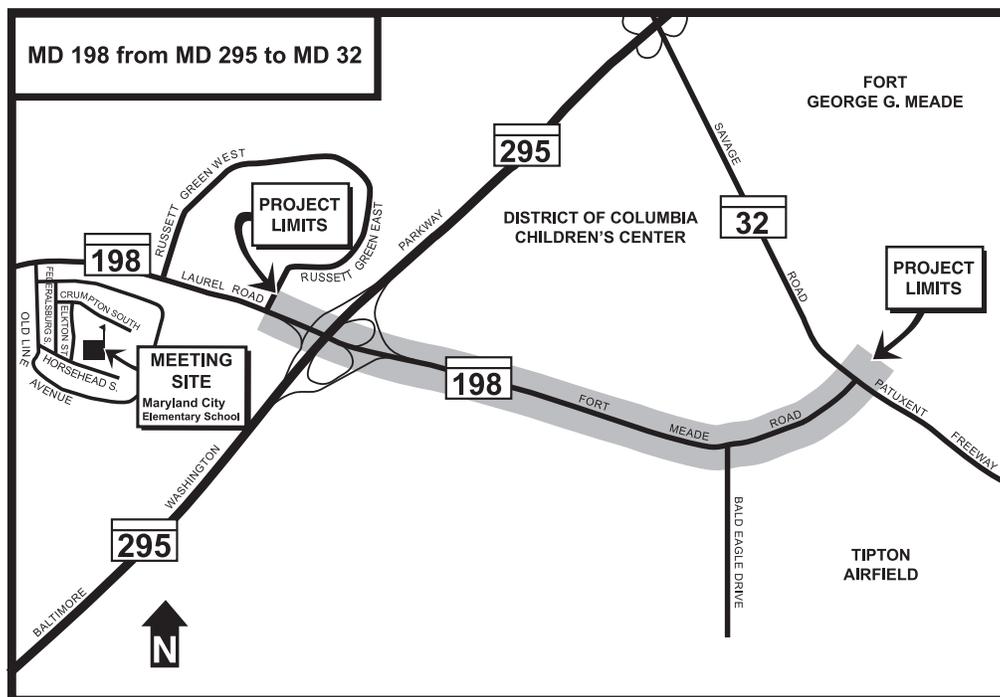


MD 198 from MD 295 to MD 32 Project Planning Study

ALTERNATES Public Workshop



Tuesday, June 24, 2008
5:00 P.M. – 8:00 P.M.
Maryland City Elementary School
3359 Crumpton South
Laurel, Maryland 20724

Project No. AA510M11



Maryland Department
of Transportation
State Highway Administration



US Department of Transportation
Federal Highway Administration

PROJECT PLANNING TEAM

Questions or comments following the workshop may be directed to any of the team members listed below:

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INTRODUCTION

The Maryland State Highway Administration (SHA), in conjunction with the Federal Highway Administration (FHWA), is conducting a project planning study along the MD 198 (Laurel-Fort Meade Road) corridor. The study limits extend from west of MD 295 (Baltimore-Washington Parkway) at Russett Green East to MD 32 (Mapes Road/Savage Road), a distance of approximately 3.5 miles. The project area is located in northwestern Anne Arundel County, between Baltimore City and Washington, D.C.

PURPOSE OF THE STUDY

The purpose of the MD 198 Project Planning Study is to improve existing capacity and traffic operations, enhance access to Fort George G. Meade Military Reservation (Fort Meade), and increase vehicular, bicycle, and pedestrian safety along MD 198, while supporting existing and planned development in the area. MD 198 provides direct access to Fort Meade from MD 32, MD 295, and points south and west of the study area.

PURPOSE OF THE WORKSHOP

The purpose of the Alternates Public Workshop, which will be held on Tuesday, June 24, 2008, at Maryland City Elementary School, is to familiarize interested citizens with the project planning process and the project's purpose and need, present current findings of the environmental studies, and display the preliminary alternatives.

The workshop is being presented in an interactive open-house format. Each attendee will be able to conduct a self-paced review of important project information. You will have the opportunity to visit project displays that include maps depicting the preliminary alternatives under consideration, traffic data, and environmental impacts. Project team members will be available to receive comments and answer questions; however, there will be no formal presentation at this workshop.

The public is also encouraged to provide input on the range of alternatives for this project. The project team will use those comments to help determine which of the alternatives will be carried to the next phase of study for detailed analysis.

PROJECT HISTORY

The area around Fort Meade is one of the fastest-growing areas of Anne Arundel County. When combined, Fort Meade and the National Security Agency (NSA), a tenant of Fort Meade, represent the largest employers in the State of Maryland. Fort Meade's workforce comprises more than 39,000 military, civilian, and contractor personnel. As a result of the 2005 Base Realignment and Closure (BRAC) process, Fort Meade and the surrounding area are expected to experience considerable growth.

MD 198 provides a continuous connection between the City of Laurel and its suburbs with Fort Meade. The Laurel area has been a traditional community of Fort Meade, a relationship that will continue as Fort Meade and its various tenant organizations increase in population and employment. Traffic from the Odenton area uses MD 198 to travel to the Baltimore-Washington Parkway (especially southbound) toward the Capital Beltway and the Washington Metropolitan area.

In addition to job growth, the study area is expected to experience substantial increases in population, housing, commercial activity, and vehicular traffic as a result of BRAC. This study will address projected operational and safety deficiencies resulting from the expected growth.

In a letter dated June 27, 2006, the Anne Arundel County Executive requested that SHA initiate a Project Planning Study for MD 198, noting the need to address these BRAC-associated traffic impacts. The letter noted that funding for the planning study had also been allocated in the County's Capital Improvement Program. Once SHA and the County reached an agreement under which the County would fund 100% of the Project Planning costs, the project was initiated. The MD 198 project is consistent with the goals

PROJECT MAILING LIST

Persons wishing to have their names placed on the project mailing list may do so by completing the enclosed mailer or by giving appropriate information to the receptionist at the workshop. If you have previously submitted your name and address by postcard or other means, or if you have received this brochure in the mail, you are already on the project mailing list and do not need to resubmit your name and address.

PROGRAM STATUS

The MD 198 Project Planning Study is included in the Development and Evaluation Program of the Fiscal Year 2008-2013 CTP and is funded for Project Planning only.

If a build alternative is selected and the project's location and design are approved, the project may become eligible for future funding for Final Design, Right-of Way Acquisition, and Construction.

HOW TO PROVIDE COMMENTS ON THE PROJECT

The public is encouraged to participate in the workshop to ensure citizen input during the project planning process. These studies are preliminary, and appropriate changes can be made after comments from the public are received and evaluated. You may choose any or all of the following methods to provide suggestions to the project team:

- Provide verbal or written comments to project team representatives;
- Fill out the pre-addressed, postage-paid comment form included in this brochure; or
- Contact Ms. Danielle Edmonds, SHA Assistant Project Manager, at (410) 545-8516, toll-free at 1-800-548-5026, or email at dedmonds@sha.state.md.us.

CONTEXT-SENSITIVE SOLUTIONS

The project team will incorporate ideas from public comments received as a result of the workshop sessions and from comment cards, letters, and emails. SHA will continue to coordinate with representatives from Anne Arundel County and Fort Meade to further develop or refine the alternatives to incorporate Context Sensitive Solutions (CSS) concepts, wherever possible. This effort is an SHA initiative to preserve and enhance the community's character while improving transportation in the area.

CSS concepts address the following:

- Pedestrian and bicycle circulation and safety
- Local residential and business traffic circulation
- Disturbance to traffic circulation during construction
- Access to mass transit

- Reduction of right-of-way impacts
- Effects on response times of police, fire, and other emergency services providers
- Aesthetics/landscape/streetscape opportunities

Please use the comment card included in the brochure to provide your thoughts and suggestions on matters relating to Context Sensitive Solutions. Your comments will help ensure that the proposed alternatives for improvements to the study area reflect the community’s local character and aesthetic preferences.

EXISTING CONDITIONS

Within the project limits, MD 198 is generally a two-lane open roadway with 10-foot-wide shoulders and no access control. Approaching the MD 295 and MD 32 interchanges at the western and eastern termini, the roadway widens to four lanes.

At the western end of the study limits, MD 198 connects to MD 295 via a partial cloverleaf interchange. Through the interchange area MD 198 is a four-lane divided roadway. West

of the MD 295 interchange, MD 198 is a six-lane divided closed section.

At the eastern terminus, MD 198 connects to MD 32 via a diamond interchange. Roundabouts are located at each of the ramp termini. From just west of Airfield Road to the roundabout at the intersection with the MD 32 eastbound ramps, MD 198 is a four-lane divided roadway. A three-lane bridge carries traffic over MD 32 to the roundabout at the intersection with the westbound MD 32 ramps (See Table 1, below).

Signalized intersections within the study limits are located at the MD 198 intersections with Red Clay Road/Russett Green West and Corridor Market Place/Russett Green East west of the MD 295 interchange; and at Airfield Road (half-signal) near the MD 32 interchange. Other intersecting public streets include Arundel Gateway Boulevard, MD 216B (Old Portland Road), Welch’s Court, and Waters Road. In addition, there are several private driveways and commercial entrances with direct access to MD 198.

MD 198 – Existing Roadway Characteristics					
MD 198 Segments (West to East)	Posted Speed	No. of Lanes	Divided/Undivided	Median Type	Shoulder/*Wide Curb Lane
West of MD 295 Interchange	40	6	Divided	Open	Wide-curb lane
Through MD 295 Interchange Area	40	4	Divided	Open	10' Shoulder
East of MD 295 Interchange Area to Bald Eagle Drive	50	2	Undivided	None	10' Shoulder
Bald Eagle Drive to Little Patuxent River	40	2	Undivided	None	None
Little Patuxent River to Just West of Airfield Road	40	2	Undivided	None	10' Shoulder
Just West of Airfield Road to Bridge over MD 32	40	4	Divided	Closed	10' Shoulder
Bridge over MD 32	40	3	Undivided	None	None
East of MD 32 Interchange	40	4	Undivided	None	None

Table 1
*Relates to bicycle compatibility

PROJECT NEED

Background

Very little development occurred in the study area until 1917, when the United States War Department acquired 19,000 acres of land west of Odenton and built Fort Meade. The focus of Fort Meade expanded in the 1950s with the establishment of NSA. Originally a training and deployment center, Fort Meade is currently transitioning to an information and administrative center, and has experienced recent employment growth as a result of the new Environmental Protection Agency (EPA) and Library of Congress buildings located on the base. By 2010, approximately 5,300 new on-base jobs are expected to be relocated to Fort Meade, along with 7,500 new jobs at NSA. As many as 20,000 private sector jobs are anticipated as a result of the new federal installations and would be located on and in the vicinity of Fort Meade.

Fort Meade is generally within an area bounded by MD 295, an access-controlled freeway, to the west; MD 175, an urban arterial, to the north; and MD 32, an access-controlled freeway, to the south. Access to the Fort is limited to three gates off MD 175 and MD 198, which crosses over MD 32 at a grade-separated interchange and provides direct access to Fort Meade from the south. Additional traffic generated by BRAC-related growth will be channeled via these routes to Fort Meade and NSA.

This study will investigate a variety of approaches to facilitate the anticipated traffic volumes from planned and future development in and around the study area and attempt to enhance vehicular, bicycle, and pedestrian safety along MD 198. Further, this study will focus on traffic operations through the two interchanges at each of the termini of the project limits.

Traffic Operations

A Level of Service (LOS) analysis was conducted for existing (2006) and forecasted (2030) No-Build conditions for the study area intersections. LOS is a measure of the congestion experienced by drivers and ranges

from “A” (free flow with little or no congestion) to “F” (failure with stop-and-go conditions). LOS is normally computed for the peak periods of a typical weekday, with LOS D (approaching unstable flow) or better generally considered acceptable for intersections or highways in urban and suburban areas. At LOS E, volumes are near or at capacity. Once an intersection surpasses its theoretical capacity, extensive delay begins. LOS F represents conditions where demand exceeds capacity and where there are operational breakdowns with stop-and-go traffic and extremely long delays at signalized and unsignalized intersections.

The 2006 LOS analysis shows that the study area intersections have LOS that ranges from “A” to “F”, with four intersections operating at failing LOS in either the AM or PM peak hours (See Table 2, page 5). In the 2030 design year, nine intersections will have failing LOS in both the AM and PM peak hours (See Table 3, page 5).

Existing 2006 Average Daily Traffic (ADT) volumes along MD 198 between MD 295 and MD 32 are relatively even throughout, ranging from 21,600 to 24,000 vehicles per day (VPD). Just west of the MD 295 interchange, the existing ADT is considerably higher, at 43,100 VPD. ADT drops to 7,900 VPD just east of the MD 32 interchange at the entrance to Fort Meade. The percentage of trucks along MD 198 between MD 295 and MD 32 is 7%. West of MD 295, the truck percentage is 3%.

Safety

SHA completed a crash analysis for the three-year period from January 1, 2003 – December 31, 2005. Rates for all crash types on MD 198 from west of MD 295 (Clay Road/Russett Green West) to the Little Patuxent River (2.5 miles) fall within acceptable parameters for similar type highways. Wet-surface crashes occur at a rate slightly higher than the statewide average for similar type highways. Other accident types include rear-end, sideswipe, fixed object, left turn, angle, and parked vehicles. One pedestrian accident resulting in injury occurred near Russett Green West. A total of 155 crashes, resulting in one fatality

and 87 injuries, was reported within the limits of the crash analysis. Except for the fatality, which occurred in the MD 295 interchange area, most of these crashes occurred at the western end of the study area, from the Clay Road/ Russett Green West intersection through the MD 295 interchange area, where volumes are much higher.

Intermodal Connectivity

There is currently no bus service along MD 198 between MD 295 and MD 32. The Corridor Transportation Corporation (CTC) provides bus transit service along the MD 198 corridor, west of MD 295 in Maryland City.

Tipton Airport, located along the south side of MD 198 near the interchange with MD 32, is a former U.S. Army airfield designated for privatization by the 1988 Base Realignment and Closure Act. The airport closed in 1995,

reopened in 1999, and is operated today by the Tipton Airport Authority. The Authority plans to convert the airport to a state-of-the-art general aviation facility that will have strong community presence and serve as a home to sport, recreational, private, and business aircraft.

MARC Commuter Train service is provided at either end of the project area. East of the project area, the Odenton MARC Station, which operates on the Penn Line, is located near the MD 32/MD 175 interchange.

Anne Arundel and Howard counties are developing a Central Maryland Transit/ Maintenance Facility to be located on a Fort Meade site (outside the Fort's security area) adjacent to Tipton Airport. The ongoing study will look at the potential for a park-and-ride facility to accommodate bus service onto Fort Meade.

2006 Existing Level of Service (LOS)		
Intersection of MD 198 and (from west to east)	AM LOS	PM LOS
Market Place Corridor / Russett Green East	B	C
Tischer Entrance	F	F
Ourisman Entrance	F	F
Arundel Gateway	A	B
MD 216B (Old Portland Road)	E	D
Welch's Court	E	F
Gate Access (Children's Center)	B	D
Bald Eagle Drive	A	F
Airfield Road	A	A
MD 32 Eastbound Ramps	A	A
MD 32 Westbound Ramps	B	A

Table 2

2030 No-Build Level of Service (LOS)		
Intersection of MD 198 and (from west to east)	AM LOS	PM LOS
Market Place Corridor / Russett Green East	D	F
Tischer Entrance	F	F
Ourisman Entrance	F	F
Arundel Gateway	C	C
MD 216B (Old Portland Road)	F	F
Welch's Court	F	F
Gate Access (Children's Center)	C	F
Bald Eagle Drive	C	F
Airfield Road	B	C
MD 32 Eastbound Ramps	F	A
MD 32 Westbound Ramps	F	F

Table 3

ALTERNATIVES CURRENTLY UNDER CONSIDERATION

Alternative 1 – No-Build

No major improvements are proposed under Alternative 1, the No-Build Alternative. Minor short-term improvements would occur as part of routine maintenance and safety operations. The No-Build Alternative does not address future traffic concerns or the purpose and need for the project. It serves as a baseline for comparing the impacts and benefits associated with the proposed build alternatives.

Alternative 2 – Transportation Systems Management (TSM)

Transportation Systems Management (TSM) strategies optimize the existing transportation system by providing improvements with minimal capital cost and few environmental impacts. TSM strategies being considered for this corridor include:

- Improvements to the off-ramps – improving ramps from MD 295 to MD 198 to alleviate driver confusion and increase merge distance
- Access management – combining several driveways and access points along MD 198 to allow fewer turns off the main road
- Left-turn lanes – including left-turn lanes for combined access points to decrease conflicts between left-turn and through movements

Alternative 3 – Divided Roadway with Off-Road, Shared-Use Facility

This alternative provides two lanes in both directions (eastbound and westbound), divided by a 20-foot-wide grass median. On-road bicycle facilities adjacent to the outside travel lane are provided in both directions. A five-foot-wide grass buffer along the south side curb separates the on-road bicycle lane from the shared-use pedestrian/bicycle path. The roadway's existing northern edge will be held, and widening will occur along the roadway's south side.

Alternative 4 – Divided Roadway with Off-Road, Shared-Use Facility and a Sidewalk

This alternative is identical to Alternative 3, with the addition of a sidewalk along the northern edge of the roadway. The sidewalk will be separated from the curb by a five-foot-wide grass buffer.

MD 198 AT MD 32 INTERCHANGE OPTIONS

Option A – Flyover Ramp Option

The Flyover Ramp Option maintains the existing configuration of the MD 198 / MD 32 interchange, but allows its use by traffic from northbound MD 32 to westbound MD 198, completely separating this traffic from the roundabouts. All other traffic passing through the interchange, with the exception of trucks traveling to Fort Meade, would operate as it does today. Trucks and other delivery vehicles that currently enter Fort Meade by taking the roundabout to the MD 32 exit ramp would instead take the first right out of the roundabout to a trucks-only turn lane off the access road into Fort Meade. Vehicles following this route would be taken out of the roundabouts, but still engage in an operation similar to the one they experience under existing conditions for the entrance to Fort Meade.

Option B – Loop Ramp Option

The Loop Ramp Option maintains the existing configuration for the southern portion of the MD 198 / MD 32 interchange (the existing roundabout closest to Tipton Airport). However, the northern portion (the ramps closest to Fort Meade) is reconfigured. The existing roundabout is removed and replaced with a signalized intersection. All traffic traveling from northbound MD 32 to Fort Meade would use the same ramp it uses today. All traffic traveling from northbound MD 32 to westbound MD 198 would use the proposed loop ramp, a configuration that separates traffic departing Fort Meade from traffic heading toward Laurel.

Option C – Diamond Interchange at Existing Bridge Option

The Diamond Interchange at Existing Bridge Option reconfigures the existing MD 198/ MD 32 interchange from two roundabouts to two signalized intersections.

Option D – Two Bridge Option

The Two Bridge Option maintains the existing MD 198 / MD 32 interchange configuration and adds a second crossing of MD 32 with access to Fort Meade. As under existing conditions, vehicles would exit northbound MD 32 via the ramp to the roundabout, choosing their direction as they travel through the roundabout. Vehicles coming from eastbound MD 198 would use the second crossing of MD 32 to access Fort Meade.

Option E – Diamond Interchange with New Bridge Option

The Diamond Interchange with New Bridge is similar to the Diamond Interchange at Existing Bridge Option: it creates two signalized intersections along either side of MD 32 for vehicles exiting and entering MD 32 from MD 198. However, the crossing of MD 32 has been moved to a new bridge location to allow a more direct connection. Under this option, Airfield Road would be reconfigured to provide access to MD 198.

ENVIRONMENTAL SUMMARY

An environmental inventory was conducted to identify socio-economic, cultural and natural environmental resources within the project area. A preliminary assessment of impacts which could result from the alternatives under consideration is included in the Summary of Impacts (See Table 4). Detailed analysis of noise, air quality, natural environmental and community impacts, and other analyses will be completed following the selection of alternatives retained for detailed study.

Socioeconomic Resources

The MD 198 project is consistent with the Anne Arundel County General Development Plan (1997), the Jessup/Maryland City Small Area Plan (2004), and the Odenton Small Area Plan (2003). Existing land use along the corridor consists primarily of industrial, commercial, and residential. Future land use plans reflect expansion in residential land uses.

The project area is located entirely within a designated Priority Funding Area (PFA). Under Maryland's Smart Growth Legislation, state funding for growth-related projects is directed to areas designated by state and local governments as PFAs.

The Patuxent Wildlife Refuge, a publicly owned wildlife refuge with associated recreational facilities, is located in the project area. No impacts are anticipated to the refuge; however, a portion of the property located between the MD 198 roadway and the ball fields may be impacted by the build alternatives. The property is owned by Fort Meade and is unofficially used for additional parking at the ball fields. There are no other publicly owned parks or recreation areas in the project area.

Depending upon the alternative chosen, between 42 and 58 acres of right-of-way may be required. Currently, two commercial property displacements are anticipated with the build alternatives under consideration.

In compliance with Executive Order (EO) 12898 "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations," SHA is taking steps to identify and avoid disproportionately high and adverse effects on minority and low-income populations throughout the project area. Review of census data and supplemental information indicates that minority or low-income populations may exist in the project area.

Cultural Resources

In accordance with the Section 106 procedures of the National Historic Preservation Act, this workshop provides the opportunity for public input regarding impacts to historic properties.

Summary of Potential Environmental Impacts

Category	MD 198 Main Line Alternatives				MD 198 / MD 32 Interchange Options				
	1	2	3	4	A	B	C	D	E
Community Effects									
1. Potential Displacements (No.)									
A. Residential	0	0	0	0	0	0	0	0	0
B. Commercial	0	0	2	2	0	0	0	0	0
Total	0	0	2	2	0	0	0	0	0
2. Properties Affected (No.)									
A. Residential	0	0	2	2	0	0	0	0	0
B. Commercial	0	0	28	28	2	2	2	2	2
C. Fort Meade Property	0	0	1	1	4	4	4	5	4
D. Tipton Airport Authority	0	0	0	0	2	2	2	2	2
Total	0	0	31	31	8	8	8	9	8
3. Right-of-Way Required (Acres)									
A. Residential	0	0	1	1	0	0	0	0	0
B. Commercial	0	0	28-32	28-32	13-18	18-23	15-20	15-20	20-25
Total	0	0	29-33	29-33	13-18	18-23	15-20	15-20	20-25
Cultural Resources									
National Register Listed & Eligible	0	0	0	0	0	0	0	0	0
Natural Environment									
Wetlands (Acres)	0	0	1-3	1-3	9-11	10-12	9-11	9-11	5-7
Wetlands of Special State Concern (Acres)	0	0	0	0	1-2	1-2	1-2	1-2	1-2
Total Wetlands (Acres)	0	0	1-3	1-3	10-13	11-14	10-13	10-13	6-9
Stream Crossings (No.)	0	0	1	1	2	2	2	2	2
Stream Impacts (Linear Feet)	0	0	100-125	100-125	1,260-1,285	1,260-1,285	1,380-1,405	750-775	1,200-1,225
100-Year Floodplain (Acres)	0	0	2-4	2-4	4-6	4-6	4-6	4-6	4-6
Woodland (Acres)	0	0	15-20	15-20	10-15	15-20	12-17	7-12	10-15
Parks (Acres) ¹	0	0	5	5	0	0	0	0	0

Table 4

¹ MD 198 crossing of the Baltimore-Washington Parkway is owned by the National Park Service, therefore improvements on the roadway in this location are considered park impacts.

In consultation with the Maryland Historical Trust (MHT), SHA has assessed the potential for archeological resources along the study corridor. While there is low archeological potential for the MD 295 portion of the project area, high archeological potential exists for undisturbed areas on the eastern side of the project area in the vicinity of MD 32. Further archeological investigations will be initiated once alternatives are retained for detailed study.

The Baltimore-Washington Parkway and/or its associated land is owned by the National Park Service. The Baltimore-Washington Parkway, located within the project area, is a historic property listed on the National Register of Historic Places (NRHP). Up to five acres of the Baltimore-Washington Parkway may be required for any build alternatives. SHA will continue coordination with MHT to determine the effect of the various alternatives on significant historic properties.

Natural Environmental Resources

The project area is located within the Little Patuxent River watershed. The Little Patuxent River, with associated 100-year floodplains and unnamed tributaries, is designated a State Wild and Scenic River, and a portion south of MD 198 is also designated as a Nontidal Wetland of Special State Concern. The Little Patuxent River floodplain, south of MD 198, is also designated as a Nontidal Wetland of Special State Concern. The Little Patuxent River is classified as Use I-P waters (protection of fish and aquatic life and contact recreation, including drinking water) by the Department of Natural Resources (DNR) with an instream work prohibition period of March 1 to June 15, inclusive. There are approximately three existing stream crossings of MD 198 in the study area, and approximately 850-1,530 linear feet of streams could be impacted.

An initial wetland review has identified the presence of several palustrine forested/emergent wetland systems within the study area. Up to 17 acres of palustrine wetland impacts may occur. Permits will be required from the U.S. Army Corps of Engineers and MDE for aquatic resource impacts. Stormwater management and sediment and erosion control plans to minimize impacts to

water quality will be prepared and implemented in accordance with MDE regulations.

Approximately 22-40 acres of woodland impacts are anticipated depending on the alternative chosen. Coordination with DNR will be required to comply with forest conservation regulations.

Through coordination with the U.S. Fish and Wildlife Service (USFWS) and DNR, no federally listed rare, threatened, or endangered species were identified in the project area. However, DNR's records show that anadromous fish, as well as the Glassy Darter, a State-listed threatened species, are known to exist in Little Patuxent River south of MD 198 - one of only two locations in the State of Maryland where the Glassy Darter is known to exist. Further coordination with USFWS and DNR to identify and determine the potential for impacts to these species will occur once alternatives are selected for detailed study.

Several facilities along the MD 198 corridor may generate, handle, or store hazardous materials (e.g., gas station, car maintenance shop, or auto salvage yard). Coordination will be initiated with MDE and an Initial Site Assessment will be conducted to identify and determine the potential for impacting sites with hazardous materials once alternatives are selected for detailed study.

RELATED TRANSPORTATION PROJECTS

- Project planning is underway for improvements to MD 175 (Annapolis Road) from MD 295 to MD 170 and is expected to be completed in Spring 2009. The project is funded for the Project Planning phase only. The Final Design, Right-of-Way Acquisition, and Construction phases have not been funded at this time. A public hearing for this project has been scheduled for June 26, 2008.

- Anne Arundel and Howard counties are developing a Central Maryland Transit/Maintenance Facility to be located on a Fort Meade site (outside the Fort's security area) adjacent to Tipton Airport.
- Anne Arundel County, in cooperation with the Maryland Transit Administration (MTA), is updating the County's five-year Transit Development Plan (TDP) to reflect future BRAC-related growth.

Ms. Jennifer Jenkins, Director
 Office of Equal Opportunity
 Maryland State Highway Administration
 Mailstop C-301
 707 N. Calvert Street
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 Telephone: (410) 545-0315
 Toll-free within Maryland: 1-888-545-0098
 Email: jjenkins4@sha.state.md.us

REMAINING STEPS IN THE PROJECT PLANNING PROCESS

The following steps are required to complete the Project Planning Process:

- Evaluate and address public and agency comments resulting from existing studies and the Alternates Public Workshop (July/August 2008)
- Identify alternatives for detailed study and complete detailed engineering/environmental analysis (Fall 2008)
- Complete draft environmental document and conduct Location/Design Public Hearing (Fall 2009)
- Identify the SHA Preferred Alternative and Conceptual Mitigation (Winter 2010)
- Prepare final environmental document and obtain Location/Design Approval (Winter 2011)

NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAMS

For information concerning non-discrimination in federally assisted and State-aid programs, please contact:

RIGHT-OF-WAY AND RELOCATION

The proposed project may require additional right-of-way. Residential and commercial relocations may be required. For information regarding right-of-way acquisition and relocation assistance, please contact:

Ms. Susan K. Bauer, Chief
 District 5, Office of Real Estate
 Maryland State Highway Administration
 138 Defense Highway
 Annapolis, MD 21401
 Telephone: (410) 841-1057
 Toll-free within Maryland: 1-800-331-5603
 Email: sbauer@sha.state.md.us

MEDIA USED FOR MEETING NOTIFICATION

An advertisement appeared in the following newspapers to announce the Alternates Public Workshop:

- The Capital
- The Sun (Anne Arundel County)
- Laurel Leader
- Soundoff!

YOUR OPINION MATTERS

This workshop offers the public the opportunity to discuss their thoughts and/or concerns about the project and to provide oral or written comments. We will carefully review and consider project concerns and preferences expressed at the workshop.

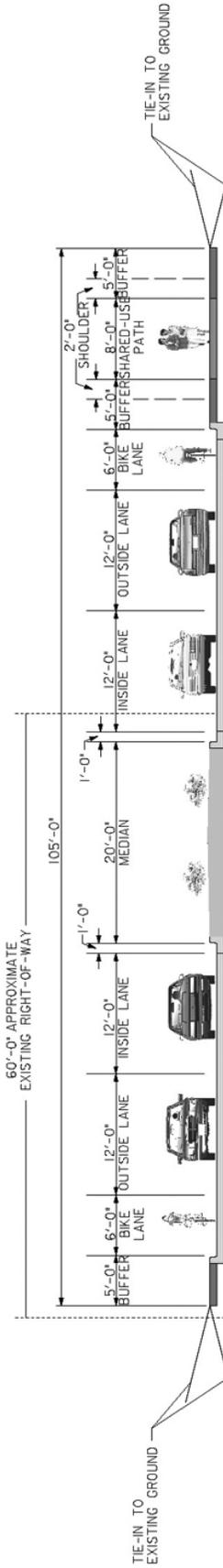
To assist you in providing comments, we have included in this brochure a postage-paid mailer and the names, addresses, telephone numbers, and email addresses of members of the project planning team.

THANK YOU

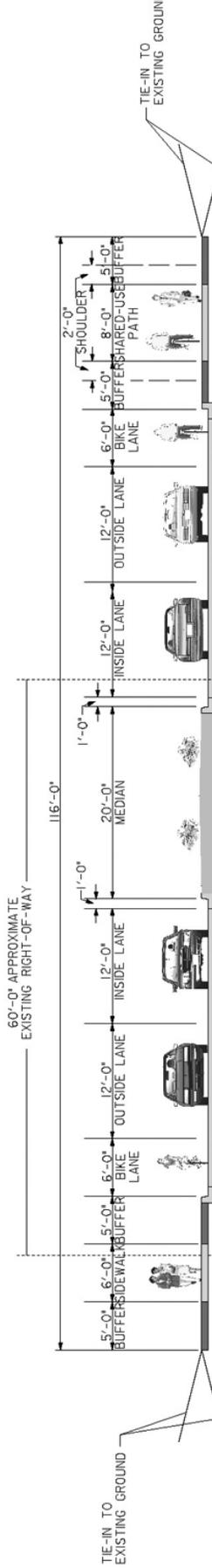
Thank you for participating in the MD 198 Project Planning Study Alternates Public Workshop. Your feedback is important to us. Should you have questions or concerns, please contact any project team member by mail, telephone, or email. The project team is available to meet with community associations, business groups, and other organizations.

For more information about this project and others, visit our internet site at www.marylandroads.com, and click on **Projects**.

MD198 Project Planning Study: Typical Sections



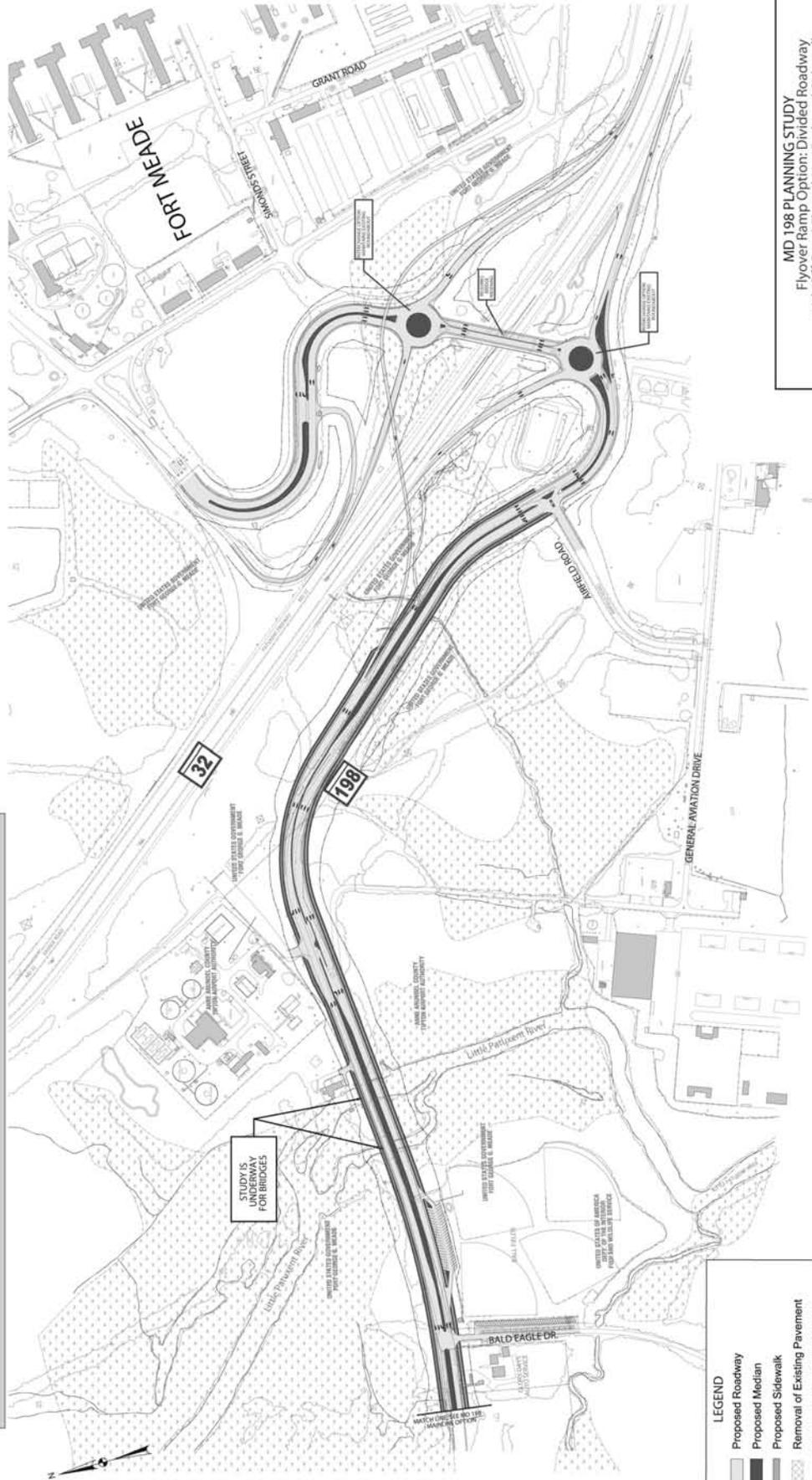
Alternative 3: Divided Roadway with Off-Road Shared-Use Facility



Alternative 4: Divided Roadway with Off-Road Shared-Use Facility and a Sidewalk

MD 198 PLANNING STUDY Typical Sections		BACKGROUND MAPPING SOURCE MD SHA
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION		PROJECT PLANNING DIVISION SCALE = NTS
		June 2008

Option A: Flyover Ramp



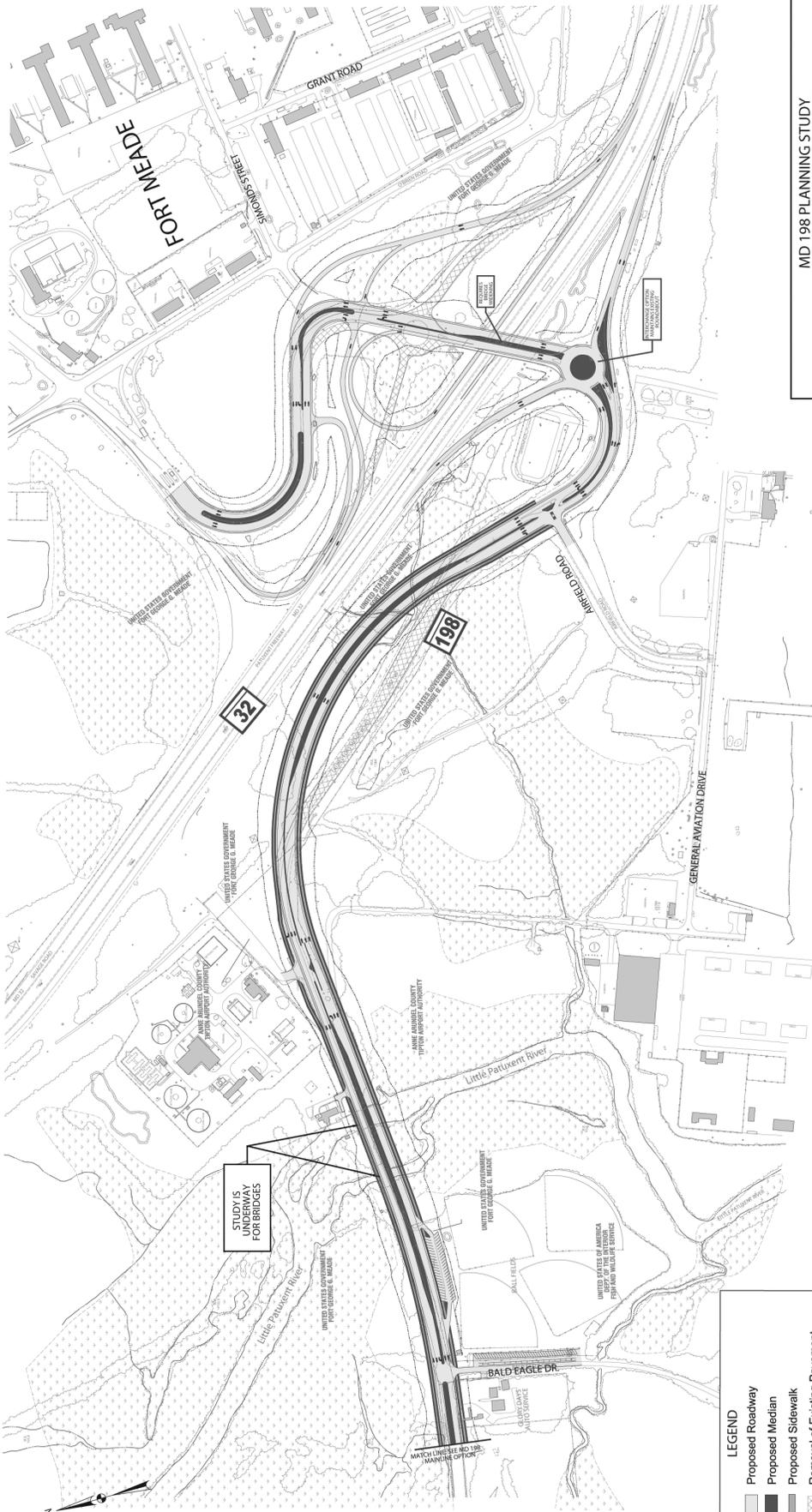
MD 198 PLANNING STUDY
 Flyover Ramp Option: Divided Roadway
 with Off-Road Shared-Use Path and Sidewalk

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 PROJECT PLANNING DIVISION
 SCALE 1"=400'

BACKGROUND MAPPING SOURCE
 MD SHA
 June 2008

- LEGEND**
- Proposed Roadway
 - Proposed Median
 - Proposed Sidewalk
 - Removal of Existing Pavement
 - Proposed Limit of Disturbance
 - Existing Right of Way
 - Wetlands
 - Traffic Flow Arrows
 - Potential Displacement

Option B: Loop Ramp



MD 198 PLANNING STUDY
 Loop Ramp Option: Divided Roadway
 with Off-Road Shared-Use Path and Sidewalk

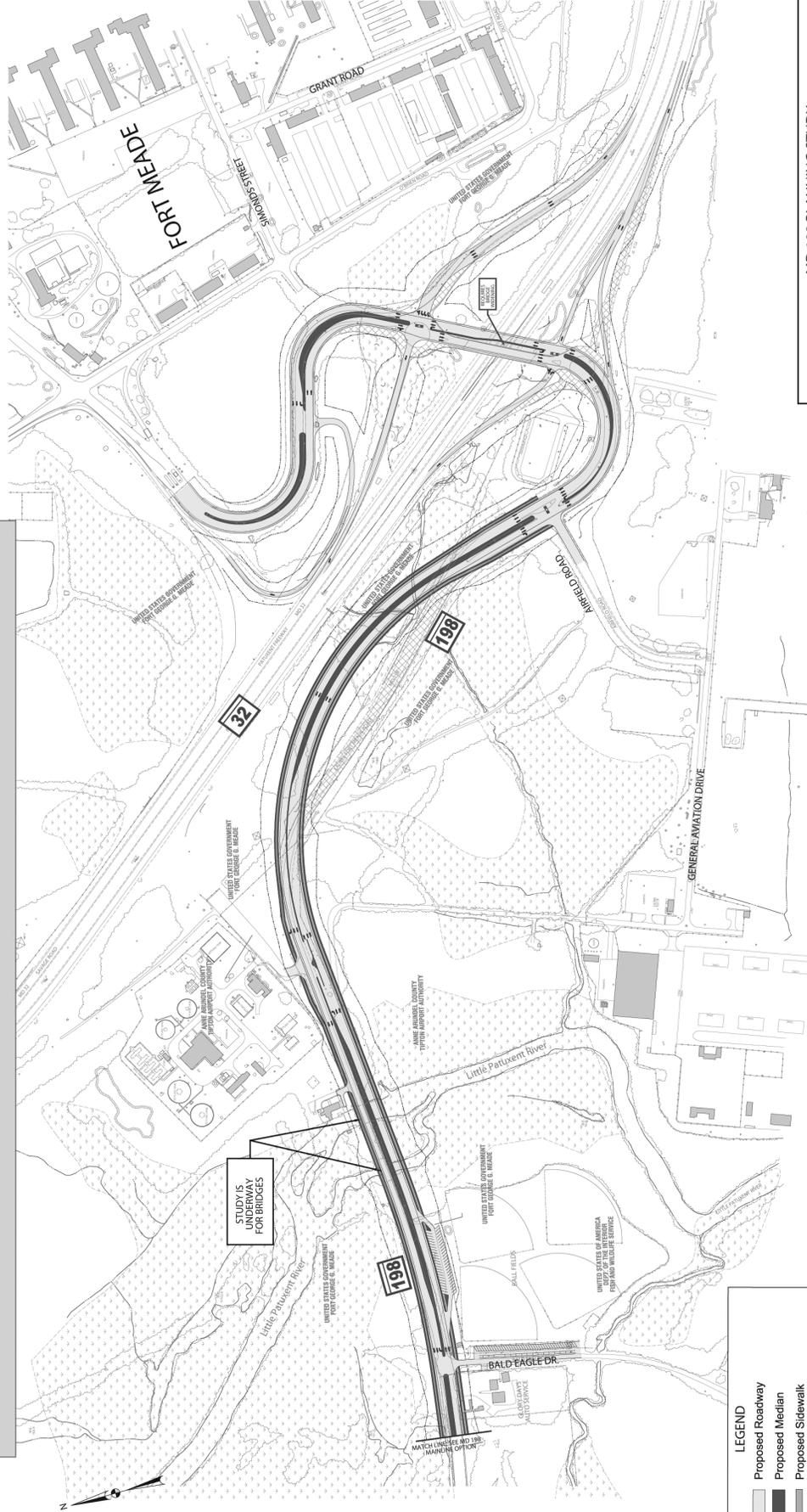
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 SCALE 1"=400'

BACKGROUND MAPPING SOURCE
 MD SHA
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LEGEND

- Proposed Roadway
- Proposed Median
- Proposed Sidewalk
- Removal of Existing Pavement
- Proposed Limit of Disturbance
- Existing Right of Way
- Wetlands
- Traffic Flow Arrows
- Potential Displacement

Option C: Diamond Interchange at Existing Bridge



MD 198 PLANNING STUDY
 Diamond Interchange at Existing Bridge: Divided Roadway
 with Off-Road Shared-Use Path and Sidewalk

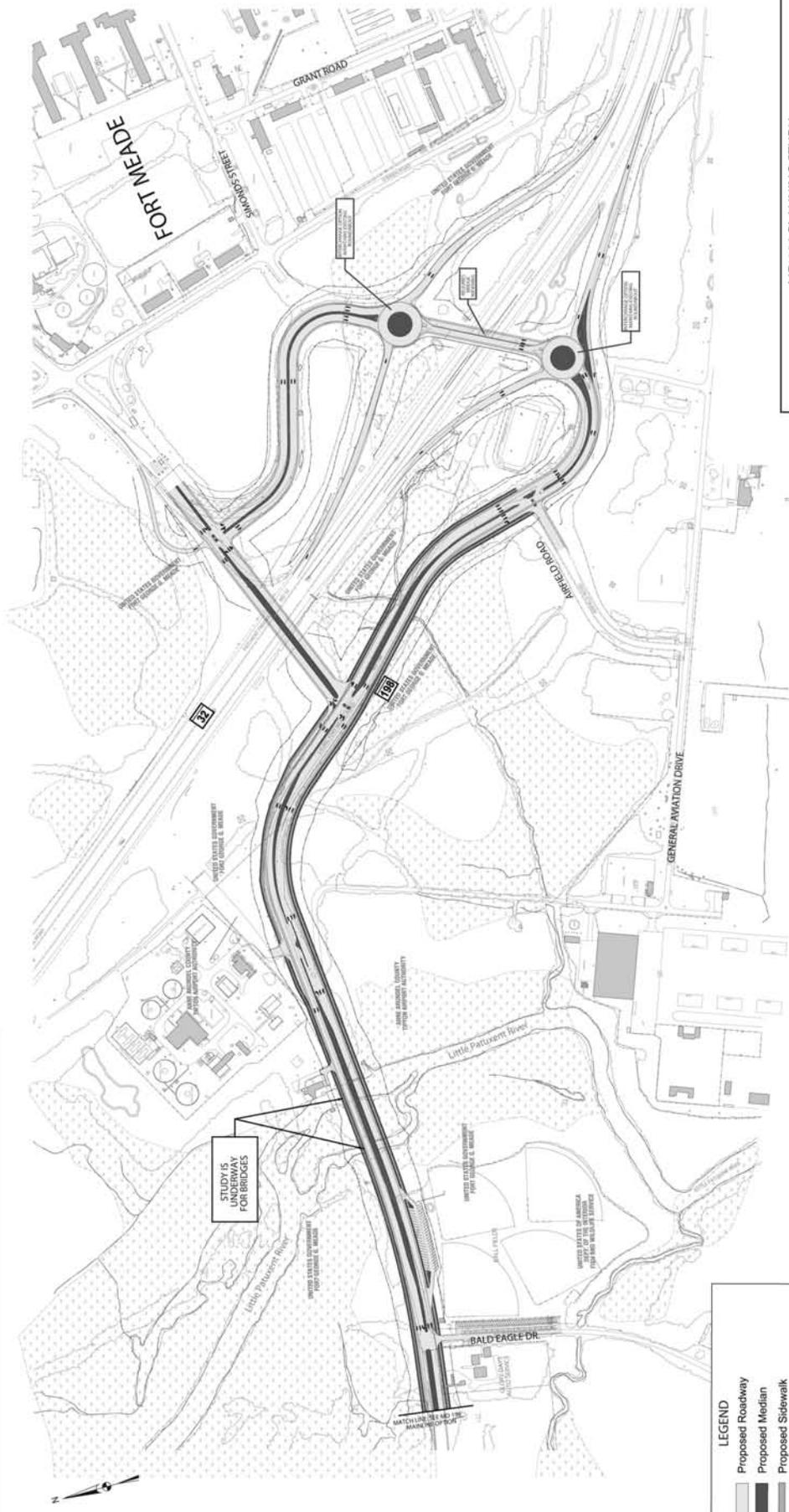
BACKGROUND MAPING SOURCE
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 PROJECT PLANNING DIVISION
 SCALE 1"=400'

LEGEND

- Proposed Roadway
- Proposed Median
- Proposed Sidewalk
- Removal of Existing Pavement
- Proposed Limit of Disturbance
- Existing Right of Way
- Wetlands
- Traffic Flow Arrows
- Potential Displacement

Option D: Two Bridge



STUDY IS UNDERWAY FOR BRIDGES

LEGEND

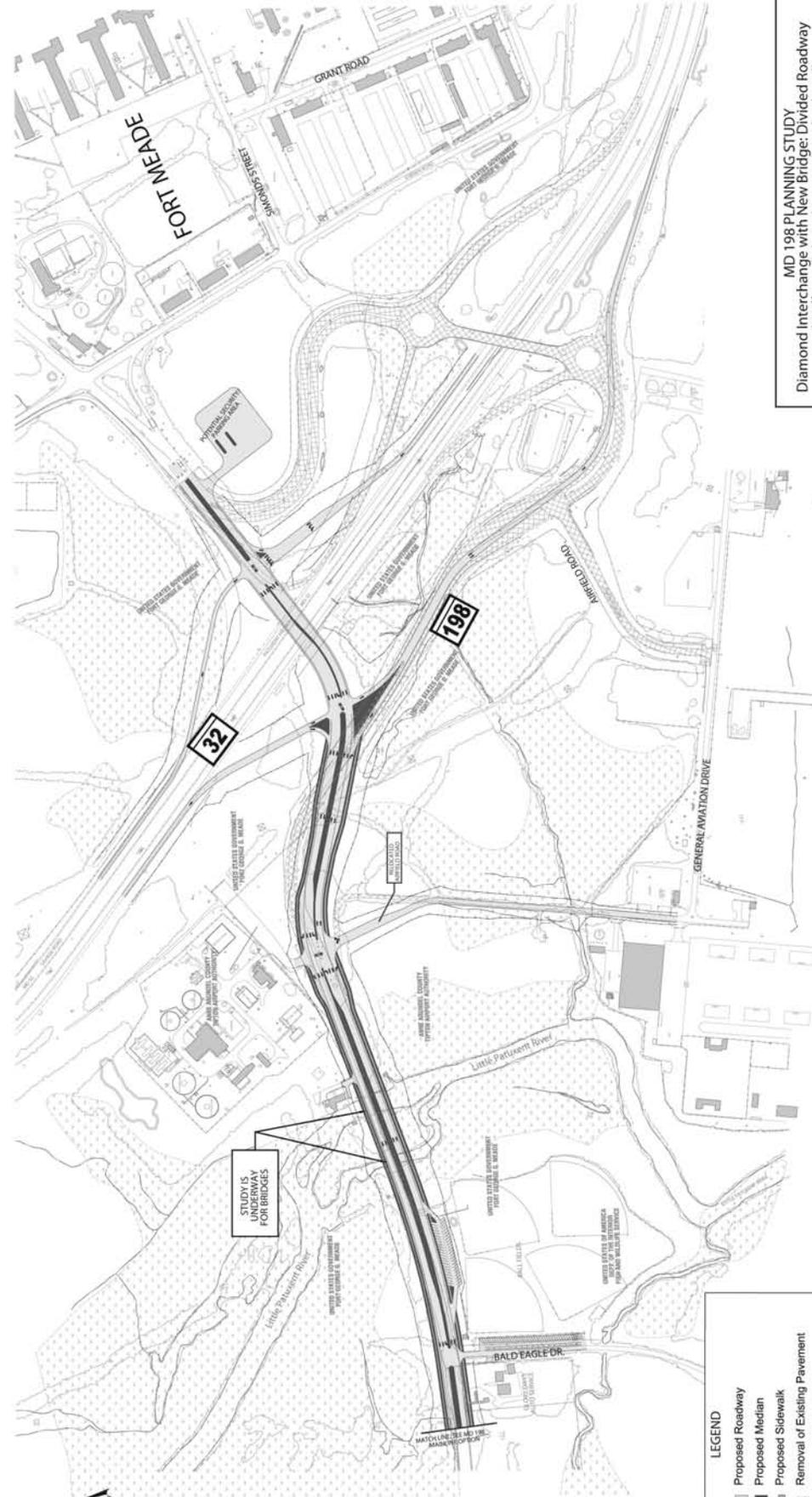
- Proposed Roadway
- Proposed Median
- Proposed Sidewalk
- Removal of Existing Pavement
- Proposed Limit of Disturbance
- Existing Right of Way
- Wetlands
- Traffic Flow Arrows
- Potential Displacement

MD 198 PLANNING STUDY
Two Bridge Option: Divided Roadway
with Off-Road Shared-Use Path and Sidewalk

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SCALE 1"=400'

BACKGROUND MAPPING SOURCE
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Option E: Diamond Interchange with New Bridge



MD 198 PLANNING STUDY
Diamond Interchange with New Bridge: Divided Roadway
with Off-Road Shared-Use Path and Sidewalk

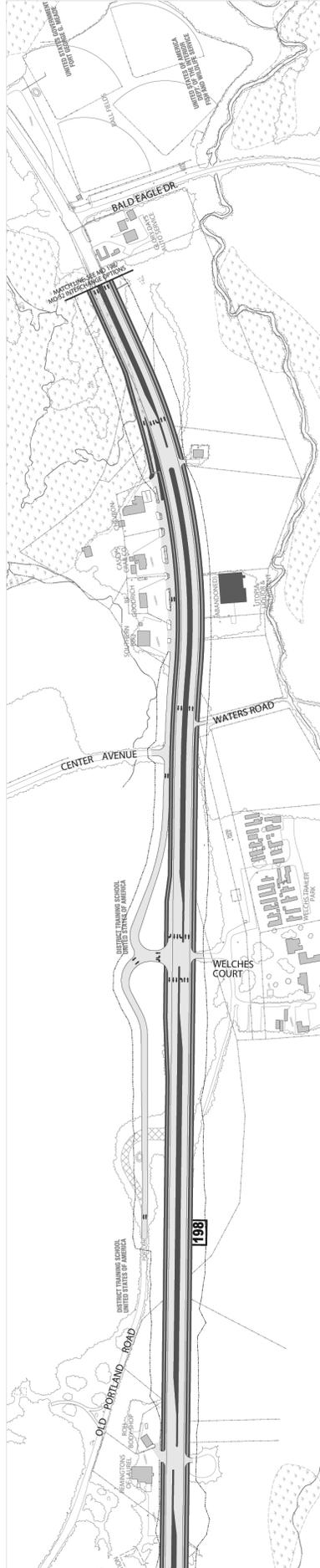
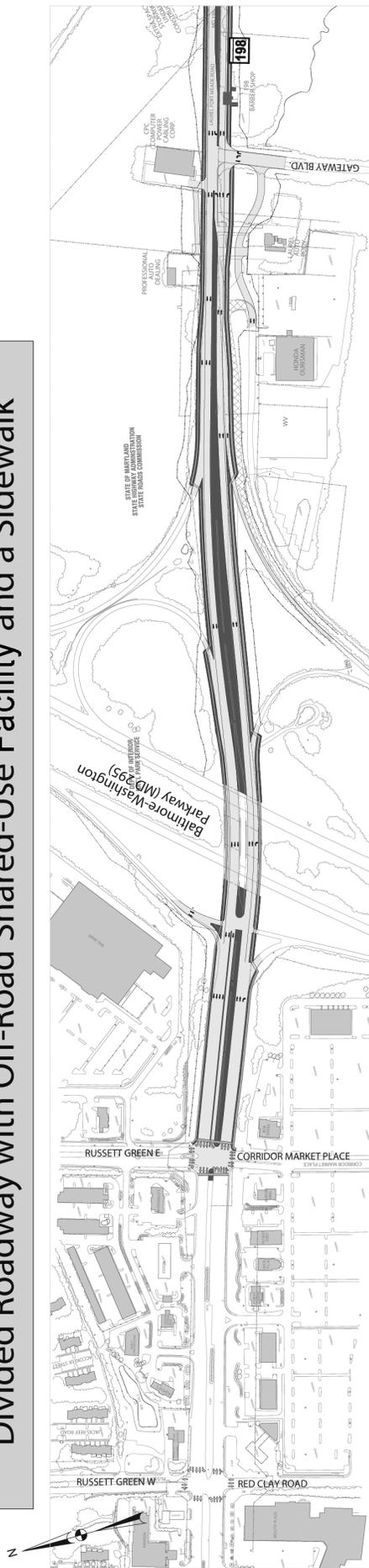
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 SCALE 1"=400'

BACKGROUND MAPING SOURCE
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LEGEND

- Proposed Roadway
- Proposed Median
- Proposed Sidewalk
- Removal of Existing Pavement
- Proposed Limit of Disturbance
- Existing Right of Way
- Wetlands
- Traffic Flow Arrows
- Potential Displacement

MD 198 MAINLINE Alternative 4: Divided Roadway with Off-Road Shared-Use Facility and a Sidewalk



LEGEND

- Proposed Roadway
- Proposed Median
- Proposed Sidewalk
- Removal of Existing Pavement
- Proposed Limit of Disturbance
- Existing Right of Way
- Wetlands
- Traffic Flow Arrows
- Potential Displacement

MD 198 PLANNING STUDY
Divided Roadway with Off-Road
Shared-Use and a Sidewalk

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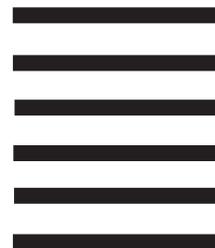
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	Poor			Excellent
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Project History	1	2	3	4
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Maps of Alternatives	1	2	3	4
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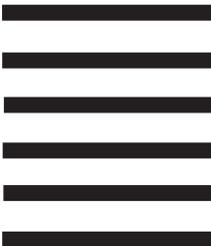
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