



United States Department of the Interior

OFFICE OF THE SECRETARY
Washington, DC 20240



AUG - 7 2008

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PEP/NRM

ER 08/589

OBJECTIVE OF PROJECT

Mr. Bruce M. Grey
Deputy Director
Office of Planning and Preliminary Engineering
Mailstop C-301
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Grey:

As requested, the Department of the Interior (Department) reviewed the Environmental Assessment/Section 4(f) Evaluation for **MD-175 (Annapolis Road) Project Planning Study, from MD-295 (Baltimore/Washington Parkway) to MD-170 (Telegraph Road) in Anne Arundel County, Maryland Project N0. AA436B11**. The Department offers the following comments and recommendations for your consideration.

Section 4(f) Evaluation Comments

The Environmental Assessment/Section 4(f) Evaluation identifies four Section 4(f) properties within the project study area. Three of these sites, the Odenton Historic District, the Jones House (located inside the Odenton Historic District), and the Trusty Friend property are eligible for listing in the National Register of Historic Places (NRHP), while the fourth site, the Baltimore-Washington Parkway, is listed on the NRHP and is owned by the National Park Service (NPS).

Although a wide range of alternatives are being considered for widening the two-lane roadway and realigning the interchange of MD-175 and MD-295, the Department notes that the EA has not selected a Preferred Alternative or combination of alternative alignments. We also note that there appear to be other alternatives that would lessen the impacts to Section 4(f) properties.

Roadway alignment Alternatives 1 (no build) and 2 (TSM) have no impact on the Section 4(f) properties, while all of the build Alternatives (3, 4, 5, 6, 6A) will adversely impact the four Section 4(f) properties. A modified version of Alternative 3, however, would minimize harm to all four properties. The current alignment of Alternative 3, as

defined in the EA, impacts 2.1 acres of the Odenton Historic District (which includes the Jones House), but has no adverse impact on the Trusty Friend property or the Baltimore-Washington Parkway. Page IV-6 of the EA states that, "The alignment shift associated with Alternative 6A could also be applied with Alternative 3 to avoid impacts to the Odenton Historic District from the mainline widening." The Department feels that the alignment shift should be applied with Alternative 3 in order to minimize harm to all of the Section 4(f) properties in the project area.

Due to the amount of park land impacted by interchange options A2, E, and Max Blob's Park Road Options A & B, the Department concurs with the Maryland Historical Trust determination that these options would adversely effect the Baltimore-Washington Parkway. Interchange option F has the least effect (1.4 acres) on the Parkway. Inside the Baltimore-Washington Parkway boundary, option F proposes minor widening and pavement resurfacing of the existing ramps. This option also calls for the removal of the existing loop ramps. Once the ramps are removed, they would cease to serve transportation purposes and would revert back to parkland. The Department feels that Option F will minimize the harm to the Baltimore-Washington Parkway. Further coordination with the NPS is required in order to determine the course of action required to complete the road improvements.

Within the Section 4(f) Evaluation there is a suggestion of using retaining walls and steeper slopes to minimize impacts to Section 4(f) properties. Even though this approach would minimize the impact to the properties, the steeper slopes would create maintenance and safety issues. They would require extensive use of guardrails and barriers which would impact the aesthetic character of the Section 4(f) properties. The Department prefers not to use this minimization measure, but encourages the administration to continue looking for ways to minimize the impact to the Section 4(f) properties.

While the impacts of the construction will not result in a change in functionality of the Baltimore-Washington Parkway, the construction could result in a change in the character of the property in this location. As stated in a letter from the NPS on April 18, 2008, the parkway corridor is currently free of traffic signals and roadway light fixtures. Signage is limited to one sign per exit, located to the right of the travel lanes (no signs in the median) and all signs meet NPS standards. The existing bridge has no physical elements above its streamlined linear guardrails, which is about 4 feet above the bridge deck. In order to minimize the visual impacts on the parkway, further coordination with the NPS is required on bridge design, re-vegetation/re-forestation of the area, grading, roadway/bridge lighting and signage.

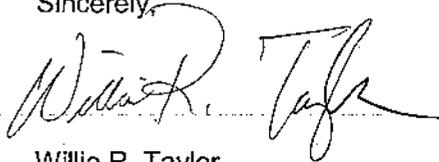
For continued consultation and coordination, please contact the Acting Regional Transportation Liaison, Tammy Stidham, National Capital Region, National Park Service, 1100 Ohio Drive SW, Washington, DC 20242; telephone: 202-619-7474.

Mr. Bruce Gray

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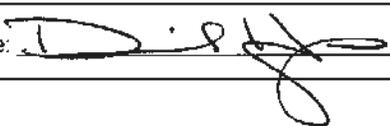
We appreciate the opportunity to provide these comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Willie R. Taylor". The signature is written in a cursive style with a large, sweeping initial "W".

Willie R. Taylor
Director, Office of Environmental
Policy and Compliance

**SHA'S PREFERRED ALTERNATIVE
AND CONCEPTUAL MITIGATION**

Project Name & Limits: MD 175: From MD 295 to MD 170		
Having reviewed the attached SHA Preferred Alternative and Conceptual Mitigation concurrence/comment package and the summary presented above, the following agency (by signing this document):		
<input type="checkbox"/> Federal Highway Administration	<input type="checkbox"/> Fish and Wildlife Service	<input type="checkbox"/> MD Dept. of Natural Resources
<input type="checkbox"/> Environmental Protection Agency	<input checked="" type="checkbox"/> National Park Service	<input type="checkbox"/> MD Dept. of the Environment
<input type="checkbox"/> Corps of Engineers		
<input checked="" type="checkbox"/> Concurs (without comments) <input type="checkbox"/> Concurs (w/ <u>minor</u> comments) <input type="checkbox"/> Does Not Concur		
Comments / Reasons for Non-Concurrence:		
<i>Note: Do <u>not</u> provide "conditional" concurrence. You should either concur with the information as provided (without comments or with <u>minor</u> comments) or not concur until revisions are made or additional information is provided.</i>		
<input type="checkbox"/> MD Historical Trust	<input type="checkbox"/> MD Department of Planning	<input type="checkbox"/> Metropolitan Planning Organization
<input type="checkbox"/> Fort Meade		
<input type="checkbox"/> Provides Comments (below or attached) <input type="checkbox"/> Has No Comments		
Comments:		
Additional Information Needed:		
Signature: 	Date: <u>22 JAN 2010</u>	

Please return to:

Mr. Bradley Smith
707 N. Calvert Street, C-301
Baltimore, MD 21202
(f) 410-209-5004

MEETING RECORD

Organization: Maryland State Highway Administration

Meeting Date/Time: November 10, 2010 at 9:00 AM

Project: MD 175 Project Planning Study

Location: West County Area Library and MD 175 Corridor

Purpose of Meeting: The purpose of this meeting was to offer the agencies an opportunity to review additional woodland impact areas related to the MD 175 Project Planning Study as a result of the new Environmental Site Design (ESD) requirements.

Meeting Attendees:

Bradley Smith	SHA-Environmental Planning	410-545-8698
Alaina DeGeorgio	Environmental Protection Agency	215-814-2741
Mitch Keiler	U.S. Fish and Wildlife Service	410-573-4554
Tony Redman	MD Department of Natural Resources	410-260-8336
Steve Hurt	MD Department of the Environment	410-336-1528
Jack Dinne	U.S. Army Corps of Engineers	410-962-6005
Dan Plantholt	Wilson T. Ballard Co.	410-363-0150
John Houchins	Fort Meade	301-677-9372
Susan Frey	U.S. Fish and Wildlife Service	410-573-4540
Joe Dement	Wilson T. Ballard Co.	410-363-0150

Following introductions, the Maryland State Highway Administration's (SHA) consultant, Wilson T. Ballard Company (WTB) laid out mapping of the MD 175 corridor that highlighted areas where additional tree impacts would be required due to ESD. SHA and WTB noted that there were three or four areas where a majority of the additional impacts were coming from, and focused the discussion on those areas.

General Discussion/Plan Review

The first area that was discussed was an area near the MD 175/Blue Water Boulevard intersection, adjacent to a Radio Shack. The Environmental Protection Agency (EPA) wondered if the area where the stormwater management facility was proposed was a forested wetland,

because if it was, it would be difficult for EPA to support construction of a stormwater management facility in that location. SHA and WTB noted that based on the previous wetland delineation, this area was not identified as a wetland, but the agencies could review the area when the group visits the site. The Maryland Department of the Environment (MDE) noted that due to the parcel's location along MD 175 between two existing commercial properties, there is a high likelihood the parcel would be developed even if the stormwater management facility was not proposed.

The discussion then moved to the ESD ditch along the northside of MD 175 near Reece Road. Answering a general question from the U.S. Fish and Wildlife Service (USFWS), WTB noted that ESD facilities treat only the area of roadway immediately adjacent to the ESD feature. It was also noted that the additional woodland impacts in this area were a result of ESD only.

Next discussed were two large stormwater management facilities on Fort Meade property near Clark Road, across from the U.S. Army Reserve Center. WTB pointed out that the two stormwater management facilities currently shown on the plans were originally included in the Alternates Retained for Detailed Study package, then resized in the first version Preferred Alternative/Conceptual Mitigation (PACM) package, but after further consideration have been returned to their original size. Addressing a question from Maryland Department of Natural Resources (DNR), WTB confirmed that the configuration of the two facilities was somewhat flexible, keeping in mind the overall total capacity would need to remain the same.

Before proceeding to each site for further discussion and evaluation, Fort Meade made a general comment that a landscape plan for the medians along MD 175 should be coordinated as soon as possible. SHA stated that those discussions are generally held in the design phase, but noted the comment for future consideration.

Clark Road Field Review

The first stop on the field review was on Fort Meade property near Clark Road. Access was gained within the fence at the eastside of Clark Road. Locked gates prevented the group from accessing the westside of Clark Road; however the perimeter was visible from the eastside of the Clark Road fence. While traversing the site, it was observed that there was no water flow in the stream that runs parallel to MD 175. Between the stream bed and MD 175 it was noted that the eastside of Clark Road generally contained more pines than the westside of Clark Road. It was also noted that the eastside of Clark Road provided a greater buffer between MD 175 and the stream. In order to address agency concerns and provide at least a 100-foot buffer from the stream, while reducing impacts to oak stands, SHA and WTB agreed to investigate shifting more of the stormwater management facility to the eastside of Clark Road. It was stated that from the agencies perspective, this was a better option. It was also noted that, absent of any increases in stream impacts, as the property owner, Fort Meade's preference on which side should bear more of the stormwater management facility would be given significant weight. WTB also discussed using Clark Road as an access area for the facility outfall, either by placing culverts under Clark

Road or adjacent to Clark Road. This would reduce additional tree impacts and also take advantage of the existing grade on Clark Road. Fort Meade agreed to coordinate a follow-up field review for USFWS and anyone else that wanted to see the forested area on the westside of Clark Road. Before moving on to the next site, the agencies and SHA agreed that the best approach at this site was to investigate shifting a greater burden of the stormwater management facility to the eastside of Clark Road.

MD 175/Blue Water Boulevard Field Review

The second stop on the field review was an area adjacent to and behind the Radio Shack at the intersection of MD 175 and Blue Water Boulevard. SHA and the agencies noted that this area was a younger forest stand with the predominate species being red maple, sweet gum and yellow poplar. Concrete rubble and small pockets of wet soil were also observed. MDE requested the agencies be provided with wetland/soil data sheets for the area. Before leaving the site, the agencies agreed that they would not oppose placing the stormwater management facility in this location.

MD 175/Reece Road Field Review

The third stop on the field review was an area in the northwest quadrant of the MD 175/Reece Road intersection. Due to the existing topography, the ESD in this area involves extensive grading of the adjacent slope. Upon review, it was noted that two distinctive areas would be impacted by the ESD and grading- one area of overgrown ornamental landscaping and one area of mature woodland, the majority of which are oaks. The two areas are separated by a chain link fence. Based on recommendations from the agencies, it was agreed that SHA will investigate shifting the majority of the ESD to the area of overgrown ornamental landscaping. Shifting or reducing the grading required on the northside of the fence will preserve the older oak trees.

Wrap up

Before commencing the meeting, the group gathered to discuss next steps. The agencies agreed that SHA could move forward with the proposed ESD and stormwater management locations, with the understanding that further design and reconfigurations would be investigated at Clark Road and MD 175/Reece Road.

Additionally, SHA briefed the group on their proposal to include a third potential mitigation site in the PACM before re-circulating for final agency acceptance/concurrence. It was noted that final agency acceptance/concurrence on the PACM would be requested in the next few weeks with a definitive date to be determined. When the meeting concluded, a small portion of the group also convened on the shoulder of MD 175 to view the area to the west of Clark Road.

cc: Attendees
Ms. Danielle Black, SHA-PMD
Mr. Ian Cavanaugh, FHWA
Ms. Denise King, FHWA



Martin O'Malley, Governor |
Anthony G. Brown, Lt. Governor

State Highway
Administration

Beverley K. Swaim-Staley, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

December 2, 2010

Re: Project No. AA436B11
MD 175: MD 295 to MD 170
(West of Brock Bridge Road to MD 170)
Project Planning Study
Anne Arundel County, Maryland
USGS *Savage, Relay, Laurel* and *Odenton 7.5'*
Quadrangles

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

This letter serves to inform the Maryland Historical Trust (MHT) that the Maryland State Highway Administration (SHA) has expanded the Area of Potential Effects (APE) and conducted additional architectural investigations and impact assessments for SHA Project No. AA436B11. SHA has completed short form DOE forms for 2827, 2835, 2874, 2876, 2880 and 28883 Jessup and 7815 Sellner Roads. The expanded APE accounts for the improvements to county roads that intersect with MD 175 throughout the project area, which is the widening of MD 175 from west of Brock Bridge Road to MD 170. SHA continues to find that proposed Project No. AA436B11 would have an adverse effect on historic properties. SHA has made changes to the project in the Jessup area only, and project plans are included in Attachment 1. SHA's Preferred Alternate for the remainder of the MD 175 Project from MD 295 to MD 170 remains as described in SHA's November 5, 2010 letter to MHT.

SHA has identified a Preferred Alternative for the MD 175: MD 295 to MD 170 (west of Brock Bridge Road to MD 170) Project Planning Study in Anne Arundel County. SHA has taken into account comments received at the June 26, 2008 Public Hearing, as well as agency comments received throughout the project planning process when compiling the Preferred Alternative. Most recently SHA received information from the Jessup Improvement Association in response to SHA's November 5, 2010 letter to MHT. In order to satisfy the different goals of the corridor, multiple alternatives have been combined to create the SHA Preferred Alternative.

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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The SHA Preferred Alternative consists of Alternative 4 Modified from west of Brock Bridge Road to MD 295, Alternative 6 with the 21-½ Street Option from MD 295 to MD 32, and Alternative 2 (Enhanced TSM) from MD 32 to MD 170. Also, the MD 175/MD 295 Interchange Option F has been selected.

Alternative 4 Modified includes widening existing MD 175 to two lanes in each direction separated by an 18-foot concrete median and adding a five-foot sidewalk on the north side of the roadway and an eight-foot hiker/biker trail on the south side of the roadway. In Jessup, the hiker/biker trail will be terminated at the east side of Brock Bridge Road in order to avoid impacts to the Asa Linthicum House, as explained below. SHA's proposed project also includes improvements to the roadway for three-hundred feet west of the intersection of MD 175 and Brock Bridge Road on MD 175, and to the roadway for one-hundred-fifty-feet south on Brock Bridge Road from its intersection with MD 175. Improvements related to the widening of MD 175 will also occur on Sellner Road for three-hundred feet and on Race Road for four-hundred feet. All of the widened roads that intersect with MD 175 will be tapered as each returns to a two-lane road.

Alternative 6 with the 21-½ Street Option includes widening the existing MD 175 to six lanes and adds a five-foot sidewalk on the north side of the roadway and an eight-foot hiker/biker trail on the south side of the roadway between MD 295 and MD 32. The MD 175 Alternative 2 (Enhanced TSM) in Odenton between MD 32 and MD 170 would add a five-foot sidewalk on the north side of the roadway and an eight-foot hiker/biker trail on the south side of the roadway to the existing typical section. At the MD 175/MD 295 interchange, Option F has been selected, which is a cloverleaf interchange option that holds the existing southern edge of roadway in the interchange area and eliminates the loop ramps in northeast and northwest quadrants. Traffic movements provided by these loop ramps would be relocated onto left turns at signalized intersections with MD 175 in the southeast and southwest quadrants, respectively. This alternative best satisfies the different goals present along the corridor.

As noted in our November 5, 2010 letter, SHA continues to consult with MHT and other consulting parties, including the Jessup Improvement Association, regarding this project. Our agencies agreed about the National Register of Historic Places (NRHP) eligibility of standing and archeological historic properties in 2007 (SHA to MHT letter dated March 28, 2007 and MHT's Concurrence dated July 13, 2007) and also agreed about project effects (SHA to MHT letter dated April 22, 2008 and MHT's Concurrence dated May 2, 2008). This letter provides additional information regarding historic standing structures in Jessup that now fall within SHA's revised APE for this project.

Funding

Federal funds are anticipated for this project.

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Area of Potential Effects

In revising the APE for this project, SHA considered possible visual, audible, atmospheric and/or physical impacts to historic properties, both archeological sites and standing structures that would diminish any NRHP qualifying characteristic of the historic property's integrity. The widening project will require 93.31 acres of right-of-way from tax parcels adjacent to MD 175 and adjoining county roads within the project limits, and the APE for standing historic properties is limited to these tax parcels. The archeology study area within the APE is defined as the worst case limits of construction where ground disturbance would occur, and remains essentially the same. The APE is indicated on the attached USGS quadrangle map for Savage, Relay, Laurel and Odenton (Attachment 2).

Identification Methods and Results

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed highway widening project.

Architecture: In addition to the field work conducted in October 2010, SHA Architectural Historian Anne E. Bruder consulted previous project correspondence, the SHA-GIS Cultural Resources Database, Maryland Inventory of Historic Properties (MIHP) and DOE forms, and county histories at the SHA, and conducted field visits on November 17 and 30, 2010 to make eligibility and impact assessments on standing historic properties in the APE.

Following SHA's submission of its November 5, 2010 letter, we received comments from the Jessup Improvement Association requesting information about the Asa Linthicum (or Gibson) House, MIHP No. AA-91, as well as the Perkins Property (Ringgold House, MIHP No. AA-92), the Payne AME Church (77901 Brock Bridge Road), Trusty Friend, MIHP No. AA-123, and the Baltimore-Washington Parkway, MIHP No. AA-5. SHA reviewed its project files including the correspondence with MHT, and the MIHP and DOE Databases to determine which of the above-mentioned properties were included in SHA's previous correspondence and whether any had an eligibility determination. Based on that review, SHA has determined that the Asa Linthicum House is within SHA's APE for the MD 175 project, while the Ringgold House [Perkins Property] and Payne AME Church, which are both on Brock Bridge Road, lie well outside SHA's APE for the MD 175 project. MHT's DOE database indicates that the Asa Linthicum House and Ringgold House were determined by MHT to be eligible for the NRHP in August 2009, while the Payne AME Church was determined to be not eligible for the NRHP also in August 2009. Copies of the DOEs are included as Attachment 3.

SHA conducted a field view at the Asa Linthicum House at 2869 Jessup Road on November 17, 2010. It is one of three Italianate villas that were constructed in Jessup between 1860 and 1880 and it is eligible for the NRHP under Criterion C (architecture). The property is marked by a chain link fence that extends along MD 175 east and west of the driveway. A large holly tree stands at the intersection of the highway and the driveway, while the house stands at

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the end of an oval driveway approximately 200 feet from the highway. A row of large oak trees stand near the fence. Additional trees are planted around the house making an informal grove which provides a screen from the nearby highways (see Attachment 4, Project Photographs).

The plans SHA previously provided to MHT, the Jessup Improvement Association and the Anne Arundel County Department of Planning & Code Enforcement indicated that additional right-of-way would be required to construct a bioswale and that the hiker/biker trail would enter the Asa Linthicum House property. However, SHA's internal review of the plans determined that the hiker/biker trail would end abruptly in an area without a crosswalk or additional sidewalk, so SHA made the decision to terminate the hiker/biker trail at the east side of Brock Bridge Road. Likewise, the bioswale location will be removed from the historic property. SHA will also be able to avoid any right-of-way takes from the Linthicum House on its eastern boundary by realigning the Brock Bridge Road intersection and by constructing retaining walls in the existing SHA right-of-way along the historic boundary on MD 175 and Brock Bridge Road. The height of the retaining walls would range from two and a half to three feet. Although this is a visual change, it avoids the physical impacts to the property. The retaining wall will be low in scale and SHA does not anticipate that it will be visible from the historic property when looking towards the highway. The view of the Linthicum House from the highway is already obscured by the grove of trees and is not the primary view of the historic property. SHA has determined that the construction of the retaining wall along the boundary of the Asa Linthicum House will have no adverse impact on standing historic properties. SHA will work with the property owners, Mr. Joseph and Ms. Sharon Fraundorfer, to ensure that the retaining wall design is compatible with the historic property.

Seven other single family dwellings located at 2827, 2835, 2874, 2876, 2880 and 2883 Jessup and 7815 Sellner Roads are now included in SHA's revised APE. These houses represent Jessup's built environment from the mid-twentieth century. While Jessup is fifteen miles south of Baltimore City and would not qualify as a nearby suburb, the presence of Fort Meade encouraged residential development in the area during the inter-war period in the 1930s and again following World War II as the Army base became an important local employment center. Most of the development would qualify as unplanned suburban development as noted in SHA's *Suburbanization Context* (1999). The houses were built by individual owners or developers and are Colonial Revival, Cape Cod and Bungalow style dwellings standing on large lots. Each has been altered in a manner typical of the late twentieth century as new owners improved the properties. Unsympathetic alterations include replacement windows, vinyl siding, and additions.

SHA has determined that none of these buildings retains sufficient integrity of materials, design, workmanship, feeling and association as a result of the unsympathetic alterations. Also, research did not identify events or persons of local, state or national significance. As a result, 2827, 2835, 2874, 2876, 2880 and 2883 Jessup and 7815 Sellner Roads are not eligible for inclusion in the NRHP under Criteria A (events) or B (persons). Research conducted determined that the four houses located at 2827, 2835, 2874, 2876, 2880 and 2883 Jessup and 7815 Seller

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Roads lack integrity, are not significant architectural examples because of the alterations, and are not eligible for inclusion in the NRHP under Criterion C (architecture). Rather, the seven buildings represent the built environment in western Anne Arundel County that was typical in the mid-twentieth century. NRHP Criterion D (information potential) was not included as part of this study. Short form DOE forms along with photographs and maps are included in Attachment 5. SHA's eligibility determinations are outlined in Attachment 6, Hybrid Eligibility and Effects Table.

SHA's proposed widening will require no right-of-way from the Asa Linthicum House in order to construct the Preferred Alternative. As a result, SHA has determined that the widening of MD 175 and/or Brock Bridge Road in the vicinity of the Asa Linthicum House will have no adverse impact on historic standing structures. SHA has also determined that there will be no impact on the dwellings located at 2827, 2835, 2874, 2876, 2880, 2883 Jessup and 7815 Seller Roads because these buildings are considered not eligible for inclusion in the NRHP. However, the project will continue to have an adverse impact on Trusty Friend (MIHP No. AA-123), located at 2839 Jessup Road and a no adverse impact on the Baltimore-Washington Parkway (MIHP No. AA-5), the Jones House (MIHP No. AA-743) and the Odenton Historic District (MIHP No. AA-869). SHA's impact determinations for all standing and archeological resources are included in Attachment 6, Hybrid Eligibility and Effects Table.

As a result of the adverse impact determination on Trusty Friend, SHA has invited the owner of the historic property, Ms. Sarah Shannon, to join the consultation in order to advise SHA and MHT about ways to mitigate the adverse impact of the MD 175 widening. We also invite Mr. and Ms. Fraundorfer to join the consultation regarding SHA's proposed plan for the Asa Linthicum House. In addition to the proposed mitigation strategy outlined in our November 5, 2010 letter, SHA has also arranged to meet with the Board of Directors of the Jessup Improvement Association as well as Ms. Shannon on Monday, December 6, 2010 at 7:30 P.M. to discuss the proposed project and its likely impacts on the Jessup community.

Archeology: The limits of disturbance have not significantly changed since our Nov. 5, 2010 correspondence and no further Phase I archeological survey is warranted at this time. Stipulation III in the previously submitted draft MOA covers future ancillary activities and alignment modifications which may require additional archeological investigations. As noted in the MOA, this specifically includes a proposed stormwater management pond on Map 13, Grid 11, Parcel 169.

Review Request

Please examine the attached plans, forms, photographs, maps, and Eligibility and Effects Table. We request your concurrence by December 17, 2010 that there would continue to be adverse effects on the historic property, Trusty Friend, by SHA's Preferred Alternative for the proposed widening of MD 175 from west of Brock Bridge Road to MD 170. SHA also requests

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your concurrence that there would be no adverse impacts on the Baltimore-Washington Parkway, the Jones House, the Odenton Historic District; and the Asa Linthicum House caused by SHA's Preferred Alternative for the proposed widening of MD 175 and that the dwellings located at 2827, 2835, 2874, 2876, 2880, 2883 Jessup and 7815 Seller Roads are not eligible for inclusion in the NRHP. By carbon copy, we invite the Anne Arundel County Department of Planning and Code Enforcement, Ms. Sarah Shannon, Mr. Joseph and Ms. Sharon Fraundorfer, and the Jessup Improvement Association, the Odenton Heritage Society, Inc., Fort George Meade, and the National Park Service 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 December 17, 2010, we will assume that these offices decline to participate. Please contact Ms. Anne E. Bruder at 410-545-8559 (or via email at abruder@sha.state.md.us) with questions regarding standing structures for this project. Ms. Carol A. Ebright may be reached at 410-545-2879 (or via email at cebright@sha.state.md.us) with concerns regarding archeology.

Based on your concurrence with our determination of no adverse impact and consideration of the views of any consulting parties participating in the Section 106 consultation, SHA intends to request that the Federal Highway Administration make a de minimis impact finding for the minor Section 4(f) use of the Baltimore-Washington Parkway, the Jones House and the Odenton Historic District.

Very truly yours,


Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

Attachments

- 1) Plans
- 2) APE Map
- 3) DOE Forms
- 4) Project Photographs
- 5) DOE Forms, Photographs and Maps
- 6) Eligibility and Effects Table

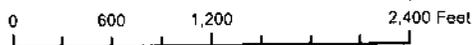
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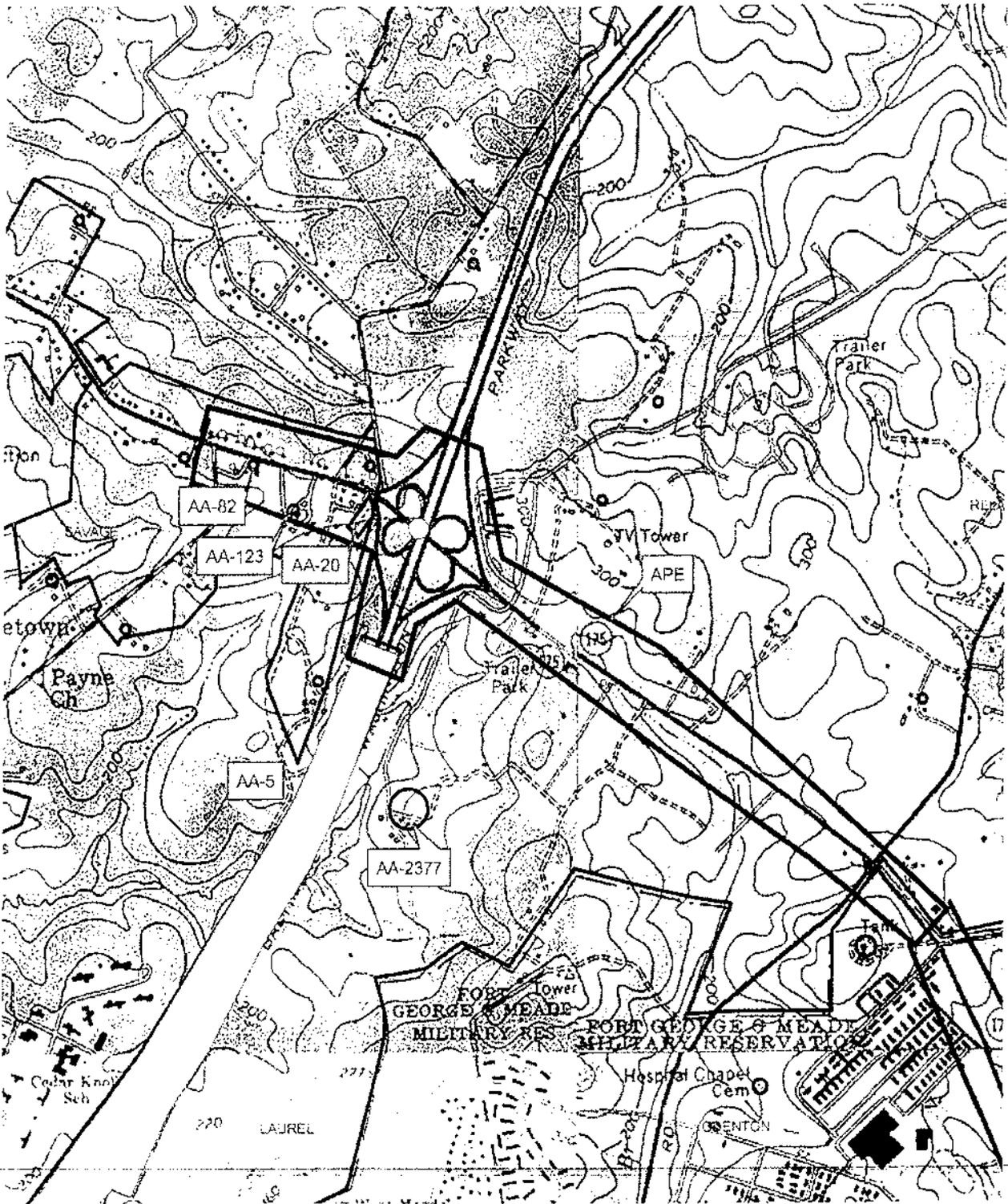
cc: Ms. Danielle Black, SHA-PPD
Ms. Anne E. Bruder, SHA-EPLD (w/All Attachments)
Ms. Carol A. Ebright, SHA-EPLD
Mr. Joseph and Ms. Sharon Fraundorfer (w/Attachments 1, 2, 3, 4, and 6)
Mr. Jerry Glodek, Fort George G. Meade
Mr. Bruce Grey, SHA-OPPE (w/Attachments)
Mr. David Hayes, NPS (w/Attachments 1 and 2)
Ms. Denise King, FHWA
Ms. Alvera Miller, Jessup Improvement Association (w/All Attachments)
Dr. Julie M. Schablitsky, SHA-EPLD
Ms. Darian Schwab, Anne Arundel County Department of Planning and Code
Enforcement (w/All Attachments)
Ms. Sarah Shannon (w/Attachments 1, 2, 5 and 6)
Mr. Bradley Smith, SHA-EPLD (w/All Attachments)
Mr. Roger White, Odenton Heritage Society (w/Attachments 1 and 2)



Savage 7.5' USGS Quadrangle

MD 175: West of Brock Bridge Road to MD 170 -- Jessup APE Map



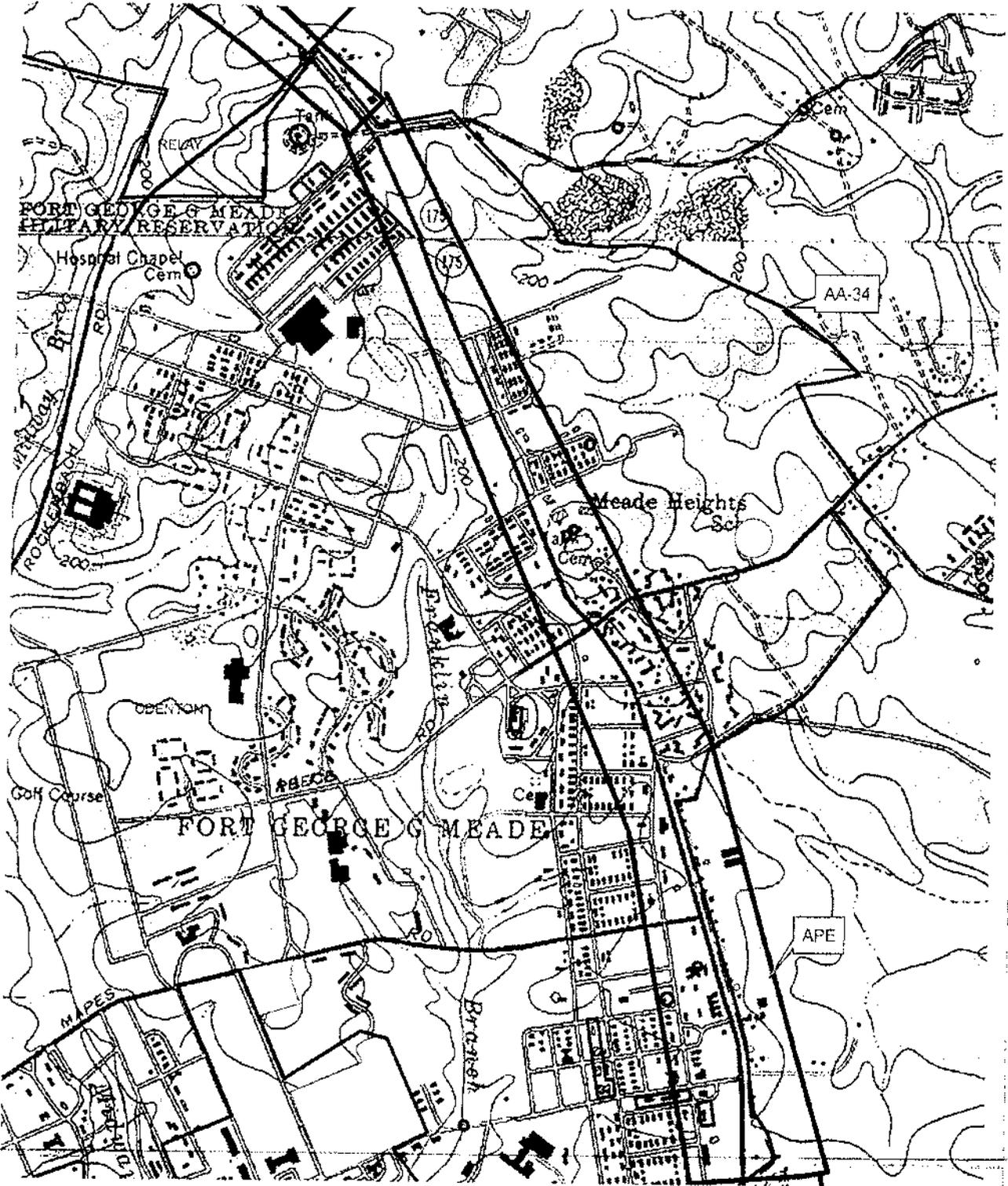


Laurel and Odenton USGS Quadrangles

MD 175: MD 295 to MD 170 APE Map 1

© 1987 0 14 Miles



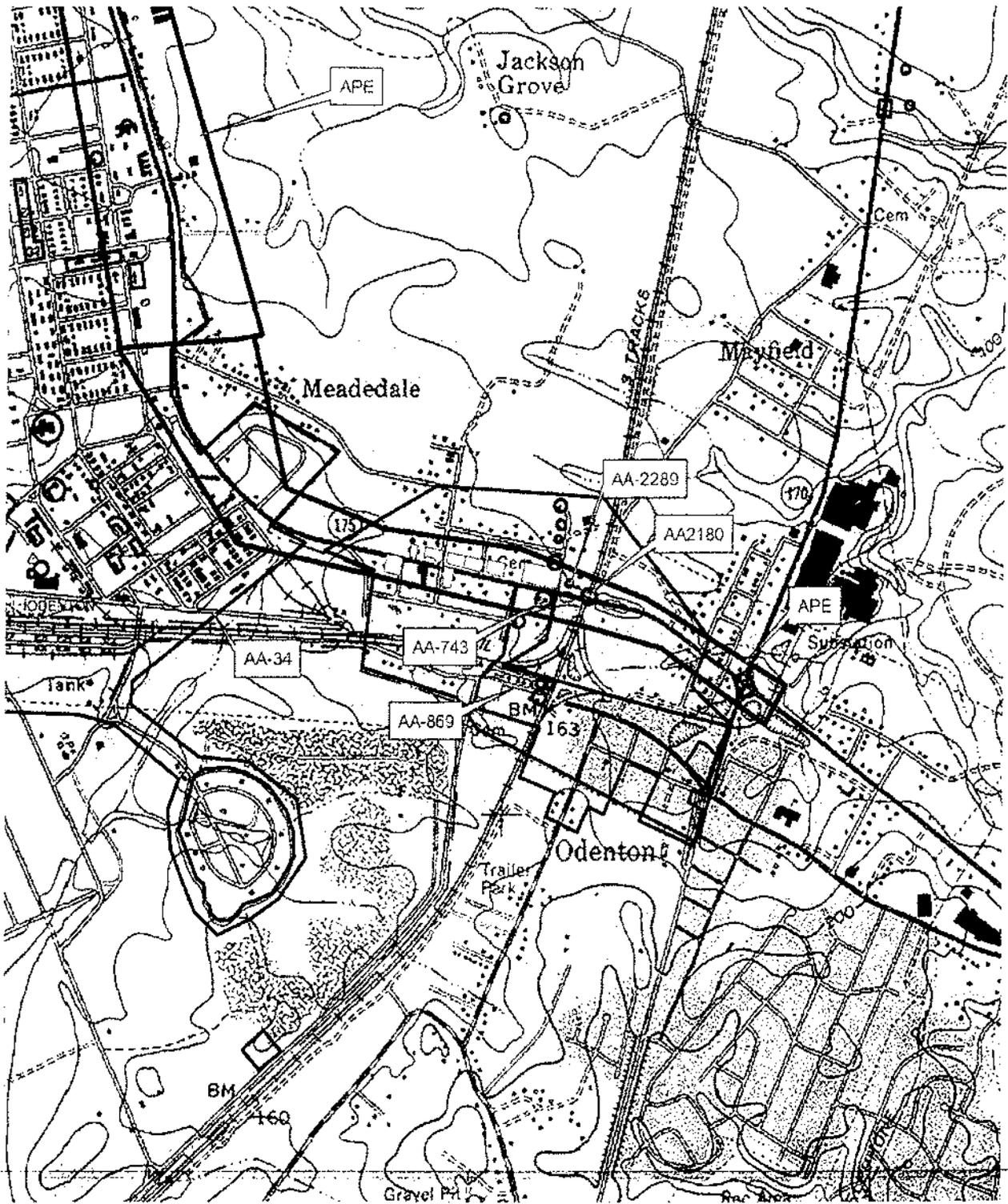


Odenton USGS Quadrangle

MD 175: MD 295 to MD 170 APE Map 2

00-03557 0.14 Miles



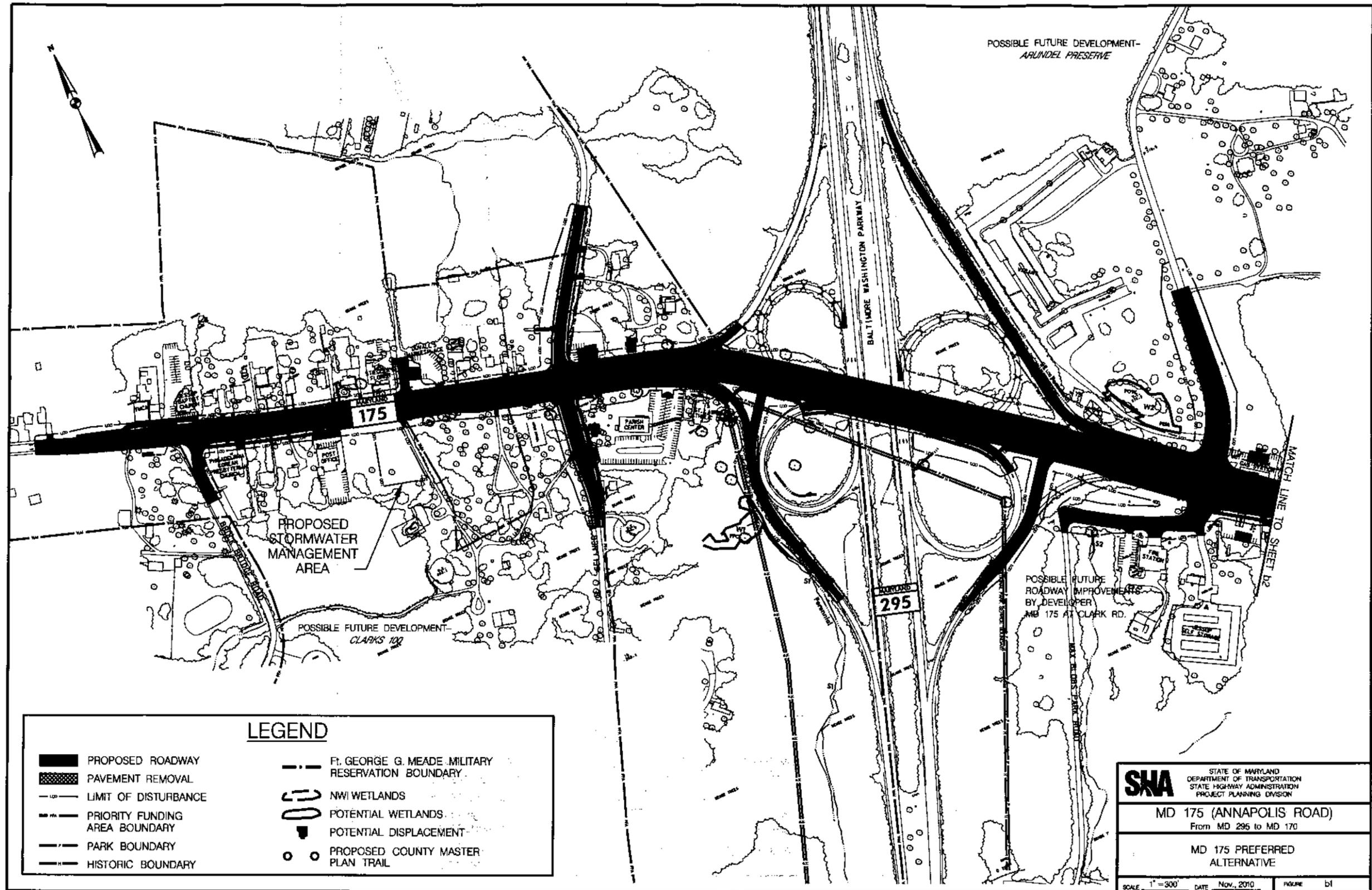


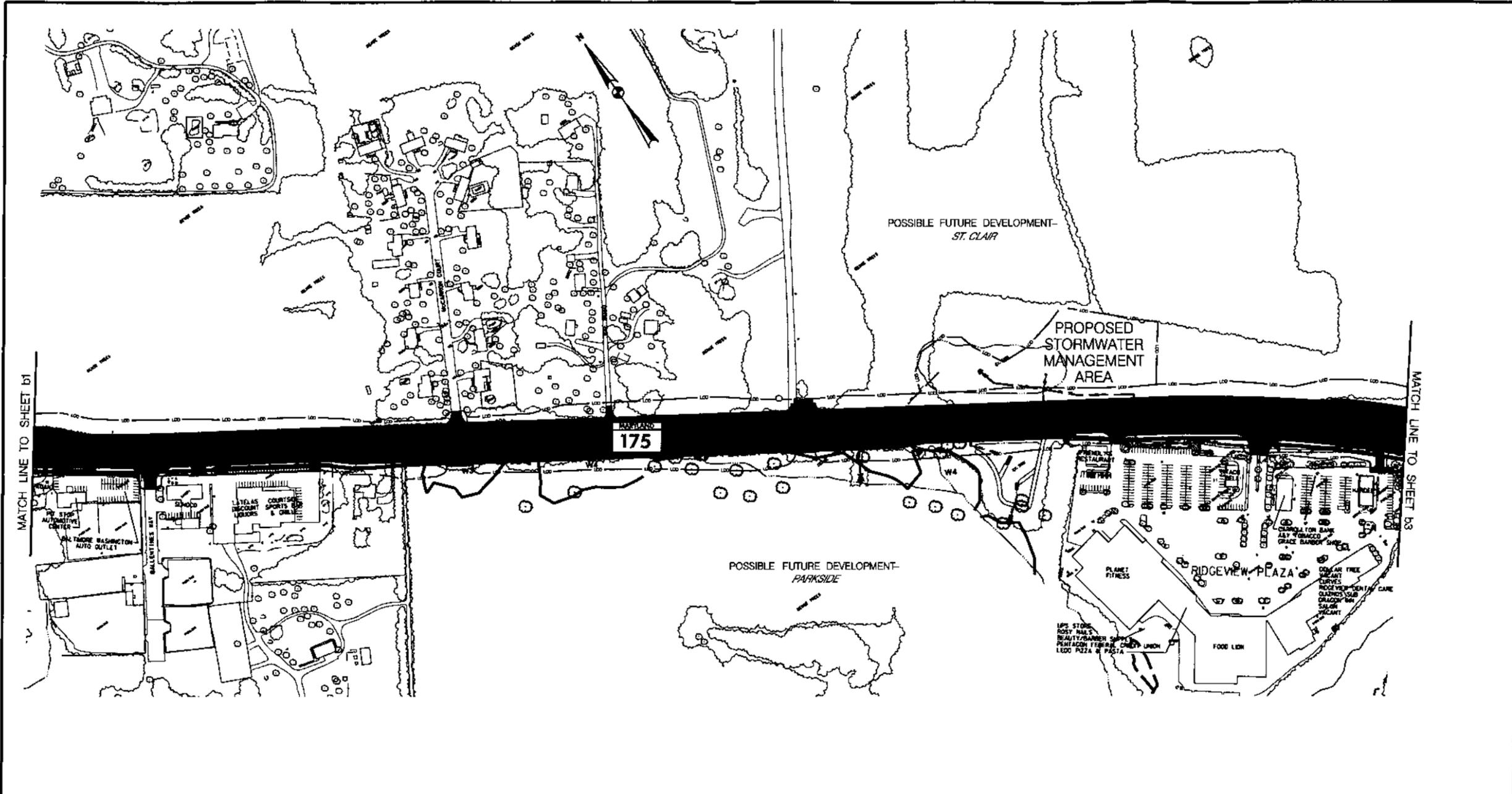
Odenton USGS Quadrangle

MD 175: MD 295 to MD 170 APE Map 3

0.00007 0.14 Miles

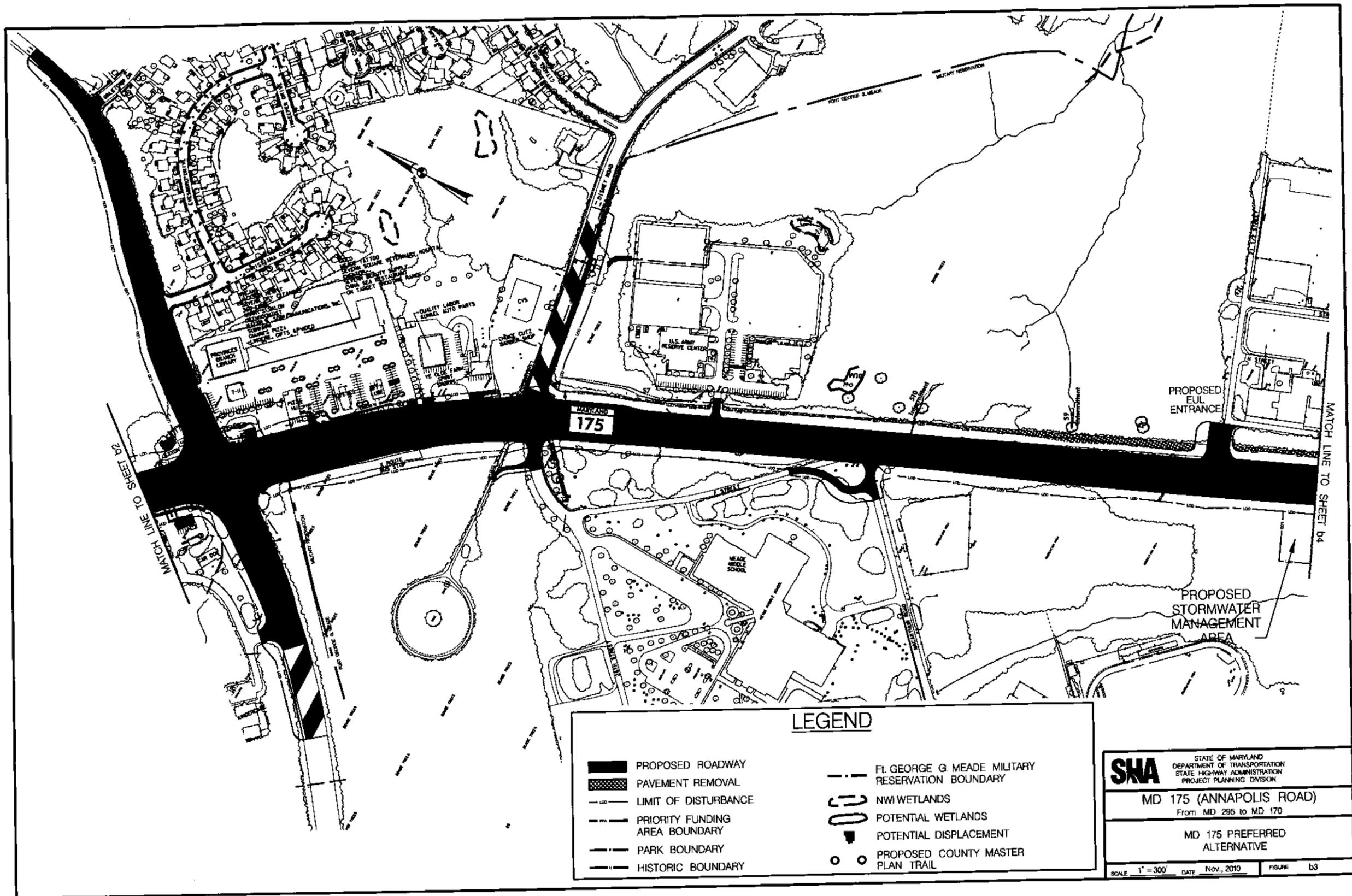






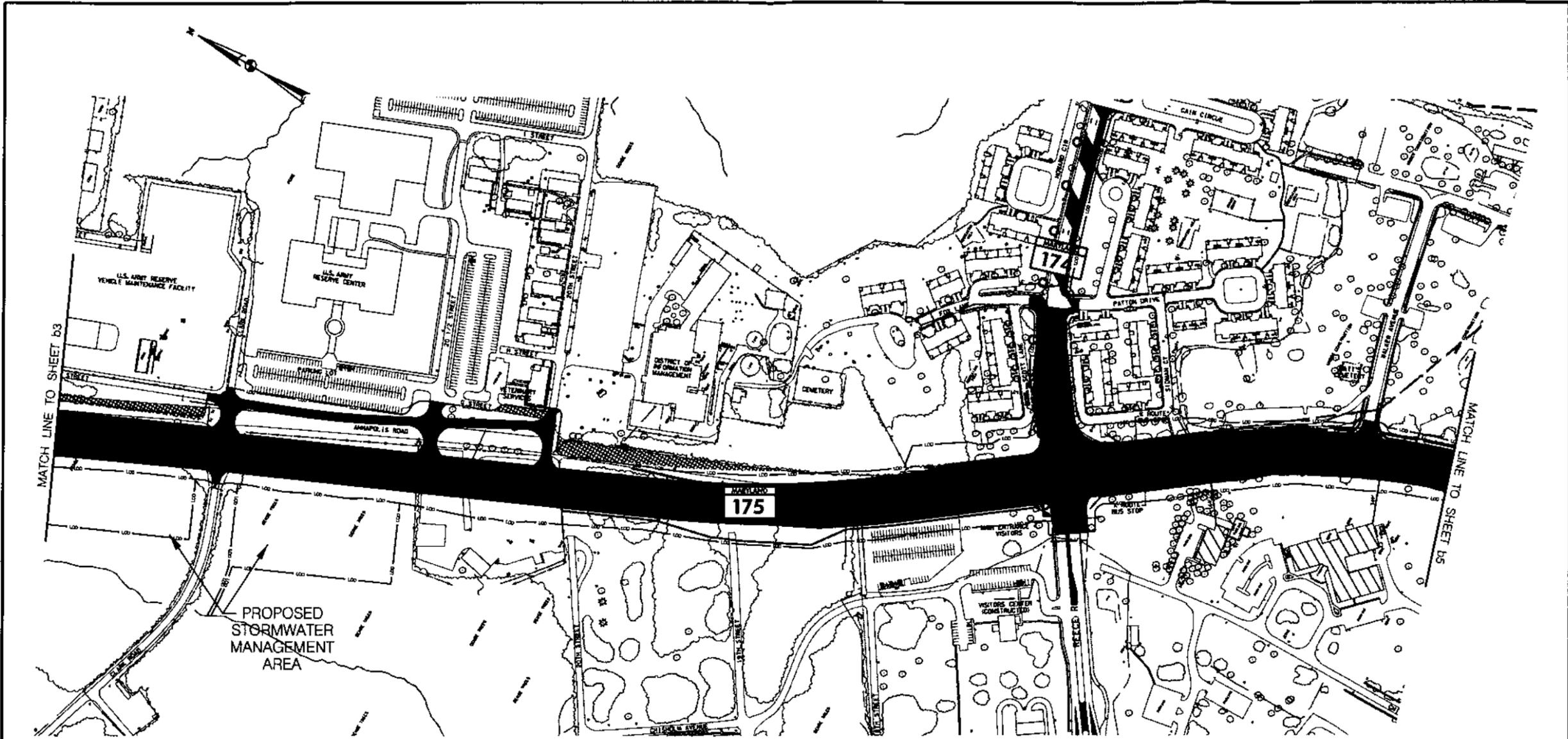
LEGEND	
	PROPOSED ROADWAY
	PAVEMENT REMOVAL
	LIMIT OF DISTURBANCE
	PRIORITY FUNDING AREA BOUNDARY
	PARK BOUNDARY
	HISTORIC BOUNDARY
	FL. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
	NWI WETLANDS
	POTENTIAL WETLANDS
	POTENTIAL DISPLACEMENT
	PROPOSED COUNTY MASTER PLAN TRAIL

SNA	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 285 to MD 170
MD 175 PREFERRED ALTERNATIVE	
SCALE 1" = 300'	DATE Nov., 2010
FIGURE b2	



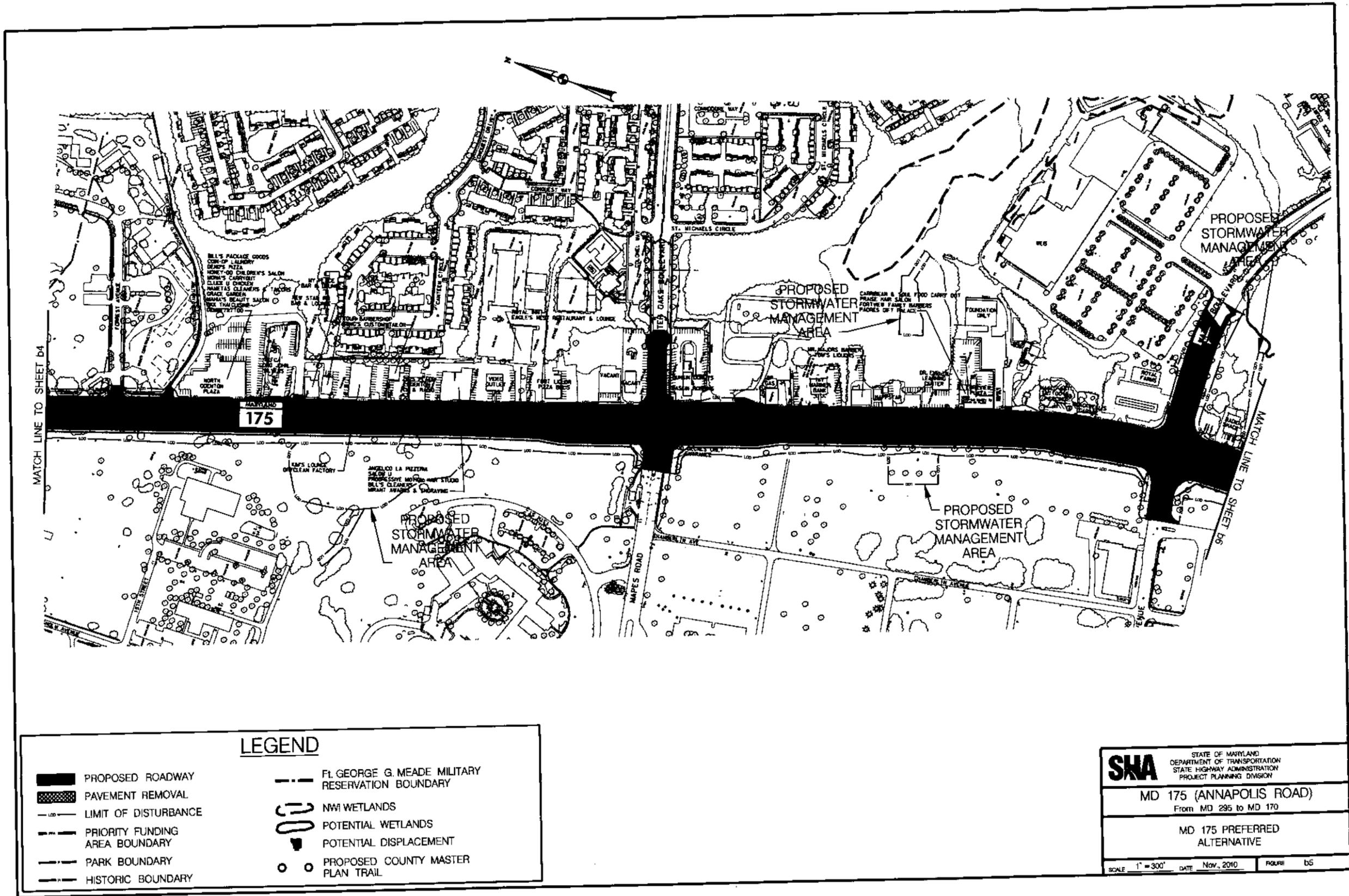
LEGEND	
	PROPOSED ROADWAY
	PAVEMENT REMOVAL
	LIMIT OF DISTURBANCE
	PRIORITY FUNDING AREA BOUNDARY
	PARK BOUNDARY
	HISTORIC BOUNDARY
	FL. GEORGE G MEADE MILITARY RESERVATION BOUNDARY
	NWI WETLANDS
	POTENTIAL WETLANDS
	POTENTIAL DISPLACEMENT
	PROPOSED COUNTY MASTER PLAN TRAIL

SNA	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
MD 175 PREFERRED ALTERNATIVE	
SCALE 1" = 300'	DATE Nov., 2010
FIGURE b3	



LEGEND	
	PROPOSED ROADWAY
	PAVEMENT REMOVAL
	LIMIT OF DISTURBANCE
	PRIORITY FUNDING AREA BOUNDARY
	PARK BOUNDARY
	HISTORIC BOUNDARY
	POTENTIAL FORT MEADE BUILDINGS TO BE HARDENED
	FL. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
	NWI WETLANDS
	POTENTIAL WETLANDS
	POTENTIAL DISPLACEMENT
	PROPOSED COUNTY MASTER PLAN TRAIL

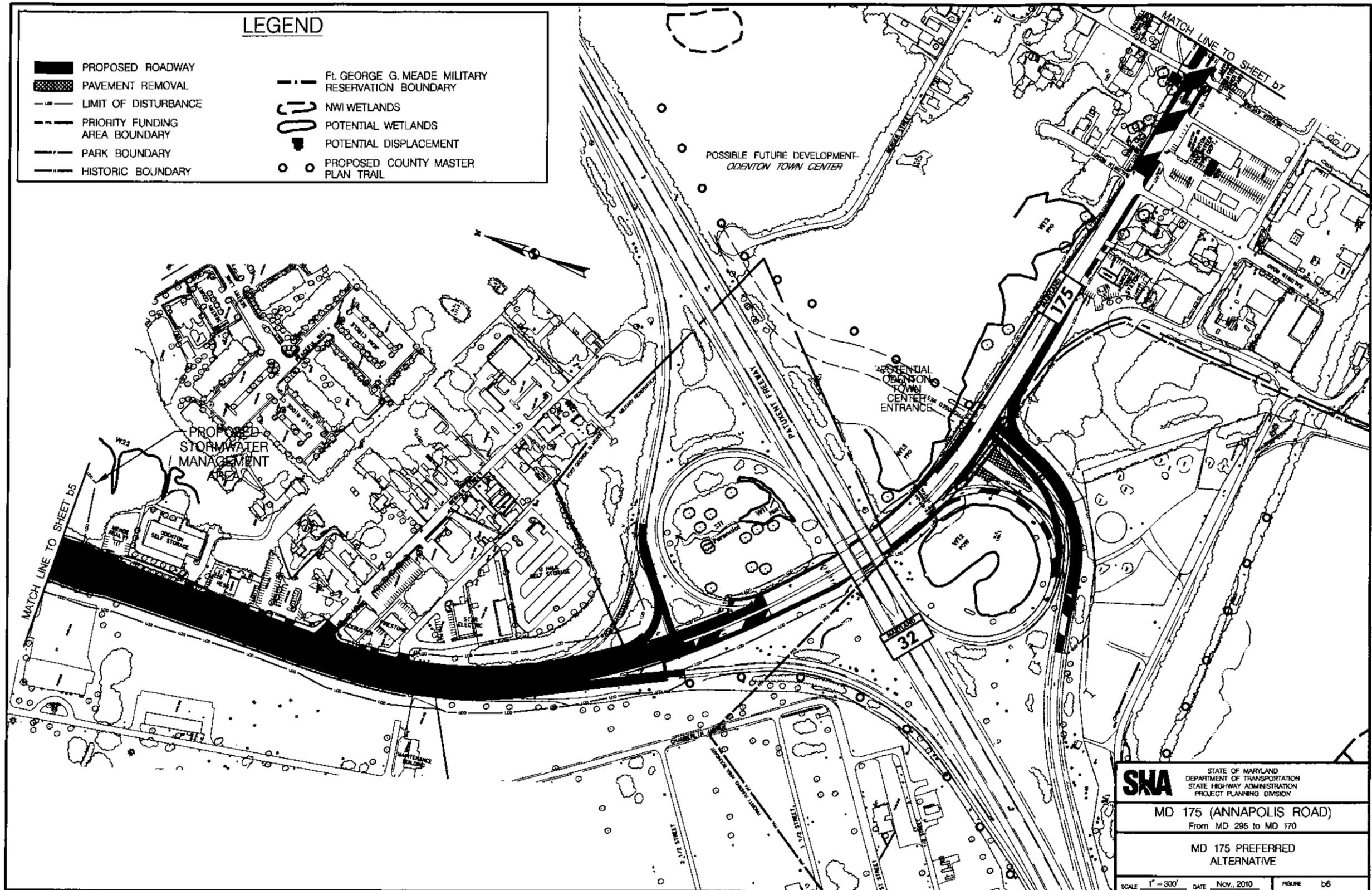
SNA	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
MD 175 PREFERRED ALTERNATIVE	
SCALE 1" = 300'	DATE Nov., 2010
FIGURE b4	

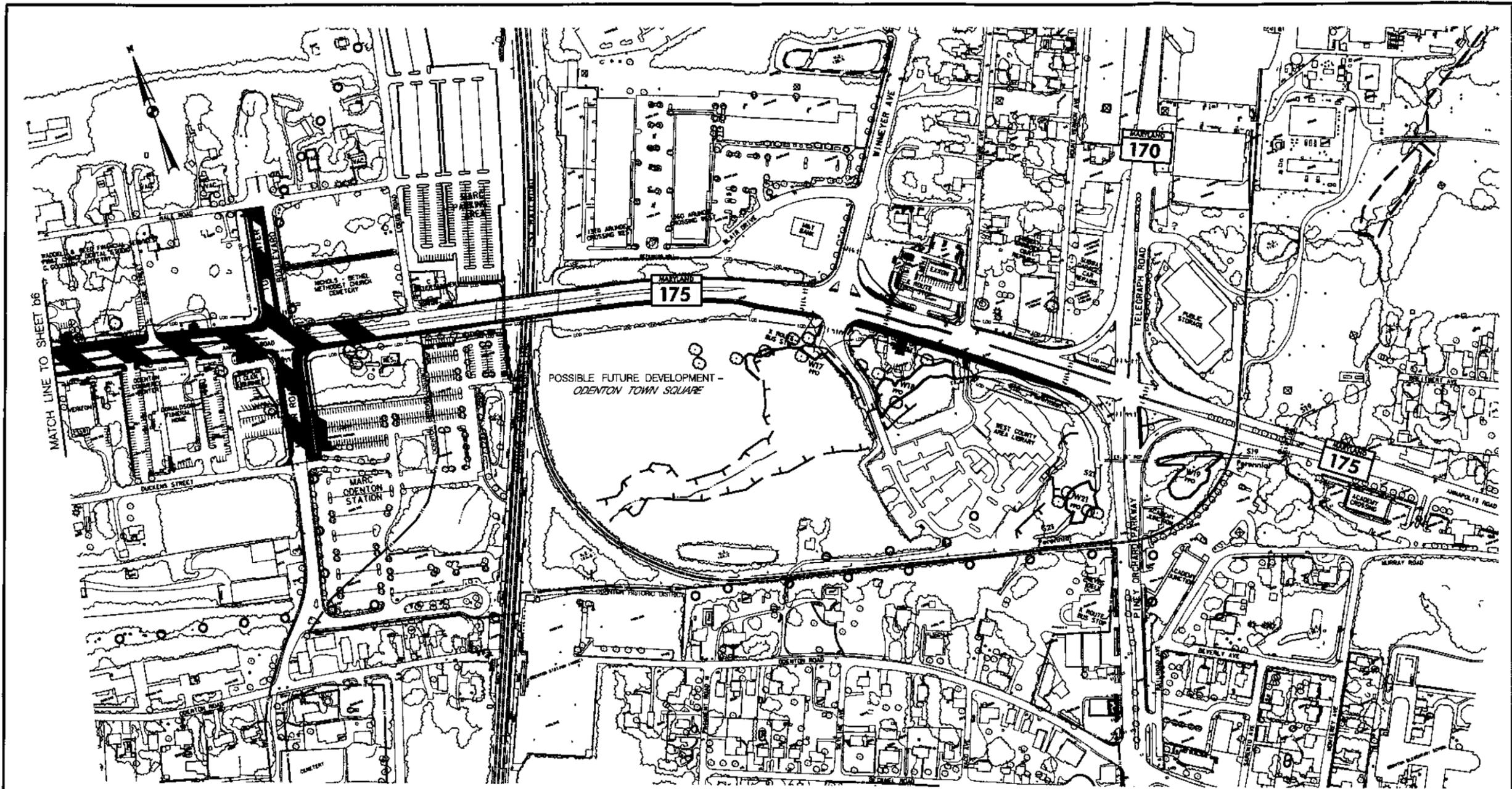


LEGEND

-  PROPOSED ROADWAY
-  PAVEMENT REMOVAL
-  LIMIT OF DISTURBANCE
-  PRIORITY FUNDING AREA BOUNDARY
-  PARK BOUNDARY
-  HISTORIC BOUNDARY
-  FL. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
-  NWI WETLANDS
-  POTENTIAL WETLANDS
-  POTENTIAL DISPLACEMENT
-  PROPOSED COUNTY MASTER PLAN TRAIL

SNA	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
	MD 175 PREFERRED ALTERNATIVE
SCALE 1" = 300'	DATE Nov, 2010
FIGURE	b5





LEGEND	
	PROPOSED ROADWAY
	PAVEMENT REMOVAL
	LIMIT OF DISTURBANCE
	PRIORITY FUNDING AREA BOUNDARY
	PARK BOUNDARY
	HISTORIC BOUNDARY
	Ft. GEORGE G. MEADE MILITARY RESERVATION BOUNDARY
	NWI WETLANDS
	POTENTIAL WETLANDS
	POTENTIAL DISPLACEMENT
	PROPOSED COUNTY MASTER PLAN TRAIL

	STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION
	MD 175 (ANNAPOLIS ROAD) From MD 295 to MD 170
MD 175 PREFERRED ALTERNATIVE	
SCALE 1" = 300'	DATE NOV., 2010
FIGURE 57	