Chesapeake BAY CROSSING STUDY
TIER 2 NEPA

SECTION 106 EFFECTS ASSESSMENT REPORT

Maryland Transportation Authority
MDTA

JANUARY 2026

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ABBREVIATIONS AND ACRONYMS

ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
ARDS	Alternatives Retained for Detailed Study
Bay Bridge	Chesapeake Bay Bridge (William Preston Lane, Jr. Memorial Bridge)
CARA	Corridor Alternatives Retained for Analysis
CFR	Code of Federal Regulations
DOE	Determination of Eligibility
EIS	Environmental Impact Statement
FEIS/ROD	Final Environmental Impact Statement/Record of Decision

FHWA	Federal Highway Administration
LOD	Limits of Disturbance
MDTA	Maryland Transportation Authority
MHT	Maryland Historical Trust
MIHP	Maryland Inventory of Historic Places
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
NOI	Notice of Intent
PA	Programmatic Agreement
SHA	Maryland Department of Transportation State Highway Administration
SHPO	State Historic Preservation Officer
TDM	Transportation Demand Management
TSM	Transportation Systems Management

1 INTRODUCTION

1.1 Overview

The Chesapeake Bay Crossing Study (Bay Crossing Study) is a two-tiered engineering and environmental study being advanced by the Maryland Transportation Authority (MDTA) in coordination with the Federal Highway Administration (FHWA). The Bay Crossing Study is addressing existing and future transportation issues at the William Preston Lane, Jr. Memorial Bridge (Bay Bridge) and its approaches along U.S. 50/301. Each tier of the Bay Crossing Study involves development of an Environmental Impact Statement (EIS), in compliance with the National Environmental Policy Act (NEPA), to describe potential significant environmental effects and inform the evaluation of alternatives. Tier 1 of the Bay Crossing Study (Tier 1 Study) was completed in April 2022. At that time, the FHWA issued a Final EIS/Record of Decision (FEIS/ROD) identifying Corridor 7, the corridor that includes the Bay Bridge and its approaches, as the Selected Corridor Alternative for further evaluation. Tier 2 of the Bay Crossing Study (Tier 2 Study) was launched in June 2022 to focus on a project-level (site-specific) analysis within the Tier 1 Study Selected Corridor Alternative (Corridor 7). The Tier 2 Study NEPA process was initiated formally with publication of a Notice of Intent (NOI) to prepare an EIS in the Federal Register on November 15, 2024.

In accordance with 36 Code of Federal Regulations (CFR) §800.8, consultation under Section 106 of the National Historic Preservation Act (NHPA) of 1966, as amended, is advancing concurrently with the NEPA process. Section 106, and its implementing regulations at 36 CFR Part 800, requires federal agencies such as FHWA to consider the effects of undertakings they carry out, approve, or fund on historic properties. Therefore, the MDTA and FHWA identified historic properties within the undertaking's Area of Potential Effects (APE); assessed effects to those properties; and is consulting with the Maryland Historical Trust (MHT), representing Maryland's State Historic Preservation Officer (SHPO), and additional consulting parties throughout the Section 106 process.

Section 106 of the NHPA is a procedural requirement consisting of several steps for federal agencies to consider effects on historic properties resulting from undertakings. Under the *Amended Programmatic Agreement Among the Federal Highway Administration, the Maryland Department of Transportation State Highway Administration, the Advisory Council on Historic Preservation, the Maryland State Historic Preservation Officer, Implementing Section 106 of the National Historic Preservation Act for the Federal-aid Highway Program in* Maryland, MDTA, in partnership with the Maryland Department of Transportation State Highway Administration (SHA) has been delegated authority to carry out certain requirements of 36 CFR Part 800 on behalf of the FHWA.

The Section 106 process is initiated by determining the undertaking and identifying appropriate consulting parties. An APE is established in consultation with the SHPO, wherein historic properties, should they exist, may be affected by the proposed undertaking. The MDTA and FHWA then identify historic properties within the APE, and, if not previously evaluated, determine their eligibility for the National Register of Historic Places (NRHP), in consultation with consulting parties. Historic properties are districts, sites, buildings, structures, or objects meeting criteria for inclusion in the NRHP. Effects on such properties resulting from the proposed undertaking are then assessed.

Adverse effects on historic properties occur where there is a diminishment of those qualities that qualify a property for inclusion in the NRHP. If adverse effects are anticipated, resolution of effects can occur through a binding agreement document that stipulates measures to avoid, minimize, and/or mitigate adverse effects to historic properties. Where undertakings are unusually complex, and/or effects cannot be fully determined, a programmatic agreement (PA) may be to resolve adverse effects and continue consultation in accordance with 36 CFR §800.14(b). Because of the Study's geographic scope and complexity, the MDTA and FHWA will execute a PA, resolving adverse effects and establishing the ongoing consultation process as design advances. Accordingly, this report documents the identification and evaluation efforts to date; following the execution of the PA, any additional historic properties identification required as the project design advances will be governed by the PA and carried out in consultation with consulting parties.

This *Section 106 Effects Assessment Report* provides an in-depth analysis of the effects of each of the Tier 2 Study's Alternatives Retained for Detailed Study (ARDS) on historic properties, which will inform the preferred alternative and the effect finding under Section 106 of the NHPA.

1.2 ARDS

The MDTA identified the ARDS, which are the NEPA range of reasonable alternatives for evaluation in the Tier 2 Study EIS. The ARDS include the No-Build Alternative (Alternative A) and six build alternatives (Alternatives B-G). Each build alternative includes removing the existing eastbound and westbound Bay Bridge spans and replacing them with two new bridge spans constructed near the location of the existing Bay Bridge. The ARDS are differentiated by the number of lanes provided across the new bridge and on the approaches as well as the bridge location and consist of:

- **Alternative A - No-Build:** retains the existing Bay Bridge, the U.S. 50/301 alignment, and the existing number of lanes: 6 lanes along U.S. 50/301 on the Western Shore, 5 lanes across the Chesapeake Bay on the existing Bay Bridge, and 6 lanes along U.S. 50/301 on the Eastern Shore;
- **Alternative B - 6-8-6 North:** 6 lanes along U.S. 50/301 on the Western Shore, 8 lanes across the Chesapeake Bay on a new bridge to the north of the existing bridge, and 6 lanes along U.S. 50/301 on the Eastern Shore;
- **Alternative C - 6-8-6 South:** 6 lanes along U.S. 50/301 on the Western Shore, 8 lanes across the Chesapeake Bay on a new bridge to the south of the existing bridge, and 6 lanes along U.S. 50/301 on the Eastern Shore;
- **Alternative D - 8-8-8 North:** 8 lanes along U.S. 50/301 on the Western Shore, 8 lanes across the Chesapeake Bay on a new bridge to the north of the existing bridge, 8 lanes along U.S. 50/301 on the Eastern Shore;
- **Alternative E - 8-8-8 South:** 8 lanes along U.S. 50/301 on the Western Shore, 8 lanes across the Chesapeake Bay on a new bridge to the south of the existing bridge, 8 lanes along U.S. 50/301 on the Eastern Shore;
- **Alternative F - 8-10-8 North:** 8 lanes along U.S. 50/301 on the Western Shore, 10 lanes across the Chesapeake Bay on a new bridge to the north of the existing bridge, 8 lanes along U.S. 50/301 on the Eastern Shore; and
- **Alternative G - 8-10-8 South:** 8 lanes along U.S. 50/301 on the Western Shore, 10 lanes across the Chesapeake Bay on a new bridge to the south of the existing bridge, 8 lanes along U.S. 50/301 on the Eastern Shore.

Each of the ARDS will also include stormwater management and utility relocations, in addition to the improvements associated with each build individual alternative. These elements informed development of a limit of disturbance (LOD) for each build alternative. Additionally, an optional pedestrian and bicycle shared-use path (SUP) is being considered and would provide connectivity for pedestrians and bicyclists between the Eastern and Western Shores, allowing these types of users to cross the Chesapeake Bay. A SUP across a new Bay Bridge would be a two-way facility on a new bridge structure that would be separated from the adjacent travel lanes by a physical barrier. It would connect to adjacent trails, parks, or parking facilities on both shores.

1.3 MDTA's Recommended Preferred Alternative

Alternative C is the MDTA's Recommended Preferred Alternative (MDTA-RPA). Additional information about Alternative C's advantages over other Build Alternatives is described in Chapter 8 of the Draft Environmental Impact Statement (DEIS). At this time, Alternative C is the MDTA's recommended preference only, and an alternative has not been selected to advance to design or construction. FHWA will select an alternative after comments on the DEIS and input from the public and agencies have been considered.

2 SECTION 106 PROCESS

This section provides an overview of the Study's compliance with Section 106 requirements.

2.1 Requirements and Procedures

The Study, as "a project, activity, or program funded in whole or in part under the direct or indirect jurisdiction of a Federal agency" which may use Federal funding and requiring multiple Federal "permits, license or approvals," is an undertaking as defined at 36 CFR §800.16(y). Because this undertaking may affect historic properties, it is subject to review under Section 106. The implementing regulations for Section 106, codified at 36 CFR Part 800, identify four broad steps in 36 CFR §800.3 through §800.7, with numerous requirements at each step: Initiating the Process, Identification of Historic Properties, Assessment of Effects, and Resolution of Effects. The following discussion of consultation summarizes the Study's compliance with Section 106 requirements.

2.2 Consultation

During the Tier 1 Study, FHWA and the MDTA initiated the Section 106 consultation process on May 10, 2018. Consulting parties were invited to participate in consultation on November 29, 2018, and on April 9, 2019. Invited parties included federally recognized tribes, government agencies, and other local organizations. The APE for the Tier 1 Study was defined as the three Corridor Alternatives Retained for Analysis (CARA) (Corridors 6, 7, and 8). Tier 1 Study activities included the phased identification of historic properties within the APE. Section 106 implementing regulations at 36 CFR §800.4(b)(2) allow agencies to complete phased identification of historic properties for projects such as the Bay Crossing Study, in which large corridors or land areas are being considered as alternatives. The MDTA recorded Section 106 commitments made during the Tier 1 Study in the Tier 1 Study FEIS/ROD. Recorded commitments included the deferral of additional historic properties identification and the continuation of the Section 106 process during the Tier 2 Study, in accordance with 36 CFR §800.8. The FEIS/ROD also documented Section 106 activities completed in the Tier 1 Study and specified that Section 106 historic properties identification would continue only within the Preferred Corridor Alternative (Corridor 7).

The MDTA recommenced Section 106 consultation during the Tier 2 Study on August 9, 2023, via letter from the MDTA to MHT, the Advisory Council on Historic Preservation (ACHP), other federal agencies, federally recognized tribes, and other consulting parties, including state agencies, state-recognized tribes, and organizations, associations, and individuals with demonstrated legal or economic interest in the undertaking and the preservation of historic properties within the Tier 1 Study preferred corridor alternative.

Consulting parties meetings occurred on February 29, 2024, May 7, 2025, and October 30, 2025; all were attended by FHWA. The first meeting provided overviews of the Study and the Section 106 process for this undertaking. A draft schedule of activities was also presented. The second meeting provided general Study updates, presentation of the refined APE, and an update on Section 106 historic property identification efforts. The third meeting included general Study updates, a presentation of effects to historic properties, and the PA development. Additional consulting parties meetings are anticipated during development of the PA.

2.3 Identification of Historic Properties

2.3.1 Architectural and Archaeological Study Areas

The MDTA defined architectural and archaeological Study Areas to resume historic properties identification and inform evaluations of Tier 2 Study alternatives. The Study Areas facilitated historic property identification during the alternatives development and prior to the eventual refinement of the APE based on the Tier 2 Study ARDS. The Architectural Study Area encompasses a one-mile corridor from the east bank of the Severn River to just east of the U.S. 301/U.S. 50 split, expanded to include areas along the Chesapeake Bay shoreline with the potential for visual impacts. The Archaeological Study Area has the same termini and comprises the U.S. 50 right-of-way and a 1,000-foot buffer on either side of the right-of-way.

2.3.2 Area of Potential Effects

The MDTA previously established the APE during the Tier 1 Study. At the end of the study, the Tier 1 Study Final EIS/ROD specified that historic properties identification would occur only within the Tier 1 Study Selected Corridor Alternative (Corridor 7). With the development of the proposed ARDS, MDTA refined the APE from the previous two-mile corridor.

On April 25, 2025, the MDTA submitted the refined APE to MHT and consulting parties. The APE is based on a preliminary engineering limits of disturbance along the U.S. 50/301 corridor with buffer to account for potential audible/visual effects to adjacent parcels that would not be physically affected by the project. Along the Chesapeake Bay, the APE includes parcels adjacent to the Chesapeake Bay, as well as the Sandy Point Shoal Lighthouse, to account for potential visual effects from new bridge structures. Field visits were completed on the Eastern Shore to determine areas in which the existing bridge and future improvements would be visually prominent.

The Archaeology Survey Area for the project is defined as the potential limits of disturbance of the MDTA-RPA (Alternative C).

Maps of the APE and Archaeology Survey Area are included as Appendix A.

2.3.3 Identification of Historic Properties in the APE

The scope of identification efforts for historic properties requires consultation with the SHPO per 36 CFR §800.4 (a) and (b). To accommodate the large Study Areas and number of properties requiring evaluation, the MDTA developed the Cultural Resources Gap Analysis Technical Report (Gap Analysis) and submitted it to MHT and consulting parties for review and comment on December 4, 2023. MHT responded and agreed with the general approaches in the Gap Analysis on January 11, 2024. The MDTA submitted a final Gap Analysis report to MHT and consulting parties on May 7, 2024.

The Gap Analysis included an overview of previous surveys and recorded cultural resources within the Study Areas; it evaluated the potential for encountering archaeological resources and recommendations for NRHP evaluations of historic architectural resources. The Gap Analysis also included recommendations for prioritizing archaeological and architectural surveys.

The MDTA established a priority architectural fieldwork area, which included all parcels within 400 feet of U.S. 50/301 right-of-way and the right-of-way of corridor interchanges, as well as areas along the Chesapeake Bay shoreline with the potential for visual effects. The MDTA began the

evaluation process by identifying existing unevaluated Maryland Inventory of Historic Places (MIHP) resources in the priority architectural fieldwork area using information from Medusa, MHT's online cultural resources database. To identify additional architectural resources within this area, the MDTA established a survey period using a construction date of 1987 or earlier, providing a buffer for those properties that may reach 50 years in age during project construction. The MDTA identified a total of 241 Anne Arundel County and Queen Anne's County architectural resources within the priority architectural fieldwork area that required NRHP evaluation or additional documentation. The MDTA prepared MHT Determination of Eligibility (DOE) Forms, Short Forms, and Addendum Forms for NRHP evaluations, and submitted to MHT in batches for review and concurrence. Eligibility determinations were also shared with consulting parties. Of the 36 total previously and newly recorded architectural historic properties identified in the priority architectural fieldwork area, 17 are within the refined APE.

The Gap Analysis identified portions of the Archaeological Study Area that were likely to contain significant archaeological remains that may be impacted by the proposed undertaking and provided recommendations for additional archaeological investigations. The report outlined a staged approach to archaeological survey based on archaeological potential, property ownership, proximity to U.S. 50, and LOD associated with alternatives within the Study Area. MDTA first conducted Phase I survey along the U.S. 50 corridor within areas of high and moderate archaeological potential within the existing MDTA and SHA right-of-way in the Archaeological Study Area. Five newly identified sites were documented within right-of-way; MDTA determined that all five were not eligible for the NRHP in a letter dated August 6, 2024. MHT concurred with the determination on September 5, 2025.

No new archaeological sites were identified as a result of the Phase I archaeological investigation within the areas common to the ARDS. MDTA has determined, in a letter dated November 17, 2025, that no archaeological historic properties are within the areas common to the ARDS and no additional terrestrial archaeological survey is necessary within these areas. The MDTA's phased approach to terrestrial archaeological surveys, as set forth in the Gap Analysis, called for additional archaeological survey to be conducted within those areas of the MDTA-RPA not surveyed previously. Since all areas of high or moderate archaeological potential within the MDTA-RPA, as identified in the Gap Analysis, were surveyed during previous investigations, and no additional terrestrial investigations are required at this time.

To be eligible for listing in the NRHP, historic properties (districts, sites, buildings, structures, and objects) must meet at least one of the following NRHP criteria and retain historic integrity of location, design, setting, materials, workmanship, feeling and association to convey its historic significance. NRHP criteria for evaluation include:

- Criterion A – association with events that have made a significant contribution to the broad patterns of our history; or
- Criterion B – association with the lives of persons significant in our past; or
- Criterion C – embodying distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- Criterion D – have yielded, or may be likely to yield, information important in prehistory or history.

The MDTA identified 17 architectural historic properties and one archaeological historic property within the APE, summarized in **Table 1**.

Table 1: Architectural and Archaeological Historic Properties within the APE

MIHP # or Site #	Name	Period of Significance	NRHP Status and Criteria
AA-47-48	Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)	1949-1952, 1969-1973	Eligible: A, C
AA-74	Holly Beach Farm	1907-1949	Eligible: A, B, C
AA-166	Sandy Point Shoal Light Station	1883-1952	NRHP Listed: A, C
AA-322	Weedon Farmhouse	--	Inaccessible, will be considered eligible during review
AA-330	Sandy Point Farmhouse	Ca. 1815	Eligible: A, C
AA-2305	Sandy Point State Park	1952 and 1956	Eligible: A
AA-2511	Asbury Broadneck Methodist Church and Cemetery	1884-1977	Eligible: A
AA-2592	Westinghouse Ocean Research and Engineering Center (Westinghouse Oceanic Division)	1967-1996	Eligible: A, C
AA-2594	Skidmore	1930-1968	Eligible: A
AA-2603	Dutch Mill Farm Restaurant (Old Mill Pancake House)	1954-1967	Eligible: A, C
QA-125	Eareckson House (Nathan Morris House)	Ca. 1850	Eligible: C
QA-221	Clayland Price Farm	--	Inaccessible, will be considered eligible during review
QA-270	Belle Vue (Blue Bay Farm)	Ca. 1760-1790	Eligible: C
QA-542	SHA Bridge No. 1700600	1951	Eligible: A, C
QA-545-547	Matapeake Ferry Terminal, Club House, Shop	1930-1952	Eligible: A
QA-633	William E. Denny Farm	1920-1952	Eligible: A, C
QA-723	Piney Narrows Yacht Haven	1966-1982	Eligible: A, C
18AN652	Sharpe-Ridout-Boone Mill	18th to 20th Century	Eligible: D

3 EFFECTS ASSESSMENT

The MDTA has made an assessment of the effects of the undertaking on historic properties within the APE by applying the criteria of adverse effect in accordance with 36 CFR §800.5. An effect may occur when there is an alteration to the characteristics of a historic property qualifying it for inclusion in or eligibility for the NRHP (36 CFR §800.16[i]). For an effect to be adverse, an undertaking must alter, directly or indirectly, any of the characteristics of a historic property that qualify it for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association (36 CFR §800.5[a][1]). Additionally, 36 CFR §800.5(1) states that adverse effects "may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative."

Examples of adverse effects, as listed in 36 CFR §800.5[a][2]), include:

(i) Physical destruction of or damage to all or part of the property;

(ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary of the Interior's *Standards for the Treatment of Historic Properties* (36 CFR Part 68) and applicable guidelines;

(iii) Removal of the property from its historic location;

(iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;

(v) Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features;

(vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and

(vii) Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

A total of 17 architectural historic properties and one archaeological historic properties were identified within the APE. The LODs for each ARDS were used to assess potential physical effects, and potential visual, atmospheric, or audible effects were considered within the APE. MDTA has determined, on behalf of FHWA, that all build ARDS (Alternatives B-G) will result in an adverse effect on historic properties. See below for a discussion of findings for individual historic properties.

3.1 Anne Arundel County Historic Properties

3.1.1 Asbury Broadneck Methodist Church and Cemetery (MIHP No. AA-2511)

Asbury Broadneck Methodist Church and Cemetery is eligible under Criterion A. The church's cemetery is the oldest remaining evidence of the nineteenth-century African American community that developed along the Broadneck Peninsula and the church served an important role in the community as a gathering place and burial ground. Its period of significance spans from 1884 to 1977. Character-defining features of the resource include the church building, cemetery, the stream channel that divides the cemetery, and the concrete-block outbuilding.

The LODs for Alternatives B and C are substantially removed from the Asbury Broadneck Methodist Church and Cemetery. Thus, Alternatives B and C would have no effect on the historic property.

The LODs for Alternatives D-G largely follow the U.S. 50/301 right-of-way near the southern boundary of the historic property and do not include any area within its NRHP boundary. Since the period of significance ended, there has been additional highway and commercial development in the area around the church and cemetery. The modifications to the highway from these alternatives would require relocation of the stream south of the property; U.S. 50/301 would remain a divided highway and the proposed work would not introduce new visual elements that would diminish its integrity of setting or feeling.

Alternatives D-G would not diminish Asbury Broadneck Methodist Church and Cemetery's integrity and would not adversely affect the historic property.

Figure 1: Asbury Broadneck Methodist Church and Cemetery (AA-2511), view southeast from cemetery.

Figure 2: Map of the Asbury Broadneck Methodist Church and Cemetery (AA-2511) Historic Boundary and Proposed LODs for Alternatives D, E, F, and G

3.1.2 Chesapeake Bay Bridge (MIHP No. AA-47, AA-48)

The Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge) would be adversely affected by all six Build Alternatives (Alternatives B-G).

The bridge is eligible for listing in the NRHP under Criterion A in the area of transportation for its role in expanding transportation networks in Maryland and the East Coast and linking Maryland's urban areas to the Atlantic Ocean, and under Criterion C as an intact and significant example of a metal suspension bridge in the state and a notable bridge built by the J. E. Greiner Company, which was a master in bridge design. It is also both the only metal suspension bridge and the longest fixed water crossing in Maryland. The period of significance is 1952 to 1973, encompassing the opening of both the westbound and eastbound spans. Contributing elements of the historic property include the 1952 and 1973 bridge spans, the approach roads within the historic property boundary, and the 1952 Administration Building at the western terminus.

All Build alternatives include demolition of the historic bridge spans. Only the Administration Building, which contributes to the significance of the bridge, would remain. Demolition of the bridge would result in a loss of integrity of those features necessary to convey the historic property's significance.

Figure 3: Chesapeake Bay Bridge (AA-47, AA-48), view southeast from Sandy Point State Park.

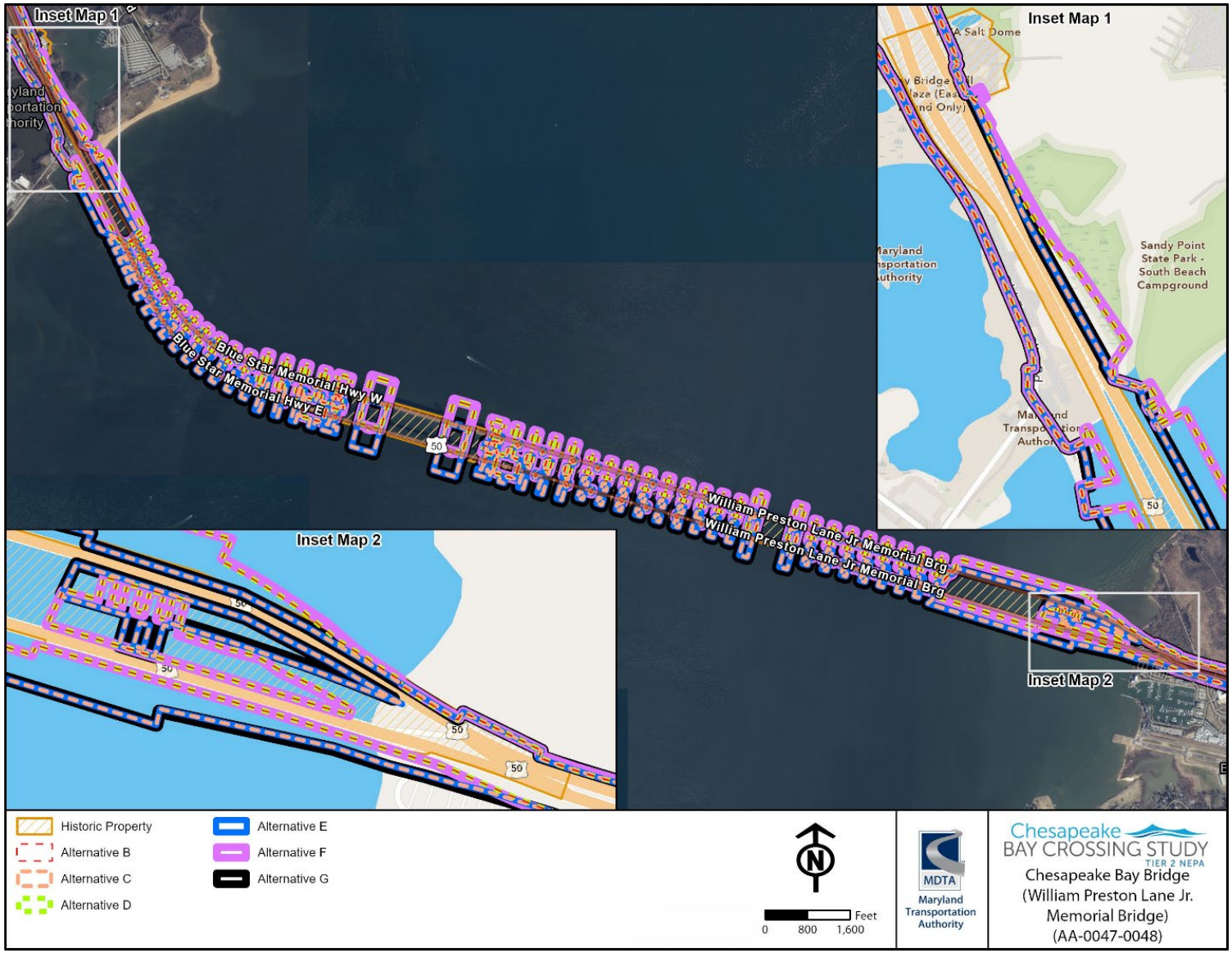


Figure 4: Map of the Chesapeake Bay Bridge (AA-47, AA-48) Historic Boundary and Proposed LODs for Alternatives B, C, D, E, F, and G.

3.1.3 Dutch Mill Farm Restaurant (MIHP No. AA-2603)

The Dutch Mill Farm Restaurant is eligible under Criterion A for its association with the development of mid-twentieth century roadside commercial architecture along state and federal highways, along with the growing tourism industry and commercial development in Anne Arundel County following the expansion of road networks and the construction of the Chesapeake Bay Bridge. It is also eligible under Criterion C as an example of roadside eatery architecture. Its period of significance is 1954 through 1967. The restaurant building is the only contributing element to the historic property.

The LODs for Alternatives B and C end a substantial distance away from the Dutch Mill Farm Restaurant. Alternatives B and C would have no effect on the historic property.

Due to the need for approximately 0.17 acre from within the historic property boundary, four of the six Build Alternatives (D, E, F, G) would require acquisition of the entire parcel containing the Dutch Mill Farm Restaurant and would result in the complete physical destruction of the one contributing element to the historic property, the restaurant building. Therefore, Alternatives D, E, F, and G would adversely affect the historic property.

Figure 5: Dutch Mill Farm Restaurant (AA-2603), view north toward U.S. 50/301.

Figure 6: Map of the Dutch Mill Farm Restaurant (AA-2603) Historic Boundary and Proposed LODs for Alternatives D, E, F, and G

3.1.4 Holly Beach Farm (MIHP No. AA-74)

Holly Beach Farm is eligible under Criteria A, B, and C for its association with the early twentieth century revival of horse sports in Maryland (Criterion A), the Labrot family and their influence in the resurgence of horse sports in the twentieth century (Criterion B), and as a significant example of a large horse breeding farm and estate constructed and operated during the first half of the twentieth century (Criterion C). Its period of significance extends from 1907 to 1949. Contributing elements include 1917, 1927, and 1916 Holly Beach Farm Road; the garage at 1916 Holly Beach Farm Road; the gate house, Holly Beach Farm Office, Brick Tenant House, Foaling Building, L-shaped stable, rectangular stable, and workshop at 1917 Holly Beach Farm Road; Holly Beach Farm House, Caretaker's Quarters, and the Labrot Cemetery at 1800 Holly Beach Farm Road; Weedon Farmhouse, outbuilding, and barn at 1741 Holly Beach Farm Road; and the dwelling at 1636 Holly Beach Farm Road. Contributing landscape features include the brick gates along Holly Beach Farm Road, the alignments of Holly Beach Farm Road and driveways leading to building complexes, allees of trees along Holly Beach Farm Road and driveways, the presence and overall location of gardens at the Holly Beach Farm House (the original plan and plantings have been replaced), and the inground water troughs around the stable complex. While original fences appear to have been replaced, the presence of fencing along Holly Beach Farm Road and fencing enclosing former pasture land contributes to the resource. Significant viewsheds include the alignment of Holly Beach Farm Road, the driveways connecting both the Holly Beach Farm House and the stable complex, and the path connecting the Holly Beach Farm House to the stable complex. Views of Meredith Creek, Whitehall Bay, and the Chesapeake Bay also contribute to Holly Beach Farm, preserving the link between the farm and its adjacent waterways.

The LODs for all build alternatives (Alternatives B-G) follow the southwest edge of pavement along Skidmore Drive, along the northern boundary of Holly Beach Farm. The alternatives would not alter any of the contributing features within Holly Beach Farm's boundary. While there would be changes to the area north of Holly Beach Farm, this area has already been altered by the construction of the Oceanic Boulevard interchange during the 1970s. Project construction in this area would be consistent with existing highway infrastructure and would not augment any previous diminishment of Holly Beach Farm's setting. Similarly, views of the Chesapeake Bay have also been altered by the construction of the Chesapeake Bay Bridge in the third quarter of the twentieth century. Demolition of the existing Chesapeake Bay Bridge and construction of the new bridge spans would alter views from Holly Beach Farm, and Alternatives C, E, and G would include construction of a new bridge slightly closer to the historic property, but these alterations would not diminish Holly Beach Farm's integrity of setting or feeling.

Alternatives B-G would not diminish the integrity of Holly Beach Farm and would not adversely affect the historic property.

Figure 7: Holly Beach Farm (AA-74), main farmhouse.

Figure 8: Map of Holly Beach Farm (AA-74) Historic Boundaries and Proposed LODs for Alternatives B, C, D, E, F, and G

3.1.5 Sandy Point Farm House (MIHP No. AA-330) (Site 18AN534)

The Sandy Point Farm House is eligible under Criteria A and C as an excellent example of the residence of a relatively affluent Maryland farmer in the first quarter of the nineteenth century. Its period of significance roughly encompasses the first quarter of the nineteenth century and ends in 1833. Character-defining elements of the house include its five-part plan and tower on the north façade. An archaeological site, 18AN354, defined as the house structure, has been recorded but no determination of eligibility has been made for the archaeological component.

The LODs for all built alternatives (Alternatives B-G) are substantially removed from Sandy Point Farm House and there are no ground-disturbing activities within its boundaries. The setting of the resource has been altered by the construction of Sandy Point State Park in the mid-twentieth century and any views of the Chesapeake Bay are screened by park infrastructure and buildings. Construction of the new bridge will not diminish Sandy Point Farm House's integrity of setting or feeling. The archaeological site 18AN534 is more than 1,500 feet outside the project's limits of disturbance, and no archaeological resources associated with the Sandy Point Farmhouse will be affected.

Alternatives B-G would not adversely affect Sandy Point Farm House.

Figure 9: Sandy Point Farm House (AA-330), view southeast

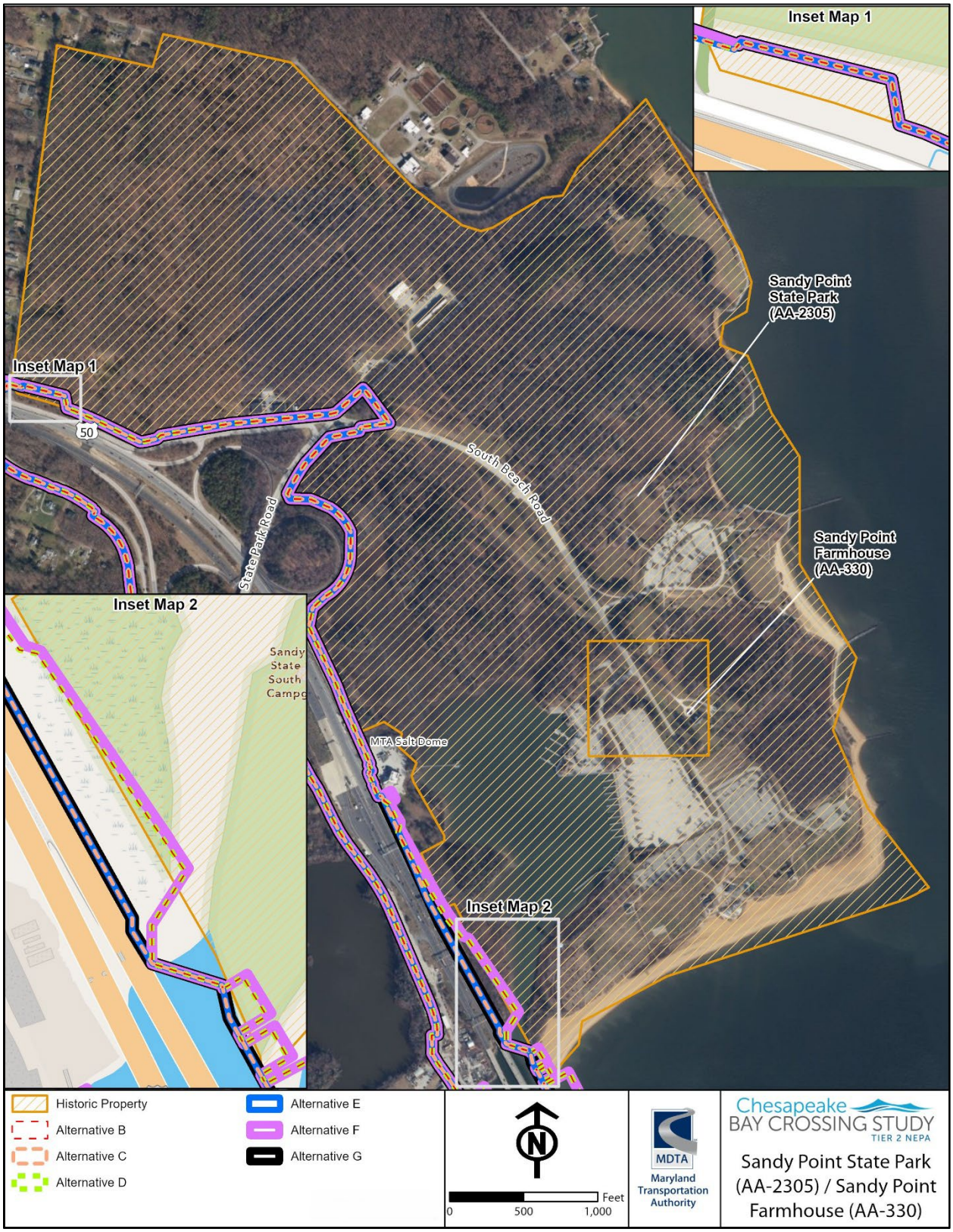


Figure 10: Map of the Sandy Point Farm House (AA-330) and Sandy Point State Park (AA-2305), Historic Boundaries and Proposed LODs for Alternatives B, C, D, E, F, and G

3.1.6 Sandy Point Light Station (MIHP No. AA-166)

The Sandy Point Light Station is eligible under Criteria A and C for its association with federal efforts to provide a system of navigational aids and safe transportation along the Chesapeake Bay, as well as its Caisson lighthouse design. Its period of significance is 1883-1952 and its character-defining elements include the design of the light station itself.

The Sandy Point Light Station is off the west shore of the Chesapeake Bay and is not within the LOD of any of the build alternatives (Alternatives A-G). While the older span of the Chesapeake Bay Bridge dates within the light station's period of significance, the view of the span does not contribute to the light station's significance. The construction of new bridge spans would not diminish the light station's integrity.

Alternatives B-G would not adversely affect the Sandy Point Light Station.

Figure 11: Sandy Point Light Station (AA-166), view from Sandy Point State Park

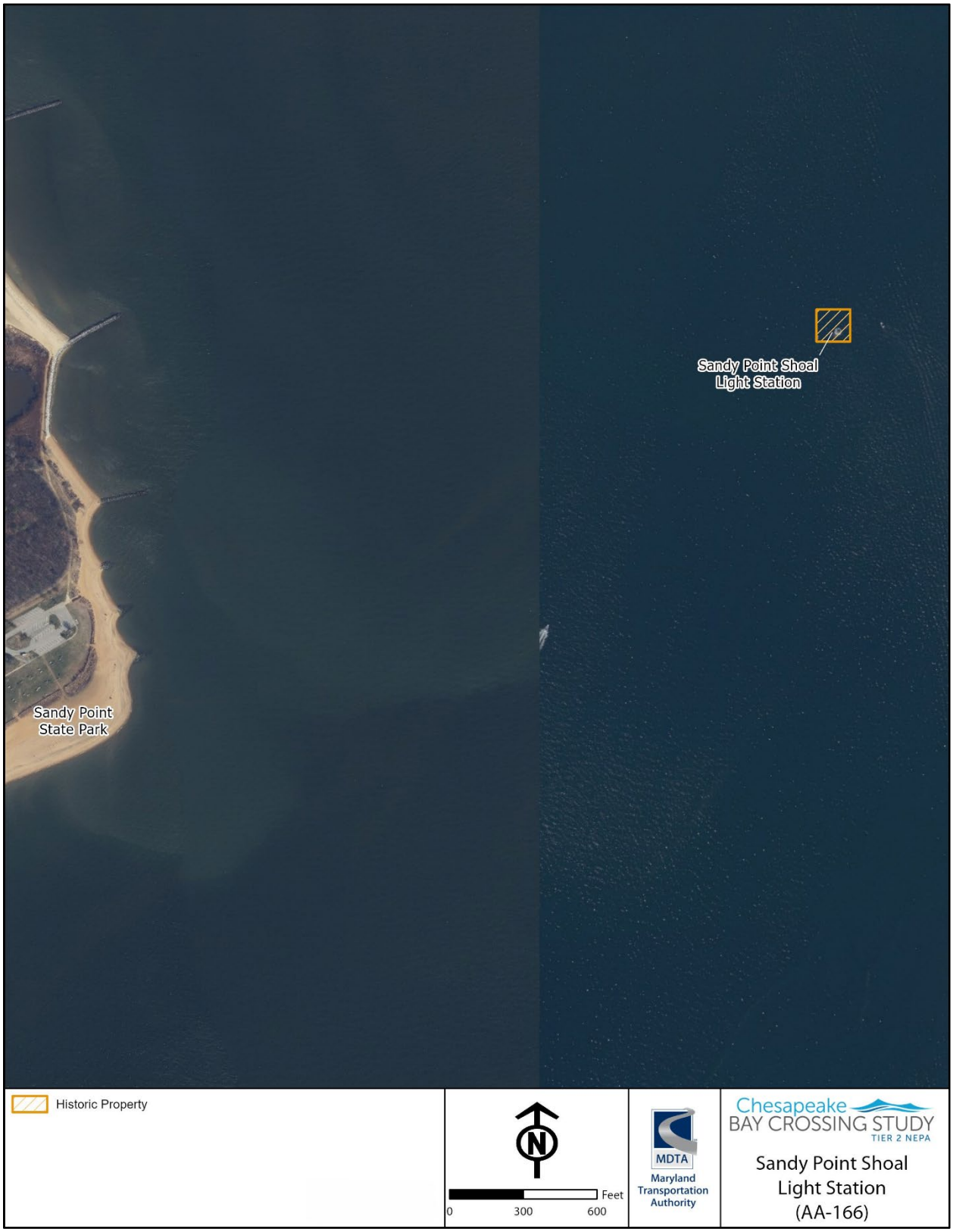


Figure 12: Map of the Sandy Point Light Station (AA-166) Historic Boundary

3.1.7 Sandy Point State Park (MIHP No. AA-2305)

Sandy Point State Park is eligible under Criterion A for its significant association with the civil rights movement, specifically desegregating public recreational facilities. The period of significance for the property is 1952 to 1956. Contributing elements include East Beach, South Beach, the Sandy Point Farmhouse, the former manager's house, the former Labrot House on Log Inn Road, the water treatment plant, the well house, and the water storage tank.

The LOD for Alternatives C, E, and G would include construction of stormwater management improvements within the historic property boundary east of the intersection with Log Inn Road. These improvements would consist of 0.6 acre of land and would require tree clearing within that area. The stormwater management facility would result in minor alteration to Sandy Point State Park, but would not diminish the historic property's integrity of setting. The location and amount of wooded area in the park has changed over time and the general presence of such landscape features are important, rather than the exact location or placement of specific trees. Alternatives C, E, and G will not adversely affect Sandy Point State Park.

The LOD for Alternatives B, D, and F also include stormwater management improvements within the historic property boundary east of the intersection with Log Inn Road. These improvements would consist of 1.0 acre of land each from Alternatives B and D and 1.2 acres from Alternative F and would require tree clearing within that area. Additionally, construction of a new bridge along the northern alignment would require taking portions of wooded land and land along the south end of South Beach The portion of the LOD that is wooded northwest of the South Beach would be used for piers for the new, wider bridge, dredging, and grading work. The portion of the LOD for these alternatives within South Beach would be required to construct new bridge piers. The new bridge structure would extend over the beach in this area. Public access under bridge would be restricted permanently. The total acreage of land from within the historic property boundary is approximately 1.0 acre for Alternatives B and D, 0.6 acre for Alternatives C and E, 1.2 acres for Alternative F, and 0.6 acre for Alternative G. The South Beach is a contributing element to the historic property and construction of the new bridge would diminish Sandy Point State Park's integrity of setting and design. The new bridge would remove a portion of the beach from public use and would introduce a new structure within the historic property's boundary.

Alternatives C, E, and G would not adversely affect Sandy Point State Park. Alternatives B, D, and F would adversely affect Sandy Point State Park.

Figure 13: Sandy Point State Park (AA-2305), South Beach, and Chesapeake Bay Bridge, view southwest.

3.1.8 Sharpe-Ridout-Boone Mill (Site No. 18AN652)

The Sharpe-Ridout-Boone Mill (18AN652) is an eighteenth to twentieth-century site eligible under Criterion D. The LODs for Alternatives B and C do not include any portion of the Sharpe-Ridout-Boone Mill; these alternatives would have no effect on the historic property. The LODs for Alternatives D, E, F, and G include approximately 1.64 acres within the site boundary. It would be adversely affected by four of the six Build Alternatives (D, E, F, and G) due to complete or partial destruction or significant diminishment in all aspects of integrity.

Figure 14: Sharpe-Ridout-Boone Mill Site (18AN652), view northeast

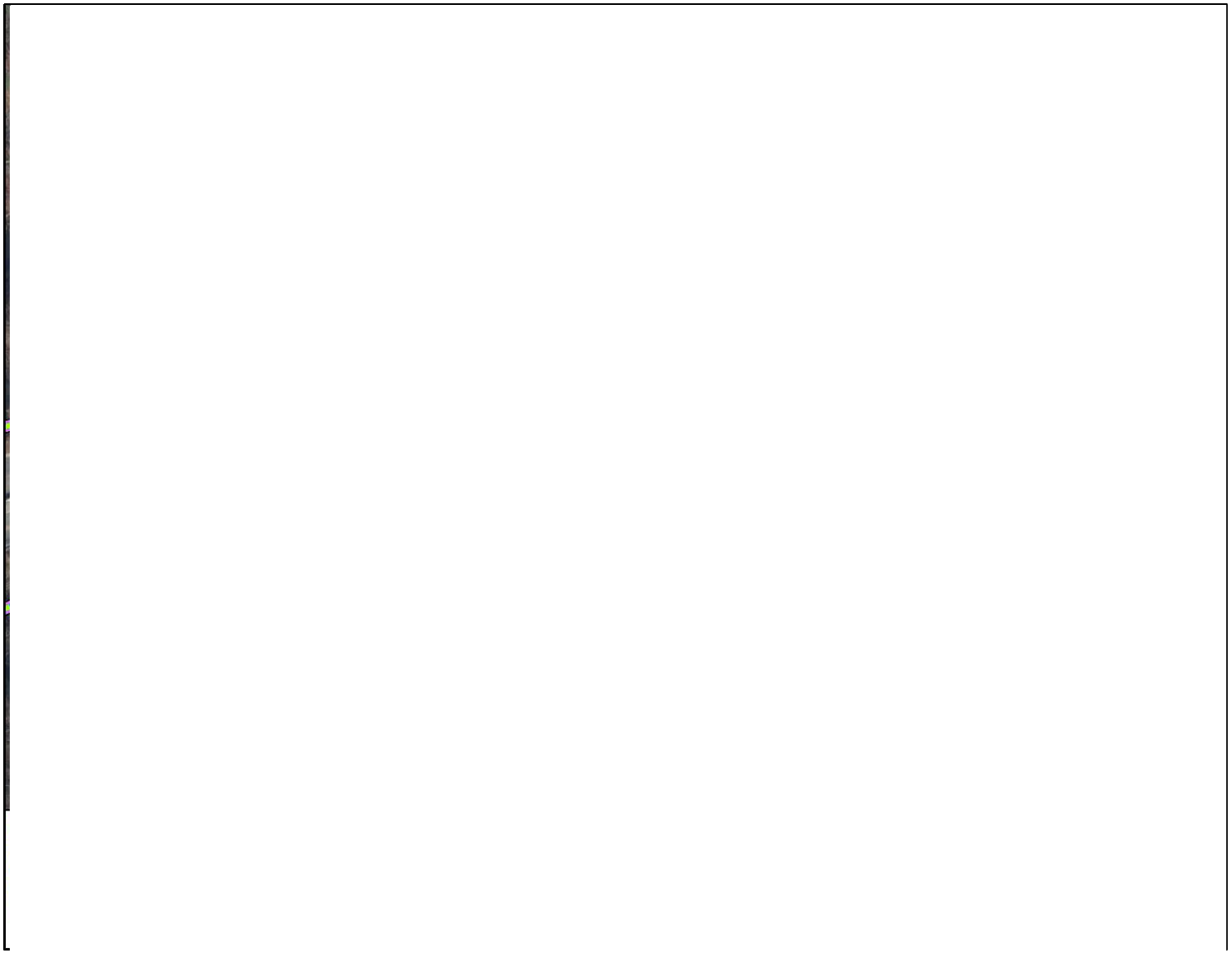


Figure 15: Map of the Sharpe-Ridout-Boone Mill Site and Proposed LODs for Alternatives D, E, F, and G

3.1.9 Skidmore (MIHP No. AA-2594)

The district is eligible under Criterion A as one of the few remaining African American communities on the Broadneck Peninsula that convey the settlement of the area by African Americans, including emancipated formerly enslaved individuals and their descendants. The period of significance is 1930 to 1968, representing the span of time during which development of housing within the community was consistent and remains extant. Skidmore retains integrity of location, setting, design, association, and feeling. Resources contributing to the district include the dwellings built during the period of significance and the rural, minimally developed setting within the historic property boundaries.

The LODs for all six Build Alternatives include portions of 4 parcels within the boundary for Skidmore, on the south side of U.S. 50/301; of those, two are non-contributing resources and two are vacant parcels. The area within the LODs includes, from west to east:

- Approximately 0.13 acre for Alternatives B, C, D, and E, and 0.21 acre for Alternatives F and G, of the parcel at 1015 Colbert Road (non-contributing), which may result in a full acquisition of the parcel and demolition of the buildings on it or acquisition of a portion of the parcel and demolition of secondary structures;
- Minor physical impact along the property's northern edges of two vacant, wooded parcels at 1019 and 1021 Skidmore Drive, comprising approximately 0.15 acre for Alternatives B, C, D, and E, and 0.25 acre for Alternatives F and G; and
- Portions of 1031 Skidmore Drive (non-contributing), totaling approximately 0.03 acre for Alternatives B, C, D, and E, and 0.13 acre for Alternatives F and G, which are currently lawns with mature trees and shrubs.

All Build Alternatives include reconstruction of Skidmore Drive with pedestrian/bicycle improvements, which may require slight realignment of the road. Related improvements along Skidmore Drive include guardrails, shoulders, and grading. While physical impacts are located within the district's non-contributing parcels, they diminish its integrity of setting

In addition to the physical effects noted above, all Build Alternatives would result in cumulative adverse effects on Skidmore. 36 CFR §800.5(1) notes that adverse effects "may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative." Past actions that have affected historic properties such as Skidmore include the numerous infrastructure and land development activities that have occurred in the APE. The APE has experienced continued commercial and residential growth following the construction of the dualized U.S. 50/301 highway in the 1940s, the construction of the first Bay Bridge span in 1952, and the construction of the Oceanic Boulevard interchange in the 1970s. The initial construction of the dualized highway divided the Skidmore community, though an at-grade crossing provided some access. With the construction of the Ocean Boulevard interchange, all direct travel between the north and south sides of Skidmore was removed. The highway development also resulted in demolition or removal of buildings and community spaces within the footprint of the interchange. Over time, these cumulative changes have diminished the spatial organization, design, setting, and feeling of Skidmore; physical impacts to Skidmore by all Build Alternatives would augment previous diminishment of these aspects of integrity.

All build alternatives (Alternatives B-G) would adversely affect Skidmore.

Figure 16: Skidmore, contributing resources at 1045 Skidmore Drive (left) and 1601 Col-Mar Lane, view southeast.

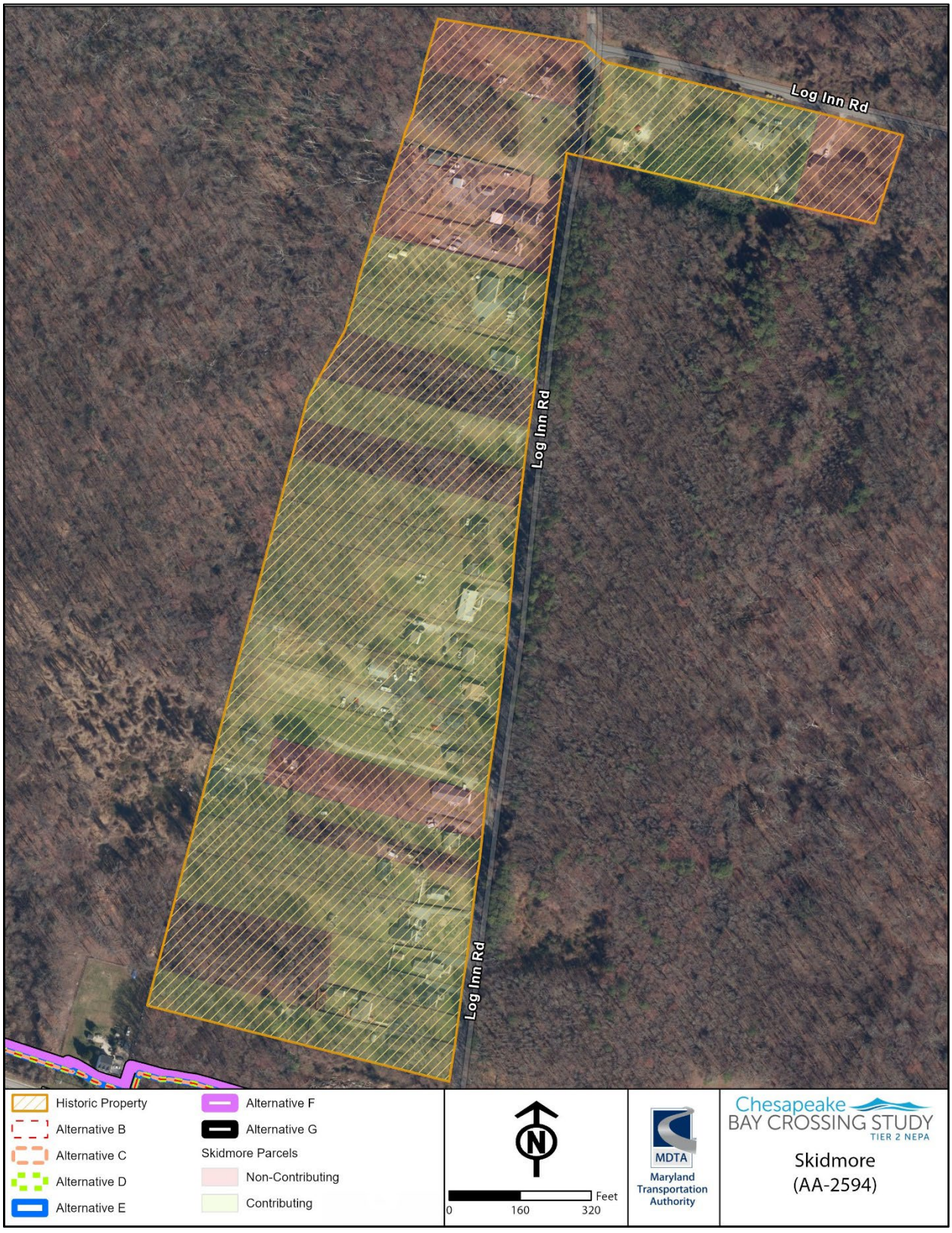


Figure 17: Map of the Skidmore (AA-2594) Historic Boundary north of U.S. 50/301 and Proposed LODs for Alternatives B, C, D, E, F, and G

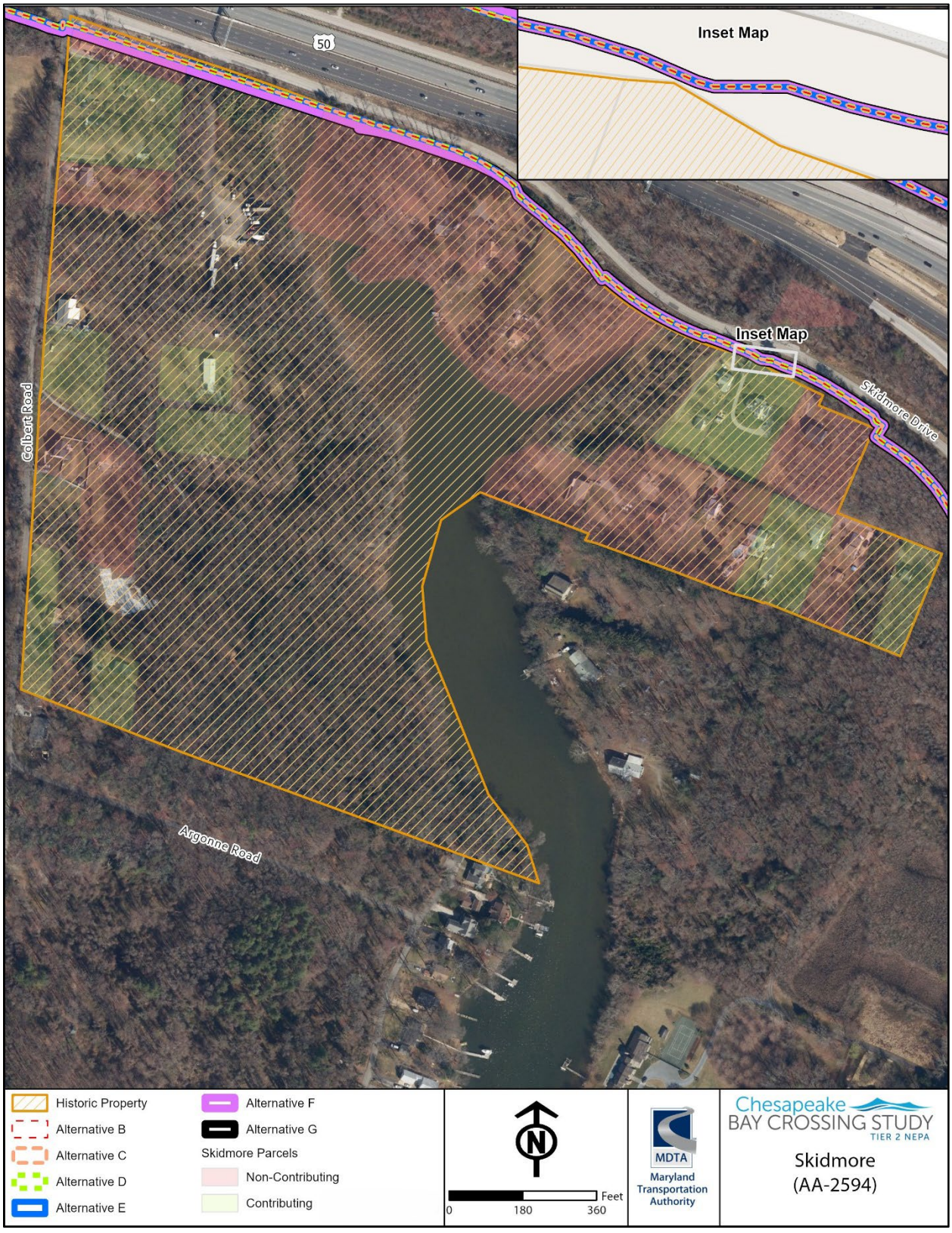


Figure 18: Map of the Skidmore (AA-2594) Historic Boundary south of U.S. 50/301 and Proposed LODs for Alternatives B, C, D, E, F, and G

3.1.10 Weedon Farmhouse (MIHP No. AA-322)

Weedon Farmhouse is a contributing resource to Holly Beach Farm (MIHP NO. AA-74). MDTA was not granted permission to photograph Weedon Farmhouse and so there was insufficient access to evaluate the resource for NHRP eligibility. MDTA is considering Weedon Farmhouse eligible during this project review.

The LODs for Alternatives B-G are substantially removed from Weedon Farmhouse. Its views of the Chesapeake Bay are to the southeast and there are no direct views of the Chesapeake Bay Bridge. Land to the east of the parcel has substantial tree cover and, even when there are no leaves, any views toward the Chesapeake Bay Bridge would be heavily screened.

Alternatives B-G would have no effect on the Weedon Farmhouse.

Figure 19: Weedon Farmhouse (AA-322), photo from Medusa (1975)

Figure 20: Map of Weedon Farmhouse (AA-322) Historic Boundary and Proposed LODs for Alternatives B, C, D, E, F, and G.

3.1.11 Westinghouse Ocean Research and Engineering Center (Westinghouse Oceanic Division) (MIHP No. AA-2592)

The Westinghouse Ocean Research and Engineering Center is eligible under Criteria A and C for its association with government-sponsored scientific research and technological development (Criterion A) and as a significant example of a New Formalist suburban corporate campus. Its period of significance is 1967-1996. Contributing resources include its 1967 main research building, the 1973 Environmental Center, the pump station and water tower, the maintenance building, modular building, garden with shed, entrance gates, and southeast and northwest surface parking lots. Its wooded setting and views of the Chesapeake Bay contribute to the historic property's integrity of setting.

The LOD for Alternatives B-G is approximately 490 feet northeast of the Westinghouse Ocean Research and Engineering Center and there will be no physical impacts within the resource's boundary or wooded areas surrounding it. Its views of the Chesapeake Bay will be altered by the construction of a new bridge. While the existing bridge spans date from within Westinghouse's period of significance, it is general views of the Bay and the facility's proximity to it that are important to the resource's setting, rather than a specific view of the current bridge. While one of the new bridge spans in Alternatives C, E, and G would be slightly closer to the Westinghouse, this change would not interrupt or diminish the resource's views of the Chesapeake Bay.

Alternatives B-G would not diminish the integrity of Westinghouse Ocean Research and Engineering Center and would not adversely affect the historic property.

Figure 21: Westinghouse Ocean Research and Engineering Center (AA-2592), view west

Figure 22: Map of the Westinghouse Ocean Research and Engineering Center (AA-2592) Historic Boundary and Proposed LODs for Alternatives B, C, D, E, F, and G

3.2 Queen Anne's County Historic Properties

3.2.1 Eareckson House (Nathan Morris House) (MIHP No. QA-125)

The Eareckson House is eligible under Criterion C as representative example of mid-19th century architecture in Queen Anne's County. Its period of significance is ca. 1850 and character-defining elements include its two-and-one-half-story, double pile form; side gable roof; fenestration; windows; and brick exterior.

The LODs for all alternatives (B-G) are substantially removed from Eareckson House and there would be no physical impacts within or near the resource's NRHP boundary. The resource's significance relates specifically to the architectural features of the house, which would not be affected by any alternatives. Additionally, the Eareckson House no longer has integrity of setting because of recent development immediately surrounding the house.

Alternatives B-G would not affect the Eareckson House.

Figure 23: Eareckson House, view north

Figure 24: Map of the Eareckson House (QA-125) Historic Boundary and Proposed LODs for Alternatives B, C, D, E, F, and G

3.2.2 Belle Vue (Blue Bay Farm) (MIHP No. QA-270)

Belle Vue is eligible under Criterion C as the most-intact example of eighteenth-century header bond brickwork in Queen Anne's County. It demonstrates the transmission of architectural trends from urban to rural areas and is a unique example of a smaller, simpler header bond brickwork building, unusual for the state of Maryland, reflecting the builder's emulation of upper-class trends. Its period of significance spans from ca. 1760 to 1790. Contributing elements include the dwelling itself, open farm fields within the parcel, and general Chesapeake Bay views.

The LODs for all alternatives (B-G) are substantially removed from Belle Vue and there will be no physical impacts within or near the resource. Construction of new bridge spans in Alternatives B-G would alter views from Belle Vue; however, the Chesapeake Bay Bridge was constructed after the resource's period of significance and construction of new bridge spans will not diminish Belle Vue's integrity of setting.

Alternatives B-G would not adversely affect Belle Vue.

Figure 25 : Belle Vue (QA-270), view northeast

Figure 26: Map of Belle Vue (QA-270) Historic Boundary

3.2.3 Clayland Price Farm (MIHP No. QA-221)

Because MDTA was not granted permission to access the Clayland Price Farm parcel, MDTA is considering it eligible during this project review.

The LODs for all alternatives (B-G) are substantially removed from the Clayland Price Farm and there would be no physical impacts within or near the parcel boundary. The Clayland Price Farm parcel has a wooded area between the farmhouse and the shore and it is assumed that there are no views of the bridge. The farm was constructed in the nineteenth century and predates the Chesapeake Bay Bridge. Any Chesapeake Bay views from the farm would not be diminished by the demolition of the existing bridge and construction of new bridge spans.

Alternatives B-G would not adversely affect the Clayland Price Farm.

Figure 27: Clayland Price Farm (QA-221), photo from Medusa (2003)

Figure 28: Map of Clayland Price Farm Historic Boundary

3.2.4 Matapeake Ferry Terminal, Club House, Shop (MIHP No. QA-545, 546, 547)

The Matapeake Ferry Terminal, Club House, and Shop are eligible under Criterion A for their association with the Claiborne-Annapolis Ferry and its impact on transportation, recreation, and economic development on the Eastern Shore predating the construction of the Chesapeake Bay Bridge. The resource's period of significance extends from 1930-1952. Contributing elements include the terminal (one functioning pier, remnants of bulkheads and ramps), club house, and shop.

The LODs for all alternatives (B-G) are substantially removed from the Matapeake Ferry Terminal, Club House, and Shop and there would be no physical impacts within or near the resource. Construction of new bridge spans in Alternatives B-G would alter views from the resource; however, while its proximity to water its significant to conveying its function as a ferry terminal, views of the bridge are not. Its period of significance ended with the construction of the bridge and, as a ferry terminal, the resource became functionally obsolete with the construction of the bridge. Construction of new bridge spans would not diminish the integrity of this resource.

Alternatives B-G would not adversely affect the Matapeake Ferry Terminal, Club House, and Shop.

Figure 29**: Matapeake Ferry Terminal, Club House, and Shop (QA-545, 546, 547), view east**

Figure 30: Map of Matapeake Ferry Terminal, Club House, and Shop (QA-545-547) Historic Boundary

3.2.5 Piney Narrows Yacht Haven (MIHP No. QA-723)

The Piney Narrows Yacht Haven is significant under Criteria A and C as an early example of the resort marina trend. It is the first marina on the Chesapeake Bay, and potentially in the state of Maryland, that was converted to condominiums. Its period of significance extends from 1966 to 1982. Contributing elements include the basin, bulkheads, boardwalks, the clubhouse/office/ship's store, the pool, the gas dock, Docks A-J, the Dock A restrooms, the Dock B restrooms, the Docks C, D, and E, and Bulkheads restrooms, the Dock E utility building/lockers, the Dock F lockers, the Dock G lockers, Utility Unit 1/Docks F and G restrooms, the travelift, and the Dock A lockers. Its proximity and access to U.S. 50/301 and Kent Narrows are important to the yacht haven's setting.

The LODs for Alternatives B and C are substantially removed from Piney Narrows Yacht Haven. These alternatives would not affect the resource.

The LODs for Alternatives D-G abut a portion of the historic property's southern boundary. The features closest to the LOD are non-contributing elements at the southeast corner. Additionally, U.S. 50/301 was widened after the marina's period of significance ended, altering the original spatial organization of the road and marina. Any changes to marina's south from road widening would be consistent with existing highway infrastructure and would not diminish the property's integrity of setting, since its proximity and access to U.S. 50/301 and Kent Narrows would remain intact.

Alternatives B and C would not affect the Piney Narrows Yacht Haven, while Alternatives D-G would not adversely affect the resource.

Figure 31: Piney Narrows Yacht Haven (QA-723), view northeast

Figure 32: Map of Piney Narrows Yacht Haven (QA-723) Historic Boundary and Proposed LODs for Alternatives D, E, F, and G

3.2.6 SHA Bridge 1700600 (MIHP No. QA-542)

SHA Bridge 1700600 is eligible under Criteria A and C for it association with the road building campaign connected with the construction of the Chesapeake Bay Bridge (Criterion A) and as a rare example of a trunnion double-leaf bascule bridge (Criterion C). Its period of significance is 1951-1990. Character-defining elements of the bridge include its double leaf trunnion, counterweight, operators house, bascule span piers, and piers on the approach spans.

The LODs for Alternatives B and C are substantially removed from SHA Bridge 1700600. These alternatives would not affect the resource.

The LODs for Alternatives D-G include approximately 58 feet of the US 18 (Main Street) roadway at the west end of the bridge's NRHP boundary. No portion of the bridge structure itself, however, is included within the LOD. Similarly, the LOD to the north of the bridge directly abuts it, but any work in this area would be at water level and would not include any physical impacts to the bridge. While road construction would include alterations to the area around the bridge, it would not diminish the integrity of the resource.

Alternatives B and C would not affect the SHA Bridge 1700600, while Alternatives D-G would not adversely affect the resource.

Figure 33: SHA Bridge 1700600 (QA-542), view west

Figure 34: Map of SHA Bridge 1700600 Historic Boundary and Proposed LODs for Alternatives B, C, D, E, F, and G

3.2.7 William E. Denny Farm (MIHP QA-633)

The William E. Denny Farm is eligible under Criteria A and C as a representative example of early-to-mid-twentieth-century agricultural practices on Kent Island (Criterion A) and as a unique and rare surviving example of a small-scale farm in an increasingly suburbanized landscape on Kent Island (Criterion C). Its period of significance extends from 1920-1952. Contributing elements include the dwelling, hay barn, cow barn, garage, silo, chicken house with outhouse, corncrib, and pool. In addition, the farm lane accessing the property, the agricultural fields, and its general views of the Chesapeake Bay are contributing landscape features.

The LODs for all alternatives (B-G) are substantially removed from the William E. Denny Farm and there would be no physical impacts within or near the resource. Construction of new bridge spans in Alternatives B-G would alter views from Belle Vue; however, only general views of the Bay are significant to the resource and the construction of new bridge spans would not diminish Belle Vue's integrity of setting.

Alternatives B-G would not adversely affect the William E. Denny Farm.

Figure 35: William E. Denny Farm (QA-633), view west

Figure 36: Map of William E. Denny Farm (QA-633) Historic Property Boundary

3.3 Optional Shared Use Path

The optional SUP would not change any of the effect determinations for historic properties. Under Alternatives B, D, and F, the addition of a SUP option would increase the area of piers and the size of the bridge within the boundary of Sandy Point State Park; thus, Alternatives B, D, and F would continue to have an adverse effect on the historic property. Under Alternatives C, E, and G, a small amount of right-of-way would be required along the edge of Sandy Point State Park to construct the SUP; these impacts would not diminish the integrity of the historic property or change the effects of Alternatives C, E, and G. There are no identified archaeological historic properties within the build alternatives' LOD for the optional SUP.

4 CONCLUSION

All Build Alternatives (Alternatives B-G) would result in adverse effects on historic properties. **Table 2** and **Table 3** provide a summary of effects on the 18 historic properties (17 architectural and one archaeological) within the APE.

Table 2: Summary of Effects for Each Alternative on Historic Properties

Alternative	Project Effect Determination	Number of Adversely Affected Historic Properties	Number of Historic Properties with No Diminishment	Number of Historic Properties Not Affected
A	No Properties Affected	0	0	18
B	Adverse Effect	3	8	7
C	**Adverse Effect**	**2**	**9**	**7**
D	Adverse Effect	5	11	2
E	Adverse Effect	4	12	2
F	Adverse Effect	5	11	2
G	Adverse Effect	4	12	2

Table 3: Summary of Effects on Historic Properties by Build Alternative

MIHP # or Site #	Name	Build Alternatives Effects					
		B	C	D	E	F	G
AA-47 - 48	Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)	**Adversely Affected**	**Adversely Affected**	**Adversely Affected**	**Adversely Affected**	**Adversely Affected**	**Adversely Affected**
AA-74	Holly Beach Farm	No Diminishment	No Diminishment	No Diminishment	No Diminishment	No Diminishment	No Diminishment
AA-166	Sandy Point Shoal Light Station	No Diminishment	No Diminishment	No Diminishment	No Diminishment	No Diminishment	No Diminishment
AA-322	Weedon Farmhouse	Not Affected	Not Affected	Not Affected	Not Affected	Not Affected	Not Affected
AA-330	Sandy Point Farmhouse	No Diminishment	No Diminishment	No Diminishment	No Diminishment	No Diminishment	No Diminishment
AA-2305	Sandy Point State Park	**Adversely Affected**	No Diminishment	**Adversely Affected**	No Diminishment	**Adversely Affected**	No Diminishment
AA-2511	Asbury Broadneck Methodist Church and Cemetery	Not Affected	Not Affected	No Diminishment	No Diminishment	No Diminishment	No Diminishment

MIHP # or Site #	Name	Build Alternatives Effects					
		B	C	D	E	F	G
AA-2592	Westinghouse Ocean Research and Engineering Center (Westinghouse Oceanic Division)	No Diminishment	No Diminishment	No Diminishment	No Diminishment	No Diminishment	No Diminishment
AA-2594	Skidmore	**Adversely Affected**	**Adversely Affected**	**Adversely Affected**	**Adversely Affected**	**Adversely Affected**	**Adversely Affected**
AA-2603	Dutch Mill Farm Restaurant (Old Mill Pancake House)	Not Affected	Not Affected	**Adversely Affected**	**Adversely Affected**	**Adversely Affected**	**Adversely Affected**
QA-125	Eareckson House (Nathan Morris House)	Not Affected	Not Affected	Not Affected	Not Affected	Not Affected	Not Affected
QA-221	Clayland Price Farm	No Diminishment	No Diminishment	No Diminishment	No Diminishment	No Diminishment	No Diminishment
QA-270	Belle Vue (Blue Bay Farm)	No Diminishment	No Diminishment	No Diminishment	No Diminishment	No Diminishment	No Diminishment
QA-542	SHA Bridge No. 1700600	Not Affected	Not Affected	No Diminishment	No Diminishment	No Diminishment	No Diminishment
QA-545-547	Matapeake Ferry Terminal, Club House, Shop	No Diminishment	No Diminishment	No Diminishment	No Diminishment	No Diminishment	No Diminishment
QA-633	William E. Denny Farm	No Diminishment	No Diminishment	No Diminishment	No Diminishment	No Diminishment	No Diminishment
QA-723	Piney Narrows Yacht Haven	Not Affected	Not Affected	No Diminishment	No Diminishment	No Diminishment	No Diminishment
18AN652	Sharpe-Ridout-Boone Mill	Not Affected	Not Affected	**Adversely Affected**	**Adversely Affected**	**Adversely Affected**	**Adversely Affected**

Of all the Build Alternatives, the MDTA-RPA (Alternative C) would affect the least number of historic properties. The two historic properties that would be adversely affected by this alternative are the Chesapeake Bay Bridge (AA-47-48) and Skidmore (AA-2594).

The MDTA will execute a PA to resolve adverse effects, as described at 36 CFR §800.14[b]. The PA provides for the resolution of adverse effects to historic properties, and establishes procedures for continued consultation as design advances, including additional historic properties identification for in-water portions of the Preferred Alternative LOD, any stream and wetland mitigation sites, or future expansion of the APE or archaeological survey area. Under oversight of FHWA, the MDTA will implement the terms of the PA as the project continues following the ROD.

With FHWA, the MDTA will conduct consultation to identify mitigation to include in the PA for historic properties that would be adversely affected, first focusing on the properties adversely affected by the MDTA-RPA. These properties are also affected by all Build Alternatives. Should

another alternative be the Selected Alternative, further consultation will be necessary to identify mitigation, minimization, or avoidance commitments for the properties impacted by the other build alternatives. MDTA will continue to evaluate design adjustments to avoid adverse effects. Mitigation for adverse effects to historic properties will be determined through the ongoing consultation process. Identified mitigation must be reasonable, feasible, and commensurate with the effect on the historic properties. The PA will include provisions for avoidance, minimization, or mitigation of adverse effects should any underwater archaeological resources be determined NRHP-eligible.

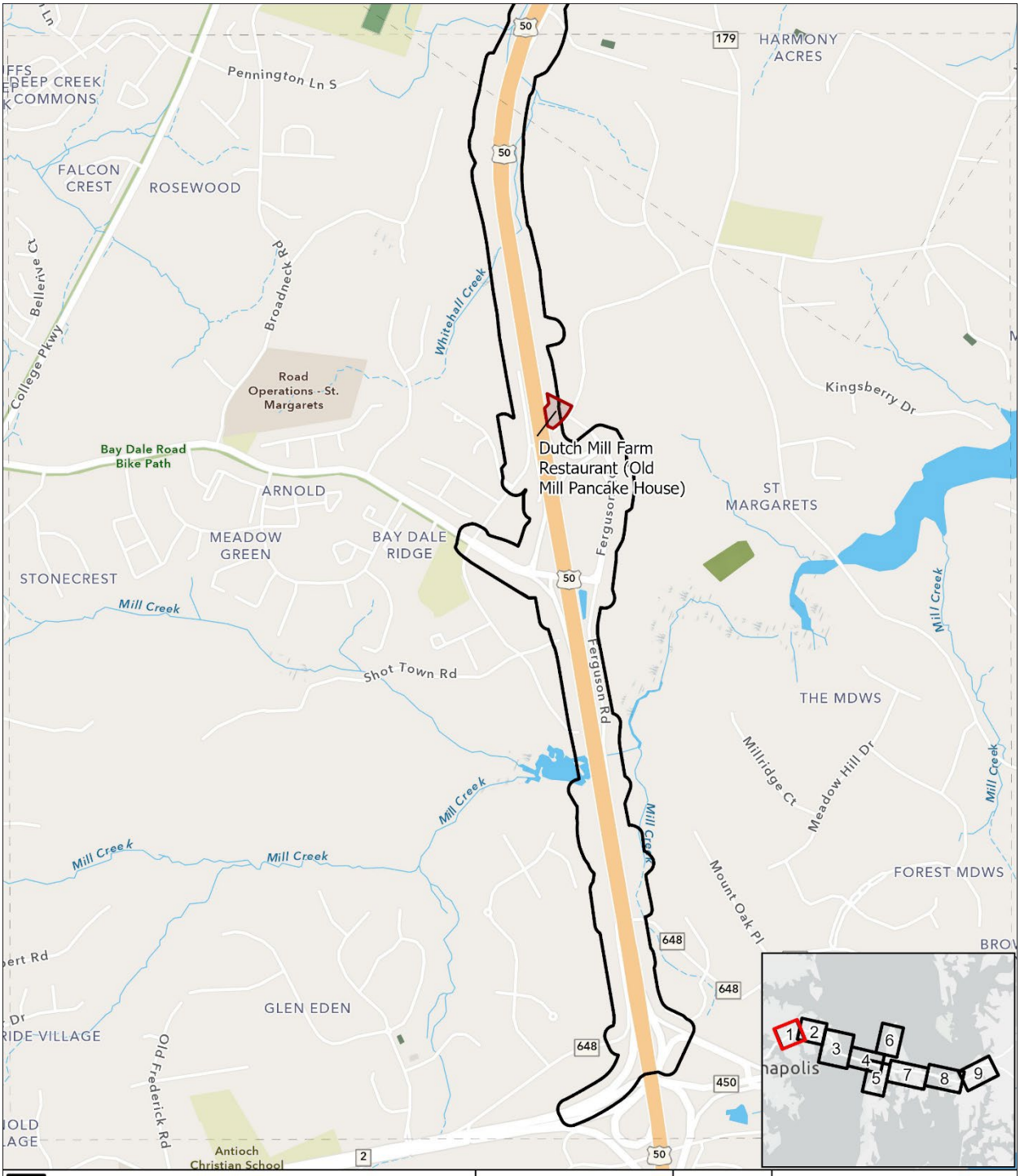
If Alternative D, E, F, or G is advanced, Gardner Family Cemetery will be subject to more delineation, evaluation, and treatment (including exploration of avoidance options) under the PA. The MDTA will work to avoid or minimize impacts and coordinate with affected communities on treatment of cemeteries regardless of NRHP eligibility. The PA will include mandatory procedures in the event of inadvertent discovery of archaeological resources or human remains in addition to further evaluation of known resources.

5 REFERENCES

MDTA. 2024. *Chesapeake Bay Crossing Study Tier 2 Cultural Resources Gap Analysis Technical Report.* April 2024.

APPENDIX A:

Area of Potential Effects, Archaeology Survey Area, and Historic Properties Map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Restaurant (Old
Mill Pancake House)
Pennington Ln S
DEEP CREEK
COMMONS
FALCON
CREST
ROSEWOOD
Bellerive Ct
College Pkwy
Broadneck Rd
Whitehall Creek
Road
Operations - St.
Margarets
Bay Dale Road
Bike Path
ARNOLD
MEADOW
GREEN
BAY DALE
RIDGE
STONECREST
Mill Creek
Shot Town Rd
Ferguson Rd
HARMONY
ACRES
Kingsberry Dr
ST
MARGARETS
THE MDWS
Millridge Ct
Meadow Hill Dr
FOREST MDWS
Mount Oak Pl
GLEN EDEN
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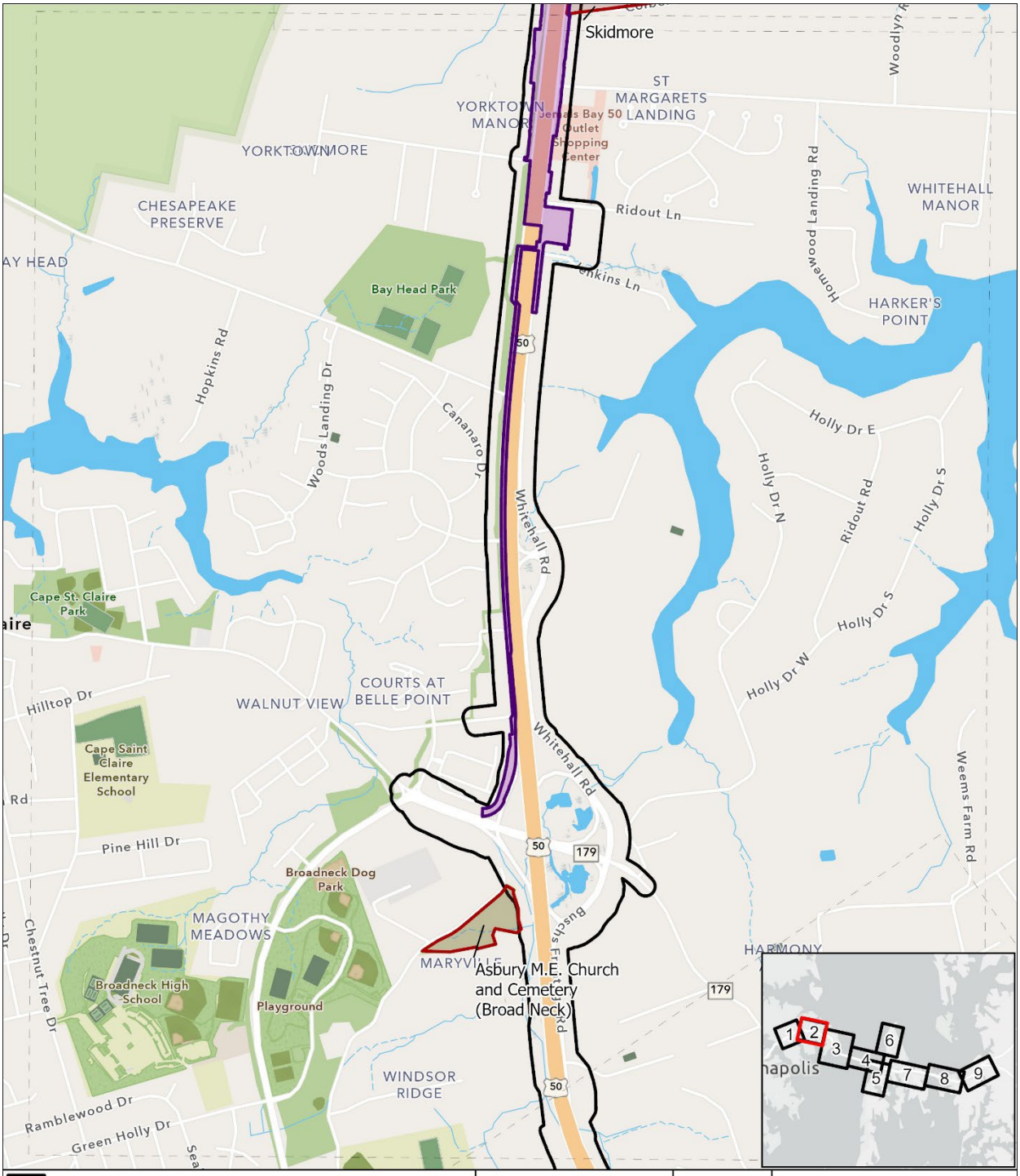
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Seven Seas Bay 50 Outlet Shopping Center
CHESAPEAKE PRESERVE
WHITEHALL MANOR
Ridout Ln
Jenkins Ln
Bay Head Park
HARKER'S POINT
Hopkins Rd
Woods Landing Dr
Cananaro Dr
Whitehall Rd
Holly Dr E
Holly Dr N
Ridout Rd
Holly Dr S
Cape St. Claire Park
COURTS AT BELLE POINT
WALNUT VIEW
Hilltop Dr
Cape Saint Claire Elementary School
Pine Hill Dr
Broadneck Dog Park
MAGOTHY MEADOWS
Broadneck High School
Playground
Chestnut Tree Dr
MARYVILLE
Asbury M.E. Church and Cemetery (Broad Neck)
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HARMONY
WINDSOR RIDGE
Ramblewood Dr
Green Holly Dr
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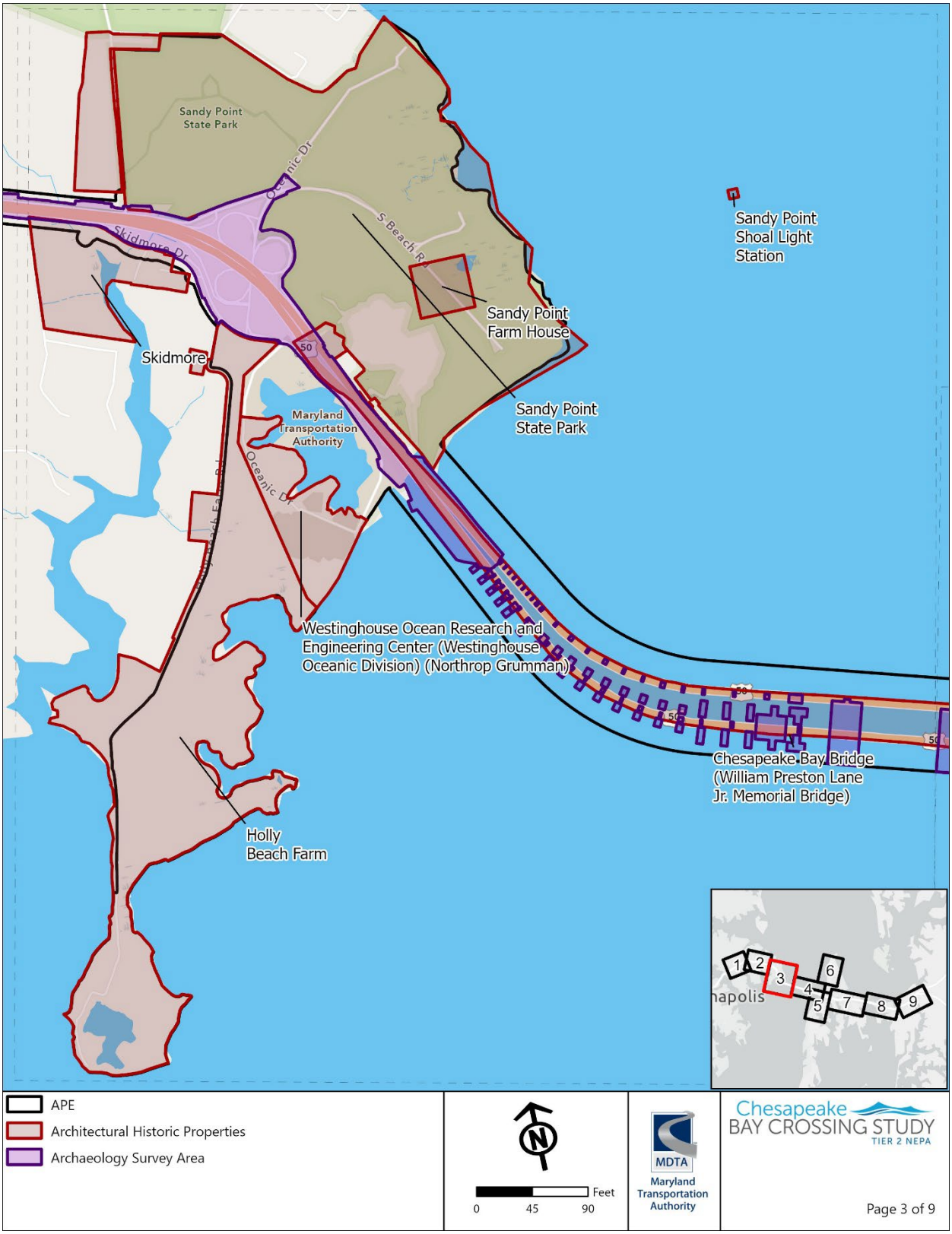
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Skidmore Dr
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Sandy Point Shoal Light Station
Sandy Point Farm House
Skidmore
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Sandy Point State Park
Oceanic Dr
Westinghouse Ocean Research and Engineering Center (Westinghouse Oceanic Division) (Northrop Grumman)
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Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)
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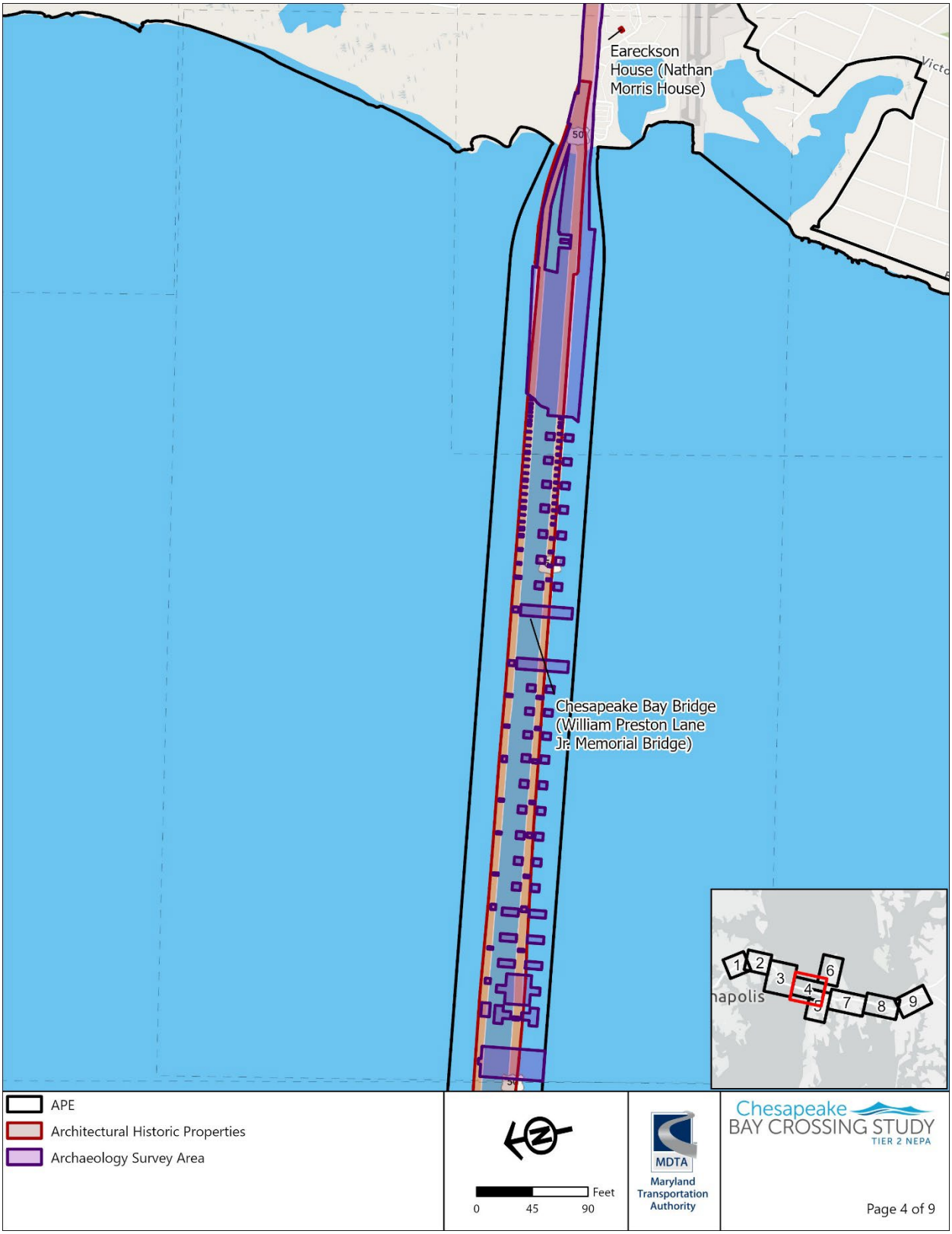
Eareckson House (Nathan Morris House)
Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)
1
2
3
4
5
6
7
8
9
APE
Architectural Historic Properties
Archaeology Survey Area
Feet
0
45
90
MDTA
Maryland Transportation Authority
Chesapeake BAY CROSSING STUDY
TIER 2 NEPA
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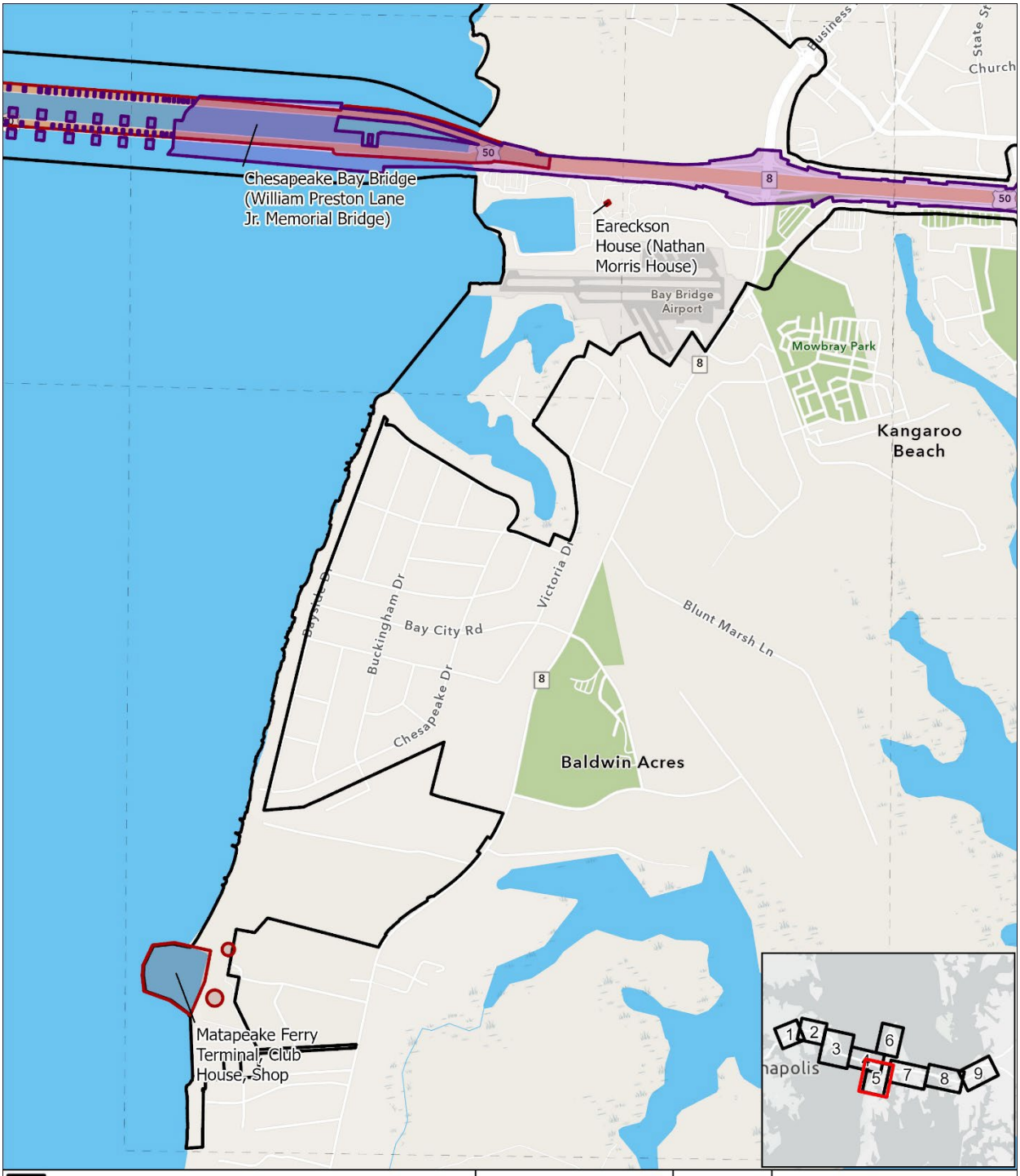
Chesapeake Bay Bridge (William Preston Lane Jr. Memorial Bridge)
Eareckson House (Nathan Morris House)
Bay Bridge Airport
Mowbray Park
Kangaroo Beach
Bay City Rd
Buckingham Dr
Chesapeake Dr
Victoria Dr
Blunt Marsh Ln
Baldwin Acres
Matapeake Ferry Terminal, Club House, Shop
50
8
APE
Architectural Historic Properties
Archaeology Survey Area
Feet
0
45
90
MDTA
Maryland Transportation Authority
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Pier Ave
Love Point
18
Ghandi Ln
River Shore Ln
Bay Ridge Dr
Mylander Ln
William E. Denny Farm
McLeod Ln
Sweetbriar Ln
Simmons Ln
Harward Ln
Chamberlin Ln
Old Steamship Rd
Grollman Rd
Blue Bay Rd
Belle Vue (Blue Bay Farm)
View
Monroe Manor
Nichols Manor Dr
Kimberly Way
Cloverfields Dr
Old Love Point
Lots Rd
Mason Rd
Price Farm Ln
Clayland Price Farm
Stevensville
Walker Rd
1
2
3
4
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APE
Architectural Historic Properties
N
Feet
0
45
90
MDTA
Maryland Transportation Authority
Chesapeake BAY CROSSING STUDY
TIER 2 NEPA
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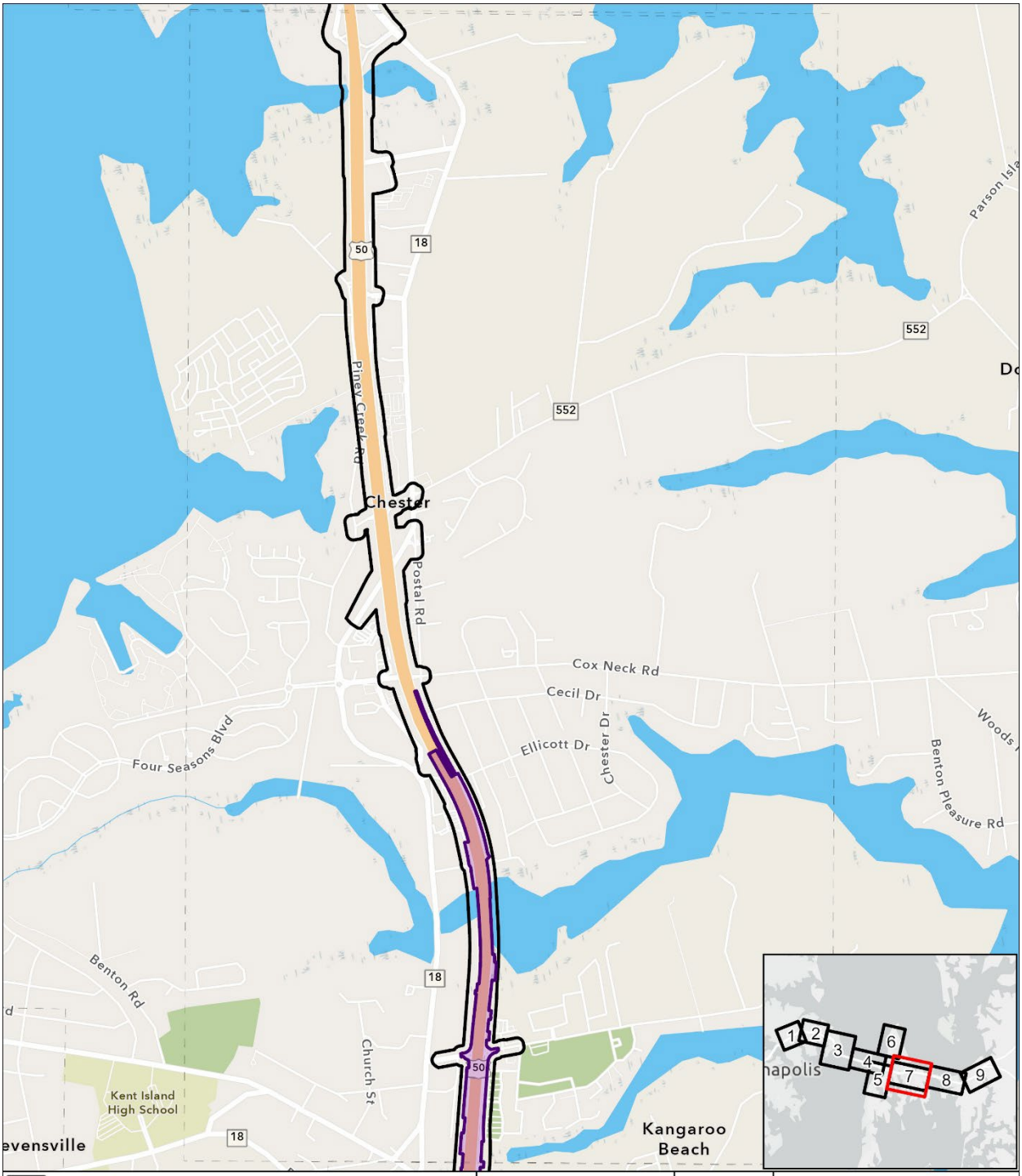
50
18
552
Piney Creek Rd
Chester
Postal Rd
Cox Neck Rd
Cecil Dr
Ellicott Dr
Chester Dr
Four Seasons Blvd
Benton Pleasure Rd
Benton Rd
Church St
Kent Island High School
Kangaroo Beach
Parson Isl
Woods
APE
Archaeology Survey Area
Feet
0
45
90
MDTA
Maryland Transportation Authority
Chesapeake BAY CROSSING STUDY
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Hisse
18
18
Perrys Corner Rd
Chester River Dr
Grasonville
Saddler Rd
Discovery Ln
50
18
Kent Narrows
18
SHA Bridge
No. 1700600
18
Piney Narrows
Yacht Haven
napolis
1
2
3
4
5
6
7
8
9
APE
Architectural Historic Properties
Feet
0
45
90
MDTA
Maryland
Transportation
Authority
Chesapeake
BAY CROSSING STUDY
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Queenstown
456
656
18
Queenstown Premium Outlets
Mainbrace
Surrey Dr
Sportsman Neck Rd
Hickory Ridge
301
Links Ln
301
River Bend Estates
Atlantic Golf at Queenstown Harbor
Wye Harbor
Governor Grayson Manor
Bennett Point Rd
50
Blackbeard Rd
18
Walsey Creek
Nesbitt Rd
Hissey Rd
napolis
1
2
3
4
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APE
Feet
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90
MDTA
Maryland Transportation Authority
Chesapeake BAY CROSSING STUDY
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