

**APPENDIX B:**

Section 106 Consultation





**Maryland Department of Transportation**  
**State Highway Administration**

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

December 16, 1997

RE: Project No. PG917B11  
MD 4: East of I-95/I-495 to  
West of MD 223  
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:

The purpose of this letter is to advise you of our consultation with the National Park Service, update you on the revisions to the alternates and provide to your office the draft report of the Phase 1B Archeological Identification survey for review and comment. In addition, we are seeking your concurrence in our determination that the Suitland Parkway, the only National Register resource within the Area of Potential Effect (APE) of this project, would be adversely affected. A draft Memorandum of Agreement (MOA) is included for your review.

**Status Update**

We previously received your comments, dated August 21, 1996, on the Alternates Retained for Detailed Study, and concurrence in the APE for archeology on January 21. Since that time we have consulted with representatives of the National Park Service regarding the project and its effect on the Suitland Parkway, listed on the National Register of Historic Places. A copy of the minutes (dated August 1) from our July 7 meeting are included as Enclosure 1. At the request of the National Park Service we developed alternates which would modify the design of the MD 4/Suitland Parkway interchange, as shown in the rendering included as Enclosure 2. For the most part, changes to the project's design will take place within the original footprint previously studied for archeology. In addition to presenting our findings from the original archeological survey, we have assessed the potential of these design modifications to impact previously unsurveyed areas.

Plan sheets of all alternates are included as Enclosure 3. The area of potential effect is shown on Enclosure 4. The Phase 1B Archeological Identification draft technical report is Enclosure 5. Enclosure 6 is a completed NADB Reports Recording Form, and our comments on the draft report itself are appended as Enclosure 7. The draft MOA is included as

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Enclosure 8. We have included a map showing areas subject to impacts as a result of design modifications implemented that were not included in the Phase IB archeological Identification Survey as Enclosure 9. Current alternatives are described in Enclosure 10. In order to assist you in visualizing this project we have included photographs of the current MD 4/Presidential Parkway/Suitland Parkway intersection in Enclosure 11. Enclosure 12 is an effects chart.

### **Project Description**

Alternate 3, Options 1 and 1A proposes to construct a diamond interchange at the MD 4/Suitland Parkway intersection. These options include slightly different ramp modifications for traffic entering westbound MD 4 from Westphalia and will accommodate the businesses in the Penn Randall Business Park and the Presidential Corporate Center. Option 1A has a smaller turning radius for the ramp. MD 4 would travel over Suitland Parkway.

The National Park Service (NPS) expressed its preference for options which carried Suitland Parkway over MD 4. In response, the State Highway Administration (SHA) developed Options 2 and 2A for Alternate 3. These options are the same as Option 1 and 1A with the exception that MD 4 goes underneath of Suitland Parkway instead of over it. Similar to Alternate 3 Options 1 and 1A, Alternate 3 Option 2A has a smaller turning radius for the ramp. The design of a bridge carrying the Suitland Parkway over MD 4 is shown in a rendering included as Enclosure 2.

Subsequent to meeting with the National Park Service, SHA dropped Alternate 3, Options 1, 1A, 2 and 2A. These options were dropped due to further development that is expected west of Armstrong Lane, including PEPCO. SHA developed Alternate 3 Options 1 Modified and 2 Modified. Alternate 3, Option 1 Modified proposes to construct a diamond roundabout interchange at the MD 4/Suitland Parkway intersection. MD 4 would travel over Suitland Parkway. Traffic entering westbound MD 4 from Westphalia Road would continue on a two way service road that parallels Presidential Parkway, follows the Prince George's County Master Plan alignment A-67 and ties into A-66. This provides a continuous service road to the north of MD 4 from Presidential Parkway to Westphalia Road and the future A-66 and accommodates the businesses in the Penn Randall Business Park and the Presidential Corporate Center. Alternate 3, Option 2 Modified proposes the same service road concept, however, Suitland Parkway would travel over MD 4.

A description of other current alternates that have been retained:

### **Alternate 1 (No-Build)**

Alternate 1 (no-build) would not provide any significant improvements to MD 4 within the study limits. The study portion of existing MD 4 consists of two different roadway sections. The section from I-95/I-495 to the east of Dower House Road consists of three 12-foot westbound lanes and two 12-foot eastbound lanes separated by a variable width (40-100 feet) depressed grass median. The section just east of Dower House Road to MD 223

(Woodyard Road) consists of two 12-foot lanes in each direction. The use of the 10-foot outside shoulder as a travel lane is permitted in the westbound direction during the morning rush hours. This section is also separated by a variable width (100-112 feet) depressed grass median. Minor improvements that would occur as part of normal maintenance and safety operations would not be expected to measurably affect roadway capacity or accident rates.

Because of the ongoing and proposed development in the area surrounding MD 4 and the growth of traffic volumes from Anne Arundel and southern Prince George's Counties into the Nation's Capital, all of the intersections and the mainline roadway of MD 4 within the study area are expected to operate at a level of service (LOS) below LOS D in both the AM and PM peak hours by the design year (2015). Fixed object and rear-end accidents already exceed the statewide average for similarly designed highways. It can be expected that as the magnitude of congestion increases over time, the rate of accidents will also increase under the no-build alternate.

**Alternate 2, Option 2** proposes to eliminate the at-grade intersection through construction of a bridge that would result in Westphalia Road/Old Marlboro Pike crossing over MD 4. The proposed bridge would provide improved access points for businesses and residents, access for the firehouse located near the MD 4/Westphalia intersection and vehicles heading westbound on MD 4. The Maryland-National Capital Park and Planning Commission suggested a second structure in the vicinity of Suitland Parkway to provide a greater distance between the proposed interchange (Westphalia) and the existing interchange at the Capital Beltway. This was dropped, due to the associated costs of the additional structure.

**Alternate 4, Options 4 and 5** propose to grade separate the MD 4/Dower House Road intersection. These options were well received at the Alternates Public Workshop, held on March 13, 1996 at Forestville High School, because they allow direct access to Marlboro Pike. Option 4 consists of a diamond interchange and Option 5 consists of a diamond roundabout.

**Alternate 5, Option 1** proposes mainline widening, adding a third travel lane in each direction. The lanes would be added within the median heading eastbound and on the outside of the westbound lane. This option provides for one future High Occupancy Vehicle (HOV) lane in each direction within the existing median.

## **Identification of Historic Properties and Area of Potential Effect**

### ***Area of Potential Effect***

Enclosure 4 shows the Area of Potential Effect for historic standing structures that includes the area into which elements could be introduced which would have the potential to affect characteristics qualifying resources for inclusion in the National Register. The nature of the area has been considered as regards the nature of the work within its context, relating to the terrain, the topography, the extent of the viewsheds, etc. Historical inventories, maps and

other materials were consulted to determine the possible presence of historic properties. We have considered the potential for elements to be introduced that could affect characteristics qualifying other historic properties for inclusion in the National Register.

As previously agreed by our respective offices, the Area of Potential Effects for archeological resources was confined to undisturbed areas associated with improvements to the intersections of MD 4 at Westphalia Road/Old Marlboro Pike, at Suitland Parkway/Presidential Parkway, and at Dower House Road. Delineation of the APE for archeology as a smaller portion of the project's larger spatial universe was accomplished through evaluation of detailed design plans and ground truthing to ascertain current land use and disturbance. Graphic representation of the project's APE within which archeological studies were conducted is provided in Enclosure 5. Areas associated with revisions to Alternate 3, Option 1 Modified and Option 2 Modified which have not been previously surveyed, but which have been assessed for archeological potential, are shown on Enclosure 9.

#### *Historic Structures*

The staff of our respective offices determined that the only resource within the APE is the Suitland Parkway, included in the National Register of Historic Places.

#### *Archeological Sites*

A Phase IB Archeological Identification survey was conducted within the APE for Alternative 2 Option 2, Alternate 3 Options 1 and 1A, Alternate 4 Options 4 and 5. The enclosed draft technical report (Enclosure 5) presents the findings and recommendations of the archeological survey for your review. All undisturbed areas with high archeological potential were investigated and no National Register eligible archeological resources were identified in the project's Area of Potential Effects. One isolated find location (18PRX150) was documented and interpreted as a secondarily deposited historic scatter. Our comments on the draft report itself are appended as Enclosure 7. Aside from some minor changes to the report, we believe our consultant has adequately documented an absence of significant archeological resources within this project's original APE.

For the most part, the revised APE for Alternate 3 Option 1 Modified and Option 2 Modified was included in our previous archeological survey. All undisturbed, high potential areas associated with a planned direct access to private property were tested with Shovel Test Pit Transects 23 and 28. No cultural materials were encountered. The majority of the revised APE associated with the widening of Presidential Parkway under Alternate 3 Option 1 Modified and Option 2 Modified was previously shovel tested with Shovel Test Pit Transects 8 - 13 with negative results. The remaining portions of the revised APE not subject to previous shovel testing have been substantially impacted by prior construction of existing Presidential Parkway. Given the location of the revised APE within an interfluvial upland setting, and the absence of structure locations on available historic maps, along with prior disturbance and negative findings from adjacent areas documented in our previous survey, we believe that the

untested portions of the Presidential Parkway widening have low archeological potential. In our opinion, no additional work is warranted for Alternate 3 Option 2 Modified.

#### **Determination of Effect**

Alternates Retained For Detailed Study include Alternate 1 (no-build), Alternate 2 Option 2, Alternate 3 Option 1 Modified and Option 2 Modified, Alternate 4 Option 4 and Option 5, and Alternate 5 Option 1. We have determined that Alternate 1 (No-Build), Alternate 2 Option 2, Alternate 4 Option 4 and Option 5, and Alternate 5 Option 1, would have no impact on the Suitland Parkway. Alternate 3 Option 1 Modified and Option 2 Modified would have an adverse pact on the Suitland Parkway. A draft Memorandum of Agreement is included as Enclosure 8. It has been revised in accordance with the comments provided by the National Park Service and FHWA.

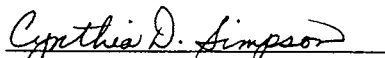
#### **Concurrence Request**

We request your concurrence with our determination that the MD 4 project would have an adverse effect on the Suitland Parkway, and that no further archeological work is warranted for the project. Please review the attached draft MOA and provide comments by January 19. Should you have any questions or wish additional information, please feel free to contact Ms. Rita Suffness on (410) 545-8561 for structures or Ms. Mary Barse at (410) 321-4003 for archeology.

Very truly yours,

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

by:

  
Cynthia D. Simpson  
Deputy Division Chief  
Project Planning Division

Concurrence:

\_\_\_\_\_  
State Historic Preservation Office

\_\_\_\_\_  
Date

Mr. J. Rodney Little

MD 4: East of I-95/I-495 to West of MD 223

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LHE:RMS

Enclosures (12)

cc: Ms. Mary F. Barse (w/ Enclosures 1,2,6,8,10,11,12)  
Mr. Bruce M. Grey  
Dr. Charles Hall  
Ms. Mary Huie (w/ Enclosures 1,2,6,8,10,11,12)  
Mr. Joe Kresslein "  
Ms. Rita M. Suffness "  
Ms. Denise Winslow "





March 6, 1998

**Maryland  
Department of  
Housing and  
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*Division of Historical and  
Cultural Programs*

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Parris N. Glendening  
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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. PG917B11: MD 4: East of I-956/I-495 to West of MD 223,  
Prince George's County, Maryland

*Cynthia*  
Dear Ms. Simpson:

Thank you for your December 16, 1997 letter which the Trust received on December 18, 1997, regarding the above-referenced project. The Trust's comments and concurrence with SHA's determination of effect for this undertaking are outlined below.

**Archeology -- Identification and Evaluation:** We have reviewed a copy of the following draft report, prepared by John Milner Associates, Inc., dated May 1997: *Phase IB Archeological Identification Survey, MD 4: East of I-95/I-495 to West of MD 223, Prince George's County, Maryland*. The report provides clear illustrations and essential documentation of the survey's goals, methods, results, and recommendations. The draft is consistent with the reporting requirements of the *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994). The survey did not identify any archeological sites within the area of potential effects. Further archeological investigations are not warranted for this particular project.

We have a few minor comments regarding the report itself. We ask SHA to have the consultant address the following issues, in addition to SHA's comments, in the preparation of the final report.

1. All references to the Trust should be corrected to read Maryland Historical Trust.
2. The Introduction should note the acreage of the survey areas.
3. SHA's comment number 3 is inaccurate; the use of the term *effects* as a noun is correct. The word *affect* is a verb. The consultant should keep the section headings as currently written.

**Determination of Effect:** Trust staff have reviewed the project file and attended the meeting held between SHA, the Trust and the National Park Service on January 17, 1998. The discussion at the meeting allowed new staff members to become familiar with the present project. As we understand the project, the improvements to MD 4 will consist of intersection changes from I-95/I-495 to beyond MD 223. Three



Ms. Cynthia D. Simpson  
March 6, 1998  
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intersection improvements: MD 4 and Westphalia Road (Alternate 2); MD 4 and Dower House Road (Alternate 4); and changes to the MD 4 median (Alternate 5) will have no impacts on historic properties or archeological sites. One intersection improvement will cause an adverse impact to a National Register eligible property: the proposed interchange between MD 4 and the Suitland Parkway (Alternate 3). Therefore, the Trust concurs that the MD 4: East of I-95/I-495 to West of MD 223 Improvements Project will have an *adverse effect* on historic properties.

**Memorandum of Agreement:** As a result of the adverse effect determination for the Suitland Parkway Interchange, the Trust met with SHA and the NPS to discuss the MD 4 Memorandum of Agreement. Enclosed is a copy of the draft MOA for your review. By copy of this letter we are requesting that all parties' comments regarding the draft be returned to Anne Bruder by Friday, March 20, 1998. Her telephone number is 410-514-7636 and her e-mail address is Bruder@dhcd.state.md.us. The Trust's fax number is 410-987-4071. If the draft MOA meets with all the parties' approval, we will put it in final form for execution by the signatories.

If you have questions or require additional information, please call Ms. Anne Bruder (for structures) at (410) 514-7636 or Ms. Beth Cole (for archeology) at (410) 514-7631. Thank you for your cooperation and assistance.

Sincerely,



J. Rodney Little  
Director/State Historic Preservation Officer

JRL:EJC:AEB:9703581

Enclosure

cc: Mr. Bruce Grey (SHA)  
Dr. Charles Hall (SHA)  
~~Mr.~~ Rita Suffness (SHA)  
Ms. Renee Sigel/Ms. Mary Huie (FHWA)  
Mr. Terry Carlstrom (NPS)  
Mr. Jeff Knoedler (NPS)  
Mr. W. Dickerson Charlton  
Ms. Pat Williams  
Ms. Gail Rothrock  
Mr. Don Creveling

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



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

Maryland Department of Transportation

March 31, 2010

Re: Project No. PG618B21  
MD 4 at Suitland Parkway Interchange  
Prince George's County, Maryland  
USGS *Upper Marlboro 7.5'* Quadrangles

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

Dear Mr. Little:

#### **Introduction and Project Description**

The Maryland State Highway Administration (SHA) seeks to continue Section 106 coordination under the terms of the Memorandum of Agreement (MOA) for Project No. PG618B21, MD 4 at Suitland Parkway Interchange in Prince George's County. In accordance with Stipulation III of the MOA, SHA suggests that an amendment to the MOA is necessary due to changes to the design of the project. We seek your concurrence with our finding that the project will continue to have adverse effects on historic properties, and that an amendment to the existing MOA is warranted. We are providing updated project information, including current project plans, and a draft amendment to the MOA for your review and comment.

On December 16, 1997, SHA determined that the proposed interchange between MD 4 and the Suitland Parkway would have an adverse effect on historic properties. The Maryland Historical Trust (MHT) concurred with the determination on March 6, 1998. In 1999, the Federal Highway Administration (FHWA), MHT, and the National Park Service (NPS) executed a MOA to resolve adverse effects (Attachment 1). The design of the proposed interchange has changed since 1999 and the project will continue to have an adverse effect on the Suitland Parkway.

MD 4 (Pennsylvania Avenue) in Prince Georges County is a heavily traveled, four-lane north-south corridor. The interchange of MD 4 at Suitland Parkway is one of three interchanges being designed to replace three at-grade intersections along the MD 4 corridor between I-495 and MD 223. The current interchange configuration being designed is a diamond interchange with a directional ramp. To accommodate the heavy left turn movement from MD 4 northbound to Suitland Parkway westbound, the ramp will be a two-lane free flow directional ramp. As part of

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this interchange design, MD 4 will be widened to a three-lane section with room in the median for a future additional lane.

#### *MD 4/Suitland Parkway Interchange*

The existing historic parkway bridge that carries Suitland Parkway over the Andrews Air Force Base (AFB) ramps will not be able to accommodate the proposed typical section of Suitland Parkway. The existing condition of Suitland Parkway is four 12-foot lanes (two in each direction) with a three-foot shoulder on each side and a five-foot median. However, the large amount of traffic turning right from eastbound Suitland Parkway to southbound MD 4 makes it essential to provide additional lanes over the bridge.

In the proposed typical section, the westbound direction of Suitland Parkway will be unchanged, but in the eastbound direction there will be four 12-foot lanes passing over the bridge; two through lanes, a combined through-right turn lane, and an exclusive right turn lane which will then split off after the bridge to proceed onto southbound MD 4 via Ramp K. The portion of Presidential Parkway (opposite Suitland Parkway) that is to the east of MD 4 will be modified and reconstructed to accommodate the change in profile and the acceleration and deceleration lanes from the interchange ramps. A bike path will be constructed on the north side of the interchange. The interchange will be designed to provide a symbolic entrance to the nation's capital and to complement the historic character of the Suitland Parkway. Improvements to Suitland Parkway will be limited to the addition of deceleration and acceleration lanes at the MD 4 interchange. Specific design elements include extensive landscaping throughout the interchange, the reconstruction of a historic parkway bridge, and aesthetic treatment of new structures and ramps. The construction of the interchange will require 5.96 acres of perpetual easement and 9.55 acres of temporary easement for construction from the NPS property. No right-of-way will be acquired; however a perpetual easement is needed for all roadways, drainage facilities, and slopes that SHA will be required to maintain.

NuStar Energy, L.P. owns and operates an eight-inch high pressure petroleum products pipeline that services Andrews AFB. The existing pipeline runs parallel to and across Suitland Parkway and MD 4. The interchange construction's project limits encompass approximately 8,800 linear feet of the existing NuStar pipeline, requiring several sections of the existing pipeline to be relocated.

Project plans, including the pipeline relocation, are included as Attachment 2.

#### *Stream Mitigation*

To mitigate for the interchange project's natural resources impacts, SHA is proposing a stream restoration project along Marbury Drive in Prince George's County. The proposed location of the stream restoration project is approximately two-and-one-half miles northwest of the MD 4 Suitland Parkway Interchange project location. The site, located entirely within Prince George's County right-of-way, is a linear parcel along an existing unnamed tributary. It is

situated between eastbound and westbound Marbury Drive, and measures approximately 60 feet wide by 2,500 feet long. The site is within the developed residential neighborhood of District Heights. Land use along the existing tributary consists of maintained (mowed) grass with some sparsely scattered trees. The trees are primarily at the top of the slope, closest to the roadway. They do not provide any stream buffer or shading to the stream.

SHA intends to design and implement a more natural setting to replace the existing maintained, unbuffered stream. The work will involve buffering the existing stream channel with native plantings to provide shade. There are no plans to engineer the stream portion or manipulate the geomorphic characteristic of the stream. SHA is rather seeking to enhance and improve the existing channel without engineering manipulation, while also fitting the design with the surrounding community.

All vegetation would be native and appropriate for the Coastal Plain physiographic province of Maryland. Trees selected for the planting design would meet an average maximum height requirement. Recommended riparian plantings include: red chokeberry, buttonbush, witch hazel, spice bush, southern arrowwood, common elderberry, swamp azalea, highbush and lowbush blueberry, and sweet pepperbush. SHA is coordinating with the surrounding community to incorporate the community's plant preferences into the design.

Project plans for the stream restoration project are included as Attachment 3.

### **Funding**

Federal funds are anticipated for this project.

### **Area of Potential Effects**

In determining the Area of Potential Effects (APE) for this project, SHA considered possible physical, visual, atmospheric, and audible impacts to historic properties. In our previous coordination, the APE was defined as the immediate environs of the proposed interchange, including the area into which elements could be introduced that would have the potential to affect characteristics qualifying resources for inclusion in the National Register of Historic Places. This APE definition continues to be applicable to the redesigned project, but the APE has been expanded to include the area of direct impacts of the proposed pipeline relocation. The APE is indicated on the attached quadrangle map for Upper Marlboro (Attachment 4). The survey area for archeological resources is defined as the limits of proposed construction where ground disturbance would occur. For the steam mitigation site, the APE is defined as the Prince George's County right-of-way along the unnamed tributary between Marbury Drive, as indicated on the attached quadrangle for District Heights (Attachment 5).

### **Identification Methods and Results**

Mr. J. Rodney Little  
MD 4 Suitland Parkway  
Page Four

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed interchange improvement project and stream mitigation site.

*Architecture:* SHA Architectural Historian Melissa Blair consulted the SHA-GIS Cultural Resources Database, previous architectural investigations, historic maps, and tax maps, and conducted a field visit on May 22, 2008.

There are no historic standing structures located in the APE of the stream mitigation site. The proposed stream restoration mitigation project will not impact historic standing structures.

The APE for the interchange project has been expanded to include the proposed pipeline relocation. The pipeline relocation will extend onto Andrews AFB property. During World War II, the introduction of a major military installation, the Andrews AFB, dramatically changed this area of Prince George's County. Beginning in 1942, the Army Corps of Engineers constructed four runways, 14 miles of taxiways, and supportive buildings and infrastructure at Camp Springs. The base was originally named the Camp Springs Army Air Field, but was later designed as the Andrews Army Air Field in honor of General Frank H. Andrews. Between 1943 and 1945, the base underwent a second building phase that provided more extensive operating facilities and base housing. In the 1950s, the base played a crucial role in air defense during the Korean War, which led to further expansion. After 1957, the special missions airlift operations of key U.S. government officials began at Andrews AFB, with the presidential air fleet, Air Force One, housed at the installation. During the 1960s, Andrews AFB began to oversee the arrival and departure of foreign dignities (Integrated Cultural Resources Management Plan, Andrews AFB, Maryland, Pages 2-23 through 2-26).

In 1994, the Andrews AFB was surveyed as part of the United States Army's responsibilities under Section 110 of the National Historic Preservation Act. The nearest standing structures identified by this survey and included in the MIHP are located approximately 1,500 feet south of the APE. None of these standing structures are in the vicinity of the pipeline relocation or proposed interchange.

The Suitland Parkway (PG:76A-22/NR-1175) is the only historic standing structure within the APE of the interchange project. The parkway is listed in the National Register of Historic Places (NRHP) for its significance in the areas of transportation and landscape architecture. The parkway is a designed historic landscape in which engineering structures, landscaping, and natural elements all contribute to the significance of the historic property.

The proposed interchange project will impact significant features of the parkway, including landscape features and a historic parkway bridge, and the existing viewshed at the eastern terminus of the parkway will be altered.

Removal of existing trees will be necessary to accommodate the proposed road alignment. Under the current design, approximately 4.43 acres of tree removal will be required on NPS property. This includes approximately 1.17 acres of Terrace Gravel Forest located on the southwest corner of the MD 4 and Suitland Parkway intersection. Impacts to these landscape features will alter character-defining elements of the parkway, impacting the parkway's historic setting.

The reconstruction of the MD 4/Suitland Parkway interchange will result in alteration of a historic parkway bridge. Built in 1944, the bridge at the north entrance to the Andrews AFB is a concrete rigid frame arch bridge with stone-faced wing walls and spandrels trimmed with granite dimensional masonry. The bridge is approximately 700 feet west of MD 4 and approximately 650 feet north of the air force base entrance gate. Widening the historic bridge will alter this contributing element of the parkway, impacting the parkway's historic design.

The existing terminus of the Suitland Parkway consists of an at-grade intersection with MD 4. The proposed interchange will introduce new permanent elements into the viewshed of the parkway, impacting the parkway's historic setting. Renderings of the proposed interchange are included as Attachment 6.

The proposed improvements impact significant features of the historic parkway and the project continues to have an adverse effect on the Suitland Parkway. As more specific avoidance, minimization, and mitigation measures are now proposed, SHA and the NPS have agreed that the original MOA should be amended. A draft Amendment is included for your review and comment (Attachment 7).

#### *Minimization*

Measures to minimize impacts to the parkway include extensive landscaping of the interchange, reconstruction of the historic parkway bridge at the entrance to Andrews AFB, and aesthetic treatment of new interchange structures and ramps.

The goal for the proposed landscaping plan is to visually integrate the proposed roadway improvements with the existing character of Suitland Parkway. Through the use of large groupings of flowering and shade trees the intent is to preserve and extend the experiential qualities of the parkway while also minimizing the visual impacts of the proposed bridges. In addition, large areas of bulb plantings, mainly along MD 4, will provide additional color in the spring.

There are specific regulations governing the types of plant material available for use on site. The site's proximity to Andrews AFB limits the mature height of proposed trees, acceptable mature tree height rises as distance from the runway increases. Approved tree species are also limited to minimize the attraction of birds. Typically, plants that fruit and large groupings of evergreen species are discouraged. SHA will work with NPS to designate parkway appropriate

plants which also follow the height and species limitations necessitated by the AFB. Landscaping plans are included in Attachment 2.

The existing historic parkway bridge that carries Suitland Parkway over the Andrews AFB ramps will be widened to provide enough width for the proposed typical section over the AFB ramps. The existing bridge is approximately 63 feet wide. The proposed widening will increase the width of the bridge by 44 to 49 feet to accommodate three additional lanes. In order to maintain the existing historic character of the bridge, it will be specified in the contract documents that the existing stone face of the piers, abutments, wingwalls, and parapets impacted by the improvements, will be carefully removed and reused on the proposed widened portion of the bridge. This will maintain the aesthetics of the historic bridge, even after the new modifications have been completed.

All proposed new interchange ramps and bridges on the project will utilize a façade, called a stone form liner, which is similar to that of the existing historic parkway bridge. The stone form liner will be used on all parapets, wingwalls, piers, columns and abutments to maintain the historic character of the gateway to Suitland Parkway and is meant to match the existing present features. SHA is awaiting input from NPS regarding aesthetic treatments that they would find acceptable.

#### *Mitigation*

In addition to our above described minimization measures, SHA proposes to fund a mitigation project to be developed in consultation with NPS that will enhance the Suitland Parkway. In meetings with NPS, we discussed providing NPS with an estimation of the value of the NPS land needed for permanent easement area. The amount would be applied to mitigation projects to enhance the Suitland Parkway. Potential projects include funding for a bike path along the parkway and slope enhancement at Suitland Parkway and Suitland Road. SHA is awaiting input from NPS regarding proposed mitigation projects.

#### *Section 4(f) Temporary Use*

The proposed improvements to the MD 4/Suitland Parkway interchange would temporarily impact approximately 9.5 acres of the Suitland Parkway. Areas requiring temporary easement would include those areas of minor grading, the area required for the installation of a bikepath, areas of landscaping and reforestation, and the land area required for access during project construction. Given that these improvements would occur by temporary occupancy only, the requirements of Section 4(f) would not apply in this instance based on MHT and NPS agreement with the following criteria as the officials with jurisdiction.

- The duration of the impact will be temporary, i.e., less than the time needed for construction of the project;
- There will be no change in the ownership of the land;
- The scope of the work will be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) resource are minimal;



- There are no anticipated permanent adverse physical impacts; and
- The land being used will be fully restored, i.e., the resource will be returned to a condition which is at least as good as that which existed prior to the project.

*Archeology:* SHA Archeologist Richard Ervin assessed the potential of the referenced project based on review of previous archeological studies, topographic and soils maps, aerial photographs, and examination of the SHA-GIS Cultural Resources database. A field visit was made to the project area in early 2007. For archeology, the survey area is defined as the limits of proposed construction, where ground disturbance would occur.

The survey area crosses gently sloping terrain cut by several tributaries of Cabin Branch, which flow to the east. At the west end of the survey area, the headwaters of Henson Creek parallel the east end of the Suitland Parkway. Soils are part of the Beltsville-Leonardtown-Chillum association, moderately deep, gently sloping, well-drained to poorly drained soils with a compact substratum.

Fiedel (1998) surveyed the MD 4 project corridor from east of I-95 to west of MD 223. Extensive shovel testing concentrated at the proposed MD 4/Suitland Parkway interchange and at the northern and southern termini of the current survey area recorded no archeological sites, and indicated considerable disturbance throughout the survey area. Parts of the survey area were also examined by Moeller, et al. (1995; Andrews AFB); Jones et al. (2002; Suitland Parkway); Child and Heidenrich (2004; Andrews AFB perimeter); and Banguilan and Boyd (2007; Westphalia Center tract). Six late historic period archeological sites were recorded in or near the survey area by the last named survey, all residential sites dating to the middle to late twentieth century (18PR843 to 18PR848). All are described as disturbed, and their late period suggests little research value.

Project plans have changed considerably since the 1998 survey. Impacts have changed, although not greatly in terms of ground disturbance, primarily by the re-design of ramps and service roads. However, based on the negative results of Fiedel's (1998) archeological investigation done for the project, and the extensive disturbance documented throughout the archeological survey area, the proposed interchange will not impact significant archeological sites. No further archeological work is warranted.

For the stream mitigation site, no archeological surveys have been conducted, and no archeological sites have been recorded in the survey area, which is flanked by mid twentieth-century suburban development. The stream appears to have been channelized and straightened. Based on the minor scope of construction, which will be confined to the stream banks, the proposed stream restoration will not impact significant archeological sites.

Mr. J. Rodney Little  
MD 4 Suitland Parkway  
Page Eight


### Review Request

Please examine the attached plans, maps, draft amendment to the MOA, and Effects Table (Attachment 8). We request your concurrence by April 30, 2010 that the project continues to have an adverse effect on historic properties, and that an amendment of the existing MOA is warranted. Additionally, we request your concurrence that the 9.5 acres of land area requiring temporary easement is considered a temporary use under Section 4(f). By carbon copy, we invite the Prince George's County Historic Preservation Commission, Prince George's Heritage, Inc., and the National Park Service to provide comments and participate in the consultation process. Pursuant to the requirement of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR 800.2 (c) (4) and (6), and 800.3 (f) for information regarding the identification and participation of consulting parties, and 800.4, and 800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, [www.achp.gov](http://www.achp.gov), or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by April 30, 2010, we will assume that these offices decline to participate. Please contact Ms. Melissa Blair at 410-545-8560 (or via email at [mblair@sha.state.md.us](mailto:mblair@sha.state.md.us)) with questions regarding standing structures for this project. Mr. Richard Ervin may be reached at 410-545-2878 (or via email at [rervin@sha.state.md.us](mailto:rervin@sha.state.md.us)) with concerns regarding archeology.

Very truly yours,

Bruce M. Grey  
Deputy Director  
Office of Planning and  
Preliminary Engineering

by:

  
Julie M. Schablitsky  
Assistant Division Chief  
Environmental Planning Division

- Attachments:
- 1) 1999 Memorandum of Agreement
  - 2) Project Plans – MD 4/Suitland Parkway Interchange
  - 3) Project Plans – Marbury Mitigation Site
  - 4) Area of Potential Effects Map – MD 4/Suitland Parkway Interchange
  - 5) Area of Potential Effect Map – Marbury Mitigation Site
  - 6) Rendering of the Proposed MD 4/Suitland Parkway Interchange
  - 7) Draft Amendment to the Memorandum of Agreement
  - 8) Effect Table

Mr. J. Rodney Little  
MD 4 Suitland Parkway  
Page Nine

cc: Ms. Melissa Blair, SHA-EPLD  
Mr. Joel Gorder, National Capital Region, NPS (w/Attachments)  
Mr. Bruce M. Grey, SHA-OPPE  
Mr. David Hayes, National Capital Region, NPS (w/Attachments)  
Ms. Denise King, DelMar Division, FHWA (w/Attachments 4-8)  
Mr. Joseph Kresslein, SHA-EPLD  
Mr. Eric Marabello, SHA-OHD  
Mr. Peter May, National Capital Region, NPS (w/Attachments)  
Mr. Doug McElrath, Prince George's Heritage, Inc. (w/Attachments)  
Ms. Margaret O'Dell, National Capital Region, NPS (w/Attachments)  
Mr. Jitesh Parikh, DelMar Division, FHWA  
Mr. Alex Romero, National Capital Park-East, NPS (w/Attachments)  
Ms. Gail Rothrock, Prince George's Historic Preservation Commission (w/Attachments)  
Ms. Teri Soos, SHA-OHD  
Mr. Stephen Syphax, National Capital Park-East, NPS (w/Attachments)  
Ms. Alexis Zimmerer, SHA-EPLD (w/Attachments 4-8)

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

**Project Number:** PG618B21

**MHT Log No.** 201001764

**Project Name:** MD 4 at Suitland Parkway Interchange

**County:** Prince George's

**Letter Date:** March 31, 2010

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

**Eligibility** (as noted in the Eligibility Table [Attachment N/A]):

- ☐ Concur  
☐ Do Not Concur

**Effect** (as noted in the Effects Table [Attachment 8]):

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

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

- ☒ Agree

**Comments:**

**MHT concurs with SHA that the overall undertaking continues to adversely affect historic properties. The proposed stream restoration mitigation project will not impact historic properties. Rather than amend the existing Memorandum of Agreement (MOA) originally executed in 1999, we request that a new agreement be developed and suggest that a meeting be held with the consulting parties to discuss mitigation opportunities. We look forward to working with SHA and the consulting parties to execute a new MOA.**

By:

  
MD State Historic Preservation Office/  
Maryland Historical Trust

7-9-10  
Date

Return by U.S. Mail or Facsimile to:  
Dr. Julie M. Schablitsky, Assistant Division Chief, Environmental Planning Division,  
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717  
Telephone: 410-545-2883 and Facsimile: 410-209-5004

Cc: Gail Rothrock, Prince George's County HPC  
Denise King, FHWA  
David Hayes, NPS, National Capital Region  
Stephen Syphax, NPS, National Capital Park - East

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



Darrell B. Mobley, *Acting Secretary*  
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

April 11, 2013

Re: Project No. PG618B21  
MD 4 at Suitland Parkway Interchange  
Property Acquisition near Fort Foote  
Prince George's County, Maryland  
USGS *Upper Marlboro* 7.5' Quadrangles

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

Dear Mr. Little:

### **Introduction and Project Description**

Pursuant to the Memorandum of Agreement (MOA) for MD 4 at the Suitland Parkway Interchange in Prince George's County, Project No. PG618B21, this letter serves to inform the Maryland Historical Trust (MHT) of the Maryland State Highway Administration's (SHA) finding that there would be no additional impacts to historic properties by proposed property acquisition near Fort Foote. SHA intends to purchase a 12.8-acre parcel to serve as part of the package of mitigation for the impacts to the NRHP-listed Suitland Parkway, and to transfer the property to NPS. The property is adjacent to the National Park Service (NPS) owned Fort Foote, PG:80-6, which is listed on the National Register of Historic Places (NRHP).

On December 16, 1997, SHA determined that proposed improvements to the MD 4 and Suitland Parkway interchange would have an adverse effect on historic properties. The Maryland Historical Trust (MHT) concurred with the determination on March 6, 1998. In 1999, the Federal Highway Administration (FHWA), MHT, and the National Park Service (NPS) executed an MOA to resolve adverse effects. The design of the interchange has changed since 1999 and the project would continue to have an adverse effect on the Suitland Parkway.

The subject parcel, located at 8801 Fort Foote Road, Fort Washington, Prince George's County, is 12.8 acres in size and is unimproved. No standing structures are present on the property, which is owned by a developer and is reportedly slated for subdivision in the future. SHA proposes to purchase the parcel as part of the mitigation for the adverse impacts caused by the construction of the MD 4/Suitland Parkway interchange. The parcel is adjacent to National

My telephone number/toll-free number is \_\_\_\_\_

*Maryland Relay Service for Impaired Hearing or Speech* 1.800.735.2258 Statewide Toll Free

*Street Address:* 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • [www.roads.maryland.gov](http://www.roads.maryland.gov)

Mr. J. Rodney Little

MD 4 at Suitland Parkway Interchange, Property Acquisition near Fort Foote

Page 2

Park Service property at NRHP-listed Fort Foote, PG:80-6. NPS is amenable to the acquisition of this parcel by SHA and transfer to NPS ownership (Attachment 1). Mapping of the subject parcel is included as Attachment 2a through 2c.

### **Funding**

Federal funds are anticipated for this project.

### **Area of Potential Effects**

In determining the Area of Potential Effects (APE) for this project, SHA considered possible visual, audible, atmospheric and/or physical impacts to historic properties, both archeological sites and standing structures that would diminish any National Register of Historic Places (NRHP) qualifying characteristic of the historic property's integrity. The APE is confined to the parcel of land that SHA wishes to purchase. The archeology survey area is defined as the limits of construction where ground disturbance would occur, and is therefore contiguous with the APE. The APE is indicated on the attached SHA quadrangle map for Alexandria (VA) in Attachment 3.

### **Identification Methods and Results**

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed property acquisition near Fort Foote for the MD 4 at Suitland Parkway Interchange.

*Architecture:* SHA Architectural Historian Anne E. Bruder consulted the SHA-GIS Cultural Resources Database, Maryland Property View and aerial photographs a parcel of land at 8801 Fort Foote Road, Fort Washington, Prince George's County.

There are no historic standing structures on the subject parcel and no construction activities of any kind would be done on the parcel. Purchase of the property would not introduce new visual, physical, audible or atmospheric elements, and would protect the property and the adjacent NRHP eligible Fort Foote against future development.

The proposed property purchase would have no impact on historic standing structures, and there would be no additional impacts by the MD 4 at Suitland Parkway Interchange project as a result of the property acquisition.

*Archeology:* SHA Archeologist Richard Ervin assessed the potential of the survey area through consultation of the SHA-GIS Cultural Resources Database, historic mapping, and prior studies. No field visit was warranted based on the nature of the project, which would entail protection of the subject property without ground disturbance.

No archeological surveys have been conducted in the APE, and no archeological sites are recorded. Nearby surveys on the peninsula on which Fort Foote is located (Kreisa and

Mr. J. Rodney Little

MD 4 at Suitland Parkway Interchange, Property Acquisition near Fort Foote

Page 3

McDowell 2008; and Ballweber 1986) recorded several historic and prehistoric sites, and there are undoubtedly Civil War era archeological resources throughout the present boundary of Fort Foote. The same types of archeological resources may be present on the subject parcel. Soils throughout much of the APE are mapped as Beltsville silt loam, 2 to 10% slopes, a soil type that is likely to contain archeological resources. The presence of Croom Urban land Complex soils at the eastern edge of the parcel indicates a degree of disturbance in that area.

The property proposed for acquisition is likely to contain archeological resources. However, the proposed acquisition would entail no ground disturbance and the lacks the potential to impact significant archeological resources. There would be no additional impacts by the MD 4 at Suitland Parkway Interchange project as a result of the property acquisition.

#### **Review Request**

Please examine the attached maps and Effects Table included as Attachment 4. We request your concurrence by April 30, 2013 that there would be no additional impacts to historic properties by the proposed property acquisition near Fort Foote for the MD 4 at Suitland Parkway Interchange. By carbon copy, we invite the Prince George's Heritage, Inc., and the Prince George's County Historic Preservation Comm. to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR §800.2(c)(3) and (5), and §800.3(f) for information regarding the identification and participation of consulting parties, and §800.4, and §800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, [www.achp.gov](http://www.achp.gov), or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by April 30, 2013, we will assume that these offices decline to participate. Please call Anne Bruder at 410-545-8559 or via email at [abruder@sha.state.md.us](mailto:abruder@sha.state.md.us) with questions regarding standing structures for this project. Mr. Richard Ervin a may be reached at t 410-545-2878 or via email at [rervin@sha.state.md.us](mailto:rervin@sha.state.md.us) with concerns regarding archeology.

Very truly yours,

  
For

Julie M. Schablitsky  
Assistant Division Chief  
Environmental Planning Division

Digitally signed by April Fehr for  
DN: cn=April Fehr for, o=SHA,  
ou=EPLD-CRS,  
email=afehr@sha.state.md.us, c=US  
Date: 2013.04.10 11:41:47 -04'00'

Mr. J. Rodney Little

MD 4 at Suitland Parkway Interchange, Property Acquisition near Fort Foote

Page 4

Attachments: 1) Letter from NPS  
2) Project Mapping  
3) APE Mapping  
4) Effects Table

cc: Ms. Anne Bruder, SHA- EPLD  
Mr. Richard Ervin, SHA- EPLD  
Mr. Joseph Kresslein, SHA- EPLD  
Mr. Moreshwar Kulkarni, SHA- OHD  
Ms. Heather Lowe, SHA-EPLD  
Ms. Jeanette Mar, FHWA (w/ Attachments)  
Mr. Doug McElrath, Prince George's Heritage, Inc. (w/Attachments)  
Mr. Howard Berger, Prince George's County Historic Preservation Comm.  
(w/Attachments)  
Ms. Jennifer Stabler, Prince George's County Historic Preservation Comm.  
(w/Attachments)  
Mr. Stephen Syphax, NPS NACE-East  
Dr. Julie M. Schablitsky, SHA-EPLD





# United States Department of the Interior

## NATIONAL PARK SERVICE

National Capital Parks-East  
1900 Anacostia Drive, S.E.  
Washington, D.C. 20020

IN REPLY REFER TO:

L1415 (NCR-NACE/RM)

March 12, 2013

Douglas H. Simmons  
Deputy Administrator/Chief Engineer for  
Planning, Engineering, Real Estate and Environment  
Maryland State Highway Administration  
Maryland Department of Transportation  
707 North Calvert Street  
Baltimore, Maryland 21202

Re: Suitland Parkway at MD 4 (Pennsylvania Avenue) Interchange Project  
Project No: PG6185170 / PG618B21  
Concurrence on property acquisition at 8801 Fort Foote Road (Parcel A) in Fort Washington,  
Maryland for Mitigation/Park Replacement purposes

Dear Mr. Simmons:

This is in response to your letter of February 14, 2013 in which you sought National Park Service (NPS) concurrence on Maryland State Highway Administration's (MDSHA) acquisition of approximately 12.8 acres of forested property that abuts the federally-owned Fort Foote Park in Prince George's County, Maryland as partial mitigation for impacts to parklands resulting from the Suitland Parkway/MD 4 (Pennsylvania Avenue) Interchange Project. We are excited to learn that the subject property is for sale and that there may be the opportunity for your agency to acquire this important site for ultimate transfer to the NPS.

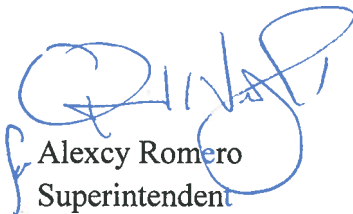
We concur that acquisition of the subject property would be part of an overall package to mitigate unavoidable impacts resulting from the Suitland Parkway/MD 4 Interchange Project and we strongly support your agency's efforts to acquire the site. As you know, there are steps that we must follow in the federal property acquisition process, including completion of a Level-1 Pre-Acquisition Survey that raises no currently unknown issues such as environmental contamination associated with the property.

Barring any unexpected finds of environmental contamination or similar issues resulting from pre-acquisition site investigations, and recognizing that additional coordination and consultation between the NPS and the Federal Highway Administration's DelMar Division is in order, the NPS agrees:

- a. to accept ownership of the property at 8801 Fort Foote Road (Parcel A) in Fort Washington, Maryland;
- b. that the subject property will be included in the comprehensive mitigation package being developed by MDSHA for all of the project-related impacts to the historic Suitland Parkway; and
- c. that the transfer of the subject property from MDSHA to the NPS would mitigate the fee simple acquisition of the NPS property loss to the Suitland Parkway/MD 4 Interchange Project.

You have our full support as you continue the process to acquire the subject property. Please contact me or Chief of Resource Management, Stephen Syphax at (202) 690-5160 for follow-up. We look forward to working with you on this beneficial property acquisition and on the overall Suitland Parkway/MD 4 Interchange Project.

Sincerely,



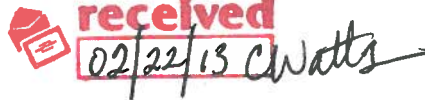
Alexcy Romero  
Superintendent

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



Darrell B. Mobley, *Acting Secretary*  
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION



February 14, 2013

RE: Termini: MD 4 (Pennsylvania Avenue) at Suitland Parkway Interchange Project  
Project No.: PG6185170 / PG618B21  
Concurrence on property acquisition for Mitigation/Park Replacement purposes

Mr. Alex Romero  
Park Superintendent  
National Capital Parks – East  
1900 Anacostia Dr SE  
Washington DC 20020

Dear Mr. Romero:

The purpose of this letter is to obtain your concurrence with the proposed acquisition of the property located at 8801 Fort Foote Road ("Fort Foote property") in Fort Washington, Prince George's County by the Maryland State Highway Administration (MDSHA). As you may know, MDSHA plans to construct an interchange at MD Route 4 (Pennsylvania Avenue) and Suitland Parkway in Suitland, Prince George's County. Regrettably, there are unavoidable impacts to the National Park Service (NPS) owned lands due to the highway construction. In order to mitigate the property impacts, the Fort Foote property was identified by NPS staff as a preferred mitigation and/or park replacement property.

The construction of this project requires fee simple acquisition of approximately 5.963 acres of land from NPS. Throughout this process, MDSHA has been in regular consultation with NPS and Federal Highway Administration (FHWA – DelMar Division) staff with the aim of developing solutions to various project issues needing resolution. It is our understanding that NPS staff has expressed an interest in the Fort Foote property to MDSHA. This property has a land area of 12.8 acres and it is adjacent to the Fort Foote Park owned by NPS.

Based on e-mail communication received from Mr. Stephen Syphax, Chief, Resource Management Division of the National Capital Parks – East Unit of NPS on September 7, 2012, and subsequently at the joint meeting between MDSHA, NPS and FHWA – DelMar Division staff on December 6, 2012, it was reiterated by NPS staff that NPS viewed the Fort Foote property as the preferred priority for potential acquisition by MDSHA.

Our preliminary investigation of the Fort Foote property shows that it is on the market for sale. Consequently, MDSHA intends to investigate the potential of acquiring this property on behalf of NPS to mitigate the project's right-of-way impact on NPS land. However, in order for MDSHA to proceed with this effort, we are requesting your concurrence on the following:

My telephone number/toll-free number is 410-545-0411 or 866-697-0559  
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • [www.roads.maryland.gov](http://www.roads.maryland.gov)

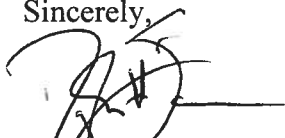
Mr. Alex Romero  
PG6185170: MD 4 / Suitland Parkway Interchange Construction  
Page Two  
February 14, 2013

- a. NPS agrees to accept the ownership of the Fort Foote property should MDSHA be successful in acquiring the Fort Foote property;
- b. NPS agrees that the Fort Foote property will be included in the comprehensive mitigation package being compiled by SHA for all of the project-related impacts to NPS lands; and
- c. NPS agrees that the transfer of the Fort Foote property to NPS would fully mitigate the fee simple acquisition of the 5.963 acres from NPS.

While it is understood that additional coordination and consultations with NPS and FHWA-DelMar Division is required, at this time we are requesting that NPS respond with its concurrence to this letter within 30 days. It is important a response is obtained within this time frame, so MDSHA could begin the process of acquiring this property, should you concur.

Thank you for your anticipated cooperation and assistance in this matter. Should you have further questions on the matter, please contact Mr. Zal Angster via telephone at (410) 545-2813 or [cangster@sha.state.md.us](mailto:cangster@sha.state.md.us).

Sincerely,



Douglas H. Simmons  
Deputy Administrator/Chief Engineer for  
Planning, Engineering, Real Estate and Environment

Encl: Aerial map  
Land records for the property

cc: Mr. David Hayes, NPS  
Mr. Moreshwar Kulkarni, MDSHA, Office of Highway Development  
Mr. Joseph Kresslein, MDSHA, Office of Planning and Preliminary Engineering  
Mr. John Wedemeyer, MDSHA, Office of Real Estate, District 3  
Ms. Jeanette Mar, FHWA, DelMar Division  
Ms. Keilyn Perez, FHWA, DelMar Division  
Mr. Stephen Syphax, NPS, NACE-East

Maryland Department of Assessments and Taxation  
Real Property Data Search (vws.1A)  
PRINCE GEORGE'S COUNTY

[Go Back](#)  
[View Map](#)  
[New Search](#)  
[GroundRent](#)  
[Redemption](#)  
[GroundRent](#)  
[Registration](#)

**Account Identifier:** District - 12 Account Number - 1203876

**Owner Information**

**Owner Name:** FRIENDSHIP GREENS AT POTOMAC LLC **Use:** RESIDENTIAL  
**Principal Residence:** NO  
**Mailing Address:** ALEXANDER NNABUE  
10288 LAKE ARBOR WAY  
MITCHELLVILLE MD 20721-0335 **Deed Reference:** 1) /25403/ 00699  
2)

**Location & Structure Information**

**Premises Address** 8801 FORT FOOTE RD  
FORT WASHINGTON 20744-0000 **Legal Description** PARCEL A

Map	Grid	Parcel	Sub District	Subdivision	Section	Block	Lot	Assessment Area	Plat No:	A-7297
0113	00C2	0000		5100				1	Plat Ref:	

**Special Tax Areas** **Town** NONE  
**Ad Valorem**  
**Tax Class** 8

Primary Structure Built	Enclosed Area	Property Land Area	County Use
		12.8000 AC	001

**Stories** **Basement** **Type** **Exterior**

**Value Information**

	Base Value	Value	Phase-in Assessments	
		As Of	As Of	As Of
		01/01/2013	07/01/2012	07/01/2013
<b>Land</b>	287,900	287,900		
<b>Improvements:</b>	0	0		
<b>Total:</b>	287,900	287,900	287,900	287,900
<b>Preferential Land:</b>	0			0

**Transfer Information**

<b>Seller:</b> HOUSING AUTHORITY OF P G COUNT	<b>Date:</b> 06/26/2006	<b>Price:</b> \$320,000
<b>Type:</b> NON-ARMS LENGTH OTHER	<b>Deed1:</b> /25403/ 00699	<b>Deed2:</b>
<b>Seller:</b> HOUSING AUTHORITY OF PRINCE GEORGE	<b>Date:</b> 02/03/1993	<b>Price:</b> \$0
<b>Type:</b> NON-ARMS LENGTH OTHER	<b>Deed1:</b> /08636/ 00199	<b>Deed2:</b>
<b>Seller:</b> PRINCE GEORGES COUNTY	<b>Date:</b> 02/03/1993	<b>Price:</b> \$0
<b>Type:</b>	<b>Deed1:</b> /08636/ 00199	<b>Deed2:</b>

**Exemption Information**

Partial Exempt Assessments	Class	07/01/2012	07/01/2013
<b>County</b>	000	0.00	
<b>State</b>	000	0.00	
<b>Municipal</b>	000	0.00	0.00

**Tax Exempt:** **Special Tax Recapture:**  
**Exempt Class:** NONE

**Homestead Application Information**

**Homestead Application Status:** No Application

25403 699

NO TITLE EXAMINATION

QUITCLAIM DEED

THIS QUITCLAIM DEED, made this 2 day of ~~November, 2005~~ <sup>February 2006</sup>, by and between Housing Authority of Prince George's County, Grantor, and Friendship Greens at Potomac, LLC, Grantee, , conveys the real property described below.

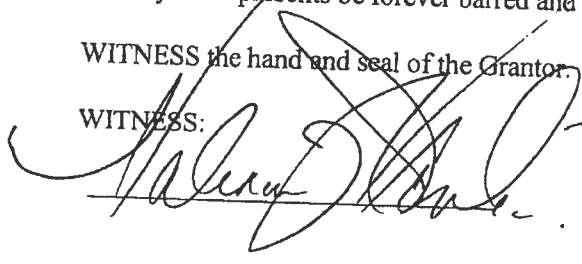
**WITNESSETH**, that the Grantor, for One dollar (\$320,000.00), does hereby grant, convey and assign to the Grantee, all that lot of ground situate in Prince George's County, Maryland and described as follows:

Commonly known as 9512 8801 Fort Foote Road, Fort Washington, Maryland 20744

To have and to hold the land and premises aforesaid, with all the privileges, improvements, easements, and appurtenances thereunto belonging and all the rents, issues and profits thereof, unto the Grantee, its heirs and assigns forever, so that neither the Grantor, nor her heirs or assigns, nor any other person claiming title through or under them, shall or will hereafter claim or demand any right or title to the premises herein conveyed, or any part thereof; but they and every one of them shall by these presents be forever barred and excluded.

WITNESS the hand and seal of the Grantor.

WITNESS:

 (SEAL)  
Housing Authority of Prince George's County

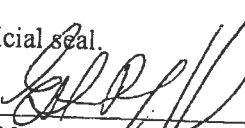
State of \_\_\_\_\_  
County of \_\_\_\_\_

I hereby Certify, That on this 2 day of ~~November, 2005~~ <sup>February</sup>, before me, the subscriber, a Notary Public of the State Aforesaid, personally appeared Housing Authority of Prince George's County, known to me (or satisfactorily proven) to be the person whose name is subscribed in the within instrument, and acknowledged the foregoing Deed to be his act, and in my presence signed and sealed the same.

In Witness Whereof, I hereunto set my hand and official seal.

My commission expires: July 8, 2009

Return to:

PRINCE GEORGE'S COUNTY, MD  
APPROVED BY   
#07R  
JUN 26 2006

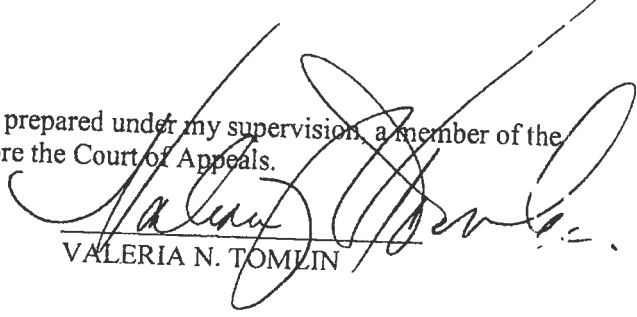
Notary Public

\$1,408.00 RECORDATION TAX PAID  
\$4,480.00 TRANSFER TAX PAID

25403 700

Regional Title and Escrow  
9701 Apollo Drive  
Suite 297  
Largo, Maryland 20774

I hereby certify that this document was prepared under my supervision, a member of the Maryland Bar admitted to practice before the Court of Appeals.



VALERIA N. TOMLIN

25403 701

The Legal Description of the property as recorded in the Land records of Prince George's County, Maryland is Liber 5357 at Folio 484, and further described as "Parcel A" Davis Tract Elementary School Site, containing 12.8 acres of land and assessed at the Tax Account Number 1203876



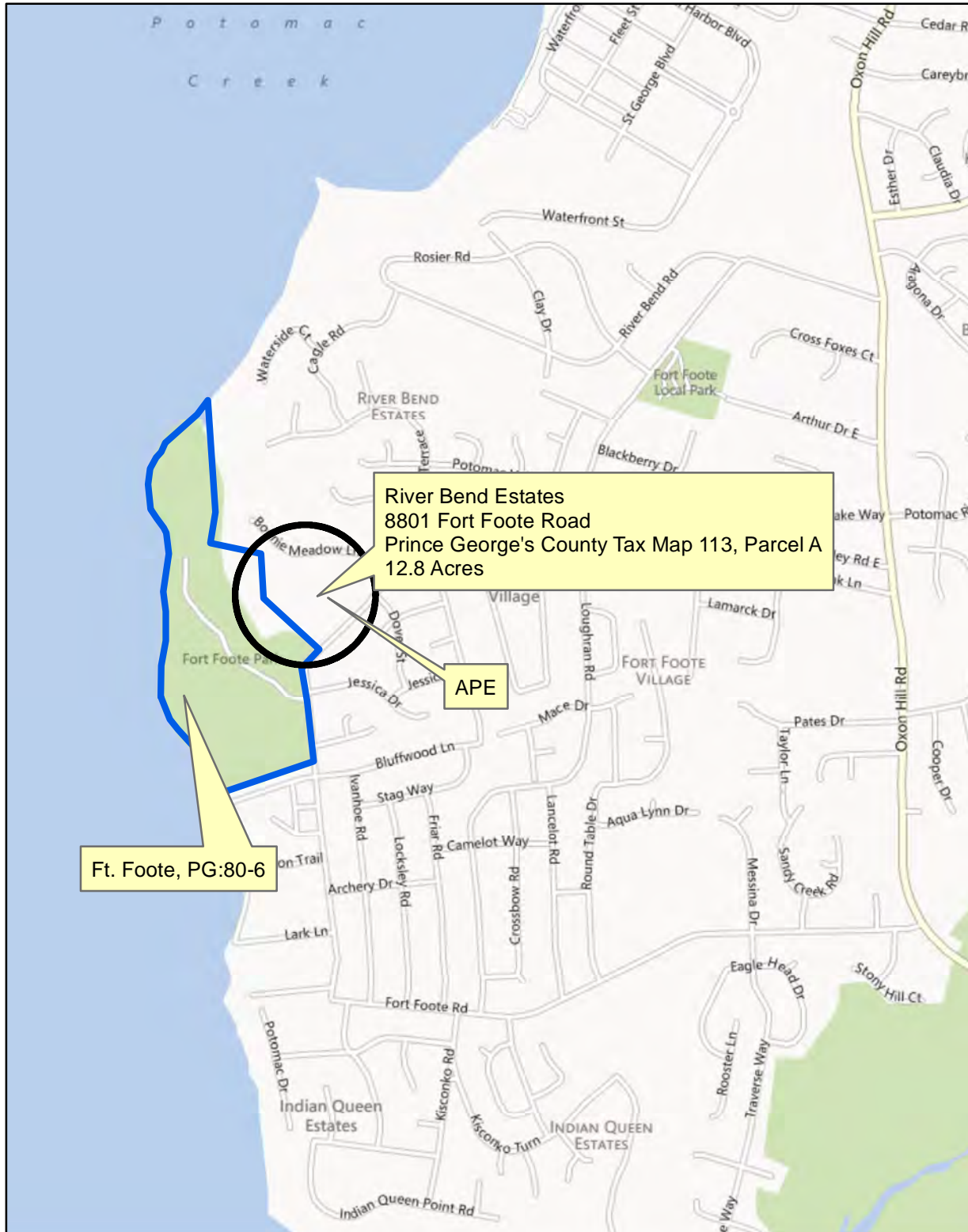


A vertical scale bar labeled "Feet" with markings at 0, 62.5, 125, and 250.





APE Map: Alexandria (VA) SHA Quadrangle  
MD 4: Suitland Parkway Parkland Mitigation Acquisition  
Project No. PG618B21





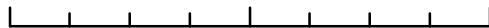
## Project Location Map

MD 4 Suitland Pkwy Property Transfer  
Prince George's County

1:24000

Alexandria Quad

0 1,250 2,500 5,000 Feet







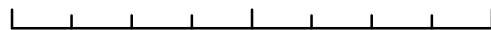
## Property View Map

MD 4 Suitland Pkwy Property Transfer  
Prince George's County

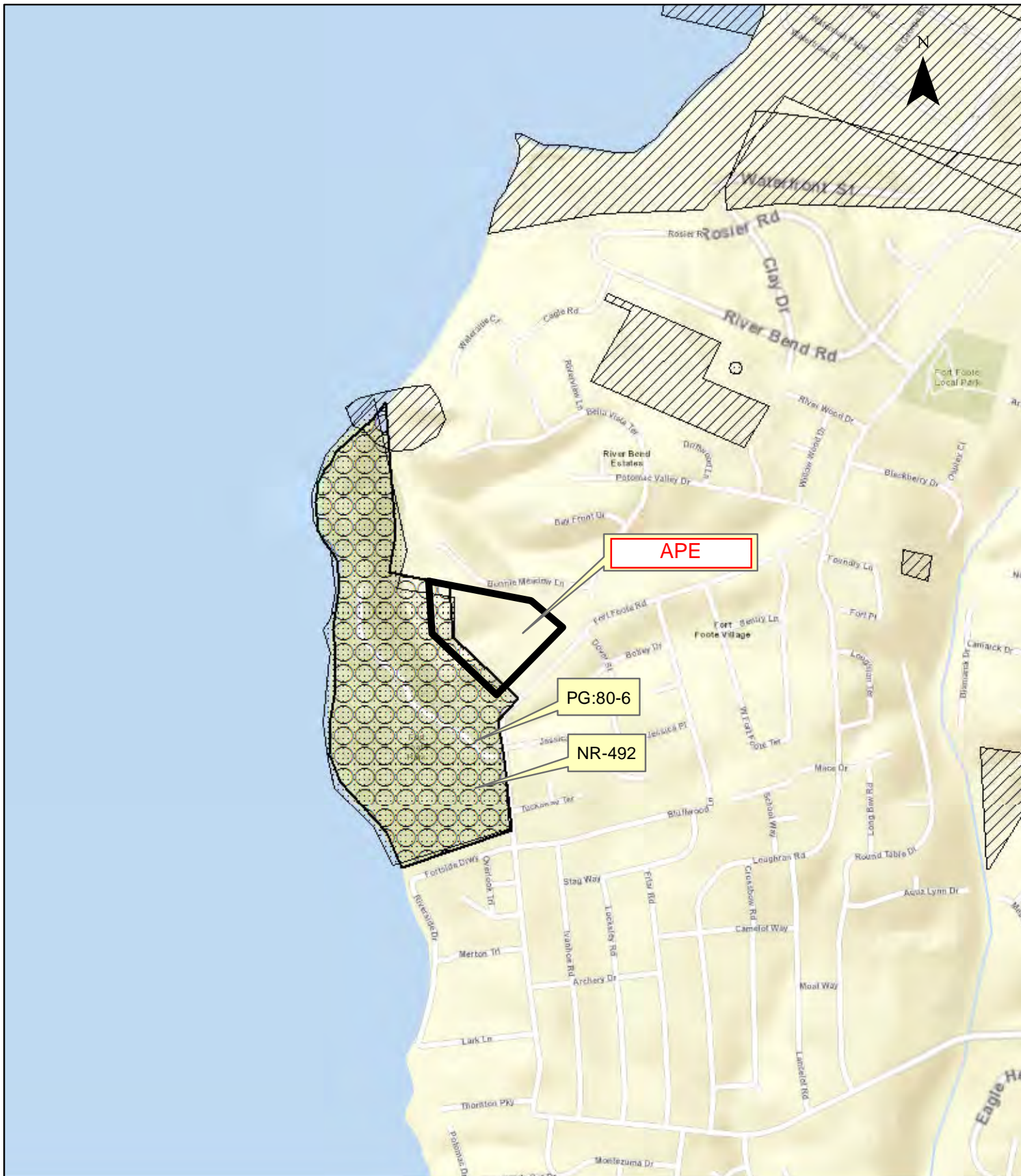
1:6000

0 312.5 625 1,250 Feet

Alexandria Quad







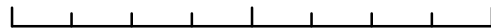
## Cultural Resources Map

MD 4 Suitland Pkwy Property Transfer  
Prince George's County





1:12000

Alexandria Quad

0 625 1,250 2,500 Feet



## Legend

-  MIHP
-  MHT Easements
-  Arch Surveys
-  National Register of Historic Places

*Effects Table*

Attachment #4

Project Name: MD 4 at Suitland Parkway Interchange, Property Acquisition near Fort Foote April 11, 2013

Resource	Type	Alternative		Attachment	Remarks
		Impact	SHPO Concur		
Fort Foote, PG:80-6	S	None	Requested 3/11/2013		
<b>Effect</b>					

**Codes:**

Resource Types: S (Structure), A (Archeological Site), HD (Historic District), NHL (National Historic Landmark)  
 Impact: None, No Adverse, Adverse  
 Effect: NPA (No Properties Affected), NAE (No Adverse Effect), AE (Adverse Effect)  
**Bold** rows indicate review action requested

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

**Project Number:** \_\_\_\_\_ **MHT Log No.** 201301583  
**Project Name:** **MD 4 at Suitland Parkway Interchange, Property Acquisition near  
Fort Foote**  
**County:** **Prince George's**  
**Letter Date:** **April 11, 2013**

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

**Eligibility** (as noted in the Eligibility Table [N/A]):

- ☐ Concur
- ☐ Do Not Concur

**Effect** (as noted in the Effects Table [Attachment 4]):

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

**Comments:**

THE TRUST AGREES THAT THE ACQUISITION OF THIS 12.8 ACRE PARCEL OF LAND  
DOES NOT CONSTITUTE AN ADDITIONAL IMPACT TO HISTORIC PROPERTIES AND THAT THE  
EVENTUAL TRANSFER OF THIS PROPERTY TO NPS WILL SERVE AS PARTIAL MITIGATION  
FOR SHA PROJECT NO. PG618B21. WE LOOK FORWARD TO WORKING WITH SHA  
AND THE CONSULTING PARTIES TO EXECUTE AN MOA FOR THE OVERALL UNDERTAKING.

By: \_\_\_\_\_

MD State Historic Preservation Office/  
Maryland Historical Trust

Date

5/8/2013

Return by U.S. Mail or Facsimile to:  
Dr. Julie M. Schablitsky, Assistant Division Chief, Environmental Planning Division,  
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717  
Telephone: 410-545-8870 and Facsimile: 410-209-5046





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



James T. Smith, Jr., *Secretary*  
Melinda B. Peters, *Administrator*

June 25, 2013

RE: Project No. PG618B21  
MD 4 at Suitland Parkway Interchange  
Prince George's County, Maryland  
USGS *Upper Marlboro* 7.5' Quadrangle

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

Dear Mr. Little:

This letter serves to provide the Maryland Historical Trust (MHT) with the draft Memorandum of Agreement (MOA) for the proposed SHA Project No. PG618B21, MD 4 over the Suitland Parkway. On July 9, 2010, MHT concurred with SHA's determination that the proposed directional ramp from northbound MD 4 to westbound Suitland Parkway would have an adverse effect on the National Register of Historic Places-listed (NRHP) Suitland Parkway. Suitland Parkway has been listed in the NRHP since June 2, 1995, and has received MIHP No. PG:76A-22. On August 11, 2011, SHA met with the National Park Service, National Capital Region (NPS-NCR) and the Federal Highway Administration (FHWA) to discuss the proposed MOA. The Suitland Parkway staff was also invited to attend the meeting, but did not participate. Since 2011, SHA, FHWA and NPS have held several meetings and also several telephone conferences to discuss the remaining issues that will be included in the MOA. SHA believes the MOA is complete and can be forwarded to MHT and the NPS-NCR as well as the NPS- National Capital Parks East for comment. The NPS is a consulting party in the MOA and both NPS offices have participated in the coordination meetings with SHA and FHWA.

Please examine the attached MOA. We request MHT's comments regarding it by July 25, 2013.

My telephone number/toll-free number is \_\_\_\_\_  
*Maryland Relay Service for Inquired Hearing or Speech* 1.800.735.2258 Statewide Toll Free

*Street Address:* 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • [www.roads.maryland.gov](http://www.roads.maryland.gov)

Mr. J. Rodney Little  
MD 4 at Suitland Parkway  
Page Two

Please call Anne E. Bruder at 410-545-8559 (or via email at [abruder@sha.state.md.us](mailto:abruder@sha.state.md.us)) with questions regarding the documentation. Questions regarding archeology can be directed to Richard Ervin by telephone, 410-545-2878, (or via email at [rervin@sha.state.md.us](mailto:rervin@sha.state.md.us)).

Very truly yours,



For

Digitally signed by April Fehr for  
DN: cn=April Fehr for, o=SHA, ou=EPLD-  
CRS, email=afehr@sha.state.md.us, c=US  
Date: 2013.06.25 13:52:08 -04'00'

Julie M. Schablitsky  
Assistant Division Chief  
Environmental Planning Division

Attachment: 1) MD 4 at Suitland Parkway Memorandum of Agreement (DRAFT)

cc: Ms. Anne E. Bruder, SHA-EPLD  
Mr. Richard G. Ervin, SHA-EPLD  
Ms. Heather Lowe, SHA-EPLD  
Mr. Moreshwar Kulkarni, SHA-OOS  
Ms. Jeanette Mar, FHWA-DelMar Division  
Ms. Keilyn Perez, FHWA-DelMar Division  
Mr. Stephen Whitesell, NPS-NCR  
Mr. Alex Romero, NPS-NCPE

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



James T. Smith, Jr., *Secretary*  
Melinda B. Peters, *Administrator*

June 25, 2013

RE: Project No. PG618B21  
MD 4 at Suitland Parkway Interchange  
Prince George's County, Maryland  
USGS *Upper Marlboro 7.5'* Quadrangle

Mr. Stephen Whitesell  
Regional Director, National Capital Region  
ATTN: David Hayes  
National Park Service  
1100 Ohio Drive, SW  
Washington DC 20242

Dear Mr. Whitesell:

This letter serves to provide the National Park Service, National Capital Region (NPS-NCR) and the National Capital Parks East (NPS-NCPE) including the Suitland Parkway with the draft Memorandum of Agreement (MOA) for the proposed SHA Project No. PG618B21, MD 4 over the Suitland Parkway. On July 9, 2010, the Maryland Historical Trust concurred with SHA's determination that the proposed directional ramp from northbound MD 4 to westbound Suitland Parkway would have an adverse effect on the National Register of Historic Places-listed (NRHP) Suitland Parkway. Suitland Parkway has been listed in the NRHP since June 2, 1995, and has received MIHP No. PG:76A-22. On August 11, 2011, SHA met with the National Park Service, National Capital Region (NPS-NCR) and the Federal Highway Administration (FHWA) to discuss the proposed MOA. The Suitland Parkway staff was also invited to attend the meeting, but did not participate. Since 2011, SHA, FHWA and NPS have held several meetings and also several telephone conferences to discuss the remaining issues that will be included in the MOA. SHA believes the MOA is complete and can be forwarded to MHT and the NPS-NCR as well as the NPS- NCPE for comment. The NPS is a consulting party in the MOA and both NPS offices have participated in the coordination meetings with SHA and FHWA.

Please examine the attached MOA. We request NPS-NCR and NPS-NCPE's comments regarding it by July 25, 2013.

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

*Street Address:* 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • [www.roads.maryland.gov](http://www.roads.maryland.gov)

Mr. Stephen Whitesell  
MD 4 at Suitland Parkway  
Page Two

Please call Anne E. Bruder at 410-545-8559 (or via email at [abruder@sha.state.md.us](mailto:abruder@sha.state.md.us)) with questions regarding the documentation. Questions regarding archeology can be directed to Richard Ervin by telephone, 410-545-2878, or (via email at [rervin@sha.state.md.us](mailto:rervin@sha.state.md.us)).

Very truly yours,



For

Digitally signed by April Fehr for  
DN: cn=April Fehr for, o=SHA,  
ou=EPLD-CRS,  
email=afehr@sha.state.md.us, c=US  
Date: 2013.06.25 14:08:13 -04'00'

Julie M. Schablitsky  
Assistant Division Chief  
Environmental Planning Division

Attachment: 1) MD 4 at Suitland Parkway Memorandum of Agreement (DRAFT)

cc: Ms. Anne E. Bruder, SHA-EPLD  
Mr. Richard G. Ervin, SHA-EPLD  
Ms. Heather Lowe, SHA-EPLD  
Mr. Moreshwar Kulkarni, SHA-OOS  
Ms. Jeanette Mar, FHWA-DelMar Division  
Ms. Keilyn Perez, FHWA-DelMar Division  
Mr. J. Rodney Little, MHT  
Mr. Alex Romero, NPS-NCPE



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**DelMar Division**

July 17, 2013

10 South Howard Street, Suite 2450  
Baltimore, MD 21201  
(410) 962-4440  
(410) 962-4054  
<http://www.fhwa.dot.gov/demddiv/>

In Reply Refer To:  
HDA-MD  
(PG618B21)

Mr. Reid J. Nelson  
Director, Office of Federal Agency Programs  
Advisory Council on Historic Preservation  
1100 Pennsylvania Avenue, NW, Suite 809  
Washington, DC 20004

Attention: Ms. Najah Duvall-Gabriel

Dear Mr. Nelson:

In accordance with 36 CFR §800.6, the Federal Highway Administration (FHWA) wishes to notify you that the subject project will have an adverse effect on the Suitland Parkway, Maryland Index of Historic Places (MIHP) No. PG:76A-22, which is a four-lane parkway that serves as the ceremonial entrance to Washington, DC from the Joint Base Andrews (formerly the Andrews Air Force Base). The Suitland Parkway intersects with MD 4 on the north side of Joint Base Andrews in Prince George's County, Maryland and is listed in the National Register of Historic Places (NRHP). A project location map is included as Enclosure 1. The Maryland State Highway Administration (SHA) proposes to construct a directional ramp from northbound MD 4 to westbound Suitland Parkway, which will require widening of the historic parkway, including the Suitland Parkway Bridge over the Joint Base Andrews' north entrance road. The undertaking would result in the construction of new highway appurtenances that are larger in scale and out of character for the parkway, and therefore, would have an adverse effect on historic properties.

### **Project Description**

The purpose and need for the improvements to MD 4 from east of the I-95/I-495 Interchange to west of MD 223 are to improve safety and provide sufficient capacity to address existing and projected travel demands throughout the corridor. MD 4 connects southern Anne Arundel and Calvert counties with employment areas in Prince George's County and the District of Columbia. SHA proposes to make MD 4 a limited access highway by constructing interchanges at several intersections, including the MD 4 at Suitland Parkway intersection.

The Maryland State Highway Administration (SHA) proposes to construct a diamond

interchange for the MD 4-Suitland Parkway intersection by lowering MD 4 and by constructing ramp terminals with Suitland Parkway. In addition, to accommodate traffic volumes, a directional ramp from northbound MD 4 to westbound Suitland Parkway is proposed. This project will widen the historic parkway, including the Suitland Parkway Bridge over the Joint Base Andrews' north entrance road as well as construct a new bridge over the road from Joint Base Andrews to accommodate the directional ramp. The construction and widening would result in the construction of new highway appurtenances that are larger in scale and out of character for the parkway. Federal funds are anticipated for this project.

### **Area of Potential Effects**

The Area of Potential Effects (APE) of this project was coordinated between the SHA and the Maryland State Historic Preservation Officer (MD SPO) on December 16, 1997 and again on March 31, 2010. The APE includes standing structures and the built environment in the immediate area of the proposed interchange, including the area into which elements could be introduced that would have the potential to affect characteristics qualifying resources for inclusion in the National Register of Historic Places, and to include the area of direct impacts of the proposed pipeline relocation, as indicated on the APE Map in Enclosure 2. The archeological survey area within the APE is defined as the limits of proposed construction where ground disturbance would occur.

### **Identification and Evaluation of Historic Properties**

*Architecture:* SHA Architectural Historian Anne E. Bruder consulted the SHA-GIS Cultural Resources Database, reviewed the NRHP Nomination Form for the Suitland Parkway, and made a field visit on March 4, 2011. Suitland Parkway has been listed in the NRHP since June 2, 1995. The Suitland Parkway is a 9.18 mile four-lane road, divided by a grass median and surrounded by 418.9 acres of park in Maryland and the District of Columbia. The concrete rigid frame bridges that carry the Suitland Parkway over the various intersecting streets and highways are faced with dimensioned granite blocks on the abutments and the bridge over the Joint Base Andrews north entrance is completely faced with stone. The Suitland Parkway is an example of the City Beautiful Movement's emphasis on integrated urban green space, automobiles and road systems. It contributes to the historic symbolism and design of the Nation's capital as one of the capital region's parkways. The MD SHPO agreed with these findings on June 2, 1995.

*Archeology:* SHA archeologist Richard Ervin consulted the June 2009 Final Review plans, previous archeological studies, maps and aerial photographs, and the SHA-GIS Cultural Resources database. A field visit was made to the project area in early 2007. The Phase I survey of the MD 4 project corridor by Fiedel (1998) recorded no archeological sites and encountered considerable disturbance throughout the survey area.

Three other archeological studies within the survey area (Moeller et al. 1995, Child and Heidenrich 2004, Jones et al. 2002) recorded no archeological sites. A fourth survey by Banguilan and Boyd (2007) recorded six middle to late twentieth century archeological sites in or near the survey area (18PR843 to 18PR848). All six sites are described as disturbed, and are likely to have little research value.

Project plans have changed since Fiedel's 1998 survey through minor re-design of ramps and service roads. Based on the negative results of the 1998 survey and extensive disturbance throughout the survey area, the undertaking will not impact significant archeological sites. No further archeological work is warranted. The MHD SHPO agreed with these findings on July 9, 2010. (Enclosure 3).

### **Description of Alternatives and Assessment of Impacts**

Improvements to Suitland Parkway will be limited to the addition of deceleration and acceleration lanes at the MD 4 interchange. The existing historic parkway bridge that carries Suitland Parkway over the Joint Base Andrews' north entrance will not be able to accommodate the proposed typical section of Suitland Parkway. The existing condition of Suitland Parkway is four 12-foot lanes (two in each direction) with a three-foot shoulder on each side and a five-foot median. However, the large amount of traffic turning right from eastbound Suitland Parkway to southbound MD 4 makes it essential to provide additional lanes over the bridge.

In the proposed typical section, the westbound direction of Suitland Parkway will be unchanged, but in the eastbound direction there will be four 12-foot lanes passing over the bridge; two through lanes, a combined through-right turn lane, and an exclusive right turn lane which will then split off after the bridge to proceed onto southbound MD 4 via Ramp K. The portion of Presidential Parkway (opposite Suitland Parkway) that is to the east of MD 4 will be modified and reconstructed to accommodate the change in profile and the acceleration and deceleration lanes from the interchange ramps. A bike path will be constructed on the north side of the interchange. The interchange will be designed to provide a symbolic entrance to the Nation's capital and to complement the historic character of the Suitland Parkway. Improvements to Suitland Parkway will be limited to the addition of deceleration and acceleration lanes at the MD 4 interchange. Specific design elements include extensive landscaping throughout the interchange, the reconstruction of a historic parkway bridge, and aesthetic treatment of new structures and ramps. The construction of the interchange will require 5.96 acres of perpetual easement and 9.55 acres of temporary easement for construction from the NPS property. No right-of-way will be acquired; however a perpetual easement is needed for all roadways, drainage facilities, and slopes that SHA will be required to maintain.

NuStar Energy, L.P. owns and operates an eight-inch high pressure petroleum products pipeline that services Andrews Air Force Base. The existing pipeline runs parallel to and across Suitland Parkway and MD 4. The interchange construction's project limits encompass approximately 8,800 linear feet of the existing NuStar pipeline, requiring several sections of the existing pipeline to be relocated.

Construction of SHA's MD 4-Suitland Parkway Interchange will require the alteration of the Suitland Parkway's eastern limits, since it will require the widening of the parkway where it intersects with MD 4, as well as the Suitland Parkway Bridge over the Joint Base Andrews entrance road, and the construction of a new overpass and ramp within Suitland Parkway's historic boundary. The new interchange will alter the design, materials, and setting of the Suitland Parkway and introduce new visual elements that are out of character for the parkway, thus meeting the requirements of the Criteria of Adverse Effect found at 36 CFR §800.5(a)(1). The MD SHPO agreed with these findings on July 9, 2010 (Enclosure 3).

### **Resolution of Adverse Effects**

FHWA and SHA previously consulted with MD SHPO and the Advisory Council on Historic Preservation (ACHP) regarding this project between 1997 and 1999. Both MD SHPO and ACHP participated in the Memorandum of Agreement (MOA) at that time. Since then, SHA has revised its design and the MOA is no longer considered to be sufficient to address the nature of the undertaking or the impact on the historic property. A new MOA has been prepared and sent to the MD SHPO and NPS for comments on June 25, 2013.

Although SHA has sought ways to avoid or minimize the adverse impact, the proposed increases in traffic have precluded any changes in the design. As a result, SHA has prepared a draft Memorandum of Agreement (Enclosure 4) and included the following items as mitigation:

1. SHA shall develop and implement a landscape plan to provide an appropriate vegetative buffer within the MD 4-Suitland Parkway Interchange that will incorporate trees, shrubbery and other plants that are visually and historically compatible with the existing historic landscape of the Suitland Parkway.
2. SHA shall salvage and reuse the stone cladding from the historic bridge. If the original stone cannot be reused, new stone similar in color, size and shape will be acquired to clad the original Suitland Parkway bridge.
3. SHA shall provide slope stabilization at Suitland Parkway and Suitland Road.
4. SHA shall provide a bicycle trail along Suitland Parkway from the MD 4 interchange to Marlboro Pike to connect to a planned trail north of the interchange.
5. SHA shall purchase land adjacent to a National Park in the Capital Parks East region that will be commensurate with the amount of NPS land needed for the construction of the interchange within the Suitland Parkway's historic boundary. SHA is in the process of purchasing a 12.8 acre parcel on the east side of Fort Foote, a NPS property in Prince George's County on the Potomac River.

### **Consultation**


In addition to coordinating with the MD SHPO, SHA and FHWA have been in consultation with the National Park Service (NPS) who maintains the Suitland Parkway. Two different NPS offices have been involved in the consultation. The NPS National Capital Region and the NPS National Capital Parks East, Suitland Parkway are jointly consulting with us regarding the project and its impacts to the historic property. The NPS also concurred with the adverse effect finding on March 24, 2008 (Enclosure 5) and again on May 27, 2009. FHWA and SHA held coordination meetings on June 2, 2010, February 28, April 28, June 21, July 29, August 18, and October 13, 2011, and on February 29, and December 6, 2012, with representatives from both offices of the NPS, and they continue to agree to the adverse effect finding and to provide information regarding the proposed mitigation items. No public meeting has been held since April 12, 2008.

- Please notify our office within 15 days of receipt of this letter whether or not you wish to participate in the resolution of adverse effects for this undertaking. If you require additional



information or clarification, please contact Ms. Jeanette Mar, at (410) 779-7152. Thank you for your assistance.

Sincerely,



Gregory Murrill  
Division Administrator

Enclosures:

1. Location Map
2. Map of the APE
3. MHT Coordination
4. Revised Draft MOA
5. NPS Coordination

cc: Mr. J. Rodney Little, MHT

Dr. Julie Schablitsky, SHA-EPD

Ms. Anne E. Bruder, SHA-EPD





*Preserving America's Heritage*

July 26, 2013

Gregory Murrill  
Division Administrator  
FHWA – DelMar Division  
10 South Howard Street, Suite 2450  
Baltimore, MD 21201

Ref: *Proposed Construction of MD 4-Suitland Parkway Interchange  
Prince Georges County, Maryland*

Dear Mr. Murrill:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and it is determined that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the Maryland State Historic Preservation Office (SHPO), and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the MOA, and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with the notification of adverse effect. If you have any questions or require further assistance, please contact Najah Duvall-Gabriel at 202-606-8585 or at [ngabriel@achp.gov](mailto:ngabriel@achp.gov).

Sincerely,

LaShavio Johnson  
Historic Preservation Technician  
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004  
Phone: 202-606-8503 • Fax: 202-606-8647 • [achp@achp.gov](mailto:achp@achp.gov) • [www.achp.gov](http://www.achp.gov)



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



James T. Smith, Jr., *Secretary*  
Melinda B. Peters, *Administrator*

May 27, 2014

RE: Project No. PG618C21  
MD 4 at Suitland Parkway Interchange  
Prince George's County, Maryland  
USGS *Upper Marlboro* 7.5' Quadrangle

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

Dear Mr. Little:

This letter serves to provide the Maryland Historical Trust (MHT) with the draft Memorandum of Agreement (MOA) for the proposed SHA Project No. PG618B21, MD 4 over the Suitland Parkway. SHA has funded the project for construction and we are providing MHT with a detailed project description including design refinements as part of the ongoing consultation. It is SHA's determination that the project will have an adverse impact on historic properties including the Suitland Parkway; SHA received MHT's concurrence on July 9, 2010. The MOA that was previously circulated on June 25, 2013 has been revised for a final review prior to signature. The copy provided with this letter as Attachment 1 addresses additional comments made by the National Park Service (NPS) and the Federal Highway Administration (FHWA). SHA is working closely with the NPS, both the National Capital Region and the National Capital Parks East, which manages the Suitland Parkway. Also included in the consultation are Joint Base Andrews, the Prince George's County Historic Preservation Commission, and Prince George's Heritage, Inc. SHA's proposed MOA is provided here for these agencies' comments. SHA's proposed project is to construct a grade-separated, signalized diamond interchange between MD 4 (Pennsylvania Avenue) and the Suitland Parkway, with a directional ramp at the intersection of MD 4 and Suitland Parkway/Presidential Parkway. The Suitland Parkway is listed in the National Register of Historic Places (NRHP) (PG:76A-22/NR-1175) and is located near Joint Base Andrews (JBA) in Prince George's County, Maryland.

#### **Project Description:**

SHA proposes to construct a grade-separated interchange at the intersection of MD 4 and Suitland Parkway/Presidential Parkway, involving improvements within the NRHP boundary of the Suitland Parkway, as depicted on the plans included as Attachment 2. The project will

My telephone number/toll-free number is \_\_\_\_\_

*Maryland Relay Service for Impaired Hearing or Speech* 1.800.735.2258 Statewide Toll Free

*Street Address:* 707 North Calvert Street • Baltimore, Maryland 21202 • *Phone* 410.545.0300 • [www.roads.maryland.gov](http://www.roads.maryland.gov)



include a directional overpass from MD 4 to the Suitland Parkway; a hiker-biker trail within the boundary of the JBA; relocation of the fuel line within both the Suitland Parkway boundary and JBA; a breakout utility project that will be constructed in advance of the actual interchange project on the east side of MD 4; stream restoration at the Marbury Stream mitigation site; and an exchange with NPS of lands near Fort Foote Park purchased by SHA for this purpose.

MD 4 (Pennsylvania Avenue) in Prince Georges County is a heavily traveled, four-lane north-south corridor. The Suitland Parkway interchange is one of three interchanges along MD 4 being designed to replace at-grade intersections between I-495 and MD 223. The proposed Suitland Parkway interchange configuration (Alternative 3) would construct a grade-separated, signalized diamond interchange with a directional ramp at the intersection of MD 4 and Suitland Parkway/Presidential Parkway. To accommodate the heavy left turn movement from MD 4 northbound to Suitland Parkway westbound, Ramp D would be a two-lane, free flow directional ramp that will include improvements within the NRHP boundary of the Suitland Parkway.

The existing condition of Suitland Parkway is four 12-foot lanes (two in each direction) with a three-foot shoulder on each side and a five-foot median. In the proposed typical section, the two 12-foot westbound lanes of Suitland Parkway would remain unaltered; however, in the eastbound direction the two existing 12-foot lanes would be widened to four 12-foot lanes. The four lanes will include two through lanes, a combined through right-turn lane, and an exclusive right turn lane which will then proceed onto southbound MD 4 via a channelized right-turn ramp.

As part of this interchange design, MD 4 would be widened to a three lane section with room in the median for a future additional lane. The centerline of MD 4 would be shifted approximately 75 feet east to reduce impacts to the Suitland Parkway. A four-way signalized intersection would be constructed with Suitland Parkway west of MD 4 to control traffic from the southbound MD 4 on- and off-ramps. The eastern leg of the interchange (existing Presidential Parkway) would be extended east as outlined in Prince George's County approved developer plans for the area. The extended east-west route would be renamed Central Park Drive. Presidential Parkway would be realigned to connect with Central Park Drive at an intersection east of the intersection with northbound MD 4 on- and off-ramps.

Improvements to the Suitland Parkway would be limited to raising the profile and widening Suitland Parkway to provide deceleration and acceleration lanes as it approaches MD 4. The large traffic volume from eastbound Suitland Parkway to southbound MD 4 requires the provision of additional lanes over the historic concrete arch Suitland Parkway Bridge, which would not be able to accommodate the proposed typical section. In order to provide additional lanes, the concrete arch bridge would be widened from 70 feet to 106 feet. To maintain the aesthetics and design features of the historic bridge, the existing stone-faced piers, abutments, wingwalls, parapets, and spandrels on the south elevation will be carefully removed and reused on the widened portion of the bridge. In the proposed typical section, the westbound direction of Suitland Parkway would be unchanged (two lanes), but in the eastbound direction there would be four 12-foot lanes passing over the bridge: two through lanes, a combined through-right turn lane, and an exclusive right turn lane which will then split off east of the bridge to proceed onto southbound MD 4 via Ramp K. The portion of Presidential Parkway to the east of MD 4 will be

modified and reconstructed to accommodate the change in profile and the acceleration and deceleration lanes from the interchange ramps. A bike path will be constructed on the north side of the interchange.

From the northbound MD 4 off-ramp, a two-lane directional ramp would be constructed to carry traffic from northbound MD 4 to westbound Suitland Parkway, crossing over existing Presidential Parkway then curving west to cross over MD 4, descending to a tie-in with westbound Suitland Parkway immediately west of the existing ramp from Old Marlboro Pike and the JBA North Gate.

To the north of the JBA North Gate, the existing ramp from Old Marlboro Pike to westbound Suitland Parkway would be removed along with the existing loop ramp from westbound Suitland Parkway to the JBA North Gate. Access to the JBA North Gate would be provided via a newly constructed road extending from the Old Marlboro Pike access road south, then under the directional ramp and the historic concrete arch Suitland Parkway Bridge to JBA North Gate. The existing ramp from JBA North Gate to southbound MD 4 via Suitland Parkway would be removed. Access to southbound MD 4 would be provided via an access road providing a connection to Old Marlboro Pike. This road would provide drivers with the option to continue onto southbound MD 4 via a right-hand turn. The access ramp from JBA North Gate to westbound Suitland Parkway would be reconstructed to align with the directional ramp tie-in to westbound Suitland Parkway.

The MD 4 and Suitland Parkway interchange will be designed to provide a symbolic entrance to the nation's capital and to complement the historic character of the Suitland Parkway. Specific design elements include extensive landscaping throughout the interchange, the reconstruction of a historic parkway bridge, and aesthetic treatment of new structures and ramps. The construction of the interchange will require the permanent transfer of approximately seven acres of perpetual easement from NPS to SHA, and an additional 18-acre temporary occupancy area required for construction from the NPS property. No right-of-way will be acquired; however a perpetual easement is needed for all roadways, drainage facilities, and slopes that SHA will be required to maintain.

Areas identified for perpetual easements from NPS include:

- The land that would be occupied by the directional ramp from MD 4 northbound to Suitland Parkway westbound as it traverses Suitland Parkway property, north of the Suitland Parkway mainline;
- Suitland Parkway approaches to the proposed interchange from immediately east of the bridge over the entrance ramp to JBA to the existing SHA ROW; and
- The land that would be occupied by the directional ramp connecting eastbound Suitland Parkway with southbound MD 4.

A Special Use Permit with NPS would provide for the 18-acre temporary occupancy area covering construction staging, grading and drainage, resurfacing and reconstruction of the approach roadways, construction of the bike/multi-use path, re-vegetation, post-construction vegetation monitoring, and invasive species management. There would be no permanent change



in the use of the temporary occupancy areas.

NuStar Energy, L.P. owns and operates an eight-inch high pressure petroleum products pipeline that services Andrews Air Force Base. The existing pipeline runs parallel to and along the north side of Suitland Parkway, then crosses under the Parkway and runs along the west side of MD 4. The Pipeline would be impacted by the proposed undertaking and would need to be relocated. The project limits of the interchange construction encompass approximately 8,800 linear feet of the existing NuStar pipeline, requiring several sections to be relocated. Permit plates showing the pipeline relocation are included as Attachment 3. Please note that due to security concerns, the plans may not be disseminated to the public.

The utility breakout project provides for the construction of a utility corridor east of MD 4 at Suitland Parkway, as depicted on the plans included as Attachment 4. The work is mainly along the service road to the east of MD 4. It starts north of the intersection with Machinists Place/Pennsylvania Avenue Service Road and continues to just south of the Westphalia Rd/ MD 4 intersection. The total length of the corridor is about 3,330 feet. The work consists of constructing a graded and stabilized access road that will facilitate utility relocations by others. The project also involves demolition of a building (formerly owned by Walton Westphalia, Item 99976, plat # 57640) and removal of pavement from the parking lot. The lot would be removed and graded. The work will consist of, but will not be limited to: clearing and grubbing; earthwork (compaction, borrow and excavation); drainage structures; building demolition and disposal; pavement removal; erosion and sediment control; maintenance of traffic; Geogrid installation; temporary traffic control; landscaping; and incidentals necessary to complete the utility work.

The Marbury Stream Restoration project will provide offsite mitigation for the MD 4 at Suitland Parkway project. Mitigation will consist of stream stabilization and buffer plantings. The site is within the developed residential neighborhood of District Heights, between eastbound and westbound Marbury Drive, and measures approximately 60 feet wide by 2500 feet long (Attachment 5). Land use along the stream consists of maintained lawns with some sparsely scattered trees, primarily at the top of the slope, closest to the roadway. As such, the trees provide no stream buffer or shading.

SHA intends to design and implement a more natural setting to replace the existing, maintained stream. The work will involve buffering the stream channel with native plantings to provide shade. All vegetation would be native and appropriate for the Coastal Plain physiographic province of Maryland. Trees selected for the planting design would meet an average maximum height requirement, as suggested by SHA and Prince George's County, to minimize the viewshed impact to the properties surrounding the study site. Recommended plantings include herbaceous species such as soft rush and Joe Pye Weed. SHA plans to coordinate with the surrounding community (or representatives from the County) to incorporate the community's plant preferences into the design. Riffle grade controls will be installed, a failing weir will be removed, and stormwater treatment bars will be installed at each of eight outfalls located along the stretch of stream.



Community enhancement features under consideration include a pedestrian bridge, street trees, additional lighting, benches, trash cans, and an educational or town gateway sign. No property will be acquired. The site is located entirely within Prince George's County right-of-way.

### **Funding**

Federal funds are anticipated for this project.

### **Prior Coordination**

On December 16, 1997, SHA determined that the proposed interchange between MD 4 and the Suitland Parkway would have an adverse effect on historic properties. The Maryland Historical Trust (MHT) concurred with the determination on March 6, 1998. In 1999, the Federal Highway Administration (FHWA), MHT, and the National Park Service (NPS) executed an MOA to resolve adverse effects. The 1999 MOA has been superseded by the draft MOA included as Attachment 1 based on subsequent changes to the design of the proposed interchange since 1999. The project will continue to have an adverse effect on the Suitland Parkway, as indicated in SHA's most recent letter to MHT dated March 31, 2010. MHT concurred with the continued adverse effect determination on July 9, 2010.

### **Area of Potential Effects**

In determining the Area of Potential Effects (APE) for this project, SHA considered possible visual, audible, atmospheric and/or physical impacts to historic properties, both archaeological sites and standing structures that would diminish any National Register of Historic Places (NRHP) qualifying characteristic of the historic property's integrity. The project will require additional right-of-way as well as perpetual and temporary easements. The APE includes the historic standing structures within or immediately facing the highway, interchange, and/or access road. The APE for the stream restoration project will be confined to the limits of disturbance of the mitigation project, since the work will be at or below grade of the road. The archaeology survey area within the APE is defined as the limits of construction where ground disturbance would occur. The discontinuous APE is indicated on the attached USGS quadrangle maps for Upper Marlboro in Attachment 6 (6A and 6B).

### **Identification Methods and Results**

Potentially significant architectural and archaeological resources were both researched as part of the historic investigation instigated by the proposed interchange construction project.

*Architecture:* SHA Architectural Historian Anne E. Bruder consulted the SHA-GIS Cultural Resources Database, NRHP and MIHP forms, the Integrated Cultural Resources Management Plan, Andrews Air Force Base, Maryland (US Army Corps of Engineers 2009), Washington Parkways Historic Resources Studies (Krakow 1990) and photographs at the SHA library and made field visits on May 12 and 13, 2014 to JBA, Suitland Parkway and District Heights to view the project areas. In addition, Ms. Bruder regularly has attended team meetings with FHWA and the NPS to discuss the project.

The APE for this project includes both the Suitland Parkway, PG:76A-22, which is listed in the NRHP, and JBA (formerly Andrews Air Force Base) which contains historic standing structures that are confined to the west side of the base. SHA's project will impact the east end of the Suitland Parkway and the northern and eastern portions of JBA.

As noted above, SHA previously determined that the proposed alterations to the east end of the Suitland Parkway in order to create a signalized diamond interchange with a directional ramp would have an adverse impact on historic properties, including the Suitland Parkway. Additional project elements such as a hiker-biker trail and the fuel line will be constructed within the boundaries of JBA. However, this work will be an in-kind replacement of an existing trail and pipe. There are no historic standing structures in the APE within JBA. Likewise, SHA proposes to install an access road along the east side of MD 4 in order to relocate utilities associated with the MD 4/Suitland Parkway project. During SHA's May 13, 2014 field visit, the Samuel T. Wood Property, a former farm that has been converted to an industrial complex was identified. The property is largely overgrown, but several outbuildings are visible. SHA took photographs and has determined that the Samuel T. Wood Property lacks integrity of design, workmanship, feeling and association. Additional research did not identify events, persons or architectural designs that meet the requirements of NRHP Criteria A (events), B (persons) or C (architecture) of state, local or national significance. As a result, SHA has determined that the Samuel T. Wood Property is not eligible for inclusion in the NRHP. A short form DOE along with photographs and a location map are included in Attachment 7.

On May 12, 2014, SHA also made a field visit to District Heights to view the proposed Marbury Stream Restoration project location. The Prince George's County Historic Preservation Office has a written evaluation of the District Heights Survey Area, PG:75A-057. The District Heights Survey Area consists of 1,328 primary resources that were constructed between the 1920s and the 1960s. Near the stream, the houses are typical post-World War II suburban residential examples of raised ranch, split level and ranch houses constructed between 1958 and 1965. Given the large number of resources in the survey area and the confined APE, SHA has not evaluated any of the houses facing the Marbury Drive Stream Restoration. None of the houses are on the stream's banks, but all are separated by the eastbound and westbound streets on either side of the stream and plantings on the individual lots. As a result, there is a very limited viewshed of the stream from any house facing the stream.

The stream is an unnamed tributary to the southwest branch of the west branch of the Patuxent River which has been channelized as a result of residential and street construction. It is surrounded by grass on the embankments with trees standing near the streets on either side. SHA will provide new plantings and a pedestrian bridge crossing the stream that will not introduce any new visual elements to the stream area that are out of character with the neighborhood. SHA makes this determination since the work will be at or below the grade of the surrounding roads. There are no historic standing structures in the APE and the proposed stream improvements will have no impact on historic standing structures.



As noted above, SHA's proposed project, MD 4 at Suitland Parkway Interchange will have an adverse impact on the Suitland Parkway, a historic property. SHA's proposed MOA to address the adverse effect includes items that have long been discussed by the consulting parties, including reconstruction of the historic Suitland Parkway Bridge over the JBA entrance ramp, as well as the low guard wall which separates the entrance and exit ramps leading from the JBA gate. The MOA is included for your review and comment (Attachment 1). We hope to complete the review so that we can move forward with executing the agreement. The version provided includes comments made by the NPS and FHWA.

*Archaeology:* SHA archaeologist Richard Ervin assessed design changes to the MD 4 at Suitland Parkway interchange project, including the current design of the NuStar pipeline relocation, the MD 4/Suitland Parkway breakout utility project, and the Marbury stream mitigation site. The assessment was based on review of previous archaeological studies, topographic and soils maps, aerial photographs, and examination of the SHA-GIS Cultural Resources database. Field visits were made to the project area in 2007 and 2012.

GIS shapefiles for the 8-Inch Pipeline Relocation at about 70% design completion, provided in April 2014, were used to assess potential impacts of the proposed pipeline relocation. The archaeology survey area of the Pipeline Relocation is defined as the additional limits of proposed construction, where ground disturbance would occur. Final Plans at 95% completion were used to assess the potential impacts of the breakout utility project. The survey area of the breakout utility project is also defined as the additional limits of proposed construction, where ground disturbance would occur.

The MD 4/Suitland Parkway archaeology survey area crosses gently sloping terrain cut by several tributaries of Cabin Branch, which flow to the east. At the west end of the survey area, the headwaters of Henson Creek parallel the east end of the Suitland Parkway. Soils are part of the Beltsville-Leonardtown-Chillum association, moderately deep, gently sloping, well-drained to poorly drained soils with a compact substratum.

Fiedel (1998) surveyed the MD 4 project corridor from east of I-95 to west of MD 223. Extensive shovel testing, which was concentrated near the proposed MD 4/Suitland Parkway interchange and at the northern and southern termini of the survey area, recorded no archaeological sites, and indicated considerable disturbance throughout the survey area.

Moeller et al. (1995) conducted Phase I survey of Andrews Air Force Base, now JBA, and Child and Heidenrich (2004) conducted survey of the areas at the northern perimeter of the Base for a safety zone tree control project. The former study recorded several historic period sites (18PR443 to 18PR446, and 18PR448) and one prehistoric site (18PR447) on the Air Force Base property; Child and Heidenrich (2004) recorded no archaeological sites. None of the recorded sites are in the archaeological survey area for the MD 4 at Suitland Parkway interchange or the proposed gas line relocation.

Other parts of the archaeology survey area were examined by Jones et al. (2002; survey of Suitland Parkway); and by Banguilan and Boyd (2007; survey of the Westphalia Center tract). A series of five adjacent late historic period archaeological sites (18PR843 to 18PR847) were recorded in the larger MD 4 Suitland Parkway interchange survey area by Banguilan and Boyd (2007). The sites are a series of middle to late twentieth century house sites described as disturbed (Banguilan and Boyd 2007) by building construction and their recent demolition. The poor integrity of the sites, together with their recent age, suggests little research value.

No archeological sites have been recorded in the survey area of the NuStar Pipeline Relocation, which was examined by Moeller et al. (1995) and Fiedel (1998). The proposed pipeline alignment follows the south side of the Suitland Parkway, crossing into the northern edge of the JBA property, then following the west side of existing MD 4. The additional impacts caused by the NuStar pipeline relocation are minor, and primarily occur within areas disturbed by road and associated utility construction, commercial development, and development of JBA. Disturbance is indicated by mapped soils in the additions to the survey area, which are (from west to east) as Potobac-Issue complex, frequently flooded; Beltsville silt loam; Beltsville-Urban Land complex; Woodstown sandy loam; Udorthents, highway; Grosstown gravelly silt loam; Grosstown-Urban Land complex; Marr-Dodon complex; Marr-Dodon Urban Land complex; and Udorthents.

Parts of the breakout utility project survey area were examined by Fiedel (1998) and Banguilan and Boyd (2007), who recorded one site in the survey area, 18PR845, one of a series of middle to late twentieth century house sites (Banguilan and Boyd 2007). The refinement is located east of MD 4, in terrain characterized by a mix of grassed areas; forested terrain; and areas disturbed by twentieth century residential and commercial properties, residential demolition, and light industrial activity. Soils in the addition to the survey area for the breakout Utility project are mapped as well-drained Marr-Dodon complex; Sassafras-Urban Land complex; Marr-Dodon fine sandy loam, 0- 5% slopes; and Udorthents, highway.

Archaeological site 18PR845, which would be impacted by the breakout utility project, was determined not eligible for the NRHP on April 3, 2007 according to the DOE database. Based on the negative results of previous archaeological investigations in the survey area, and the extensive disturbance documented throughout the archaeological survey area, the proposed design changes from the pipeline relocation and the breakout utility project will not impact significant archaeological sites. No further archaeological work is warranted.

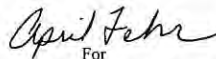
For the proposed Marbury Stream Restoration project, the survey area is defined as the limits of proposed construction, where ground disturbance would occur. No archaeological surveys have been done, and no archaeological sites have been recorded in the survey area, which is a channelized stream flanked by middle twentieth century suburban development. The stream was channelized and straightened as part of twentieth century residential development. Based on prior disturbance and the minor scope of construction, which will be confined to the graded streambanks, the undertaking will not impact significant archaeological sites. No further archaeological work is warranted.



### Review Request

Please examine the attached maps, plans, short form DOE with attachments, and Eligibility and Effects Table (Attachment 8), along with the attached MOA. We request any comments that MHT may have by June 25, 2014. We also request your concurrence with our eligibility and impact determinations on project design changes, and our determination that there would continue to be adverse effects on the Suitland Parkway, an historic property by the construction of the MD 4 at Suitland Parkway Interchange. By carbon copy, we invite the National Park Service, both the National Capital Region and the National Capital Parks East, Prince George's County Historic District Commission, Prince George's Heritage, Inc., and the Maryland Commission on Indian Affairs to provide comments and participate in the Section 106 process. Relevant federally recognized tribes will also be invited to consult. Pursuant to the requirement of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR §800.2(c)(4) and (6), and §800.3(f) for information regarding the identification and participation of consulting parties, and §800.4, and §800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, [www.achp.gov](http://www.achp.gov), or contact the Maryland State Highway Administration or the Maryland Historical Trust). If no response is received by June 25, 2014, we will assume that these offices decline to participate. Please contact Ms. Anne E. Bruder at 410-545-8559 (or via email at [abruder@sha.state.md.us](mailto:abruder@sha.state.md.us)) with questions regarding standing structures for this project. Mr. Richard G. Ervin may be reached at 410-545-2878 (or via email at [rervin@sha.state.md.us](mailto:rervin@sha.state.md.us)) with concerns regarding archaeology.

Very truly yours,



For

Digitally signed by April Fehr for  
DN: cn=April Fehr for, o=SHA,  
ou=EPLD-CRS,  
email=afehr@sha.state.md.us, c=US  
Date: 2014.05.27 16:09:52 -04'00'

Julie M. Schablitsky  
Assistant Division Chief  
Environmental Planning Division

Attachment: 1) MD 4 at Suitland Parkway Memorandum of Agreement (DRAFT)  
2) Project Plans, MD 4 at Suitland Parkway  
3) Project Plans, NuStar Pipeline Relocation  
4) Project Plans, Breakout Utility Project  
5) Location Map, Marbury Stream Restoration  
6) APE Maps 6A and 6B  
7) DOE Short Form with photographs and map  
8) Eligibility and Effects Table

Mr. J. Rodney Little  
MD 4 at Suitland Parkway Interchange  
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cc: Ms. Katherine Birmingham, NPS-NCPE  
Ms. Anne E. Bruder, SHA-EPLD  
Mr. E. Keith Colston, Administrator, Maryland Commission on Indian Affairs  
Mr. Richard G. Ervin, SHA-EPLD  
Mr. Joel Gorder, NPS-NCR  
Mr. Moreshwar Kulkarni, SHA-OOS  
Ms. Heather Lowe, SHA-EPLD  
Ms. Jeanette Mar, FHWA-DelMar Division  
Mr. Robert Mocko, NPS-NCPE  
Ms. Alexis Morris, RK&K  
Ms. Keilyn Perez, FHWA-DelMar Division  
Ms. Tammy Stidham, NPS-NCR

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

**Project Number:** PG618C21

**MHT Log No.** \_\_\_\_\_

**Project Name:** MD 4 at Suitland Parkway Interchange

**County:** Prince George's

**Letter Date:** May 22, 2014

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

**Eligibility** (as noted in the Eligibility Table [Attachment 8]):

- ☐ Concur
- ☐ Do Not Concur

**Effect** (as noted in the Effects Table [Attachment 8]):

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

**Comments:**

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**By:**

\_\_\_\_\_  
MD State Historic Preservation Office/  
Maryland Historical Trust

\_\_\_\_\_  
Date

Return by U.S. Mail or Facsimile to:  
Dr. Julie M. Schablitsky, Assistant Division Chief, Environmental Planning Division,  
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717  
Telephone: 410-545-8870 and Facsimile: 410-209-5046

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*Attachment 8: Hybrid Eligibility/Effects Table*

**Project Name: MD 4 at Suitland Parkway Interchange**

May 27, 2014

Resource	Type	SHA NR Det.	SHPO Opinion	Alternative #		Attachment	Remarks
				Impact	SHPO Concur		
Suitland Parkway, PG:76A-22.NR-1175	HD	NRL 6/2/1995	NRL 6/2/1995	Adverse	Requested 5/2014		
Samuel T. Woods Property, 8600 Pennsylvania Avenue	S	X	Requested 5/2014	None	Requested 5/2014	7	
Effect				AE	Requested 5/2014		

**Codes:**

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