



Maryland Department of Transportation
State Highway Administration

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Governor
John D. Porcari
Secretary
Parker F. Williams
Administrator

Ms. Cynthia D. Simpson
MD 210 Multi Modal Study
M-NCPPC Henson Creek Meeting
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MEMORANDUM

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

FROM: Joseph R. Kresslein JK
Assistant Division Chief
Project Planning Division

DATE: August 13, 2001

SUBJECT: Project No. PG221A11
MD 210 Multi Modal Study
From I-95/I-495 to north of MD 228
Prince George's County

RE: Minutes of July 20, 2001 Meeting with Maryland National Capital Park and
Planning Commission (M-NCPPC) Park Representatives

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THE WILSON T. BALLARD CO.
BY _____

A field meeting was held on July 20, to discuss issues pertaining to potential impacts to the Henson Creek Stream Valley Park and trail crossing of MD 210. The following people were in attendance:

Heather Amick	SHA - PPD	410-545-8526
Marilyn Lewis	M-NCPPC	301-699-2574
Eileen Nivera	M-NCPPC	301-699-2522
Mark Lotz	The Wilson T. Ballard Co.	410-363-0150

The following is a summary of the topics discussed.

1. Other than the No-Build Alternative, there are basically two northbound options being considered at the Palmer Road/Livingston Road intersection with MD 210, both of which are grade separations with interchange ramps. The northbound side is the only side of the Henson Creek Stream Valley Park and trail that may be impacted by the interchange. Mainline widening associated with either Alternative 5B or 5C would necessitate some trail reconstruction on both sides of MD 210. Interchange Option A/B consists of a standard diamond configuration, and the ramp in the northeast quadrant results in a 0.11

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acre impact to the park. Option C/D places a loop ramp in the southeast quadrant of the interchange to accommodate the northbound merge while reducing the park impact to 0.01 acre and minimizing wetland and floodplain impact in comparison to Option A/B. Although there is no preferred alternative or option at this time, it appears that Option C/D is not prudent in that it requires a left turn movement, a business displacement and a residential relocation not required with Option A/B.

2. In the case of Alternative 5B or 5C combined with Option A/B, MD 210 would need to be widened. In addition, a ramp would need to be constructed over Henson Creek and the parallel trail on the east side of MD 210. The existing mainline MD 210 bridges, which are individual northbound and southbound structures that were constructed at different times with differing designs, are proposed to be widened rather than reconstructed. Although 12 feet is the desired underclearance for multi-use (including equestrian) trails such as this, the existing MD 210 bridges have an underclearance of 7 to 8 feet over the trail. The proposed northbound ramp has been developed in the alternatives evaluation stage with a 10-foot minimum underclearance at the trail.
3. The Henson Creek trail is known to be heavily used. M-NCPPC representatives requested that trail closures during construction be kept to a minimum, while ensuring the safety of trail users. If closure is required during construction, reopening the trail on weekends should be considered. It was requested that SHA coordinate with M-NCPPC regarding any needed trail closures so that M-NCPPC can provide adequate signing or other notification of trail closure schedules.
4. The area under the span between the northern abutment and pier, where the trail is located, is also an overbank area of the stream where there has been considerable silt accumulation. M-NCPPC representatives requested that SHA consider cleaning out the silt during construction and evaluate measures to permanently avoid silting, such as armoring the banks. It was also requested that any scuppers currently draining directly onto the trail be diverted when construction takes place.
5. To help ensure that these design and maintenance issues are properly addressed during and after construction, Marilyn Lewis will determine the parties responsible for maintenance of the trail area under the bridge and provide the information to Heather Amick.
6. Due to the additional width of the bridge, lighting may be required.
7. The existing trail appears to be approximately 8 feet in width. M-NCPPC requested that SHA consider a 10-foot width in the areas to be reconstructed.

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MD 210 Multi Modal Study
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8. This memo will be included in the Comments and Coordination section of the Final Environmental Impact Statement.

cc: Ms. Heather B. Amick, SHA-PPD
Mr. Dennis M. Atkins, SHA-PPD
Ms. Caryn Brookman, FHWA
Ms. Mary Huie, FHWA
Mr. Joseph Kresslein, SHA-PPD
Ms. Marilyn Lewis, MD-NCPPC
Mr. Mark Lotz, WTB
Ms. Eileen Nivera, MD-NCPPC



**Maryland Department of Transportation
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MEMORANDUM

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

ATTN: *Mr. Dennis Atkins*
Project Manager

FROM: Joseph R. Kresslein *JK*
Assistant Division Chief
Project Planning Division

DATE: December 10, 2001

RE: Contract No. PG221A11
MD 210 Multi-Modal Study
I-95/I-495 to MD 228
Wetland Mitigation Site Evaluation

Six potential wetland mitigation sites have been identified for the MD 210 Multi-Modal project (see attached list of sites). The sites were field reviewed on August 23, 2001 by the COE and EPA, and on September 18, 2001 by MDE. The following people attended the field reviews:

<u>Attendees</u>		
Heather Amick	Maryland State Highway Administration (SHA)	410-545-8526
Jack Dinne	US Army Corps of Engineers (COE)	410-962-6005
Joe Hamilton	Maryland Department of the Environment (MDE)	410-631-8042
Todd Nichols	SHA	410-545-8628
Barbara Rudnick	Environmental Protection Agency (EPA)	205-824-3322

Site P-14, which is located within existing right-of-way for MD 210, was previously inspected by the COE and MDE, and was not included in this field review. The COE, EPA, and MDE agree that all six sites should be retained for additional evaluations, in consideration of the following agency comments/observations:

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Site P15 – Parker Farm (5 acres +)

Pros:

- Site P15 is considered the best potential mitigation site by all agencies.
- The site is adjacent to the floodplain of Piscataway Creek.
- Development pressure is apparent given a new subdivision to the east.
- The Maryland- National Capital Park and Planning Commission (M-NCPPC) owns the floodplain to the east, and this site could be expanded, preserving the riparian corridor.
- Tile drains have been installed in the center of the field.

Cons:

- Grading could be extensive if the site is maximized. SHA should work with the existing landform and consider water budget in sizing the site.
- Cultural resources may be an issue given the low terrace landscape position along Piscataway Creek.

Site T1 – Steed Road (2 acres +)

Pros:

- This recently abandoned pasture is adjacent to the floodplain of Tinkers Creek.
- A good reference wetland site exists nearby on the south side of Steed Road.

Cons:

- The site is owned by M-NCPPC and unlikely to be developed. The project team will investigate the status of this site with M-NCPPC.
- Early successional woody vegetation is established already and it may be best to let natural reforestation continue.

Site P3 A/B – White Farm (2 acres +)

Pros:

- The farm is for sale. Development pressure is apparent.
- It is adjacent to the floodplain of Piscataway Creek
- SHA could include preservation of wooded riparian corridor with wetland creation.

Cons:

- Utility constraints exist with the overhead power line.
- The site is comprised of two small fields rather than one larger site.

Site BB1 – Lushy Farm (2 acres +)

Pros:

- This active pasture could be restored to wooded riparian corridor along Burch Branch floodplain.

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Cons:

- Extent of existing emergent wetlands could limit usefulness of site for wetland creation.
- Overhead power line constraints exist.

Site P1 – Sherwood Forest (2 acres +)

Pros:

- The site has a good potential to provide water quality benefit. It may be best to compensate for stream impacts.
- The area used to be a farm pond; it is currently surrounded by a subdivision.

Cons:

- County may have plans to construct a stormwater management pond on this site. The project team will verify the status.
- Existing wetlands in several swales provide water quality benefit.

General Comments

- Stream impacts will be extensive for MD 210 project (see Attached Summary of Stream Impact Chart). The Final Environmental Impact Statement must include mitigation for wetland and stream impacts. At the request of the agencies, SHA has initiated a stream restoration site search. Once potential sites have been identified an interagency field meeting will be scheduled to assess the sites and discuss mitigation strategies.
- Mitigation will be required for impacts to perennial and intermittent streams. Ephemeral channels or ditches may not require mitigation.
- SHA should propose a mitigation package that addresses all wetland and waterway impacts and submit the package for agencies to review and comment.

If there are any additions or deletions to these minutes, please contact Ms. Heather Amick at 410-545-8526.

cc: Attendees (w/attachments)
 Mr. Dennis M. Atkins, SHA “
 Ms. Mary Barse “
 Ms. Caryn Brookman, FHWA “
 Ms. Emily Burton, SHA “
 Ms. Elizabeth Cole, MHT “
 Mr. Greg Golden, DNR “
 Ms. Mary Huie, FHWA “
 Mr. Joseph Kresslein, SHA “
 Mr. John Nichols, NMFS “
 Mr. William Schultz, USFWS “

**MD 210 Multi-Modal Study
 Recommended Mitigation Sites
 April 2001**

Site I.D.	ADC Map	Sub-watershed	Potential Creation Area (acre)	Tax Map	Parcel Number	Zoning/Use	Property Owner & Mailing Address
T-1	24 C/D-13	Tinkers Creek	2 ac.	115	21	RE/Exempt	Maryland National Capital Park and Planning Chief Park and Planning Division Parks and Rec-Room 303 6600 Kemilworth Avenue Riverdale, MD 20737
BB-1	31 G-10	Burch Branch	2 ac.	143	12	RA/Agricultural	Annie E. and Arthur E. Lusby 5100 Floral Park Road Brandywine, MD 20613
P-1	25 H-7	Piscataway Creek	2 ac.	108	Grid D2 Parcel A Sherwood Forest	RR/Exempt	Prince George's County Ray Austin Property Management CAB
P-3A P-3B	31 K-6	Piscataway Creek	2 ac. 0.75 ac.	134	58	R80/Agricultural	Upper Marlboro, MD 20772 Francis E. and Mary E. White 11423 Brandywine Road Clinton, MD 20735
P-14	37 E-1	Piscataway Creek	0.5 ac.	152	Grid A7	MD 210 r/w	MD State Highway Administration 707 N. Calvert Street Baltimore, MD 21202
P-15	31 A-9	Piscataway Creek	5 ac.	132	230	Agricultural	Parker Five L.L.C. 12720 Parker Lane Clinton, MD 20735

**MD 210 Multi-Modal Study
SUMMARY OF STREAM IMPACTS (LF)**

ID	Resource/ Impact Type	Alt.1	Alt. 5A Opt. 1	Alt. 5A Opt. 2	Alt. 5B Opt. 1	Alt. 5B Opt. 2	Alt. 5C Opt. 1	Alt. 5C Opt. 2
CB1	Carey Branch	0	270	270	290	290	290	290
	Pipe Extension (Per.)	0	270	270	290	290	290	290
CB2	Unnamed Tributary	0	0	0	640	640	640	640
	Relocation (Per.)	0	0	0	190	190	190	190
	Relocation (Eph.)	0	0	0	415	415	415	415
	Pipe ext. (Eph.)	0	0	0	35	35	35	35
CB3	Unnamed Tributary	0	0	0	60	60	60	60
	Pipe Extension (Int.)	0	0	0	60	60	60	60
CB5	Unnamed Tributary	0	220	220	220	220	220	220
	Pipe Extension (Per.)	0	220	220	220	220	220	220
HC1	Henson Creek	0	80	80	95	95	120	120
	Pipe Extension (Per.)	0	40	40	35	35	60	60
	Bridge (Per.)	0	40	40	60	60	60	60
HC2	Unnamed Tributary	0	0	0	1,120	1,120	0	0
	Relocation (Per.)	0	0	0	1,120	1,120	0	0
HC4	Unnamed Tributary	0	0	0	120	120	120	120
	Relocation (Per.)	0	0	0	120	120	120	120

ID	Resource/ Impact Type	Alt.1	Alt. 5A Opt. 1	Alt. 5A Opt. 2	Alt. 5B Opt. 1	Alt. 5B Opt. 2	Alt. 5C Opt. 1	Alt. 5C Opt. 2
HC5	Unnamed Tributary	0	460	460	500	500	450	450
	Relcocation (Int.)	0	390	390	430	430	390	390
	Pipe Ext. (Int.)	0	70	70	70	70	60	60
HM1	Hunter's Mill Creek	0	30	30	40	40	40	40
	Pipe Extension (Per.)	0	30	30	40	40	40	40
HM2	Unnamed Tributary	0	30	355	20	330	30	520
	Relocation (Int.)	0	0	325	0	310	0	490
	Pipe Ext. (Int.)	0	30	30	20	20	30	30
BC1	Broad Creek	0	30	500	140	500	140	500
	Relocation (Per.)	0	0	250	0	250	0	250
	Pipe Ext. (Per.)	0	30	250	140	250	140	250
BC2	Unnamed Tributary	0	1,410	2,955	1,935	3,030	2,125	2,985
	Relcocation (Per.)	0	110	850	260	850	450	850
	Pipe Ext. (Per.)	0	50	25	75	80	75	45
	Relcocation (Int.)	0	0	310	0	310	0	310
	Relcocation (Eph.)	0	1,200	1,720	1,550	1,720	1,550	1,720
	Pipe Ext. (Eph)	0	50	50	50	70	50	60
BC3	Unnamed Tributary	0	1,810	850	2,060	2,150	1,990	2,140

ID	Resource/ Impact Type	Alt.1	Alt. 5A Opt. 1	Alt. 5A Opt. 2	Alt. 5B Opt. 1	Alt. 5B Opt. 2	Alt. 5C Opt. 1	Alt. 5C Opt. 2
	Pipe Ext. (Int.)	0	20	280	50	300	50	290
	Relocation (Eph.)	0	1,760	460	1,910	1,740	1,910	1,740
	Pipe Ext. (Eph.)	0	30	110	100	110	30	110
BC4	Unnamed Tributary	0	40	0	40	40	50	50
	Pipe Ext. (Per.)	0	40	0	40	40	50	50
BC5	Unnamed Tributary	0	20	0	30	30	20	20
	Pipe Ext. (Per.)	0	20	0	30	30	20	20
BC6	Unnamed Tributary	0	0	1,580	230	1,580	230	1,580
	Relocation (Per.)	0	0	1,180	0	1,180	0	1,180
	Pipe Ext. (Per.)	0	0	0	80	0	80	0
	Relocation (Eph.)	0	0	400	150	400	150	400
BC7	Unnamed Tributary	0	30	40	80	80	80	80
	Pipe Ext. (Per.)	0	30	40	40	40	40	40
	Pipe Ext. (Eph.)	0	0	0	40	40	40	40
BC8	Unnamed Tributary	0	0	0	30	30	30	30
	Pipe Ext. (Per.)	0	0	0	30	30	30	30
BC9	Unnamed Tributary	0	0	40	30	40	30	40
	Pipe Ext. (Eph.)	0	0	40	30	40	30	40

ID	Resource/ Impact Type	Alt.1	Alt. 5A Opt. 1	Alt. 5A Opt. 2	Alt. 5B Opt. 1	Alt. 5B Opt. 2	Alt. 5C Opt. 1	Alt. 5C Opt. 2
BC10	Unnamed Tributary	0	0	90	0	90	0	90
	Pipe Ext. (Per.)	0	0	90	0	90	0	90
PC1	Piscataway Creek	0	0	0	40	40	40	40
	Bridge Ext. (Per.)	0	0	0	40	40	40	40
PC2	Unnamed Tributary	0	0	0	100	100	100	100
	Relocation (Per.)	0	0	0	60	60	60	60
	Pipe Ext. (Per.)	0	0	0	40	40	40	40
PC3	Unnamed Tributary	0	0	0	370	370	370	370
	Relocation (Per.)	0	0	0	60	60	60	60
	Pipe Ext. (Per.)	0	0	0	160	160	160	160
	Relocation (Int.)	0	0	0	50	50	50	50
	Relocation (Eph.)	0	0	0	100	100	100	100
PC4	Unnamed Tributary	0	0	1,390	2,080	1,940	2,080	2,140
	Pipe Ext. (Per.)	0	0	100	0	0	0	60
	Relocation (Int.)	0	0	320	320	320	320	320
	Relocation (Eph.)	0	0	970	1760	1620	1760	1760
PC5	Unnamed Tributary	0	0	0	830	830	830	830
	Relocation (Eph.)	0	0	0	830	830	830	830

ID	Resource/ Impact Type	Alt.1	Alt. 5A Opt. 1	Alt. 5A Opt. 2	Alt. 5B Opt. 1	Alt. 5B Opt. 2	Alt. 5C Opt. 1	Alt. 5C Opt. 2
PC7	Unnamed Tributary	0	0	180	1,660	1,660	1,660	1,660
	Relocation (Per.)	0	0	180	1,660	1,660	1,660	1,660
PC8	Unnamed Tributary	0	300	770	770	770	770	770
	Relocation (Per.)	0	300	770	770	770	770	770
PC9	Unnamed Tributary	0	0	0	340	340	340	340
	Pipe Ext. (Per.)	0	0	0	50	50	50	50
	Relocation (Eph.)	0	0	0	260	260	260	260
	Pipe Ext. (Eph.)	0	0	0	30	30	30	30
PC11	Unnamed Tributary	0	20	0	130	130	130	130
	Relocation (Eph.)	0	20	0	130	130	130	130
PC12	Unnamed Tributary	0	220	0	410	410	220	220
	Relocation (Eph.)	0	220	0	410	410	220	220
WS9	Unnamed Tributary	0	10	30	50	20	50	20
	Pipe Ext. (Per.)	0	10	30	50	20	50	20
WS10	Unnamed Tributary	0	20	50	50	50	50	50
	Pipe Ext. (Per.)	0	20	50	50	50	50	50

ID	Resource/ Impact Type	Alt.1	Alt. 5A Opt. 1	Alt. 5A Opt. 2	Alt. 5B Opt. 1	Alt. 5B Opt. 2	Alt. 5C Opt. 1	Alt. 5C Opt. 2
Total Waters Affected		0	5,000	9,890	14,510	17,645	13,305	16,645
Relocation (Per.) Total		0	410	3,230	4,240	6,250	3,310	5,140
Relocation (Int.) Total		0	390	1,345	800	1,420	760	1,560
Relocation (Eph.) Total		0	3,200	3,550	7,515	7,625	7,325	7,575
Pipe Ext. (Per.) Total		0	760	1,145	1,370	1,465	1,395	1,515
Pipe Ext. (Int.) Total		0	120	380	200	450	200	440
Pipe Ext. (Eph.) Total		0	80	200	285	325	215	315
Bridge Ext. (Per.) Total		0	40	40	100	100	100	100



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John D. Porcari
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THE WILSON T. BALLARD CO.
BY *[Signature]*

MEMORANDUM

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

ATTN: Mr. Dennis Atkins
Project Manager

FROM: Joseph R. Kresslein *JK*
Assistant Division Chief
Project Planning Division

DATE: December 16, 2002

RE: Contract No. PG221A11
MD 210 Multi-Modal Study
I-95/I-495 to MD 228
Stream Mitigation Site Search

An agency field review was held to visit potential stream mitigation sites for the MD 210 Multi-Modal Study. The sites were field reviewed on July 22, 2002 and August 14, 2002. The following people attended the field reviews:

Attendees - July 22, 2002

Prakash Dave	SHA-Bridge Hydraulics Division	410-545-8355
Joe Dement	Wilson T. Ballard, Inc	410-363-0150
Jack Dinne	U.S. Army Corps of Engineers	410-962-6005
Greg Golden	MD Department of Natural Resources	410-260-8334
Dale Hamel	Prince George's County DPW	301-499-8515
Don Herring	MD National Capital Park & Planning Commission (M-NCPPC)	301-699-2574
Mary Huie	Federal Highway Administration (FHWA)	703-519-9800
Keith Kucharek	SHA-Highway Hydraulics Division	410-545-8792
Karen Moreland	Prince George's County DPW	301-499-8507
John Nichols	National Marine Fisheries Service (NMFS)	410-226-5771
Barbara Rudnick	U.S. Environmental Protection Agency	205-824-3322
Robert E. Shreeve	SHA-Environmental Programs Division	410-545-8644
Beverly Warfield	P.G. County Department of Environmental Resources	301-883-5838

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Chuck Weinkam	Coastal Resources, Inc.	410-956-9000
Attendees - August 14, 2002		
Heather Amick	SHA-Project Planning Division	410-545-8526
Steve Hurt	MD Department of the Environment (MDE)	410-537-3768
Bill Schultz	U.S. Fish and Wildlife Service (FWS)	410-573-4536
Chuck Weinkam	Coastal Resources, Inc.	410-956-9000

Two potential stream mitigation sites have been identified for the MD 210 project. Site H-1 is Carey Branch from Wilson Bridge Drive to its confluence with the Henson Creek. The total distance of this potential site is approximately 4,500 linear feet. The Carey Branch site could be divided into several different sites with only SHA implementing those needed to fulfill the final mitigation requirement. Site P-1 is at Potomac Airfield along Tinkers Creek south of Steed Road. This site is approximately 2,000 linear feet (lf). It consists of an incised channel with unstable streambanks that are nearly vertical in some areas.

Site H-1 - Carey Branch at MD 210

Pros:

- Site H-1 is located along MD 210 and close to proposed impact areas.
- This site offers several options, including (in order of decreasing priority):
 1. Correction of scour pool at downstream end of concrete channel (200 lf).
 2. Stabilization of streambank erosion, removal of channel constriction at old road crossing, and protection of exposed utility line between Kerby Hill Road and MD 210 (400 lf).
 3. Removal of concrete-lined channel between MD 210 and Henson Creek that potentially provides additional flood storage and an expanded riparian zone (1,500 lf).
 4. Reconfiguration of the double-cell structure under MD 210 to facilitate fish passage (200 lf).
 5. Removal of the large concrete-lined channel between Wilson Bridge Drive and Kerby Hill Road and restoration of a natural channel and functional floodplain through this area (2,200 lf).
- Concrete removal appears to be beneficial if flooding concerns can be answered through detailed hydraulics and hydrology studies at the final design stage.
- The scour pool at the downstream end of Carey Branch is a long-term problem that was documented in the 1985 Henson Creek Watershed Study. NMFS also would like to see this project completed to expand the spawning habitat for anadromous fish species.

Cons:

- There is a certain level of risk inherent in working with a stream as close to structures as the Wilson Bridge Drive channel restoration project would necessitate (FWS). To a

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MD 210 Mitigation Site Search

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lesser degree, the same concerns are present with the concrete-lined channel downstream of MD 210 that also borders an apartment complex.

- Concrete removal and grading could be expensive for the Wilson Bridge Drive channel with little habitat gain (FWS).

Site P-1 – Potomac Airfield on Tinkers Creek

Pros:

- Project was liked by all attendees based on obvious need to stop severe bank erosion.
- Project may be able to create a riparian buffer where none now exists if conflicts with airport operations can be avoided.
- Open field with easy construction access and staging.
- Site is privately owned by an owner anxious to cooperate. M-NCPPC recommended this site as it helps to create a contiguous corridor with other properties they own along Tinkers Creek.

Cons:

- Full scope of work will not be determined until full geomorphic assessment has been conducted in highway design.

Follow-Up

The section of Carey Branch north of the Kerby Hill Road culvert has been dropped from mitigation consideration due to potential problems with flooding and erosion. The project team will be in contact with the agencies regarding proposed mitigation concepts within the next few months.

The above information represents a summary of the essential discussion points of the field review. If any information is incorrect, or if any additions or deletions to these minutes are required, please contact Heather Amick at 410-545-8526.

cc: Attendees
Mr. Dennis M. Atkins, SHA-PPD
Mr. Todd Nichols, SHA-EPD
Ms. Elizabeth Cole, MITT
Ms. Mary Huie, FHWA
Mr. Joseph Kresslein, SHA-PPD

BACKGROUND

Based on current impact estimates for the project, it is anticipated that mitigation will need to be provided for approximately 3.7 acres of wetland impacts. Replacement ratios for unavoidable wetland impacts are based on the Maryland Compensatory Guidance (1994) and agency coordination on a project-by-project basis, but impacts are generally mitigated according to the following ratios:

- forested wetlands - 2:1 (i.e., 2 acres created for each acre impacted)
- scrub/shrub wetlands - 2:1
- emergent wetlands - 1:1

The impacted areas are a mix of forested, scrub/shrub and emergent wetlands, however, for the purposes of the site search, it has been assumed that 2 acres of wetland may need to be created for each acre impacted. Therefore, it is assumed that at least 7.4 acres of mitigation will be required for the project. Ideally, 5.7 acres will need to occur in the Henson/Broad Creek watershed and 1.7 acres in the Piscataway Creek watershed. To ensure that adequate mitigation acreage is located, the search aims to identify at least 10 acres that would be suitable for the creation of nontidal wetlands.

The watersheds in which the project impacts will occur have undergone a long-term transition from a landscape dominated by farmland to one dominated by urban and suburban development. During this transition, many of the open lands have been developed, while the stream valleys have reverted to forested riparian areas. Many of these riparian areas are under long-term protection as stream valley parks, particularly along the main-stem of Henson Creek and Piscataway Creek tributaries such as Tinkers Creek. Because of current land use in the watersheds to be searched, it is anticipated that the search will need to be particularly thorough to meet the mitigation goals of the project.

METHODOLOGY

A mitigation site search has been initiated within the Henson/Broad Creek and Piscataway Creek watersheds to identify potential mitigation sites for proposed impacts to wetlands from the MD 210 Improvement Project. Mitigation planning for unavoidable wetland impacts is being carried out in accordance with the sequencing guidelines presented in the Maryland Compensatory Mitigation Guidance (1994). The goal of the search is to locate sites with the highest potential for wetland creation or restoration with emphasis on "in-kind" replacement first on-site and then within the sub-watershed of impact or larger watershed if on-site locations are not available. Although the search is in its initial phases, the search methodology has been developed to provide a thorough

review of potential sites. The primary steps in completing the search are summarized in Table 1, and discussed in more detail below.

Table 1: Primary Steps in Completing the Mitigation Site Search	
1.	Review of existing data on impacted wetlands, including their functions and values,
2.	Review of existing mitigation site searches in the impacted watersheds to locate any suitable sites that may have already been identified,
3.	Desktop inventories of potential sites using available resource mapping of the impacted watersheds including aerial photographs, soil surveys, topographic mapping and MDNR wetland mapping,
4.	Preliminary windshield level field surveys to verify land cover, landscape position and sources of hydrology and narrow list of sites,
5.	Property owner identification and access requests for suitable sites,
6.	Field investigation of soil types, depth to groundwater and/or availability of surface water inputs, estimated cut required and potential constraints,
7.	Presentation of most feasible sites to regulatory agencies for concurrence.
8.	Negotiations with landowner to acquire top-ranked sites.

In recent years, a number of mitigation site searches have been undertaken in portions of the Henson and Piscataway Creek watersheds for impacts from improvements along the MD 5 corridor and for the Woodrow Wilson Bridge Replacement Project. The initial phase of the mitigation search, which is currently underway, will review the documentation from these previous searches to determine if any suitable sites were identified that have not already been utilized for mitigation. Although most of the sites investigated in the previous searches were found to be technically unsuitable for mitigation, a number of the sites, particularly those investigated for the Woodrow Wilson Bridge project, may have been dropped due to the specific functional replacement goals of the search. Size or other constraints that are not applicable under the current search may also have precluded a site from consideration that would be suitable for the MD 210 project. Based on preliminary review, it appears that at least four sites that were considered and dropped in the other searches warrant further review.

In addition to reviewing previous mitigation site search reports, additional sites will be identified using the Natural Resource Conservation Service Soil Survey for Prince George's County, USGS topographic maps, digital Maryland Department of Natural Resources (MDNR) wetland inventory maps, digital ortho quarter quads (DOQQ) and aerial infrared photographs. The search will emphasize sites that are:

- non-forested, adjacent to streams or existing wetlands,

- have hydric soils or soils with hydric inclusions,
- in a topographically low landscape position, with slopes less than 3%,
- require less than 5 feet of cut to obtain adequate hydrology, and
- a minimum of 5 acres in size so that a minimum 2 acres of actual wetland creation area is feasible.

A summary roster of all of the sites will then be developed listing the site identifier, site location, name of adjacent stream, underlying soils, watershed, and potential acreage of created wetlands. A preliminary map of each site will also be prepared. Two potential sites have already been identified adjacent to the project site by the SHA during agency field reviews. These sites, as well as those identified in previous searches will be included on the site roster.

Using the roster of sites and site maps, each of the candidate sites will be reviewed from public roadways to confirm land cover observed on the aerial photos. This step is especially important in the rapidly developing watersheds of the study area where land cover can change quickly over time. A digital photographic record will be maintained of each site. Following this review, the roster will be revised and sites will be ranked to eliminate any unacceptable sites. Rankings will be based on the following factors:

- Technical feasibility – existing site conditions conducive to wetland creation including adequate hydrology, potential for poorly drained soils and a low-lying landscape position;
- Potential mitigation acreage – area of the site available for creation;
- Site constraints – factors limiting the viability of the site from a logistical or cost perspective including present land use, presence of utilities, and ease of access.
- Functional replacement value – ability of the site to meet the specific functional replacement goals of the project upon completion.

Research will then be conducted using County land records for the reduced candidate list to determine property ownership. At that time, property access requests can be prepared to further evaluate the viability of the remaining sites in the field.

Upon authorization from landowners, field analysis will be conducted to evaluate soils and depth to groundwater with a hand auger, assess the potential for additional surface hydrology from adjacent wetlands and streams, estimate the amount of cut required for wetland creation and provide further documentation on constraints and functional replacement value. Following field analysis, sites will again be ranked. The most viable sites, typically no more than five, will then be presented to the resource agencies during a field review for concurrence with SHA's evaluations of the sites' ability to satisfy mitigation requirements for the project. Agency recommendations will then be factored into the ranking procedures to develop a hierarchy of sites to pursue negotiations with landowners.

All mitigation activities will be carried in accordance with federal and state regulations. Coordination has been initiated and will be maintained with the USACOE, MDE and other agencies to ensure awareness of project developments and compliance with regulatory requirements concerning wetland impacts and mitigation throughout the planning process.

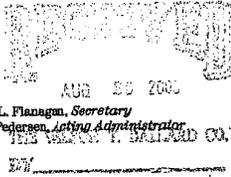
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Robert L. Ehrlich, Jr., Governor
Michael S. Steele, Lt. Governor



MARYLAND DEPARTMENT OF TRANSPORTATION

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



April 4, 2003

RE: Project No. PG221A11
MD 210 Multi-Modal Study
Prince George's County, Maryland

Mr. Paul Wettlaufer
Transportation Program Manager
U.S. Army Corps of Engineers
Baltimore District (CENB-OP-RT)
P.O. Box 1715
Baltimore MD 21203

Attention: Mr. Jack Dinne

Dear Mr. Wettlaufer:

The purpose of this letter is to confirm that an interagency/SHA Field Meeting has been scheduled for the MD 210 Multi-Modal Project on April 22. The purpose of the field meeting is to discuss issues related to potential commitments in the Final Environmental Impact Statement and the Joint Federal/State Wetlands permit.

The meeting will begin at 9:00 A.M. at the Park and Ride lot on Oxon Hill Road in Prince George's County (see attached map). We will then proceed to tour the project area, stopping at pertinent areas of interest throughout the corridor.

If you have any questions, please contact the Environmental Manager, Heather Amick, at 410-545-8526 or toll free at 1-866-527-5026.

Very truly yours,

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

Mr. Paul Wettlaufer
MD 210 Multi-Modal Study
Page Two

by:
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

Enclosure

- cc: Ms. Barbara Allera-Bohlen, SHA-OED w/enclosure
- Ms. Heather Amick, SHA-PPD "
- Mr. Dennis M. Atkins, SHA-PPD "
- Ms. Sara Blumenthal, NPS "
- Mr. Kenneth Briggs, SHA-OHD "
- Ms. Lisa Choplin, SHA-OHD "
- Ms. Elizabeth Cole, MHT "
- Mr. Prakash Dave, SHA-OBD "
- Mr. Andrew Der, MDE "
- Mr. Greg Golden, DNR "
- Mr. Bruce Grey, SHA-PPD "
- Ms. Mary Huie, FHWA "
- Mr. Steve Hurt, M/TA (for MDE) "
- Mr. Joseph Kresslein, SHA-PPD "
- Mr. Keith Kucharek, SHA-OHD "
- Mr. Mark Lotz, WTB "
- Mr. Paul Matys, SHA-OBD "
- Mr. Kirk McClelland, SHA-OBD "
- Mr. John Nichols, NMFS "
- Ms. Barbara Rudnick, EPA "
- Mr. Bill Schuit, USFWS "
- Mr. Glenn Vaughn, SHA-OBD "
- Ms. Chisa Winstead, SHA-PPD "
- Mr. David Whitaker, MDP "

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

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

MARYLAND DEPARTMENT OF TRANSPORTATION

RECEIVED
JUL 18 2003
THE WILSON T. BALLARD CO.
BY _____

MEMORANDUM

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

FROM: Mark D. Lotz
Project Manager
Project Planning Division

DATE: July 14, 2003

SUBJECT: Project No. PG221A11
MD 210 Multi-Modal Study
Agency Field Review to Evaluate Proposed Structures
and Stream Impacts/Mitigation

A field meeting for the MD 210 project was held on April 22, 2003. The purpose of the meeting was to review areas involving possible stream relocation, stream channel lining changes, stream crossings or other major structures (e.g., retaining walls) to verify that the scope of engineering and environmental analysis has been sufficient to complete alternative selection and final environmental documentation under the streamlined process. The following individuals attended:

<u>Name</u>	<u>Representing</u>
Barbara Allera-Bohlen	State Highway Administration (SHA) – Environmental Programs Division
Heather Amick	SHA – Project Planning Division
Caryn Brookman	Federal Highway Administration
Lisa Choplin	SHA – Highway Design Division (HDD)
Prakash Dave	SHA – Office of Bridge Development
Joe Dement	The Wilson T. Ballard Company (WTB)
Jack Dinne	U.S. Army Corps of Engineers (ACOE)
Keith Kucharek	SHA – Community Design Division
Mike Hitchings	ACOE
Steve Hurt	Maryland Department of the Environment
Mark Lotz	WTB

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MD 210 Multi-Modal Study
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Name

Paul Matys
Kirk McClelland
John Nichols
Barbara Rudnick
Bill Schultz

Representing

SHA – Bridge Design Division
SHA – Office of Highway Development
National Marine Fisheries Service
Environmental Protection Agency
U.S. Fish and Wildlife Service

Introduction

Following introductions, Heather Amick distributed project mapping and discussed the purpose of the meeting and the project schedule. The draft Selected Alternative and Conceptual Mitigation Package was distributed to the agencies in June, with a presentation scheduled for the July Interagency Review Meeting. The FEIS will be finalized this fall, with Location Approval anticipated in early 2004.

Heather summarized the proposed wetland and stream mitigation sites. As a result of prior coordination with agency representatives, Tinkers Creek on the Potomac Airfield property has been identified as the selected stream mitigation site and the Parker Farm property has been identified as the selected wetland mitigation site.

The following is a summary of the areas visited, the issues discussed at each area and direction for follow-up action (if any) at each location:

Location 1: Segment of Carey Branch just south of Kerby Hill Road
Issues/Discussion:

- Mark Lotz summarized some of the background issues in this segment:
 - This segment is just south of the concrete-lined segment of stream behind the Brookside Park Condominiums and Wilson Towers Apartments that was previously identified as a potential stream mitigation site. Due to SHA and agency concerns this site was dropped from consideration for stream mitigation.
 - This segment of Carey Branch is characterized by poor channel definition and substantial erosion. The stream has migrated close to the existing edge of MD 210, exposing some underground utilities. An abandoned box culvert remains that once accommodated driveway access to a property west of the stream. Agency comments from the Wetland Jurisdictional (JD) Field Review encouraged “cleaning up” this area as part of the MD 210 project, including providing better channelization and removal of the box culvert. The environmental agencies reiterated the request that SHA should improve this

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reach of stream at the field meeting. This mitigation would be considered in-kind 1:1 mitigation for this reach of Carey Branch. The approximate impact is 1200 linear feet with the preferred alternative. Therefore, the same amount of in-kind mitigation would be accomplished at this location.

- A future service road may be considered in this area by developers to provide access from Kerby Hill Road to the proposed Henson Square development. All of the MD 210 widening, potential noise barriers and stream relocation (including potential future widening for additional lanes or transit), would fit within the 110 foot of ROW proposed without requiring any ROW from the Indian Hill Manor community, however, ROW from the community may be required should the future developer service road be constructed. There appears to be about a 75-foot buffer between the existing ROW line and the edge of the parking lot for this town home community; therefore, some ROW acquisition may be possible without substantially impacting the community. Any ROW acquisition beyond that needed to accomplish the potential stream relocation associated with the on-ramp for southbound MD 210 would be the responsibility of the developer and would only be included in the Final Environmental Impact Statement (FEIS) in the Secondary and Cumulative Effects Analysis should a development plan be submitted.
- The general consensus was that this segment of stream can be culverted (as opposed to bridged) under the proposed ramps connecting MD 210 to/from Kerby Hill Road. Bill Schultz stated that this is not a prime habitat area. The environmental agencies requested the removal of the old culvert under existing Kirby Hill Rd and to try and daylight as much of the stream as possible.
- Paul Matys and Prakash Dave requested that the mapping and other documentation associated with the SHA-Selected Alternative remain flexible as to the type and shape of proposed culvert, but should acknowledge the likely requirement that the invert be depressed.
- General channel stabilization and restoration of riparian shading should be made part of any work through this area.
- Consideration should be given to placing the proposed noise wall (if warranted) along the shoulder in this area because of the limited space that will be available between MD 210 and the townhome community to fit all potential elements (i.e., acceleration lane, stream relocation, developer service road, and noise barrier).

Follow-up Activities:

- Determine the status of the Henson Square development to get a feel for the timing of a potential developer-constructed service road in relation to the MD 210 project.

Location 2: Palmer/Livingston Road – Henson Creek and Golf Driving Range Issues/Discussion:

- Impacts to the driving range were discussed, but the agency representatives did not raise any concerns, as it primarily involves right-of-way and structures issues.
- The group discussed in detail matters related to the proposed improvements at the MD 210 crossing of Henson Creek, consisting of complete bridge reconstruction to widen MD 210 to allow for six lanes plus an auxiliary lane southbound, a new bridge for the northbound ramp, and a new hiker/biker trail bridge to provide a connection from Livingston Road to the existing Henson Creek Stream Valley Park trail.
- Agency representatives were concerned over construction methods and maintenance of traffic (MOT). Paul Matys stated that MOT could probably be achieved in three stages. John Nichols stated that the National Marine Fisheries Service would oppose the use of explosives.
- At first inspection of the plans, it appeared that the proposed hiker/biker trail might be too close to MD 210 to perform all grading necessary to tie the proposed trail in with the existing trail. It appears that the ample channel depth in this area may permit the design shown.

Follow-up Studies:

- Evaluate placing the hiker/biker trail on the MD 210 structure to save the expense of an additional structure. If the trail remains on separate structure, confirm that the grades permit the location as close to MD 210 as currently shown on plans.
- Coordinate with Maryland-National Capital Parks and Planning Commission (M-NCPPC) to determine maintenance of trail traffic requirements during construction.

Location 3: Swan Creek Interchange

- Two interchange options have remained under consideration to this point— Option C and Option G. Option C is generally favored by the owners of the Safeway located in the Old Fort Village shopping center and some Focus Group members for reasons of shopping center visibility and access. However, Option C has approximately 2.0 acres of wetland impact more impact than Option G, and thus may not be permissible since Option G, which was originally suggested by the ACOE, appears to be a feasible and practicable alternative. Access to the hospital would be better with Option G.
- Attendees walked the wooded wetland areas in the southwest quadrant of this intersection and reconfirmed the high quality of this area. With the lack of evidence from the Safeway owner supporting a previous claim that Option G would hurt the shopping center, Option G becomes the only design that the agencies can support.
- Attendees also walked the area behind the shopping center where the alignment of the new service road, critical to the overall operations of the proposed interchange, would be located. Other than concerns with overhead utilities along the shopping

Ms. Cynthia D. Simpson
MD 210 Multi-Modal Study
Page Five

center/hospital property line and hospital helipad proximity, there were no major problems seen with this service road. Only very minor wetland impacts would occur to the major systems to the north and west of the shopping center.

Follow-up

- Present findings to the SHA Planning Director to confirm inclusion of Option G in the Preferred Alternative.
- Coordinate with the hospital regarding helipad use and the appropriate regulators regarding air space restrictions for helipads.

Location 4: Northbound MD 210 at the Fort Washington Road Interchange

Issues/Discussion:

- Mark Lotz explained how the interchange design at this location has been modified during the course of project planning to involve a smaller footprint through smaller ramp radii and use of retaining walls between the mainline and the interchange ramps. The smaller footprint was requested by the agencies to reduce stream and overall grading impacts in the steeply sloped, rolling wooded area to the east of MD 210. The current version reduces stream impacts by 410 LF from the original version. The stream relocation would be approximately 40 to 60 feet east from its current location.
- John Nichols was concerned about the loss in stream linear footage with the proposed stream relocation due to loss in sinuosity. He requested that this loss be documented and the difference mitigated.
- John Nichols requested that project impacts to the forested riparian corridor at all applicable locations be quantified, with the riparian corridor defined as a 300-foot wide band centered on the existing stream
- Agency representatives asked how the impacts to velocities due to loss in gradient will be addressed (i.e., grade control structures). This will be addressed in the design stage.
- Bill Schultz and John Nichols requested 1"=50' scale plans of the stream relocation areas with the recently constructed sanitary sewer line shown. Bill is concerned that the sewer will adversely impact the design of the stream relocation, limiting the amount of meander that could be provided.

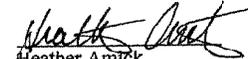
Follow-up Studies:

- SHA will verify that the sewer line is correctly shown on the plans and submit plans to Bill Schultz and John Nichols.
- SHA will measure loss of stream/channel length due to relocations and loss in sinuosity as well as impacts to the forested riparian corridor as directed. These impacts will be reported in the FEIS.

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This is a summary of the SHA/Agency preferred alternative field review meeting. If you have any questions or concerns, please feel free to contact the Environmental Manager, Ms. Heather Amick, at (410) 545-8526 or the Project Manager, Mark Lotz, at (410) 363-0150.

by:


Heather Amick
Environmental Manager

cc: List of Attendees
MD 210 Study Team
Mr. Ken Briggs, SHA - HDD
Mr. Robert Sanders, SHA - PPD
Mr. Chuck Weinkam, Coastal Resources, Inc.

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Maryland Department of Transportation
State Highway Administration
Interagency Review Meeting
Meeting Summary
July 16, 2003

GENERAL

SHA (Darrell Sacks) welcomed everyone to the meeting and introductions were made. There were no agency requests for presentations.

SHA (Darrell Sacks) announced that free parking for federal and state agency representatives is now available under the JFX.

STATUS OF AGENCY CONCURRENCE/COMMENTS AND CALENDAR

SHA distributed *Outstanding Streamlined Process Correspondence*, the *Tentative Schedule of Project Activities*, and the *Three-Month Calendar*.

COE (Steve Elinsky) noted that the July 22 meeting for I-95/Contee Road was canceled.

SHA (Darrell Sacks) announced that ICC meetings would be held in the afternoon after the Interagency Review Meeting, the third Wednesday of each month.

HANDOUTS

FHWA (Dan Johnson) distributed copies of *Federal Guidance of the Use of the TEA-21 Preference for Mitigation Banking to fulfill Mitigation Requirements under Section 404 of the Clean Water Act*, dated July 11, 2003. FHWA (Dan Johnson) encouraged wetland banking for wetland mitigation using the flexibility available under TEA-21.

MD 140

Carroll County

Project Number CL702A11

Presentation Focus: Alternates Retained for Detailed Study

Project Manager: Carmelitta Harris (410) 545-8522

Environmental Manager: Eric Almquist (410) 545-8533

Presentation Summary

The presentation's purpose was to update agencies on the MD 140 Transportation Improvement Study and discuss the alternates retained for detailed study.

A project planning study was initiated in 1987 to evaluate a bypass around Westminster. Phases I and II of the project were completed and Phase III is under construction. Phase

Maryland Department of Transportation
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IV was removed from the Consolidated Transportation Plan (CTP) in 1999 because it did not comply with Smart Growth legislation. Subsequently, a working group was established to develop concepts to accommodate 2025 traffic within the Priority Funding Area (PFA). The project limits extend from Market Street to Sullivan Road.

Preliminary alternates evaluated included Alternate 1, No Build; Alternate 2, Transportation System Management/Travel Demand Management; Alternate 3, Mainline Widening; Alternate 4, Compressed Diamond Interchanges; Alternate 5, Single Point Urban Diamond Interchanges; and Alternate 6, Half Bridge Option.

Three intersections were identified as having a critical need for improvements: Malcolm Drive, Center Avenue, and Englar Road.

Alternates 1, 2, 5 and 6 were recommended for detailed study. Alternate 1, the No Build consists of normal maintenance and safety improvements. Alternate 2 Modified is the TSM/TDM alternate and includes intersection improvements, access consolidation, auxiliary lane additions, signal system optimization, and mainline widening features.

Alternates 4 and 5 are similar except for the interchange type. Therefore, only Alternate 5 was recommended for further study because it addresses the traffic better than Alternate 4.

Alternate 6 carries westbound MD 140 under Malcolm Drive and Center Street and eastbound lanes will remain at grade. At the Englar Road interchange, MD 140 eastbound through lanes would be carried under Englar Road while the westbound lanes would be kept at existing grade.

Alternate 3 was not recommended for further study because it does not substantially improve corridor operation and safety and does not adequately address future travel.

Public involvement has consisted of meetings with the Focus Group and the Carroll County Chamber of Commerce. An Alternates Public Workshop was held and SHA is now developing a newsletter. The location design hearing is scheduled for Winter 2003/2004.

The final ARDS will be submitted in approximately two weeks. Agency representatives are requested to submit comments as soon as possible on the draft ARDS.

Issues Discussed

COE (Steve Elinsky) asked if the project interfered with operations at the Carroll County Air Park and SHA responded that it did not.

FHWA (Caryn Brookman) has provided comments on the ARDS. One comment addresses the failing LOS at Market Street for all alternates. FHWA noted that the intersection requires an additional lane to function and that the additional lane will require extending the project limits. SHA responded that the intersection would be evaluated during detailed study. More traffic studies including critical lane analysis would be completed. Subsequent modifications to the intersection may improve the LOS.

USFWS (Bill Schultz) asked if a project could be constructed if it was shown to fail in the design year. FHWA noted that a design exception could be made if necessary. However, the project should not move forward with a failing intersection because it will create a bottleneck. The limits of the study should be extended if necessary to address the LOS.

MDP (Bihui Xu) asked about the number of lanes at Market Street and SHA noted that there are four lanes.

USFWS (Bill Schultz) asked about the status of the EIS. SHA responded that it would be completed after detailed study. SHA added that there are considerable business impacts but these may be reduced in the next study phase.

MDP (Bihui Xu) asked about the reaction of the public to commuter bus service. SHA stated that the public was not interested at the meeting but SHA is still coordinating with Carroll County.

COE (Paul Wettlaufer) initiated a discussion regarding SHA policy on evaluating projects that have failing LOS in the design year. He noted that there are some commonalities between MD 140, the Intercounty Connector, and the Waldorf Bypass. All involve undertaking considerable expense, substantial impacts to businesses and lots of retaining walls. All are at capacity in the design year. However, for the ICC, SHA is suggesting that some alternates be dropped because they do not provide enough capacity beyond the design year. Since SHA is recommending consideration of a bypass for the other projects, why not consider one for MD 140.

FHWA (Dan Johnson) responded that MD 140 is already a bypass and that it is too early in the process to decide on the final outcome. SHA added that the Market Street intersection will be evaluated in more detail and that there are likely modifications that can be made to improve the LOS.

MDP (Bihui Xu) added that Carroll County has recently updated the Master Plan. The update includes dropping a section of the bypass. COE (Paul Wettlaufer) commented that it seems shortsighted to drop the bypass from the plan if the LOS fails in 2023. SHA

added that a bypass was evaluated for MD 140 but that it was dropped because it did not comply with Smart Growth. Thus, SHA has to fit the project within the existing corridor.

US 15/MD 26

Frederick County

Project Number FR406A11

Presentation Focus: SHA Selected Alternate (Courtesy)

Project Manager: Russ Walto (410) 545-8547

Environmental Manager: Sarah Michailof (410) 545-8563

Presentation Summary

SHA reviewed the project history. The project was initiated in July 2001. Various public meetings have been held on the project including the public hearing, which was held in January 2003.

During the Alternates Retained for Detailed Study (ARDS) phase, the project was dropped from the streamlined process because it had minimal environmental impacts. A Categorical Exclusion may be adequate for environmental documentation.

SHA has chosen Alternate 2 as the Selected Alternate based on comments and coordination with the public and local governments.

Right-of-way acquisition is 1.2 acres. No floodplains, wetlands, woodlands streams, waters of the US, or rare, threatened or endangered species will be affected by the project. Section 106 coordination has been completed and there are no impacts on historic resources.

It was noted that the project is not funded for design.

Issues Discussed

There were no comments on the project.

MD 210 from I-95/I-495 to MD 228

Prince George's County

Project Number PG221A11

Presentation Focus: Selected Alternate and Conceptual Mitigation

Project Manager: Mark Lotz (410) 363-0150

Environmental Manager: Heather Amick (410) 545-8526

Presentation Summary

SHA reviewed the Selected Alternative and Conceptual Mitigation package. The purpose of the project is to address poor levels of service at project area intersections and to improve safety. Current ADTS range from 43,000 to 68,000 vehicles per day (vpd). Projections for 2020 are for 62,000 to 93,000 vpd.

The no-build and three build alternates were retained for detailed study as well as two intersection options. Alternate 5A Modified was developed after the June 2001 public hearing to address strong public opposition to MD 210 HOV and to avoid precluding future widening of MD 210 for possible transit, HOV, or general use capacity needs.

Alternate 5A Modified was identified as the selected alternate in June 2003. The Selected Alternate addresses purpose and need with lower cost and impacts than Alternates 5B and 5C; responds to public opposition to HOV lanes; and does not preclude future widening.

Alternate 5A Modified includes capacity option 2 intersection improvements. Six intersections will be converted to interchanges and three will remain at-grade. Alternate 5A modified does not include widening of MD 210 except for auxiliary lanes near interchanges and intersections. HOV lanes are not included. The overpass abutments will be set back to accommodate the Alternate 5C footprint.

The project area near the intersection of MD 210 and Fort Washington Road contains many natural resources and extensive coordination with agency representatives was conducted as part of the design process. SHA defined the riparian corridor impacts as requested by NMFS. Stream relocation will be required at this location but wording regarding the potential for retaining wall construction will be included.

SHA reviewed the environmental impacts. There are no cultural resource impacts. Noise barriers will continue to be evaluated. There are some parkland impacts and SHA is coordinating with MNCPPC regarding these impacts. Woodlands will be replaced on a 1:1 basis.

Two mitigation sites are proposed and both are located in the Piscataway Creek watershed. The Parker Farm wetland mitigation site includes an existing farm that is

under development pressure. The site includes eight acres of wetland creation and 16 acres of wetland preservation. Both surface and groundwater hydrology sources are available. Topsoil will be stockpiled during grading for use in the wetland area. An archeological site identified near the mitigation site is being avoided. DNR (Greg Golden) asked if the landowner would stay on the land. SHA responded that the parcel is part of a larger farm and did not include the residence.

The Tinkers Creek mitigation site will link surrounding MNCPPC parkland corridor and continue SHA restoration efforts in the Tinkers Creek watershed. Stream restoration will include reconnecting the stream with its historic floodplain, creating a natural channel platform, enhancing the riparian buffer, strengthening and stabilizing the stream banks, stabilizing the storm drain outfall channel, and providing fish passage over the exposed sanitary sewer line.

SHA (Heather Amick) stated that COG approval had been received but there have been no other comments to date.

Issues Discussed

BMC (Cardace Tan) asked about current levels of service. SHA responded that the project area problems are mostly due to through traffic. The side roads have lower volumes.

USFWS (Bill Schultz) asked about reforestation near the mitigation area. SHA responded that reforestation is not an option because of FAA regulations. Shrubs are the only woody vegetation permitted in the channel area.

NMFS (John Nichols) stated that he would provide comments on the package. He expressed disappointment that the lower part of Carey Branch was dropped from mitigation plans. He noted that Carey Branch is a tributary of Henson Creek, a known spawning area for river herring. He approved of inclusion of the Parker site however he wants more threatened areas of Piscataway Creek to be included for preservation.

NMFS (John Nichols) asked if the wetland preservation area on Parkers Farm included all wetlands. SHA responded that it is all floodplain though it has some upland areas within the floodplain. COE noted that the area proposed for wetland creation was drained for agricultural use.

COE (Steve Elinsky) asked about relocation impacts. SHA responded that during the study, worst-case impacts were assumed so the proposed mitigation will compensate for all of the relocation impacts.

Maryland Department of Transportation
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July 16, 2003

COE (Paul Wettlaufer) requested that SHA purchase the Swan Creek wetland area property, as part of project mitigation, to preclude future development. COE commented that SHA had done a good job of wetland avoidance at the Swan Creek interchange.

USFWS (Bill Schultz) asked about construction of a noise wall at Swan Creek. SHA responded that the barrier south of Swan creek will be retained for further study.

DNR (Greg Golden) asked about the problems with HOV lanes. SHA responded that HOV lanes were seen as a negative impact on local residents for the benefit of Charles County commuters.

USFWS (Bill Schultz) asked if Tinkers Creek could be moved in case the airfield expands. SHA responded that some shifting is possible but is limited by the sewer line and the hill. COE asked if there were plans for expansion of the airfield and SHA responded that there were no plans at this time.

Section 100: I-95, I-895 (N) Split to North of MD 43 (by MdTA)
Baltimore City and County Presentation Focus: Project Initiation Kick-off
Project Manager: Melissa Kosenak, Maryland Transportation Authority
Environmental Manager: Andy Smith, McCormick, Taylor and Associates

Presentation Summary

MdTA (Pamela McNicholas) handed out a distribution package to agency representatives for this project. The distribution package included the following: a revised Draft Purpose and Need Statement, a cover letter transmitting the revised Draft Purpose and Need Statement, a Draft Purpose and Need Concurrence form, a Draft Agency Scoping Meeting Agenda, and a Draft Meeting Preview sheet.

MdTA announced that project planning studies are beginning for Section 100 to address safety and capacity issues. The study area extends from the I-895 (N) split to north of MD 43. She noted that FHWA will be the lead agency for the study. She also announced that Project Initiation notices were published in July.

An agency scoping meeting will be held August 13 and MdTA will be sending a confirmation notice to representatives. The field portion of the meeting will focus on wetland and stream enhancement/mitigation.

The information package distributed includes a Draft Agency Scoping Meeting agenda. Comments on the agenda or other parts of the package should be submitted to Roxane Mukai, MdTA, Director of Planning.

Maryland Department of Transportation
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MdTA has revised the purpose and need statement with updated traffic volumes and forecasts. The purpose and need statement has also been revised to be more consistent with recent CEQ guidance (CEQ letter dated May 12, 2003, addressed to Secretary Minetta, Department of Transportation). The letter suggests that purpose and need statements are typically one or two paragraphs long. MdTA revised the Section 100 Purpose and Need statement to one page with the supporting documentation included as an Appendix. MdTA is seeking comments/concurrence from agencies on the Purpose and Need statement, and hopes to receive concurrence by September 2003. The purpose and need statement will be discussed in more detail at the upcoming meeting.

Issues Discussed

There were no comments on the I-95 presentation.

Other Discussion

COE (Paul Wettlaufer) asked about SHA interpretation of the new guidance. For the ICC, SHA is not planning to obtain concurrence for the Purpose and Need. FHWA (Dan Johnson) mentioned that the ICC is different since it falls under the Federal Executive Order as one of the priority transportation projects. COE (Paul Wettlaufer) noted that SHA's streamlined process includes concurrence on purpose and need and allows the Draft EIS to be used as a permit application. However, if the process is not followed for the ICC, a separate Section 404 permit application will be required as well as a separate public hearing. SHA (Cynthia Simpson) stated that these issues could be discussed in more depth at the afternoon ICC meeting.

MATERIALS DISTRIBUTED

Three-Month Calendar
Tentative Schedule of Project Activities
Outstanding Streamlined Process Correspondence

ATTENDANCE

Name	Representing	E-mail
Eric Almquist	State Highway Administration	ealmquist@sha.state.md.us
Carmelitta Harris	State Highway Administration	charris@sha.state.md.us
Joe Kresslein	State Highway Administration	jkrlesslein@sha.state.md.us
Keith Kucharek	State Highway Administration	
Prakash Dave	State Highway Administration	
Sarah Michailof	State Highway Administration	
Nadia Pimentel	State Highway Administration	

Maryland Department of Transportation
State Highway Administration
Interagency Review Meeting
Meeting Summary
July 16, 2003

Darrell Sacks	State Highway Administration
Alvaro Sifuentes	State Highway Administration
Cynthia Simpson	State Highway Administration
Chisa Winstead	State Highway Administration
Jim Wynn	State Highway Administration
Candice Tan	BMC
Greg Golden	MD Dept. Natural Resources
Larry Hughes	MD Dept. Natural Resources
Bihui Xu	MDP
Tim Tamburriao	MHT
Keith Duerling	MdTA
John Nichols	NMFS
Caryn Brookman	Federal Highway Administration
Dan Johnson	Federal Highway Administration
Denise King	Federal Highway Administration
Bill Schultz	US Fish and Wildlife Service
Steve Elinsky	USACE
Paul Wettlaufer	USACE
David Griffin	MT/A - MDE
Barbara Rudnick	EPA
Ray Moravec	URS
Brian Horn	RKK
Chuck Weinkam	CRI
Pam McNichlas	MTA
Noreen Kirkpatrick	Greenhorne & O'Mara, Inc.

dsacks@sha.state.md.us
asifuentes@sha.state.md.us

jwynn@sha.state.md.us
ctan@balto metro.org
ggolden@dnr.state.md.us
lhughes@dnr.state.md.us
bxu@mdp.state.md.us
tamburrino@dhod.state.md.us

john.nichols@noaa.gov
caryn.brookman@fhwa.dot.gov
daw.johnson@fhwa.dot.gov
denise.winslow@fhwa.dot.gov
bill_schultz@fws.gov
steve.elinsky@usacc.army.mil

smburt@mccormicktaylor.com
rudnick.barbara@epa.gov

nkirkpatrick@g-and-o.com

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MEMORANDUM

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

FROM: Dennis M. Atkins
Project Manager
Project Planning Division

DATE: June 28, 2002

SUBJECT: MD 210: Meeting with Prince George's County – Meeting Minutes

A meeting for the subject project was held on June 25, 2002, at the Prince George's County Government Offices.

The purpose of this meeting was to share with Prince George's County Department of Public Works and Transportation the progress and status of developing alternatives for the MD 210 project. The following members were in attendance:

<u>Name</u>	<u>Representing</u>
Robert Boot	SHA - PPD
Melissa Kosenak	SHA - PPD
Doug Simmons	SHA - OPPE
Mark Lotz	Wilson T. Ballard
Cicero Salles	Prince George's DPW&T - O/D
Jim Raszewski	Prince George's DPW&T - O/T
Jim Wilson	Prince George's DPW&T - OPM
Dale Cappage	Prince George's DPW&T - O/D
Amir Asghar	Prince George's DPW&T - O/E
Rick Gordon	Prince George's DPW&T - O/T
Dawit Abraham	Prince George's DPW&T - O/E
Betty Hager Francis	Prince George's DPW&T - Director

Project Update
Doug Simmons introduced the project with a brief review of the history and status of the project. Betty asked if the project had any design funds. Unfortunately at this time, no design funds have been allocated for the MD 210 Project Planning Study.

Bob Boot then reviewed the results of the Public Hearing and comment period. The majority of the comments opposed HOV, while there was support for the interchange options. SHA has coordinated over the past year with internal divisions to refine the interchange options and to receive buy-in for the proposed alternative. Bob then introduced Alternative 5A Modified with an overall summary of the alternative, which would not include High Occupancy Vehicle (HOV) lanes on 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 project planning study.

Mark Lotz then reviewed Alternative 5A Modified in more detail focusing on specific issues at each interchange. The following sections more specifically address each intersection:

Livingston/Kerby Hill Road
Mark reviewed the difficulties with this interchange including the service road and the transit issue. Betty stated that this would be an excellent time to improve bus circulation to accommodate pedestrians.

Palmer/Livingston
It was mentioned that the County Council did not approve the Henson Square rezoning.

Old Fort Road North
Betty wanted to make sure the study retained the concept of reducing the SB ramp profile to maximize visibility to the Livingston Square Shopping Center. We assured her that this concept would be kept.

Fort Washington Road
No comments.

Livingston/Swan Creek Road
Betty liked the new concepts that we developed to address the visibility issue for the shopping center.

Old Fort Road South
No comments

Farmington Road & MD 373
No comments

VI-312

We then reviewed the project schedule and the next steps to be taken to get to an alternative decision. An Administrator's Review is scheduled for July 2nd. Betty stated that she should draft a letter from the County Executive giving support for the project sometime this summer.

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By: _____
Robert A. Boot, Jr.
Assistant Project Manager
Project Planning Division

cc: List of Attendees
Mr. Robert Sanders

VI-313



Maryland Department of Transportation
State Highway Administration

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

SHA/MD OP Coordination Meeting 3/31/00
Page 2

MEMORANDUM

TO: File

DATE: June 22, 2000

SUBJECT: MD 210 Multi-Modal Study
From I-95/I-495 to MD 228
Project No. PG 221 A11

RE: Coordination with the Maryland Office of Planning
March 31, 2000
In response to their letter dated 12/15/99

A meeting was held on Friday, March 31, 2000 to discuss SHA's response to a letter received from the MD Office of Planning regarding the Alternatives Retained for Detailed Study for the above referenced project. Those in attendance included:

Dave Whitaker	MD Office of Planning
Bihui Xui	MD Office of Planning
Heather Murphy	SHA Project Planning Division
Jane Wagner	SHA Project Planning Division
Heather Amick	SHA Project Planning Division

Heather Murphy began by giving a brief history and an overview of the MD 210 project planning study. A map of the surrounding region with the Priority Funding Areas (PFA) shaded in green was reviewed indicating that the majority of the project is contained within the PFA except for a few pockets such as the Broad Creek Historic District.

The map also depicted the results of a license plate survey performed in November 1996. This information showed that approximately 40% of the traffic just south of the Capital Beltway originated in Charles County.

The Washington Council of Governments' (Wash COG) traffic model indicates that 40% of MD 210 traffic is destined for the Woodrow Wilson Bridge (WWB), 40% travels up I-295 and 20% travels east on I-495. SHA is carrying an HOV (High Occupancy Vehicle) alternative forward for MD 210 in order to facilitate the HOV system being planned for the region, and that is included on the future WWB.

The question was raised if the development pattern that exists today will continue into the future or will it be influenced by our project? Heather responded that some developments may not occur until we upgrade MD 210. SHA is still investigating the effects of the proposed MD 210 alternatives on future land use through the Secondary and Cumulative Effects Analysis that will be included in the Environmental Impact Statement.

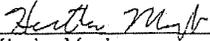
In response to public comments received at the Alternatives Workshop held in December 1998, SHA has included interchanges as options for 6 of the 9 intersecting roadways and HOV direct connect ramps to the I-295 "S" curve ramps. There are remaining access issues associated with the Brookside Condos/Apartments located at Wilson Bridge Drive. SHA proposes to eliminate the signal and left turns at that location, allowing right-in/right-out access only. SHA is still investigating an additional connection at this location.

Heather went on to describe the current Alternatives in greater detail. Mr. Whitaker asked whether the proposed National Harbor development is projected to influence our traffic data. Heather said it amounts to about 6% of the daily traffic, non-peak because it's an entertainment destination.

Mr. Whitaker agreed that there is a lot of potential for HOV in this corridor and that it makes sense to locate park & ride facilities in the southern portion of the project and to include the enhanced transit services in support of the HOV lanes.

Mr. Whitaker asked how bicycles are being accommodated and Heather replied that there are paralleling local roads throughout the region. The proposed overpasses will include a 16' outside lane and sidewalks in order to facilitate bicycle and pedestrian traffic and mainline MD 210 will have an 8' shoulder.

If you have any questions or comments regarding these minutes, please contact the project manager, Ms. Heather Murphy at 410-545-8571.

By: 
Heather Murphy
Project Manager
Project Planning Division

cc: attendees

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

VI-314



**Maryland Department of Transportation
State Highway Administration**

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

MEMORANDUM

TO: Attendees
DATE: August 29, 2000
SUBJECT: MD 210 Multi-Modal Study
From I-95/I-495 to MD 228
Project No. PG 221 A11
RE: Coordination with the Maryland Department of Planning & MDOT
August 15, 2000

A meeting was held on Wednesday, August 15, 2000 to discuss the above referenced project and what SHA needs to do to respond to a letter received from the MD Department of Planning (MDP) regarding the Alternatives Retained for Detailed Study for the above referenced project. Those in attendance included:

Dave Whitaker	MD Office of Planning
Bihui Xui	MD Office of Planning
Doug Haigan	MDOT
Doug Simmons	SHA Regional and Intermodal Planning
Cynthia Simpson	SHA Project Planning Division
Bruce Grey	SHA Project Planning Division
Joe Kresslein	SHA Project Planning Division
Heather Murphy	SHA Project Planning Division
Jane Wagner	SHA Project Planning Division
Amy Hribar	SHA Project Planning Division
Ed Strocko	MDOT
Meg Andrews	MDOT

Heather Murphy began by giving a brief history and an overview of the MD 210 project planning study. A map of the surrounding region with the Priority Funding Areas (PFA) shaded in yellow was reviewed indicating that the majority of the project is contained within the PFA except for a few pockets such as the Broad Creek Historic District. Another map also depicted the results of a license plate survey performed in November 1996. This information showed that approximately 40% of the traffic just south of the Capital Beltway originated in Charles County.

The agenda for the meeting included two main issues; defining adequate access controls along MD 210 and the process to define connecting PFA's.

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Street Address: 707 North Calvert Street • Baltimore, Maryland 21202

SHA/MDOT/MDOP Coordination Meeting 8/15/00

Page 2

A question was raised about the definition of connecting PFA's. Bihui suggested that connecting PFA's should require greater than 50% of the trips using the improved highways to and from the PFA areas. Heather remarked by saying that the problem is that the transportation analysis zones will never match PFA's. The zipcode and license plate survey gave a general idea, but the area is too large to pinpoint the origin and destination of people. More than 50% of the trips would be from the PFA since they are more densely populated regions.

A comment suggested that the 50% threshold might hinder the progress with some of the state projects. It was questioned what criteria were used to determine that 50% would be considered enough traffic volume to connect PFA's. The justification for the number was not given or explained.

In any case, will we have to prove where traffic is coming from and going to? Is there an easier way to look at this problem?

Along MD 210, does connecting PFA's refer to the holes present along the corridor or rather connecting major PFA's, Charles County and Prince George's County? The map was reviewed and Heather explained why regions along MD 210 may lie outside the PFA areas. Some of the areas were developable, but other areas held environmental constraints designated as steep slopes, critical areas, wetlands, or parkland. If the entire projects limits were in the PFA, the issue with Charles County would still exist, but it would not technically be a Smart Growth concern.

Access points along the corridor as well as the interchange locations were identified. This project does not provide any new access points along MD 210, some of the points are combined. What is meant by adequate access control? It is important not to place a new access point in non-PFA areas and make improvements at intersections.

Is the project going to promote growth outside the PFA's? Plans already exist for development in Charles County. The MD 210 project may affect the timing of this development. There is a possibility that HOV may not extend the whole way down MD 210. Does this improve the Smart Growth argument? Yes, capacity would decrease in the south.

What is necessary to move the project forward? Dave said that MDP will respond in a week. Project Planning is moving forward with the project and more information is needed for the draft environmental document. Since this is a linear project that is not entirely in the PFA, what criteria must be met with this situation?

If you have any questions or comments regarding these minutes, please contact the project manager, Ms. Heather Murphy at 410-545-8571.

By: Heather Murphy
Heather Murphy
Project Manager
Project Planning Division

VI-315



Maryland Department of Transportation
State Highway Administration

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

SHA/MDOT/MDOP Coordination Meeting 8/29/00
Page 2

MEMORANDUM

TO: Attendees
DATE: September 28, 2000
SUBJECT: MD 210 Multi-Modal Study
From I-95/I-495 to MD 228
Project No. PG 221 A11
RE: Coordination with the Maryland Department of Planning & MDCT
August 29, 2000

A meeting was held on Tuesday, August 29, 2000 to discuss the above referenced project and what SHA needs to do to respond to a letter received from the MD Department of Planning (MDP) regarding the Alternatives Retained for Detailed Study for the above referenced project. Those in attendance included:

Jim Noonan	MD Office of Planning
Dave Whitaker	MD Office of Planning
Bihui Xui	MD Office of Planning
Doug Haligan	MDOT
Cynthia Simpson	SHA Project Planning Division
Joe Kresslein	SHA Project Planning Division
Heather Murphy	SHA Project Planning Division
Amy Hritar	SHA Project Planning Division
Heather Aimck	SHA Environmental Management
Gay Olsen	SHA Project Planning Division
Ed Strocko	MDCT
Meg Andrews	MDCT

The meeting began with a discussion concerning regions along the MD 210 corridor that lie outside the Priority Funding Areas (PFA's). The locations along the corridor were identified and the land uses in these areas were described.

Two sections along the corridor were outside the PFA. The first area is located between Oxon Hill Road and Fort Washington Road. From the master plan, the land is zoned estate. This allows no more than one house per acre. There is a large portion of the land that is wetlands or is a conditional reserve area. The area has moderate constraints on the ability for development.

The second area is located south of Piscataway Park. The master plan proposes an expansion of the park where the land is already zoned MNCPPC. GIS data has revealed that a large section of the land is historic. The area between Bryan Point Road and Farmington Road is zoned as suburban estate and low suburban areas. The elevation of the area is very low near the roadway height reaches between 17 and 25 feet.

Questions were raised as to what was used to define the PFA's. The county began by taking out all areas of land that can not be developed. The PFA was supposed to target areas within the county's growth areas. With this background we need to establish criteria for connecting PFA's.

The current project has both ends within the PFA and a certain percent of traffic is also within the PFA. Who is generating the traffic? About 40% of the traffic originates from Charles County. About 47% of the traffic originates from areas along the project corridor. We can make an assessment that nearly 60% to 70% of traffic is originating from within the PFA. There is not a defined percent that needs to travel to connect PFA's. Where is the traffic going?

The license plate surveys were very labor intensive and didn't seem like an adequate way to define connecting PFA's. If this approach is not feasible, what else can we come up with? What should be done to land areas that are outside the PFA and are already developed to a scale that is not dense enough to be called a PFA?

There was a lengthy discussion concerning the intent of the Smart Growth Legislation and how the MD 210 project and other projects are justified under the law. The following are major questions that came out of the discussion.

Does the project meet the intent of the smart growth legislation? Will a written paper explain the relationship to the smart growth legislation? Does it make a difference that the widening is basically for HOV use, and no more access points are being created from the project?

SHA will write a paper justifying that the MD 210 project is consistent with Smart Growth Legislation.

If you have any questions or comments regarding these minutes, please contact the project manager, Ms. Heather Murphy at 410-545-8571.

By: Heather Murphy
Heather Murphy
Project Manager
Project Planning Division

cc: Attendees
Ms. Gay Olsen

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VI-316

**3. SECTION 106 AND
GENERAL AGENCY COORDINATION**

SECTION 106 AND GENERAL COORDINATION CORRESPONDENCE

ENVIRONMENTAL REVIEW AND REGULATORY AGENCIES		RESPONSE LOCATION (Section & Page #)
Maryland Historical Trust Date: 4/14/98 (see page VI-320) 10/16/00 (see page VI-325) 12/8/00 (see page VI-330) 2/27/01 (see page VI-336)	<ul style="list-style-type: none"> • Provided the Eligibility Determination Table and Concurrence for the J.R. Lee Manning House. • Assessed the Archeological Identification Survey. • Concurrence for the Phase I Archeological Survey. • Concurrence of Historic Resources which are eligible for the National Register of Historic Places. 	See page VI-318 VI-323 VI-326 VI-332 VI-334 VI-337 VI-339a
Maryland-National Capital Park and Planning Commission Date: 11/25/97 (see page VI-340) Date: 3/26/02 (see page VI-344) 3/22/01 (see page VI-342) 1/6/04 (see page VI-345)	<ul style="list-style-type: none"> • Concur no adverse impact to Oxon Hill Manor or J. R. Lee Manning House. • Request landscaping to minimize visual impact to the Broad Creek Historic District. • Concurrence for the proposed minimization and mitigation measures for Henson Creek Stream Valley Park. 	See page VI-343
Maryland Department of Natural Resources Date: 2/5/03 (see page VI-347) 3/10/03 (see page VI-348)	<ul style="list-style-type: none"> • Provided information on the presence of fish species in the vicinity of proposed wetland and stream mitigation studies. • Provided information about rare, threatened or endangered plants or animals within project site. 	N/A
U.S. Department of the Interior Fish and Wildlife Service Date: 3/12/03 (see page VI-349)	<ul style="list-style-type: none"> • Comments on presence of species federally listed or proposed for listing. 	N/A



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor
David L. Winstead
Secretary
Parker F. Williams
Administrator

March 2, 1998

Re: Project No. SP503B48
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

Attention: Ms. Anne Bruder

Dear Mr. Little:

This letter serves to transmit the draft Historic Structures Identification Study for MD 210: I-495 to MD 228. The study identifies and evaluates historic resources in a narrow corridor surrounding MD 210 (Attachment I) in compliance with Section 106 of the National Historic Preservation Act, as amended, in anticipation of future efforts to alleviate traffic congestion and improve efficiency and safety along the roadway.

Based on a summer 1997 meeting with Maryland Historical Trust (MHT) staff, this study represents 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 area of potential effects. The remaining thirty resources have been documented with black and white photographs and determination of eligibility forms (DOEs) briefly describing the structures.

The study definitively recommends two resources within the APE as eligible for the National Register; the J.R. Lee Manning House (83-16) and the Broad Creek Historic District (80-24). Although the report recommends Salubria (80-2) as potentially eligible, SHA is aware that fire damage to the great house has severely compromised the integrity of the main structure. The condition of the property prompted MHT to concur with a determination that the property was ineligible in 1989. While SHA respects that the structure itself is no longer eligible under Criterion C, the presence of other structures, such as the log building and slave cabin, and the continued association with the family of John Bayne, a prominent national figure key to the historic context for the MD 210 study area, prompted SHA to suggest that the property overall may retain the requisite integrity to be considered National Register eligible.

My telephone number s _____
Maryland Relay Service for Impaired Hearing or Speech
1-800-735-6263

Mr. J. Rodney Little
MD 210: I-495 to MD 228 Project Planning Study
Page 2

Review Request

Please review the report enclosed. By April 6, we seek your signature on the line below, documenting your concurrence with SHA's determinations of eligibility (Attachment II) for the resources identified in the MD 210 study. Please call Ms. Jill Dowling at (410) 545-8559 should you have any questions.

Very truly yours,

Louis H. Ege, Jr.
Deputy Director
Office of Planning and
Preliminary Engineering

by: Cynthia D. Simpson
Cynthia D. Simpson
Deputy Division Chief
Project Planning Division

Concurrence:

State Historic Preservation Office

Date

- Attachments: I. Environmental feature map generally illustrating APE
II. Eligibility table for MD 210 study
III. Historic Structures Identification Study for MD 210: I-495 to MD 228
(1 volume)

LHE:JAD

cc: Ms. Jill Dowling
Mr. Bruce M. Grey
Ms. Patricia Greene
Dr. Charles Hall
Mr. Joseph Kresslein

VI-318

Denise Rigney, EPA
Attention: Jamie Stark
Keith Harris, COE
Attention: CENB-OP-R, Paul Wettlaufer
Bob Pennington, USFWS
Timothy Goodger, NMFS
Attention: John Nichols
Jeffrey Knoedler, NPS
Ray Dintaman, DNR
Elder Ghigiarelli, MDE
Michael Day, MHT
Fatirah Hasan, MDOT
Ron Kirby, WCCG

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April 14, 1998

04/14/98 1:51 PM

Maryland Department of Housing and Community Development

Division of Historical and Cultural Programs

10 Community Place
Crownsville, Maryland 21032

410-514-7600
1-800-756-0119
Fax: 410-987-4071
Maryland Relay for the Deaf:
1-800-735-2258

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

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Raymond A. Skinner
Deputy Secretary

Ms. Cynthia D. Simpson
Deputy Division Chief
Project Planning Division
State Highway Administration
707 North Calvert Street
P.O. Box 717
Baltimore, MD 21203-0717

RE: Project No. SP508B48
MD 210; I-495 to MD 228 Project Planning Study, Prince George's County

Dear Ms. Simpson:

Thank you for your March 2, 1998 letter regarding the above-referenced project along the Indian Head Highway in southern Prince George's County. Trust staff have carefully reviewed the accompanying materials which were completed by SHA's cultural resources staff. As we understand the project, SHA is planning intersection improvements along the MD 210 corridor as a result of increased traffic, particularly during the peak travel periods.

SHA submitted the draft "Historic Structures Identification Study of MD 210: I-495 to MD 228," which provided an historic overview of the project area, determination of eligibility and survey forms, maps, photos and negatives. SHA staff member Jill Dowling has conferred with Anne Bruder of my office regarding the technical corrections that need to be made to the Report and the forms. We have returned the draft to Ms. Dowling under separate cover along with plastic sleeves for the photos and negatives. As the Report now stands, there are no corrections necessary. Please provide us with a double-sided, bound copy of the Report for our Library.

Regarding the eligibility determinations for the surveyed properties, we have enclosed the Eligibility Determination Table as Attachment I. The Trust is only able to concur with SHA's eligibility determination for the J.R. Lee Manning House. We are unable to provide concurrence on Salubria and the Broad Creek Historic District because we did not receive photographs of the resources SHA believes to be eligible. The remaining resources are ineligible for inclusion in the National Register of Historic Places. Again, all the forms should be on archival quality paper for inclusion in the inventory books.

Ms. Cynthia D. Simpson
April 14, 1998
Page 2

Once SHA makes specific plans for intersection improvements, the Trust will be happy to work with you regarding the archeological requirements for the project.

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

Sincerely,

J. Rodney Little
Director/State Historic Preservation Officer

JRL:AEB
9800645
Enclosures

cc: Mr. Bruce Grey (SHA)
Dr. Charles Hall (SHA)
Ms. Jill Dowling (SHA)
Mr. W. Dickerson Charlton
Ms. Pat Williams
Ms. Gail Rothrock
Mr. Don Czeveling

VI-320

ATTACHMENT I: DETERMINATIONS OF ELIGIBILITY TABLE

MHT NUMBER	ADDRESS	SHA DETERMINATION	TRUST'S DETERMINATION	TRUST'S COMMENTS
PG 80-2	Salubria	Eligible	Cannot Concur	Please provide photographs of the resources SHA believes to be eligible.
PG 80-24	Broad Creek Historic District	Eligible	Cannot Concur	Please provide photographs of the resources SHA believes to be eligible. Both the DOE and the district form should identify the individually surveyed sites through their MHP numbers. Please complete the APE map to indicate location of each site.
PG 80-25	Hovermalks' Taste Best	Not eligible	Concur -- not eligible	However, this site is a unique example of a rapidly disappearing resource -- the 1950s roadside architecture. Although it does not meet the age exception, it represents a very clear response to the increased suburbanization of the area following World War II and the increased use of the automobile rather than public transportation.
PG 80-	Kaydot Circle Survey District	Not eligible	Concur -- not eligible	Please list each resource as a separate paragraph on the form.
PG 80-	Accokeek/Bryant Point Triangle	Not eligible	Concur -- not eligible	Like Hovermalks' these resources were also constructed in response to the 1950s suburbanization of this area.
PG 83-16	J.R. Lee Manning House	Eligible	Concur -- eligible	
1	7801 Indian Head Highway	Not eligible	Concur -- not eligible	Please clarify if both #1 and #2 are on the same tax parcel -- their parcels are marked the same on each map.
2	7805 Indian Head Highway	Not eligible	Concur -- not eligible	
3	8411 Indian Head Highway	Not eligible	Concur - not eligible	
4	8416 Indian Head Highway	Not eligible	Concur - not eligible	
5	9500 Old Palmer Road	Not eligible	Concur -- not eligible	
6	9410 Old Palmer Road	Not eligible	Concur -- not eligible	

7	9408 Old Palmer Road	Not eligible	Concur -- not eligible	For these two properties to have the same number and no way to distinguish them is confusing -- make one 7A and the other 7B.
7	9406 Old Palmer Road	Not eligible	Concur -- not eligible	
8	9404 Old Palmer Road	Not eligible	Concur -- not eligible	
9	10908 Indian Head Highway	Not eligible	Concur -- not eligible	
10	11207 Livingston Road	Not eligible	Concur -- not eligible	
11	1204 Rich Hill Drive	Not eligible	Concur -- not eligible	
12	15107 Livingston Road	Not eligible	Concur -- not eligible	
13	17300 Livingston Road	Not eligible	Concur -- not eligible	This is a local example of Tudor Revival.
14	Victory Deliverance Temple 12304 Livingston Road	Not eligible	Concur -- not eligible	
15	1400 Piscataway Road	Not eligible	Concur -- not eligible	
16	1317 Livingston Road	Not eligible	Concur -- not eligible	
17	14313 Indian Head Highway	Not eligible	Concur -- not eligible	
18	1200 Farmington Road	Not eligible	Concur -- not eligible	
19	11912 First Street	Not eligible	Concur -- not eligible	
20	13700 Main Boulevard	Not eligible	Concur -- not eligible	
21	15846 Accokeek Road, Accokeek Grove	Not eligible	Concur -- not eligible	While we agree that this property and the six adjoining properties are not eligible, it appears that this too is another example of a 1930s subdivision in the area. Therefore, SHA should treat these properties as a survey district, which the Trust identifies as the

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				Accokeek Grove Survey District. Points to consider would be how the property was subdivided, with the rear lot lines joining one another, but all the houses facing the streets, as well as the uniformity of the houses.
22	15842 Accokeek Road, Accokeek Grove	Not eligible	Concur -- not eligible	See note above for Accokeek Grove Survey District
23	15838 Accokeek Road, Accokeek Grove	Not eligible	Concur -- not eligible	See note above for Accokeek Grove Survey District
24	15834 Accokeek Road, Accokeek Grove	Not eligible	Concur -- not eligible	See note above for Accokeek Grove Survey District
25	15830 Accokeek Road, Accokeek Grove	Not eligible	Concur -- not eligible	See note above for Accokeek Grove Survey District
26	15822 Accokeek Road, Accokeek Grove	Not eligible	Concur -- not eligible	See note above for Accokeek Grove Survey District
27	315 Biddle Road, Accokeek Grove	Not eligible	Concur -- not eligible	See note above for Accokeek Grove Survey District
28	16311 Manning Road	Not eligible	Concur -- not eligible	
29	16313 Manning Road	Not eligible	Concur -- not eligible	
30	714 Manning Road	Not eligible	Concur -- not eligible	



**Maryland Department of Transportation
State Highway Administration**

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

September 12, 2000

Re: Project No. PG221A11
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:

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 a narrow corridor of MD 210 extending from I-495 to MD 228 in Prince George's County. This multi-modal study addresses the increasingly severe and frequent traffic congestion along a 10-mile long segment of MD 210, and provides engineering and environmental analysis of existing and projected transportation, safety, environmental, and aesthetic conditions. Presently, three mainline alternatives with two types of capacity options each have been developed to address the project objectives. This letter serves to present the results of archeological identification efforts. Information on structures and our effect determinations for the project will be sent later.

Enclosed is one copy of the draft technical report entitled **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** (Enclosure 1). The report was prepared for the State Highway Administration by Thunderbird Archeological Associates, Inc., for the subject project. The report requires substantial revision; however, we believe the presented information is adequate to agree with the consultant's recommendation for no additional archeological investigations. Our comments are appended as Enclosure 2. A completed NADB Reports Recording Form is included as Enclosure 3.

The APE for this project extends along MD 210 from I-495 to MD 228, and incorporates an I-495 access ramp and several intersection locations along the project limits. The inclusion of

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Mr. J. Rodney Little
MD 210: I-495 to MD 228
Page 2

the I-495 access ramp has broadened the APE defined in our 1998 correspondence at the northern end of the corridor in the vicinity of the National Register-listed Oxon Hill Manor. The APE for archeology was defined by the limits of proposed and existing right of way associated with worst case impacts under Alternative 5B. Because extensive prior archeological surveys have been conducted along the MD 210 corridor, and because of recent disturbance resulting from development and prior road construction, the APE was substantially reduced to include undisturbed areas situated primarily at the various intersections under study.

Numerous surveys that have been conducted in the project area vicinity (Conrad 1976; Curry 1979, 1986; Gardner 1976a, 1976b; Gardner and Curry 1977; Gardner and Stewart 1977; Lothrop 1997; Wesler et al. 1981), have resulted in the identification of many archeological sites within the general project area. Of these, sites 18PR141, 18PR144, 18PR166, and 18PR297 are situated in or immediately adjacent to the current APE and were considered during construction of the project's research design. Sites 18PR141 and 18PR144 were identified by Gardner (1976a, 1976b) on low-order tributaries of Piscataway Creek for improvements to the Washington Suburban Sanitary Commission's substation at Whitehall, Maryland. Although portions of Site 18PR141 were subjected to data recovery, unexcavated portions of the site remain. No further investigations were conducted at Site 18PR144 as deposits there were confined to the plow disturbed A horizon where evidence for erosion and the collapsing of strata (deflation or mass wasting) was also encountered (Gardner 1976a:24). Approximately 20% of Site 18PR141, and 10% of Site 18PR144, are located within the APE. In the case of both sites the portions that extend into the APE are situated on steep slopes that may have been graded back during construction of the existing parallel service roads along this portion of MD 210.

Gardner's (1976b) excavations mitigated portions of 18PR141 extending along the 45-foot wide Washington Suburban Sanitary Commission's sewerline right of way running perpendicular and across MD 210. In total, 300 square feet of the site were excavated and the work was sufficient to characterize component representation as dating to the Middle and Late Woodland, and functional activities as relating to hunting and food processing. It is not likely that additional work in the context of the current project - particularly as the impact area is confined to steep and eroded slopes - would enrich or inform previous interpretations of this significant site. However, SHA will erect protective fencing during all phases of construction to ensure that the undisturbed and intact portions of the site situated on level terrain immediately adjacent to the proposed right of way are avoided. Because deposits associated with 18PR144 are confined to plow disturbed strata and the portion of the site located within the APE appears even more severely disturbed, no additional investigations were conducted at Site 18PR144 in the context of the current project. We are requesting your concurrence that Site 18PR144 is not National Register eligible under all applicable criteria.

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MD 210: I-495 to MD 228
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Other surveys for the Washington Suburban Sanitary Commission by Gardner and Stewart (1977) resulted in the identification of Site 18PR166 which was interpreted as a multiple component prehistoric site with undisturbed, buried deposits. Twenty-five shovel test proveniences containing artifacts are listed in the technical report detailing the findings of Gardner and Stewart's (1977) previous research. However, the total number of tests excavated and their locations are not specified in the report. As interpreted from discussions of this site by Gardner and Stewart (1977:12-14), the site's boundary depicted in the Maryland Archeological Site Survey files encompasses only the area of highest artifact density. Approximately 20% of the mapped site is located within the APE. Surface reconnaissance and shovel testing in the portion of the mapped site situated within the current APE documented an absence of artifacts and disturbed soil conditions. As archeological deposits associated with this site will be avoided, we are not requesting a determination of eligibility in the context of the current undertaking. We will request that our consultant revise the site's boundary on Figure 40 of the report and submit an updated inventory form reflecting the current work and revised boundaries.

Previous Maryland State Highway Administration surveys of MD 210 south of Old Fort Road South (Conrad 1976; Gardner and Curry 1977, Lothrop 1997), and MD 228 near the current project's southern terminus (Curry 1986), resulted in the identification of numerous other sites in or near the current APE: 18PR146, 18PR147 (destroyed, Gardner and Curry 1977:25-26); 18PR148 (destroyed, Gardner and Curry 1977:26); 18PR218, 18PR219, 18PR297, 18PR298, 18PR300, 18PR441, and 18PR442. Except for 18PR297 and 18PR298, all of these sites have been formally determined ineligible for the National Register by the Maryland Historical Trust (June 29, 1997; January 19, 1988; May 14, 1997). MHT concurred in the potential significance of 18PR297 and 18PR298 (MHT letter of May 14, 1997), but both were avoided by the selected alternate for MD 228 and neither resource was evaluated for eligibility to the National Register for that undertaking. Of these potentially significant sites, only Site 18PR297 is situated within the APE where approximately 20% of the mapped site will be subject to impacts. The current Phase I Survey investigated the portion of 18PR297 situated within the APE. No artifacts were observed during surface reconnaissance and limited shovel testing within the APE. Because any archeological deposits associated with this site will be avoided, we are not requesting a determination of eligibility in the context of the current undertaking. We will request that our consultant revise the site's boundary on Figure 40 of the report and submit an updated inventory form reflecting the current work and revised boundaries.

As documented in the attached report, the only newly identified archeological resource is Site 18PR590 represented by a low density scatter of historic and prehistoric artifact within an area measuring approximately 13,000 square meters (3.2 acres). Approximately 40 percent of the site lie within the APE. Shovel testing ascertained that deposits were confined to the disturbed plowzone, and no evidence to suggest the presence of features was encountered. Given the paucity of artifacts observed both within and outside the APE, and the results of shovel

Mr. J. Rodney Little
MD 210: I-495 to MD 228
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testing within the APE, the site is not likely to contribute information important in history and no further work has been recommended. SHA agrees with the recommendations of the consultant and requests your concurrence in our determination that Site 18PR590 is not National Register eligible.

We respectfully request your comments on the enclosed archeological report by October 13, 2000. We appreciate your assistance on this project and look forward to working with you in the future. Should you have any questions or wish additional information, please feel free to contact Ms. Mary F. Barse at (410) 545-2883.

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

CONCURRENCE:

State Historic Preservation Office

Date

BMG:MFB:mfb

Enclosures (3)

cc: Ms. Heather Amick
Ms. Mary Barse
Mr. Donald K. Creveling, Natural and Historical Resources Division (MNCPPC)
(w/ Enclosure 1 and Enclosure 2)
Dr. Charles Hall
Mr. Joseph Kresslein
Mr. Donald H. Sparklin

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**Maryland
Department of
Housing and
Community
Development**

Division of Historical and
Cultural Programs

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Crownsville, Maryland 21032

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Parris N. Glendening
Governor

Raymond A. Skinner
Secretary

Marge Wolf
Deputy Secretary



October 16, 2000

Mr. Bruce Grey
Deputy Division Chief
Project Planning Division
State Highway Administration
707 North Calvert Street
P.O. Box 717
Baltimore, Maryland 21203-0717

RE: Project No. PG221A11, MD 2A (I-495 to MD 228), Prince George's
County, Maryland

Dear Mr. Grey:

Thank you for your recent letter, dated 12 September 2000 and received by the Maryland
Historical Trust (MHT) on 18 September 2000, regarding the above-referenced project.

IDENTIFICATION AND EVALUATION

Your September 12th submission included a draft review copy of the following report:
*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*
(February 2000). Thunderbird Archeological Associates, Inc., prepared the document.

The report describes the survey's goals, methods, and results. It is clearly written, contains
much information on soil contexts, and addresses the *Standards and Guidelines for
Archeological Investigations in Maryland* (Shaffer and Cole 1994). In our opinion, the
background research and fieldwork were sufficient to identify the full range of archeological
properties in the area of potential effects.

The consultant newly identified one archeological site in the area of potential effects: 18PR590
(Walzed). Surface reconnaissance and shovel testing recovered less than 80 artifacts. These
dated from both prehistoric and historic times. The prehistoric component (unknown period) is
a lithic scatter, and the historic component (late eighteenth to twentieth centuries) represents
secondary deposition of trash. All cultural materials derived from a plowzone. Due to the lack
of both physical integrity and important research potential, we concur that 18PR590 is
ineligible for the National Register of Historic Places.

Several other archeological sites were previously known to be located in or adjacent to the area
of potential effects. Survey at sites 18PR166 and 18PR297 found no cultural material. No new
survey took place at prehistoric site 18PR144, which had about ten percent of its area in the
present project area. Work at the site in 1976 by the Catholic University of America found
temporally undiagnostic lithic artifacts in a plowzone. MHT concurs that the lack of both
physical integrity and significant research potential means 18PR144 is ineligible for the National
Register.

Mr. Bruce Grey
October 16, 2000
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ASSESSMENT OF EFFECTS

No further archeological investigations are warranted for the present project. We
understand that you will forward us your studies on historic architecture and your effect
determination.

We request that the consultant address the following points when revising the
archeological report:

- The title page should identify the principal investigator.
- Editing is needed on pages 16 (animals such as) and 21 (did not succeed).
- MHT's copy of the report should have original photographs or clear halftones.
- The order of Figures 36 and 37 needs to be changed.
- On page 59, the phrase "turn of the century" needs to be more specific (1900 or
2000?).

If you have questions or require additional information, please call Ms. Anne Bruder (for
structures) at (410) 514-7636 or Dr. Gary Shaffer (for archeology) at (410) 514-7638.

Thank you for your cooperation and assistance.

Sincerely,


Elizabeth J. Cole
Administrator
Project Review and Compliance

EJC/GDS
200003364

cc: Dr. Charles Hall (SHA)
Ms. Denise Winslow (FHWA)
Ms. Kate Dinnel (JPPM)

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**Maryland Department of Transportation
State Highway Administration**

October 31, 2000

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

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

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2025

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 involving improvements to traffic operations along a narrow corridor of MD 210 extending from I-495 to MD 228 in Prince George's County. This multi-modal study addresses the increasingly severe and frequent traffic congestion along a 10-mile long segment of MD 210, and provides engineering and environmental solutions to existing and projected transportation, safety, environmental and aesthetic conditions. Presently, three mainline alternatives with two types of capacity options each have been developed to address the project objectives. This letter serves to establish an area of potential effect (APE), clear up outstanding issues related to historic structure identification; introduce the alternatives under study; and finally determine the effect of each alternative on cultural resources.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects (APE)

The APE for this project extends along MD 210 from I-495 to MD 228, and incorporates an I-495 access ramp and several intersection locations along the project limits (Attachment I: Project Map). The inclusion of the I-495 access ramp has broadened the APE defined in our 1998 correspondence at the northern end of the corridor, in the vicinity of the National Register-listed Oxon Hill Manor (PG: 80-1).

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

Identification of Historic Properties

The historic investigation for this proposed project entailed the research of potentially significant architectural and archeological resources.

Architecture:

SHA architectural historian Jill Dowling prepared a historic context and inventoried and evaluated properties along the MD 210 corridor.

In March 1998, SHA submitted a draft **Historic Structures Identification Study for MD 210: I-495 to MD 228**. Based on documentation requirements established at a summer 1997 meeting with MHT staff, this study represents 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 have been documented with black and white photographs and Determination of Eligibility Forms (DOEs) briefly describing the structures.

In subsequent correspondence, SHA and MHT have agreed on eligibility determinations for 35 resources, including one National Register-eligible property, the J.R. Lee Manning House (PG: 83-16). MHT was unable to concur with SHA's opinion on two final resources, Salubria (PG: 80-2) and the Broad Creek Historic District (PG: 80-24). Although the report originally recommended both as eligible, SHA and MHT have since recognized that Salubria was formally determined "not eligible" for the National Register during Section 106 coordination for the Woodrow Wilson Bridge project in 1989.

The Broad Creek Historic District represents the site of Aire, one of the six original port towns established in 1706 by the Maryland General Assembly as a tobacco shipping port. Based upon the inclusion of three important 18th century structures; St. John's Episcopal Church (1766), Harmony Hall (circa 1760), and Piscataway House (circa 1750) and the ruin of a fourth, Want Water (circa 1708), SHA initially suggested that the district might be eligible for the National Register of Historic Places. Since that time, SHA and MHT have discussed the property and the boundaries suggested in Maryland National Park and Planning Commission's (MNCPPC) 1983 "Broad Creek Historic District Study."

The eligibility of the Broad Creek Historic District is a complicated issue, requiring extensive additional study and likely to elicit substantial controversy. Such a study would concentrate on the four 18th century resources previously mentioned; all of which are substantially removed from SHA's worst case project limits. The boundaries originally put forth by MNCPPC in 1983 included 590-acres fashioned to provide maximum protection of environmental and architectural features. Over the past seventeen years, extensive development in and adjacent to these boundaries has resulted in pervasive modern residential and commercial intrusion. At the time the boundaries were suggested, the study recognized that "the determination of boundaries is the most difficult issue surrounding the creation of the Broad

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Creek Historic District." As a result of this dilemma, MNCPPC's historical study recommended the largest land area considered.

The MD 210 alternatives presently under study by SHA have the potential to impact this broad boundary in only one location, along Old Fort Road North. Despite the fact that no properties dating from the period of significance exist within 1000 feet of Old Fort Road North, the suggested historic district boundary follows Oxon Hill Road across Livingston Road extending east nearly to Kaydot Road. On the north side of Old Fort Road, modern commercial development and freestanding franchise operations line the roadway. As described in further detail subsequently in this letter, the most invasive "worst case" alternative proposed for the project would impact 0.45 acre of a vacant lot on the south side of Old Fort Road (Parcel 180), facing a strip development. MHT and SHA have agreed that the parcel does not contribute to the significance of the Broad Creek Historic District, and further constitutes a mere 0.076% of the area suggested for the historic district. In anticipation of the considerable expenditure required to resolve issues related to the Broad Creek Historic District relative to the small amount of property affected by the project, SHA seeks no formal determination of eligibility for the Broad Creek Historic District. For Section 106 purposes, we will assume that the district as delineated in the 1983 study is eligible for the National Register of Historic Places. SHA has prepared and provided a Determination of Eligibility Form and photographs establishing that the parcel impacted by the MD 210 improvements is not a contributing element to the Broad Creek Historic District (Attachment II: DOE Form).

In addition to these properties, the expanded APE in the vicinity of the proposed I-495 access ramp now includes the National Register-listed Oxon Hill Manor (PG: 80-1).

A revised copy of the draft **Historic Structures Identification Study for MD 210: I-495 to MD 228** (Attachment III) is included with this transmittal. New eligibility and effect tables (Attachment IV: Tables) reflect MHT's opinions as transmitted in 1998. The table has been revised since our last correspondence to include Oxon Hill Manor; to register MHT's concurrence that Salubria is not eligible for the National Register as determined in coordination for the Woodrow Wilson Bridge Project; and to indicate that SHA is assuming eligibility for the Broad Creek Historic District. In addition, SHA seeks your concurrence with our determination that Parcel 180 within the Broad Creek Historic District is not a contributing element to the district and on the eligibility of ten additional resources. As the table indicates, the MD 210 APE includes three architectural resources eligible for or listed on the National Register of Historic Places: Oxon Hill Manor (PG: 80-1), the Broad Creek Historic District (PG: 80-24), and the J.R. Lee Manning House (PG: 83-16).

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 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, 18PR166, and 18PR297, would be avoided by the undertaking and fencing would be erected during construction to protect site 18PR141. On October 20, we received concurrence that sites 18PR144 and 18FR590 are ineligible for inclusion on the National Register of Historic Places. Consequently, we have determined there will be no impacts to National Register Eligible resources.

Alternatives Under Consideration

Plans for the alternatives under consideration are included in the brochure provided with this letter as Attachment V. SHA is considering three build alternatives with two capacity options each, as well as a no-build alternative. The MD 210 intersection improvement options, previously designated under Alternative 2, have been incorporated into Alternatives 5A, 5B, and 5C and categorized into two groupings under each alternative: Intersection Capacity Option 1 and Intersection Capacity Option 2. These two intersection options consist of different combinations of interchanges and at-grade intersections for each major roadway crossing. Figure 3 on page 11 of the brochure contains an overall summary of the alternatives and options under consideration with references to the figures in the brochure that illustrate the proposed improvements. Multi-modal enhancements will be considered with all of the build alternatives and options, including enhanced bus service, park-and-ride facilities, and bus stop relocations.

Capacity Option 1 includes the least number of interchanges considered reasonable. Interchanges would only be provided at the Kerby Hill/Livingston Road and Livingston Road/Palmer Road intersections. The remaining intersections are proposed to be expanded with the existing traffic signals to remain. Under this option, a 4th through lane in each direction will be included on MD 210, from Old Fort Road North to Old Fort Road South.

Capacity Option 2 includes the greatest number of interchanges considered necessary to achieve level of service (LOS) D or better during the peak periods. Interchanges are proposed 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.

- 1) Alternative 5A would provide only those improvements necessary (acceleration and deceleration lanes) to accommodate interchanges as determined with intersection Capacity Option 1 or Capacity Option 2 and includes no HOV lanes. This option includes 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). There would be no improvement to the MD 210 connection to or from I-295. This alternative is predicted to reduce traffic congestion, but not alleviate it altogether.
- 2) Alternative 5B considers the same interchange options as 5A, but provides a 2-lane reversible, barrier-separated HOV facility in the median of MD 210 for the portion of the

study area from I-495 south of Swan Creek Road. South of Swan Creek Road, the barrier-separate HOV lanes would transition to concurrent flow HOV lanes for the remaining portion of the study area down to MD 228. The reversible section of the HOV lanes would operate northbound for morning peak traffic conditions and southbound for evening peak conditions. Access to and from the HOV lanes would not be permitted at the intersections, but would be provided at approximately three locations northbound and southbound between I-495 and MD 228. The access points would consist of slip ramps allowing general-use traffic to merge into and out of the HOV lanes, at certain locations.

- 3) Alternative 5C would widen MD 210 to provide an additional lane in each direction designated as a concurrent flow HOV lane (i.e., one HOV lane in each direction). Special striping to create an approximate four-foot wide separation between the new HOV lane and the existing three general-use lanes will be included. Studies are on-going to determine whether flexible pylons would be used to separate the HOV and general-use lanes and the extent to which vehicles would have the freedom to move between the HOV and general use lanes as they travel along the corridor.
- 4) The No-Build Alternative remains under consideration at each of the intersection locations as well as along mainline MD 210. This alternative would include routine maintenance, minor construction projects, and developer-based improvements associated with new developments. The No-Build Alternative serves as a baseline for the comparison of all other alternatives. These minor improvements would not be expected to measurably affect roadway capacity or safety.

Assessment of Adverse Effects

Despite the differences between the three build alternatives and each of their two options, all involve the same impacts in the areas where historic properties have been identified.

At the northern end of the project, the construction of an I-495 access ramp will take place behind existing and proposed higher ramps for the Woodrow Wilson Bridge Project in the vicinity of Oxon Hill Manor. Construction of one additional ramp for HOV access behind extant ramps should not substantially increase the visual or vibration impacts incurred or anticipated at this historic site. To substantiate this opinion, SHA has requested that the consultants quantifying similar impacts anticipated for the Woodrow Wilson Bridge project assess the actual increase expected in impacts to Oxon Hill Manor as a result of this additional ramp. While we presently feel that the MD 210 project should have NO ADVERSE IMPACT on Oxon Hill Manor, we will coordinate a revised effect determination promptly if the results of this study contradict this finding.

All three alternatives impact the boundary set forth in MNCPPC's study of the Broad Creek Historic District by proposing the acquisition of between 0.25 and 0.45-acre for

intersection improvements at Old Fort Road. As established in the accompanying documentation, the parcel impacted is not a contributing element of the historic district. Based on this and considering that the proposed acquisition represents between 0.042% and 0.076% of the broadest possible boundary for the property, all proposed alternatives should have NO ADVERSE IMPACT on the Broad Creek Historic District.

All three options restrict intersection improvements at the southern end of the project well removed from the J.R. Lee Manning House. As a result, the proposed project should have NO IMPACT on this resource.

Based on these findings and the absence of significant archeological resources within the APE, no historic properties should be adversely affected by the proposed improvement to MD 210 (Alternatives 5 A, B, and C and the two capacity options considered for each).

Review Request

Please examine the attached maps and plans. We request your concurrence by November 30, 2000 that there should be no historic properties adversely affected by the proposed improvements to MD 210. 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 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 History Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust.) If no response is received by November 30, 2000, we will assume that these offices decline to participate. Please call Ms. Rita Suffness at 410-545-8561 with questions regarding standing structures for this project. Ms. Mary Barse can be reached at 410-545-2883 with concerns regarding archeology.

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

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Very truly yours,

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

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

Concurrence:

State Historic Preservation Office

Date

Attachments

I: Project Map

II: DOE Form, Parcel 180

III: Historic Structures Identification Study for MD 210:I-495 to MD 228

IV: Eligibility and Effect Tables

V: Proposed Plans

cc: Ms. Heather Arnick
Ms. Mary Barse
Ms Ingrid Britt, Oxon Hill Manor Foundation
Dr. Charles Hall
Ms. Mary Huie, Federal Highway Administration
Mr. Joseph Kresslein
Mr. John Parsons, National Park Service
Ms. Gail Rothrock, Prince George's County Historic Preservation Commission
Ms. Carroll Savage, Broad Creek Historic District Local Advisory Committee
Mr. Donald H. Sparklin
Ms. Rita Suffness