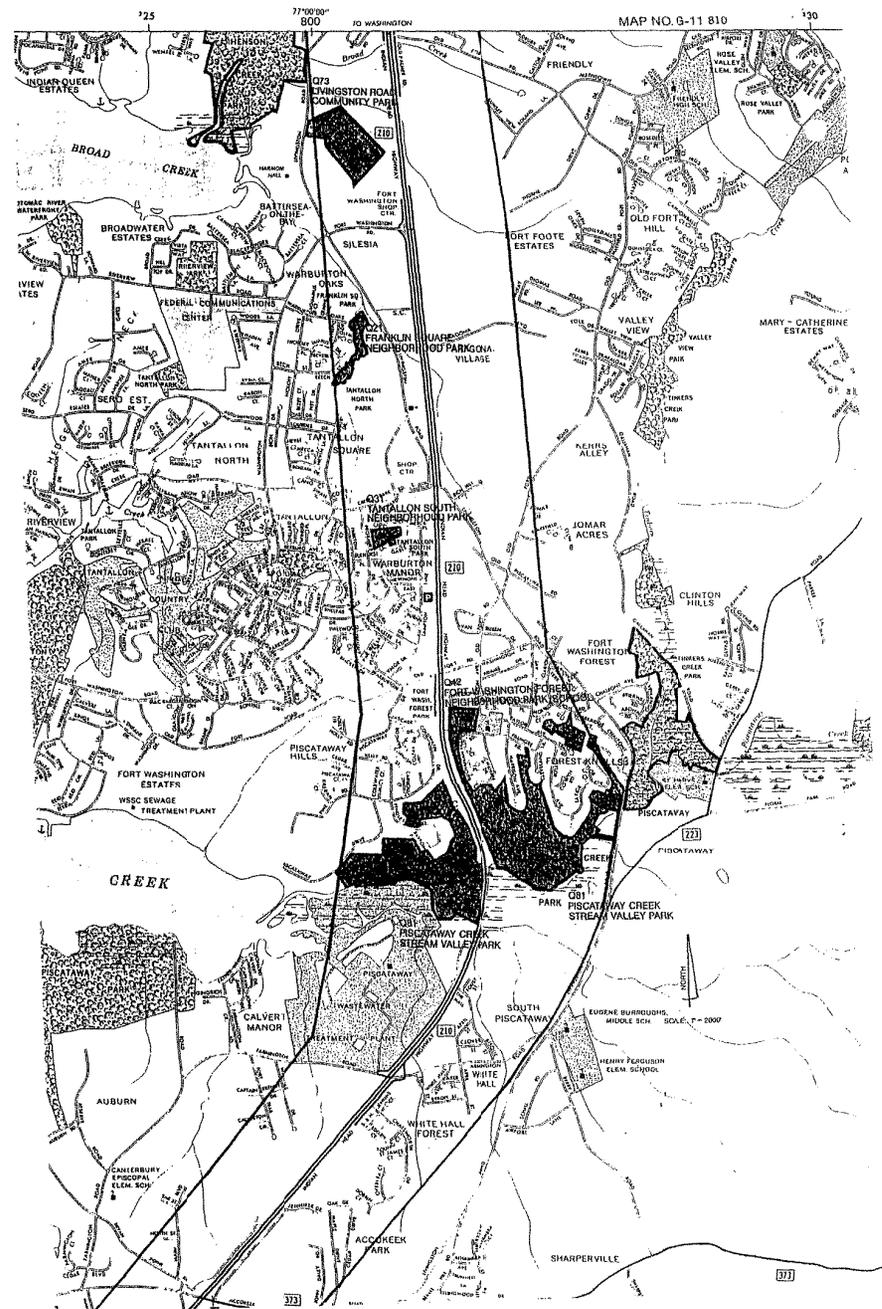
Sincerely,

Jacqueline S. Gilbert, Chief
Park Planning and Development Division

Enclosures

VI-340

VI-341





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
14741 Governor Oden Bowie Drive
Upper Marlboro, Maryland 20772
TDD: (301) 952-3796
(301) 442-3520

Mr. Bruce Grey
22 March 2001
Page 2

Thank you for the opportunity to comment on this project.

Sincerely,

Susan G. Pearl
Research/Architectural Historian
Planning and Preservation, Planning Department

22 March 2001

Mr. Bruce M. Grey
Deputy Division Chief, Project Planning
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

Project No. PG221A11

Dear Mr. Grey:

Your letter of 9 March 2001, addressed to Mr. J. Rodney Little of the Maryland Historical Trust regarding Project #PG221A11 (MD 210: I-495 to MD 228), has been referred to the Planning Department of the Maryland-National Capital Park and Planning Commission; it has been reviewed by staff of the Planning and Preservation Section which also serves as staff for the Prince George's County Historic Preservation Commission.

Staff concurs with the State Highway Administration regarding eligibility for listing in the National Register of Historic Places, and concurs also with the SHA that Oxon Hill Manor and the J. R. Lee Manning House will not suffer adverse impact. (We do wish to point out, however, that the inventory number for Oxon Hill Manor is PG#80-1; PG#80-24 is the number for the Broad Creek Historic District.)

Regarding Broad Creek Historic District Parcel 180 (across a small part of which the access ramp to MD 210 is proposed to be constructed), we would like to request landscaping to minimize the visual impact of that ramp upon the Broad Creek Historic District. While Parcel 180 is not a National Register eligible resource, it is located at the entrance to the Broad Creek Historic District and the ramp will have a significant visual impact upon this gateway. A naturalistic, rural-looking landscaping treatment would minimize this impact and allow us to concur with your finding that no historic properties would incur adverse impact from the proposed improvements at this intersection.

c: J. Rodney Little
MHT, 100 Community Place
Crownsville, MD 21032-2023

i:\historic\letters\106_SHA221A11

VI-342



Maryland Department of Transportation
State Highway Administration

Farris N. Glendening
Governor
John D. Porcari
Secretary
Farker F. Williams
Administrator

Ms. Susan G. Pearl
Page Two

October 3, 2001

Ms. Susan G. Pearl
Research/Architectural Historian
Maryland-National Capital
Park and Planning Commission
Planning and Preservation
Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro MD 20772

by: Bruce M. Grey
Bruce M. Grey
Deputy Division Chief
Project Planning Division

Dear Ms. Pearl:

Thank you for your letter regarding the MD 210 Multi-Modal Study in Prince George's County. The Maryland State Highway Administration (SHA) appreciates the Maryland-National Capital Park and Planning Commission's comments on the proposed project and would like to take this opportunity to address your comments. We apologize for the delay in responding.

- cc: Ms. Heather Amick, State Highway Administration
- Mr. Dennis M. Atkins, State Highway Administration
- Ms. Liz Buxton, State Highway Administration
- Mr. Bruce Grey, State Highway Administration
- Mr. Joseph Kresslein, State Highway Administration
- Mr. J. Rodney Little, Maryland Historical Trust
- Ms. Linda Mott, State Highway Administration
- Mr. Donald Sparklin, State Highway Administration

Up to 0.29 acre of Parcel 189, which is located within the Broad Creek Historic District, would be impacted by any of the build alternatives. The majority of Parcel 189 is forested and no woodland impacts would occur to this parcel as a result of any of the build alternatives. No retaining walls are proposed in this area.

Landscape treatments will be considered during the final design phase of the project. SHA will coordinate with your office during final design of the ramp to MD 210 to ensure that a visually unobtrusive entrance or gateway to the Broad Creek Historic District will be maintained.

Thank you again for your comments. If you have any further questions please feel free to call Dennis Atkins, the project manager at 410-545-8548, or Heather Amick, the environmental manager at 410-545-8526. Both can be reached toll free at 1-800-548-5026.

Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

My telephone number is _____

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free

Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

VI-343



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

RECEIVED

AUG 26 2003

THE WILSON T. BALLARD CO.
BY _____

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26 March 2002

Mr. Bruce M. Grey
Deputy Division Chief, Project Planning
State Highway Administration
P. O. Box 717
Baltimore, MD 21203-0717

Project No. #PG211A11

Dear Mr. Grey:

Your letter of 14 March 2002, addressed to Mr. J. Rodney Little of the Maryland Historical Trust regarding Project #PG211A11 (MD 210 wetland mitigation), has been referred to the Planning Department of the Maryland-National Capital Park and Planning Commission; it has been reviewed by staff of the Planning and Preservation Section which also serves as staff for the Prince George's County Historic Preservation Commission.

Staff concurs with the State Highway Administration regarding the ineligibility of the Parker Farm residence for listing in the National Register of Historic Places.

Thank you for the opportunity to comment on this project.

Sincerely,

Susan G. Pearl
Research/Architectural Historian, Planner/Coordinator
Planning and Preservation, Planning Department

cc: J. Rodney Little, MHT

i:\historic\106\2002\grey_parkerfarm.wpd



Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor

Robert L. Flanagan, Secretary
Neil J. Pedersen, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

January 6, 2004

Re: Project No. PG221A11
MD 210 Multi-Modal Study
From I-95/I-495 to MD 228
Prince George's County, Maryland

Mr. Charles Montrie
Maryland National Capital
Park and Planning Commission
Department of Parks and Recreation
Park Planning and Development Division
6600 Kenilworth Avenue
Riverdale MD 20737

Attn: Mr. Don Herring

Dear Mr. Montrie:

The Maryland State Highway Administration (SHA) is writing to request your concurrence that the mitigation measures proposed to offset impacts to the Henson Creek Stream Valley Park resulting from construction of the SHA-Selected Alternative, Alternative 5A Modified for improvements to MD 210 from I-95/495 to MD 228 in Prince George's County, Maryland (Attachment 1) are acceptable. The purpose of this project is to improve traffic operations and safety conditions along the segment of MD 210 from the Capital Beltway to MD 228. The need for this project is demonstrated by the peak hour delays and congestion that have become particularly prevalent at the 11 signalized intersections along this segment of MD 210 for through traffic and traffic accessing or crossing MD 210 from the side roads. The SHA is currently completing the Final Environmental Impact Statement (FEIS)/Section 4(f) Evaluation and will submit it to the Federal Highway Administration (FHWA) for approval in the Spring of 2004.

The SHA-Selected Alternative, Alternative 5A Modified, would provide six interchanges from Kerby Hill Road to Old Fort Road South, while maintaining the existing three through lanes in each direction (plus auxiliary lanes at the interchanges.) At-grade improvements for Farmington Road and MD 373 are also proposed. Attachment 2 depicts SHA-Selected Alternative 5A Modified.

Henson Creek Stream Valley Park is a publicly-owned public park under the jurisdiction of the Maryland-National Capital Park and Planning Commission (M-NCPPC) that will be impacted by SHA-Selected Alternative 5A Modified. Program Open Space funds were utilized in the purchase of several of the parcels that comprise the park and the construction of the Henson Creek Trail. Anticipated impacts to Henson Creek Stream Valley Park for construction of the proposed Palmer/Livingston Road - MD 210 northbound ramp and the proposed connection of the Henson Creek Stream Valley Park Hiker Biker Trail to MD 210 would require the acquisition of 0.20 acre of right of way as highlighted in the crosshatching on Attachment 3. Portions of the existing Henson Creek Trail will be temporarily impacted and reconstructed as highlighted in gray on Attachment 3. The temporary impacts to the trail will occur on SHA property. No additional environmental impacts are anticipated.

The measures proposed by the SHA to minimize harm and mitigate the permanent use of Henson Creek Stream Valley Park include the following:

- SHA will strive for a minimum of 10 feet vertical clearance between the Palmer/Livingston Road to MD 210 North interchange ramp and the trail.
- The reconstructed trail will be designed in consideration of the following:
 - Considerable amounts of silt have been deposited on the trail under the MD 210 Bridge. SHA will clear the silt during construction. In addition, during detailed design SHA will investigate the sediment transport ability of the channel and crossing through the channel reach where the bridge is located. The ultimate design will use this analysis to maximize the sediment transport of the crossing.
 - M-NCPPC requested that the trail be reconstructed above the elevation of the 2-year storm and that the vertical clearance between the MD 210 Bridge and the trail be increased if possible. SHA will investigate increasing the vertical clearance from the existing 8 feet while minimizing the siltation and ensuring proper drainage. (SHA recognizes that M-NCPPC prefers 12 to 14 feet of clearance with a preferred minimum of 10 feet.)
 - The existing Henson Creek trail is 8 feet wide. Reconstructed areas of the trail will be 10 feet wide wherever possible.
 - SHA will coordinate with M-NCPPC further regarding the design of the trail during the detailed design stage.
- SHA recognizes that the Henson Creek trail is known to be heavily used. Should trail closures be required during construction, SHA will coordinate with M-NCPPC regarding reopening the trail on weekends if possible. In addition, the SHA will coordinate with M-NCPPC regarding any necessary trail closures. SHA and their contractor will provide all signs and field notifications of trail closures.
- Any scuppers currently draining directly onto the trail will be diverted away from the trail.
- Sediment and erosion controls will be implemented prior to construction to minimize sediment runoff into park property and any streams within the vicinity of the park.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Center Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

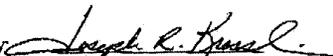
VI-345

Section 5-906, Subsection (e)(7) of the Natural Resources Article of the Annotated Code of Maryland states "Land acquired or developed under a State grant from Program Open Space may not be converted, without written approval of the Secretary of the Department of Natural Resources and the Secretary of the Department of State Planning, from outdoor public recreation or open space use to any other use. Any conversion in land use may be approved only after the local governing body replaces the land with land of at least equivalent area and of equal recreation or open space value." In 1988, with the coordination of the Maryland Department of Natural Resources (DNR) and the Maryland Department of Planning (MDP), the SHA established a 13.65 acre land bank with the M-NCPPC against which future Program Open Space acquisitions by the SHA can be credited (Attachment 4). The land is currently used by M-NCPPC for the Glenn Dale Community Center. As discussed with M-NCPPC staff on October 3, SHA will coordinate with M-NCPPC in final design to ascertain the amount of acreage to subtract from the bank that will be equal to or greater than the appraised monetary value of the land impacted at Henson Creek Stream Valley Park.

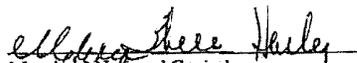
Based on the preceding information, we ask that you indicate your concurrence with the proposed minimization and mitigation measures as jurisdictional agency official for Henson Creek Stream Valley Park on the signature line below. Should you have any questions or concerns regarding the proposed permanent use of Henson Creek Stream Valley Park property or the proposed mitigation measures outlined above, please contact Ms. Heather Amick at 410-545-8526 or hamick@sha.state.md.us.

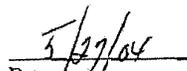
Very truly yours,

Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

by 
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

CONCURRENCE:


Elizabeth Anne Harley
Maryland National Capital
Park and Planning Commission


Date 5/29/04

Attachments

cc: Ms. Heather Amick, SHA-PPD (w/Attachments)
Ms. Patricia Greenc, SHA-PPD
Mr. Joe R. Kresslein, SHA-PPD (w/Attachments)
Mr. Mark Lotz, WTB (w/Attachments)
Mr. Dick Ravenscroft, SHA-D3 R/W (w/Attachments)
Ms. Chisa Winstead, SHA-PPD (w/Attachments)



RECEIVED
AUG 26 2003

THE WILSON T. BALLARD CO.
BY _____

Robert L. Ehrlich, Jr.
Governor

Maryland Department of Natural Resources
Environmental Review
Tawes State Office Building
580 Taylor Avenue
Annapolis, Maryland 21401

C. Ronald Franks
Secretary

Michael S. Steele
Lt. Governor

W. P. Jensen
Deputy Secretary

February 5, 2003

Mr. Joseph R. Kresslein
State Highway Administration
P.O. Box 717
Baltimore MD 21203-0717

Dear Mr. Kresslein:

This letter is in response to your letter of request, dated January 29, 2003, for information on the presence of finfish species in the vicinity of State Highway Administration's proposed wetland and stream mitigation studies for impacts that would result from the proposed MD 210 Multi-Modal Study in Prince George's County (Project No. PG221A11).

The proposed stream mitigation study area is in the Tinkers Creek drainage. The proposed wetland mitigation study area is within the Piscataway Creek drainage area. Both Tinkers Creek and Piscataway Creek and all their tributaries (Washington Metro Drainage Area) are classified as Use I streams (Water Contact Recreation, Protection of Aquatic Life). Generally, no instream work is permitted in Use I streams during the period of March 1 through June 15, inclusive, during any year.

Our Fisheries Service has documented the spawning activities of anadromous fish species in both Tinkers Creek and Piscataway Creek (herring and white perch). Additionally, Table V-2 (attached) list fish species documented by our Fisheries Service within the Washington Metropolitan Area Basin. Many of these species could be found near your project sites. All of these fish species should be adequately protected by the Use I instream work prohibition period, sediment and erosion control methods, and other Best Management Practices typically used for protection of stream resources.

If you have any questions concerning these comments, you may contact me at 410-260-8331.

Sincerely,

Ray C. Dintaman, Jr., Director
Environmental Review Unit

RCD
Attachment

Table V-2. Fish Species Collected in the Washington Metropolitan Area Basin, 1974 through 1984. (New species collected in 1980 to 1984 study designated by *.)

Salmonidae	<u>Salvelinus fontinalis</u> (Mitchill)
Brook trout	<u>Salmo trutta</u> Linnaeus
Brown trout	<u>Salmo gairdneri</u> Richardson
Rainbow trout	
Cyprinidae	
Stoneroller	<u>Campostoma anomalum</u> (Rafinesque)
Blacknose dace	<u>Rhinichthys atratulus</u> (Hermann)
Longnose dace	<u>Rhinichthys cataractae</u> (Valenciennes)
Cutlips minnow	<u>Exoglossum maxillingua</u> (Lasueur)
Creek chub	<u>Semotilus atromaculatus</u> (Mitchill)
River chub	<u>Nocomis micropogon</u> (Cope)
Fallfish	<u>Semotilus corporalis</u> (Mitchill)
Rosyside dace	<u>Clinostomus funduloides</u> Girard
Common shiner	<u>Notropis cornutus</u> (Mitchill)
Bluntnose minnow	<u>Pimephales notatus</u> (Rafinesque)
Golden shiner	<u>Notemigonus crysoleucas</u> (Mitchill)
Spotfin shiner	<u>Notropis spilopterus</u> (Cope)
Spottail shiner	<u>Notropis hudsonius</u> (Clinton)
Silverjaw minnow	<u>Ericymba buccata</u> Cope
Swallowtail shiner	<u>Notropis procerus</u> (Cope)
Satinfin shiner	<u>Notropis analostanus</u> (Mitchill) *
Catostomidae	
Northern hogsucker	<u>Hypentelium nigricans</u> (Lesueur)
White sucker	<u>Catostonus commersoni</u> (Lacepede)
Creek chubsucker	<u>Erimyzon oblongus</u> (Mitchill) *
Ictaluridae	
Margined madtom	<u>Noturus insignis</u> (Richardson)
Brown bullhead	<u>Ictalurus nebulosus</u> (Lesueur)
Yellow bullhead	<u>Ictalurus natalis</u> (Lesueur) *
Cottidae	
Mottled sculpin	<u>Cottus bairdi</u> Girard
Percidae	
Tessellated darter	<u>Etheostoma oimstedi</u> Storer
Greenside darter	<u>Etheostoma blennioides</u> Rafinesque
Fantail darter	<u>Etheostoma flabellare</u> Rafinesque
Centrarchidae	
Bluegill sunfish	<u>Lepomis macrochirus</u> (Rafinesque)
Smallmouth bass	<u>Micropterus dolomieu</u> Lacepede
Largemouth bass	<u>Micropterus salmoides</u> (Lacepede)
Greenside sunfish	<u>Lepomis cyanellus</u> Rafinesque
Pumpkinseed sunfish	<u>Lepomis gibbosus</u> (Linnaeus)
Red breasted sunfish	<u>Lepomis auritis</u> (Linnaeus)
Rock bass	<u>Ambloplites rupestris</u> (Rafinesque)
Anguillidae	
American eel	<u>Anguilla rostrata</u> (Lesueur)



RECEIVED
AUG 25 2003

THE WILSON T. BALLARD CO.
BY _____

Robert L. Ehrlich, Jr.
Governor

Michael S. Steele
Lt. Governor

Maryland Department of Natural Resources

Tawes State Office Building
580 Taylor Avenue
Annapolis, Maryland 21401

C. Ronald Franks
Secretary

W. F. Jansen
Deputy Secretary

March 10, 2003.

Ms. Cynthia D. Simpson
Maryland Department of Transportation
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

RE: Environmental Review for Project No. PG221A11, MD 210 Multi-Modal Study, Mitigation Impacts at Two Sites, Prince George's County, Maryland.

Dear Ms. Simpson:

For both sites, the Wildlife and Heritage Service has no records for Federal or State rare, threatened or endangered plants or animals within this project site. This statement should not be interpreted as meaning that no rare, threatened or endangered species are present. Such species could be present but have not been documented because an adequate survey has not been conducted or because survey results have not been reported to us.

However, for the site along Tinkers Creek, the forested area on the project site contains Forest Interior Dwelling Bird habitat. Populations of many Forest Interior Dwelling Bird species (FIDS) are declining in Maryland and throughout the eastern United States. The conservation of this habitat is strongly encouraged by the Department of Natural Resources. The following guidelines will help minimize the project's impacts on FIDS and other native forest plants and wildlife:

1. Concentrate development to nonforested areas.
2. If forest loss or disturbance is absolutely unavoidable, concentrate or restrict development to the perimeter of the forest (i.e., within 300 feet of the existing forest edge), particularly in narrow peninsulas of upland forest less than 300 feet wide.
3. Limit forest removal to the "footprint" of houses and to that which is absolutely necessary for the placement of roads and driveways.

TTY via Maryland Relay: 711 (within MD) (800) 735-2258 (Out of State)
Toll Free in MD#: 1-877-620-8DNR ext. _____

Page 2
March 10, 2003

4. Wherever possible, minimize the number and length of driveways and roads.
5. Roads and driveways should be as narrow and short as possible; preferably less than 25 feet and 15 feet, respectively.
6. Maintain forest canopy closure over roads and driveways.
7. Maintain forest habitat up to the edges of roads and driveways; do not create or maintain mowed grassy berms.
8. Maintain or create wildlife corridors.
9. Do not remove or disturb forest habitat during May-August, the breeding season for most FIDS. This seasonal restriction may be expanded to February-August if certain early nesting FIDS (e.g., Barred Owl) are present.
10. Afforestation efforts should target (1) riparian or streamside areas that lack woody vegetation, (2) forested riparian areas less than 300 feet, and (3) gaps or peninsulas of nonforested habitat within or adjacent to existing FIDS habitat.

For further technical assistance regarding conservation of FIDS habitat, please contact Katharine McCarthy of the Wildlife and Heritage Service at (410) 260-8569 or at the above address.

Sincerely,

Lori A. Byrne,
Environmental Review Specialist,
Wildlife and Heritage Service

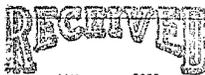
ER# 2003.0219.pg
Cc: R. Dintaman, DNR

VI-348



United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401



THE WILSON T. BALLARD CO.
BY _____

March 12, 2003

Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

ATTN: Mr. Joseph R. Kresslein

RE: *Project No. PG221A11, MD 210 Multi-Modal Study, Wetland and Stream Mitigation Studies, Prince George's County, MD*

Dear Ms. Simpson:

This responds to your letter, received February 3, 2003, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of the above referenced project area. We have reviewed the information you enclosed and are providing comments in accordance with Section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project impact area. Therefore, no biological assessment or further Section 7 consultation is required with the U.S. Fish and Wildlife Service. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. It does not address the Service's concerns pursuant to the Fish and Wildlife Coordination Act or other legislation. For information on the presence of other rare species, you should contact Ms. Lori Byrne of the Maryland Heritage and Wildlife Division at (410) 260-8573.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interest in these resources. If you have any questions or need further assistance, please contact Maricela Constantino at (410) 573-4542.

Sincerely,

Mary J. Ratnaswamy, Ph.D.
Program Supervisor, Threatened and Endangered Species

VI-349

4. MEETING MINUTES

MEETING MINUTES

ENVIRONMENTAL REVIEW AND REGULATORY AGENCIES		RESPONSE LOCATION (Section & Page #)
Director's Review Meeting Date: 5/30/02 (see page VI-352)	<ul style="list-style-type: none"> • Alternative 5A Modified was presented to the Director for review and suggestions prior to presentation to the Administrator. 	
Residential and Business Displacement Date: 6/30/02 (see page VI-355) 8/12/02 (see page VI-355)	<ul style="list-style-type: none"> • Meeting with potential residential and business displacements. 	
Focus Group Meetings Date: 5/24/01 (see page VI-358) 5/7/02 (see page VI-360) 9/12/02 (see page VI-362)	<ul style="list-style-type: none"> • Focus Group meetings #21, #22, and #23. 	
Team Meetings Date: 6/21/01 (see page VI-364) 4/25/02 (see page VI-367) 9/4/02 (see page VI-369) 5/28/03 (see page VI-371)	<ul style="list-style-type: none"> • Project updates. • Core team meeting with the Director of Planning concerning Swan Creek Interchange and WMATA bus service. 	
Bicycle/Pedestrian Meeting Date: 7/23/02 (see page VI-372)	<ul style="list-style-type: none"> • Meeting to discuss plans for pedestrian and bicycle access associated with the interchange and intersection improvements for MD 210. 	
Bridge Coordination Meeting Date: 5/7/02 (see page VI-374)	<ul style="list-style-type: none"> • Discuss progress of project and receive input about proposed structures. 	
Whitehall Baptist Church Date: 11/16/00 (see page VI-377)	<ul style="list-style-type: none"> • Meeting with Whitehall Baptist Church to update members on the progress and status of the project. 	

MEETING MINUTES

ENVIRONMENTAL REVIEW AND REGULATORY AGENCIES		RESPONSE LOCATION (Section & Page #)
Brookside Park Condominium Association Date: 3/4/03 (see page VI-378) 6/4/03 (see page VI-379)	<ul style="list-style-type: none"> Discussed the direct impacts from Alternative 5A Modified upon their community and received the associations concerns and suggestions for improvements to the current design. 	
Safeway Incorporated Meeting Date: 6/12/03 (see page VI-381)	<ul style="list-style-type: none"> Discussed Alternative 5A Modified, specifically the proposed Swan Creek interchange area, with the owner of the Olde Fort Village Shopping Center (Safeway Inc.). The owner shared his companies' concerns with the proposed design. 	
Greater Accokeek Civic Association Date: 4/26/00 (see page VI-383) 11/20/02 (see page VI-384)	<ul style="list-style-type: none"> Update community members on the progress and status of the project and to solicit comments. 	
Friends of Oxon Hill Date: 5/9/00 (see page VI-387)	<ul style="list-style-type: none"> Update community members on the progress and status of the project and to solicit comments. 	
Allentown Recreation Council Date: 1/23/01 (see page VI-388)	<ul style="list-style-type: none"> Update community members on the progress and status of the project and to solicit comments. 	
Washington Metropolitan Area Transit Authority (WMATA) Date: 4/28/03 (see page VI-389)	<ul style="list-style-type: none"> Update WMATA on the status of the study, discuss transit-related issues, the Preferred Alternative and the remaining steps. 	
Administrators Review Date: 6/26/03 (see page VI-390) 7/2/03 (see page VI-393) 9/3/02 (see page VI-397)	<ul style="list-style-type: none"> Administrator agreed with team's recommendation to identify Alternative 5A Modified as SHA's Preferred Alternative. Memorandum detailing team members' comments and responses from the Administration Review meeting as well as follow-up activities since July 2002. 	



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

MD 210 Recommendation Meeting
Page Two

MEMORANDUM

TO: Mr. Douglas H. Simmons, Director
Office of Planning and
Preliminary Engineering

FROM: Cynthia D. Simpson *CD*
Deputy Director
Office of Planning and
Preliminary Engineering

DATE: July 1, 2002

SUBJECT: MD 210: I-95/I-495 to MD 228
Minutes of Director's Review Meeting and
Team Recommendation Summary

A meeting was held on May 30, 2002 at 9:00 a.m. to make a team recommendation for the MD 210 Project Planning Study. Attached is the agenda from the meeting. The following individuals were in attendance:

Dennis M. Atkins	SHA - PPD
Bob Eoot	SHA - PPD
Anne Elrays	SHA - Environmental Programs
Mary Huie	FHWA
Keith Kucharek	SHA - HDD
Mark Lotz	The Wilson T. Ballard Co.
Kirk McClelland	SHA - OHD
Harvey Muller	SHA - RIPD
Neil Pedersen	SHA - Deputy Administrator
Bob Sanders	SHA - PPD
Ken Schmidt	Mahan Rykiel Associates
Doug Simmons	SHA - Director OPPE
Matt Storck	SHA - District #3
Chanel Torsell	SHA - PPD

Since the June 2001 Public Hearing, SHA has been actively working to develop an alternative that addresses both the purpose and need of the project, as well as the citizen comments and input received since the hearing. As a result, the study team has developed Alternative 5A Modified.

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Mailing Address: P.O. Box 717 • Baltimore, MD 21203-0717

Based on the considerable public support demonstrated throughout the study for the removal of signals and provision of grade separations on MD 210, Alternative 5A Modified is being considered only at the Option 2 capacity level -- with interchanges at the Kerby Hill Road/Livingston Road, Livingston Road/Palmer Road, Old Fort Road North, Fort Washington Road, Swan Creek Road/Livingston Road and Old Fort Road South locations. The existing MD 210 median openings would be closed at Wilson Bridge Drive and all unsignalized existing median break locations, leaving each of these locations right-turn in, right-turn out access only.

Alternative 5A Modified would not include High Occupancy Vehicle (HOV) lanes on MD 210 (or side roads) or widening of MD 210, other than that necessary in the immediate vicinity of an intersection location, to support a given intersection improvement option (e.g., acceleration lanes, turn lanes, etc). At the intersections, the right-of-way limits of the MD 210 footprint would not preclude any future improvements to the roadway. Maximizing the size of the bridge structures now would alleviate additional future costs and impacts. Any future widening of MD 210, beyond the current three through lanes in each direction, with auxiliary lanes to facilitate interchange operations, would require a separate Project Planning study and analysis under the provisions of the National Environmental Policy Act.

The study team has closely coordinated with several internal groups to refine the interchange designs at each of the areas. By reviewing the concepts with Highway Design, Bridge Design and Bridge Hydraulics, the interchange designs have been refined to best incorporate all concerns.

The Focus Group Meeting that was held on May 7th went well. There was an overall positive response from the members concerning the concept of Alternative 5A Modified and the modifications to the interchanges made since the Public Hearing. Two issues that were discussed that need to be resolved are an acceleration lane at the right turn connection of the NB service road from the River View Apartments, and the accessibility/visibility impacts to Old Forte Village Shopping Center resulting from the Swan Creek Interchange. The study team will schedule a meeting with the local businesses along the entire project, to review the new/revised interchange concepts.

Bike use along mainline MD 210 would be allowed on the shoulder, however, SHA is encouraging Prince George's County to sign their proposed alternate bike route since it will eventually be difficult to bike on MD 210. Neil suggested that alternative bike routes should be identified for the Administrator's meeting.

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The overall unresolved issue related to the need for noise abatement for the project was also discussed. Neil Pedersen asked that the team provide a color coded visual for the Administrator's presentation with the noise barriers shown in three distinct categories: those directly adjacent to the areas of improvement, the additional barrier length required to protect the entire community adjacent to the areas of improvement and those barriers in between the interchanges. This will aid in the Administrator's decision regarding the spectrum of noise mitigation possibilities. Mark Lotz indicated that \$40 million in noise barriers is included in the current cost estimates for Alternative 5A Modified. Neil requested cost summaries for Parker of each type of noise barrier, as well as other potential add-ons, such as a pedestrian overpasses/bus pull-outs. He also wants to make sure that the final document includes worst case right-of-way takes for the ultimate mainline widening, including pedestrian overpasses, bus pull-outs, etc.

Other general comments included:

- Neil indicated that MD 210 probably has great opportunity for stream restoration because of the amount of man's alterations over the years.
- Dennis summarized the work completed through FPD and with the agencies regarding stream mitigation strategies. He indicated that additional field studies would be conducted this summer through the team's Environmental Manager Heather Amick.
- Neil also requested renderings for the Administrator's Review, some of which have already been developed. Neil asked whether a physical barrier between the mainline and bus shelter/bus pull-out would be assumed, and suggested that curbing may be appropriate

Details of the specific interchange designs for Alternative 5A Modified were then reviewed.

Wilson Bridge Drive – Option A

An at-grade intersection improvement is proposed with right-in/right-out turn movements. Neil asked that the team confirm that the Woodrow Wilson Bridge's project for the Oxon Hill ramps can accommodate the potential MD 210 median HOV or general use widening in the future. (A subsequent review of Oxon Hill Road interchange plans confirmed this compatibility.) The transit issue with this area is still unresolved, and Neil would like the team to do as much as possible to resolve it before the Administrator's Selection Meeting. Pedestrian bridges at possibly three locations would be considered as options to be put into the final document.

Additional coordination with the Maryland Mass Transit Administration has occurred since the team recommendation meeting. The notion of a circulator bus service for this area will be discussed with Prince George's County before the meeting with the Administrator.

Livingston Road / Kerby Hill Road – Option C

A grade-separated interchange is proposed with ramps in the northwest and southwest quadrants of the crossroad. On the west side of MD 210, a MD 210 southbound to Kerby Hill Road ramp would tie into a two-way service road, which would then intersect with Relocated Kerby Hill Road.

The team members from bridge have indicated that the team should investigate an additional stream relocation for Carey Branch in the southwest quadrant of this interchange. This would be in lieu of placing a retaining wall along the acceleration lane from the service road to southbound MD 210. Although not discussed specifically at this meeting, the Bridge Hydraulics Division has recommended that a preliminary hydraulic study be completed for Carey Branch. This study will be completed during Stage III of Project Planning concurrent with the preparation of the Final Environmental Impact Statement (FEIS).

Palmer Road / Livingston Road – Option E

A ½ diamond interchange is proposed on the east side of MD 210, with ramps in the northeast and southeast quadrants. On the west side of MD 210, in the southwest quadrant, a two-lane ramp from MD 210 southbound to Palmer/Livingston Road and a Palmer/Livingston Road to MD 210 southbound single lane ramp are proposed. An access road with retaining walls is currently proposed in front of the existing businesses along Livingston Road. Coordination and further study is required to reduce the height or eliminate the proposed retaining wall adjacent to the golf driving range, without acquiring the range.

A bridge team member had suggested making the bridge over Henson Creek wider, to accommodate an additional lane that could then be used as a ramp connection into Palmer/Livingston Road. This movement would replace the loop ramp in the southwest quadrant. The team presented this issue to Neil, but indicated that this concept would not be pursued because it would preclude a potential future service road that may connect into the area from the north. This service road would be constructed by others.

Although not discussed specifically at this meeting, the Bridge Hydraulics Division has recommended that a preliminary hydraulic study be completed for Henson Creek. This study will be completed during Stage III of Project Planning concurrent with the preparation of the FEIS.

At the recent focus group meeting, a suggestion was made to provide a pedestrian/bike connection from the northwest quadrant of the intersection to the trail on the north side of Henson Creek. This connection will be shown at the Administrator's meeting. In addition, a smaller task force from the focus group and study team will be looking at similar additional connections throughout the corridor.

Old Fort North Road North – Option C

A diamond interchange is proposed at Old Fort Road North. A realigned Old Fort Road North to the south of the existing intersection would be comprised of two lanes in each direction crossing over MD 210. The existing service road in the northeast quadrant would be closed with traffic being diverted east to the Broadview Road intersection at Old Fort Road North. Mark Lot 2 discussed the pros and cons of trying to avoid the residential displacements on the east side of the road. Ultimately, the team decided that it would be better to take those homes than accrue additional impacts in the northeast quadrant or construct massive retaining walls on the east side of MD 210.

Fort Washington Road – Option D

A ¾ diamond interchange is proposed with ramps in the northeast, northwest and southeast quadrants. The design would also require a relocated Fort Washington Road fly-over north of the existing Tantallon Shopping Center. The existing access road east of MD 210 would fly-over MD 210 and tie into existing Fort Washington Road west of MD 210, at the existing Livingston Road intersection. The existing Fort Washington Road would become a right in/right out only intersection at MD 210. Relocated Fort Washington Road would have one lane in each direction, with left turn lanes where required.

Retaining walls were used on the east side of MD 210, to help minimize impacts to adjacent streams. Additional environmental studies during Stage III will be required to further address stream impacts.

Livingston Road / Swan Creek Road

An interchange with a single lane outer ramp from MD 210 southbound to Livingston Road in the northwest quadrant on the west side of MD 210 is proposed. Access to Swan Creek Road from MD 210 southbound would be achieved with an at-grade right in/right out intersection improvement. On the east side of MD 210, a MD 210 northbound to Swan Creek Road outer ramp and a loop ramp from Swan Creek Road to MD 210 northbound is proposed in the southeast quadrant. A Livingston Road crossing over MD 210, to the north of the existing intersection, would require one lane eastbound and westbound with a center turn lane.

Several options remain under consideration at this location pending, further coordination with the shopping center owner and the Travel Forecasting section.

Old Fort Road South – Option C

A diamond interchange with Old Fort Road South over MD 210 is proposed. The typical section for Old Fort Road South would allow for two lanes eastbound and westbound.

It was suggested to include the residence on the southwest side of MD 210 as an acquisition to provide more flexibility during construction.

Farmington Road – Option A

This option includes at-grade improvements. A single left turn, one through lane and a right turn lane eastbound and a left turn, one through lane and right turn lane westbound on Farmington Road are proposed.

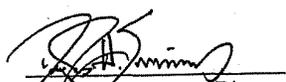
MD 373 – Option A

This option includes at-grade improvements. Lengthening the acceleration/deceleration lanes on MD 210 is proposed. The typical section for MD 373 would allow for a single left turn and a through/right lane eastbound and two left turn lanes, a single through and a right turn lane westbound.

Finally, Neil gave the team suggestions for the presentation to the Administrator. Neil asked the team to break the interchanges into a logical construction sequence with PE/ROW/Construction costs for each. We need to include logical mainline breakouts in this sequence.

The above is a summary of the meeting. We request your concurrence on the recommendations for the improvement of MD 210 from I-95/I-495 to north of MD 228, contained herein. These recommendations will be presented to the Administrator on July 2 from 9 am to 11 am in the Administrator's Conference Room.

Concurrence:


Douglas H. Simmons, Director
Office of Planning and
Preliminary Engineering

6/27/02
Date



**Maryland Department of Transportation
State Highway Administration**

Parris N. Glendening
Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Ms. Cynthia D. Simpson
MD 210 Multi-Modal Study
Potential Residential and Business Displacement Meetings
Page 2

MEMORANDUM

TO: Ms. Cynthia D. Simpson
Deputy Director
Office of Planning and
Preliminary Engineering

FROM: Dennis M. Atkins
Project Manager
Project Planning Division

DATE: September 10, 2002

SUBJECT: Contract Number PG221A11
MD 210 Multi-Modal Study
From I-95/I-495 to MD 228, Prince George's County

RE: July 30, 2002 & August 12, 2002
MD 210 Residential & Business Displacement Meetings
Meeting Summaries

On Tuesday, July 30, 2002, a meeting with property owners of potential residential displacements associated with improvements to MD 210 was held at the Harmony Hall Regional Center. Another meeting with the potential business displacements was held on Monday, August 12, 2002 at the SHA District #3 Office. These meetings included discussions of the MD 210 Multi-Modal Study and how the preferred Alternative 5A Modified improvement would affect residents and businesses along the MD 210 corridor within the project area. The following people attended:

Residential Meeting

Dennis M. Atkins, SHA Project Planning Division	(410) 545-8548
Bob Boot, SHA Project Planning Division	(410) 545-8572
Chisa Winstead, SHA Project Planning Division	(410) 545-8545
Richard Ravenscroft, SHA District 3 Right of Way	(301) 513-7450
Joe DeMent, The Wilson T. Ballard Company	(410) 363-0150
Charles Blumenthal, Resident	(301) 839-3329
Carol Dale, Resident	(301) 248-8169
Jerry L. Wade, Resident	(301) 343-7686
Martha Hirst, Resident	(301) 248-7699
Colleen Whelan, Resident	(301) 839-1164
Ed Worsham, Resident	(703) 690-9528
Fred Walzel, Resident	(301) 292-1287
Jane Berninghausen, Resident	(301) 292-5716
The Honorable Delegate Joseph Vallario, Jr.	(301) 423-8100

Business Meeting

Dennis M. Atkins, SHA Project Planning Division	(410) 545-8548
Bob Boot, SHA Project Planning Division	(410) 545-8572
Chisa Winstead, SHA Project Planning Division	(410) 545-8545
Richard Ravenscroft, SHA District 3 Right of Way	(301) 513-7450
Jon Chamberlin, SHA District 3 Right of Way	(301) 513-7457
Joe DeMent, The Wilson T. Ballard Company	(410) 363-0150
Pastor Ford, Shalom Ministries	(301) 567-5505
Sonya Morehead, Shalom Ministries	(301) 651-3094
Shabbir Shaikh, South Potomac Texaco	(301) 248-4469
Ali Imran, South Potomac Texaco	(301) 248-4469
Devin Corini, KLN B c/o NTB	(703) 288-4000
Sam Wood	(410) 798-7440
Maureen Wood	(410) 798-7440

Both meetings followed the same agenda, with Dennis Atkins opening the meeting with introductions and explaining the purpose. Overall, five residents out of the twelve potential residential displacements attended the residential meeting; and four out of twelve attended the potential business displacements meeting. Bob Boot then discussed the history of the project including a recap of events since the Public Hearing.

My telephone number is _____

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Bob reviewed Alternative 5A Modified and notified the attendees that this is SHA's preferred alternative at this time. Alternative 5A Modified would convert six intersections to interchanges: Kerby Hill Road/Livingston Road, Livingston Road/Palmer Road, Old Fort Road North/ Fort Washington Road, Swann Creek Road/Livingston Road and Old Fort Road South. The last two intersections in the corridor at Farmington Road and MD 373 would be modified and expanded slightly. The existing MD 210 median openings would be closed at Wilson Bridge Drive and at all unsignalized existing median break locations, leaving each of these locations right-turn in and right turn out access only.

Alternative 5A Modified would not include High Occupancy Vehicle (HOV) lanes in MD 210 (or side roads) and no widening of MD 210 other than that necessary in the immediate vicinity of an intersection location to support a given intersection improvement option (e.g. acceleration lanes, turn lanes, etc). At the intersections, the MD 210 footprint would be increased to not preclude any future improvements to the roadway. Maximizing the size of the bridge structures now would alleviate additional future costs and impacts. Any future widening of MD 210, beyond the current three through lanes in each direction with auxiliary lanes to facilitate interchange operations would require a separate planning effort and approval process including public involvement.

Dennis explained timing and possible project funding if the project were to proceed. The four phases of a project include Project Planning, Final Design, Right of Way Acquisition and Construction. Currently, the MD 210 project is funded for Project Planning only. Assuming funding were in place for the other phases, design of the project would probably be segmented, prioritized beginning from the north proceeding south and would take 2 to 3 years to complete per segment. Right of way acquisition could begin within the design period, but actual construction would not take place for 5 to 7 years from today, at the earliest, if funding were available.

Dick Ravenscroft explained the SHA Right of Way and Relocation Assistance Process and distributed two handouts explaining property owners rights and benefits, entitled Relocation Assistance and Your Land and Your Highways as part of his presentation. Mr. Ravenscroft stated that acquisition usually does not begin until 7 months into the final design process and continues for 18 months. He stressed that the SHA would do everything in its power to create an friendly atmosphere for its negotiations and that in the design phase SHA looks at all measures to avoid taking homes and businesses. Dick also stated if the project were designed in segments, that right of way acquisition would also be phased. Dennis explained that SHA tends to be more conservative in the Project Planning phase, using a worst case scenario in identifying possible displacements. A copy of the materials Dick used is included for those individuals unable to attend these meetings.

Wilson Bridge Drive
No comments

Livingston/Kerby Hill Road

The Team then proceeded to identify potential displacements associated with the preferred alternative. The discussion began with the Kerby Hill Road Interchange Option C. The Team explained the reasoning for the location of the relocated Kerby Hill Road and the difficulties involved with the existing roadway including alignment deficiencies, potential stream impacts and possibly greater displacements based on placement of the proposed roadway. One of the potential residential displacements is former-delegate Charles Blumenthal (519 Barrymore Drive). The other potential residential displacement in attendance in this area was Ms. Colleen Whelan (512 Kerby Hill Road). Understandably, Mr. Blumenthal was not happy about this and was very vocal about his concerns. His property is needed to accommodate an access road that serves 20 apartment buildings. He expressed concerns with the design and felt SHA needed to look at more options. When given the chance to suggest alternatives or options to the Alternative 5A Modified design to improve the current situation, Mr. Blumenthal indicated that he supported the no-build option.

The team has will responded by sending Mr. Blumenthal the plans, profiles and cross sections of the area, as he was very concerned with the design and wanted to better understand the vertical implications of our proposal. Traditionally in Project Planning, it is assumed that if grading impacts take more than 1/2 of a property that it would be a displacement. In Mr. Blumenthal's case his house would not be physically impacted by the slopes, so technically barring other factors, SHA may end up in a situation where damages are paid but the house remains. SHA representatives tried explaining that in the design phase SHA looks at all measures to avoid taking homes and that Project Planning tries to be more conservative. Delegate Joseph Vallario, Jr., who stopped by the meeting (7/30) at the request of Mr. Blumenthal, wanted to see what the project entailed and what impacts it had on Mr. Blumenthal's property at Kerby Hill Road.

The team will continue to coordinate with Mr. Blumenthal as appropriate as this project moves forward.

Pastor Ford attended the business displacement meeting representing the Shalom Ministries Worship Center (515 Kerby Hill Road). She was concerned with the timing of the project because the church is planning possible renovations and expansion of the facility.

Palmer/Livingston

The discussion moved to the Palmer/Livingston Road Interchange Option E which includes one residential displacement in the southeast quadrant and four business displacements west of MD 210. The residential displacement grading limits and proposed right of way take up more than 50% of the property resulting in the assumption of a total take, even though the house could remain. It was stated that a new access roadway could possibly be built from Old Palmer Road, allowing the home to remain stay. The tenant, Jerry Wade (919 Palmer Road), has requested a plan of the Option E, which SHA has provided. Mr. Wade will investigate access options and have further discussions to present to SHA.

Mr. Shabbir Shaikh and Mr. Ali Imran attended the business meeting representing the South Potomac Texaco Gas Station (9100 Livingston Road). They had several questions about SHA's relocation assistance procedures.

Old Fort Road North

Old Fort North Option C was then discussed, with two residential displacements in the southeast quadrant and one displacement in the southwest quadrant. The southwest quadrant displacement is unavoidable because of the location of the proposed relocated Old Fort Road North. Ed Worsham (7707 Kaydot Road) attended the meeting. Within the southeast quadrant, the southern most displacement is also unavoidable because the existing access road access has been cut off by a proposed interchange ramp. The northern most displacement in the southeast quadrant is currently shown as a displacement because of the grading limit impact. Ms. Carolyn Dale (9727 Old Fort Road) attended the meeting (7/30) and proposed the possibility of relocating the current house to another part of the property to allow her to remain within the existing 6 acre property or possibly build a new home. Mr. Ravenscroft stated SHA would definitely try to help the homeowner to determine if this was possible. He cautioned that ultimately any decisions regarding these scenarios would have to be economically feasible.

Fort Washington Road

The discussion then proceeded to the Fort Washington Road Interchange Option D which has one residential and one business displacement. Delegate Vallario was also interested in this portion of the project as his law office is located on Fort Washington Road, and is impacted by Option D with the loss of some parking spaces on the western edge of his property. The question of access from the proposed Relocated Fort Washington Road was also discussed. As the project moves forward SHA would consider providing access for the landowner just west of the interchange ramps. Overall, Delegate Vallario was receptive to the project as a whole and understands the majority of the community wants and needs the improvements.

Livingston/Swan Creek Road

Swan Creek Road Option G was then discussed. Sam and Maureen Wood attended the meeting (8/12) as owners of the vacant property (11906 Livingston Road) on the east side. They are currently in the process of finalizing construction plans of a CVS drugstore on this lot, and are concerned with the proposed configuration and future access to the drugstore. They will send us a site plan of the proposed store, which the team will study and possibly re-align the roadway to the east to lessen the impacts to the proposed store. Devin Corini also attended the (8/12) meeting representing the vacant NTB store at 11710 Livingston Road. He was concerned with the timing of the project and the problems associated with leasing the property long term.

Old Fort Road South

Old Fort Road South Option C was not discussed due to the absence of the property owners of the one residential and one business displacement.

At this point the meetings were adjourned. A Public Workshop has been scheduled for Thursday, September 26, 2002 from 5:30 pm to 8:30 pm at Friendly High School. If you have any additions, questions or comments regarding this meeting summary, please contact the Project Manager, Dennis M. Atkins at 410-545-8548 or myself at 410-545-8572

By: 
for Robert Boot
Assistant Project Manager
Project Planning Division

Attachments

cc: Attendees
Residential Displacement List w/attachments
Business Displacement List w/attachments
Ms. Heather Amick
Mr. Keith Kucharek
Mr. Mark Lotz