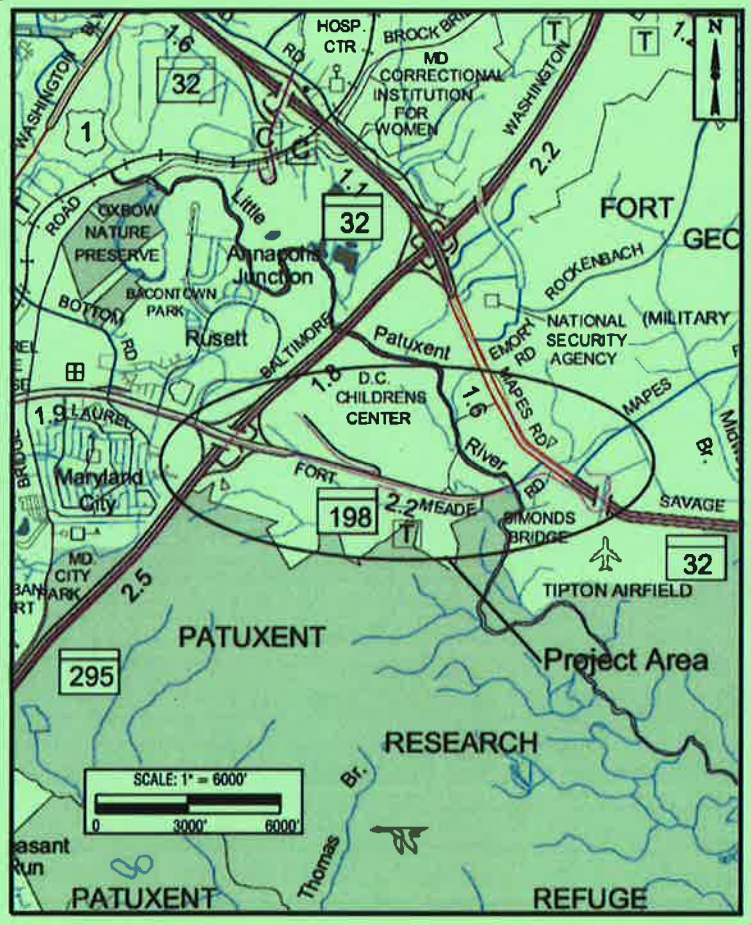
FINDING OF NO SIGNIFICANT IMPACT

SHA Project Number AA510M11

MD 198 PROJECT PLANNING STUDY

From MD 295 to MD 32

Anne Arundel County, Maryland



Prepared by:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

AUGUST 2015

FINDING OF NO SIGNIFICANT IMPACT

MD 198 PROJECT PLANNING STUDY
FROM MD 295 TO MD 32
ANNE ARUNDEL COUNTY, MARYLAND

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
MARYLAND DIVISION

and

STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

COOPERATING AGENCY
U.S. DEPARTMENT OF THE ARMY

The Federal Highway Administration (FHWA) has determined that the Maryland State Highway Administration (SHA) Preferred Alternative will have no significant impact on the human, natural, or cultural environment. The SHA Preferred Alternative includes: MD 198 Mainline Alternative 4 Modified and MD 198/MD 32 Interchange Option A. Based on the information gathered during detailed engineering and environmental studies and the input received from agency and public comments, the SHA Preferred Alternative would best address existing and projected operational needs while minimizing environmental impacts throughout the study area.

The SHA Preferred Alternative will require one commercial displacement and 68.2 acres of right-of-way from a total of 58 residential, commercial and federal properties along the project corridor. Within the limits of disturbance for the SHA Preferred Alternative, none of the noise sensitive areas qualify for a sound barrier, 34 sites potentially contain hazardous materials, 1,677 linear feet of stream, 5.9 acres of wetlands, 3.4 acres of floodplain, 8.9 acres of Park property (the Baltimore – Washington Parkway is National Park Service Property), and 37 acres of forest will be impacted.

In accordance with the National Environmental Policy Act of 1969, as amended, and 23 CFR 771, this FONSI has been independently evaluated by the FHWA and SHA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FHWA and SHA take full responsibility for the accuracy, scope, and content of the FONSI.

Douglas H. Simmons
Acting Administrator
Maryland State Highway Administration

MARYLAND STATE HIGHWAY ADMINISTRATION
Gregory I. Slater, Director
Office of Planning and Preliminary Engineering

8/6/15
Date

FEDERAL HIGHWAY ADMINISTRATION
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8/26/15
Date

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I. Comparison of Alternatives

I. COMPARISON OF ALTERNATIVES

Table I-1: Summary of Impacts

Category	MD 198 Mainline Alternatives*			MD 198 / MD 32 Interchange Options*			SHA Preferred Alternative: Alternative 4 Modified & Option A
	1 No Build	2 TSM	4 Modified	A	C	D	
Socio-Economic & Cultural Resources							
1. Potential Displacements (No.)							
A. Residential	0	0	0	0	0	0	0
B. Commercial	0	0	1	0	0	0	1
Total	**0**	**0**	**1**	**0**	**0**	**0**	**1**
2. Properties Affected (No.)							
A. Residential	0	0	1	0	0	0	1
B. Commercial	0	7	37	1	2	2	38
C. Fort Meade Property	0	0	1	4	1	1	5
D. Tipton Airport Authority	0	0	0	2	1	1	2
E. Federal Lands	0	0	2	7	1	1	10
F. U.S. Fish & Wildlife Service	0	0	0	1	1	1	1
G. Archeological Site(s)	0	0	0	0	0	0	0
H. Historic Structure(s)**	0	1	1	0	0	0	1
Total	**0**	**8**	**43**	**15**	**6**	**6**	**58**
3. Right-of-Way Required (Acres)							
A. Residential	0	0	1.4	0	0	0	1.4
B. Commercial	0	3.1	22.3	0.4	0.4	0.4	22.7
C. Fort Meade Property	0	0	0.5	7.1	6.4	7.2	7.6
D. Tipton Airport Authority	0	0	0	5.3	4.0	3.7	5.3
E. Federal Lands	0	6.7	9.7	12.5	0.8	0.5	22.2
F. U.S. Fish & Wildlife Service	0	0	0	0.1	0.1	0.1	0.1
G. Archeological Site(s)	0	0	0	0	0	0	0
H. Historic Structure(s)**	0	6.3	8.9**	0	0	0	8.9**
Total	**0**	**16.1**	**42.8**	**25.4**	**11.7**	**11.9**	**68.2**
Natural Environment							
Wetlands (Acres)	0	1.9	1.9	4	0.9	2.6	5.9
Wetlands of Special State Concern/buffer (Acres)	0	0/0	0/0.5	0/0	0/0	0/0	0/0.5
Total Wetlands (Acres)	**0**	**1.9**	**1.9**	**4**	**0.9**	**2.6**	**5.9**
Stream Crossings (No.)	0	1	7	8	3	3	15
Stream Impacts (Linear feet)	0	71	716	961	190	252	1,677
100-Year Floodplain (Acres)	0	0	1.1	2.3	2.4	2.4	3.4
Woodland (Acres)	0	4.5	28.7	8.3	4.6	5.9	37
Parks** (Acres)	0	6.3	8.9**	0	0	0	6.3
Potential Hazardous Waste Sites	0	6	31	3	4	4	34
Cost* **							
Preliminary Engineering	$ 0	$ 2.5 - $ 3.2	$ 9.9 - $ 12.7	$ 13.6 - $ 17.4	$ 12.8 - $ 16.4	$ 10.7 - $ 17.4	$ 23.3 – $ 30.1
Right-of-way	$ 0	$ 1.3 - $ 2.1	$ 16.3 - $ 25.5	$ 1.0 - $ 1.6	$ .8 - $ 1.3	$ 1.2 - $ 1.9	$ 17.3 – $ 27.1
Construction	$ 0	$14.7 - $ 18.9	$ 65.9 - $ 84.3	$ 90.6 - $ 116.0	$ 85.2 - $ 109.0	$ 71.7 - $ 91.7	$ 156.5 – $ 200.3
Total Cost (Millions)	$ 0	$ 18.5 - $ 24.1	$ 92.1 - $ 122.5	$ 105.2 - $ 135.0	$ 98.8 - $ 126.7	$ 83.6 - $ 107.4	$ 197.3 – $ 257.5

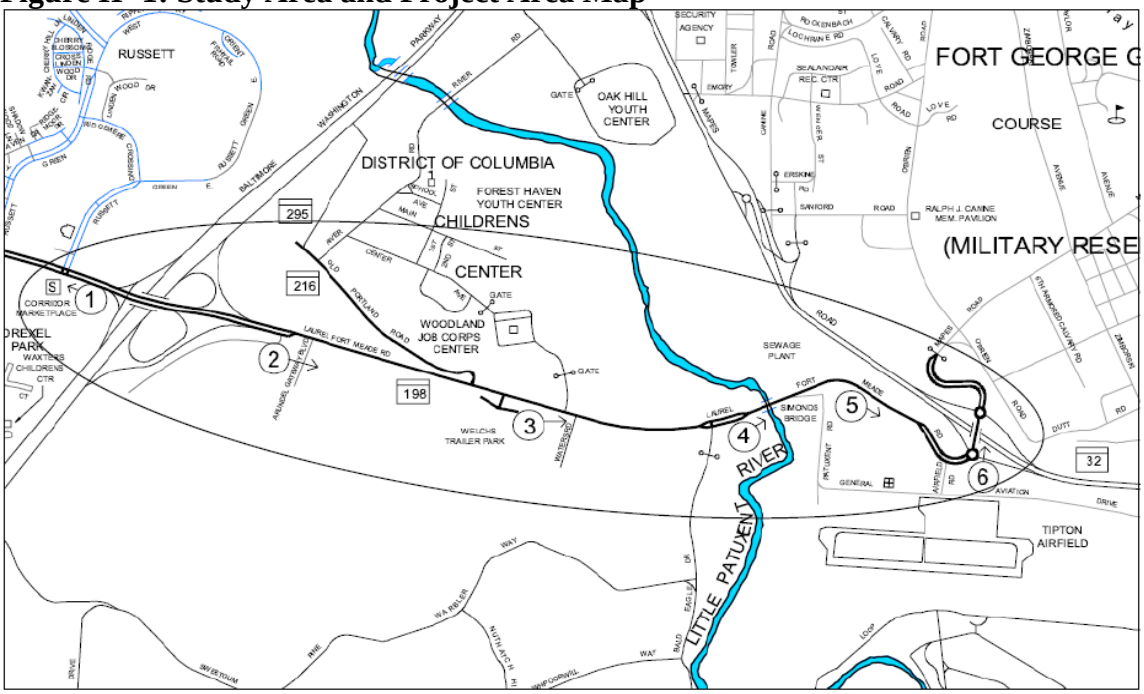
*A complete build alternative for the MD 198 Project Planning Study will include one mainline alternative paired with one interchange concept. The total impacts will be the summation of the two pieces.
**The MD 198 crossing of the Baltimore-Washington Parkway is owned by the National Park Service and is listed on the National Register of Historic Places. The acreage represents both permanent and temporary impacts. The impacts shown for Alternative 2 do not include impacts caused by correcting the park boundary, with its attendant increase in impacts. ***Cost Range includes an inflation adjustment through 2020. ****The Preferred Alternative quantities have been updated to reflect the engineering modifications as discussed in Section VI

II. SHA Preferred Alternative

II. SHA PREFERRED ALTERNATIVE

The Maryland State Highway Administration (SHA) and Federal Highway Administration (FHWA), on behalf of Anne Arundel County, are conducting a Project Planning Study for improvements to MD 198 (Laurel-Fort Meade Road) from MD 295 (Baltimore – Washington Parkway) to MD 32. The MD 198 Project Planning Study is located in northwestern Anne Arundel County, Maryland (**Figure II-1**), almost midway between Baltimore City and Washington D.C.

Figure II- 1: Study Area and Project Area Map



In September 2011, FHWA and SHA released the Environmental Assessment (EA) & Draft Section 4(f) Evaluation document for MD 198. On November 17, 2011, a public hearing was held to present the findings of the planning study documented in the EA and to receive public comment. On May 4, 2012, SHA selected Mainline Alternative 4 Modified and the MD 198/MD 32 Interchange Option A as its Preferred Alternative.

This Finding of No Significant Impact (FONSI) has been prepared in accordance with the National Environmental Policy Act (NEPA) to document and support FHWA's determination that the Preferred Alternative would not have a significant effect on the human, natural and cultural environment. Based upon this determination, an Environmental Impact Statement is not required for this project. This FONSI describes the process that FHWA and SHA, on the behalf of Anne Arundel County, undertook to select Alternative 4 Modified and MD 198 MD 32 Interchange Option A as the Preferred Alternative. This FONSI is based on the detailed analysis of environmental impacts documented in the EA, as well as technical reports and studies, agency correspondence, and public input that were prepared or received subsequent to the Public Hearing.

A. Summary of Purpose and Need and Project Background

The purpose of the project is to improve existing capacity and traffic operations and to increase vehicular and pedestrian safety along MD 198, while supporting existing and planned development in the area. MD 198 provides access to the Fort George G. Meade Military Reservation (Fort Meade) from MD 32 and MD 295. Improving MD 198 would enhance access to Fort Meade and accommodate future transportation needs in the project area.

As a result of the 2005 Base Realignment and Closure (BRAC) process, the area around Fort Meade is one of the fastest growing areas of Anne Arundel County. Fort Meade and the National Security Agency (NSA), a tenant of the Fort, combined represent the largest employers in the State of Maryland. Fort Meade's workforce is comprised of more than 56,000 military, civilian, and contractor personnel and is expected to exceed 60,000 by 2015. Based on 2011 data, the BRAC process added three major new commands and 5,800 positions of over 26,000 new positions projected for the installation in the next ten years. Nine additional Department of Defense (DOD) commands have moved to Fort Meade since the implementation of BRAC 2005. Additionally, 26 new defense contractors have established a presence and 51 defense contractors have expanded their presence in and around Fort Meade; over $500 million dollars of federal construction has built 1.4 million square feet of office space and laboratories on the Fort; and more than 5.4 million square feet of office space is either being built or is in the planning stages in the region surrounding Fort Meade.

In addition to unprecedented BRAC-related growth, the NSA is preparing to develop an additional portion of Fort Meade as an operational complex to meet the evolving needs of the Intelligence Community. Based on a statement from BRAC and the Anne Arundel County Website, phase one of the Campus Development at Fort Meade will add 1.8 million new square feet and 6,500 additional personnel by 2015.

MD 198 is on the State's Secondary System of Highways and is functionally classified as an Urban Other Principal Arterial under the Federal Functional Classification System. It is an east-west route that extends from Montgomery County to the west, through the City of Laurel in Prince George's County and terminates at MD 32/Fort Meade at the eastern end of the roadway limits. As part of the regional grid, it connects to major north-south arterials such as US 29, I-95, US 1, and MD 295. Within the study limits, MD 198 has grade-separated interchanges with MD 295 and MD 32, and several at-grade intersections with local roadways. MD 198 serves as a primary gateway to Fort Meade from the south side of the installation. The existing typical sections for MD 198, within the project limits, primarily have one lane in each direction with shoulders. The posted speed limit from east of the MD 295 interchange area to Bald Eagle Drive is 50 mph, while the posted speed limit from Bald Eagle Drive to east of the MD 32 interchange is 40 mph.

SHA developed several alternatives for the public to consider that supported the purpose and need of the project. An Alternates Public Workshop was held on June 24, 2008 to present two mainline build alternatives, five interchange options, and the Traffic Systems Management (TSM) and No-Build Alternatives. Alternatives presented at the workshop are listed below:

- Alternative 1: No Build Alternative

- Alternative 2: Transportation Systems Management (TSM)
- Alternative 3: 4 - Lane Divided roadway with off-road, shared use facility
- Alternative 4: 4 - Lane Divided roadway with off-road, shared use facility and a sidewalk
- MD 198/ MD 32 Interchange Option A: Flyover Ramp
- MD 198/ MD 32 Interchange Option B: Loop Ramp Option
- MD 198/ MD 32 Interchange Option C: Diamond Interchange at existing bridge
- MD 198/ MD 32 Interchange Option D: Two bridge
- MD 198/ MD 32 Interchange Option E: Diamond interchange with new bridge

SHA, in coordination with the FHWA, reviewed both citizen and agency comments to determine the alternatives that were to be studied in detail following the Alternatives Public Workshop. Alternative 3 was dropped due to lack of pedestrian facilities. Interchange Option B was dropped because the projected volume on the loop ramp exceeded its capacity and because it had the greatest wetland and floodplain impacts. Interchange Option E was dropped from further consideration because its straight connection onto Fort Meade from MD 198 raised security concerns, as well as causing additional right-of-way and new wetland location impacts.

The original traffic forecasts for the project area included development growth on Fort Meade and the adjacent BRAC development. Once it became apparent that the Arundel Gateway Development would be constructed, it was included in the traffic forecasts. Mainline Alternative 4 became Mainline Alternative 4 Modified to meet the accelerated development within the project corridor. The SHA Preferred Alternative selection process is briefly discussed at the beginning of **Section II**.

The MD 198 project is consistent with the goals and objectives of state, regional and local planning documents. Improvements to MD 198 within the project study area are included in SHA's long range plan, the Highway Needs Inventory (HNI) and the Baltimore Metropolitan Planning Organization's 2011 Long Range Plan, (*Plan It 2035*). The project is identified in the Anne Arundel County Executive's 2012 Transportation Priority Letter as a top priority and continues to be listed as a top priority in subsequent letters.

B. Description of SHA Preferred Alternative

SHA selected a Preferred Alternative based on technical analysis, as well as agency and public involvement received during and following the Location/Design Public Hearing held on November 17, 2011. The Preferred Alternative had greatest support from the public responses and major stakeholders along the corridor as well as overall ease of maintenance of traffic (MOT) and constructability, cost, environmental impacts, driver expectancy and comfort and includes an interchange option that allows for re-use of the existing MD 32 structure.

The SHA Preferred Alternative is a combination of the mainline alternative and an interchange option: Mainline Alternative 4 Modified and MD 198/MD 32 Interchange Option A. (**Appendix A – Figures A-4** through **A-8**). This mainline alternative was developed to address traffic demand associated with the planned development on Fort Meade and at the Arundel Gateway development on MD 198 within the project limits.

1. Mainline Alternative 4 Modified

The proposed typical section for Alternative 4 Modified includes a two lane roadway in either direction, comprised of an 11-foot wide inside lane and a 12-foot wide outside lane with a 6-foot wide bike lane. The two roadways are separated by an 18-foot wide median. The proposed typical section also includes a three-foot wide buffer adjacent to the outside travel lane in both directions. A 5-foot wide sidewalk and a ten-foot wide shared-use pedestrian/bicycle path are provided on both sides of the roadway, outside of the three-foot-wide grass buffer. A two-foot-wide grass buffer is provided on the outside of the sidewalk and path. The sidewalk begins at Russett Green East and extends over MD 295 to Arundel Gateway Boulevard. The path extends from just east of the bridge over MD 295 to Bald Eagle Drive where the path ends and a five-foot-wide sidewalk extends along the south side of MD 198 to the eastern limits of the project. Alternative 4 Modified will have a total width of 103 feet.

The proposed typical section from the northbound on/off ramps for the Baltimore-Washington Parkway to the second access point of Arundel Gateway Boulevard also includes a 12-foot-wide eastbound auxiliary lane which will widen MD 198 in this area to 115 feet.

A new bridge, approximately six feet higher in elevation than the existing bridges to reduce flooding concerns, will replace the existing two bridge structures over the Little Patuxent River. Several factors are affecting the length of the replacement bridge. Subsequent to the circulation of the approved EA, the SHA Office of Structure suggested shortening the length of the bridge from the 420-foot length shown in this document and the Federal Emergency Management Agency revised the 100-year floodplain for the Little Patuxent River. A final decision on the bridge length will be made during the final design phase of the project after the completion of updated hydraulic studies. The bridges spanning both channels of the Little Patuxent River shall accommodate wildlife movement between Fort Meade and the Patuxent Research Refuge.

2. MD 198/MD 32 Interchange Option A: Flyover Ramp

The existing configuration of the MD 198/MD 32 Interchange is maintained in the MD 198 MD 32 Interchange Option A: Flyover Ramp. A flyover ramp is introduced that allows traffic from northbound MD 32 to access westbound MD 198 directly, completely separating this traffic from the existing roundabouts. The current lanes on the MD 198 bridge over MD 32 will be restriped to be one 16-foot-lane in each direction with a one-foot curb offset. A five-foot-wide sidewalk with a curb and gutter will be added to the eastbound side of the existing bridge. All other traffic through the interchange would operate as it does today.

C. Modifications Since the EA

The following four modifications were made to the Preferred Alternative since the November 2011 Public Hearing:

- The widening of the existing MD 198 bridge over MD 32 is no longer required due to updated traffic volumes. The existing three lanes would be restriped to two lanes and the

excess bridge deck width would be used to provide the on-road bicycle lane and sidewalk facility.

- The proposed stormwater management plan for the project was refined after further evaluation/coordination with MDE on their environmental site design requirements.
- The typical section was adjusted to accommodate changes in the SHA Bicycle and Pedestrian guidelines that widened the on-road bike lane from five feet to six feet in each direction. This adjustment was made by decreasing the width of the raised median (from 20 feet to 18 feet). The shared-use bicycle and pedestrian path width was widened from eight feet to 10 feet within the 15 foot backing of the roadway. Neither adjustment required a change in the total width of the typical section.
- At the request of NPS, the Preferred Alternative was modified to remove/relocate all stormwater management/ESD facilities from the Baltimore-Washington Parkway.

D. Project Implementation

The MD 198 Planning Study is consistent with the goals and objectives of State, regional and local planning documents. Improvements to MD 198 within the project study area are included in the Maryland Department of Transportation's six-year capital program Consolidated Transportation Plan (CTP) 2014-2019, SHA's Long Range Plan, called the Highway Needs Inventory (HNI), and the Baltimore Metropolitan Planning Organization's 2011 Long Range Plan called "Plan It 2035 – Baltimore Regional Transportation Plan." The project is identified in the Anne Arundel County Executive's 2014 Transportation Priority Letter as a top priority.

SHA's Preferred Alternative (Alternative 4 Modified/Option A: Flyover Ramp) has been divided into five design phases that will facilitate a logical progression of the construction, while providing flexibility to decision makers about how to implement the improvement.

The five design phases of the project are:

- Section 1: Russet Green East to East of the Baltimore - Washington Parkway
- Section 2: East of the Baltimore – Washington Parkway to Old Portland Road
- Section 3: Old Portland Road to Bald Eagle Drive
- Section 3: Bald Eagle Drive to Airfield Road
- Section 5: Flyover Ramp from MD 32 Northbound to MD 198 Westbound

SHA has prepared a schedule for completion of design and construction of the Preferred Alternative. The Preferred Alternative was broken into five construction segments that were evaluated under 23 CFR 771.111(f). All of the sections, listed below, meet the criteria for connecting logical termini, and have sufficient length to address environmental matters on a broad scope; have independent utility as a usable and reasonable expenditure, even if no additional transportation improvements are made in the area; and does not restrict consideration of other reasonably foreseeable transportation improvements.

SHA has coordinated with Anne Arundel County Planning Department, and Fort Meade to ensure that the Preferred Alternative does not restrict other reasonable and foreseeable transportation improvement projects, that could occur, within the MD 198 study corridor.

The total project construction cost, including year of expenditure calculations, would be $286.8 million. The final design was added in the Baltimore MPO STIP (#61-1403-41) for $1.6 million through MDOT Control #14-07 for Section 1. Details on the project cost, phasing and independent utility are described below:

Section 1 **Estimated Build Year:** 2021
YOE Cost: $17.5 M

Limits: Russet Green East to East of Baltimore-Washington Parkway

Independent Utility:

- Improve access to/from southbound MD 295 and MD 198.
- Intersection capacity and operational improvements.
- Bicycle and pedestrian compatibility.

Section 2 **Estimated Build Year:** 2025
YOE Cost: $69.6 M

Limits: East of Baltimore-Washington Parkway to Old Portland Road

Independent Utility:

- Address future capacity needs on the corridor.
- Improve safety for both vehicles and pedestrians.
- Bicycle and pedestrian compatibility.
- Combine access points from existing businesses and Arundel Gateway Boulevard to create two signalized intersections.

Section 4 **Estimated Build Year:** 2029
YOE Cost: $76.7 M

Limits: Bald Eagle Drive to Airfield Road

Independent Utility:

- Address future capacity needs on the corridor.
- Improve safety for both vehicles and pedestrians.
- Provide better access to MD 198 for Bald Eagle Drive.
- Provide system preservation protection for the crossing of the Little Patuxent River.

Section 3 **Estimated Build Year:** 2033
YOE Cost: $57.4 M

Limits: Old Portland Road to Bald Eagle Drive

Independent Utility:

- Address future capacity needs on the corridor.
- Improve safety for both vehicles and pedestrians.
- Combine access points from existing businesses, Old Portland Road and Waters Road to create two signalized intersections.

Section 5 **Estimated Build Year:** 2037
YOE Cost: $84.7 M

Limits: Flyover Ramp from MD 32 Northbound to MD 198 Westbound

Independent Utility:

- Interchange capacity and operational improvements.
- Improve interchange operations for MD 32 to MD 198.

E. Environmental Impact Summary

Table I-1 is a summary of environmental impacts associated with the SHA Preferred Alternative. This table provides a comparison between the impacts for the Preferred Alternative and the other alternatives presented at the November 2011 Public Hearing. Environmental impacts associated with the SHA Preferred Alternative are discussed below.

1. Socio-economic Environment

A detailed analysis was conducted of the socio-economic environment that comprises the study area to better understand the potential impacts of the project on the local community. This analysis covers Land Use, the Smart Growth Initiative, displacements from right-of-way requirements, Environmental Justice (EJ) issues, and aspects of the economic environment such as employment characteristics, tax base, livability, and sustainability.

Land Use

Land use along the MD 198 corridor consists primarily of forest and institutional lands, with smaller areas classified as commercial, industrial, and residential. The large amount of institutional land use is a result of the project's proximity to Fort Meade and the District of Columbia Children's Center on the north side of MD 198, between MD 295 and MD 32. Other institutional uses include the Patuxent Research Refuge and the Tipton Airport along the south side of MD 198. Commercial and industrial facilities are sparsely scattered along the MD 198 corridor. Most of these facilities are concentrated along the western edge of the study area, east of MD 295. A single residential community, Welch's Mobile Home Park, is located within the study area, with direct access to MD 198.

The SHA Preferred Alternative is consistent with local land-use plans, including the *Anne Arundel County General Plan* (GDP) (2009), the *Jessup/Maryland City Small Area Plan* (2004), and the *Odenton Small Area Plan* (2003). The project falls within the *Jessup/Maryland City Small Area Plan*. Both the *GDP* and *the Jessup/Maryland City Small Area Plan* recommend capacity improvements along MD 198 through the study area.

The BRAC driven development at Fort Meade and the Arundel Gateway development plays a major role in the expected growth of the study area. Although the BRAC process is complete, additional Fort Meade and regional growth and jobs creation is expected over the next 10 years. The Laurel area has long been a traditional community of Fort Meade, and this relationship will continue as Fort Meade and its various tenant organizations increase in population and employment. Arundel Gateway is a 300-acre mixed-use village planned for construction on the south side of MD 198, east of the MD 198/MD 295 Interchange. Further to the east on MD 198, Liberty Valley, originally part of Arundel Gateway, is proposing to add 440 apartments and a 600seat church, while Welch's Mobile Home Park is in the process of applying to be zoned for 1,050 townhomes.

Traffic generated within the Odenton area uses MD 198 to the Baltimore-Washington Parkway (particularly the southbound lanes) to reach the Capital Beltway and Washington Metropolitan Area (to the south). Federal, state, and county agencies continue to track BRAC-related growth at and around Fort Meade and will update their Comprehensive Plans to accommodate future job growth on and near Fort Meade.

Smart Growth Initiative

The Smart Growth Initiative requires that state funding for highways and economic development be directed to areas designated as Priority Funding Areas (PFAs). PFAs are existing communities and other local areas designated by local jurisdictions in accordance with *Maryland Smart Growth Guidelines*, as established by the *Neighborhood Conservation Act of 1997*, is to limit sprawl by directing state funding for growth-related projects to PFAs. Since the project limits are located entirely within a PFA, the project is in compliance with Smart Growth legislation.

Right-of-Way, Neighborhoods/Communities, Displacements

The SHA Preferred Alternative would require approximately 68.2 acres of right-of-way from a total of 58 properties and would include one business displacement. Of the 68.2 acres of right-of-way impacted, 29.8 acres are required from Fort Meade and Federal Lands with 5.3 acres required from Tipton Airport. The remaining acreage required for the Preferred Alternative is accounted for primarily by strip acquisition required for roadway widening and the introduction of frontage roads for access management along the corridor. 1.4 acres of residential right-of-way would be required, and no residential displacements would occur (**Table I-1**).

No significant negative effect on community cohesion is anticipated. The expansion of MD 198 and the addition of user-friendly, accessible pedestrian and bicycle transportation facilities may attract residents and businesses to the study area. Access to properties would be maintained during and after construction. Fair market value would be provided to all property owners as compensation for land acquisition, and property owners affected by displacements would receive relocation assistance in accordance with the *Uniform Relocation and Real Property Acquisition Policies Act of 1970*, as amended by the *Surface Transportation and Uniform Relocation Assistance Act of 1987*.

It is the policy of the SHA to ensure compliance with the provisions of Title VI of the *Civil Rights Act of 1964* and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, national origin, age, religion, or physical or mental handicap in all SHA program projects funded in whole or in part by the FHWA. The SHA will not discriminate in highway planning, highway design, highway construction, right-of-way acquisitions, or the provision of relocation advisory assistance. This policy has been incorporated in all levels of the highway planning processes to ensure that proper consideration may be given to the social, economic, and environmental effects of all highway projects. Alleged discriminatory actions should be addressed for investigation to the Equal Opportunity Section of the SHA, to the attention of Ms. Sharon Lynn Holmes, Deputy Director, Office of Equal Opportunity, 707 North Calvert Street, Baltimore, Maryland 21202.

Impacts on communities and neighborhoods are typically evaluated under the following criteria: community cohesion/isolation/accessibility; community social values/quality of life; and effects on community visual and aesthetic resources.

Community Cohesion/Isolation/Accessibility

Mainline Alternative 4 Modified would result in one commercial displacement, 68.2 acres of right-of-way acquisitions, and 58 property impacts. Welch's Mobile Home Park is the only established residential community within the study area. Impacts associated with this alternative would neither displace residents within the study area nor affect community and neighborhood cohesion or isolation. Mainline Alternative 4 Modified proposes integrating a traffic signal at the entrances to Welch's Mobile Home Park and Arundel Gateway to allow residents of those areas safe access to and from their communities. Currently, no signals exist at those locations. The proposed relief in traffic congestion would improve accessibility to study area residences and businesses. Although one commercial displacement (the *198 Barber Shop* located at the corner of Arundel Gateway Boulevard and MD 198) would be required, the remaining businesses are expected to benefit from improved accessibility.

Interchange Option A would result in 0.4 acre of commercial right-of-way acquisition and would require no displacements. Because this portion of the preferred alignment has no direct impact on residential properties, it would result in no neighborhood isolation of loss of cohesion. The proposed option would also improve traffic movement and create a more accessible, user-friendly interchange with the additional capacity to handle projected growth (including BRAC-related growth).

Community/Social Values/Quality of Life

Quality-of-life is a combination of community cohesion, accessibility, health and safety concerns, and social changes. Health and safety concerns that can affect quality-of-life include changes in the response time of police, fire, and other emergency services providers. Social change that can affect quality-of-life includes the displacement of neighbors, community facilities, and businesses.

The SHA Preferred Alternative improves accessibility for pedestrians and bicyclists through an added ADA-compliant shared-use pedestrian/bicycle path on the south side, a sidewalk along the northern edge of the roadway, and an on-road bicycle lane in both directions. The additional travel lane capacity would improve traffic congestion and prevent an increase in congestion as the roadway absorbs the projected study area growth. The interchange design offers improved traffic movement, in some cases separating Fort Meade traffic to reduce traveler confusion and unintentional arrival at the Fort Meade gate.

The SHA Preferred Alternative is expected to have a positive effect on the quality-of-life in and around the study area, through reduced roadway congestion, increased traffic safety, and improved pedestrian and bicyclist access.

Community Visual and Aesthetic Resources

The SHA Preferred Alternative reflects the community's local character and aesthetic preferences wherever possible. The design elements incorporated comments from citizens, and representatives from Anne Arundel County, FHWA, NPS, USFWS, and Fort Meade to address safety, pedestrian and bicycle routes, local residential and business traffic circulation, access to mass transit, response times for emergency service providers and aesthetic opportunities.

The improvements associated with the SHA Preferred Alternative add 61-81 feet of roadway footprint between the developed areas of Fort Meade and Maryland City/Laurel. These additional through lanes, shared bicycle/pedestrian path and grassy median and buffer area, will thread through a sparsely developed commercial and residential project area. The MD 198 roadway improvements will improve access to Tipton Airport, a water treatment plant, ball fields and the Patuxent Wildlife Refuge, as well as to assorted individually and corporately owned commercial facilities. The new flyover ramp at MD 32 will add approximately 32 feet of height to the existing visual landscape near Fort Meade and Tipton Airport. These roadway improvements contain roadway elements that fit into or supplement the surrounding land uses and transportation uses of the corridor. The SHA has coordinated with and will continue to coordinate with the NPS and MHT about landscaping aesthetics at the Baltimore Washington Parkway, and with Fort Meade and other contributing parties regarding aesthetics along the corridor and for the new bridge and flyover ramp.

Environmental Justice (EJ)

In 2007, SHA conducted field reviews and coordinated with churches and schools in the vicinity of the study area. Also, SHA originally analyzed 2000 Census data and recently updated those findings with the current 2010 Census data. According to 2010 Census data, populations in the census block groups within the study area are 42 percent White; 41 percent Black; 7 percent Asian, Hawaiian, or Pacific Islander; 1 percent American Indian or Alaska Native; and 10 percent Two or More Races Combined. Twelve percent of the census block groups in the study area are of Hispanic origin (persons identified as Spanish, Hispanic, or Latino may be of any race).

A minority block group is a "block group with a meaningfully greater percentage of minorities than the study area as a whole." The analysis of 2000 and 2010 Census data determined that minority block groups exist within the study area (see **Table II-1** below). In addition to its review of Census information, SHA conducted a field review in attempt to identify minority and/or low-income communities within or adjacent to the project area. Although Census data show minority populations within the census block groups, the field review identified no minority or low-income communities within the study area. Further investigations into Blocks, the smallest geographic unit used by Census, shows that minority populations are not located within the project area. The data shows that the pockets of minority population are located outside of the study area boundaries in the proximity of the Ashley Apartment complex located northwest of the Baltimore-Washington Parkway, although this apartment complex is not considered low income.

A person whose median household income is at or below the Department of Health and Human Services (DHHS) poverty guidelines is defined as "low-income." The DHHS guidelines are

derived from poverty thresholds that are updated each year by the U.S. Census Bureau. The DHHS 2014 poverty guidelines state that a yearly income of $23,850 or less is considered poverty level for a family of four. As outlined in **Table II-2**, no census tracts within the study area fall below these guidelines. Also, the percentages of population below the poverty level for the state of Maryland and Anne Arundel County are higher than the percentages within the study area census tracts.

Table II-1: Census Racial Distribution

	White (%)	Black (%)	Alaska Native/ American Indian (%)	Asian/Pacific Islander (%)	Hispanic[1] (%)	Minority[2] Total (%)
Anne Arundel County	75	16	<1	3	6	25
Study Area[3]	42	41	1	7	12	58
7405/2	31	51	<1	12	5	69
7405/3	27	59	<1	9	6	73
7406.03/1	68	19	<1	3	13	32
7406.03/2	71	16	<1	3	11	29
7515/2	50	27	1	5	25	50

Source: U.S. Census Bureau, Census 2010
[1]Hispanic is an origin, not a racial designation. Persons who identify as Spanish, Hispanic, or Latino may be of any race.
[2]Percent Minority includes populations of two or more races and populations of a single race not listed above.
[3]A household, as defined by the U.S. Census, is a place (structure) where one or more persons reside on a regular basis. A family is defined as two or more persons related by birth, marriage, or legal adoption who occupy a place on a regular basis.

Table II-2: 2010 Census Median Household Income and Poverty Level

	Median Household Income	Population Below Poverty Level
Maryland	$72,999	9%
Anne Arundel County	$86,987	6%
Study Area[1]	$86,954	4%
Census Tract 7405	$108,828	4%
Census Tract 7406.03	$85,227	2%
Census Tract 7515	$66,806	5%

Source: U.S. Census Bureau, Census 2010
[1]The figures shown for the study area were determined by calculating the average value of the census tracts located within the study area.
*Census data for Median Household Income and Poverty Level are not available at the block group level.

As previously stated, no residential displacements are associated with this project and only one residential property will experience any right-of-way impacts. As further outlined in the ***Social Values/Quality of Life*** and ***Economic Environment*** sections below, the proposed project will not impact community cohesion or accessibility or create health and safety concerns or social changes in the study area. Also, the project is anticipated to have a positive effect on regional economy and employment by decreasing congestion, increasing accessibility, and improving

safety along the MD 198 corridor. Based on impacts and analysis, the SHA anticipates no disproportionately high and adverse impacts on minority or low-income (EJ) populations.

This project will continue to comply with Executive Order 13166, *Improving Access to Services for Persons with Limited English Proficiency*. The Executive Order requires federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services to LEP persons. If LEP populations are identified as the project moves forward, compliance with Executive Order 13166 could include, but may not be limited to:

- Direct mailings to all registered postal addresses within the census tract/census block group of any EJ community in the project study area, to share project information, announce meetings, and explain how EJ persons can provide project-related comments and information.
- Translation of meeting notices and project information.
- Interpretation services.
- Easily accessible meeting locations.

Economic Environment

A detailed analysis and impact study was conducted on the regional and local employment characteristics, tax base, livability and sustainability that make up the economic environment of the study area.

Regional and Local Employment Characteristics – SHA found that the average per capita income has increased to $34,849 for Maryland and $38,660 for Anne Arundel County (U.S. Census, 2010). The top two occupations in Maryland and Anne Arundel County are (1) management, professional, and related occupations; and (2) sales and office occupations. Major employers in the study area are Fort Meade, NSA, and Tipton Airport. Most residents drive to their places of employment. Carpooling represents the second-highest mode of transportation, and public transportation represents the third-highest mode of transportation.

The SHA Preferred Alternative is expected to positively affect regional economy and employment by decreasing congestion, increasing accessibility, and improving safety along the MD 198 corridor. The reduction in congestion could increase regional use of MD 198 and result in increased drive-by business and higher rates of employment.

Tax Base – SHA expects that the growth effects of BRAC on Fort Meade, combined with other areas of recent defense spending, will continue to result in slight increases in population, housing, and commercial activity. Alternative 4 Modified would displace one commercial property and acquire commercial and residential right-of-way. By using commercial land for transportation purposes, the project would somewhat reduce the tax base associated with decreased property sizes due to the right-of-way acquisitions needed for the project and would have a similar effect on property value by reducing the value of the land from which right-of way was acquired. The slight reduction in direct impacts to the tax base would be more than offset by increased tax revenue resulting from potential growth within the study area.

Livability and Sustainability – As part of its *Every Day Counts* initiative, FHWA established six principles of livability that work to:

a) Provide more transportation choices;
b) Expand location and energy-efficient housing choices;
c) Improve economic competitiveness of neighborhoods;
d) Target federal funding toward existing communities;
e) Align federal policies and funding; and,
f) Enhance the unique characteristics of all communities.

The MD 198 project is expected to improve traffic capacity and operations; increase vehicular and pedestrian safety; support local development; and improve economic competitiveness of neighborhoods by providing reliable access to Fort Meade and the Baltimore-Washington Parkway, educational opportunities, and services. The project is also expected to support existing communities by promoting mixed-use development within an existing PFA and to enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods. Specifically, the Preferred Alternative would do the following:

- Widen MD 198 to provide improved capacity and traffic operations;
- Provide a six-foot-wide bicycle lane and a five-foot-wide sidewalk (westbound); and
- Provide an eight-foot-wide shared-use pedestrian/bicycle path (eastbound) for walkers and recreational bicyclists from the bridge over the Baltimore-Washington Parkway to the Refuge.

In total, these features would provide a more walkable neighborhood and thereby improve livability.

2. Cultural Resources

The Baltimore-Washington Parkway is the only resource listed on the National Register of Historic Places (NRHP). The D.C. Children's Center - Forest Haven District was determined to be eligible for listing on the NRHP in 2007. The Maryland Historic Trust (MHT) concurred in November 2009, and again, based on updated information, in September 2014 that the project would have no adverse effect on the Baltimore-Washington Parkway, and would have no effect on the D.C. Children's Center – Forest Haven District from the realignment of its entrance at MD 198 outside the historic parcel boundary. The impacts to the Baltimore-Washington Parkway are discussed in **Section IV**.

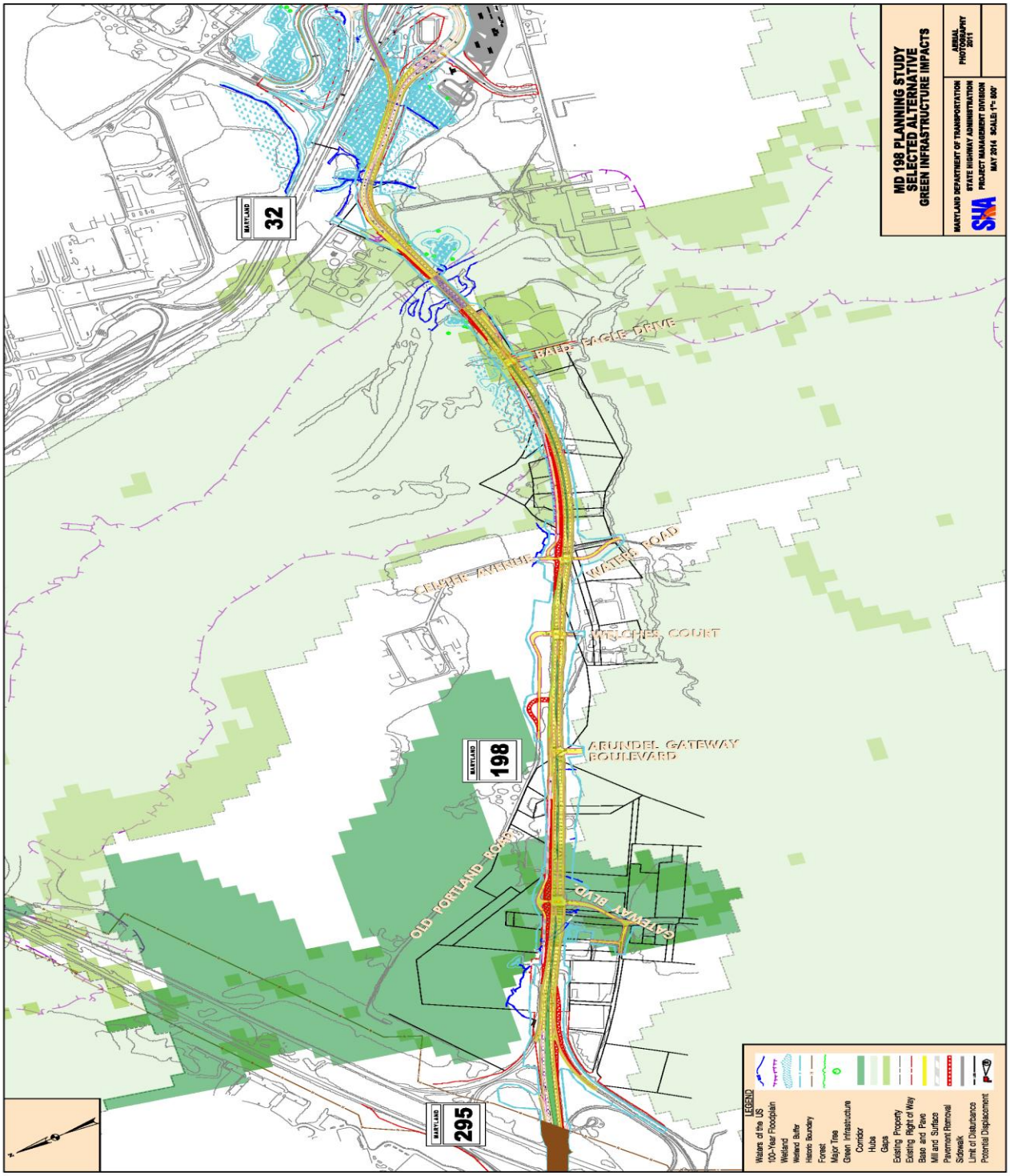
3. Natural Environment

Maryland's Green Infrastructure

As shown on **Figure II-2**, the green infrastructure network is composed of core areas, hubs, and corridors. Unfragmented natural areas called hubs, include large blocks of contiguous interior forest and large wetland complexes. Linear stretches of land called corridors consist of stream valleys and ridge tops that allow animals and seeds to move between hubs. Areas of disconnect between the hubs and corridors are called gaps. The Maryland Department of Natural Resources (DNR) Green Infrastructure data set was created using satellite imagery,

road and stream locations, and biological data to identify a green infrastructure network for Maryland. The SHA Preferred Alternative would impact approximately 12.4 acres of hubs, 8.0 acres of corridors, and 11.8 acres of gaps. Green infrastructure would be utilized in the design phase to identify gaps and areas of maximum ecological benefit for tree mitigation sites.

Figure II- 2: Green Infrastructure



Animals would be channeled naturally by the roadway embankment to cross under the MD 198 bridge in the area of the Little Patuxent River and towards culverts along the project alignment during low flow periods. The SHA Preferred Alternative will replace the two existing bridges that form the crossing over the Little Patuxent River with a single four-lane bridge that will be at an elevation of approximately 105 feet (which is approximately 5.5 feet higher than the existing structure). The length of the bridge over the Little Patuxent River will be refined to accommodate the design storm once the detailed hydraulic studies are completed during final design. The practicality of including wildlife passage features, especially for small animals, to the design of the culverts along MD 198 will be analyzed further in the design phase of the project.

Wetlands and Waters of the United States (WUS)

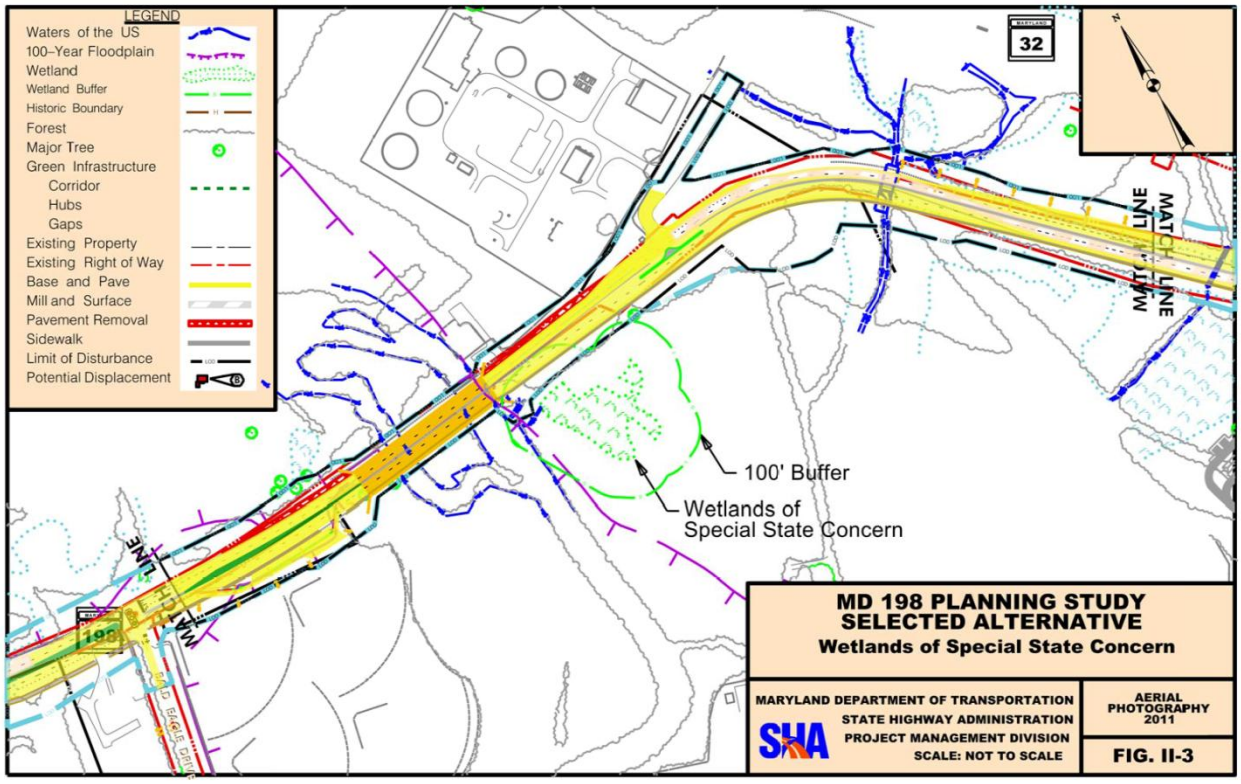
Pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344) the U.S. Army Corps of Engineers (USACE) asserts jurisdiction over traditional navigable waters, perennial or intermittent, and associated wetlands. The Maryland Department of the Environment (MDE) also issues permits for activities that affect tidal and non-tidal wetlands under Code of Maryland (COMAR) 26.23 [non-tidal wetlands] and COMAR 26.24 [tidal wetlands]. Field investigations revealed 30 wetlands and 24 other waters of the U.S. (WUS) within the project area, which were subsequently reviewed by the USACE, MDE and the U.S. Fish and Wildlife Service (USFWS). SHA will continue to coordinate with these agencies as the project moves toward final design with the intent to obtain the appropriate permits prior to beginning construction.

The SHA Preferred Alternative would impact 5.9 acre of wetlands, which includes:

- 2.5 acres of palustrine forested (PFO) wetlands;
- 3.3 acres of palustrine emergent (PEM) wetlands;
- less than 0.1 acre of palustrine scrub-shrub (PSS) wetlands.

A Non-Tidal Wetland of Special State Concern and associated 100-foot upland buffer are located south of MD 198 along the Little Patuxent River (**Figure II-3**). Approximately 14,242 square feet of the 100-foot buffer would be permanently impacted by the SHA Preferred Alternative, while temporary impacts would total 5,718 square feet. These impacts were calculated using an offset, 15 feet from the existing limit of disturbance (LOD). This was a conservative approach used during the project-planning phase. The 100-foot buffer impacts will be refined during final design, where upon additional avoidance and minimization measures will be identified by MDE, as a permit will need to be obtained. Mitigation ratios for impacts included 1:1 for non-tidal emergent wetland system impacts and 2:1 for non-tidal forested or scrub shrub wetland system impacts.

Figure II-3: Wetlands of Special State Concern



The SHA Preferred Alternative would include fifteen stream crossings, including the Little Patuxent River, and three unnamed tributaries to the Little Patuxent River. The SHA Preferred Alternative would impact a total of 1,677 linear feet (0.5 acre) of perennial, ephemeral, or intermittent streams due to roadway widening, SWM, and the 15 foot buffer for revisions in final design. The SHA Preferred Alternative would carry MD 198 over the Little Patuxent River with a new bridge. The Little Patuxent River and its tributaries are designated as Use I waters (Water Contact Recreation and Protection of Non-Tidal Warmwater Aquatic Life). MDE regulations restrict in-stream work within Use I waters from March 1 through June 15 of any given year. The existing bridge piers on either side of the Little Patuxent River will need to be removed. This work and any in-stream work associated with the new bridge over the Little Patuxent River would need to be completed inclusive from June 16 to February 28. Temporary impacts to the Little Patuxent River associated with the pier removal will be calculated as the project progresses through final design.

A detailed assessment of the project's impacts to wetlands and WUS has been conducted throughout the planning process in an effort to minimize and avoid impacts to wetlands and WUS along MD 198. Minimization efforts included reducing shoulder widths from 12 feet to four feet, where feasible, and reducing the median widths from 20 - 25 feet to six feet at the east end of the corridor near wetlands. The SHA Preferred Alternative alignment position was shifted

to the south along MD 198, east of the Little Patuxent River crossing, in order to minimize impacts to the higher quality wetlands to the north of MD 198. Avoiding and minimizing impacts to wetlands and WUS will be a priority as the project progresses through design.

The proposed project would require approximately 8.3 acres of compensatory mitigation for impacts to wetlands and 1,677 linear feet of mitigation for impacts to 15 stream crossings, including the Little Patuxent River and numerous unnamed tributaries to the Little Patuxent River (see Table II-3). Following any additional investigations, SHA would continue agency consultation to determine which site or sites best meet the needs of the compensatory mitigation requirements for the proposed project. Potential types of mitigation for non-tidal wetland resources could include creation of new wetlands, restoration/enhancement of existing wetlands or stream stabilization. In addition to compensatory mitigation for wetland and WUS impacts, coordination with the MDE will be required to determine the appropriate mitigation, if any, for the impacts associated with 100-foot upland buffer of the Non-Tidal Wetland of Special State Concern.

SHA included (SWM) controls and integrated environmental site design (ESD) considerations into the Preferred Alternative. The principles behind ESD embrace the conservation of natural features, the minimized use of impervious surfaces, and reducing runoff to increase infiltration and evapotranspiration. The existing area of impervious surface encompasses approximately 39 acres. The SHA Preferred Alternative would require the addition of nearly 21 acres of impervious surface to the watershed. The amount of impervious surface in the Little Patuxent sub-watershed in Anne Arundel County is estimated as 4,836 acres (17.3%).

Full integration of ESD in the conceptual SWM plan would reduce the impact of any additional impervious surface, and would provide additional stormwater quality controls above what is currently provided on-site. The stormwater guidelines provide information necessary for submittal of SWM plans to the MDE Water Management Administration for review and approval.

As the project approaches final design SHA will consider additional avoidance, minimization, and mitigation measures. These may include the use of steeper roadway embankments, perpendicular crossing for waterways, and minor alignment adjustments.

Floodplains

Impacts to the 100-year floodplain of the Little Patuxent River, for the current design of the SHA Preferred Alternative, would total 3.4 acres. These impacts were calculated for a bridge that was 420 feet long, to span the Little Patuxent River and the 2012 FEMA floodplain, at an elevation six feet higher than the existing structure. If the Fort Meade Dam is removed as part of mitigation for the project, then changes will occur that will affect the future hydraulic studies and design of the new bridge. SHA will consider measures to further reduce floodplain impacts in the final design stage after detailed hydraulic studies are completed.

Aquatic Habitat

Aquatic resources and water quality would be protected by the Use I in-stream work restriction, proper application of an approved Erosion and Sediment Control Plan, and other Best Management Practices (BMPs) that meet the 2000 Maryland Stormwater Design Manual. Generally, no in-stream work would be permitted in the Use I streams from March 1st to June 15th, in any given year.

There is a dam with a fish ladder within the study area just north of the MD 198 bridge over the Little Patuxent River. The fish ladder is open from March – July, and the fork of the Little Patuxent River allows year-round fish passage upstream of the dam. The SHA Preferred Alternative would not impact the dam or fish ladder unless their removal becomes a mitigation activity for the stream impacts associated with constructing the project.

Removal of the existing piers and all in-stream construction for the new structure, including scour protection, would occur outside the March 1st through June 15th Use I in-stream work prohibition period, in any given year.

SWM controls, including the integration of ESD, have been included in the SHA Preferred Alternative. Full integration of ESD in the conceptual SWM plan would reduce the impact of any additional impervious surface introduced by the proposed activity and provide additional stormwater quality and quantity controls above what is currently provided on-site. Additional avoidance, minimization, and mitigation measures would be identified in the final design stage of project development.

While this study demonstrates that the proposed expansion of MD 198 would have minimal effects on the surrounding natural resources, particularly surface water quality, the construction practices utilized during the actual construction of the roadway and bridge have the potential to create impacts beyond those demonstrated here. In order to address and minimize these potential impacts, the usage of BMPs will be adhered to by SHA. Included in these actions are sediment and erosion control practices, SWM controls, minimization of vegetation impacts particularly to those within riparian or wetland buffers, and other general construction practices.

Groundwater

Impacts to groundwater are expected to be minimal and any groundwater contamination from construction activities would be kept to a minimum by implementation of BMPs such as seeding, sodding, and stabilizing slopes as soon as possible, stabilizing ditches at the tops of cuts and at the bottoms of fill slopes before excavation, creating embankments; using silt fence, and designing grassed channels.

Aquatic Resource Mitigation

The goals of the mitigation are to replace, preserve, restore, and enhance functions within the same watershed that were lost due to the impacts associated with the project. The amount of required mitigation is based on wetland replacement ratios stipulated in the Maryland Compensatory Mitigation Guidance developed by the Interagency Mitigation Task Force and Code of Maryland Regulations (COMAR) 26.24.05.01 et seq. The proposed project would

require approximately 8.3 acres of compensatory mitigation for wetlands and 1,677 linear feet of mitigation for WUS (**Table II-3**).

Table II-3: Preferred Alternative - Compensatory Mitigation for Wetlands and Waters of the United States

	Impacted System			
	Non-Tidal PEM Wetlands	**Non-Tidal PFO Wetlands**	**Non-Tidal PSS Wetlands**	**Non-Tidal Waters of the United States (Linear Feet)**
Impact (acres)	3.3	2.5	0.0	1,677
Mitigation Ratio	1:1	2:1	2:1	1:1
Mitigation Required (acres)	3.3	4.9	0.0	1,677

SHA's Total Maximum Daily Load (TMDL) Site Search reports, the 1994 Patuxent River Watershed Site Search (volumes 1, 2, 3), Watershed Restoration Action Strategy reports, DNR Stream Corridor Assessment Surveys, website database searches of the Watershed Resources Registry and RIBITs websites, site searches from nearby project planning projects (MD 175, MD 3 and MD 32 projects), and outreach to Anne Arundel County and Patuxent Research Refuge staff were consulted to identify potential wetland mitigation sites in the Little Patuxent River Watershed**.** The RIBITS search yielded a single bank site, the Cage Farm Mitigation Bank, within the basin, which was located adjacent to the Patuxent River in Calvert County.

The list of potential sites from all these sources was pre-screened using GIS and the remaining eight potentially viable sites were field reviewed with representatives of FHWA, FWS, USACE, MDE and EPA on December 19, 2014, and again April 3, 2015 at the Fort Meade dam (**Figure II-4)**. The consensus of the group was that approximately four sites were worth pursuing as conceptual mitigation sites, some in combination with other sites. Coordination with the review and permitting agencies will continue through the design phase of the project to evaluate and select appropriate mitigation to offset the wetland and stream impacts associated with this project.

The Fort Meade Dam (**Figure II-5**) is located within the project limits on the east channel of Little Patuxent River, immediately north of the MD 198 crossing. Fort Meade representatives confirmed that the dam is no longer needed. Removal of the dam would add to hickory shad, herring and eel habitat range within the Little Patuxent River. Some of the concerns associated with the dam removal include potential for contaminated sediment upstream of the dam, potential for unexploded ordinances downstream of the dam, utility conflicts on and near the bridge, impacts to bridge hydraulics, and associated costs. Potential upstream sediment contamination requires further investigation but could include, but not limited to, unexploded ordinance, total petroleum hydrocarbons, polychlorinated biphenyls, Resource Conservation and Recovery Act (RCRA) metals, volatile organic compounds, and semi-volatile organic compounds. This site was acceptable to the agency representatives as a conceptual mitigation site for all of the steam impacts (1,677 linear feet) from the project and potentially for some of the (8.33 acres) wetland impacts. The agency representatives preferred that the ball fields at Bald

Eagle Drive be converted into a wetland mitigation site, but later coordination with Patuxent Research Refuge staff disallowed that use of the Refuge. Thus, the amount of wetland

Figure II- 4: Potential Mitigation Sites

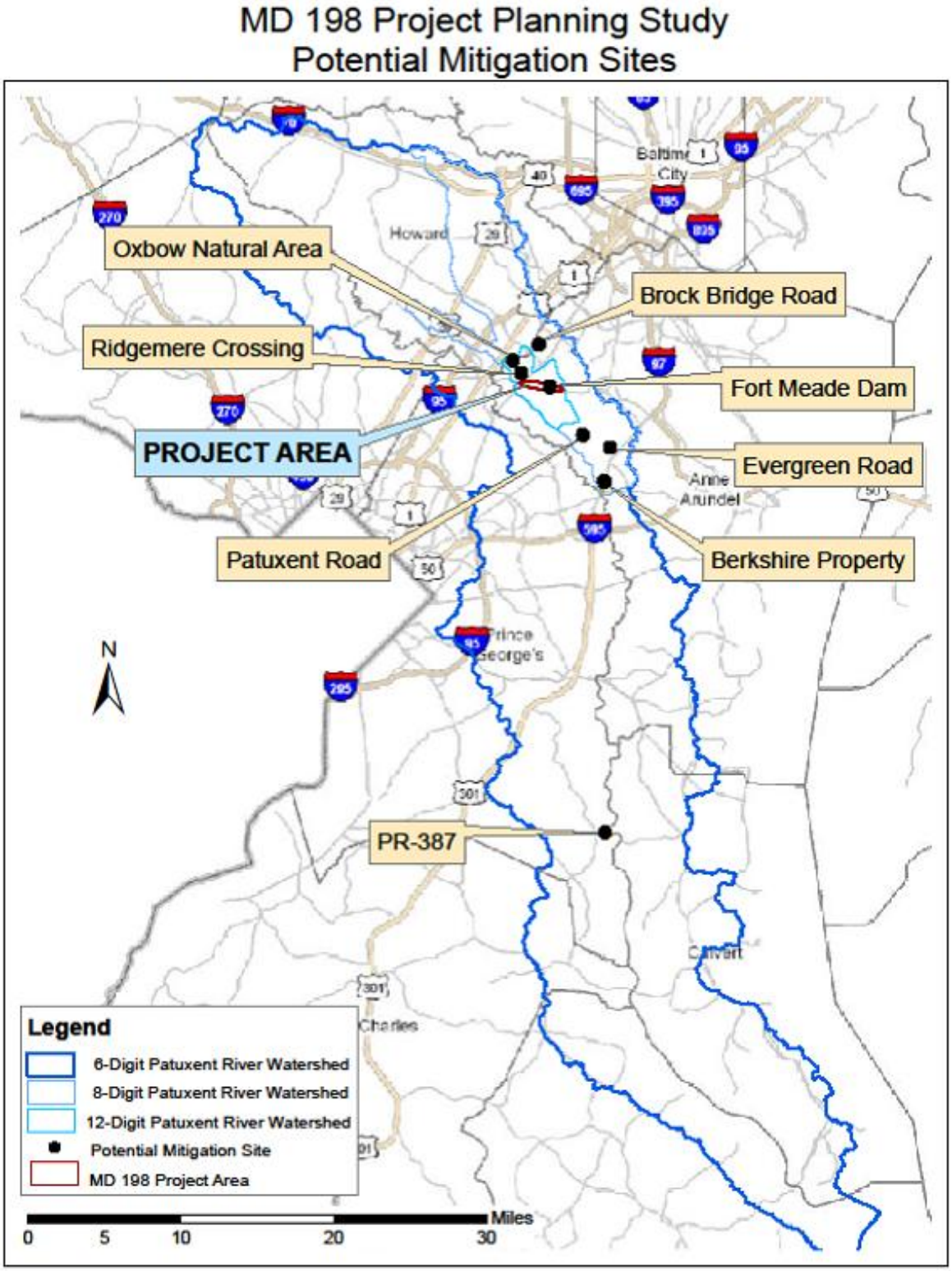
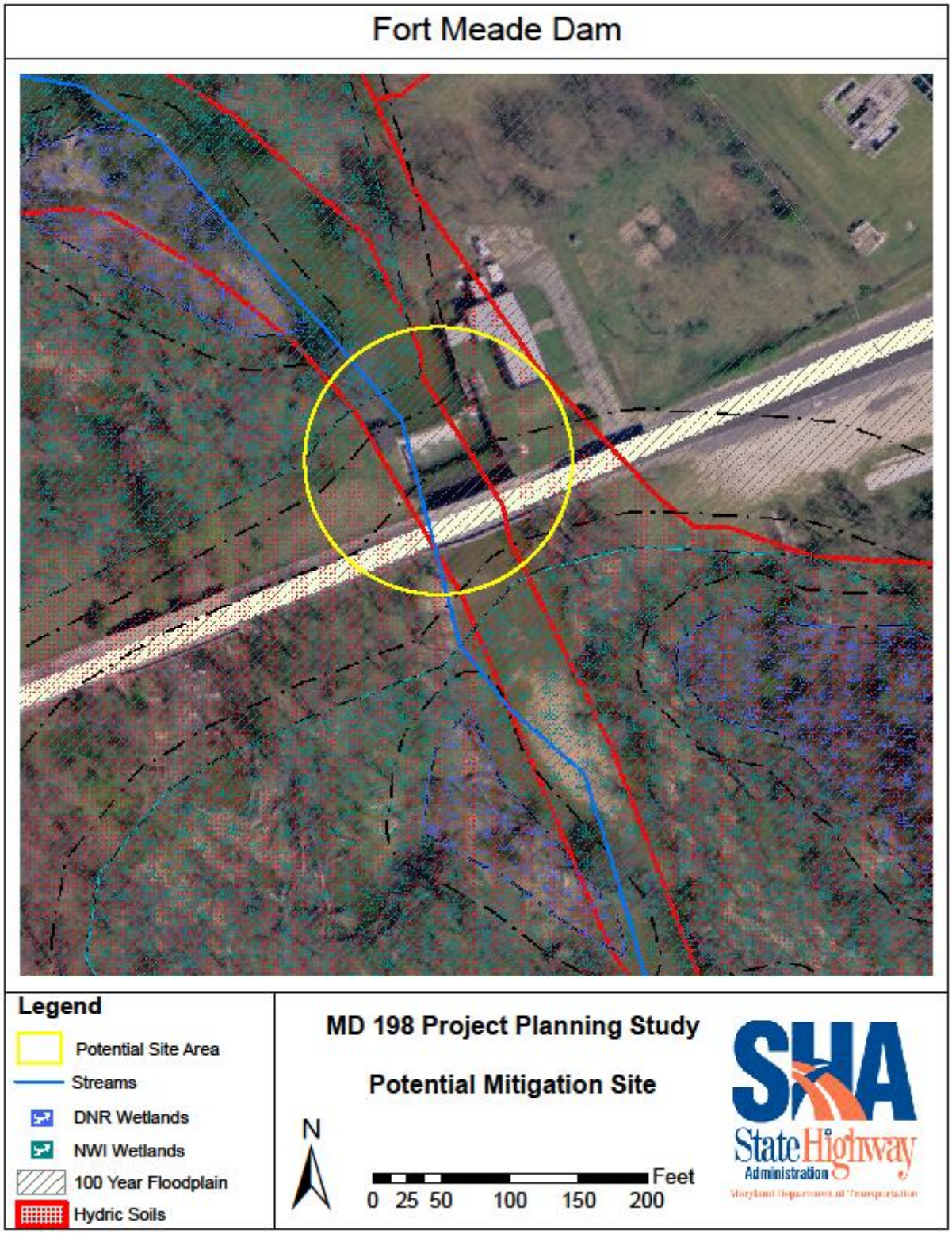


Figure II- 5: Fort Meade Dam



mitigation at Fort Meade dam would need to be supplemented with wetland mitigation at the Brock Bridge site or at PR-387.

The Oxbow Natural Area is adjacent to the Little Patuxent River at the northwest end of the project corridor. There are extensive existing wetlands in the vicinity (**Figure II-6**). This project would involve stream stabilization and wetland restoration and has the potential to be a total stream and wetland mitigation package for the MD 198 project. Preliminary review estimates approximately 1,100 linear feet of stream restoration and approximately 7-9 acres of wetland creation/restoration/enhancement. DNR is open to partnering with SHA on the project such that SHA would design and fund the project and DNR would construct it. This site was acceptable to the agency representatives as a conceptual mitigation site for all the project impacts to wetlands and streams.

The Brock Bridge Road site is located on Dorsey Run northeast of the project corridor. There is potential to improve floodplain connection and restore wetlands, stabilize stream banks, and enhance the riparian buffer (**Figure II-7**). This site contains 200 – 1,000 linear feet of stream restoration and 1-2 acres of wetland restoration/creation potential. This site was acceptable as partial mitigation for project impacts to wetlands and streams if combined with removal of the Fort Meade dam.

Site PR-387 was previously investigated for the MD 3 Planning Project and the MD 175 Design Project. PR-387 is adjacent to the Patuxent River to the east and Full Mill Branch to the south in Prince George's County. Based on agency comments, SHA installed groundwater monitoring wells in 2009 and has conducted four years of monitoring to date. Preliminary concept plans for wetland creation have been developed project that 20 acres of wetland could be created at the site (**Figure II-8**). The EPA representative has stated that this site, due to its distance from the project area, would need to be supplemented with wetland mitigation sites closer to the impact area. This site could become part of a mitigation packet with Fort Meade dam.

Forest/Woodlands

The SHA Preferred Alternative would impact 37 acres of forest. Most impacts would occur to the existing forest edge. The SHA Preferred Alternative would also impact nine significant trees. The significant tree impacts would occur near the crossing of the Little Patuxent River.

The project would comply with applicable laws and regulations regarding forest impacts. Per Natural Resources Article 5-103, "Reforestation Law," adopted 1989, amended 1990 and 1991, reforestation will be provided at a one-to-one ratio within the project limits where possible, or off-site within the same county and/or sub-watershed. Potential forest mitigation sites will be identified during final design.

Figure II- 6: Oxbow Natural Area

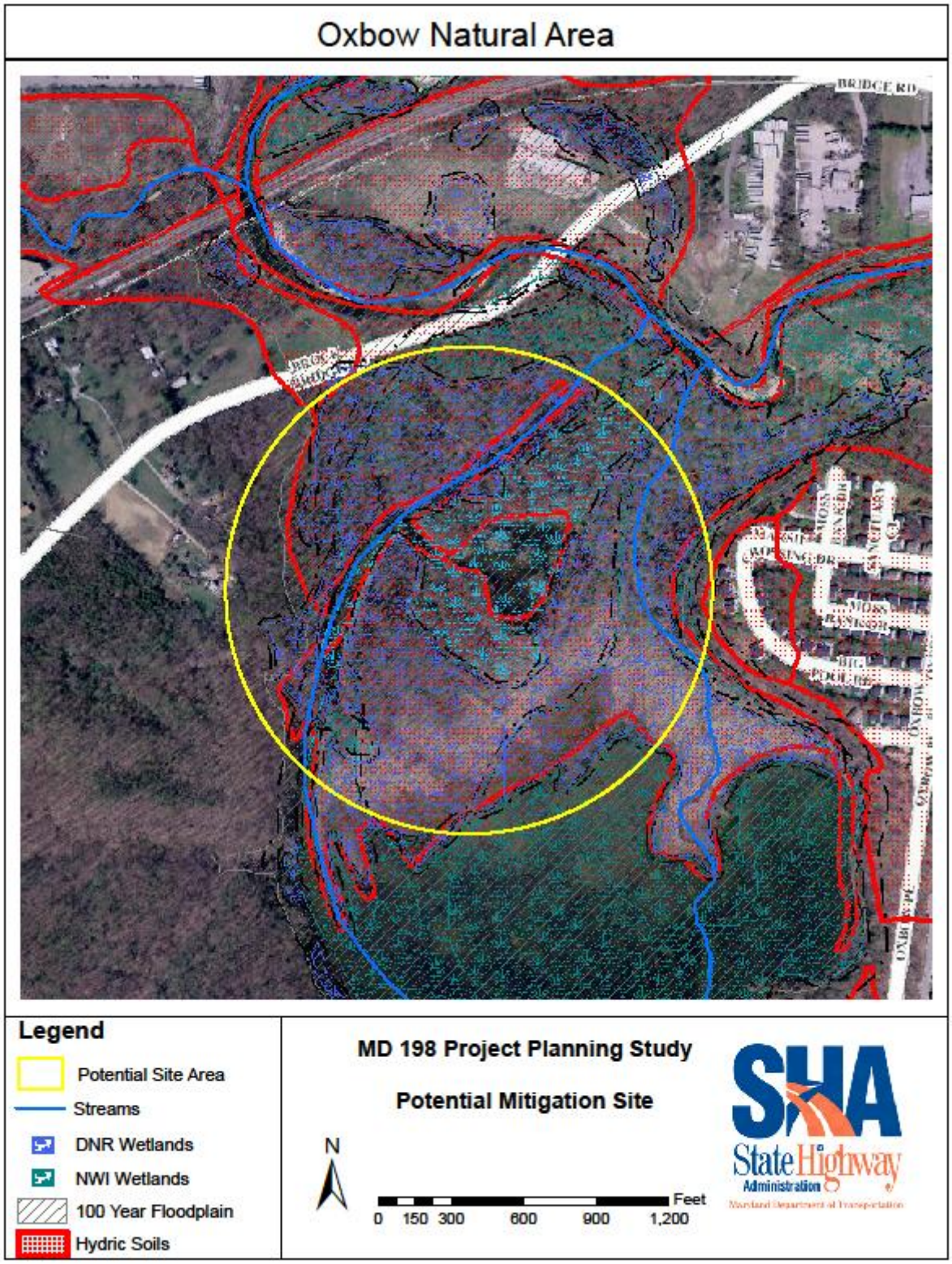


Figure II- 7: Brock Bridge Road

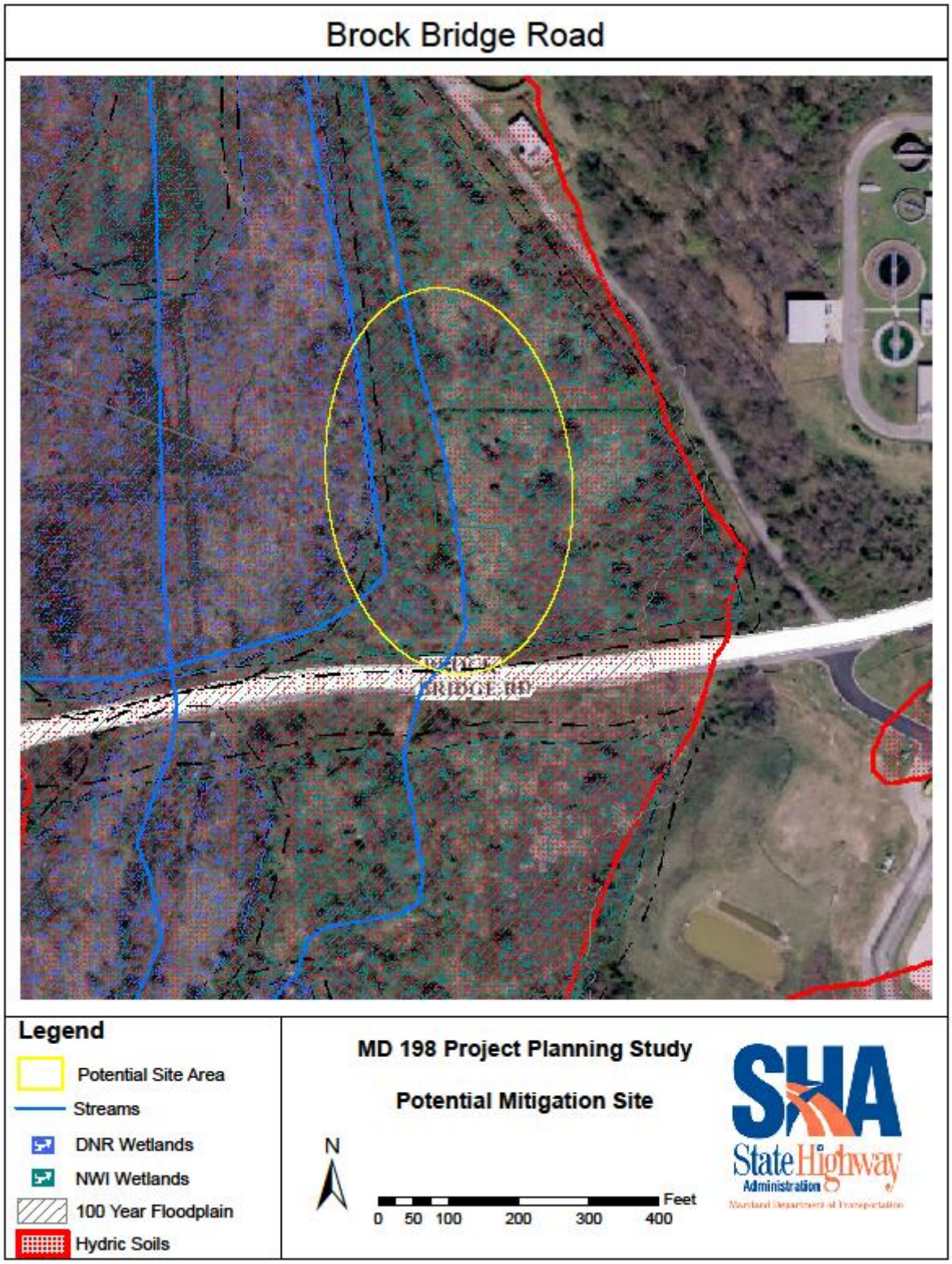
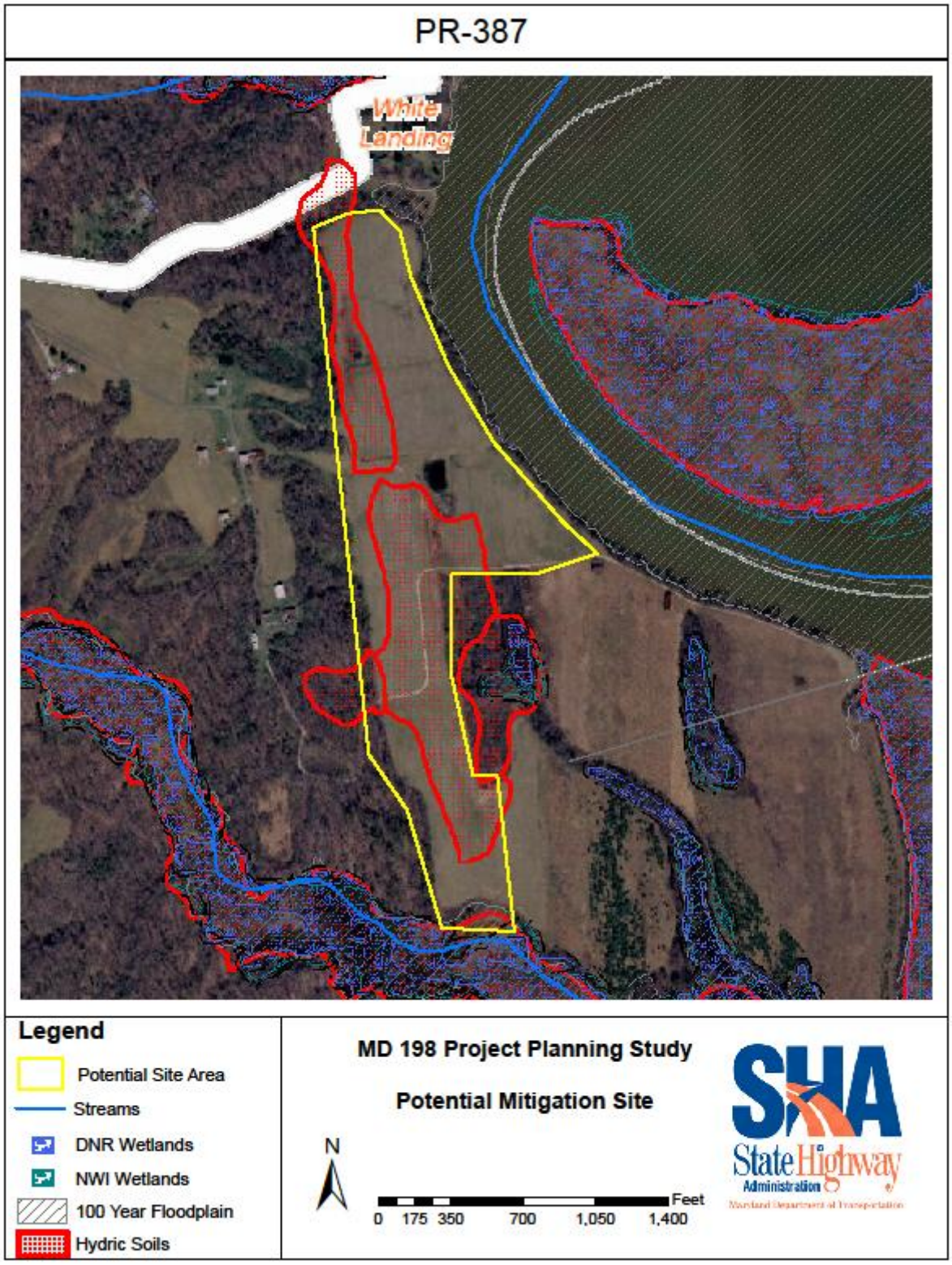


Figure II- 8: PR-387



The Maryland Department of Natural Resource (DNR) Wildlife and Heritage Service (WHS) indicated that the forested area adjacent to the study area contains Forest Interior Dwelling Species (FIDS) habitat. DNR strongly encourages the conservation of FIDS habitat and recommends the following guidelines to help minimize the project's impact on FIDS:

- Avoid placement of new roads or related construction in the forest interior. If forest disturbance is unavoidable, restrict development to the perimeter of the forest, and avoid road placement in areas of high quality FIDS habitat. Maximize the amount of contiguous forested habitat.
- Do not remove or disturb forest during the breeding season for FIDS (April-August, in any given year). This seasonal restriction may be expanded to February-August if certain early nesting FIDS (e.g. Barred Owl) are present.
- Maintain forest habitat as close as possible to the road and maintain forest canopy closure where possible.
- Maintain grass height of at least 10 inches during the FIDS breeding season (April-August, in any given year).

The value of merchantable forest products removed from Army land shall be deposited into the USACE Forestry Reimbursable account as required by 10 USC 2665 (Public Law) DOD FMR Volume 11A, Chapter 16, Army Annex (Policy and Procedures). Construction shall be in accordance with the current version of the Fort George G. Meade Forest Conservation Act and Tree Management Policy.

Soils

For the SHA Preferred Alternative, the MD 198 Mainline Alternative 4 Modified and Interchange Option A would have 96,969 cubic yards of cut and 132,153 cubic yards of fill requirements due to proposed widening and changes to intersection configurations. The use of two to one slopes and/or retaining walls along the roadway embankments would minimize the footprint of the SHA Preferred Alternative on the topography and geology of the study area. Since the impacted soils are not on land that is agriculturally zoned, a Farmland Conversion Impact Rating form is not required for this project.

The SHA Preferred Alternative would increase the amount of erosion and sedimentation primarily during the construction phase due to the removal of existing vegetation and removal of impervious surfaces. SHA will prepare a grading plan and erosion and sediment control plan in accordance with MDE regulations as the project approaches final design.

Rare, Threatened, and Endangered Species

The DNR Integrated Policy and Review Unit (IPRU) letter dated June 2, 2014 indicated that the white perch (*Morone americana*) and herring (*Alosa sp.*) spawn in the Little Patuxent River near the study area. These fish species are important economically to the Bay region and are protected by the Use I in-stream work prohibition period (March 1st through June 15th, in any given year). The IPRU also indicated that the state threatened glassy darter (*Etheostoma vitreum*) and American brook lamprey (*Lampetra appendix*) are present where MD 198 crosses the Little Patuxent River. The DNR recommends Use I in-stream work restrictions from March 1st to June 15th, in any given year.

According to the DNR WHS letter dated April 29, 2014, there are records of the following rare, threatened or endangered species documented downstream of the study area in the Little Patuxent River: Laura's clubtail (*Stylurus laurae*), Taper-tailed darner (*Gomphaeschna antilope*), Sable clubtail (*Gomphus rogersi*), Appalachian snaketail (*Ophiogomphus incurvatus incurvatus*), Southern sprite (*Nehalennia integricolis*), American brook lamprey (*Lampetra appendix*), and Glassy darter (*Etheostoma vitreum*). The WHS indicates that these dragonfly/damselfly and fish species are extremely vulnerable to the effects of siltation during their aquatic larval stages. In-stream work should be avoided if possible and all appropriate best management practices for sediment and erosion control should be adhered to during construction. SHA is committed to using all best management practices for sediment and erosion control during construction of the Preferred Alternative.

On July 15, 2014 the National Marine Fisheries Service (NMFS) commented that the non-tidal tributaries within the project area do not support species listed by them under the Endangered Species Act.

Based on April 2, 2014 coordination with the USFWS, except for occasional transient individuals, there are no federally proposed or listed endangered or threatened species known to exist in the study area. Therefore, the preferred alternative would not result in direct impacts to 12 federally proposed or listed threatened or endangered species or critical habitat.

The Northern Long-Eared bat was added to the federally threatened species list on May 4, 2015. The USFWS on June 30, 2015 accepted bat surveys results from the Patuxent Research Refuge as proof of species absence from the corridor for purposes of this NEPA document. Further coordination about the project impacts on this threatened species will be required to assess conditions prior to construction of the project.

Unique and Sensitive Areas

Scenic River - The Little Patuxent River is a scenic river in the Maryland Scenic and Wild Rivers Program. The existing crossing over the Little Patuxent River floods the roadway during heavy rain events. The SHA Preferred Alternative proposes a wider, longer, and higher bridge span that would eliminate the flooding that currently occurs at this crossing. With the SHA Preferred Alternative, fish passage through the project area will be maintained either through the western channel or through the fish ladder on the eastern channel of the Little Patuxent River. SHA will continue to coordinate with DNR during the final design phase to ensure that all measures are taken, particularly stream habitat protection measures, to avoid and/or minimize impacts to the Little Patuxent River.

Patuxent Research Refuge - The Patuxent Research Refuge (Refuge) is a nationally recognized wildlife refuge in the study area and is considered a Section 4(f) resource under the U.S. Department of Transportation Act of 1988 (49 USC 3030(c)). It is located south of MD 198 and mainly parallels the southern portion of the study area corridor. The SHA Preferred Alternative would not require right-of-way from the Patuxent Research Refuge.

The Refuge owns and manages wildlife refuge lands and four ball fields located at the southeast corner of the MD 198/Bald Eagle Drive intersection. The ball fields can be utilized by the public and by governmental agency staff. The project would have no direct impacts on the Refuge or the associated ball fields located at the intersection of MD 198 and Bald Eagle Drive. However, an informal parking area that is located on property owned by Fort Meade, between MD 198 and the ball fields would be impacted. The SHA Preferred Alternative includes the creation of a paved parking lot along MD 198 at this location and will reconfigure the main parking area along Bald Eagle Drive to maintain the overall total number of parking spaces. Further improvements at Bald Eagle Drive include a new traffic signal, with a median break and turn lanes onto MD 198.

Fort Meade, the USFWS and FHWA have all concurred that the proposed MD 198 project would have a *de minimis* impact on the land adjacent to the ball fields (March 17, 2010 and June 26, 2014; April 6, 2010; July 1, 2014, respectively). On December 22, 2014 USFWS requested that no improvements be made to the parking lot on Bald Eagle Drive, since the ball fields were to be removed by 2017. However, on May 11, 2015 USFWS stated that they will allow improvements to the Bald Eagle Drive parking lot that include use of a permeable surface, and for the lot not to be expanded in size are part of the design of the Preferred Alternative.

The Baltimore-Washington Parkway is also considered a Section 4(f) resource under the U.S. Department of Transportation Act of 1988 (49 USC 3030(c)). The Baltimore-Washington Parkway is owned by the National Park Service (NPS) and is a significant historic resource listed in the NRHP. Specifically, the SHA Preferred Alternative would impact a total of 0.94 acre of permanent impact to the Baltimore-Washington Parkway from lane widening and sidewalk and shared use path installation. Temporary roadway and bridge impacts, including resurfacing existing pavement, restriping the lanes and resetting the slope, would result in 5.32 acres of temporary impacts, with up to 0.43 acre of tree replacement and 2.25 acre of landscaping within the Baltimore-Washington Parkway boundary.

SHA's coordination with MHT in October 2007 confirmed that the Baltimore-Washington Parkway was eligible for listing in the National Register of Historic Places (NRHP) and that the project would have no adverse effect on historic standing structures. The NPS concurred with the determination of no adverse effects to the Baltimore-Washington Parkway in April 2011, with a NPS and MHT approved landscaping plan. Additional coordination was provided to MHT in April 2014 regarding changes to the type and location of stormwater facilities for Alternative 4 Modified. In May 2014, and again in September 2014 MHT concurred with the SHA coordination, that this project continued to have no adverse effects to historic properties.

As requested by MHT and NPS, a total of 2.25 acres of landscaping within the NPS boundary would mitigate the impacts associated with the SHA Preferred Alternative. Landscaping goals are to maintain the overall quantity of vegetation, including screening of adjacent commercial development from the Baltimore-Washington Parkway, and to use native plants. Final landscape plans and locations within a mile of the project area will be coordinated with MHT and NPS when complete.

NPS, MHT and FHWA have concurred that the proposed MD 198 project would have a *de minimis* impact on the Baltimore-Washington Parkway (May 11, 2015; September 2014; and May 29, 2015, respectively) conditioned on landscaping plantings. These agencies have also concurred with the applicability of the temporary use criteria for the resurfacing, landscaping, and construction access impacts to the Baltimore-Washington Parkway.

All minimization techniques suggested by the NPS, MHT and USFWS were included in the design of the SHA Preferred Alternative. Minimization techniques included moving the SWM/ESD facility locations of Alternative 4 Modified outside the Baltimore-Washington Parkway boundary and including NPS and MHT review of the landscaping plan at the Baltimore-Washington Parkway southbound ramp (This planting plan will mitigate at a 1:1 ratio with native species for the viewshed impacts from the additional lane). SHA will continue to coordinate with NPS and MHT in the review of the landscaping plans and the MD 198 roadway improvements within the Baltimore-Washington Parkway.

4. Air Quality

A project-level air quality technical analysis was completed in accordance with the U.S. Environmental Protection Agency (EPA), FHWA, and SHA guidelines. The purpose of this project-level air quality analysis was to evaluate the potential effects of the proposed alternatives on the air quality, including the analysis of carbon monoxide (CO), fine particulate matter 2.5 microns or smaller in size ($PM_{2.5}$), and Mobile Source Air Toxics (MSATs). Refer to the *Air Quality Technical Report MD 198 MD 198: Russett Green (west of MD 295) to MD 32* (June 2009) for details on the technical analysis and its components. A summary of the results is provided below:

CO Micro-scale Evaluation

The study area is designated as moderate nonattainment for ozone under the eight-hour standard and as nonattainment for $PM_{2.5.}$ Although the study area is an attainment area for CO, the Baltimore Central Business District is under a CO Maintenance Plan, which provides for continued attainment of the CO standard through December 15, 2015.

SHA selected representative air quality sensitive locations to perform a CO micro-scale evaluation, and used the approved EPA CAL3QHC (1993) dispersion model to predict CO concentrations for the Open to Traffic (2015) year and Design year (2030). The resulting analysis indicates that the one-hour and eight-hour concentrations of CO would not exceed the national ambient air quality standards (NAAQS) at any receptor locations within the project area for any of the design alternatives and options.

Hot-Spot Conformity Determination

The MD 198 project is included in the region's Constrained Long Range Plan (CLRP) as Highway Project #15 (MD 198: MD 295 to MD 32, Widen to four lanes) and the 2014-2017 TIP (ID # 61-1403-41). The MD 198 project is included in the Maryland Department of Transportation's (MDOT) FY 2014-2019 Consolidated Transportation Program (CTP) as State Highway Administration - Anne Arundel County - Line 7 in the Secondary Development and Evaluation Program with STIP Ref#AA5101. Plan It 2035 and the 2014-2017 TIP were adopted

by the Baltimore Regional Transportation Board (BRTB) on November 26, 2013 and the "Conformity Determination of the 2014-2017 TIP and Plan It 2035" was approved by FHWA and FTA on January 22, 2014. These represent the currently conforming CLRP and TIP in accordance with 40 CFR 93.114.

Under the Transportation Conformity Rule, EPA requires Federally funded or approved projects to conduct PM2.5 and particulate matter 10 (PM10) Hot-Spot Analyses to determine conformity with the PM2.5 and PM10 NAAQS (71 FR 12468). In 2009, SHA assessed the applicability of the project under several EPA rules and found that the MD 198 Project is not a project of air quality concern as defined under 40 CFR 93.123(b) (1) (i) & (ii); and therefore, would not be expected to cause or contribute to a new violation of the PM2.5 NAAQS or increase the frequency or severity of a violation. In May 2013 a conformity determination was completed for the PA. The analysis determined that the project is not a project of air quality concern and this determination was concurred upon by MDE, EPA, FHWA and the MPO. The determination was posted for a 15-day public comment review in June 2013 and no comments were received.

MSATs

The FHWA *Guidance Update on Mobile Source Air Toxic Analysis in NEPA* requires an assessment of Mobile Source Air Toxics (MSATs) under specific conditions. The EPA identified seven compounds with significant contributions from mobile sources that are among the national and regional-scale cancer risk drivers. These seven MSATs are: acrolein; benzene; 1,3-butadiene; diesel exhaust (organic gases and diesel particulate matter); formaldehyde; naphthalene; and polycyclic organic matter. The purpose of the project is to improve existing traffic operations and increase vehicular 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. Improving MD 198 would enhance access to Fort Meade and accommodate future transportation needs in the project area. The project will have no meaningful impacts on traffic volumes or vehicle mixes. Therefore in accordance with the above referenced FHWA guidance, the project would be considered a Project with No Meaningful Potential MSAT Effects.

This project has been determined to generate minimal air quality impacts for CAA criteria pollutants and has not been linked with any special MSAT concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause an increase in MSAT impacts of the project from that of the no-build alternative. Moreover, EPA regulations for vehicle engines and fuels will cause overall MSAT emissions to decline significantly over the next several decades. Based on regulations now in effect, an analysis of national trends with EPA's MOVES model forecasts a combined reduction of over 80 percent in the total annual emission rate for the priority MSAT from 2010 to 2050 while vehicle-miles of travel are projected to increase by over 100 percent. This will both reduce the background level of MSAT as well as the possibility of even minor MSAT emissions from this project.

Construction Emissions

The construction phase of the proposed project has the potential to impact the local ambient air quality by generating fugitive dust through activities such as demolition and materials handling. The SHA has addressed this possibility by establishing "Specifications for Construction and Materials" which specifies procedures to be followed by contractors involved in site work. The Maryland Air and Radiation Management Administration was consulted to determine the adequacy of the "Specifications" in terms of satisfying the requirements of the "Regulations Governing the Control of Air Pollution in the State of Maryland." The Maryland Air and Radiation Management Administration found the specifications to be consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures (Code of Maryland Regulations 26.11.06.03D) would be incorporated to minimize the impact of the proposed transportation improvements on the air quality of the area. Mobile source emissions can also be minimized during construction by not permitting idling delivery trucks or other equipment during periods of unloading or other non-active use. The existing number of traffic lanes should be maintained during construction, to the maximum extent possible, and construction schedules should be planned in a manner that will not create traffic disruption and increase air pollutants. Application of these measures will ensure that construction impact of the project is insignificant.

5. Noise

An impact analysis was prepared for noise sensitive areas (NSAs) in the study area in accordance with FHWA and SHA guidelines, including Title 23 of the CFR 772 *Procedures for Abatement of Highway Traffic Noise and Construction Noise* and the MDOT - SHA Sound Barrier Policy (April 2011). This complete analysis is part of the Final EA, Chapter 3, Existing Environment and Environmental Consequences (2011). Six NSAs have been identified within the study area. Based on detailed modeling and analysis, only two NSAs were impacted and would be considered for abatement.

NSA-03 (Recreational/Institutional Areas)

Two of the ball fields in NSA-03 are impacted by Alternative 4 Modified, as the predicted noise levels equal or exceed 66dB(A). In addition to peak hour traffic, non-peak hour traffic (7 to 8 pm) was modeled in the early evening to verify that impacts occurred when the ball fields were in use. The study indicated that there was an impact then; however, abatement would not be feasible since it would restrict pedestrian access to the ball field. SHA contacted the owner of the ball fields (the Patuxent Research Refuge) who indicated that a noise barrier was not desired on June 26, 2014 (**Appendix F**).

NSA-06 (Commercial/Forested Areas)

There is an outside eating area at the Bank Shot Bar & Grill, which is impacted by Mainline Alternative 4 Modified build conditions. Noise abatement was considered, but was determined not reasonable because the openings in the barrier required for access to and from the outside eating area of the restaurant would prevent noise reduction and because of the potential negative visual impact on the facility.

Figure II- 9: Impacted Noise Sensitive Areas

6. Hazardous Materials

An Initial Site Assessment (ISA) conducted for the MD 198 study area identified 34 sites/properties within the SHA Preferred Alternative project area corridor that potentially contained hazardous materials. Section III of the MD 198 *Project Planning Study Environmental Assessment and Draft Section 4(f) Evaluation* (September 2011) provides information for each of these sites including location, description of environmental/hazard concern, risk ranking, impact type and the alternative within which the site is found. Thirty-three of the sites are within the right-of-way of Mainline Alternative 4 Modified, and four of the properties are within the right-of-way of Option A. Through more detailed analysis, SHA determined that 14 sites along the study corridor would require further investigation during the design phase of the project. This investigation, called a Preliminary Site Investigation (PSI), would occur at the ten sites identified as High Risk, the one site ranked as Medium/High Risk**,** and as a precautionary measure, SHA would conduct a PSI for three other sites identified in the ISA for which site inspections could not previously be completed. The PSI provided information regarding contamination of total petroleum hydrocarbons, polychlorinated biphenyls, RCRA metals, volatile organic compounds, and semi-volatile organic compounds.

During final design, a PSI work plan would be developed that outlines a strategy for conducting additional studies at some or all of these sites and for determining the extent of contamination. PSI screening may involve geophysical studies such as soil borings, installing monitoring wells, and digging test pits for sampling and characterizing hazardous materials present at the site.

SHA coordinated with Fort Meade in 2009 to identify probable locations of unexploded ordnance (UXO, explosives that did not explode when they were employed and still pose a risk of detonation) within the project study area as a result of soil disturbance activities. Fort Meade

officials indicated a low probability for potential impacts from UXO (**Appendix F**) in areas adjacent to the ball fields and Tipton Airport property impacted by the Preferred Alternative. SHA will secure UXO construction avoidance support prior to the soil disturbance activities associated with highway and bridge construction.

7. Indirect and Cumulative Effects Analysis (ICE)

To determine if and how MD 198 improvements might interact with past, present, and future development, SHA conducted an Indirect and Cumulative Effects or ICE Analysis. Indirect effects are reasonably foreseeable impacts that would occur after the construction of a project due to development that is dependent upon the study's alternatives. Cumulative effects, in turn, are reasonably foreseeable effects on the environment that occur because of the interaction of many smaller, incremental changes.

The ICE analysis documented in the MD 198 EA concluded that the Preferred Alternative is anticipated to only cause minor indirect or cumulative effects associated with natural resources, communities and businesses, recreational facilities and historic structures in the ICE boundary Future growth within the ICE boundary is anticipated to remain consistent with improvements outlined in the *Anne Arundel County GDP*, the *Jessup/Maryland City Small Area Plan*, and the *Howard County General Plan*. Each of the currently planned developments within those documents is projected to occur regardless of the MD 198 improvements. Furthermore, since the approval of the EA, minor engineering modifications have been made resulting from public and agency comments. The following discussion outlines the potential indirect and incremental cumulative effects that may occur within the MD 198 ICE boundary.

Indirect Impacts

Indirect impacts to groundwater would primarily be associated with increases in impervious surface associated with SHA's Preferred Alternative and other projects in the ICE boundary. The increase in impervious surface would increase runoff carrying vehicle-generated pollutants, which could potentially enter groundwater resources. Surface water and water quality may be indirectly affected by contaminated groundwater inflow into streambeds of surface waters. Roadway projects also have the potential to cause indirect effects to floodplains due to increased sedimentation entering a floodplain caused by both disturbances during construction activities as well as increased impervious due to development in planned growth areas. To minimize these indirect effects to floodplains, appropriate erosion and sediment control measures including ESD facilities would be incorporated. Increased development may disturb the hydrologic function of the floodplain, however, regulations are presently in place to minimize potential impacts by requiring any applicants to obtain permits that build the least environmentally damaging preferred alternative prior to initiating any work within a floodplain. Floodplain restrictions are relatively stringent, due to safety and property concerns, and therefore, it is anticipated that indirect effects to floodplains would be minimal.

SHA also anticipates minor indirect impacts to wetlands due to construction disturbance. These effects would be mitigated partially through regulatory and permitting requirements such as banking, restoring, enhancing, or creating and preserving wetlands, surface waters, or uplands. For example, SHA may employ a 1:1 replacement ratio for impacts to emergent wetlands, a 1.5:1

replacement ratio for scrub-shrub wetlands, and a 2:1 replacement ration for forested wetland systems.

Forest stands exist within the study area. Based on a 2009 DNR report by the No Net Loss of Forest Task Force, Anne Arundel County ranked second highest for total terrestrial habitat/forest loss out of all Maryland counties and Howard County ranked fourteenth. Minor indirect impacts to forests may occur from the increased rate of development in areas zoned for commercial and residential use. However, much of the existing forested area near the project is located in parkland or refuges that are protected under other county, state, and federal regulations.

Minor indirect effects may occur to social-economic aspects of the community resulting from accelerating the development rate in the planned growth areas due to improved capacity from the MD 198 SHA Preferred Alternative, and additional pressures expected from growth associated with BRAC. The increased development rate is also anticipated to adversely affect wildlife crossing and migration patterns for species in the Patuxent Research Refuge.

Indirect effects to Section 106 resources may result from a change in the development rated in the planned growth areas due to improved capacity. The accelerated rate of development may subsequently affect the viewshed surrounding the Baltimore-Washington Parkway.

Cumulative Effects

Planned development and population increases within the ICE boundary could result in potential beneficial cumulative effects on socioeconomic conditions by improving traffic flow and access to residences and businesses. Improved access may further promote new business opportunities. However, as more of the land is changed from forest to urban land use, there would be impacts to stream water quality. Collectively, these developments would be expected to increase non-point source pollutant loadings to surface waters, which may result in a negative overall impact to water quality; however, measures identified by Anne Arundel County and mitigation requirements established by federal and state law would help to keep the detrimental effects of development activities on surface water quality and aquatic habitat to a minimum.

Increased planned development and population could contribute to adverse cumulative effects to the Patuxent Research Refuge; however, it could also increase business, resulting in beneficial cumulative effects on other socioeconomic resources such as improved traffic flow and accessibility to residences and businesses.

Some degree of adverse cumulative effects on natural resources are also expected when the combined potential impacts of other proposed development within the ICE boundary are taken into consideration. Nevertheless, development is expected to be concentrated in residential-, commercial-, and industrial-zoned areas, which would decrease the overall potential impacts on environmentally sensitive resources. Cumulative effects on historic sites and structures are expected to be minimal within the ICE boundary as a result of the appropriate application of established state and federal regulatory procedures for resource identification, consultation, avoidance, minimization, and mitigation.

Established regulations and continued consultation with the appropriate regulatory agencies would lessen the total impacts to resources.

ICE Mitigation

Avoidance and minimization strategies were incorporated into the MD 198 build alternatives to reduce impacts on environmental resources. SHA will recommend mitigation for any direct impacts that remain following avoidance and minimization efforts and will incorporate measures into the project design that will limit indirect impacts (e.g., best management practices to reduce/control storm water runoff, and treatment of runoff in stormwater management/ESD facilities).

Future development and growth within the ICE boundary will be determined by state and county development plans. SHA will continue to work with local governments and state agencies to promote beneficial controls and suggest that local jurisdictions develop resource preservation plans. However, efforts to avoid, minimize, and mitigate impacts caused by cumulative development impacts within the ICE boundary are beyond the control and funding authority of SHA. Anne Arundel County is ultimately responsible for monitoring and applying growth-management techniques that result in development at a consistent pace with roadways and other necessary infrastructure. Mitigation for cumulative effects on environmental resources must be considered by the responsible parties and regulatory agencies.

Conclusion

Anne Arundel and Howard Counties expect continued growth regardless of the improvements associated with the MD 198 project. There are no development projects that are dependent upon the MD 198 project for completion. MD 198 improvements are consistent with *Anne Arundel County GDP*, *Howard County General Plan* and *Jessup/Maryland City Small Area Plan*.

Direct impacts from the SHA Preferred Alternative may affect surface water, forest/terrestrial habitat, floodplains, wetlands, communities and businesses and recreational and historic structures in the ICE boundary.

Cumulative effects from the SHA Preferred Alternative could occur to the same resources. However, development is expected to be concentrated in residentially, commercially and industrially zoned areas, which will decrease the amount of impacts to environmentally sensitive resources. While the SHA Preferred Alternative could contribute to adverse cumulative effects to the Patuxent Research Refuge, the planned development and population could potentially enhance the economy and result in beneficial cumulative effects to other socioeconomic resources.

III. Summary of Public Involvement

III. SUMMARY OF PUBLIC INVOLVEMENT

A. Public Workshop

An Alternatives Public Workshop was held on June 24, 2008 to present the results of the preliminary planning study to the public. The purpose of the workshop was to provide an opportunity for area residents and community representatives to ask questions and provide comments on the alternatives and options presented. Information for four mainline alternatives and five MD 198/MD 32 Interchange options (including estimated cost, right-of-way requirements, displacements, number of properties impacted, and an estimation of natural environmental impacts) was presented. Eighty-seven people attended this workshop, including local residents, community leaders, and county representatives. Most favorable responses supported Alternative 4 for the mainline and Option A for the interchange. Following the Alternatives Public Workshop, SHA, in coordination with FHWA, reviewed citizen and agency comments to determine which alternatives would be studied in further detail. More information on these workshops and the corresponding public comment period, including responses to public comments, is available in Appendix B of the MD 198 EA (September 2011).

B. Public Hearing

Following the completion of the *MD 198 Project Planning Study Environmental Assessment (EA) & Draft Section 4(f) Evaluation* (September 2011), SHA held a Location/Design Public Hearing on November 17, 2011 at Meade Middle School. The purpose of the public hearing was to formally present the Alternatives Retained for Detailed Study and the results of the detailed engineering and environmental studies for the project. The hearing provided an opportunity for public participation in the planning process prior to the selection of the Preferred Alternative. SHA presented the alternatives under consideration for public comment to 48 attendees. No elected officials were present at the hearing. SHA received 14 written comments, two emails, four public testimonials, and two private testimonials through the public comment period, which closed on December 19, 2011. Refer to **Appendix D** for the Public Hearing Transcript.

SHA received nine comments that identified preference for one of the alternatives analyzed. These preferences were evenly divided between the No-Build Alternative, Alternative 2, and Alternative 4 Modified. Approximately 55 percent of commenters preferred the Option A Flyover, while 11 percent preferred Option D and no support for Option C.

The public expressed concern over current congestion and access at the MD 295/MD 198 Interchange. Although there was a common concern for bicycle and pedestrian safety, the public was divided over whether bicycle and pedestrian facilities should be included in the final design. Commenter's also noted that traffic along MD 32 and MD 295 is worse than traffic along the MD 198 corridor. Some residents were concerned over public access to properties in the study area and supported the proposed new traffic signals. SHA also received opposition to the roundabouts and particularly the two-lane roundabout design. Refer to **Appendix E** for the Public Hearing Comments and SHA Responses

IV. Public and Agency Correspondence and Coordination

IV. PUBLIC AND AGENCY CORRESPONDENCE AND COORDINATION

Agency coordination and public involvement were conducted throughout the project planning process for the MD 198 Project. This section summarizes the coordination with federal, state, and local agencies, as well as the public that was conducted since the approval of the Environmental Assessment (September 2011).

A. Streamlined Process Coordination

As part of the SHA streamlined environmental and regulatory review process, interagency meetings were held throughout the course of the MD 198 Project Planning Study. Agencies involved in the meetings included SHA, FHWA, USFWS, EPA, USACE, MD DNR, MDE, MHT, Maryland Transportation Authority (MDTA), Maryland Department of Planning (MDP), NPS, Fort Meade, Anne Arundel County and other federal, state, and local government agencies. Key milestones of the Interagency Project Review included meetings for field reviews, Purpose and Need, Alternatives Retained for Detailed Study (ARDS), and the SHA Preferred Alternative/ Conceptual Mitigation (PACM) Concurrence Package.

The streamlined process coordination documentation for the Purpose and Need and ARDS can be found in the EA (September, 2011). Since the approval of the EA, SHA presented the PACM Concurrence Package to the agencies on September 17, 2014 and again on November 19, 2014. After SHA addressed agency comments, including conducting two field review meetings of potential mitigation sites, the agencies provided their concurrences on the PACM in spring 2015 (**Table V-1** provides a listing of the agencies' concurrences and **Appendix C)**.

Table IV-1: Agency Concurrences

Correspondence	To	From	Date
Concurrence on PACM	SHA	Federal Highway Administration	07/09/15
Concurrence on PACM	SHA	Maryland Department of the Environment	05/12/15
Concurrence on PACM	SHA	Maryland Department of Planning	05/14/15
Concurrence on PACM	SHA	U.S. Army Corps of Engineers	05/21/15
Concurrence on PACM	SHA	U.S. Fish and Wildlife Service	05/21/15
Concurrence on PACM	SHA	Maryland Department of Natural Resources	05/21/15
Concurrence on PACM	SHA	National Park Service	05/28/15
Concurrence on PACM	SHA	Environmental Protection Agency	05/28/15
Concurrence on PACM	SHA	Baltimore Metropolitan Council	06/01/15

Two agencies provided comments with their PACM concurrences. First, the MDP said that the project provided needed transportation improvements and supported existing and planned development, and that the inclusion of bicycle lanes and shared-use paths will facilitate non-automobile travel. Second, the USFWS recommended continued coordination to identify potential wetlands preservation and afforestation opportunities within the Forks of the Patuxent

River area, believing that preserving high functioning wetlands to be an appropriate mitigation approach due to the intense development pressure in that location. The USFWS reiterated their willingness to work with SHA to identify potential afforestation sites within the Patuxent Research Refuge to satisfy Maryland Reforestation Law requirements.

B. Government Agency, Elected Officials and Public Coordination

Meetings were held with local, state, and federal agencies, as well as the public at critical points in the project planning process to keep involved parties informed and solicit feedback. These meetings are listed below in **Table V-2**.

Table IV-2: Summary of Meetings

Meeting	Purpose	Date	Attendees
Location Design/ Public Hearing	Presented results of detailed engineering and environmental studies that allowed the public and government agencies to comment prior to selecting an alternative (**Appendix D**).	11/17/11	Public, SHA, AA OP&Z, Ft. Meade, USACE
Interagency Review Meeting (IRM)	Provided an update on the project with focus on the preferred alternative.	2/23/12	SHA, FHWA, MDE, USACE, MTA, USFWS, MDP, BMC, EPA
Directors Recommendation Meeting	Discuss comments received at the public hearing, review changes to the alternatives, and recommend an alternative to SHA Directors.	3/21/12	SHA, AA, FHWA
Stakeholder Coordination Meeting	Presented the Preferred Alternative and answered questions.	4/19/12	Tipton Airport Boards of Directors, SHA, Anne Arundel County Office of Planning & Zoning
Administrators Meeting	Discuss comments received from the public and regulatory agencies at the public hearing, and recommend an alternative to SHA Administrator (**Appendix B**).	5/4/12	SHA, FHWA
NPS meetings	Discussion of impacts to NPS lands.	5/19/14 9/15/14	SHA, FHWA, NPS
IRM/Preferred Alternative Conceptual Mitigation	Presented mitigation packet for regulatory agency concurrence (**Appendix C**).	9/17/14 11/19/14	SHA, FHWA, MDE, USACE, MTA, USFWS, MDP, BMC, EPA

Meeting	Purpose	Date	Attendees
PACM field meetings	Reviewed potential mitigation sites	12/19/14 04/03/15	SHA, FHWA, MDE, USACE, USFWS, EPA, DNR, Ft. Meade (April meeting only)

C. Agency Correspondence

1. NPS Coordination

Coordination with the National Park Service (NPS) began early in the project (2008) with their concurrence on the purpose and need and alternatives retained for detailed studies. NPS concurred that the purpose and need of the project was to improve capacity and traffic operations on MD 198, while improving vehicle and pedestrian safety and supporting development in the area. This project will address projected operational and safety deficiencies resulting from the expected construction of the Arundel Gateway development and the continued growth of Fort Meade associated with BRAC consolidation. NPS then concurred with dropping Alternatives 3 and 4 and Interchange Options B and E and proceeding with studies on Alternatives 1 (No-Build), 2 (TSM) and 4 Modified and Interchange Options A, C, and D.

In 2009, SHA quantified the impacts to the Baltimore-Washington Parkway from Alternatives 2 and 4, and provided those calculations (0.1 – 0.4 acre of pavement at the ramp and 1-4.7 acre of temporary construction easement) to NPS in a request for a Section 4(f) *de minimis* determination. In early 2010, a meeting was held with NPS to discuss the *de minimis* impact request. At that meeting the NPS expressed concerns about the impacts to the tree buffer outside the Baltimore-Washington Parkway that provided visual buffering from the adjacent retail buildings, where SHA had placed storm water management facilities to minimize impacts to the Baltimore-Washington Parkway. NPS also asked to be consulted in planning the green storm water management facility and the landscaping design within the Baltimore-Washington Parkway. Shortly thereafter, SHA coordinated with NPS about the auxiliary lane needed to carry traffic to the new development planned within the MD 198 project limits. Impacts from Alternative 4 Modified to the NPS included shifting the storm water management facilities from the tree buffer near the toe of the ramp, and adding 0.5 acres permanent impacts and 1.3 acres temporary impacts with 2.3 acres of landscaping with native plants offered as mitigation.

NPS concurred with the assessment of impacts to the Baltimore-Washington Parkway from Alternative 4 Modified April 7, 2011, indicating "that the 'character defining features of the Baltimore-Washington Parkway would not be adversely impacted by a small increase in the typical road section in this location." They added that they were concerned about cumulative impacts – especially if any additional road or non-pervious surfaces are added to the overall design. They also stressed that cumulative impacts be addressed in any future NEPA and Section 106/4(f) environmental documentation. NPS concurred with SHA's determination that ESD and SWM have been minimized as greatly as possible, and asked that any vegetation removed would be replaced on a 1:1 ratio using native species and submitted to NPS and MHT for approval in a landscape plan.

FHWA approved an Environmental Assessment and Draft Section 4(f) Evaluation on September 28, 2011. A public hearing was held November 16, 2011. No comments were received about the project design within the Baltimore-Washington Parkway.

In 2014, regulatory changes in the treatment of storm water runoff resulted in NPS's request to preserve an acre of tree buffer between the Baltimore-Washington Parkway and the adjacent commercial structures resulted in SHA revising the design within the NPS boundaries. When these changes were coordinated with NPS, the following items were discussed:

- NPS concerns with having to maintain the ESD facilities,
- Safety and access for SHA to maintain the ESD facilities,
- SHA's need to produce NEPA documents that meet NPS regulatory standards,
- New mitigation planting site since the 2011 mitigation site location was no longer available, and
- NPS' preference for SHA to acquire a tree buffer area as mitigation. NPS staff also acknowledged their need to determine whether the 2011 concurrence with the assessment of park impacts and mitigation was binding. Subsequently, the NPS' Acting Superintendent spoke with the SHA Deputy Director, who agreed to remove the ESD from within the Baltimore-Washington Parkway. NPS agreed to support the waiver request to the MDE for an exemption to the ESD regulations.

In a meeting on September 15, 2014 with NPS, SHA presented the current design that impacts the Baltimore-Washington Parkway, (0.9 acre permanent impacts, 5.3 acres temporary impacts, and 2.3 acres landscaping impacts) with potential areas shown for the landscape plantings, and explained that further property research had confirmed that the buffered tree area was currently owned by the Baltimore-Washington Parkway. Since then, SHA has estimated the potential treeline impacts at 0.4 acre and that NPS has agreed to work with SHA to find locations for the required landscape mitigation within a mile of the project area (within the Baltimore-Washington Parkway).

Table V-3 shows agency correspondence since the 2011 Location/Design Public Hearing (**Appendix F**).

Table IV-3: Summary of Agency Correspondence

Date	From	To	Subject
11/29/11	USDOI/NPS	SHA	U.S. Department of the Interior (US DOI) Comments on the EA & Draft 4(f)
12/2/11	EPA	SHA	EPA Comments on the EA & Draft 4(f) Evaluation
12/15/11	MDE	SHA	MDE Comments on the EA & Draft 4(f) Evaluation
12/16/11	USACE/NMFS	SHA	Joint Agency Evaluation Comment Form
12/19/11	EPA	SHA	EPA Public Notice Comments

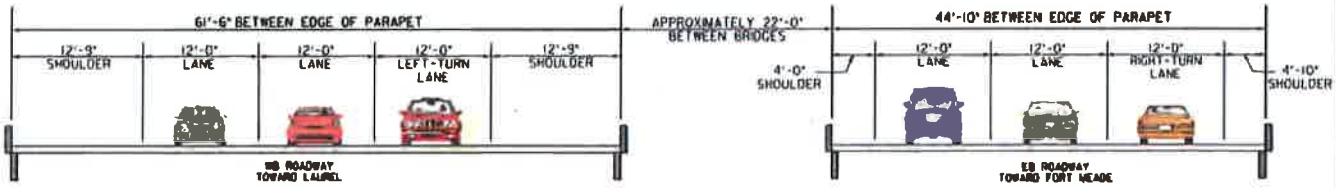
Date	From	To	Subject
01/20/12	SHA	DOI/NPS	Reply to comments on EA & Draft 4(f)
03/20/12	SHA	EPA	SHA's Response to EPA's Comments on the EA & Draft 4(f) Evaluation
04/2/14	USFWS	SHA	Online Self-Certification Letter
04/16/14	SHA	MHT	SHA Requesting Updated Effect Determination
04/16/14	SHA	NPS	Coordination regarding Baltimore-Washington Parkway
04/29/14	DNR	SHA	Updated Environmental Review
05/06/14	SHA	FHWA	*De Minimis* Request (parking lot)
05/08/14	SHA	MHT	Request to MHT for a Determination of Eligibility and Effects (Alternative 4 Modified with storm water facilities on NPS land)
06/2/14	DNR	SHA	Coordination Sheet for Fisheries Resources
06/26/14	Fort Meade	SHA	Email *De Minimis* Concurrence
07/01/14	FHWA	SHA	*De Minimis* Concurrence (ball field parking lot)
07/15/14	NOAA	SHA	Updated Species Review Request Response
10/09/14	SHA	MHT	Request to MHT for a Determination of Eligibility and Effects (Alternative 4 Modified without storm water facilities on NPS land)
12/12/14	SHA	NPS	Coordination regarding *De Minimis* impact finding
12/22/14	USFWS	SHA	Stating objection to improving the Refuge parking lot at Bald Eagle Drive and MD 198
02/23/15	SHA	NPS	Requesting *de minimis* concurrence for reduced parkland impacts
05/11/15	USFWS	SHA	USFWS wants to return to April 6, 2010 criteria for parking lot impact mitigation
05/11/15	NPS	SHA	Concurrence with *de minimis* request

Date	From	To	Subject
05/29/15	FHWA	SHA	Concurrence with *de minimis* request (Baltimore-Washington Parkway)
06/12/15	Ft. Meade	SHA	Comments on the FONSI
06/06/15	USFWS	SHA	Acceptance of Patuxent Research Refuge bat surveys as proof of Northern Long-Eared bat absence

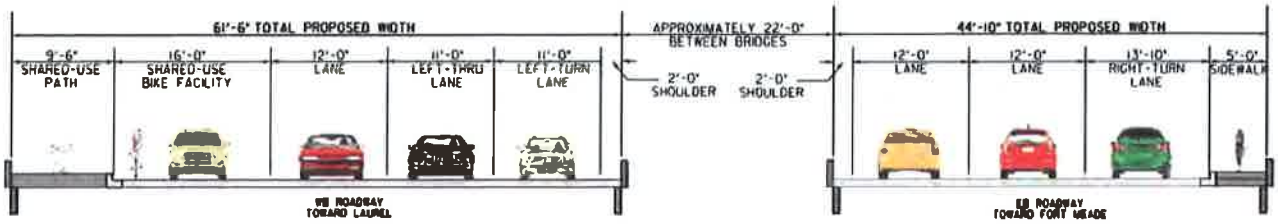
Appendix A: Preferred Alternative Mapping

MD 198 Project Planning Study: Bridge Typical Section Mainline Alternative 4 Modified

EXISTING MD 198: BRIDGE OVER BW PARKWAY



PROPOSED MD 198: BRIDGE OVER BW PARKWAY



NOTE: EXISTING BRIDGES TO REMAIN

MD 198 PLANNING STUDY
TYPICAL SECTIONS
MAINLINE ALTERNATIVE 4 MODIFIED

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

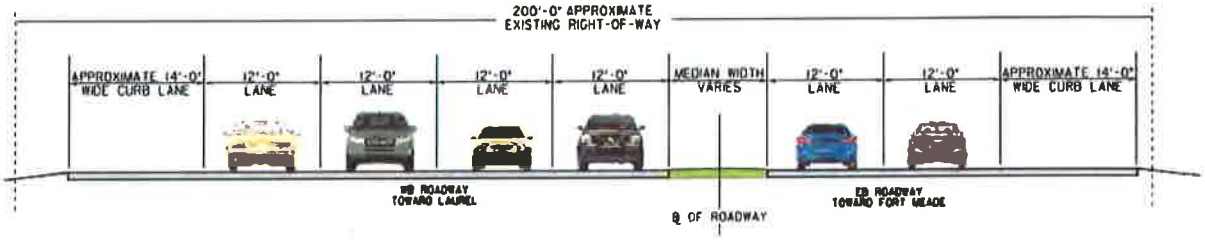
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION
SCALE - NOT TO SCALE

MD SHA

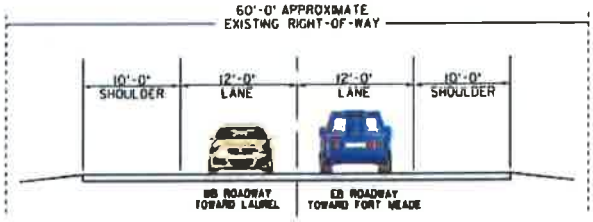
FIGURE A - 1

MD 198 Project Planning Study: Existing Typical Section Mainline Alternative 4 Modified

WEST OF MD 295 INTERCHANGE



EAST OF MD 295 INTERCHANGE TO BALD EAGLE DRIVE



MD 198 PLANNING STUDY
EXISTING TYPICAL SECTIONS
MAINLINE ALTERNATIVE 4 MODIFIED

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

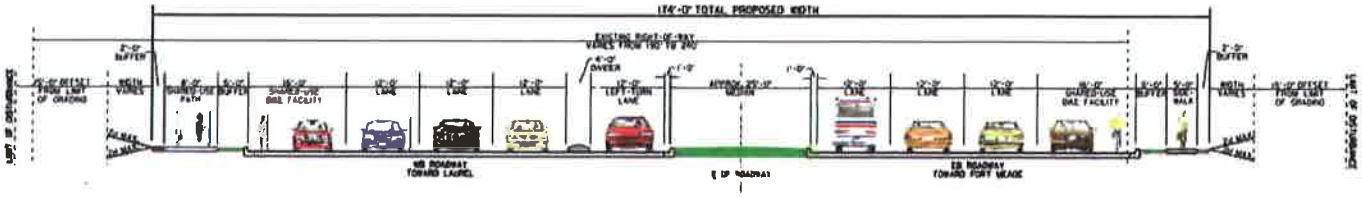
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION
SCALE = NOT TO SCALE

MD SHA

FIGURE A - 2

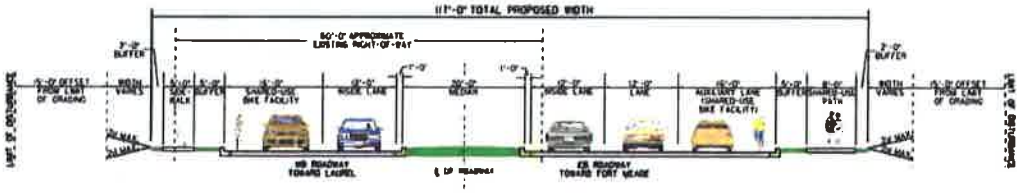
MD 198 Project Planning Study: Proposed Typical Section Mainline Alternative 4 Modified

RUSSETT GREEN EAST TO WEST OF BW PARKWAY

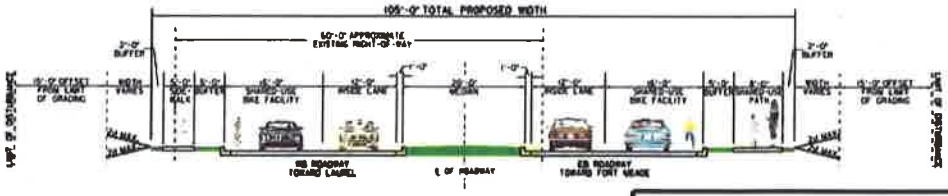


* See MD 198 : Bridge over BW Parkway for Typical Section

EAST OF BW PARKWAY TO GATEWAY 2ND ACCESS

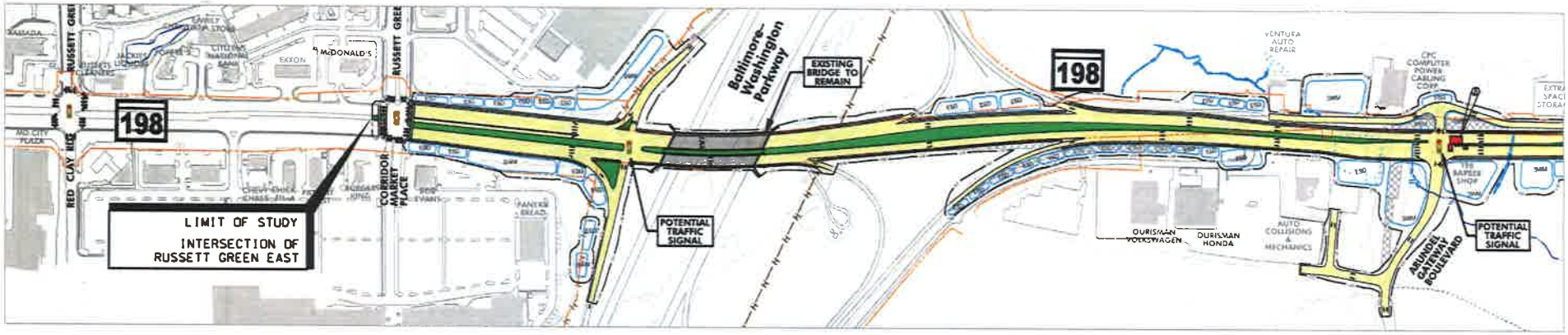


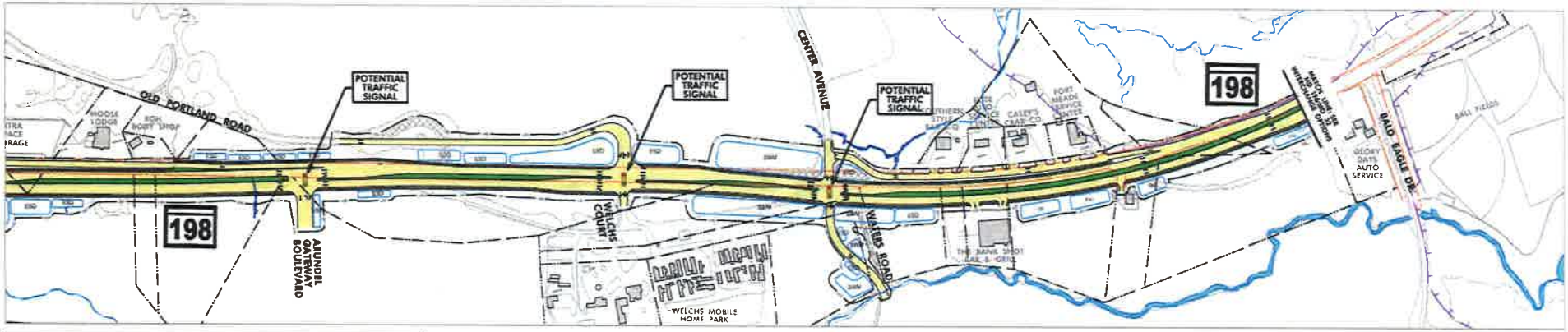
GATEWAY 2ND ACCESS TO BALD EAGLE DRIVE



MD 198 PLANNING STUDY PROPOSED TYPICAL SECTIONS MAINLINE ALTERNATIVE 4 MODIFIED	
Alternative 4 Modified: Divided Roadway with Auxilary Lane with Off-Road Shared-Use Facility and a Sidewalk	
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT PLANNING DIVISION SCALE = NOT TO SCALE	MD SHA FIGURE A - 3

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





LEGEND

- Proposed Roadway
- Proposed Median
- Proposed Sidewalk
- Removal of Existing Pavement
- Existing Right of Way
- Existing Lane Configuration
- Proposed Traffic Flow
- Proposed Limit of Disturbance
- Bridge Structure
- Potential Displacement
- 2009 Delineated Waters of the US
- Streams
- 2009 Delineated Wetlands
- Forest
- Historic Boundary
- 100-Year Floodplain
- Proposed SWM / Environmental Site Design

MD 198 PROJECT PLANNING STUDY
Alternative 4 Modified

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION

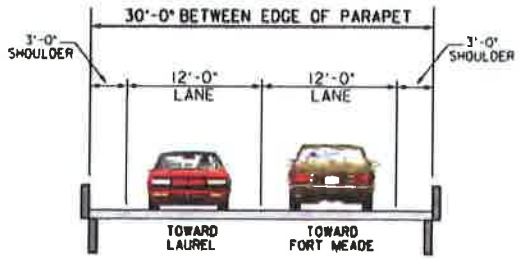
SCALE 1" = 400'

BACKGROUND MAPPING SOURCE
MD SHA
(FLOWN 2004)

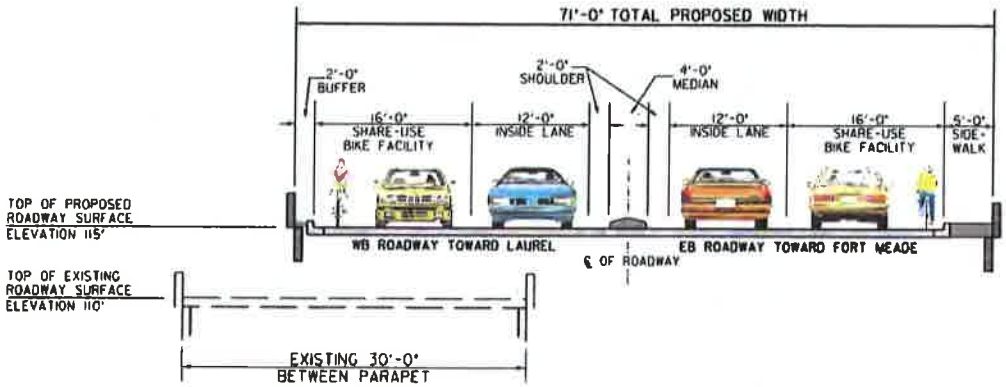
FIGURE A - 4

MD 198 Project Planning Study: Bridge Typical Section
Interchange Option A: Flyover

EXISTING MD 198: BRIDGE OVER LITTLE PATUXENT RIVER



PROPOSED MD 198: BRIDGE OVER LITTLE PATUXENT RIVER



MD 198 PLANNING STUDY
TYPICAL SECTIONS
INTERCHANGE OPTION A: FLYOVER

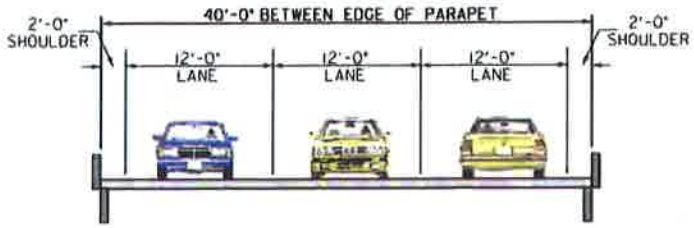
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION
SCALE = NOT TO SCALE

MD SHA

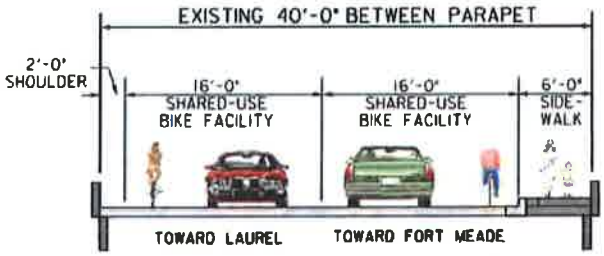
FIGURE A - 5

MD 198 Project Planning Study: Bridge Typical Section
Interchange Option A: Flyover

EXISTING MD 198: BRIDGE OVER MD 32

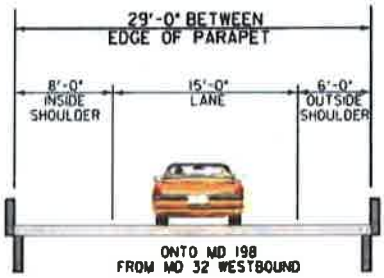


PROPOSED MD 198: BRIDGE OVER MD 32 FOR INTERCHANGE OPTION A



NOTE: EXISTING BRIDGE TO REMAIN

PROPOSED FLYOVER RAMP



MD 198 PLANNING STUDY
TYPICAL SECTIONS
INTERCHANGE OPTION A: FLYOVER

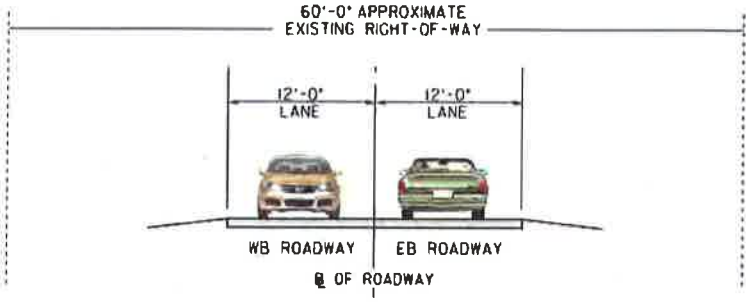
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION
SCALE = NOT TO SCALE

MD SHA

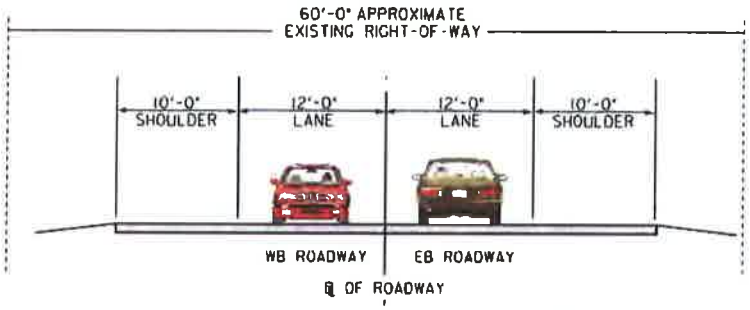
FIGURE A-6

MD 198 Project Planning Study: Typical Section
Interchange Option A: Flyover

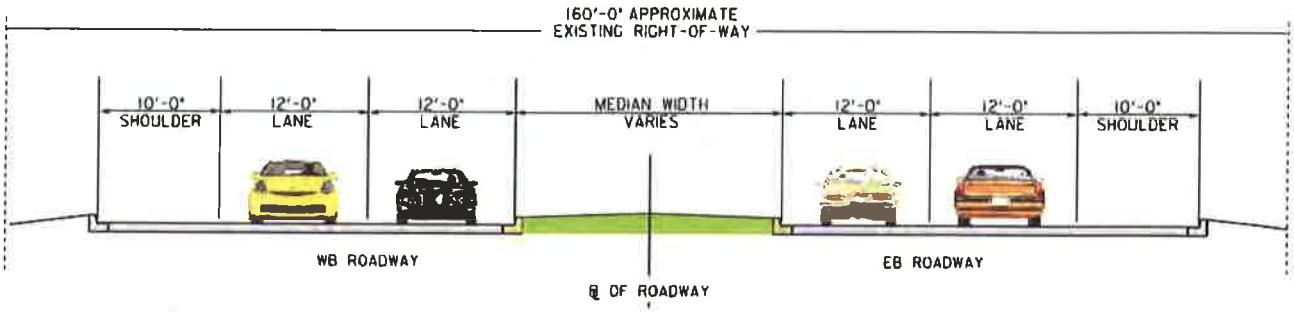
EXISTING BALD EAGLE DRIVE TO WEST OF LITTLE PATUXENT RIVER CROSSING



EXISTING EAST OF LITTLE PATUXENT RIVER CROSSING TO AIRFIELD ROAD



EXISTING AIRFIELD ROAD TO BRIDGE OVER MD 32



MD 198 PLANNING STUDY
EXISTING TYPICAL SECTIONS
INTERCHANGE OPTION A: FLYOVER

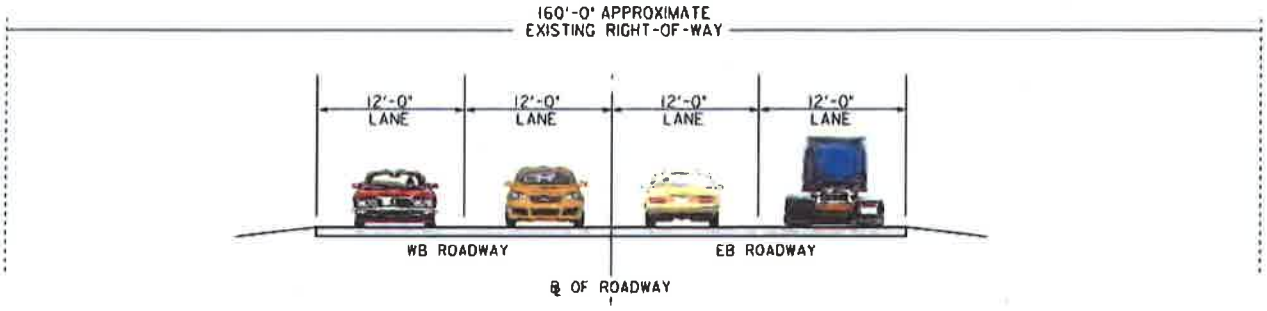
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION
SCALE = NOT TO SCALE

MD SHA

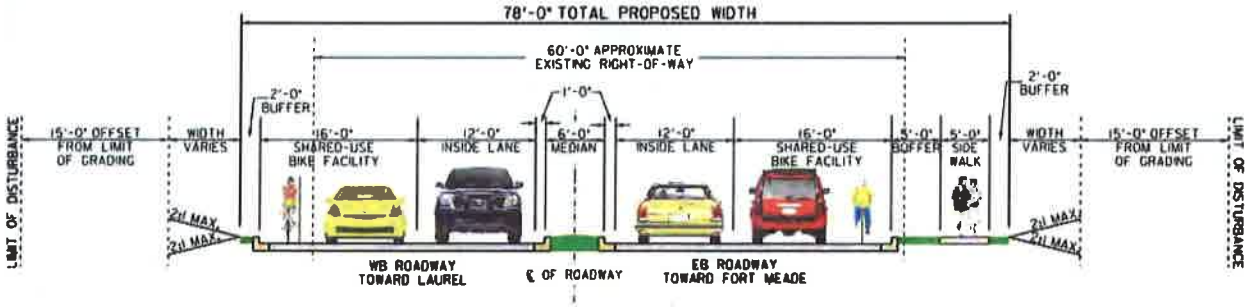
FIGURE A - 7

MD 198 Project Planning Study: Typical Section
Interchange Option A: Flyover

EXISTING EAST OF MD 32 INTERCHANGE



PROPOSED BALD EAGLE DRIVE TO FORT MEADE (EXCLUDING BRIDGES OVER LITTLE PATUXENT RIVER AND MD 32)



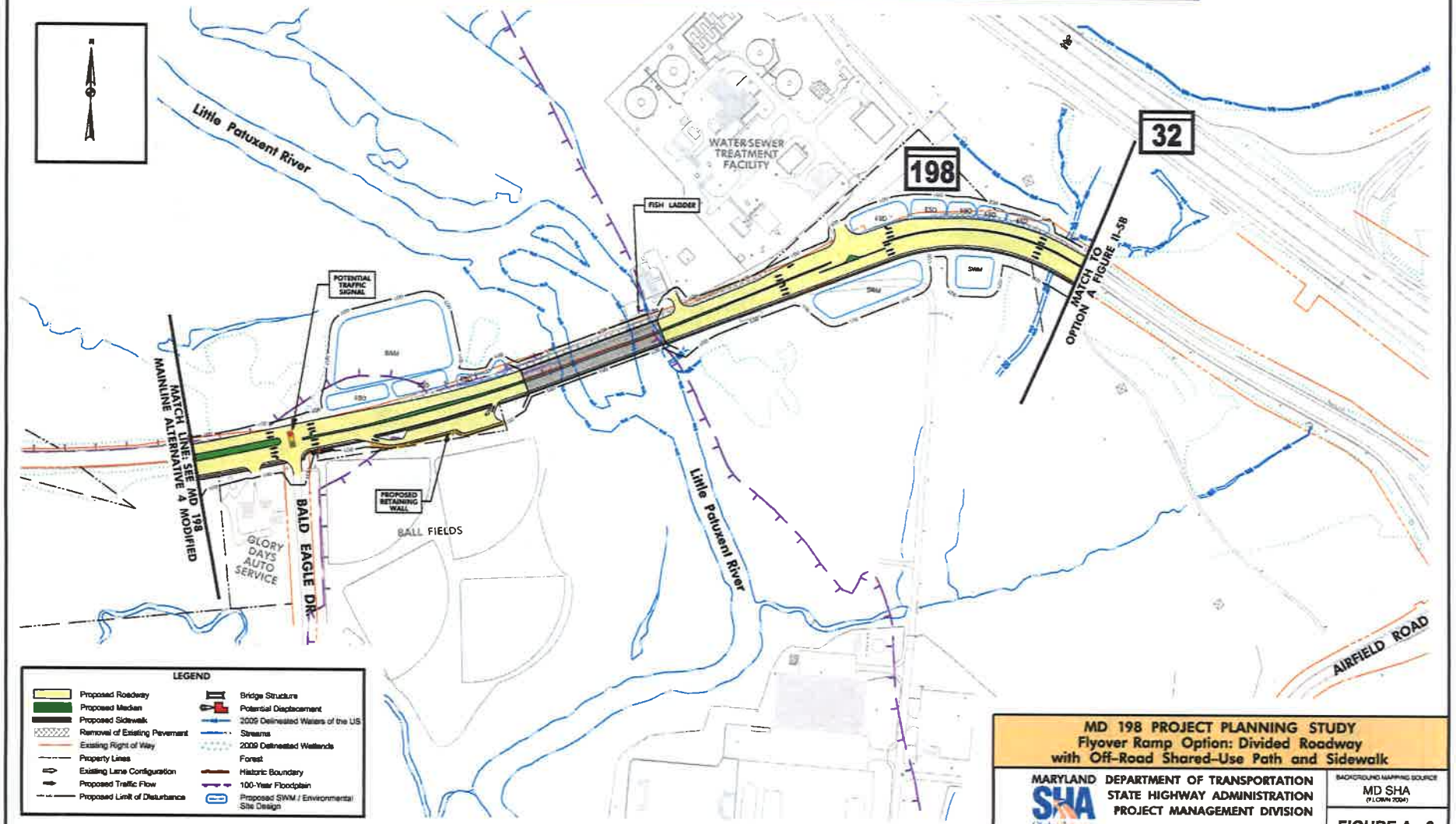
MD 198 PLANNING STUDY
TYPICAL SECTIONS
INTERCHANGE OPTION A: FLYOVER

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION
SCALE = NOT TO SCALE

MD SHA

FIGURE A - 8

OPTION A: FLYOVER RAMP



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

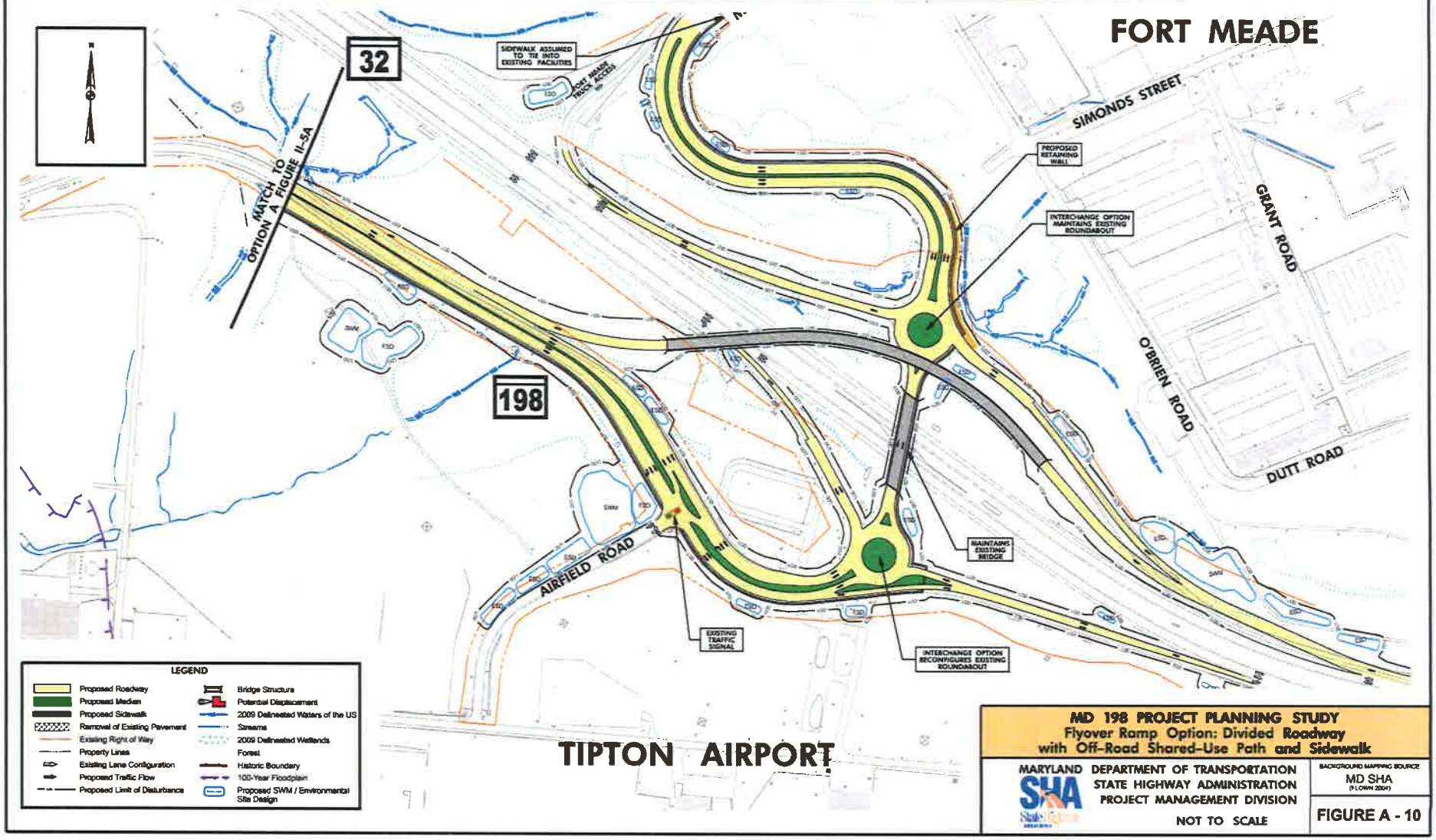
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION

NOT TO SCALE

BACKGROUND MAPPING SOURCE
MD SHA
(FLOWN 2004)

FIGURE A - 9

OPTION A: FLYOVER RAMP



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

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION

NOT TO SCALE

BACKGROUND MAPPING SOURCE
MD SHA
(FLOWN 2004)

FIGURE A - 10

Appendix B: Administrator's Section Meeting Minutes

MEMORANDUM

TO: Mr. Gregory I. Slater
Director
Office of Planning and
Preliminary Engineering

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

DATE: June 8, 2012

SUBJECT: Project Number AA510M11
MD 198 Project Planning Study

RE: May 4, 2012– Administrator Selection Meeting Minutes

A meeting with Melinda Peters, SHA Administrator, was held on Friday, May 4, at SHA Headquarters in Baltimore. This meeting was held for the Administrator to select an alternative and option for the MD 198 Project Planning Study. The following people were in attendance:

Melinda Peters	SHA – Administrator	mpeters@sha.state.md.us
Douglas Simmons	SHA – Deputy Administrator	dsimmons@sha.state.md.us
Gregory Slater	SHA – Director, OPPE	gslater@sha.state.md.us
Bruce Grey	SHA – OPPE	bgrey@sha.state.md.us
Barrett Kiedrowski	SHA – PMD	bkiedrowski@sha.state.md.us
Kameel Hall	SHA – PMD	khall1@sha.state.md.us
Bill Carver	SHA – PMD	wcarver@sha.state.md.us
Jennifer Ray	JMT	jray@jmt.com
George Cardwell	Anne Arundel County	pzcard44@aacounty.org
Lee Starkloff	District 5 District Engr.	lstarkloff@sha.state.md.us
James Folden	District 5	jfolden@sha.state.md.us
Karen Arnold	SHA – EPLD	karnold@sha.state.md.us
Joseph Kresslein	SHA – EPLD	jkresslein@sha.state.md.us
Barb Solberg	SHA – HDD	bsolberg@sha.state.md.us
Steve Autry	SHA – AMD	sautry@sha.state.md.us

Nicole Washington	SHA – PMD	nwashington@sha.state.md.us
Martha Arzu-McIntosh	Anne Arundel County	pzarzu68@aacounty.org
Jim Dooley	SHA – RIPD	jdooley@sha.state.md.us
Matt Snare	SHA – TFAD (RK&K)	msnare@sha.state.md.us
Victoria Lane	SHA – EPLD	vlane@sha.state.md.us
Allison Grooms	SHA – EPLD	agrooms@sha.state.md.us
Moreshwar B. Kulkarni	SHA – HDD	mkulkarni@sha.state.md.us
Hector Figueroa	SHA – OMT	hfigueroa@sha.state.md.us
Richard Woo	SHA – OPR	rwoo@sha.state.md.us
Daniel Woldehanna	SHA – OMT	dwoldehanna@sha.state.md.us

Kameel Hall opened the meeting with an overview of the agenda. This included; introductions and purpose of the meeting, project background, team recommended alternative, environmental features, public hearing comments, and a tentative document schedule.

Following the review of the agenda, Kameel identified the Team Recommended Alternative as Alternative 4 Modified (Divided Roadway with Off-Road, Shared-Use Facility, and a Sidewalk) with interchange Option A (Flyover Ramp). The project team has recommended this alternative based on continued technical analysis, as well as agency and public comments received during and following the Location/Design Public Hearing. SHA considered factors such as those alternatives and options that received the greatest support from the public and major stakeholders along the corridor, as well as overall ease of maintenance of traffic and constructability.

Existing Roadway Features

The project area is approximately 3.5 miles long from west of MD 295 to east of MD 32 at the gate to Fort George G Meade (Fort Meade). The existing conditions along MD 198 include one lane in each direction with shoulders and no bike or pedestrian facilities. Approaching the MD 295 and MD 32 interchanges at the project's western and eastern limits, the roadway widens to four lanes. The existing posted speed on MD 198 is 40 mph from west of Russett Green East to Arundel Gateway Boulevard, 50 mph from Arundel Gateway Boulevard to Bald Eagle Drive and 40 mph from Bald Eagle Drive to the entrance to Fort Meade. The only traffic signal within the project limits is located at Airfield Road.

The project area contains only one area of residences, Welch's Mobile Home Park. As part of public outreach, the SHA project team met with the owners of Welch's Mobile Home Park to discuss the project in December 2008 to determine if the residents met the criteria of an Environmental Justice (EJ) population. It was verified that Welch's Mobile Home Park did not qualify as an EJ community.

Future planned development is expected on both the north and south side of MD 198. Existing traffic congestion is experienced along the corridor. The existing roundabouts at MD 32 and MD 198 are failing.

Purpose and Need
The purpose of the project is to improve existing capacity and traffic operations and increase vehicular and pedestrian safety along MD 198, while supporting existing and planned development in the area. MD 198 provides direct access to the Fort George G. Meade Military Reservation (Fort Meade) from MD 32, MD 295 and generally points south and west of the study area. Improving MD 198 would enhance access to Fort Meade and accommodate future transportation needs in the project area.

The area around Fort Meade is one of the fastest growing areas of Anne Arundel County. Fort Meade and the National Security Agency (NSA), a tenant of the Fort, combined represent the largest employer in the State of Maryland. As a result of the 2005 Base Realignment and Closure (BRAC) process, Fort Meade and the surrounding area are expected to experience considerable growth.

Engineering
Ms. Hall and Jennifer Ray presented the project limits and the alternative and option being recommended. Alternative 4 Modified (Divided Roadway with Off-Road Shared-Use Facility and a Sidewalk) proposes a 4-lane divided roadway with an off-road shared-use facility and a sidewalk. This alternative provides two lanes in both directions (eastbound and westbound) divided by a grass median that varies from six feet to 20 feet in width, throughout the corridor. On-road bicycle accommodations are provided as part of the outside travel lane. From the northbound on/off ramps for the Baltimore-Washington Parkway, to the second access point of Arundel Gateway, this alternative proposes a 12-foot-wide eastbound auxiliary lane to provide for entrance and exit of the Arundel Gateway development. Alternative 4 Modified proposes to raise the elevation and to extend the length of the bridge over the Little Patuxent River.

Access to the water-treatment plant will be provided by a full movement with exclusive left turns. Loaded trucks leaving the treatment plant are restricted from MD 295 and required to use MD 32. To provide access for those trucks, this alternative provides an exclusive left-turn lane with spacing that allows slower trucks to increase their speed before merging onto mainline MD 198 in the direction of MD 32. The existing signal at MD 198 and Airfield Road will remain. Six additional potential traffic signals are proposed, with three of the potential signals being located at consolidated access points. Consolidated access is proposed at Gateway Boulevard and the opposing service road, Welch's Court at Old Portland Road and Waters Road at Center Avenue.

Option A: Flyover Ramp
Option A maintains the existing configuration of the MD 198/MD 32 Interchange and introduces a flyover ramp that allows traffic to flow from northbound MD 32 to westbound MD 198, completely separating that traffic from the roundabouts. All other traffic moving through the interchange, including trucks entering Fort Meade would operate as it does today. The existing MD 198 Bridge over MD 32 would remain and would be restriped as one lane in each direction with on road bike compatibility with a sidewalk.

Kameel described the Benefits and Challenges associated with Option A
The "Benefits and Challenges" Chart is attached.

Doug asked how much of the surrounding area was owned by Fort Meade.
Kameel explained that Fort Meade owned the area east of MD 32 and the ball fields. In some areas, Fort Meade owns the land under MD 198. Kameel explained that coordination with Fort Meade would need to continue during the right-of-way acquisition process.

Doug asked if the on-road bike lane width was consistent with the current SHA policy. Kameel explained that the design speed for Alternative 4 Modified was 40 mph and that the bike lane width is appropriate for the design speed. (See Follow-Up Items for changes to the bike lane width)

Doug asked about the impacts to the National Park Service (NPS) at the MD 295 ramps. Kameel explained that due to environmental site design features along the ramp improvements, the NPS had concern with changes to the viewshed on the Baltimore Washington Parkway due to the ESD impacts that removed the tree line along the ramp from MD 295 southbound to MD 198.

Lee asked about the distance between the Russet Green East existing Signal and the proposed signal at the ramps to and from MD 295 to MD 198. Jennifer said that the distance between the signals meet the minimum required spacing.

Doug asked if Stormwater Management (SWM) and Environmental Site Design (ESD) analysis was complete. SWM analysis was completed and SWM and ESD areas were designed base on surface area calculations; further, she stated that SWM and ESD area needs have been incorporated into the Alternative 4 Modified limit of disturbance. This area is included in the right-of-way estimate.

Lee asked about the access for the businesses along the corridor and if anyone was losing access. The project team coordinated with the car dealerships on the south side of MD 198 near MD 295 on consolidation of their access to Gateway Boulevard and the proposed signal. Bill mentioned that the businesses on the north side of MD 198 will become right-in/right-out onto service roads that can be accessed by slip ramps or accessed from proposed signalized intersections. None of the existing businesses will lose access.

A question was asked about the land use assumptions were in the area. George said that the development on the north side of MD 198 in the area of National Business Park is dependent on future water and sewer service. Kameel identified the Arundel Gateway Development on the south side of MD 198 as a significant generator of traffic.

Lee asked about the timeline for these developments. Members from the team stated that the time frame for the Arundel Gateway development was uncertain. The same developer is also developing the Liberty Valley site off of Waters Road. Liberty Valley is ahead of Arundel Gateway in the approval process.

Doug asked what Arundel Gateway was showing on their development plan for improvements along MD 198. George indicated that roadway improvements associated with the Arundel Gateway development include four lanes on MD 198 and restriping along the existing road.

Lee asked if Arundel Gateway development had received a grading permit. George responded that a grading permit has not been approved and that SHA would need to approve or agree to a mitigation plan first. George stated that Anne Arundel County has not received this letter from SHA.

Melinda asked what operational breakouts are possible. Kameel responded that at the MD 198 and MD 295 interchange, the bridges over the Little Patuxent River and MD 198 and MD 32 interchange had been mentioned as possible break out sections and have also been identified by Anne Arundel County as priority areas.

Melinda stated that she had met with the Fort Meade Base Commander and that the Commander was concerned with crashes and traffic operations in the roundabouts at the MD 198 and MD 32 interchange.

Doug indicated that he would like the project team to work with the District staff to identify short-term operational improvements in this interchange and develop break out elements of the preferred alternative that were in the $1 to $5 million dollar range.

Environmental

Karen Arnold described the Environmental Features in the study area. The project area is somewhat steep and drains from every direction into a pristine floodplain, riverine and wetland system at the Little Patuxent River. The project area is further surrounded by forested institutional (DC Children's Center, Fort Meade, Tipton Airport, Patuxent Research Refuge, National Park Service) land use. A few, scattered businesses line MD 198. As stated previously, the only residences in the project area are in the Welch's Mobile Home Park. A proposed mixed-use development, Arundel Gateway, is occurring behind the strip of commercial and residential buildings south of MD 198 and the northern edge of the 12,000 acre Patuxent National Wildlife Research Refuge which extends outside the project limits.

The resource impacts for the recommended alternative and option are: 0.1 acre of residential right-of-way acquisition, one commercial displacement, with the majority of the right-of-way impacts to the institutional land. The project will impact 3.3 acres of wetlands, but will avoid the higher quality wetlands located near the Little Patuxent River (at the environmental regulatory agencies request). This design included minimization of impacts by reducing shoulder widths (from 12 feet to four feet) and median widths from 20-25 feet to six feet near the floodplain and wetlands, and designing a bridge that will span the floodplain of the Little Patuxent River. These efforts reduced impacts to waters of the U.S. and to wetlands by approximately seven acres when compared to previous mainline and interchange options. The new bridge will also be five feet higher, which will facilitate wildlife traversing underneath.

Impacts to streams and the floodplain area from the preferred alternative are either the lowest or equal to the other interchange options. The largest project impacts are forest impacts, which will be mitigated at a 1:1 ratio.

Impacts to the Baltimore-Washington Parkway (Historic and Park resource) are caused by the realigned ramp (MD 295 to MD 198),added ramp lane and ESD (MD 198 to MD 295), and sidewalk on the MD 198 over MD 295 bridge. A draft Section 4(f) was completed for these impacts which were minimized through the use of minimal lane/shoulder widths and by placing the ESD areas outside the Baltimore-Washington Parkway where possible. Mitigation will be a 1:1 replacement of removed vegetation with native plants.

A de minimis Section 4(f) finding was used for the impacts to the Patuxent Research Refuge ball fields. The loss of parking spaces from the lot along MD 198 was mitigated through the addition of parking spaces to the lot on Bald Eagle Drive for no net loss of parking.

Because the Patuxent National Research Refuge is land Fort Meade formerly used for field exercises, there is concern about unexploded ordinance near the Little Patuxent River and at landfill 4 near the MD 32 interchange. In addition, 14 parcels are recommended for further hazardous waste investigation (of the dump sites, or barrels of used oil, anti-freeze, etc. at these locations).

Noise barriers were examined for sensitive land uses along the corridor. Future traffic noise did not reach the required impact level at Welch's Mobile Home Park. Alternative 4 Modified leaves a 75-100 foot tree buffer between the homes and the roadway. The ball fields and an outside eating area at Bar Shot Bar/Grill were impacted, but neither qualified for barriers. Barrier location would limit access to the ball fields and would be a Section 4(f) impact. No effective barrier design is possible at the business.

The environmental regulatory agencies provided no significant comments on the Environmental Assessment or on the project at the recent Interagency Review Meeting. The National Park Service requested to review the landscaping plan. Maryland Department of Environment requested to review the next air quality report; and the Environmental Protection Agency had general concerns about a variety of items such as the potential for Environmental Justice populations in the study area. SHA had consulted with Anne Arundel County Office of Planning and Zoning, the Maryland Department of Planning, public schools, and met with the owners of Welch's Mobile Home Park which did not meet the criteria for minority or low-income communities.

Summary of Public Comments

William Carver presented the summary of public comments. The Location/Design Public Hearing was held on November 17, 2011 at Meade Middle School. Approximately 50 citizens attended the public hearing, and the team received 22 comments during the comment period. Comments were received by comment card, E-mail, and public and private testimony. Most of the comments received were not a recommendation for an alternative or option but were general comments that identified specific concerns in the project area. The highest public support for an alternative or option was for Interchange Option "A" (Flyover Ramp). The category with the highest number of comments was "Other Comments". Other comments received from the public were generally related to traffic congestion in and around the study area and support and opposition of bicycle features. One comment made by an outspoken citizen assumed that there was a general lack of interest in the project due to the low attendance at the hearing with no elected officials in attendance. The handout with the summary of comments is attached.

Discuss Team Recommended Alternative

Alternative 4 Modified was recommended because it addresses the projected traffic and planned growth in the area. This alternative would combine access points to logical potentially signalized intersections. This alternative would provide bike and pedestrian facilities along the entire project length.

Option A (Flyover Ramp) is recommended because it has the greatest support from the public and Fort Meade. Option A has the greatest public support and would require minimal maintenance of traffic during construction because the flyover ramp could be constructed without changing the existing interchange configuration. Option A also retains the desired circuitous route into Fort Meade and has the best level of service. This option also provides a redundant movement for traffic coming from MD 32 north bound to west bound MD 198 by way of the existing interchange. This redundancy is a beneficial characteristic for handling traffic beyond the design year of the project.

Kameel asked Melinda if she agreed with the recommendation of Alternative 4 Modified with Option A Flyover Ramp. Melinda agreed with the recommendation as the Preferred Alternative.

I concur that the above statements accurately represent the decisions made by the Director – OPPE and Director - OHD at the May 4, 2012 Administrator's Selection Meeting.

Concurrence:

Gregory I. Slater, Director
Office of Planning and
Preliminary Engineering

9/1/12
Date

cc: File
Attendees
Project Team

Appendix C: Summary of the MD 198 Preferred Alternative/ Conceptual Mitigation Concurrence Package and Concurrences

SUMMARY STATEMENT

For the SHA Preferred Alternative /Conceptual Mitigation Concurrence Package
MD 198 Project Planning Study

Project Description

The Maryland State Highway Administration (SHA) and Federal Highway Administration (FHWA), on behalf of Anne Arundel County, are conducting a Project Planning Study for improvements to Maryland (MD) 198 (Laurel-Fort Meade Road) from MD 295 (Baltimore - Washington Parkway) to MD 32. The MD 198 planning project is located in northwestern Anne Arundel County, Maryland, almost midway between Baltimore City, and Washington D.C.

Project Purpose Statement

The purpose of the project is to improve the existing capacity and traffic operations, enhance access to Fort George G. Meade Military Reservation (Fort Meade), and increase vehicular and pedestrian safety along MD 198, while supporting existing and planned development in the area.

Purpose of Package

The purpose of this package is to request agency concurrence with the SHA Preferred Alternative (PA) for the MD 198 Project Planning Study, by completion of the attached Concurrence Form. Concurrence on final mitigation and submission of a permit application for impacts to wetlands and waterways will be deferred until the design phase of the project.

Description of SHA's Preferred Alternative

As a result of the information gathered during detailed engineering, environmental studies and the input received from agency and public comments, Mainline Alternative 4 Modified with MD 198/MD 32 Interchange Option A: Flyover Ramp has been designated as the SHA's PA. The SHA PA best addresses the project's purpose and need while minimizing environmental impacts throughout the study area. The PA design includes the Maryland Department of Environment's (MDE) Environmental Site Design (ESD) criteria for on-site stormwater management.

As shown in **Figure 1**, the proposed typical section for Mainline Alternative 4 Modified includes two lanes in either direction, an 11-foot-wide inside lane, and a 12-foot-wide outside lane with a 6-foot-wide bike lane within total width of 103 feet. The eastbound and westbound roadways are separated by an 18-foot-wide median. The proposed typical section also includes a 3-foot-wide buffer, adjacent to the travel lane, in both directions. Outside of the 3-foot-wide grass buffer, a 5-foot-wide sidewalk and a 10-foot-wide shared-use pedestrian/bicycle path is provided on alternating, and opposing sides of the roadway. A 2-foot-wide grass buffer is provided on the outside of the sidewalk and the shared use path. The sidewalk begins at Russett Green East and extends over MD 295 to Arundel Gateway Boulevard. This path extends from just east of the bridge over MD 295 to Bald Eagle Drive. East of Bald Eagle Drive, the path ends, and a 5-foot-wide sidewalk extends along the south side of MD 198 to the eastern limits of the project.

As shown in **Figure 2**, the proposed typical section from the northbound on/off ramps for the Baltimore - Washington Parkway to the second access point of Arundel Gateway also includes a 12-foot-wide eastbound auxiliary lane, which will widen the MD 198 roadway to 115 feet in this area. This auxiliary lane supports traffic entering and exiting the proposed Arundel Gateway development.

Figure 1: Alternative 4 Modified with Option A - Proposed Typical Sections - Roadway

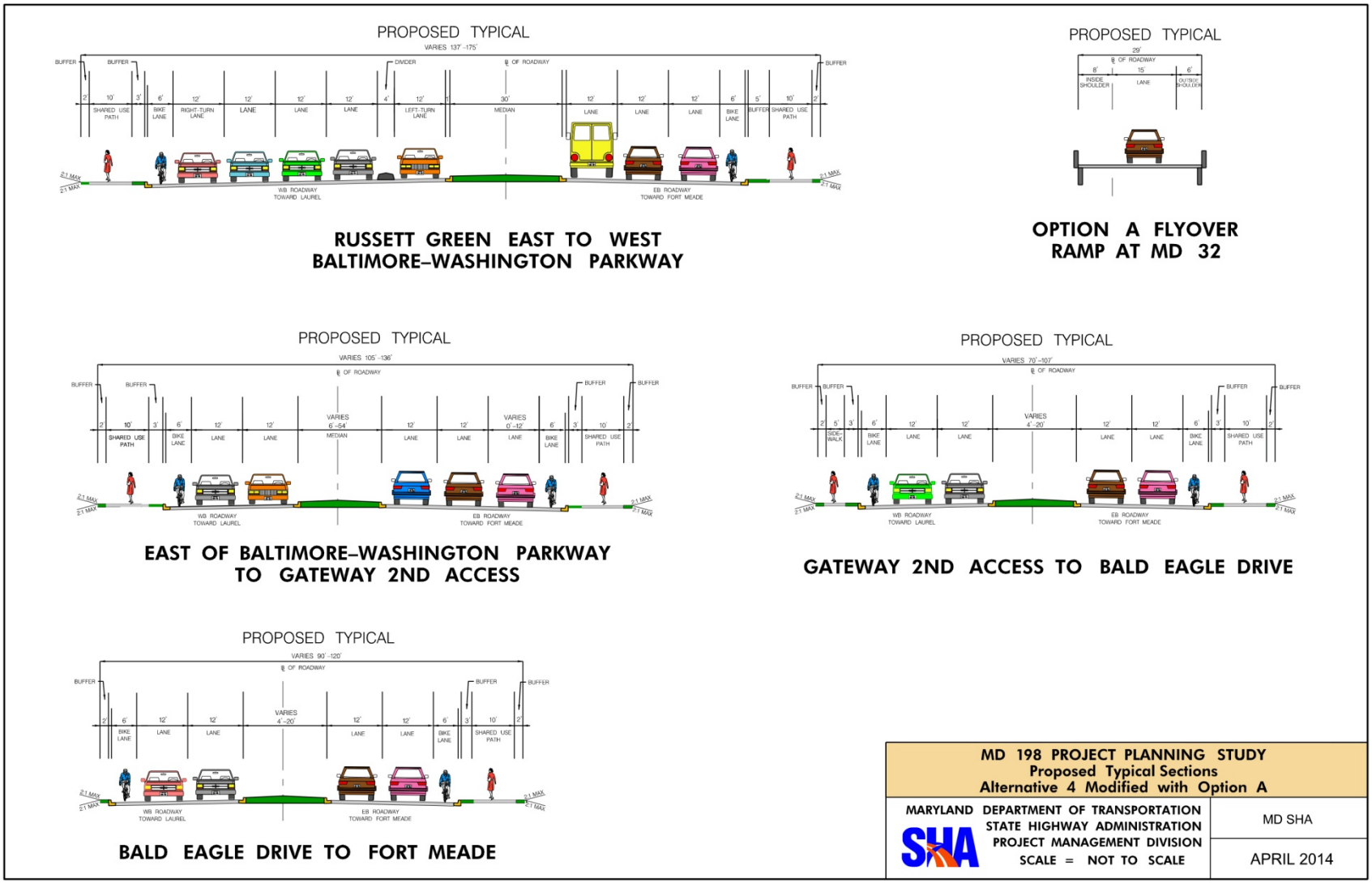
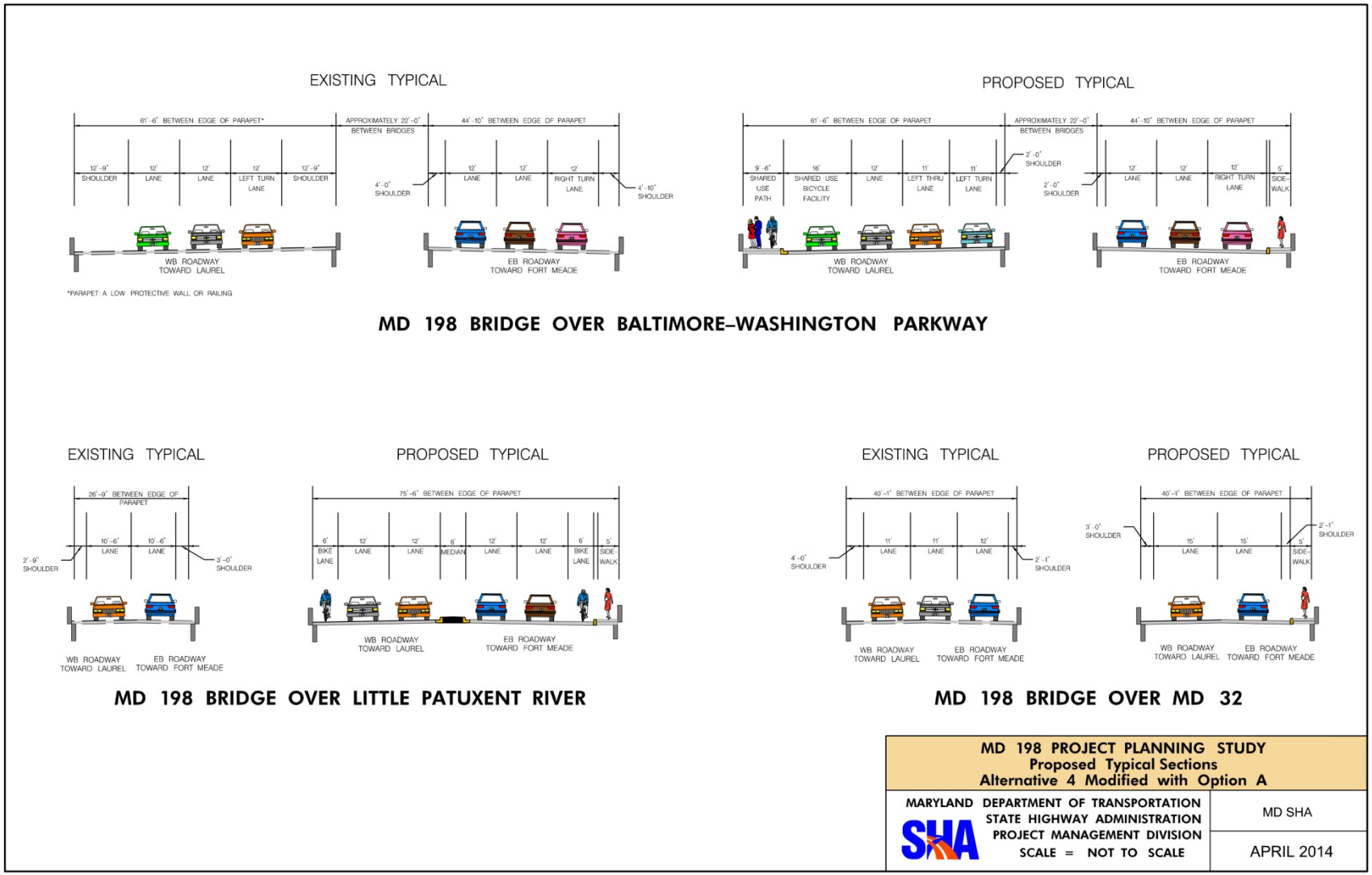


Figure 2: Alternative 4 Modified with Option A - Proposed Typical Sections - Bridge



The SHA's Preferred Option A: Flyover Ramp at the MD 198/MD 32 Interchange maintains the configuration of the existing MD 198/MD 32 Interchange. It introduces a flyover ramp that allows traffic from northbound MD 32 to access westbound MD 198 directly completely separating this traffic from the roundabouts. The existing bridge will be restriped to be one 16-foot shared-use lane in each direction, with a 1-foot curb offset. A 5-foot wide sidewalk, with a curb and gutter will be constructed on the existing bridge on the eastbound side. All other traffic through the interchange would operate as it does today.

Description of Impacts

The SHA PA would not displace any residential properties; however, one commercial displacement would be required. A total of 58 parcels will be impacted. Thirty-eight commercial parcels, one residential parcel, two Tipton Airport parcels and 17 federal lands would be impacted by the SHA PA. A total of 68.2 acres of right-of-way (ROW) would be required. No adverse or disproportionate impacts to any Environmental Justice communities are anticipated with SHA's PA.

The SHA PA would require direct impacts to the Baltimore-Washington Parkway, which is listed on the National Register of Historic Places. Permanent impacts would total 0.9 acre (from ramp and mainline improvements). There are also 5.3 acres of temporary impacts for roadway, bridge resurfacing, and restriping activities, and up to 2.7 acres of tree line impacts (resulting from temporary impacts), and landscaping that may be needed for mitigation of those impacts. There are no significant archeological resources that will be impacted by the SHA PA. The Maryland Historic Trust (MHT) concurred on May 8, 2014 that the PA would have no adverse effect on the Baltimore - Washington Parkway, conditioned on implementation of a landscaping plan. Coordination with the NPS and MHT is ongoing to further minimize permanent impacts to the Baltimore-Washington Parkway. These minimization efforts will continue throughout the remainder of the planning study, as well as during the design and construction phases of the project.

The SHA PA proposes a new bridge that will span the floodway of the Little Patuxent River and will be approximately five feet higher in elevation than the existing bridges to reduce flooding potential. The existing bridge structures will need to be removed. The initial bridge length was set at 420 feet. Discussions have occurred which may result in reducing the bridge length once the detailed hydraulic studies are completed during final design. No in-stream work is permitted in Use I streams from March 1st through June 15th, of any given year. Temporary stream impacts associated with the pier removal and installation will be calculated as the project progresses through design.

The SHA PA would permanently impact 1,677 linear feet of Waters of the U.S. (WUS) to include pipe extension, box culverts, and the construction of a bridge. The PA would also cause impacts to 5.9 acres of wetlands, 0.5 acre of the 100' buffer of a Non-tidal Wetlands of Special State Concern (NTWSSC), and would encroach on 3.4 acres of the 100-year floodplain associated with the Little Patuxent River from fill associated with the new roadway. Based on preliminary estimates, approximately 8.3 acres of compensatory wetland mitigation and WUS 1,677 linear feet of stream mitigation will be required to offset these unavoidable impacts.
During a 2008 field visit, potential vernal pool habitat in the vicinity of the Fort Meade Mapes Road Gate was noted. A 2015 reassessment of the area revealed site conditions that could facilitate the creation of vernal pools, thus impacts to and mitigation for this potential vernal pool habitat will be assessed in final design when the wetland permit application is filed.

A total of 37 acres of woodlands would be impacted by the SHA PA. The study area includes Green Infrastructure network, composed of hubs, corridors and gaps. The SHA PA would impact a maximum of 12.4 acres of hubs, or unfragmented habitat, 8.0 acres of corridors, and 11.8 acres of gaps due to roadway widening and other improvements.

Of the 34 sites identified in the 2009 Initial Site Assessment (ISA) that are within the SHA PA project area corridor, 14 of these sites have potential for hazardous materials and would be impacted by the SHA PA. A Preliminary Site Investigation Screening will be completed in the design phase in order to gather additional information regarding hazardous material contamination.

The State/National Ambient Air Quality Standards (NAAQS) would not be exceeded by the SHA PA. Noise barriers were found not reasonable or feasible at all six noise sensitive areas (NSA) evaluated within the project limits.

Description of Mitigation Requirements

Compensatory mitigation for the SHA PA would require approximately 8.3 acres of wetlands and 1,677 linear feet of WUS that would be established within the Little Patuxent River Watershed. Mitigation for impacts to the native and landscaped woodland setting around the National Register listed Baltimore - Washington Parkway will include the use of native plant species. Reforestation of 37 acres for woodlands impacts would be provided within the project limits, where possible, or off-site within the same county and/or sub-watershed.

SHA'S PREFERRED ALTERNATIVE

Alternative 4 Modified Option A

Concurrence Form

Project Name & Limits: MD 198: From MD 295 to MD 32

Having reviewed the attached SHA Preferred Alternative concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration ___ Fish and Wildlife Service ___ MD Dept. of Natural Resources
___ Environmental Protection Agency ___ National Park Service ✓ MD Dept. of the Environment
___ Corps of Engineers ___ National Marine Fisheries Service

✓ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___**Does Not Concur**

Comments/Reasons for Non-Concurrence:

Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

___ MD Historical Trust ___ MD Department of Planning ___ Metropolitan Planning Organization

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: Elder A Ghigiarelli Date: 5/12/15

Karen Arnold

Subject: FW: MD 198 Project Planning Study - Revised PACM for Review/Concurrence due May 22nd

---

From: Scott Hansen -MDP- [scott.hansen@maryland.gov]
Sent: Thursday, May 14, 2015 7:22 AM
To: Donna Buscemi
Cc: Bihui Xu -MDP-
Subject: Re: MD 198 Project Planning Study - Revised PACM for Review/Concurrence due May 22nd

Hi Donna:

As you are aware, The Maryland Department of Planning provided comments on the PACM for the MD-198, from MD-295 to MD-32 Project Planning Study on 4/6/15. We offer no additional comments on the revised PACM.

Please let me know if you have any questions.

Thank you,

E. Scott Hansen
Transportation Planner
Maryland Department of Planning
301 West Preston Street, Suite 1101
Baltimore, Maryland 21201
Phone: 410.767.4611
Toll Free: 1.877.767.6272
Fax: 410.767.4480
Email: scott.hansen@maryland.gov
Web: http://planning.maryland.gov/
******Please update your contact information with my new email address: scott.hansen@maryland.gov.**

On Fri, May 8, 2015 at 11:16 AM, Donna Buscemi <DBuscemi@sha.state.md.us> wrote:
Hello everyone!
We have uploaded the revised PACM for the MD 198: MD 32 – MD 295 project (Project No. AA510M11) onto our FTP site for your use. Below is the necessary information to access the files:

https://sftp1.mdot.state.md.us/

LOGIN: EPLDUser

PASSWORD: oppeuser2

Here's a quick summary regarding the PACM:

- First PACM presentation - September 17, 2014 IRM.
- Supplemental discussion of potential mitigation sites - November 19, 2014 IRM.
- Field review #1 - December 17, 2014
- Field review #2 at the Ft. Meade dam – March 20, 2015
- Field review #3 with small group targeted at potential vernal pool locations near Ft. Meade
- An updated PACM was sent for review via email - March 13, 2015.

- Comments were received from USACOE and MDE that required the second field review of the Fort Meade dam and the addition of more discussion on the history of the pros/cons of the dropping of alternatives.
- These comments, as well as those from FHWA, have been addressed in the revised PACM that is currently available on our FTP site for download. For your convenience, the file that is named with the words "highlighted and shrunk" highlights the changes made to make it an easier/shorter review.

Please review and sign, with comments if needed, by *May 22, 2015* (a 2 week review). We ask MDP, MHT and FWS to please comment/re-concur on these changes.
Please contact Karen Arnold with any questions or concerns at karnold@sha.state.md.us or at 410-545-8510.

Enjoy the weekend and please drive safely!

Donna Buscemi

Team Leader

OPPE-Environmental Planning Division

Maryland State Highway Administration

707 N. Calvert St., MS C-301

Baltimore, MD 21202

410-545-8558

1-866-527-0502 (toll free)

dbuscemi@sha.state.md.us

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SHA'S PREFERRED ALTERNATIVE

Alternative 4 Modified Option A

Concurrence Form

Project Name & Limits: MD 198: From MD 295 to MD 32

Having reviewed the attached SHA Preferred Alternative concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration
___ Environmental Protection Agency
___ Corps of Engineers
___ Fish and Wildlife Service
___ National Park Service
___ National Marine Fisheries Service
___ MD Dept. of Natural Resources
___ MD Dept. of the Environment

___ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___**Does Not Concur**

Comments/Reasons for Non-Concurrence:

Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

___ MD Historical Trust
X MD Department of Planning
___ Metropolitan Planning Organization

X **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Please see attached comments.

Additional Information Needed:

Signature: E. Scott Hansen Date: 4/6/15

Maryland Department of Planning

Larry Hogan, Governor
Boyd Rutherford, Lt. Governor

David R. Craig, Secretary
Wendi W. Peters, Deputy Secretary

April 6, 2015

Mr. Joseph R. Kresslein, Assistant Division Chief
Environmental Planning Division
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Re: MD-198: From MD-295 to MD-32 Project Planning Study; Preferred Alternative and Conceptual Mitigation

Dear Mr. Kresslein:

This is in response to the March 13th, 2015 email request for concurrence on the MD-198: From MD-295 to MD-32 Project Planning Study; Preferred Alternative and Conceptual Mitigation. The Maryland Department of Planning has reviewed the PACM document and offers the following comments:

- The project provides needed transportation improvement and supports existing and planned development in growth areas. MDP concurs that the project is located within a Priority Funding Area.
- MDP appreciates SHA's inclusion of bicycle lanes and shared-use paths on the mainline alternative 4 modified option with the MD-198/MD-32 interchange option A: flyover ramp. This design will facilitate non-automobile travel helping to reduce traffic congestion and wear and tear on roadways.

Thank you for the opportunity to review the project. Should you have any questions with regard to this letter, please do not hesitate to contact me at 410-767-4611 or by email at scott.hansen@maryland.gov.

Sincerely,

E. Scott Hansen

E. Scott Hansen
Transportation Planner

CC: Bihui Xu, Transportation Planning, Manager, MDP
Pat Goucher, Infrastructure Planning, Director, MDP
Michelle Martin, Transportation Planning, Assistant Director, MDOT

OPPE '15APR08 AM11:54

SHA'S PREFERRED ALTERNATIVE

Alternative 4 Modified Option A

Concurrence Form

Project Name & Limits: MD 198: From MD 295 to MD 32

Having reviewed the attached SHA Preferred Alternative concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration
___ Environmental Protection Agency
✓ Corps of Engineers
___ Fish and Wildlife Service
___ National Park Service
___ National Marine Fisheries Service
___ MD Dept. of Natural Resources
___ MD Dept. of the Environment

✓ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments/Reasons for Non-Concurrence:

Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

___ MD Historical Trust ___ MD Department of Planning ___ Metropolitan Planning Organization

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: Mary F. Mazier Date: 21 May 15

SHA'S PREFERRED ALTERNATIVE

Alternative 4 Modified Option A

Concurrence Form

Project Name & Limits: MD 198: From MD 295 to MD 32

Having reviewed the attached SHA Preferred Alternative concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration
___ Environmental Protection Agency
___ Corps of Engineers
_X_ Fish and Wildlife Service
____ National Park Service
____ National Marine Fisheries Service
___ MD Dept. of Natural Resources
___ MD Dept. of the Environment

___ **Concurs (without comments)** _X_ **Concurs (w/ minor comments)** ___**Does Not Concur**

Comments/Reasons for Non-Concurrence:
The Service recommends continued coordination to identify potential wetlands preservation and afforestation opportunities within the Forks of the Patuxent River area to mitigate wetland and forest impacts. The Service believes preserving high functioning wetlands to be an appropriate mitigation approach especially when considering the intense development pressure present within the Forks of the Patuxent River area. The Service will also coordinate with SHA to identify potential afforestation sites within the Patuxent Research Refuge to satisfy MD Reforestation Law requirements.

___ MD Historical Trust
___ MD Department of Planning
___ Metropolitan Planning Organization

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: Raymond W Date: 5/21/15

SHA'S PREFERRED ALTERNATIVE

Alternative 4 Modified Option A

Concurrence Form

Project Name & Limits: MD 198: From MD 295 to MD 32

Having reviewed the attached SHA Preferred Alternative concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration
___ Environmental Protection Agency
___ Corps of Engineers
___ Fish and Wildlife Service
___ National Park Service
___ National Marine Fisheries Service
✓ MD Dept. of Natural Resources
___ MD Dept. of the Environment

✓ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments/Reasons for Non-Concurrence:

Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

___ MD Historical Trust ___ MD Department of Planning ___ Metropolitan Planning Organization

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: _____ Date: 5/21/2015

SHA'S PREFERRED ALTERNATIVE

Alternative 4 Modified Option A

Concurrence Form

Project Name & Limits: MD 198: From MD 295 to MD 32

Having reviewed the attached SHA Preferred Alternative concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration
___ Environmental Protection Agency
___ Corps of Engineers
___ Fish and Wildlife Service
X National Park Service
___ National Marine Fisheries Service
___ MD Dept. of Natural Resources
___ MD Dept. of the Environment

X **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments/Reasons for Non-Concurrence:

Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

___ MD Historical Trust
___ MD Department of Planning
___ Metropolitan Planning Organization

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: [illegible] Date: 5/28/15

SHA'S PREFERRED ALTERNATIVE

Alternative 4 Modified Option A

Concurrence Form

Project Name & Limits: MD 198: From MD 295 to MD 32

Having reviewed the attached SHA Preferred Alternative concurrence/comment package and the summary presented above, the following agency (by signing this document):

✓ Federal Highway Administration
✓ Environmental Protection Agency
___ Corps of Engineers
___ Fish and Wildlife Service
___ National Park Service
___ National Marine Fisheries Service
___ MD Dept. of Natural Resources
___ MD Dept. of the Environment

✓ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments/Reasons for Non-Concurrence:

Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

___ MD Historical Trust ___ MD Department of Planning ___ Metropolitan Planning Organization

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: _____ Date: 5/28/2015

SHA'S PREFERRED ALTERNATIVE

Alternative 4 Modified Option A

Concurrence Form

Project Name & Limits: MD 198: From MD 295 to MD 32

Having reviewed the attached SHA Preferred Alternative concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration ___ Fish and Wildlife Service ___ MD Dept. of Natural Resources
___ Environmental Protection Agency ___ National Park Service ___ MD Dept. of the Environment
___ Corps of Engineers ___ National Marine Fisheries Service

___ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments/Reasons for Non-Concurrence:

Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

___ MD Historical Trust ___ MD Department of Planning X Metropolitan Planning Organization

___ **Provides Comments (below or attached)** X **Has No Comments**

Comments:

Additional Information Needed:

Signature: TODD LANG Date: 06/01/15

FOR BALTIMORE REGIONAL TRANSPORTATION BOARD

SHA'S PREFERRED ALTERNATIVE

Alternative 4 Modified Option A

Concurrence Form

Project Name & Limits: MD 198: From MD 295 to MD 32

Having reviewed the attached SHA Preferred Alternative concurrence/comment package and the summary presented above, the following agency (by signing this document):

X Federal Highway Administration
___ Environmental Protection Agency
___ Corps of Engineers
___ Fish and Wildlife Service
___ National Park Service
___ National Marine Fisheries Service
___ MD Dept. of Natural Resources
___ MD Dept. of the Environment

X **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments/Reasons for Non-Concurrence:

Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

___ MD Historical Trust
___ MD Department of Planning
___ Metropolitan Planning Organization

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: JOY LIANG Date: 7/9/15

Appendix D: Public Hearing Transcript

PUBLIC HEARING TRANSCRIPT

MD 198

PROJECT PLANNING STUDY

PRESENTATION & PUBLIC TESTIMONY

THURSDAY, NOVEMBER 17, 2011
ANNE ARUNDEL COUNTY

STATE HIGHWAY ADMINISTRATION

LOCATION/DESIGN

EVENING PUBLIC HEARING

MD 198 Project Planning Study

Thursday, November 17, 2011

7:00 p.m.

MEADE MIDDLE SCHOOL
1103 26th Street
Fort Meade, MD 20755

gm

SPEAKERS

Name	Page
Lee Starkloff	1
Kameel Hall	6
Karen Arnold	19
Melody Bryant	25
Sharon Lynn Holmes	28
Kevin McCormick	32
Dennis Trump	33
Kenneth Helmer	35
Kay Smith	36

MR. LEE STARKLOFF:

Good evening, ladies and gentlemen. My name is Lee Starkloff, I am the District Engineer for the State Highway District 5, which includes Anne Arundel, Calvert, Charles, and St. Mary's Counties.

I will be the hearing officer this evening. Tonight's hearing is being held jointly by the State Highway Administration, Anne Arundel County, Fort George G. Meade, the Federal Highway Administration, and the U.S. Army Corps of Engineers.

On behalf of these agencies, I would like to welcome you to this Location/Design Public Hearing for the MD 198 Project Planning Study.

The purpose of this hearing is to acquaint you with the project and provide an opportunity to present your views regarding the proposed Location and Design and the Alternatives that are under consideration.

Please direct your attention to the Project Brochure that has been prepared for

your information. If you have not yet received a copy, brochures are available from the receptionist.

The brochure summarizes information related to this project and includes descriptions of the proposed improvements and an Environmental Study. Please review the brochure to aid your understanding of tonight's presentation.

I will now introduce representatives from the State Highway Administration who will participate in this evening's hearing.

Ms. Kameel Hall, the Project Manager; Ms. Karen Arnold, the Environmental Manager; Ms. Melody Bright, the District 5 Real Property Manager; and Ms. Sharon Lynn Holmes, the Equal Opportunity Officer.

To contact members of the Project Team, please refer to the brochure. The Project Team is also available tonight to answer questions or provide information to individuals or groups.

At this time I would like to invite

any elected officials to stand for recognition. I didn't see any elected officials. Are any here? No. Okay.

To notify individuals of tonight's hearing and encourage their participation, the State Highway Administration published a formal notice in the newspapers listed in the brochure; also distributed brochures to persons on the Project Mailing List; and provided Public Service Announcements to radio stations serving this area.

Interested groups and individuals who are not already on the mailing list are encouraged to submit their names to our receptionist. This list will be used to notify you of any subsequent public involvement and for the distribution of project information.

This evening's proceedings are being recorded. The official transcript of this public hearing will become part of the project record. Written comments, including e-mail and materials for inclusion in the transcript will be accepted until Monday, December 19th 2011.

Comments may still be submitted after this date for consideration in the decision-making process for this project. Approximately eight weeks after the hearing, the transcript will be available to review and copy at the locations listed within the brochure. To confirm the availability of the transcript, please contact Kameel Hall as noted in the brochure.

The State Highway Administration's Project Development Process consists of four distinct phases: Project Planning, Engineering or Final Design, Right-of-Way Acquisition, and Construction.

This project is currently in the detailed study stage of Project Planning. During Project Planning the location and general design features and environmental impacts are identified. With current activities including engineering and environmental studies, coordination with local, state and federal agencies, and also public involvement.

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The results of our studies will be summarized for you this evening. Following Project Planning is Engineering or Final Design, during which Construction drawings are prepared and the final Right-of-Way requirements are determined.

Right-of-Way Acquisition usually begins about halfway through the design phase. Right-of-Way impacts for this project are limited to properties adjacent to the Corridor. SHA Office of Real Estate representatives are available tonight to answer questions.

Construction can only begin after Final Design is completed and Right-of-Way has been acquired. This project is listed in the primary development and evaluation section of the fiscal years 2011-2016, Consolidated Transportation Program or CTP.

It is also included in SHA's long-range plan or the Highway Needs Inventory, the Baltimore Metropolitan Council's 2007 Long-Range Transportation Plan, and also the Baltimore Regional Transportation Outlook 2035

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Plan.

MD 198 is in the state's secondary system of highways and is functionally classified as an urban other principal arterial under the Federal Functional Guidelines. It is a high-traffic-volume road that connects major highways and urban areas. It is also identified as a priority highway improvement corridor and is included in the Anne Arundel County Executive's May 15th 2011 Transportation Priority Letter as a top priority on SHA's Secondary Highway System.

The project is currently funded for Project Planning only. If the study concludes with the selection of a Build Alternative, the project would become a candidate for future funding for Final Design, Right-of-Way Acquisition, and Construction.

Kameel Hall will describe the MD 198 Project Planning Study and the Alternatives and Options that are being considered. Kameel?

MS. KAMEEL HALL:

Thank you, Lee. The study limits of

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the MD 198 Project Planning Study extend from west of MD 295 at Russett Green East to MD 32, a distance of approximately 3.5 miles.

PURPOSE OF PLANNING STUDY

The purpose of the study is to improve existing capacity and traffic operations; enhance access to Fort Meade; and to increase the safety of drivers, bicyclists, and pedestrians 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.

EXISTING CONDITIONS

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

At the western end of the study limits, a partial cloverleaf interchange connects MD 198 to MD 295. Through the

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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 roadway.

At the eastern limit, a diamond interchange connects MD 198 to MD 32. Roundabouts are located at the end of each ramp on MD 198. 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.

PROJECT NEED

The area around Fort Meade is one of the fastest-growing areas of Anne Arundel County. Fort Meade and the surrounding area expect considerable growth in population, employment, housing, commercial activity and vehicular traffic as a result of BRAC. This study will address projected operational and safety deficiencies resulting from that growth.

The corridor also serves as a local

connector to major regional corridors. Traffic from the Odenton area uses MD 198 to travel to MD 295 (especially southbound) toward the Capitol Beltway and the Washington Metropolitan area.

TRAFFIC OPERATIONS

Existing average daily traffic or ADT volumes along MD 198 between MD 295 and MD 32 are relatively even throughout, ranging from 21,600 to 24,000 average daily traffic. At the west end of the study area, the existing ADT is considerably higher at 42,850 to the west of MD 32. At the east end of the study area, the ADT drops to 7,900 just east of the MD 32 interchange at the entrance to Fort Meade.

By 2030 the projected ADT in the study area is expected to increase by over 100 percent within the majority of the MD 198 corridor, due to BRAC and related residential employment and commercial growth in the study area.

Future volumes are projected to range from 67,500 ADT west of MD 295 to 16,000 ADT

east of MD 32.

A Level of Service, or LOS, analysis was conducted for existing and forecasted (2030) No-Build and Build conditions for the study area intersections and roadway segments.

LOS is a scale measuring the freedom of mobility or severity of congestion experienced by drivers. The LOS scale ranges from A to F. LOS A represents free-flow movements of traffic with little or no congestion, while LOS F represents failure, with stop-and-go conditions and long queues of traffic.

LOS D occurs where traffic flows become unstable and is generally considered acceptable during peak hours of traffic on street and highways in urban and suburban areas. At LOS E the roadway is operating near capacity with unpredictable delays.

LOS is normally determined for the peak hours of a typical weekday. These levels have been determined through traffic research and are related to measurable traffic

characteristics such as delays, speed, or traffic density.

The existing Level of Service Analysis shows that the study area intersections have LOS that range from A to F. With five intersections operating at failing LOS in either the a.m. or p.m peak hours. In the 2030 design year, nine intersections are projected to operate at a failing LOS in either the a.m. or the p.m. peak hours, and the main line roadway segment of MD 198 between MD 32 and MD 295 is also projected to operate at a failing LOS in both peak periods.

A Level of Service Analysis was also conducted for Design Year 2030 conditions for each of the Build Alternatives. Alternative 2 is projected to operate by consolidating access points along the corridor. However, the analysis results indicate that five intersections would still operate at failing LOS in the year 2030, and the mainline section of MD 198 would operate at LOS F during peak periods.

Alternative 4 modified is projected to improve operations along the mainline segment of MD 198 between MD 32 and MD 295 to LOS D during both the a.m. and p.m. peak hours in the design year 2030. Alternative 4 modified is also projected to improve all intersections within the study area to LOS E or better.

The MD 198/MD 32 interchange improvement options were also analyzed to determine the LOS for each intersection under year 2030 conditions. The results indicate that all intersections are projected to operate at LOS E or better for each of the three interchange options.

SAFETY

SHA completed a crash analysis for the three-year period from January 1, 2003 through December 31, 2005. Rates for all crash types on MD 198 from west of MD 295 to the Little Patuxent River fall within parameters for similar types of highways.

A total of 155 crashes, resulting in one fatality and 87 injuries, were 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 where traffic volumes are much higher.

ALTERNATIVES

The Project Team has identified transportation alternatives that address the project need while minimizing impacts on the social, cultural and natural environment. Based on information from project stakeholders, three alternatives -- including the No-Build -- and three interchange options have been retained for detailed study. Alternatives not retained for detailed study are identified in the brochure.

After evaluating the project's impacts and considering comments from the public and the review agencies, SHA will choose a Preferred Alternative and Option.

ALTERNATIVE 1-THE NO-BUILD

Alternative 1, the No-Build Alternative, includes no major capital

improvements. Minor short-term improvements would occur as part of routine maintenance and safety operations. This Alternative does not address the purpose and need for the project. However, it serves as a baseline of comparison for the impacts and benefits of the Build Alternatives and Options.

ALTERNATIVE 2-TRANSPORTATION SYSTEMS MANAGEMENT

Alternative 2, the Transportation System's Management, or TSM Alternative, consists of spot improvements and access management along the corridor to address public concerns at specific locations. TSM improvements can usually be constructed with relatively low cost and few environmental impacts but would provide no substantial improvements or operations to address future concerns or needs.

TSM strategies being considered for this corridor include improving the off-ramps from MD 295, providing left-turn lanes, combining several driveways and access points, and adding traffic signals.

MAINLINE MD 198 BUILD ALTERNATIVE

The mainline MD 198 Build Alternative, Alternative 4 modified, consists of a four-lane divided roadway with sidewalks and an off-road shared-use facility.

This Alternative provides two lanes in both directions (eastbound and westbound) divided by a grass median that varies from six feet to 20 feet in width, throughout the corridor. On-road bicycle accommodations are provided.

In the eastbound direction, a five-foot-wide sidewalk would be provided from just west of the bridge over MD 295 to Gateway Boulevard. From Gateway Boulevard to the ball fields located adjacent to Bald Eagle Drive, an eight-foot-wide shared-use path would be provided. East of Bald Eagle Drive, the shared-use path becomes a five-foot-wide sidewalk that extends to the eastern limits of the project.

In the westbound direction, a five-foot-wide sidewalk extends from Bald Eagle

Drive to Gateway Boulevard. From Gateway Boulevard, an eight-foot-wide shared-use path is provided over MD 295 to the western limit of the project area.

From the northbound on/off ramps from MD 295, to the second access point of Arundel Gateway, this Alternative proposes a 12-foot-wide eastbound auxiliary lane to provide for entrance and exit of the Arundel Gateway Development.

Based on reports of flooding, Alternative 4 modified proposes to replace the existing bridges over the Little Patuxent River with a single bridge that is higher and longer.

Access to the water and sewer-treatment facility will be provided by a full movement intersection with exclusive left turns. Trucks leaving the facility are prohibited from using the Baltimore-Washington Parkway. Therefore, this Alternative provides an exclusive left-turn acceleration lane that allows trucks to merge onto mainline MD 198 in the direction of MD 32. The signal at MD 198

and Airfield Road will remain under all interchange option except Option D.

If Alternative 4 modified is selected as the Build Alternative, an interchange option will be selected with it. This mainline Build Alternative is compatible with all of the following three interchange options at MD 198 and MD 32.

MD 198/MD 32 INTERCHANGE OPTIONS

Option A, the flyover ramp, maintains the existing configuration of the MD 198/MD 32 interchange and introduces a flyover ramp that allows traffic to flow from northbound MD 32 to westbound MD 198, completely separating that traffic from the roundabouts. The option also proposes widening the bridge over MD 32. All other traffic moving through the interchange, including trucks entering Fort Meade, would operate as it does today.

Option C. The diamond interchange at the existing bridge, reconfigures the existing MD 198/MD 32 interchange from two roundabouts to two signalized intersections and requires

widening the existing bridge to accommodate the appropriate number of lanes. Truck traffic entering Fort Meade would operate as it does today.

Option D, two bridges. Reconfigures all traffic movements through the area by adding a second bridge over MD 32. The new bridge will create a one-way crossing of MD 32 for westbound MD 198 traffic. The existing MD 198 bridge over MD 32 would also become a one-way crossing for eastbound traffic toward Fort Meade. The existing bridge would not be widened.

The ramp from MD 32 north toward Laurel would be widened to two lanes. Two turn lanes would be provided for right turns into Fort Meade. All other vehicles would have a free-flow movement toward Laurel over the new bridge. The new bridge over MD 32 will provide a ramp connecting back to eastbound MD 198 to provide access to Airfield Road and eastbound MD 32. Due to the one-way circulation of the interchange, Airfield Road becomes a right

in/right out and does not include a signal.

Following the public hearing, the Project Team will perform further analyses on these Alternatives to address comments received from the agencies, local officials, and the public.

Karen Arnold will now provide an Environmental Overview. Karen?

MS. KAREN ARNOLD:

Thank you, Kameel. Good evening, ladies and gentlemen. The detailed analysis of the Alternatives retained for detailed study was performed to identify the extent of impacts on natural, cultural, and socio-economic environmental resources within the study area. A comparison of impacts is included in the brochure.

The proposed MD 198 improvements are consistent with the 2009 Anne Arundel County General Development Plan, the 2004 Jessup/Maryland City Small Area Plan, and the 2003 Odenton Small Area Plan. Both the Anne Arundel County and the Jessup/Maryland City Plans

recommend capacity improvements along MD 198 through the Study Area.

The intent of Maryland's Smart Growth legislation is to limit sprawl and direct state funding for growth-related projects toward county-designated priority funding areas. The project is located entirely within the priority funding area designated by Anne Arundel County.

No residential relocations would be required for any alternative or interchange option. Alternative 4 modified would require one commercial displacement.

Depending upon the Alternative and interchange option chosen between 3.1 and 19.7 acres of commercial right-of-way may be required.

No disproportionately high or adverse impacts on minority or low-income populations would occur with this project. The project is consistent with Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations."

MD 295 or the Baltimore-Washington Parkway is listed on the National Register of Historic Places. Both Build Alternatives propose modification and expansion of the southbound exit ramp from the Parkway onto MD 198. The Maryland Historical Trust has reviewed the proposed action and concurred that the project will have no adverse effect on historical properties, including standing structures and archeological resources.

This section of the Parkway is owned by the National Park Service. Options to avoid or minimize park impacts have been developed in accordance with the Section 4(F) regulations of the United Stated Department of Transportation Act. Under Alternatives 2 and 4 modified, ramp improvements would result in 3.6 to 6 acres of impact on the Parkway.

This hearing and the circulation of this Section 4(F) evaluation is part of the Environmental Assessment, will allow the Federal Highway Administration to obtain public comments.

The Patuxent Research Refuge Ballfield parking lot might be impacted. In order to maintain the overall number of parking spaces, SHA proposes to restripe the parking lot so that no parking spaces would be lost.

The U.S. Fish and Wildlife Service, the Patuxent Research Refuge, and Fort Meade have concurred that the project would have no adverse effect on the activities, features and attributes of the ball fields.

Therefore, SHA has requested that the Federal Highway Administration make a Section 4F de minimis, or minimal impact, finding on these changes to the ballfield parking lots. This hearing provides the public an opportunity to review and comment on the proposed de minimis determination.

The study area is within the Little Patuxent River Watershed. Stream impacts range from 71 to 711 linear feet, depending on the Build Alternative and interchange option. The Department of Natural Resources has set an in-stream work prohibition period from March 1 to

June 15th, inclusive.

Permits from the U.S. Army Corps of Engineers and/or the Department of the Environment are required for wetland and stream impacts. Adverse impacts on water quality during construction would be minimized through strict adherence to SHA sediment and erosion control procedures. SHA has submitted a permit application to the Corps requesting Department of the Army authorization to impact waters of the U.S.

Up to 2.4 acres of the 100-year Flood-plain associated with the Little Patuxent River, up to four acres of wetlands, and up to 711 linear feet of streams could be impacted.

This public hearing provides the opportunity to present views, opinions, and information which would be considered by the Corps of Engineers in evaluating the Department of the Army permit.

A representative from the Corps is present at this evening's hearing. The Corps regulates discharges of dredged through fill

material into wetlands and streams, or waters of the United States. All comments received will become part of the formal project record and of the formal public hearing. In addition, a water quality certification in accordance with Section 401 of the Clean Water Act, will be required from the Maryland Department of the Environment.

Written statements expressing concern for aquatic resources may be submitted to Mary Frazier in writing or by e-mail in the project brochure. The Corps public notice closes December 19, 2011. Between 4.5 and 25.3 acres of woodland impacts are anticipated. Forest acreage will be replaced within the project limits or off-site within the same watershed.

An air quality analysis indicates that no violations of the state and national ambient air quality standards would occur within any of the proposed alternatives, and that the project meets the transportation conformity requirements of the Clean Air Act.

Six noise-sensitive areas were

identified. None qualify for a sound barrier under SHA's 2011 Noise Policy.

This includes the Environmental Overview. Please refer to the brochure for additional information.

Melody Bryant, the District 5 Real Property Manager, will now describe the procedures by which right-of-way is acquired for highway projects. Melody?

MS. MELODY BRYANT:

Thank you, Karen. Good evening, ladies and gentlemen. The acquisition of right-of-way and relocation assistance for this project cannot be undertaken until funds are programmed and included in the Consolidated Transportation Program.

SHA's procedures for acquiring properties differ somewhat from the normal real estate transaction between individuals. SHA is required to secure at least one appraisal on each affected property, and to offer the owners the amount determined by the appraisal to be just compensation for the property rights to be

acquired. Each property owner will be provided an opportunity to accompany the appraiser during the inspection of the property.

After just compensation is established, a real estate officer will meet with the affected owners or contact them by letter to discuss the acquisition and explain how the construction will affect their property.

At that time our representatives will also answer questions and explain the offer. If the state and the property owner cannot reach an agreement through negotiations, the right of the property owner will be protected by acquiring the property rights through the eminent domain process.

This process provides a means for the property owner's point of view to be heard, and permits the amount of just compensation to be established by either a board of property review, a judge, or a jury based on the testimony given on behalf of both, the owner and the state. I assure you that we will make

every effort to keep our negotiations on friendly terms.

Brochures entitled "Your Land and Your Highways" and "Relocation, Your Rights and Benefits" are available from the receptionist and at the right-of-way station. These brochures address the procedures used by SHA to acquire rights-of-way and explain the rights and benefits provided through the Relocation Assistance Program.

The brochures should answer many of your questions regarding the acquisition process and the Relocation Assistance Program. Right-of-way requirements for each Alternative are shown in the summary of Alternatives in the project brochure.

SHA representatives are available at the map displays to answer any project-related questions. I will be available after the meeting to answer questions about the Right-of-Way Acquisition Program.

If at a later date questions arise, please contact me at the District 5 Right-of-

Way Office in Annapolis, using the contact information listed in the project brochure.

Sharon Lynn Holmes, Deputy Director of the SHA Office of Equal Opportunity will now explain SHA's Title VI Program as it relates to this project. Sharon?

MS. SHARON LYNN HOLMES:

Thank you, Melody. Good evening. As the Title VI Office Director for tonight's public hearing, I will explain the significance of Title VI Executive Order 12898 on Environmental Justice, and Executive Order 13166, on Limited English Proficiency. Title VI is an amendment to the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color, or national origin in any program receiving federal financial assistance. Supplemental legislation also prohibits discrimination on the basis of sex, age, or physical or mental disability.

To ensure compliance with this important mandate, SHA established a Title VI Unit. To date, each of the SHA offices

1 involved in this project has complied with that
2 mandate. It is the Title VI Unit's
3 responsibility to make sure that all phases of
4 the MD 198 Project Planning Study are completed
5 in a non-discriminatory manner, from the
6 initial planning stages through the actual
7 construction of the project.
8 The purpose of Environmental Justice
9 Executive Order 12898 is to identify and
10 address disproportionately high or adverse
11 human health environmental effects on minority
12 or low-income populations. An important
13 objective of the Order is to encourage these
14 groups to participate in the planning process.
15 Executive Order 13166 addresses the
16 identification of Limited-English-Proficient,
17 or LEP, communities and populations within the
18 scope of the project. Persons identified as
19 having limited English proficiency, do not
20 speak English as their primary language and/or
21 have a limited ability to read, write, speak or
22 understand English.
23 The purpose of the Executive Order is

1 to identify these populations and ensure that
2 they are provided meaningful access to
3 participation in and benefits from federally
4 assisted programs, services, and activities.
5 I am requesting your assistance with
6 our compliance efforts to ensure that all
7 phases of the transportation process are
8 carried out successfully. For more specific
9 information concerning your civil rights, Title
10 VI Legislation, and Environmental Justice, I
11 refer you to the "Information on Your Civil
12 Rights" pamphlet on the receptionist's table
13 and at the Title VI station.
14 However, if you believe you have been
15 the recipient of any type of discriminatory
16 treatment, you may address your concerns in
17 writing to me using the contact information in
18 the brochure. I will now turn the hearing back
19 to Lee Starkloff.
20 MR. LEE STARKLOFF:
21 Thank you, Sharon. This concludes our
22 formal presentation. We will now accept public
23 testimony. Our purpose tonight is to listen to

1 your comments and concerns. At this time we
2 will not address questions from the floor.
3 However, Staff members are available at the
4 displays to address questions individually
5 after the meeting.
6 If you have not already notified us
7 that you wish to speak this evening, please
8 register your name with the receptionist. We
9 will call people to testify in the order in
10 which they have registered.
11 It seems that no one has signed up to
12 speak. Is there anyone who would like to speak
13 and hadn't signed up?
14 For those of you who would rather not
15 speak publicly, our court reporter can record
16 your comments privately, if you wish. In
17 addition, for those of you who prefer to submit
18 written comments, forms for this purpose are
19 available in the back of the brochure.
20 We're interested in hearing comments
21 about the projects from individuals who are
22 representatives of organizations and community
23 associations. Please remember that we are

1 recording this hearing. Please come to the
2 microphone when your name is called and speak
3 directly into the microphone, and also provide
4 your name, address, and any organization which
5 you may represent.
6 So we don't have anyone signed up. So
7 I guess we can take really any order of people
8 who would like to come up and make a statement.
9 COURT REPORTER:
10 As you come to the mic, spell your
11 last name and give us your address.
12 MR. KEVIN McCORMICK:
13 Kevin McCormick, last name is M-c-C-O-
14 R-M-I-C-K. I represent American Water. We own
15 and operate the wastewater treatment plant on
16 198. Our address is 332 Laurel Fort Meade
17 Road, Laurel, Maryland.
18 Our concern is with the safety of
19 entering and leaving the treatment plant.
20 Currently, especially during the evening rush
21 hour, it's very difficult to get on and off 198
22 from our plant and the way the traffic
23 intersection is shown on the plans proposed,

it's similar to what's over at Tipton right now. We feel that that would be appropriate as long as there's a signalization there at that intersection in the future.

MR. LEE STARKLOFF:

Okay.

MR. KEVIN McCORMICK:

Thank you, sir.

MR. LEE STARKLOFF:

Yes, sir.

MR. DENNIS TRUMP:

If I could speak. The name is Trump, T-R-U-M-P.

COURT REPORTER:

If you would please come up to the mic.

MR. DENNIS TRUMP:

Yeah, fine.

COURT REPORTER:

Thank you.

MR. DENNIS TRUMP:

The last name is Trump, T-R-U-M-P. No relation. I also work for American Water. I'm

the Safety Officer.

MR. LEE STARKLOFF:

Okay.

MR. DENNIS TRUMP:

I have a distinct unpleasantness with having at least one to two near misses reported every day with the increased traffic we're already seeing. So I need to second Mr. McCormick's response and request that you very heavily consider putting in some form of stop light.

MR. LEE STARKLOFF:

Okay.

MR. DENNIS TRUMP:

Thank you.

MR. LEE STARKLOFF:

Thank you, Mr. Trump.

COURT REPORTER:

What is your first name?

MR. DENNIS TRUMP:

Dennis, D-E-N-N-I-S.

COURT REPORTER:

Thank you.

MR. LEE STARKLOFF:

Yes, sir. Could you come to the mic?

MR. KENNETH HELMER:

The name is Kenneth Helmer. Welsh's Court Trailer Park.

COURT REPORTER:

Spell your last name.

MR. KENNETH HELMER:

H-E-L-M-E-R, Helmer.

COURT REPORTER:

Thank you.

MR. STARKLOFF:

Thank you.

MR. KENNETH HELMER:

I have verified since the earthquake, the bridge, both bridges overpassing 198 to Baltimore-Washington Parkway are no longer where they belong. They're like weavy and they sunk. Somebody's got to check it out.

MR. LEE STARKLOFF:

Okay.

MR. KENNETH HELMER:

Thank you.

MR. LEE STARKLOFF:

Thank you for your comments. Yes?

MS. KAY SMITH:

My name is Kay Smith, S-M-I-T-H. I live in Laurel. I wrote a little speech, so here we go.

MR. LEE STARKLOFF:

Okay.

MS. KAY SMITH:

I'm really encouraged by the inclusion of facilities for cyclists and pedestrians. I'm a cyclist. I'm a cyclist, if that wasn't obvious.

It's really nice to see. I've been a cycle commuter for about 21 years, so personally I've rode the section under study for 8 years every day. And I have friends who do the same. So this issue is really important to us. And I also think the proximity to the Fort are a population of people who are in shape and who ride their bicycles, increases the cyclists' population in the area.

I'm very excited to see today SHA and

MDOT reaching out, not only to educate drivers about how to deal with cyclists, but to educate cyclists about how to safely ride on the roads. So that's really good to see too.

I do like to see the inclusion of on-road cycling facilities. Subjectively it makes cyclists more visible to traffic, especially at intersections. It makes them more a part of traffic and my statistics are a couple years old, but the last I heard, 75 to 85 percent of cycle crashes happen at intersections.

So it's very important to have that visibility, especially at intersections and that's where sidewalks -- specifically you get cyclists off the road and that's where you start to have problems.

So existing concerns, the big one right now is, of course, the bridges between the ball fields and the water treatment plant and so I would very much like to see right now you have to get on the road in the lane of traffic, have cars wait for you. Thank you all for your patience in waiting for us as we get

in the middle of traffic and folks, you either have to wait or you pass us illegally, and that happens a lot too.

And so improvement to those bridges specifically for allowing room for cylists and room for pedestrians is very important to us. I'd like to include a note about use during construction.

This is the only path for cyclists to get from Laurel and points west to Odenton and points east, and so detours tend to be in the area of 10 miles. That is not tractable for a pedestrian and it's not comfortable for a cyclist, and so it's important to have this access road open as much as possible during construction.

I want to leave you with one final and fundamental consideration about this project. I have asked this question a couple times and I know you guys are considering it and I would like you to continue considering. Subjectively, the problems on 198 are not because 198 is too small. They are because 32

is backed up or because 295 is backed up. And so I would like you to continue to consider as you evaluate the cost of this project, what the real potential for improvement is in this area. So thank you very much.

MR. LEE STARKLOFF:

Thank you. Anyone else wish to comment? Let the record show that no further spoken comments were offered tonight. As mentioned earlier and as stated in the public notice, we will hold the formal record open until December 19th of 2011 for your written comments.

Thank you for attending tonight's public hearing. We appreciate your interest in this project very much, and the hearing is now adjourned. Good evening.

(Whereupon, at 7:40 p.m. the evening public hearing was adjourned.)

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PUBLIC HEARING TRANSCRIPT

MD 198

PROJECT PLANNING STUDY

PRIVATE TESTIMONY

THURSDAY, NOVEMBER 17, 2011
ANNE ARUNDEL COUNTY

STATE HIGHWAY ADMINISTRATION

LOCATION/DESIGN

EVENING PUBLIC HEARING
(Private Testimony)

MD 198 Project Planning Study

Thursday, November 17, 2011

7:00 p.m.

MEADE MIDDLE SCHOOL
1103 26th Street
Fort Meade, MD 20755

gm

COURT REPORTER:

Before you speak, would you give your name, spell it, and give me your address for the record.

MR. RAY SMALLWOOD:

My name is Ray Smallwood. R-A-Y S-M-A-L-L-W-O-O-D. My address is 231 Ironshire, I-R-O-N-S-H-I-R-E. South, S-O-U-T-H. Maryland City, Maryland, zip 20724.

I'd like to talk in regards to the options that we have in regard to the flyover ramps at 32 and 198. Maryland City Civic Association, which I am president of, had voted favorably for Option A for the main reason that it has no traffic lights and it doesn't impede traffic, where the other options do.

Option D, which was their second choice, has a traffic light at Meeks Road and we believe that that will step more traffic up also.

The second thing we'd like to talk about is 198 itself. Our organization took Alternative 2 Transportation System mainly

because instead of having five traffic lights along that stretch of road, it would only give us three. It would cut down a lot of the stopping and starting and I think it would move traffic a little faster. And it would make for safer intersection locations because it would eliminate two intersections, one at Woodland Job Corps Center and the other at D.C. Children's Center, and put one intersection at the Welsh's Court, and the other two combining into it.

So we would be in favor of those two. We think it would be better for the community. It would be better for traffic flow and better for everyone in general.

Thank you.

COURT REPORTER:

Can you state and spell your name, please?

MR. HARRY SINCLAIR, JR.:

Harry Sinclair, J-R. That's H-A-R-R-Y S-I-N-C-L-A-I-R, J-R. Address 7710 Buckingham Nursery Court, Severn MD, 21144.

COURT REPORTER:

Go ahead.

MR. HARRY SINCLAIR, JR.:

Phone number?

COURT REPORTER:

Sure.

MR. HARRY SINCLAIR, JR.:

443-223-8855. My email is hsinclairjr@gmail.com.

This is absolutely incredible. Nobody's here. I mean it just shows a total lack of concern and interest in something that from my perspective is why I'm leaving Maryland.

There's a total lack of interest, of concern, and we've got a crisis and nobody cares to include the Governor. The Governor, all he's going to do is to add on 15 cent on a gallon of gas and then they're going to have a front-foot frontage thing or something else.

But those fees or whatever you want to call them, they're not taxes. They're just fees. So there must be a difference that I

don't understand. You know. I'm just a redneck from downtown Gambrills, all right. I've been here 68 years and this state is absolutely on its buns. The only thing that's saving this state is the federal government.

The federal government is saving this state because of cyberspace and NSA and DSSA and all that other stuff, because the state has done a miserable job, okay, of supporting itself, of getting the right amount of revenues and then the right amount of expenditures.

Another great one that I've read about. We're going to have civil marriages. Well, wait a minute. What kind of, hey, a civil relationship I can understand, but if any moron looks in a dictionary, Webster, unless he was incorrect, said a marriage is between, and I think even the Lord said that, marriage is between a man and a wife. Not between a donkey and an elephant. That ain't a marriage. That might be a relationship. But it ain't a marriage. And this state is absolutely, are you with the State Highways? Oh, you can't

talk. Okay.
Do you want to ask me a question?
COURT REPORTER:
You're just making a statement.
Oh, okay. I'm a private contractor.
MR. HARRY SINCLAIR, JR.:
Oh, okay. Out here, right now tonight I'm 20 minutes late getting here because of the traffic. Which is, that's not the way it should be. And that's why Virginia, Richmond, the expressway is already in. There's no cars on the expressway. Because the development hasn't come yet, or it hasn't been fully developed.
They've got colleges, they've got medical, the hospital, they got everything down there. It's absolutely incredible. Now I don't think the people in Virginia have any more brains than people in Maryland. I always thought the people in Maryland had more brains. That's obviously because I live here.
Now my brains are going to Virginia and I'll be down at the State House down there

because in January, February, March and April of every year, I'm down at the State House voicing my concerns about, well, it's obvious why we had a problem, it's because of the Democrats who want to go take care of everybody, you know. And you can't do that. Somebody has got to do what it is to, what, to bring the revenue in, and then some goofball needs to go, well, you know, we can't spend the Transportation Fund. Does anybody know where that went to? Does anybody know where the Lotto money is going to, like for education. I don't think so.
And now we're going to have Casino Live up in Arundel Mills. And that money, I don't know, 95 percent is supposed to go to education I think, I don't know. Yeah, right. It's going to go into some politician's pocket is where it's going to go.
It's almost as bad as the people out in California in some little town. The guy was making $700,000 a year and the staff was making thousands of dollars and the town had a budget

of $500,000. We're no better here than they are in California and from my perspective, California is a bunch of goofs. They got run out of some other state before they got there.
Is there anything else, yeah, I am just absolutely totally disgusted, just totally disgusted. And again, here it is, 6:30, right, and there's nobody here.
Now what kind of public hearing is that? I don't think it snowed. I don't think we had an earthquake today. There's no flooding today and there's nobody here.
And you can't disagree or agree, right? Anyhow. End of statement.
(Whereupon, the private testimony was concluded.)

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Appendix E: Correspondence – Public Hearing Comments and Responses

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

AA510M11 – LOCATION/DESIGN PUBLIC HEARING
MD 198 PROJECT PLANNING STUDY

THURSDAY, NOVEMBER 17, 2011
6:00 PM – MAPS/DISPLAYS AVAILABLE
7:00 PM – PRESENTATION/TESTIMONY

MEADE MIDDLE SCHOOL, 1103 26TH STREET, FT. MEADE, MARYLAND 20755

PLEASE PRINT

NAME Glenn Altschuld **DATE** 17 Nov 11

ADDRESS 7801 Metacomet Road

CITY Hanover **STATE** MD **ZIP** 21076

I/We wish to comment or inquire about the following aspects of this project:

Please do NOT put traffic signals on 198. Use overpasses / underpasses instead.

Option A for Ft Meade access (flyover ramp) is an excellent idea.

Options C/D are horrible and will not work well.

- traffic lights (Option C) will horrendously back up traffic
- Option D will create an extremely difficult right merge at entrance to Meade.

MAILING LIST*: ☒ **Add my name** ☐ **Delete my name**

* Persons who have received a copy of the brochure through the mail are already on the project mailing list

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. Glenn Altschuld
7801 Metacomet Road
Hanover MD 21076

Dear Mr. Altschuld:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comment, you expressed that the selected alternative should not have traffic signals along MD 198. You also stated that you are not in support of Options C and D. Your preference for Option A along with your comments have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

Very truly yours,

Kameel Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA
Ms. Olayinka Bruce, Project Management Division, SHA

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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MEADE MIDDLE SCHOOL, 1103 26TH STREET, FT. MEADE, MARYLAND 20755

PLEASE PRINT

NAME John Pillant **DATE** 12 Nov 2011

ADDRESS 200 Cherry Hill Lane

CITY Laurel **STATE** MD **ZIP** 20724

I/We wish to comment or inquire about the following aspects of this project:

We are completely opposed to any proposed median on RT-198. Total waste of money!

We do like Option A with Flyover Ramp! No median

Why is a median being considered on RT-198?

The money should go towards improving the school system - pay and find good teachers!

MAILING LIST* : ☑ **Add my name.** ☐ **Delete my name.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

FOLD FOLD FOLD

Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

Please circle the most appropriate number.	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	(3)	4
Was each part of the brochure easy to understand?				
Purpose of the Study	1	2	3	(4)
Purpose of the Hearing	1	2	3	(4)
Public Comments	1	2	3	(4)
Project Status	1	2	(3)	4
Project History	(1)	2	3	4
Project Need	(1)	2	3	4
Description of Alternatives	1	(2)	3	4
Maps of Alternatives	1	(2)	3	4
Tables and Charts	1	2	3	(4)
Environmental Summary	1	2	(3)	4
Remaining Steps in Planning Process	1	2	(3)	4

Which part of the brochure was most valuable? Diagram/maps

Which part of the brochure was least valuable? N/A

How can we improve the brochure? Include other proposals that have been omitted by our team lost leaders.

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.

MD 198 Project Planning Study - Project No. AA510M11

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. John Pillart
200 Cherry Hill Lane
Laurel MD 20724

Dear Mr. Pillart:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comment, you expressed support for Option A. You also asked why the current design proposes a median along MD 198 which you do not support. The median has been proposed for safety purposes. The median will separate opposing traffic movements, provided channelization for left turns, and will allow for pedestrian refuge. Your comments have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

Very truly yours,

Kameel Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA
Ms. Olayinka Bruce, Project Management Division, SHA

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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MEADE MIDDLE SCHOOL, 1103 26TH STREET, FT. MEADE, MARYLAND 20755

PLEASE PRINT

NAME Freda McDonald DATE 11/13/2011

ADDRESS 3529 Piney WOODS PL #I101 [illegible]

CITY LAUREL STATE MD ZIP 20724

I/We wish to comment or inquire about the following aspects of this project:

I support 198/32 option A.

Freda McDonald

MAILING LIST* : ☒ Add my name. ☐ Delete my name.

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

FOLD

FOLD

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Ms. Freda McDonald
3529 Piney Eood Place, I101
Laurel MD 20724

Dear Ms. McDonald:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comment, you expressed support for Option A. Your preference along with your comments have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

Very truly yours,

Kameel Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA
Ms. Olayinka Bruce, Project Management Division, SHA

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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MEADE MIDDLE SCHOOL, 1103 26TH STREET, FT. MEADE, MARYLAND 20755

PLEASE PRINT

NAME

ADDRESS

CITY

STATE

Kathleen Egbert
341 Brock Bridge Rd.
Laurel, MD 20724

Mr. John D. Egbert
341 Brock Bridge Rd.
Laurel, MD 20724-2413

I/We wish to comment or inquire about the following aspects of this project:

Alt 4 modified over 295 is nice, but not immediately necessary. Past Ousuman, before Gateway, the widening needs to begin. From there to the interchange the plan is sound.

For the interchange we believe plan D shows the best traffic flow vs. cost. In fact, it may actually show the best traffic flow — regardless of cost

MAILING LIST* : ☐ **Add my name.** ☐ **Delete my name.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

— FOLD — FOLD — FOLD —

Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

Please circle the most appropriate number.	Poor			Excellent
Overall, was the brochure useful and informative?	1	(2)	3	4
Was each part of the brochure easy to understand?				
Purpose of the Study	1	2	(3)	4
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Description of Alternatives	1	2	3	(4)
Maps of Alternatives	1	2	3	(4)
Tables and Charts	1	2	3	(4)
Environmental Summary	1	2	(3)	4
Remaining Steps in Planning Process	1	2	(3)	4

Which part of the brochure was most valuable? maps & tables & charts

Which part of the brochure was least valuable? there was quite a bit I ignored, but it may have been necessary

How can we improve the brochure? more maps w/ explanations. I need to see it as well as read it

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.

MD 198 Project Planning Study - Project No. AA510M11

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. & Mrs. John Egbert
341 Brock Bridge Road
Laurel MD 20724

Dear Mr. & Mrs. Egbert:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comment, you expressed support for Option D. In addition, you suggested that we begin the roadway widening at or near Gateway Boulevard. Your preference along with your comments have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

Very truly yours,

Kameel Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA
Ms. Olayinka Bruce, Project Management Division, SHA

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

Scanned DR

AA510M11 - LOCATION/DESIGN PUBLIC HEARING
MD 198 PROJECT PLANNING STUDY
THURSDAY, NOVEMBER 17, 2011
6:00 PM – MAPS/DISPLAYS AVAILABLE, 7:00 PM – PRESENTATION/TESTIMONY
MEADE MIDDLE SCHOOL, 1103 26TH STREET, FT. MEADE, MARYLAND 20755

PLEASE PRINT

NAME Julio A. Perez (Perez) **DATE** 11-9-2011

ADDRESS 3389 Horsehead South - Horsehead

CITY Laurel **STATE** Md **ZIP** 20724

I/We wish to comment or inquire about the following aspects of this project:

I do not agreed about the following project. We are already experiancing a realy bad trafic please do not start any new ideas worsening trafic.

MAILING LIST* : ☐ **Add my name.** ☐ **Delete my name.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

FOLD FOLD FOLD

Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

Please circle the most appropriate number.	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
Was each part of the brochure easy to understand?				
Purpose of the Study	1	2	3	4
Purpose of the Hearing	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project History	1	2	3	4
Project Need	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable?

Which part of the brochure was least valuable?

How can we improve the brochure?

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.

MD 198 Project Planning Study - Project No. AA510M11

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

SHA
State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. Julio Perez
3389 Horsehead South
Laurel MD 20724

Dear Mr. Perez:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comment, you expressed support for the No-Build. Your preference along with your comments about the increase in traffic along the corridor have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

Very truly yours,

Kameel Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA
Ms. Olayinka Bruce, Project Management Division, SHA

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

Scanned DR

AA510M11 - LOCATION/DESIGN PUBLIC HEARING
MD 198 PROJECT PLANNING STUDY
THURSDAY, NOVEMBER 17, 2011
6:00 PM – MAPS/DISPLAYS AVAILABLE, 7:00 PM – PRESENTATION/TESTIMONY
MEADE MIDDLE SCHOOL, 1103 26TH STREET, FT. MEADE, MARYLAND 20755

PLEASE PRINT

NAME Denise Flannery **DATE** 11/11/2011

ADDRESS 3319 OLD ANNAPOLIS RD.

CITY Laurel **STATE** MD **ZIP** 20724

I/We wish to comment or inquire about the following aspects of this project:

See the comment below.

MAILING LIST* : ☐ **Add my name.** ☐ **Delete my name.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

— FOLD — FOLD — FOLD —

Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

Please circle the most appropriate number.	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
Was each part of the brochure easy to understand?				
Purpose of the Study	1	2	3	4
Purpose of the Hearing	1	2	3	4
Public Comments	1	2	3	4
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Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable? The maps

Which part of the brochure was least valuable? None

How can we improve the brochure? Clarify the funding - more specific - so there are no "may become eligible" properties.

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.

MD 198 Project Planning Study - Project No. AA510M11

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Ms. Denise Flannery
3319 Old Annapolis Road
Laurel MD 20724

Dear Ms. Flannery:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself.

In your comment, you asked about the funding for the MD 198 Project Planning Study. Currently, this project is only funded for Project Planning. Additional funding for Final Design, Right-of-Way Acquisition (ROW) and Construction must be identified before the project can move beyond the planning phase. Each year, elected officials from each County in Maryland meet with SHA to discuss their roadway improvement priorities. The counties then present a letter to SHA, which contains their top highway priorities, for Planning, Design, ROW, and Construction, that they would like to see included in Maryland's Consolidation Transportation Program (CTP). The CTP is the State's six-year capital budget for transportation projects. Working together with Maryland's citizens, local jurisdictions and local delegations, projects are added to the CTP, which enhance transportation services and opportunities throughout the State. Your comments have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

Very truly yours,

Kameel Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA
Ms. Olayinka Bruce, Project Management Division, SHA

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

AA510M11 - LOCATION/DESIGN PUBLIC HEARING
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THURSDAY, NOVEMBER 17, 2011
6:00 PM – MAPS/DISPLAYS AVAILABLE, 7:00 PM – PRESENTATION/TESTIMONY
MEADE MIDDLE SCHOOL, 1103 26TH STREET, FT. MEADE, MARYLAND 20755

Scanned KRH

PLEASE PRINT

NAME BRUCE BOLLOCK **DATE** 11/16/11

ADDRESS D301 3515 PINEY WOODS PLACE

CITY LAUREL **STATE** MD **ZIP** 20724

I/We wish to comment or inquire about the following aspects of this project:

ALL ALTERNATIVES WERE VIABLE -

MY SUGGESTION IS TO DO THE PROJECT AS CHEAP AS POSSIBLE (REF TODAYS ECONOMIC SITUATION) & STAY AWAY FROM ROUND-ABOUTS IF YOU CAN.

MAILING LIST* : ☐ **Add my name.** ☐ **Delete my name.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

FOLD FOLD FOLD

Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

Please circle the most appropriate number.	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
Was each part of the brochure easy to understand?				
Purpose of the Study	1	2	3	4
Purpose of the Hearing	1	2	3	4
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Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable?

Which part of the brochure was least valuable?

How can we improve the brochure? KEEP UP THE GOOD WORK (Some symbols & info were printed pretty small for easy reading).

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.

MD 198 Project Planning Study - Project No. AA510M11

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. Bruce Bullock
3515 Piney Woods Place
Laurel MD 20724

Dear Mr. Bullock:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comment, you expressed support for low cost alternatives. In addition you did not prefer roundabouts. Your comments have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

Very truly yours,

Kameel Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA
Ms. Olayinka Bruce, Project Management Division, SHA

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

AA510M11 - LOCATION/DESIGN PUBLIC HEARING
MD 198 PROJECT PLANNING STUDY
THURSDAY, NOVEMBER 17, 2011
6:00 PM – MAPS/DISPLAYS AVAILABLE, 7:00 PM – PRESENTATION/TESTIMONY
MEADE MIDDLE SCHOOL, 1103 26TH STREET, FT. MEADE, MARYLAND 20755

Scanned KGeff

PLEASE PRINT

NAME C.D. Donaldson **DATE** 11/17/11

ADDRESS 21 S BRUCE

CITY Laurel **STATE** Md **ZIP** 20724

I/We wish to comment or inquire about the following aspects of this project: Rt. 198's Does not seem to me it is changing access to or from Rt. 295. Which are dangerous in my opinion in the access to south bound Rt. 295. And causes traffic jams when exiting from southbound Rt 295 onto Rt 198.

Also I do not think Rt 198 is a good Road to have a share lane with (Cars & bikes) as there are a ~~lits~~ lot of bikers that think cars should get out of their way and it isn't safe for them. With people merging & changing lanes and such.

MAILING LIST* : ☐ **Add my name.** ☐ **Delete my name.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

– FOLD — FOLD — FOLD —

Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

Please circle the most appropriate number.	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
Was each part of the brochure easy to understand?				
Purpose of the Study	1	2	3	4
Purpose of the Hearing	1	2	3	4
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Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable? The charts gave me a pretty good idea of what will happen

Which part of the brochure was least valuable? I have said it before and I'll most likely think it again, this is a Report for people who know the subject not the general public

How can we improve the brochure? see above

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.

MD 198 Project Planning Study - Project No. AA510M11

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

M' C. D. Donaldson
21 S. Bruce
Laurel MD 20724

Dear M' Donaldson:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comment, you were concerned about access and traffic congestion along MD 295. In addition you offered comment against on-road bike facilities. Maryland state law provides for all modes of transportation to use the roadway, which includes on-road-bicycle facilities. It is the goal of SHA to provide a safe and accessible roadway for pedestrians, bicyclists and drivers. Your comments have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

Very truly yours,

Kameel Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA
Ms. Olayinka Bruce, Project Management Division, SHA

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

AA510M11 - LOCATION/DESIGN PUBLIC HEARING
MD 198 PROJECT PLANNING STUDY
THURSDAY, NOVEMBER 17, 2011
6:00 PM – MAPS/DISPLAYS AVAILABLE, 7:00 PM – PRESENTATION/TESTIMONY
MEADE MIDDLE SCHOOL, 1103 26TH STREET, FT. MEADE, MARYLAND 20755

Scanned KPH

PLEASE PRINT

NAME Turhan Jones **DATE** 15 NOV, 2011

ADDRESS 297 Red Clay Rd - Apt. 302

CITY Laurel **STATE** MD **ZIP** 20724

I/We wish to comment or inquire about the following aspects of this project:

How will these proposed improvements impact the residents along Rte 198?
Will we be able to go to and from our communities without excessive delays?
Has anyone looked into insect & rodent infestation/increase and movement while digging up new ground?

MAILING LIST*: ☐ **Add my name.** ☐ **Delete my name.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

FOLD FOLD FOLD

Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

Please circle the most appropriate number.	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
Was each part of the brochure easy to understand?				
Purpose of the Study	1	2	3	4
Purpose of the Hearing	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project History	1	2	3	4
Project Need	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable? Maps, Tables & charts

Which part of the brochure was least valuable?

How can we improve the brochure? Overall, outstanding!

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.

MD 198 Project Planning Study - Project No. AA510M11

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. Turhan Jones
297 Red Clay Road, Apt. 302
Laurel MD 20724

Dear Mr. Jones:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comment, you asked about access for the communities along the study corridor. The project team has proposed a signal at Welch's Court and Arundel Gateway Boulevard to allow for better access to MD 198 for the residents along the corridor. Your comments have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

Very truly yours,

Kameel Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA
Ms. Olayinka Bruce, Project Management Division, SHA

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

AA510M11 - LOCATION/DESIGN PUBLIC HEARING
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6:00 PM – MAPS/DISPLAYS AVAILABLE, 7:00 PM – PRESENTATION/TESTIMONY
MEADE MIDDLE SCHOOL, 1103 26TH STREET, FT. MEADE, MARYLAND 20755

Scanned KRH

PLEASE PRINT

NAME ALVA C. RODA **DATE** 11/16/11

ADDRESS 3400 BITTERWOOD PL A-101

CITY LAUREL **STATE** MD **ZIP** 20724

I/We wish to comment or inquire about the following aspects of this project:

I HAVE JUST RECEIVED THIS QUESTIONAIRE AND REQUEST FOR COMMENTS FORM, TOGETHER WITH VERY DETAILED PLAN FOR MD 198, 295 AND MD 32.

I HAVE GONE EVERY PAGE OF THIS EXELLENT STUDY. I LOVE IT AND SUPPORT THE PROJECT. JOB WELL DONE

MAILING LIST* : ☑ **Add my name.** ☐ **Delete my name.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

— FOLD — FOLD — FOLD —

Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

Please circle the most appropriate number.	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
Was each part of the brochure easy to understand?				
Purpose of the Study	1	2	3	4
Purpose of the Hearing	1	2	3	4
Public Comments	1	2	3	4
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Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable? All

Which part of the brochure was least valuable?

How can we improve the brochure? JUST KEEP YOUR RESIDENTS INFORMED

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.

MD 198 Project Planning Study - Project No. AA510M11 I'VE JUST RECEIVED BROCHURE TODAY 11/16/11 [signature]

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

M' Alva Roda
3400 Bitterwood Place, A-101
Laurel MD 20724

Dear M' Roda:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comment, you expressed overall support for this project. Your comment has been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

Very truly yours,

Kameel Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA
Ms. Olayinka Bruce, Project Management Division, SHA

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

AA510M11 - LOCATION/DESIGN PUBLIC HEARING
MD 198 PROJECT PLANNING STUDY
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6:00 PM – MAPS/DISPLAYS AVAILABLE, 7:00 PM – PRESENTATION/TESTIMONY
MEADE MIDDLE SCHOOL, 1103 26TH STREET, FT. MEADE, MARYLAND 20755

Mildred Scanned

PLEASE PRINT

NAME Brandon Kate **DATE** 11/23/2011

ADDRESS 3503 Falling Run Pl

CITY Laurel **STATE** MD **ZIP** 20724

I/We wish to comment or inquire about the following aspects of this project:

This can't happen fast enough over the past 2 yrs, traffic outside Resort has gotten worse!

MAILING LIST* : ☐ **Add my name.** ☐ **Delete my name.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

FOLD FOLD FOLD

Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

Please circle the most appropriate number.	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	(4)
Was each part of the brochure easy to understand?				
Purpose of the Study	1	2	3	(4)
Purpose of the Hearing	1	2	3	(4)
Public Comments	1	2	(3)	4
Project Status	1	2	(3)	4
Project History	1	2	(3)	4
Project Need	1	2	3	(4)
Description of Alternatives	1	2	(3)	4
Maps of Alternatives	1	(2)	3	4
Tables and Charts	1	2	(3)	4
Environmental Summary	1	2	3	(4)
Remaining Steps in Planning Process	1	2	(3)	4

Which part of the brochure was most valuable? Maps would have been but got confusing

Which part of the brochure was least valuable? Maps, yes they are both the best and least

How can we improve the brochure?

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the hearing.

MD 198 Project Planning Study - Project No. AA510M11

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. Brandon Katz
3503 Falling Run Road
Laurel MD 20724

Dear Mr. Katz:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comment, you expressed overall support for this project. Your comment has been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

Very truly yours,

Kameel Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA
Ms. Olayinka Bruce, Project Management Division, SHA

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. Kenneth Helmer
3285 Fort Meade Road
Laurel MD 20724

Dear Mr. Helmer:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

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Very truly yours,

Kameel Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA
Ms. Olayinka Bruce, Project Management Division, SHA

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. Ray Smallwood
231 Ironshire South
Maryland City MD 20724

Dear Mr. Smallwood:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

Very truly yours,

Kameel Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA
Ms. Olayinka Bruce, Project Management Division, SHA

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. Harry Sinclair
7710 Buckingham Nursery Court
Severn MD 21144

Dear Mr. Sinclair:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. Dennis Trump
3220 Laurel Fort Meade Road
Laurel MD 20724

Dear Mr. Trump:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

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Anthony G. Brown, *Lt. Governor*

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. Kevin McCormick
3220 Laurel Fort Meade Road
Laurel MD 20724

Dear Mr. McCormick:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

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Anthony G. Brown, *Lt. Governor*

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. Bruce Pensmith
6 N. Zona Street
Laurel MD 20724

Dear Mr. Pensmith:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself.

In your comment, you were concerned about traffic congestion along MD 32 and MD 295. In addition you support the proposed traffic signal at MD 198 at MD 295. The expansion of commuter service for BRAC and implementation of a double left turn into Corridor Marketplace are outside of the scope of this project. The project team will continue to coordinate with Fort Mead on BRAC issues. Your comments have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

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Anthony G. Brown, *Lt. Governor*

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. Sterling Spangler
3404 Bitterwood Place, #I-303
Laurel MD 20724

Dear Mr. Spangler:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. In your comment, you were concerned about access and traffic congestion at the MD 198/MD 295 interchange. Your comments have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. Gary Fry
8625 Indian Springs Road
Laurel MD 20724

Dear Mr. Fry:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself.

In your comment, you were concerned about signals and traffic congestion at the MD 198/MD 295 interchange. Signals in this corridor are proposed for safety considerations, which includes providing access for cross streets. In the case of MD 295, the proposed signal at MD 198 will allow for safer access onto MD 198. The proposed signals also allow for a safe location for pedestrian and bicyclist crossings. Although based on the year 2030 traffic projections, there is an overall higher volume of traffic along the corridor which is better served with the four lane section. Fort Meade is supportive of the proposed bike and pedestrian access along the corridor. The roundabouts fail because of the increased volume of traffic. Variable Message Signs (VMS) may not be appropriate for this corridor at this time; they are typically reserved for use on higher speed roadways. Your comments have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

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State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. James Elston
8406 Woodland Manor Drive
Laurel MD 20724

Dear Mr. Elston:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself.

In your comment, you expressed support for Option A. You also asked why the current alternatives propose retaining walls along MD 198. The retaining walls have been proposed to reduce grading impacts to the surrounding properties. The retaining walls have not been proposed for noise mitigation. A separate noise analysis was conducted for the corridor. Based on our analysis there were six areas studied for noise impacts. Two of these areas were above 66 decibels under the future build condition for the planning study. However, neither of these locations warrant a noise wall as mitigation. Your comments have been noted in the project record. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

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Project Management Division

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Ms. Olayinka Bruce, Project Management Division, SHA

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SHA
State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Ms. Kay Smith

Dear Ms. Smith:

Thank you for your comments regarding proposed alternatives and options associated with the MD 198 Project Planning Study from MD 295 (Baltimore-Washington Parkway) to MD 32. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts.

Public input is an important component of all project planning studies. It is important that we receive comments and feedback from those who live, work, and travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before an alternative is selected.

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Very truly yours,

Kameel Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA
Ms. Olayinka Bruce, Project Management Division, SHA

Kameel Hall

From: Allen Pulsifer [allen@pulsifer.us]
Sent: Friday, November 18, 2011 2:06 PM
To: Kameel Hall; Karen Arnold
Subject: MD 198 Project Planning Study

Hello Members of the MD 198 Project Planning Study,

I was unable to attend the public hearing last night but would like to offer some comments. Please forward these comments to the other members of the planning team.

I quite frankly find the brochure which was sent in the mail to be woefully inadequate. The current study appears to get bogged down in the details while missing the big picture.

Rt 198 within the study area currently has only three traffic problem spots that I can identify. None of these are addressed in the study, and only one of them will be fixed by any of the proposed changes. The three current problem spots are:

1. Evening rush hour traffic headed east on 198 and merging onto Rt 32 east. This traffic often back up almost all the way to Rt 295. The delay time to merge onto Rt 32 is often 20 minutes or more. Furthermore, the merge choke point on Rt 32 backs up evening traffic heading east on Rt 32 well past Rt 295, sometimes as far as Rt 1. The delays on Rt 32 are often 20 minutes or more as well. This is the number one current traffic problem on Rt 198 and on the nearby Rt 32, and the study completely does not address it, nor would any of the proposed changes do anything to solve it.

Some of the eastbound rush hour traffic comes from Laurel (further down on Rt 198), while a large portion is traffic coming up Rt 295 north and using the short section of Rt 198 east as a shortcut to Rt 32 east. This is actually a good thing, because it provides a three mile long "ramp" where traffic can back up as it tries to get onto Rt 32 east. In other words, traffic from Rt 295 north could continue up Rt 295 until it got to Rt 32, and then exit onto Rt 32 east. However, the slowdown due to the merge would back up traffic heading north on Rt 295. It is a good thing that this traffic takes Rt 198 east to access Rt 32 east, so that it does not backup Rt 295 north. You want that to continue. However, in order to solve the backup problem on both Rt 32 east and Rt 198 east, the merge from Rt 198 east to Rt 32 east needs to be improved. For example, an additional right hand lane could be added to Rt 32 east starting at the Rt 198 merge and extending 0.5 to 1 mile. Only traffic from Rt 198 would be routed into this new lane, giving the merging traffic time to match its speed with the traffic on Rt 32. Then, in about 0.5 to 1 mile, the left hand lane on Rt 32 could be forced to merge into the middle lane, dropping Rt 32 from three lanes back down to two lanes.

A solution such as this is needed to address the current backups on both Rt 198 east and Rt 32 east, and since this is the number one current problem on those roads, the study should be expanded to include this. Making any other changes to Rt 198 without addressing the merge onto Rt 32 would be a waste of money.

As mentioned, it is important when making those changes to ensure that traffic heading from Rt 295 north to Rt 32 east continues to use Rt 198 as an access way. If it does not, then the Rt 295 north to Rt 32 east will become the choke point and traffic will back up onto Rt 295. In order to ensure that, the study may want to consider closing direct access from Rt 295 north to Rt 32 east and making this exit local only, i.e., the exit would head directly to Fort Meade instead of onto Rt 32 east.

2. The second current problem on Rt 198 is at the top of the ramps coming off and getting onto Rt 295 south. Traffic often back up there, and drivers make unsafe maneuvers trying to get through. A traffic light should be added there to make that intersection more safe.

3. The third major problem on Rt 198 within the study area is the turn from Rt 198 west into the Corridor Plaza. It often takes two or three light cycles to make this left, especially around lunch and dinner times. In order to solve this problem, the left turn

should be expanded from one lane to two lanes to allow two lanes of traffic to make the left turn during each left arrow phase of the existing light.

In terms of widening Rt 198 within the study area, I see little reason to do that at this time. That section of Rt 198 currently has few or no side streets that need lights, and without lights, it does not need two lanes in each direction. If it is desired to allow better access to the businesses along that stretch of road, then either a middle turning lane or dedicated left turn lanes could be added, but I see little benefit to that at this moment, since none of the businesses currently on that stretch of road generates enough traffic to warrant this.

To address the needs of the expansion of Fort Meade, I believe the money could be better spent on keeping traffic off the roads by expanding the commuter options. For example, more commuter bus routes in the area, satellite parking lots on Rt 32 and Rt 295 with shuttle busses to Fort Meade, an extension of the WMATA green line to Fort Meade, or better access from the commuter rail station in Crofton would better address the needs of Fort Meade than any changes to Rt 198.

Finally, I think it is critical to look at the big picture for development in that area, the expected trip origins and destinations and how all of the roads and modes of transportation work together to address these needs. I do not see this addressed in the current study, and as a result, the proposal may end up spending money in the wrong areas--in areas that will certainly change how the roads look, but will not address the fundamental transportation needs.

Thank you,

Allen Pulsifer

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

December 22, 2011

Mr. Allen Pulsifer
allen@pulsifer.us

Dear Mr. Pulsifer:

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Thank you again for your comments. As you requested, you have been added to the project's mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me via phone at 410-545-8542 or via email at khall1@sha.state.md.us or Olayinka Bruce, Project Engineer at 410-545-8511 or via email at obruce@sha.state.md.us. Both of us can be reached toll free at 1-800-548-5026.

Very truly yours,

Kameel Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Planning Division, SHA
Ms. Olayinka Bruce, Project Management Division, SHA

Appendix F: Agency Correspondence

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-----Original Message-----
From: Butler, Michael P CIV USARMY USAG (US)
[mailto:michael.p.butler50.civ@mail.mil]
Sent: Thursday, June 26, 2014 5:49 PM
To: Karen Arnold; 'michael.p.butler50.civ@mail.mil'
Cc: Allison Grooms; Miller, Patricia A CIV (US); Rehrer, Raymond J CIV (US)
Subject: RE: MD 198 - e-mail concurrence (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Karen,

Yes, the Fort Meade position outlined in our 2010 response has not changed. We understand the planning for MD198 is moving forward and reiterate the need for formal requests for those portions of the design that will impact Fort Meade property.

V/R,

Michael P. Butler 'Mick'
Fort George G. Meade
Chief, Environmental Division
301-677-9188(Desk)
301-787-6309(Cell)
301-677-9001(Fax)
michael.p.butler50.civ@mail.mil

"Please comment on our service"
http://ice.disa.mil/index.cfm?fa=card&site_id=349&service_provider_id=88008

-----Original Message-----
From: Karen Arnold [mailto:karnold@sha.state.md.us]
Sent: Friday, June 20, 2014 11:50 AM
To: 'michael.p.butler50.civ@mail.mil'
Cc: Allison Grooms
Subject: MD 198 - e-mail concurrence

Hi Mick,
I have spoken with FHWA about this issue. They are willing to accept an e-mail confirmation from you that:
a) the 2010 letter (attached) is still the position of Fort George G. Meade,
b) and that your agency finds it acceptable that the MD 198: MD 32 to MD 295 planning project is moving forward.

Since we have previously discussed these items, I would appreciate your confirmation in a reply e-mail. If you have questions or concerns, I can be reached by e-mail, or you can contact my supervisor at 410-545-8568 (Allison Grooms).

I appreciate your continued support,
Karen

-----Original Message-----
From: Karen Arnold
Sent: Wednesday, May 28, 2014 2:12 PM
To: 'michael.p.butler50.civ@mail.mil'
Subject: FW: MD 198 letter for signature

Hi Mick,

This e-mail will support today's phone message.

The issue is that the Federal Highway Administration (FHWA) will not accept your response letter. They are the authority on Section 4(f) issues, and ultimately approve the larger National Environmental Policy Act document which investigates all environmental impacts from this proposed roadway widening project.

We are in the process of sending the draft Finding of No Significant Impact to FHWA in June for their review. Our request for their concurrence with the de minimis finding, under Section 4(f) of the Transportation Act, was to be the last item before I sent this for senior manager review.

So, any help you can provide on how to get a signature on that original letter would be appreciated.

Thanks again,
Karen
Karen Arnold
Environmental Manager
Environmental Planning Division
Maryland State Highway Administration
707 North Calvert Street, Mailstop C-301 Baltimore, Maryland 21202
Email: karnold@sha.state.md.us
Phone: 410-545-8510
1-800-548-5026(toll free)
Fax: 410-209-5004
www.roads.maryland.gov

[http://www.roads.maryland.gov/OCImages/511_logo_sm.JPG]Maryland now

DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, UNITED STATES ARMY GARRISON
DIRECTOR OF PUBLIC WORKS
2212 CHISHOLM AVENUE
FORT GEORGE G. MEADE, MARYLAND 20755-5000

Office of the Director of Public Works

Maryland Department of Transportation
State Highway Administration
Environmental Planning Division
ATTN: Mr. Donald H. Sparklin
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Sparklin,

Fort Meade concurs with the SHA's determination that the proposed Rt. 198 project will have a de minimis impact on Fort Meade land adjacent to the ball fields. Please note that Fort Meade's response to your request does not imply concurrence on the specifics of the proposed alignment of the Rt. 198 project or imply approval for the use of Fort Meade land. Therefore, your letter of 7 October 2009 is returned unsigned.

The process for obtaining approval for use of government owned land requires the submittal of a written request to Director of Public Works, ATTN: Master Planning Division, ATTN: Real Property, 2212 Chisholm Avenue, Fort George G. Meade, MD 20755-5115. The request should include complete project details along with a property survey with metes and bounds description (at no cost to the government).

My Point of Contact for further environmental information is Mr. Mick Butler, 301-677-9188 and Ms. Joyce Patenaude, 301-677-9180 for real estate.

Enclosure
SHA Letter, 7 Oct 09

Michael P. Butler for
Tejbir Singh
Director, Public Works

Copy Furnished:
Directorate of Public Works, Environmental Management Division
Directorate of Public Works, Master Planning Division
Staff Judge Advocate
Department of Interior, US Fish and Wildlife Service
US Army Corps of Engineers, Baltimore District

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

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

May 6, 2014

RE: Project No. AA510M11
MD 198 Planning Study: MD 32 – MD 295
Anne Arundel County, Maryland

Ms. Lourdes Castaneda
Federal Highway Administration
DelMar Division Office
10 South Howard Street, Suite 2450
Baltimore, MD 21201

Dear Ms. Castaneda:

The Maryland State Highway Administration (SHA) is currently conducting a project planning study which proposes improvements to MD 198 between MD 32 and MD 295 (see attached Location Map and Plan Sheet) located in Anne Arundel County. These improvements will result in minor impacts to parking lots for the ball fields owned by the U.S. Fish and Wildlife Service at the Patuxent Research Refuge (refuge) and Fort Meade.

There are two parking lots associated with these ball fields: one parking lot is owned by the Refuge and is located off Bald Eagle Drive, and the second parking lot is located adjacent to MD 198 on land owned by Fort Meade. It is this Fort Meade owned parking lot that will be impacted by the proposed improvements on MD 198. However, mitigation for those impacts (i.e., replacement for the lost parking spaces) is proposed on the parking lot owned by the Refuge.

Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) allows the Federal Highway Administration (FHWA) to determine that certain transportation uses of Section 4(f) land will have no adverse effect on the protected resource. With respect to publicly owned parks and recreation areas, a finding of *de minimis* impact may occur if a transportation project does not "adversely affect the activities, features and attributes" of the Section 4(f) resource. When this is the case, the finding of the FHWA requires written concurrence from the official(s) with jurisdiction over the resource. In addition, public notice and opportunity for public review and comment on the finding is required.

Both Fort Meade and the Patuxent Research Refuge were notified of SHA's intent to request a de minimis finding via the attached letters sent October 7, 2009 and September 17, 2009. They subsequently concurred with the Section 4(f) de minimis finding on March 17, 2010 and April 6, 2010 respectively (see attachment). Public comment was requested during the Public Hearing November 17, 2011, however, no comments on the proposed changes to the parking lots were received.

Therefore, we request your concurrence that the minor impacts of upgrading the parking lot on Bald Eagle Drive, to mitigate for the loss of parking at the lot between MD 198 and the ball fields, will not impair the activities, features and attributes important to the Patuxent Research Refuge. If you agree with the statement above, please indicate your concurrence on the signature line below. Should you have any questions or concerns regarding the proposed impacts to the Patuxent Research Refuge, please contact Karen Arnold at 410-545-8510 or karnold@sha.state.md.us.

Very truly yours,

Joseph R. Kresslein

Digitally signed by Joseph Kresslein
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Joseph R. Kresslein
Assistant Division Chief
Environmental Planning Division

CONCURRENCE:

Jeanette Mar	JEANETTE MAR	7/1/14
Federal Highway Administration	Printed Name	Date

Attachments

cc: Ms. Karen Arnold, SHA-Environmental Planning Division (w/Attachments)
Mr. William Carver, SHA Project Management Division
Ms. Lourdes Castaneda, FHWA-Delmar Division
Mr. Donald Sparklin, SHA-Environmental Planning Division

United States Department of the Interior

FISH AND WILDLIFE SERVICE

Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, Maryland 21401
http://www.fws.gov/chesapeakebay

December 22, 2014

Mr. Joseph Kresslein, Assistant Division Chief
Environmental Planning Division
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Re: *MD 198 (Laurel-Fort Meade Road) from MD 295 to MD 32, Anne Arundel County, MD*

Dear Mr. Kresslein:

The Maryland State Highway Administration (SHA) is conducting a project planning study for improvements to MD 198 (Laurel-Fort Meade Road) from MD 295 to MD 32 in Anne Arundel County, MD. Currently, SHA has retained three alternatives for detailed study: Alternative 1 – No Build; Alternative 2 – Transportation Systems Management; and Alternative 4 – Divided Roadway with Off-Road, Shared-Use Facility and a Sidewalk. We have reviewed the information and are providing comments in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.).

Of these retained alternatives, Alternative 4 will impact the Fort Meade owned parking lot located adjacent to MD 198 and the Patuxent Research Refuge (Refuge) ballfield. To mitigate parking lot impacts, SHA proposes to re-configure and pave the Refuge owned parking area along Bald Eagle Drive to replace lost parking spaces. On April 6, 2010, the U.S. Fish and Wildlife Service (Service) concurred with the de minimis determination but also recommended re-evaluation if designated land-use for the ballfield changes (attached).

A Comprehensive Conservation Plan (CCP) was finalized for the Refuge in September 2013. Per the CCP, the Refuge is planning to phase out National Security Agency (NSA) ballfield use by Fall 2016, and have all related infrastructure removed by NSA by Fall 2017. With the discontinuation of this activity, the Service objects to re-configuring and/or paving of the Refuge owned parking area along Bald Eagle Drive to accommodate additional vehicles. Need for parking to support refuge-related use is expected to decrease with ballfield removal, and the Refuge parking area will be reduced to discourage commuter parking and other unauthorized uses.

TAKE PRIDE® IN AMERICA

The Service maintains that a traffic light should be installed at the Bald Eagle Drive and MD 198 intersection. Existing conditions prohibit left turns from Bald Eagle Drive onto MD 198 during peak hours, and with planned roadway improvements and projected growth along the corridor conditions are expected to worsen without a traffic light.

We appreciate the opportunity for continued coordination on this project. If you have any questions or concerns, please contact Raymond Li at (410) 573-4522 or Ray_Li@fws.gov.

Sincerely,

Genevieve LaRouche
Field Office Supervisor

Attachment

cc: Brad Knudsen, Refuge Manager, Patuxent Research Refuge
Mick Butler, Environmental Manager, Fort George G. Meade

Karen Arnold

From:	Li, Ray [ray_li@fws.gov]
Sent:	Monday, May 11, 2015 12:26 PM
To:	Karen Arnold
Cc:	Ray, Devin; Nora Bucke; Chris Guy
Subject:	Re: ballfields at Patuxent Research Refuge? (MD 198: MD 295 to MD 32)
Attachments:	MD 198_ballfields_Apr_6_2010.pdf

Hi Karen -
Your FHWA informant is correct - our current Departmental Solicitor recently overruled the Refuge CCP's proposal to phase-out ballfields along MD 198. And since we're no longer planning to remove the ballfields, FWS will allow improvements to the Bald Eagle Drive parking lot with conditions provided in our April 6, 2010 letter (attached).

Also regarding MD State Reforestation Law mitigation - FWS policy does not prohibit this from occurring on Service-lands, so there may be afforestation opportunities on the Refuge to satisfy tree mitigation requirements.

Sorry for the delayed coordination on the ballfields - I was not aware of this change before getting your email.
Ray

Raymond Li
Biologist / Transportation Liaison

U.S. Fish and Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401
Phone: 410-573-4522

On Thu, May 7, 2015 at 7:55 AM, Karen Arnold <karnold@sha.state.md.us> wrote:

Hi,

I heard Ray was away – so can you update me on whether the Refuge is still planning to remove the ball fields by 2017? (FHWA mentioned that they had heard 'something to the contrary' recently.)

Ball fields at MD 198 at Bald Eagle Drive (near Tipton Airport outside Ft. Meade)

Karen Arnold

Environmental Manager

Environmental Planning Division

State Highway Administration

707 North Calvert Street, Mailstop C-301

Baltimore, Maryland 21202

Email: karnold@sha.state.md.us

Phone: 410-545-8510

1-800-548-5026 (toll free)

Fax: 410-209-5004

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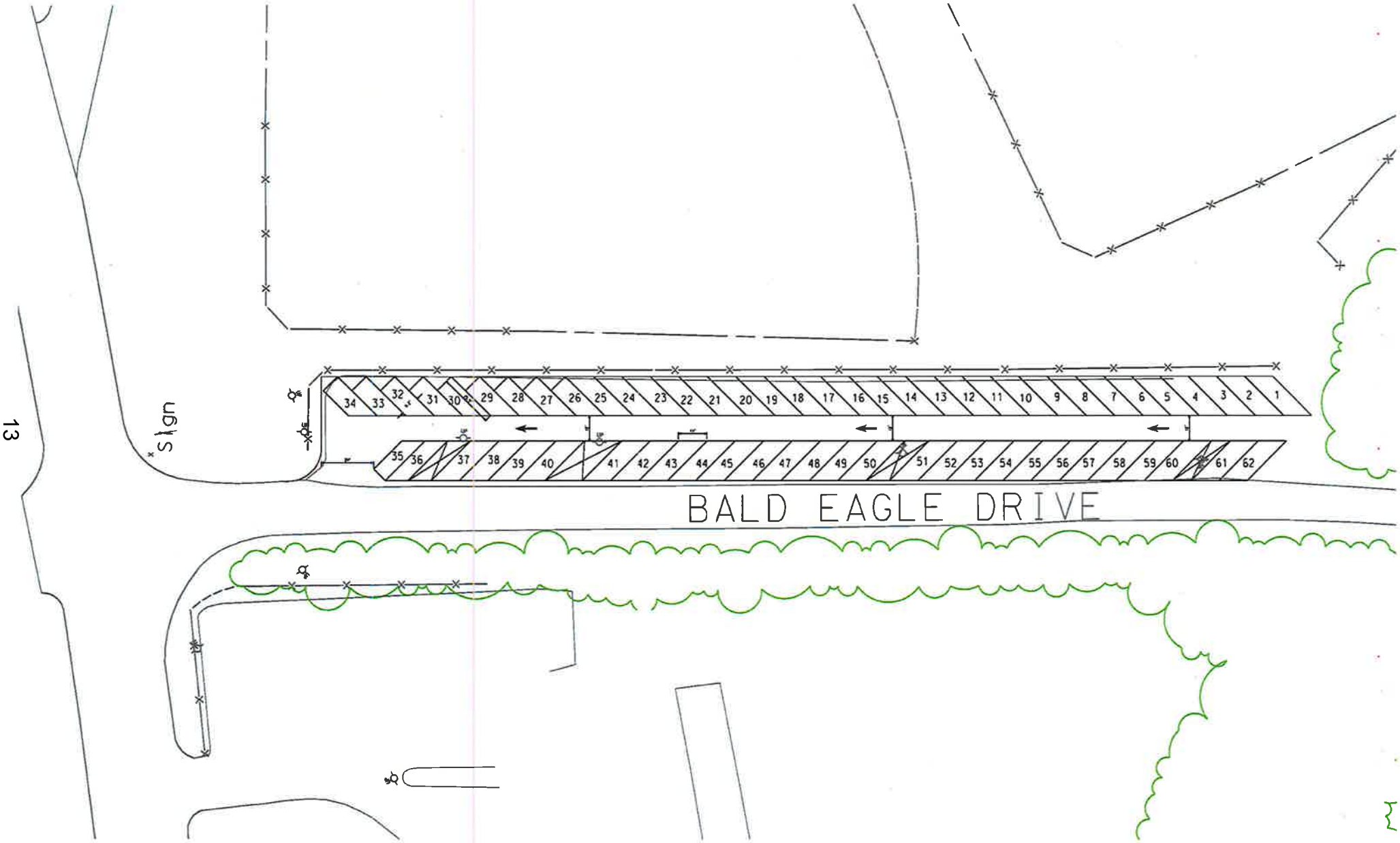
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Larry Hogan, *Governor*
Boyd Rutherford, *Lt Governor*

State Highway Administration
Maryland Department of Transportation

Pete K. Rahn, *Secretary*

May 1, 2015

RE: Project No: AA510M11
MD 198: MD 295 to MD 32
Anne Arundel County, MD

Mr. Gopaul Noojibail
Superintendent
National Capital Parks East
1900 Anacostia Drive SE
Washington, DC 20020

Dear Mr. Noojibail:

The purpose of this letter is to seek your concurrence, as the official with jurisdiction over the Baltimore-Washington Parkway (Parkway), with the Maryland State Highway Administration's (SHA's) intent to request a *de minimis* impact determination from the Federal Highway Administration (FHWA) for permanent impacts to the Parkway resulting from proposed improvements the MD 198 and with the assessment of temporary impacts to the Parkway, pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966.

De minimis impact determination

Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users allows the FHWA to make a *de minimis* impact finding when it is determined that certain transportation uses of Section 4(f) land will have no adverse effect on the protected resource (publicly owned parks and significant historic resources). A finding of *de minimis* impact may occur if a transportation project does not "adversely affect the activities, features and attributes" of the Section 4(f) resource after consideration of any impact avoidance, minimization and mitigation or enhancement measures. When this is the case, the finding of the FHWA requires written concurrence from the officials with jurisdiction over the resource. In addition, when the determination involves public parkland, a public notice and opportunity for public review and comment on the finding is required.

The SHA is proposing improvements to MD 198 between MD 295 and MD 32 (Project) in Anne Arundel County (**Figure 1**). The Project involves the dualization of the mainline MD 198 roadway and the addition of a fly-over ramp to the MD 198/MD 32 interchange. A portion of the Parkway, a 19-mile long facility owned and operated by the National Park Service (NPS), is located within the Project limits. In order to improve traffic operations and existing roadway capacity in this area of rapid growth driven by development resulting from the Base Realignment and Closure Act at Fort Meade, the Project involves lane additions at the existing egress and access to interchange ramps, with associated drainage features, and the installation of a traffic signal, sidewalk, shared use path, and landscape plantings. These improvements will result in permanent and temporary impacts to the Parkway (**Figure 2**).

Figure 1. Location Map

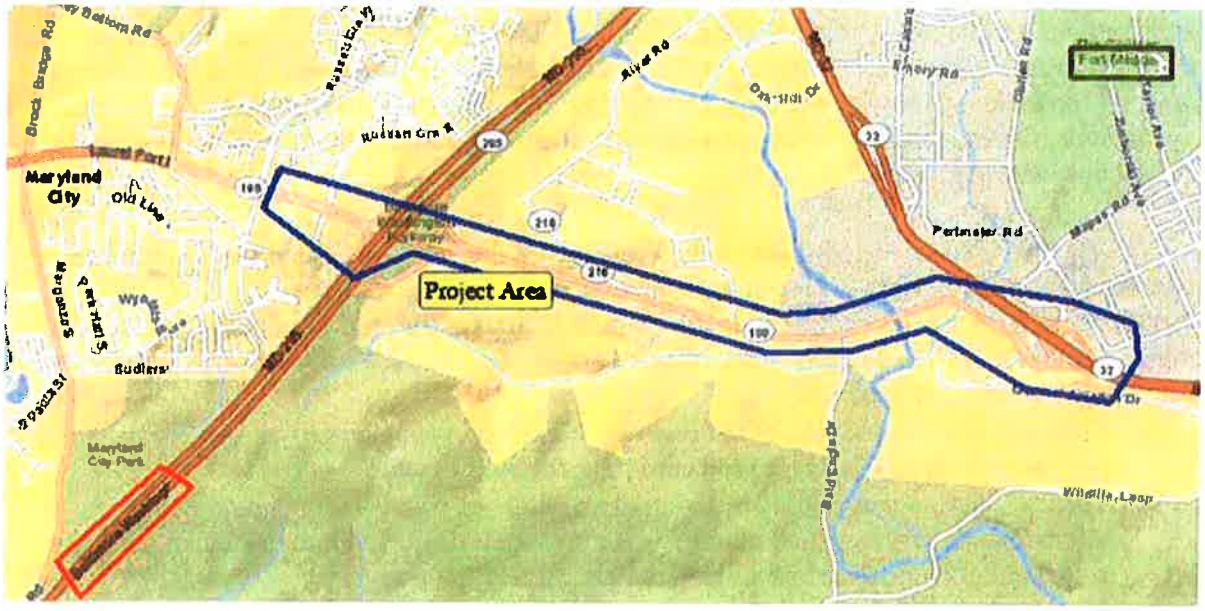


Figure 2. Location of Permanent and Temporary Impacts to the Baltimore-Washington Parkway

Legend: Permanent impacts shown as yellow shading; Temporary impacts shown as [redacted] shading
Light blue line establishes the limits of disturbance associated with construction activities
(Green hatch pattern shows proposed landscaping locations that are no longer correct)

The Parkway is listed in the National Register of Historic Places and is a park property; both classifications are protected under Section 4(f) of the US DOT Act of 1966. The Maryland Historical Trust (MHT) concurred on October 9, 2014 that the Project would have No Adverse Effect on the Parkway and that the impacts resulting from Alternative 4 Modified met the criteria for a *de minimis* impact, conditioned on the landscape plantings, and that the temporary use impact calculations were applicable.

The SHA has been coordinating the Project with the NPS since 2008 and has worked with the NPS since 2010 to reduce or mitigate impacts to the Parkway. As a result of this coordination, SHA has investigated the following measures at the request of NPS to reduce and mitigate impacts to NPS property and has incorporated them into the current design of SHA-Preferred Alternative 4 Modified:

- SHA adjusted the location of the Parkway boundary, which initially increased the permanent impacts from the project to the park by 0.13 acre;
- The 2009 design was revised by using narrower lanes with curb and gutter, and by relocating, downsizing, and ultimately removing all storm water management facilities from the Parkway, thereby reducing impacts to NPS property;
- The removal of the storm water management in the northwest quadrant of the interchange preserves the wooded buffer between the ramps and the commercial structures (big box stores); and
- Landscape plantings have been included as mitigation. These plantings will occur at locations and with native plant species approved by the NPS and the MHT, at a 1:1 replacement ratio, totaling 2.25 acres, with the potential for an additional 0.43 acre (to account for any direct tree impacts). The plantings will be maintained by watering and monitoring by SHA for three years (if the transplanting is unsuccessful, the native plants will be replanted).

These avoidance/minimization measures, now included in Alternative 4 Modified, have reduced permanent impacts to the Parkway from the new pavement, storm water management/environmental site design and associated drainage features, signal, sidewalk and path from the 3.8 acres reflected in the design of Alternative 4 Modified shown in the 2011 Environmental Assessment to 0.94 acre with the current design.

The temporary impacts to the Parkway (**Table 1**) caused by construction of the improvements proposed under the current design of SHA-Preferred Alternative 4 Modified now total approximately 8 acres. As shown in **Figure 2**, these temporary impacts will result from:

- ground disturbance from setting/re-contouring the slope closest to the roadway ramps to support the width of the additional lane, and access to resurface and restripe the existing lanes on the ramps and the MD 198 bridge (5.32 acres),

- mitigation for the impacts of the new pavement and path on the historic parkway in the form of landscape planting (2.25 acres), and

- direct tree line impacts (up to 0.43 acre). This worst case tree impact estimate was derived by adding 15 feet to the limits of disturbance to allow for future design refinements. While the goal is to impact as few trees as possible, a more precise estimate will not be possible until the Final Design stage of the project which will start later this year. It is envisioned that the design phase of the project could take four years to complete. It is during that time span, when the impact figures will be finalized, that a special use permit application will be submitted to the NPS.

Table 1. Parkway Impacts

	Impact Amount/Type	4(f) Impact Classification
Baltimore-Washington Parkway	40,946 square feet or 0.94 acre /**permanent** impact	*de minimis* use (pavement and path)
	231,739 square feet or 5.32 acres/**temporary** impact	Temporary occupancy (construction permit, resurfacing)
	89,010 square feet or 2.25 acres/ **temporary** impact	Temporary occupancy (mitigation plantings)
	up to 18,855 square feet or 0.43/acre **temporary impact**	Temporary occupancy (replacement plantings)

An Environmental Assessment and Draft Section 4(f) Evaluation (EA/4(f)) for the Project was approved by FHWA September 28, 2011, and displayed/circulated for a 30 day comment period. A Public Hearing was held on November 16, 2011. No comments were received about the proposed Parkway impacts. In 2014, NPS requested that SHA revise and re-circulate the EA/Section 4(f) Evaluation to ensure that the public could comment on the reduced impacts to the Parkway. Public comment has been sought through a 30 day posting of the Environmental Assessment on SHA's project website (roads.maryland.gov) this spring; no comments were received. A final decision on the applicability of the *de minimis* and/or temporary use criteria will be reflected in the Finding of No Significant Impact, which is expected to be approved in Spring/Summer 2015.

Temporary Occupancy

23 CFR 774.13 lists the various exceptions to the requirement for Section 4(f) evaluation. These exceptions include **temporary occupancies** of land so minimal as to not constitute a use within the meaning of Section 4(f). The following conditions include an explanation of how they are addressed:

- The duration of impacts will be temporary, i.e. less than the time needed for construction of the project, and there will be no change in ownership of the land (the easement issued for the ramp will give SHA the rights to maintain, plow, etc.);
  The time to set the slope (associated with the ramp widening), resurface and restripe the road surface, and add the landscape plantings will be less than the time required to mobilize and construct those elements and construct the additional ramp lane widening,

sidewalk and path. Access to the Parkway for these construction activities will be conducted under an NPS permit with no change in the ownership of the parkland.

- The scope of work is minor, i.e. both the nature and the magnitude of the changes to the Section 4(f) property is minimal;
  Setting, contouring and reseeding the slope will return that area to its pre-construction condition. Access to add sidewalk and path along MD 198 will add an amenity that did not previously exist but that is compatible with the parkway activities and features. Adding landscape plantings will supplement an important feature and attribute of the Parkway. Resurfacing and restriping will improve the roadway surface and thus the travelers' parkway experience. The eight acres of temporary construction use authorized by the permit are minor (less than1 percent) when compared to the 1,353 acre Parkway resource. Cumulative impacts to the Parkway are also considered to be minor. A second SHA interchange improvement project at MD 175 has been coordinated with NPS and will result in minor direct impacts to the Parkway, similar to those associated with the MD 198 project, and are also expected to provide long-term beneficial impacts to the Parkway.

- There are no anticipated permanent adverse physical impacts, nor will there be interference with the properties activities, features, or attributes of the property, on either a temporary or permanent basis;
  No permanent adverse physical impacts to the Parkway should occur from the *project as proposed. The construction activities will be staged to maintain access and functionality of the Parkway by the traveling public, whether on foot or in a vehicle. Installation of the landscape plants will be staged so as not to interfere with public travel and serves to enhance the scenic attributes of the Parkway.*

- The land being used will be fully restored, i.e. the property will be returned to a condition which is at least as good as that which existed prior to the project, and;
  The slope adjacent to location of the ramp widening will be set and reseeded to maintain the slope in at least as good a condition as existed prior to the construction. The plantings will fill in gaps in the median and loop ramp vegetation to help maintain the natural vegetation and viewshed. The resurfacing/restriping will maintain the travel surface and thus attributes of enjoyable motoring within the Parkway.

- There is documented agreement of the officials with jurisdiction over the Section 4(f) resource regarding the above conditions.
  Your concurrence, (at the end) of this letter, combined with the existing MHT concurrence, will be provided to the FHWA as the documented agreement.

Therefore, in consideration of the impact minimization and mitigation measures proposed, we request your concurrence that the context, size, and location of remaining permanent impacts (0.94 acre or 40,946 square feet) to the Parkway would not adversely affect the activities/ features/ attributes or use of the Parkway, and when compared to the overall extent of the Parkway could be considered to be minor (i.e., *de minimis*) **(Figure 2)**. The Project includes mitigation for impacts to the Parkway by adding 2.25 acres of landscape plantings within NPS property. SHA will also continue coordination with NPS on working to further minimize impacts to the Parkway during the design phase, including tree protection measures. Upon your written agreement that the impacts resulting from the MD 198 project, in consideration of the avoidance, minimization, and mitigation

measures that have been incorporated into the project, would not adversely affect the Parkway, the SHA intends to request a *de minimis* impact finding from the FHWA for the minor use of the Parkway.

We also request your concurrence that the up to 348,480 square feet (8 acres) of temporary occupancy/access associated with construction and mitigation activities would not result in any significant adverse impacts to the Parkway and that you concur with the above listed temporary use criteria. The FHWA will be asked to concur with this determination following your concurrence.

If you agree with the statements above, please indicate your concurrence on the signature line below. Should you have any questions or concerns regarding the proposed impacts to the Parkway, please contact Ms. Karen Arnold at 410-545-8510 or at karnold@sha.state.md.us. Your response is requested by March 2, 2015.

Very truly yours,

Digitally signed by Joseph Kresslein
DN: cn=Joseph Kresslein, o, ou, email=jkresslein@sha.state.md.us, c=US
Date: 2015.05.01 11:51:07 -04'00'

Joseph R. Kresslein
Assistant Division Chief
Environmental Planning Division

NPS CONCURRENCE: Informed of FHWA's intent to make a *de minimis* impact determination and concurs that the MD 198 project will not adversely affect the activities, features, or attributes that make the Baltimore Washington Parkway eligible for Section 4(f) protection, and agrees with the temporary use criteria and the temporary occupancy of the Baltimore Washington Parkway resulting from the MD 198 Project.

Superintendent	Printed Name	Date
	Gopaul Noojibail	11 May 2015

FHWA CONCURRENCE: Makes the *de minimis* impact determination for minor impacts to the Baltimore Washington Parkway and agrees that the temporary occupancy of the Baltimore Washington Parkway will not constitute a Section 4(f) use in accordance with 23 CFR 774.13(d)

Federal Highway Administration	Printed Name	Date
	JOY LIANG	5/29/15

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

State Highway Administration
Maryland Department of Transportation

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

September 25, 2014

Re: Project No. AA510M11
MD 198 from MD 295 to MD 32
Anne Arundel County, MD
USGS *Laurel* 7.5' Quadrangle

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

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of changes to Project No. AA410M11, MD 198 from MD 195 to MD 32 in Anne Arundel County. The Maryland State Highway Administration (SHA) continues to find that there will be no adverse effect on historic properties by the proposed project.

The project was most recently coordinated with MHT by letter dated April 16, 2014. In that letter, SHA reviewed the project's coordination history and presented changes to the type and location of stormwater facilities within the Environmental Site Design (ESD) plans for selected Alternative 4 Modified. On May 8, 2014, MHT concurred that the project would have no adverse effect on historic properties, acknowledged SHA's intent to request that the Federal Highway Administration (FHWA) make a Section 4(f) *de minimis* impact finding and engage in a temporary occupancy use for portions of the project, agreed with application of FHWA's criteria of temporary use for portions of the project, and noted that MHT would review the final landscaping plans.

As presented in SHA's April 14, 2014 letter, the ESD design included a new ESD facility within the boundaries of the National Register eligible Baltimore- Washington Parkway (AA-5/PG: 69-26). After additional consultation with the National Park Service (NPS), SHA has made two changes to the previous plans: 1) the boundary of the historic park has been increased as it was previous incorrectly mapped, and 2) the ESD facilities have been removed from within the park boundary. The removed ESD facilities have been sited immediately adjacent to the historic boundary in the triangle formed by MD 198 and the ramps from westbound MD 198 to northbound MD 295 and from northbound MD 295 to westbound MD 198.

A concept plan sheet showing the revised limits-of-disturbance (LOD) is included as **Attachment 1**.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

There has been no change to the Area of Potential Effects (APE) since the previous coordination. The APE encompasses the entire LOD and extends and additional 250 feet from the outermost edge of the LOD as indicated on the attached SHA quadrangle map for Laurel enclosed as **Attachment 2**. The archaeological survey area remains defined as the worst case LOD.

Identification Methods and Results

Potentially significant architectural and archaeological resources were both researched as part of the historic investigation instigated by the proposed safety and resurfacing work.

Architecture: SHA Consultant Architectural Historian Jon Schmidt assessed the potential of the revised LOD by reviewing project files, the SHA-GIS Cultural Resource Database, Maryland Inventory of Historic Properties (MIHP) forms, National Register of Historic Places (NRHP) nominations, historic maps and photographs, aerial photographs, land records, prior correspondence and as-built plans. The changes to the project involve removing all stormwater management (SWM) facilities from within the historic boundary of the Baltimore-Washington Parkway (AA-5/P.G: 69-26), listed on the NRHP on May 9, 1991. The historic boundary of the Parkway has also been corrected to match the description within the National Register nomination. The changes to the project will not impact any eligible portions of the NRHP eligible Fort Meade (AA-5/AA-295) or DC Children's Center – Forest Haven Historic District (AA-2364), which remain within the project APE.

The SWM facilities were removed from the historic property of the Baltimore-Washington Parkway at the request of the NPS. This action has drastically reduced the impacts to the trees within the historic boundary of the Baltimore-Washington Parkway at the intersection with MD 198 that were coordinated in SHA's letter dated April 14, 2014. Although these impacts have shrunk, the size of SHA's 1.7 landscape mitigation plan remains consistent. SHA previously proposed landscape mitigation within the median between the ramp from southbound MD 295 to MD 298 and southbound MD 295. At a meeting on September 15, 2014, NPS informed SHA of an existing Anne Arundel County landscaping mitigation project at this location. SHA is currently proposing mitigation plantings within the median of MD 295, south of MD 198 in addition to other locations selected by NPS.

The goal of this mitigation remains to maintain the overall quantity of vegetation at the intersection, create a healthy ecosystem through the use of native plant species and preserve the historic viewshed of the parkway. As concurred upon during previous consultation and

requested most recently by the NPS in a letter dated May 8, 2014, final landscape plans will be coordinated with NPS and MHT when they are available.

The proposed changes to the SWM design of the project will reduce the amount of impacts the Baltimore-Washington Parkway. Conditioned upon implementation of the landscaping plan, SHA continues to find that the proposed roadway and intersection improvement project along MD 198 between MD 295 and MD 32 will have no adverse impacts on historic standing structures. An Effects Table indicating SHA's finding is enclosed as **Attachment 3**

Upon your concurrence that there will be no adverse impacts to the Baltimore-Washington Parkway conditioned upon implementation of the landscaping plan, SHA intends to request that FHWA make a *de minimis* impact finding for the minor Section 4(f) use of the Baltimore-Washington Parkway.

The project will continue to require temporary construction easements from the Baltimore-Washington Parkway in order to complete some elements of the scope of work. Given that this impact will occur by temporary occupancy, the requirements of Section 4(f) would not apply for these activities, based on your agreement with the following criteria as the official with jurisdiction.

- The duration of the impact will be temporary, i.e., less than the time needed for construction of the project;
- There will be no change in the ownership of the land;
- The scope of work will be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) resource are minimal;
- There are no anticipated permanent adverse physical impacts; and
- The land being used will be fully restored, i.e., the resource will be returned to a condition which is at least as good as that which existed prior to the project.

Archaeology: SHA Archaeologist April Fehr assessed the potential of the revised LOD through consultation of project files, previous archaeological investigations, the SHA-GIS Cultural Resources Database, the county soil survey, and historic maps. The revised plans have altered the LOD by placing two SWM facilities adjacent to the off-ramp from west bound MD 198 to north bound MD 295. This location was included in two prior archeological investigations (Curry 1978, Hopkins et al. 1992) and no sites were identified. A review of aerial maps (1980, 1970, 1964, and 1957) and USGS topographic quadrangles (1984, 1979, 1963, 1954, 1943, 1926, 1918, 1907, and 1892) revealed no structures in this location, suggesting a low potential for historic period archaeological resources. A number of prehistoric archeological sites have been identified in the vicinity (18AN1408, 18AN734, 18AN732, 18AN733). However, the LOD has been disturbed through highway construction throughout the twentieth century. Soils are mapped as Udorthents (UoE), which represent cut and fill soils. Given the prior negative survey and the degree of disturbance, archaeological potential is low and no additional investigation is recommended for the revised ESD locations.

Review Request

Please examine the attached plan, map and Effects Table. We request your concurrence by October 28, 2014 that there would be no adverse effect on historic properties by Project AA510M11, MD 198 from MD 295 to MD 32. We also request your acknowledgement of SHA's intent to request that the FHWA make a *de minimis* impact finding and your agreement with the criteria of temporary use as detailed above. By carbon copy, we invite the Anne Arundel County Office of Environmental and Cultural Resources and the National Park Service to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR §800.2(c)(3) and (5), and §800.3(f) for information regarding the identification and participation of consulting parties, and §800.4, and §800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by October 28, 2014 we will assume that these offices decline to participate. Please call Jon Schmidt at 410-545-2899 (or via email at jschmidt3@sha.state.md.us) with questions regarding standing structures for this project. April Fehr may be reached at 410-545-8848 (or via email at afehr@sha.state.md.us) with concerns regarding archaeology.

Very truly yours,

April Fehr
For

Digitally signed by April Fehr
DN: cn=April Fehr, o=MD SHA, ou=Cultural Resources Section, email=afehr@sha.state.md.us, c=US
Date: 2014.09.24 13:43:06 -04'00'

Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

Attachments: 1) Project Plans
2) APE Map
3) Effects Table

cc: Ms. Karen Arnold, SHA-EPLD (w/Attachments)
Mr. William Carver, SHA-PPD
Ms. April Fehr, SHA-EPLD (w/Attachments)
Mr. Jon Schmidt, SHA-EPLD (w/Attachments)
Mr. Gopaul Noojibail, National Capital Parks – East
Ms. Tammy Stidham, National Capital Region of the National Park Service
Dr. Julie M. Schablitsky, SHA-EPLD
Ms. Darian Beverungen, Anne Arundel County, Office of Environmental & Cultural Resources (w/Attachments)

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

Project Number: AA510M11 **MHT Log No.** 201405074
Project Name: MD 198 from MD 295 to MD 32
County: Anne Arundel
Letter Date: September 25, 2014

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

Eligibility (as noted in the Eligibility Table [Attachment N/A]):
[ ] Concur
[ ] Do Not Concur

Effect (as noted in the Effects Table [Attachment 3]):
[ ] No Properties Affected
[X] No Adverse Effect
[ ] Conditioned upon the following action(s) (see comments below)
[ ] Adverse Effect

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

Acknowledgment of FHWA's intent to make a *de minimis* impact finding (as detailed in the referenced letter, if applicable):
[X] Acknowledge

Comments:

By: _____ 10/9/2014
MD State Historic Preservation Office/ Date
Maryland Historical Trust

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

Effects Table

Attachment #3

Project Name: MD 198 from MD 295 to MD 32 **September 24, 2014**

Resource	Type	Impact	SHPO Concur	Attachment	Remarks
Baltimore-Washington Parkway (AA-5/PG:69-26)	**HD**	**No Adverse**	**Requested 10/2014**		
DC-Forest Haven Historic District (AA-234)	HD	No Adverse	5/8/2014		
Fort Meade (AA-5/AA-2095)	HD	None	5/8/2014		
Effect		**NAE**	**Requested 10/2014**		

Codes:

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

200' 0 200' 400'

SCALE: 1" = 200'

2014 CONDITIONS	
PERM. ROADWAY IMPACTS, AC	0.84
PERM. ESD /SWM IMPACTS, AC	0.00
TEMP. ROADWAY IMPACTS, AC	5.92
LANDSCAPING MITIGATION	2.25

LEGEND

- PERM. ROADWAY IMPACTS
- TEMP. ROADWAY IMPACTS
- LIMIT OF DISTURBANCE
- HISTORICAL BOUNDARY
- LANDSCAPING MITIGATION
- PB 1A — MICROSCALE FACILITY ID
- MICRO-BIORETENTION (MBR) AND BIORETENTION (BR) FOOTPRINT
- GRASS SWALE (GS) AND BIO-SWALE (GB) CENTERLINE
- M, SW — STORM WATER MANAGEMENT (SWM) FACILITIES
- PLANTER BOX (PB) FOOTPRINT

SHA

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 198
ALTERNATIVE 4 MODIFIED

NPS HISTORICAL BOUNDARY IMPACTS

SCALE _____ ACHEIVEMENT DATE _____ CONTRACT NO. _____

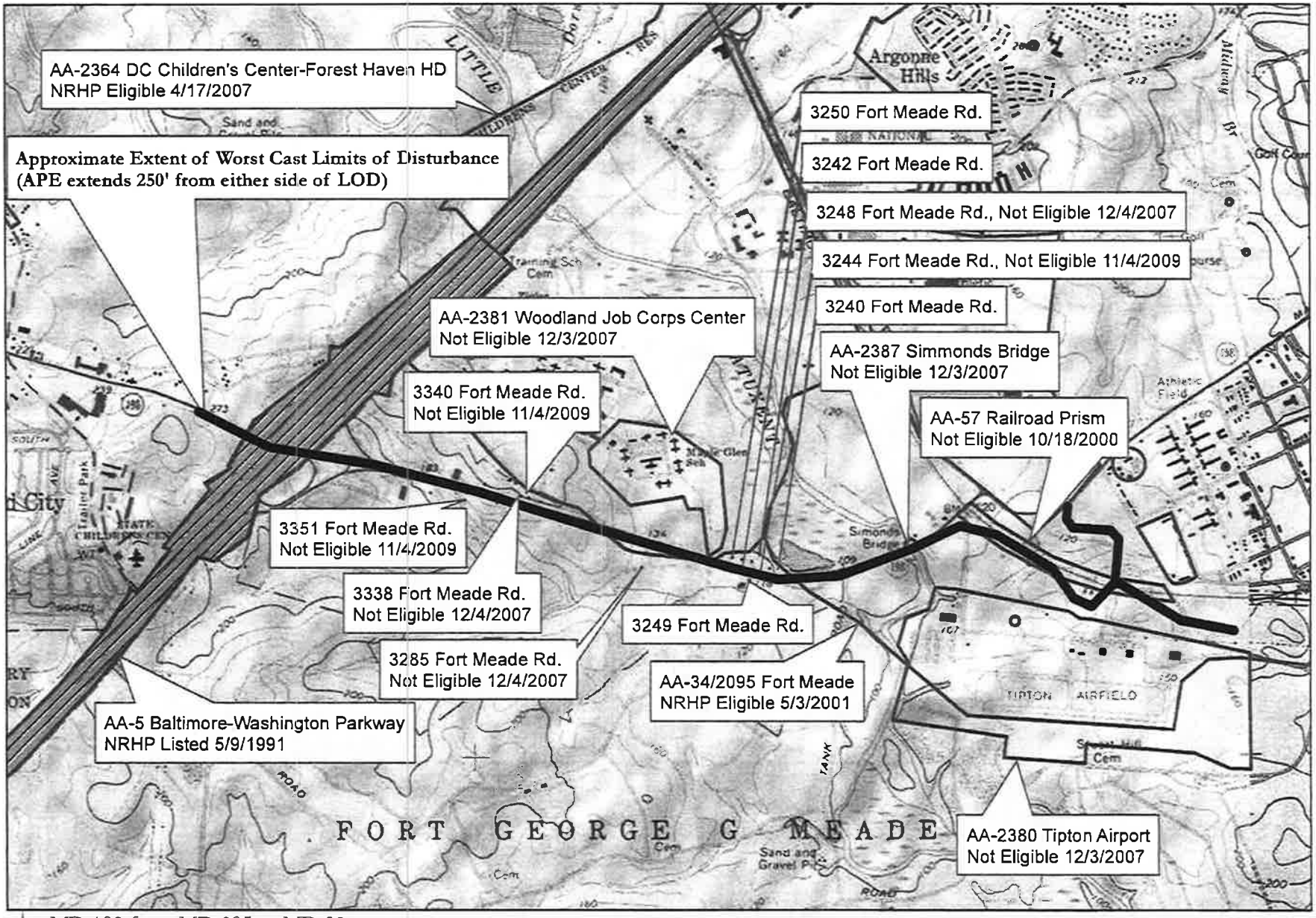
DESIGNED BY _____ COUNTY ANNE ARUNDEL
DRAWN BY _____ LOCALE _____
CHECKED BY _____ HORIZONTAL SCALE _____
F.A.P. NO. _____ VERTICAL SCALE _____

DRAWING NO. SW-02 OF 02 SHEET NO. OF

BY: xbernardo

Attachment 2

Cultural Resources Map



MD 198 from MD 295 to MD 32
Widening and Interchange Improvements
Anne Arundel County
USGS Laurel Topo Quad

Sept. 24, 2014
1:24,000

0 950 1,900 3,800 Feet

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

State Highway Administration

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

April 16, 2014

Re: Project No. AA510M11
MD 198 from MD 295 to MD 32
Anne Arundel County, MD
USGS *Laurel* 7.5' Quadrangle

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

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of changes to Project No. AA510M11, MD 198 from MD 295 to MD 32 in Anne Arundel County. The Maryland Highway Administration (SHA) continues to find that there will be no adverse effect to historic properties by the proposed project.

This project was previously coordinated with MHT by letters dated October 16, 2007; October 23, 2009; October 27, 2009; and March 16, 2011. These letters, along with correspondence received from the National Park Service (NPS) are enclosed collectively as **Attachment 1**. In the letter of October 23, 2009, SHA determined that the project would have no adverse effect on historic properties. MHT concurred with this finding on November 4, 2009. In the letter dated March 16, 2011, SHA described Alternative 4 Modified and determined that there continued to be no adverse effect on historic properties, conditioned on implementing a landscaping plan at the intersection of MD 198 and I-295. MHT concurred with this finding on April 14, 2011.

The project provides for two lanes along eastbound and westbound MD 198 divided by a grassy median that varies in width throughout the corridor from twenty-feet to six-feet. On-road bicycle facilities will be provided in both directions adjacent to outside travel lane. A five-foot grass buffer along the south side curb separates the on-road bicycle lane from the shared-use pedestrian/bicycle path. The shared-use path extends from east of MD 295 to the ball-fields east of Bald Eagle Drive, where it tapers into a five-foot sidewalk. Another five-foot grass buffer along the north side of the curb separates the on-road bicycle lane from a five-foot sidewalk. This sidewalk extends from the western limits of the project area to east of relocated Old

Portland Road. Reductions have been made to travel lane width and to the buffer between the shoulder and the sidewalk to accommodate an increase in the widths of both the on-alignment bike lane and the shared use path. The ramp from southbound MD 295 to MD 198 will be widened to facilitate a free-flowing right turn onto westbound MD 198 and to accommodate an additional left turn lane onto eastbound MD 198. A traffic signal will be installed at the top of this off-ramp. The ramp from westbound MD 198 onto southbound MD 295 will be widened to two lanes that will merge back to the existing single lane over the length of approximately 400 feet. Additionally, two new structures will be constructed on MD 198: a new bridge over the Little Patuxent River and a flyover ramp at MD 32. The scope of work also includes stormwater management, grading, full depth road reconstruction in some areas, resurfacing, new signage and roadway striping. In order to complete the scope of work, the project will require new right-of-way acquisition as well as temporary and perpetual easements.

This letter presents changes to the type and location of stormwater facilities within the Environmental Site Design (ESD) plans for Alternative 4 Modified. Changes in ESD from the 2011 plans are the result of new regulations and an evolution in the stormwater management (SWM) design methodology. Developed under the new regulations, the proposed micro-scale ESD features will minimize visual and physical impacts on the historic Baltimore-Washington Parkway. The new ESD design has created changes to the Limits of Disturbance (LOD) along the length of the project. Plans are included as **Attachment 2**. Areas where the LOD has decreased are shown as a hatched pattern while areas where the LOD has increased are shown as solid. The callouts on the plans identify the area in square feet of these changes.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

In determining the Area of Potential Effects (APE) for this project, SHA considered direct, indirect and cumulative impacts to historic properties. The APE remains as defined in 2009 and 2011: it encompasses the LOD and extends 250 feet from the outermost edge of the LOD as indicated on the attached SHA quadrangle map for Laurel enclosed as **Attachment 3**. Although the LOD has changed, the overall impact to the APE is negligible. The archaeological survey area remains defined as the worst cast LOD.

Identification Methods and Results

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

Architecture: SHA Consultant Architectural Historian Jon Schmidt reviewed the SHA-GIS Cultural Resources Database, Maryland Inventory of Historic Properties (MIHP) forms, National Register of Historic Places (NRHP) nominations, historic maps and photographs, aerial photos,

land records, prior correspondence and as-built plans. A site visit was made on March 21, 2014 during which the project area was walked and photographs were taken.

Historic structures eligibility was previously coordinated with MHT via letters dated October 16, 2007 and October 23, 2009. MHT concurred on December 4, 2007 and November 4, 2009 that the only historic properties within the APE are the D.C. Children's Center-Forest Haven Historic District, determined eligible for the NRHP on April 17, 2007, and the Baltimore-Washington Parkway (AA-5/P.G: 69-26), listed on the NRHP on May 9, 1991. Although the project extends within the historic boundary of Fort Meade (AA-34), on December 4, 2007 MHT concurred that no NRHP eligible portions of the fort are located within the APE.

Since 2011, four additional properties within the APE have reached fifty years of age: 3250 Fort Meade Road, 3249 Fort Meade Road, 3242 Fort Meade Road, and 3240 Fort Meade Road. Each of these properties was evaluated for NRHP eligibility on a DOE short form and determined not eligible. These forms are enclosed as **Attachment 4.**

A portion of the project involves reconfiguring the entrance to the D.C. Children's Center – Forest Haven Historic District from MD 198. As coordinated in 2009 and 2011, the entrance is not located within the property's historic boundary. The proposed project will not impact NRHP eligible portions of the D.C. Children's Center - Forest Haven Historic District.

The Baltimore-Washington Parkway is a 1,353 acre linear resource eligible for the NRHP under Criteria A and C. It is significant for its association with transportation as well as for its landscape architecture. The federal portion of the property maintained by the NPS is coterminous with its historic right-of-way boundary that extends from the eastern border of the District of Columbia through Prince George's and Anne Arundel counties. The irregularly shaped right-of-way is between 400 and 800 feet wide comprising a dual lane roadway, variable width median, flanking buffer of natural forest and cultivated native landscaping, twenty-two bridges and scores of culverts. The character defining features are the "high-speed elements of modern freeway design" and "natural topography and vegetation for scenic purposes." No right-of-way will be acquired from the Baltimore-Washington Parkway, however temporary easements are needed to complete aspects of the scope of work.

Previously Coordinated Improvements: Elements of the current project previously coordinated in 2009 are: altering the travel surface of the MD 198 bridge over the parkway to include sidewalks, constructing sidewalks on the bridge approaches along MD 198, and widening the off-ramp from southbound MD 295 to MD 198. The proposed off-ramp widening would add 0.38 acres of new pavement. Along with the new sidewalks and anticipated slope improvements, the 2009 scope required approximately 4.7 acres of temporary construction easements from NPS property.

The project scope was expanded in 2011 to include: widening the existing onramp from westbound MD 198 onto southbound MD 295 to accommodate a second travel lane; constructing

ESD and SWM features; and landscaping around the interchange of MD 198 and MD 295 as a measure to preserve the character defining features of the Baltimore-Washington Parkway. The area of the temporary construction easements required from NPS property increased to approximately 6 acres, composed of 3.8 acres related to corridor improvement activities such as new pavement, resurfacing, sidewalks, bike path, ESD and grading; and 2.25 acres for the landscape mitigation plan. MHT's concurrence with the no adverse effect finding in 2011 was contingent upon coordinating with MHT and NPS to implement the landscaping plan.

Revised Improvements: The ESD plans have been revised to accommodate changes to the regulations. The current design calls for ESD and SWM facilities to be located within and adjacent to the parkway's historic boundary. Five micro-scale stormwater features are proposed within the boundary of the Baltimore-Washington Parkway: two micro-bioretention facilities, a bio-swale, a planter box and a grass swale. These features are smaller, more efficient, and less impactful than those proposed in 2011. In an effort to shrink the footprint of the project within the historic boundary, the ESD facilities are located adjacent to the southbound MD 295 ramp and within the median of MD 198 on the westbound approach to MD 295. Making use of organic materials and native plantings, the new ESD features are designed to integrate into the existing landscape. The new ESD plan results in a general reduction of permanent impacts to the historic boundary from the 3.8 acres coordinated in 2011 to 3.1 acres.

A new ESD facility has been added to the northeast quadrant of the intersection within the cloverleaf between northbound MD 295 and westbound MD 198. The proposed facility will be constructed at grade in a cleared area beneath high-tension power lines that is outside the historic boundary of the Baltimore-Washington Parkway. Within the historic boundary, a thick stand of trees to the east will shield the parkway from the proposed facility. No visual or physical impacts to the Baltimore-Washington Parkway's character defining features will occur.

Changes to the ESD and SWM design have also affected impacts to the existing buffer of trees along the west side of MD 295 at the intersection with MD 198. The use and location of smaller facilities requires fewer tree removals. As a result forest impacts have decreased from 1.98 acres to .94 acres. Decreasing the amount of impacts to the buffer accomplishes two goals: it conceals the adjacent commercial development from view and preserves the historic viewshed along the parkway.

Since more of the existing tree buffer along the west side of MD 295 will remain, fewer new plantings are needed within the parkway to mitigate impacts to the historic viewshed. As a result, the landscaping mitigation plan has been reduced from 2.25 acres to 1.7 acres. The landscape mitigation remains located within the medians between southbound MD 295 and the on and off-ramps. The goal of this mitigation is to maintain the overall quantity of vegetation at the intersection, create a healthy ecosystem through the use of native plant species and preserve the historic viewshed of the parkway. As concurred upon during previous consultation and

requested most recently by the NPS in a letter dated April 7, 2011, final landscape plans will be coordinated with NPS and MHT when they are available.

The current changes to the project involve constructing five smaller, more efficient ESD features within the historic boundary of the Baltimore-Washington Parkway. These features will be integrated into the landscape directly adjacent to the roadway, requiring fewer changes to the extant "high speed elements of modern freeway design" that contributes to the significance of the parkway. Impacts to the existing tree buffer that contributes to the significance of the parkway have also been reduced. While the installation of these ESD facilities will cause visual and physical impacts to the parkway, the landscape will be restored and the impacts will be temporary. The proposed changes reduce the amount of impacts from those previously coordinated and will not adversely impact any of the characteristics that qualify the Baltimore-Washington Parkway for listing in the National Register of Historic Places.

In 2011, NPS requested that SHA consider cumulative impacts to the Baltimore-Washington Parkway. Because the current scope of work decreases the amount of impacts to the parkway from the previous design, SHA has determined that cumulative impacts are not a concern at this time.

Conditioned upon implementation of the landscaping plan, SHA continues to find that the proposed roadway and intersection improvement project along MD 198 between MD 295 and MD 32 will have no adverse impacts on historic standing structures. An Eligibility and Effects Table indicating SHA's finding is enclosed as **Attachment 5**.

Upon your concurrence that there will be no adverse impacts to the Baltimore-Washington Parkway conditioned upon implementation of the landscaping plan, SHA intends to request that the Federal Highway Administration make a *de minimis* impact finding for the minor Section 4(f) use of the Baltimore-Washington Parkway.

The project will require temporary construction easements from the Baltimore-Washington Parkway in order to complete some elements of the scope of work. Given that this impact will occur by temporary occupancy, the requirements of Section 4(f) would not apply for these activities, based on your agreement with the following criteria as the official with jurisdiction.

- The duration of the impact will be temporary, i.e., less than the time needed for construction of the project;
- There will be no change in the ownership of the land;
- The scope of work will be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) resource are minimal;
- There are no anticipated permanent adverse physical impacts; and
- The land being used will be fully restored, i.e., the resource will be returned to a condition which is at least as good as that which existed prior to the project.

Archaeology: SHA Archaeologist April Fehr assessed the potential of the revised survey area through consultation of project files, previous archaeological investigations, the SHA-GIS Cultural Resources Database, the county soil survey, and historic maps. A site visit was made by SHA Archaeologist Carol Ebright on March 27, 2014 and map notations made during the site visit also informed this assessment.

Numerous prior investigations have been conducted in or adjacent to the MD 198 corridor (Conrad 1975, Curry 1978 and 1985, Cunningham and Gardner 1979, Epperson 1980, Wesler et al. 1981, Decicco 1987, Collier et al. 1990, Rutherford and Petraglia 1990, Hopkins et al. 1992, and Barse and Scheerer 2000. SHA also conducted an investigation of the LOD in 2009 (Child et al. 2009). This survey found only modern artifacts and recorded no archaeological sites.

Most of the proposed ESD locations are within the previously surveyed LOD, are disturbed, or are located on poorly drained soils. Two expanded ESD facilities have small portions in undisturbed and better drained soil. The first is an approximate 20 x 150 foot sliver (0.09 acre) located in Parcel 49 on Map Sheet 2 of **Attachment 2**. This is adjacent to two prior surveys with negative results (Child et al. 2009; Wesler et al. 1981). It is unlikely that additional testing would find significant archaeological resources. The second expanded ESD location is along Waters Road on Parcel 70 on Map Sheet 3 of **Attachment 2**. Most of this expansion has been previously surveyed or is in poorly drained soils. An approximately 60 x 60 foot (0.08 acre) area is on better drained soils. This location is partly disturbed by the prior construction of Waters Road and is adjacent to two negative prior surveys (Child 1009; Wesler et al. 1981). It is unlikely that additional testing would locate significant archaeological resources.

The proposed new work will occur in areas that have been previously surveyed, are on poorly drained or disturbed soils, or are small slivers adjacent to prior negative surveys. It is unlikely that significant archaeological resources will be impacted by the revised ESD locations and no additional investigation is recommended.

Review Request

Please examine the attached letters, plans, map, DOE short forms and Eligibility and Effects Table. We request your concurrence by May 15, 2014 that there would be no adverse effects on historic properties by Project AA510M11, MD 198 from MD 295 to MD 32. By carbon copy, we invite the Anne Arundel County Office of Environmental and Cultural Resources and the National Park Service to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR §800.2(c)(3) and (5), and §800.3(f) for information regarding the identification and participation of consulting parties, and §800.4, and §800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's

website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by May 15, 2014 we will assume that these offices decline to participate. Please call Jon Schmidt at 410-545-2899 (or via email at jschmidt3@sha.state.md.us) with questions regarding standing structures for this project. April Fehr may be reached at 410-545-8848 (or via email at afehr@sha.state.md.us) with concerns regarding archaeology.

Very truly yours,

April Fehr
For

Digitally signed by April Fehr for
DN: cn=April Fehr for, o=SHA,
ou=EPLD-CRS,
email=afehr@sha.state.md.us, c=US
Date: 2014.04.16 08:50:06 -04'00'

Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

Attachments:
1) Previous Section 106 Correspondence
2) Project Plans
3) APE Map
4) DOE short forms
5) Eligibility and Effects Table

cc: Ms Karen Arnold, SHA-EPLD (w/Attachments)
Mr. William Carver, SHA-PPD
Ms. April Fehr, SHA-EPLD (w/Attachments)
Mr. Jon Schmidt, SHA-EPLD (w/Attachments)
Mr. Gopaul Noojibail, National Capital Parks – East
Ms. Tammy Stidham, National Capital Region of the National Park Service
Dr. Julie M. Schablitsky, SHA-EPLD
Ms. Darian Beverungen, Anne Arundel County, Office of Environmental & Cultural Resources (w/Attachments)

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

Project Number: **AA510M11** **MHT Log No.** 201401851
Project Name: **MD 198 from MD 295 to MD 32**
County: **Anne Arundel**
Letter Date: **April 16, 2014**

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

Eligibility (as noted in the Eligibility and Effects Table [Attachment 4]):

[X] Concur
[ ] Do Not Concur

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

[ ] No Properties Affected
[X] No Adverse Effect
[ ] Conditioned upon the following action(s) (see comments below)
[ ] Adverse Effect

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

[X] Agree

Acknowledgment of FHWA's intent to make a *de minimis* impact finding (as detailed in the referenced letter, if applicable):

[X] Acknowledge

Comments:
We look forward to reviewing the final landscaping plans, when available.

By: [signature] 5/8/2014
MD State Historic Preservation Office/ Date
Maryland Historical Trust

Section 4(f) Criteria of Temporary Occupancy and *de minimis* Finding Approval, if applicable:

Federal Highway Administration **Printed Name** **Date**

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

Hybrid Eligibility/Effects Table
Attachment 5

MD 198 from MD 295 to MD 32 **April 11, 2014**

Resource	Type	SHA NR Det.	SHPO Opinion	Impact	SHPO Concur	Attachment	Remarks
3250 Fort Meade Road	**S**	**X**	**Requested 5/2014**	**None**	**Requested 5/2014**	**3**	
3249 Fort Meade Road	**S**	**X**	**Requested 5/2014**	**None**	**Requested 5/2014**	**3**	
3242 Fort Meade Road	**S**	**X**	**Requested 5/2014**	**None**	**Requested 5/2014**	**3**	
3240 Fort Meade Road	**S**	**X**	**Requested 5/2014**	**None**	**Requested 5/2014**	**3**	
Baltimore-Washington Parkway (AA-5/PG: 69-26)	**HD**	**NRL**	**5/9/1991**	**No Adverse**	**Requested 5/2014**		
DC -Forest Haven Historic District (AA-2364)	**HD**	**NR**	**4/17/2007**	**No Adverse**	**Requested 5/2014**		
Fort Meade (AA-5/AA-2095)	**HD**	**NR**	**5/3/2001**	**None**	**Requested 5/2014**		
3244 Fort Meade Road	**S**	**X**	**11/4/2009**	**None**	**Requested 5/2014**		
3340 Fort Meade Road	**S**	**X**	**11/4/2009**	**None**	**Requested 5/2014**		
3351 Fort Meade Road	**S**	**X**	**11/4/2009**	**None**	**Requested 5/2014**		
3338 Fort Meade Road	**S**	**X**	**12/4/2007**	**None**	**Requested 5/2014**		
3285 Fort Meade Road	**S**	**X**	**12/4/2007**	**None**	**Requested 5/2014**		
3248 Fort Meade Road	**S**	**X**	**12/4/2007**	**None**	**Requested 5/2014**		
Effect				**NAE**	**Requested 5/2014**		

Codes:

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

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

SHA
State Highway Administration
Maryland Department of Transportation

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

October 23, 2009

Re: Project No. AA510M11
MD 198 from MD295 to MD 32
Anne Arundel County, MD
USGS *Laurel* 7.5' Quadrangle

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

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of the Maryland State Highway Administration's (SHA) finding that proposed Project No. AA510M11 will have no adverse effect on historic properties. The purpose of the project is to improve the existing capacity and traffic operations, and increase vehicular and pedestrian safety along MD 198, while supporting existing and planned development in the area. MD 198 provides direct access to the Fort George G. Meade Military Reservation (Fort Meade) from MD 32, MD 295 and generally points south and west of the study area. Improving MD 198 would enhance access to Fort Meade and accommodate future transportation needs in the project area.

The area around Fort Meade is one of the fastest growing areas of Anne Arundel County. Fort Meade and the National Security Agency (NSA), a tenant of the Fort, combined represent the largest employers in the State of Maryland. Fort Meade's workforce is comprised of 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. By 2010, approximately 5,300 additional 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 or more private sector jobs are also anticipated, primarily in the defense and support industries. These jobs would be located both on and in the vicinity of the Fort.

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

This alternative provides for two lanes in both directions (eastbound and westbound) divided by a grassy median that varies throughout the corridor from 20-feet to six-feet. On-road bicycle facilities are provided in both directions adjacent to the outside travel lane. A five-foot grass buffer along the south side curb separates the on-road bicycle lane from the shared-use pedestrian/bicycle path. This path extends from just east of the bridge over MD 295 to the ball-fields located adjacent to Bald Eagle Drive. East of Bald Eagle Drive, this becomes a five-foot sidewalk to the eastern limits of the project. There is also a five-foot grass buffer along the north side of the curb that separates the on-road bicycle lane from the five-foot sidewalk. This sidewalk extends from the western limits of the project area to the businesses located just east of the relocated Old Portland Road.

4. MD 198/MD 32 Interchange Options

i. Option A: Flyover Ramp

This option maintains the existing configuration of the MD 198 / MD 32 interchange. However, a flyover ramp is introduced that allows traffic from northbound MD 32 to access westbound MD 198 directly, therefore completely separating this traffic from the roundabout. All other traffic through the interchange would operate as it does today.

ii. Option B: Loop Ramp Option

This option maintains the existing configuration for the MD 198 / MD 32 interchange for the southern portion (the existing roundabout closest to the 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 from northbound MD 32 that is destined for Fort Meade would utilize the ramp as they do today. All traffic from northbound MD 32 that is destined for westbound MD 198 would utilize the proposed loop ramp. This configuration separates the traffic from Fort Meade with that traffic destined towards Laurel.

iii. Option C: Diamond Interchange at Existing Bridge

This option reconfigures the existing MD 198 / MD 32 interchange from two roundabouts to two signalized intersections.

Architecture: SHA Architectural Historian Jennifer Goold consulted the SHA-GIS Cultural Resources Database, MD 198 from MD 295 to MD 32 Compliance Report, Historic Context, and Property Evaluations prepared for SHA by EHT Traceries, Inc. in August 2007, the National Register of Historic Places (NRHP), the Maryland Inventory of Historic Properties (MIHP), and made multiple field visits in April, May, and June 2009.

The APE for this project is comprised of the LOD plus 250 feet to encompass direct and indirect impacts on historic standing structures. The October 16, 2007 historic structures eligibility letter summarized the historical context for the area and provided descriptions of historic resources in the APE. MHT concurred on December 4, 2007 that the only NRHP listed and eligible properties within the APE consist of the Baltimore Washington Parkway (AA-5/PG: 69-26) and the D.C. – Forest Haven District (AA-2364).

MHT also concurred on December 4, 2009 that no NRHP eligible portions of Fort George G. Meade (AA-2095) are located within the APE and that evaluation of the Patuxent Research Refuge is beyond the project scope. As part of that coordination seven properties were recommended not eligible for listing in the NRHP and the MHT concurred with this finding. Three additional Short Forms for Ineligible Properties are attached herein. These forms address buildings in the APE constructed ca. 1960 in order to identify all standing structures within the APE that are at least 45 years of age (Attachment 3).

Improvements to the Baltimore-Washington Parkway will be limited to the slight widening of the egress ramp from southbound Baltimore-Washington Parkway to MD 198 and the construction of sidewalks/ bikeways across the MD 198 Bridge. The expansion of the typical section at the egress ramp will accommodate a free-flowing right turn onto MD 198 and an additional left turn lane onto MD 198. Adding sidewalks/ bikeways to the existing bridge will provide a travel route for pedestrians and bikers across the bridge and along MD 198, which is completely absent.

The construction of the interchange will require approximately .38 acres of right-of-way and approximately 4.68 acres of temporary easement for construction from the NPS property.

This project has been coordinated with the National Park Service (NPS) via letter dated June 25, 2009. Work at this intersection will impact three components of the Parkway: 1) the MD 198 Bridge over 295; 2) MD 198 within the historic boundary; and 3) one off-ramp from MD 295 to MD 198.

Project plans at the intersection of MD 198 and MD 32, which abuts Fort George G. Meade, consist of four alternates for intersection configurations. As coordinated with MHT via the October 16, 2007 letter, no NRHP eligible resources at Fort George G. Meade are located within the APE.

In conclusion, the proposed roadway and intersection improvement project at MD 198 between MD 295 and MD 32 will have no adverse impacts on historic standing structures. No additional architectural investigations are recommended (see attachments including DOE forms and Eligibility and Effects Table [Attachment 5]).

Upon your agreement that the acquisition of .38 acres of right-of-way will not adversely impact the historic property, SHA intends to propose *de minimis* impact finding to the Federal Highway Administration (FHWA) for Section 4(f) use of the Baltimore Washington Parkway. The necessary construction will temporarily impact approximately 203,931 square feet (4.68 acres) of the property. Given that these improvements would occur by temporary occupancy only, the requirements of Section 4(f) would not apply in this instance based on your agreement with the following criteria as the officials with jurisdiction.

- The duration of the impact will be temporary, i.e., less than the time needed for construction of the project;
- There will be no change in the ownership of the land;
- The scope of the work will be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) resource are minimal;
- There are no anticipated permanent adverse physical impacts; and
- The land being used will be fully restored, i.e., the resource will be returned to a condition which is at least as good as that which existed prior to the project.

Archeology: SHA Archeologist Jennifer Babiarz assessed the potential of the survey area through consultation of archeology survey area through consultation of the SHA-GIS Cultural Resources Database, aerial photographs, site file data, prior studies, county soil survey, and historic maps. A site visit was made on April 17, 2009.

Portions of the project area have been disturbed by commercial and military development. The area is drained by tributaries to the Little Patuxent River which itself drains into the Patuxent River. The terrain is comprised of wetlands surrounding the Little Patuxent River overlooked by higher terraces made up of a conglomerate of well drained soils. These terrain and soil characteristics would have made the area attractive for prehistoric occupation.

archeological potential. The south side of MD 198 is highly commercially developed west of MD 295. The greatest potential for prehistoric and historic archeological remains on the south side of MD 198 is between MD 295 and west side of the Glory Days Auto Service property on the corner of MD 198 and Bald Eagle Drive.

Phase I survey was recommended for the above identified high potential areas. Goals of the Phase I survey included the identification of archeological sites within the APE, definition of site size and approximate site boundaries, and potential eligibility for listing in the NRHP. SHA engaged the firm of R. Christopher Goodwin & Associates, Inc. to undertake Phase I archeological investigation for the project. Enclosed please find one copy of the report entitled *Phase I Archeological Survey of Portions of MD 198 Between MD 295 and MD 32, Anne Arundel County, Maryland* for your review and comment (Attachment 6).

Goodwin and Associates archeological survey consisted of a combination of pedestrian survey and a grid of 153 shovel test pits. There were no non-modern artifacts recovered during the project and no significant archeological resources were identified. A mid-twentieth century outbuilding foundation and concrete slab foundation were identified within the LOD. They were not identified as archeological resources, as topsoil within the project area was stripped during clearing for development and no features or artifacts remained that would have contributed to an understanding of their periods of construction or use.

SHA agrees with the consultant that the proposed work will have no impact on archeological resources within the LOD for this project, and there is no need for additional work.

Review Request

Please examine the attached map, plans, DOE forms, report, and Eligibility and Effects Table. We request your concurrence by November 23, 2009 that there would be no that there would be no adverse effects on historic properties for Project AA510M11 at MD 198 from MD 295 to MD 32. By carbon copy, we invite the Anne Arundel County Office of Environmental and Cultural resources to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR §800.2(c)(3) and (5), and §800.3(f) for information regarding the identification and participation of consulting parties, and §800.4, and §800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations,

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

Project Number: AA510M11 **MHT Log No. 200904167**
Project Name: MD 198 from MD 295 to MD 32
County: Anne Arundel County
Letter Date: October 23, 2009

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

Eligibility (as noted in the Eligibility Table [Attachment 5]):

[X] Concur
[ ] Do Not Concur

Effect (as noted in the Effects Table [Attachment 5]):

[ ] No Properties Affected
[X] No Adverse Effect
[ ] Conditioned upon the following action(s) (see comments below)
[ ] Adverse Effect

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

[X] Agree

Agreement with FHWA's de minimis impact finding (as detailed in the referenced letter, if applicable):

[X] Agree

Comments:

MHT accepts the current Phase I Report as a final document for our library. Please coordinate with MHT on any future ancillary actions or modifications proposed outside of the APE reviewed to date.

By: Beth Cole 11/4/2009
MD State Historic Preservation Office/ Date
Maryland Historical Trust

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

Cc: Ms. Darian Schwab (Anne Arundel County Office of Planning and Zoning)

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

SHA State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary Designate*
Neil J. Pedersen, *Administrator*

October 16, 2007

Re: Project No. SPO72A43
MD 198 from MD 295 to MD 32
Anne Arundel County, MD
USGS *Laurel* 7.5' Quadrangle

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

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of the Maryland State Highway Administration's (SHA) proposed Project No. SPO72A43. SHA has initiated a project planning study for approximately 3.5 miles in the area encompassing MD 198 between MD 295 and MD 32. The purpose of the project is to improve the existing capacity and traffic operations, enhance access to Fort George G. Meade, and increase vehicular, bicycle and pedestrian safety along MD 198 while supporting existing and planned development in the area. SHA seeks to provide information about the identification and National Register of Historic Places (NRHP) eligibility of historic standing structures, and the assessment of potential for archeological resources within the APE.

A project location map is included as Attachment 1.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

The project area is heavily wooded with scattered mid-to-late twentieth century commercial and residential resources. In addition, some large institutions and federal lands are located adjacent to the roadway. The APE for historic standing structures includes tax parcels along MD 198, MD 295 and MD 32 within the SHA's proposed study area, encompassing a corridor 1000 feet on either side of the centerline of MD 198. The large study corridor accounts for impacts to wetlands and covers possible mitigation site locations. For some of these properties, the tax

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free
Street Address: 707 North Calvert Street · Baltimore, Maryland 21202 · Phone: 410.545.0300 · www.marylandroads.com

parcel boundaries are adjacent to SHA's right-of-way for the highway, while other properties are within sight of MD 198. This APE also considers possible visual, audible, and physical impacts to historic properties. Once project plans are developed, the APE can be more closely defined. The APE is depicted on the attached SHA metro map (Attachment 1).

Identification Methods and Results

Architecture: SHA Architectural Historian Kathryn Barrett consulted the SHA-GIS Cultural Resources Database, aerial photographs, Maryland Inventory of Historic Properties and Determination of Eligibility forms, SHA project files, and Maryland Department of Assessments and Taxation information to identify previously recorded resources within the APE. Field visits were completed in April and August 2007 to identify resources that have not been previously recorded, but are more than 50 years of age. SHA retained Archaeological and Historical Consultants, Inc., R. Goodwin and Associates, Inc. and EHT Traceries, Inc., to complete the necessary architectural evaluations for this project.

Previously Recorded Historic Properties

Previously identified and evaluated historic resources within the project area include the Baltimore Washington Parkway (AA-5/PG: 69-26), the D.C. Children's Center- Forest Haven District (AA-2364), and Fort George G. Meade (AA-2095). The Baltimore Washington Parkway is listed on the National Register of Historic Places (NRHP). The Post Core of Fort George G. Meade and the D.C. Children's Center-Forest Haven District have been determined eligible for listing on the NRHP.

A comprehensive survey was completed in 1993 for Fort Meade. The survey identified several building types and MIHP forms were prepared for numerous buildings (see Attachment 4 for detailed eligibility information). In addition to the survey, a Cultural Resource Management Plan (CRMP) was conducted in several phases from 1994 to 2001 by R. Christopher Goodwin and Associates, Inc. One structure that was evaluated as part of the CRMP is within the APE and in close proximity to MD 198. The pump house (Fort Meade Building #9599), constructed in 1933, was determined not eligible for listing in the NRHP.

The D.C. Children's Center-Forest Haven District is part of a larger parcel that also contains the Woodland Job Corps campus and the Oak Hill Youth Center (all three resources compose tax parcel 96, Map 20 which was once known as the District Training School). The Oak Hill Youth Center is a maximum security juvenile detention center constructed in 1967 and was not evaluated as part of this study, as it is well outside the project area. The Woodland Job Corps, established in 1954, was evaluated as part of this investigation, and is discussed further below.

Previously Unidentified and Unrecorded Historic Resources

The western section of MD 198 between MD 295 and MD 32 is a two-lane highway sparsely lined with commercial buildings and a small number of residential buildings. Of these buildings, two are greater than fifty years old. Elite Automotive at 3348 Fort Meade Road was constructed circa 1940 and the ROH Body Shop at 3338 Fort Meade Road was built circa 1956.

These buildings are not eligible for the NRHP. Short forms were prepared for these buildings and are included in the enclosed documentation.

Parcel 42 along the south side of MD 198 contains two single dwellings greater than fifty years old. The dwellings are located west of a trailer park (Welch's Trailer Park) that is sited on the tax parcel. The dwellings are not eligible for the NRHP and short forms were prepared for these buildings and are also included in the enclosed documentation.

Simonds Bridge (AA-2387) carries MD 198 over the Little Patuxent River within the APE. The steel deck girder bridge was constructed by the State Roads Commission in 1944 to accommodate Fort Meade traffic. The bridge is recommended as not eligible for listing on the NRHP. A DOE form was prepared for the bridge and is included in the enclosed documentation.

The Woodland Job Corps Center is located primarily on the north side of MD 198 on Parcel 96, Map 20. Parcel 96 abuts MD 198 and extends to the south side of the road within the APE. The Woodland Job Corps Center was constructed circa 1954 as a home for incarcerated juveniles. One section, known as Maple Glen, was constructed for younger children while Cedar Knolls was built in 1955 for teenage children. Along with what is now the Oak Hill Youth Center, both Maple Glen and Cedar Knolls were known as the Children's Center. Maple Glen became a job corps center circa 1978. Currently, the Woodland Job Corps Center campus consists of approximately eight buildings including two circa 2000 dormitory buildings. The center is recommended as not eligible for the NRHP. A Maryland Inventory of Historic Places (MIHP) form and DOE were prepared for the property and are included in the enclosed documentation.

Tipton Airfield is located on the south side of MD 198 near the eastern project limit. The Tipton Airfield was opened in 1960. Historically part of Fort Meade, the airfield was transferred to Anne Arundel County around 1999. The structures on the site were not evaluated as part of the Fort George G. Meade CRMP which was conducted in several phases from 1994 to 2001 by R. Christopher Goodwin and Associates, Inc. The airfield was evaluated as part of this study and is recommended as not eligible for listing on the NRHP. An MIHP form and DOE were prepared for the property and are included in the enclosed documentation.

The Patuxent Research Refuge is located south of MD 198 with a small portion of the property located adjacent to the roadway. The Refuge was established in 1936 and encompasses 12,841 acres dedicated to wildlife study and restoration. The portion of the Refuge located within the project APE consists of four softball fields, a small brick equipment shed, gravel parking lot and the entrance to Bald Eagle Drive which leads to the north gate of the Refuge. The ball fields and associated shed were constructed by Fort Meade in early 1990. The parcel was subsequently transferred to the Patuxent Research Refuge in 1991-1992, though Fort Meade maintains the facility. It is recognized that the Patuxent Research Refuge could be considered a historic landscape district, with further research and evaluation. However, because only a small portion of the Patuxent Research Refuge is within the APE (approximately four acres), any project impact will be minor relative to the size of the property, and the portion that is within the APE is composed of land and a facility that is not historically associated with the Refuge

property or purpose, SHA is proposing that the evaluation of the Patuxent Research Refuge for NRHP eligibility is beyond the scope of this project.

An Eligibility Table is included as Attachment 3.

Archeology: SHA Archeologist Richard Ervin prepared a preliminary assessment of the archeological potential of the project area through consultation of previous archeological investigations, soils and historic mapping, and Visidata video. No field visit was made pending receipt of plans.

One archeological site has been recorded in the APE, 18AN1147, an Early Woodland and historic period artifact scatter. Archeological surveys of nearby areas have recorded sites on high terrain overlooking the Patuxent River and its tributary streams.

The project area was part of Richard Snowden's property called Birmingham, patented in 1685. The Snowden property included farms, mills, the Patuxent Forge, and the Patuxent Ironworks (Barse 2000). The forge and ironworks were south of the present Tipton Airfield, outside the APE. The Annapolis and Elkridge Railroad established a line crossing the project area in 1837. Historic maps (Martenet's 1860 Map of Anne Arundel County; Hopkins 1878 Atlas of Anne Arundel County; and the USGS 1892, 1907, and 1926 Laurel quadrangles) show that in the nineteenth century, a Post Office and Store were located within the eastern end of the APE, north of the town of Patuxent Forge. Ancestral MD 198 is depicted on the USGS (1892) 15' quadrangle, with several structures within the APE by the early twentieth century (USGS 1907). In 1907, a planned community known as the New Respass Industrial Colony was envisioned as an ethnic community on 5000 lots, but these plans were never carried out. Fort George G. Meade was established in 1917. Its historic boundary abuts MD 198 east of the Patuxent River, but is well south of MD 198 throughout the remainder of the project corridor.

Historic mapping indicates that the Patuxent River has been channelized in places, and that parts of the river once lay closer to the west bank, where well drained terrain is present within the APE overlooking Simond's Bridge. Most of this area was originally part of Fort Meade. Such settings along the Patuxent River have a high potential for archeological resources, including large base camps. Based on the preliminary project description, significant archeological resources may occur within the APE. The project's archeological potential will be re-assessed when preliminary design plans are available.

Review Request

Please examine the attached Compliance Report, MIHP and DOE forms, and Eligibility Table. We request your concurrence on SHA's eligibility determinations by November 10, 2007. By carbon copy, we invite the Anne Arundel County Office of Environmental & Cultural Resources to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see CFR 800.2 (c) (4) and (6), and 800.3 (f) for information regarding the identification and

participation of consulting parties, and 800.4, and 800.5 regarding the identification of historic properties and assessment of effects).

For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by November 16, 2007, we will assume that these offices decline to participate. Please call Ms. Kathryn Barrett at 410-545-0339 (or via email at kbarrett@sha.state.md.us) with questions regarding standing structures for this project. Mr. Richard Ervin may be reached at 410-545-2878 (or via email at rervin@sha.state.md.us) with concerns regarding archeology.

Very truly yours,

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

by: Julie M. Schablitsky
Julie M. Schablitsky
Cultural Resources Team Leader
Project Planning Division

Attachments:
1) Project Location Map and APE Map
2) Resource Map
3) Eligibility Table
4) Compliance Report and Determination of Eligibility Forms

cc:

Ms. Kathryn Barrett, SHA-PPD
Ms. Anne Elrays, SHA-PPD (w/Attachments 1-3)
Mr. Bruce M. Grey SHA-OPPE (w/Attachments 1-3)
Ms. Kameel Holmes, SHA-PPD (w/Attachments 1-3)
Dr. Julie M. Schablitsky, SHA-PPD
Ms. Jenna Solomon, Office of Environmental & Cultural Resources, Anne Arundel County (w/Attachments 1-3)
Mr. Donald H. Sparklin, SHA-PPD

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

Project Number: SPO72A43 **MHT Log No.** 200703682
Project Name: MD 198 from MD 295 to MD 32
County: Anne Arundel
Letter Date: October 16, 2007

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

Eligibility (as noted in the Eligibility Table [Attachment 3]):

[X] Concur
[ ] Do Not Concur

Effect (as noted in the Effects Table [Attachment N/A]):

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

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

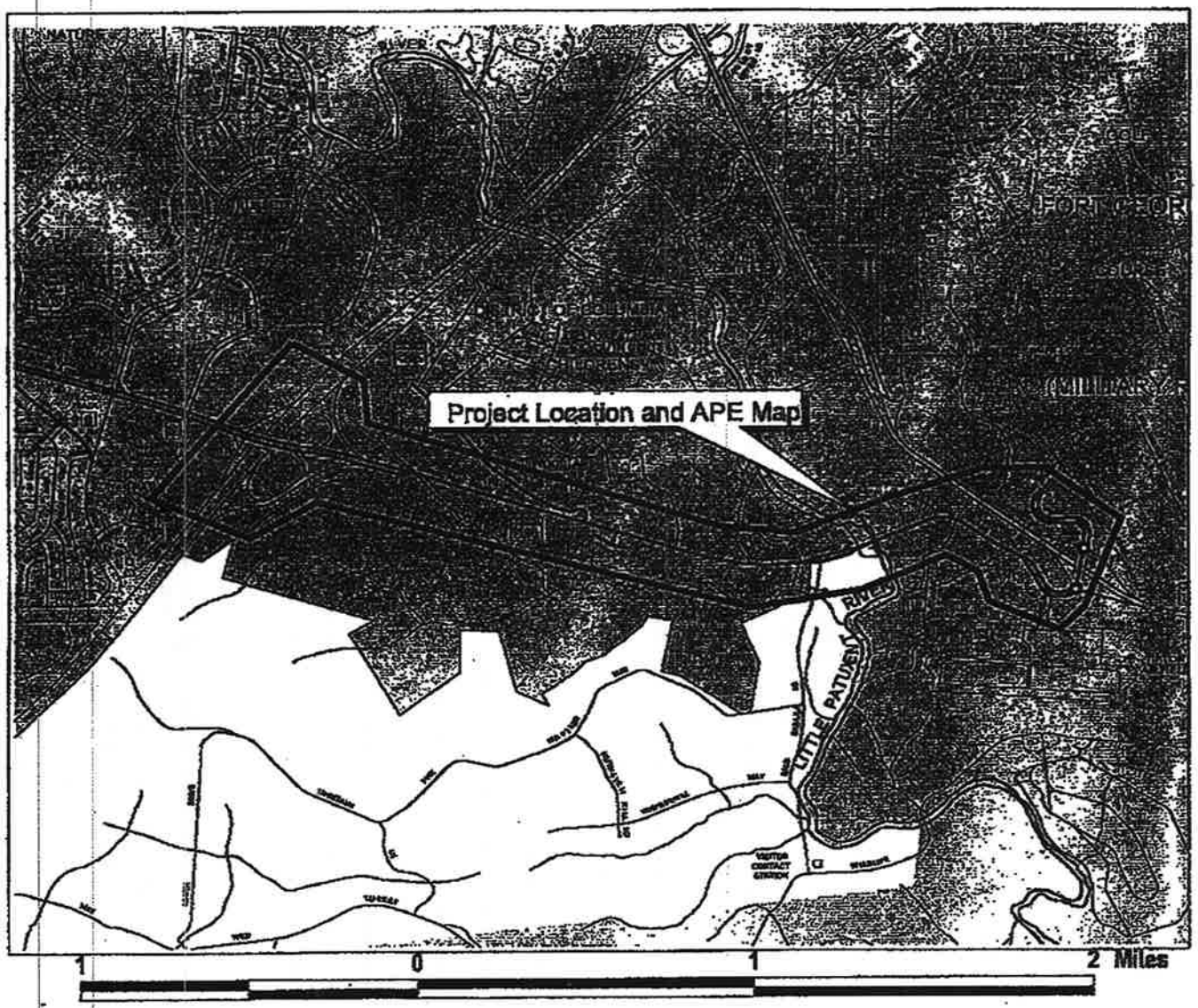
[ ] Agree

Comments:

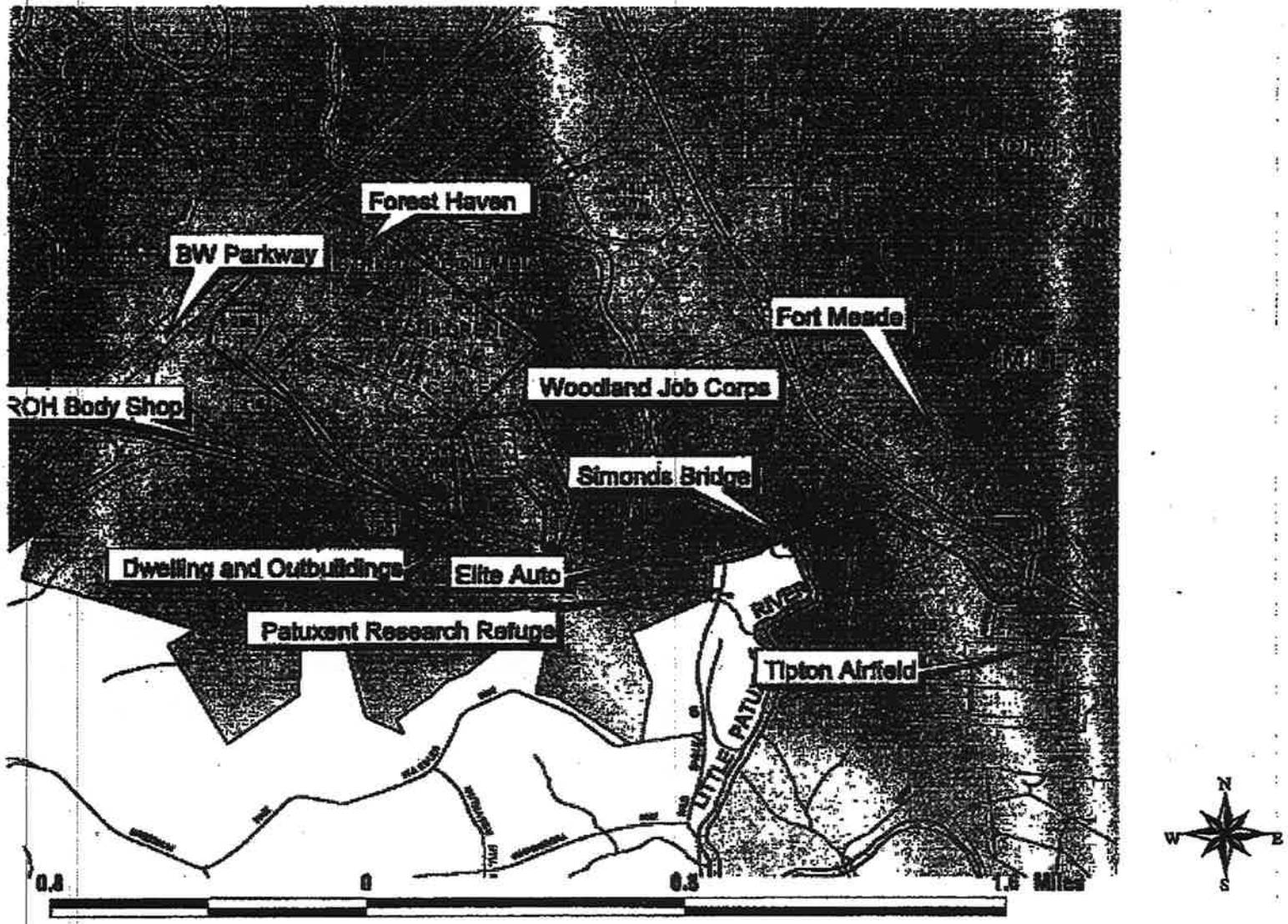
By: _____ 12/4/07
MD State Historic Preservation Office/ Date
Maryland Historical Trust

Return by U.S. Mail or Facsimile to:
Dr. Julie M. Schablitsky, Cultural Resources Team Leader, Project Planning Division,
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
Telephone: 410-545-8870 and Facsimile: 410-209-5004

Attachment 1
Project Location and APE Map



Attachment 2- Resource Map
MD 198 from MD 295 to MD 32
Anne Arundel County



Eligibility/Status Table

Attachment # 3

Project Name: MD 198 from MD 295 to MD 32

October 16, 2007

Resource	Type	SHA NR Determination	SHPO Opinion	Attachment	Remarks
Baltimore Washington Parkway (AA-5/PG: 69-26)	HD	NRL	NRL, 1991	N/A	
Fort George G. Meade- Post Core (AA-2095)	HD	NR	NR, 2001	N/A	Historic Core of the Fort Meade property is considered eligible for listing in the NRHP, two additional buildings within the Historic Core are also individually eligible. The entire property was evaluated as part of a CRMP.
D.C. Children's Center-Forest Haven District (AA-2364)	HD	NR	NR 2007	N/A	This resource is a portion of a large parcel that includes the Woodland Job Corps and the Oak Hill Youth Center.
Simonds Bridge (AA-2387)	S	X	Requested 10/2007	4	See attached DOE form
ROH Body Shop at 3338 Fort Meade Road	S	X	Requested 10/2007	4	See attached short form
Elite Auto Service Center, 3248 Fort Meade Road	S	X	Requested 10/2007	4	See attached short form
Single dwelling with	S	X	Requested 10/2007	4	See attached short form

Resource	Type	SHA NR Determination	SHPO Opinion	Attachment	Remarks
outbuildings at 3285 Fort Meade Road					
Tipton Airport (AA-2380)	HD	X	Requested 10/2007	4	See attached MIHP and DOE
Woodland Job Corps Center	HD	X	Requested 10/2007	4	See attached MIHP and DOE
Patuxent Research Refuge	HD	NOT EVALUATED	Requested 10/2007	4	Not evaluated- beyond scope of project. Seeking concurrence on this recommendation.

Codes:

Resource Types: S (Structure), A (Archeological Site), HD (Historic District), NHL (National Historic Landmark)
NR Determination: ND (Not Determined), X (Not Eligible), NR (Eligible), NRL (Listed), NHL (Landmark)
SHPO Opinion: (B) designates opinion regarding boundary, Code following date signifies SHPO opinion
Bold rows indicate review action requested

United States Department of the Interior
U.S. Fish & Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401
410/573 4575

Online Certification Letter

Today's date: 04/02/14

Project: MD 198: MD 32 - MD 295

Dear Applicant for online certification:

Thank you for using the U.S. Fish and Wildlife Service (Service) Chesapeake Bay Field Office online project review process. By printing this letter in conjunction with your project review package, you are certifying that you have completed the online project review process for the referenced project in accordance with all instructions provided, using the best available information to reach your conclusions. This letter, and the enclosed project review package, completes the review of your project in accordance with the Endangered Species Act of 1973 (16 U.S.C. 1531-1544, 87 Stat. 884), as amended (ESA).This letter also provides information for your project review under the National Environmental Policy Act of 1969 (P.L. 91-190, 42 U.S.C. 4321-4347, 83 Stat. 852), as amended. A copy of this letter and the project review package must be submitted to this office for this certification to be valid. This letter and the project review package will be maintained in our records.

Based on this information and in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), we certify that except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project area. Therefore, no Biological Assessment or further section 7 consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. For additional information on threatened or endangered species in Maryland, you should contact the Maryland Wildlife and Heritage Division at (410) 260-8540. For information in Delaware you should contact the Delaware Natural Heritage and Endangered Species Program, at (302) 653-2880. For information in the District of Columbia, you should contact the National Park Service at (202) 535-1739.

The U.S. Fish and Wildlife Service also works with other Federal agencies and states to minimize loss of wetlands, reduce impacts to fish and migratory birds, including bald eagles, and restore habitat for wildlife. Information on these conservation issues and how development projects can avoid affecting these resources can be found on our website (www.fws.gov/chesapeakebay)

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interest in these resources. If you have any questions or need further assistance, please contact Chesapeake Bay Field Office Threatened and Endangered Species program at (410) 573-4527.

Sincerely,

Genevieve LaRouche
Field Supervisor

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

State Highway Administration

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

May 6, 2014

RE: Project No. AA510M11
MD 198 Planning Study: MD 32 – MD 295
Anne Arundel County, Maryland

Ms. Lourdes Castaneda
Federal Highway Administration
DelMar Division Office
10 South Howard Street, Suite 2450
Baltimore, MD 21201

Dear Ms. Castaneda:

The Maryland State Highway Administration (SHA) is currently conducting a project planning study which proposes improvements to MD 198 between MD 32 and MD 295 (see attached Location Map and Plan Sheet) located in Anne Arundel County. These improvements will result in minor impacts to parking lots for the ball fields owned by the U.S. Fish and Wildlife Service at the Patuxent Research Refuge (refuge) and Fort Meade.

There are two parking lots associated with these ball fields: one parking lot is owned by the Refuge and is located off Bald Eagle Drive, and the second parking lot is located adjacent to MD 198 on land owned by Fort Meade. It is this Fort Meade owned parking lot that will be impacted by the proposed improvements on MD 198. However, mitigation for those impacts (i.e., replacement for the lost parking spaces) is proposed on the parking lot owned by the Refuge.

Section 6009(a) of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) allows the Federal Highway Administration (FHWA) to determine that certain transportation uses of Section 4(f) land will have no adverse effect on the protected resource. With respect to publicly owned parks and recreation areas, a finding of *de minimis* impact may occur if a transportation project does not "adversely affect the activities, features and attributes" of the Section 4(f) resource. When this is the case, the finding of the FHWA requires written concurrence from the official(s) with jurisdiction over the resource. In addition, public notice and opportunity for public review and comment on the finding is required.

Both Fort Meade and the Patuxent Research Refuge were notified of SHA's intent to request a de minimis finding via the attached letters sent October 7, 2009 and September 17, 2009. They subsequently concurred with the Section 4(f) de minimis finding on March 17, 2010 and April 6, 2010 respectively (see attachment). Public comment was requested during the Public Hearing November 17, 2011, however, no comments on the proposed changes to the parking lots were received.

Therefore, we request your concurrence that the minor impacts of upgrading the parking lot on Bald Eagle Drive, to mitigate for the loss of parking at the lot between MD 198 and the ball fields, will not impair the activities, features and attributes important to the Patuxent Research Refuge. If you agree with the statement above, please indicate your concurrence on the signature line below. Should you have any questions or concerns regarding the proposed impacts to the Patuxent Research Refuge, please contact Karen Arnold at 410-545-8510 or karnold@sha.state.md.us.

Very truly yours,

Digitally signed by Joseph Kresslein
DN: cn=Joseph Kresslein, o, ou, email=jkresslein@sha.state.md.us, c=US
Date: 2014.07.02 10:02:57 -04'00'

Joseph R. Kresslein
Assistant Division Chief
Environmental Planning Division

CONCURRENCE:

	JEANETTE MAL	7/1/14
Federal Highway Administration	Printed Name	Date

Attachments

cc: Ms. Karen Arnold, SHA-Environmental Planning Division (w/Attachments)
Mr. William Carver, SHA Project Management Division
Ms. Lourdes Castaneda, FHWA-Delmar Division
Mr. Donald Sparklin, SHA-Environmental Planning Division

-----Original Message-----
From: Butler, Michael P CIV USARMY USAG (US)
[mailto:michael.p.butler50.civ@mail.mil]
Sent: Thursday, June 26, 2014 5:49 PM
To: Karen Arnold; 'michael.p.butler50.civ@mail.mil'
Cc: Allison Grooms; Miller, Patricia A CIV (US); Rehrer, Raymond J CIV (US)
Subject: RE: MD 198 - e-mail concurrence (UNCLASSIFIED)

Classification: UNCLASSIFIED
Caveats: NONE

Karen,

Yes, the Fort Meade position outlined in our 2010 response has not changed. We understand the planning for MD198 is moving forward and reiterate the need for formal requests for those portions of the design that will impact Fort Meade property.

V/R,

Michael P. Butler 'Mick'
Fort George G. Meade
Chief, Environmental Division
301-677-9188(Desk)
301-787-6309(Cell)
301-677-9001(Fax)
michael.p.butler50.civ@mail.mil

"Please comment on our service"
http://ice.disa.mil/index.cfm?fa=card&site_id=349&service_provider_id=88008

-----Original Message-----
From: Karen Arnold [mailto:karnold@sha.state.md.us]
Sent: Friday, June 20, 2014 11:50 AM
To: 'michael.p.butler50.civ@mail.mil'
Cc: Allison Grooms
Subject: MD 198 - e-mail concurrence

Hi Mick,
I have spoken with FHWA about this issue. They are willing to accept an e-mail confirmation from you that:
a) the 2010 letter (attached) is still the position of Fort George G. Meade,
b) and that your agency finds it acceptable that the MD 198: MD 32 to MD 295 planning project is moving forward.

Since we have previously discussed these items, I would appreciate your confirmation in a reply e-mail. If you have questions or concerns, I can be reached by e-mail, or you can contact my supervisor at 410-545-8568 (Allison Grooms).

I appreciate your continued support,
Karen

-----Original Message-----
From: Karen Arnold
Sent: Wednesday, May 28, 2014 2:12 PM
To: 'michael.p.butler50.civ@mail.mil'
Subject: FW: MD 198 letter for signature

Hi Mick,

This e-mail will support today's phone message.

The issue is that the Federal Highway Administration (FHWA) will not accept your response letter. They are the authority on Section 4(f) issues, and ultimately approve the larger National Environmental Policy Act document which investigates all environmental impacts from this proposed roadway widening project.

We are in the process of sending the draft Finding of No Significant Impact to FHWA in June for their review. Our request for their concurrence with the de minimis finding, under Section 4(f) of the Transportation Act, was to be the last item before I sent this for senior manager review.

So, any help you can provide on how to get a signature on that original letter would be appreciated.

Thanks again,
Karen
Karen Arnold
Environmental Manager
Environmental Planning Division
Maryland State Highway Administration
707 North Calvert Street, Mailstop C-301 Baltimore, Maryland 21202
Email: karnold@sha.state.md.us
Phone: 410-545-8510
1-800-548-5026(toll free)
Fax: 410-209-5004
www.roads.maryland.gov

[http://www.roads.maryland.gov/OCImages/511_logo_sm.JPG]Maryland now

DEPARTMENT OF THE ARMY
US ARMY INSTALLATION MANAGEMENT COMMAND
HEADQUARTERS, UNITED STATES ARMY GARRISON
DIRECTOR OF PUBLIC WORKS
2212 CHISHOLM AVENUE
FORT GEORGE G. MEADE, MARYLAND 20755-5000

Office of the Director of Public Works

Maryland Department of Transportation
State Highway Administration
Environmental Planning Division
ATTN: Mr. Donald H. Sparklin
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Sparklin,

Fort Meade concurs with the SHA's determination that the proposed Rt. 198 project will have a de minimis impact on Fort Meade land adjacent to the ball fields. Please note that Fort Meade's response to your request does not imply concurrence on the specifics of the proposed alignment of the Rt. 198 project or imply approval for the use of Fort Meade land. Therefore, your letter of 7 October 2009 is returned unsigned.

The process for obtaining approval for use of government owned land requires the submittal of a written request to Director of Public Works, ATTN: Master Planning Division, ATTN: Real Property, 2212 Chisholm Avenue, Fort George G. Meade, MD 20755-5115. The request should include complete project details along with a property survey with metes and bounds description (at no cost to the government).

My Point of Contact for further environmental information is Mr. Mick Butler, 301-677-9188 and Ms. Joyce Patenaude, 301-677-9180 for real estate.

Enclosure
SHA Letter, 7 Oct 09

Michael P. Butler for
Tejbir Singh
Director, Public Works

Copy Furnished:
Directorate of Public Works, Environmental Management Division
Directorate of Public Works, Master Planning Division
Staff Judge Advocate
Department of Interior, US Fish and Wildlife Service
US Army Corps of Engineers, Baltimore District

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

State Highway Administration
Maryland Department of Transportation

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

September 25, 2014

Re: Project No. AA510M11
MD 198 from MD 295 to MD 32
Anne Arundel County, MD
USGS *Laurel* 7.5' Quadrangle

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

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of changes to Project No. AA410M11, MD 198 from MD 195 to MD 32 in Anne Arundel County. The Maryland State Highway Administration (SHA) continues to find that there will be no adverse effect on historic properties by the proposed project.

The project was most recently coordinated with MHT by letter dated April 16, 2014. In that letter, SHA reviewed the project's coordination history and presented changes to the type and location of stormwater facilities within the Environmental Site Design (ESD) plans for selected Alternative 4 Modified. On May 8, 2014, MHT concurred that the project would have no adverse effect on historic properties, acknowledged SHA's intent to request that the Federal Highway Administration (FHWA) make a Section 4(f) *de minimis* impact finding and engage in a temporary occupancy use for portions of the project, agreed with application of FHWA's criteria of temporary use for portions of the project, and noted that MHT would review the final landscaping plans.

As presented in SHA's April 14, 2014 letter, the ESD design included a new ESD facility within the boundaries of the National Register eligible Baltimore- Washington Parkway (AA-5/PG: 69-26). After additional consultation with the National Park Service (NPS), SHA has made two changes to the previous plans: 1) the boundary of the historic park has been increased as it was previous incorrectly mapped, and 2) the ESD facilities have been removed from within the park boundary. The removed ESD facilities have been sited immediately adjacent to the historic boundary in the triangle formed by MD 198 and the ramps from westbound MD 198 to northbound MD 295 and from northbound MD 295 to westbound MD 198.

A concept plan sheet showing the revised limits-of-disturbance (LOD) is included as **Attachment 1.**

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

There has been no change to the Area of Potential Effects (APE) since the previous coordination. The APE encompasses the entire LOD and extends and additional 250 feet from the outermost edge of the LOD as indicated on the attached SHA quadrangle map for Laurel enclosed as **Attachment 2.** The archaeological survey area remains defined as the worst case LOD.

Identification Methods and Results

Potentially significant architectural and archaeological resources were both researched as part of the historic investigation instigated by the proposed safety and resurfacing work.

Architecture: SHA Consultant Architectural Historian Jon Schmidt assessed the potential of the revised LOD by reviewing project files, the SHA-GIS Cultural Resource Database, Maryland Inventory of Historic Properties (MIHP) forms, National Register of Historic Places (NRHP) nominations, historic maps and photographs, aerial photographs, land records, prior correspondence and as-built plans. The changes to the project involve removing all stormwater management (SWM) facilities from within the historic boundary of the Baltimore-Washington Parkway (AA-5/P.G: 69-26), listed on the NRHP on May 9, 1991. The historic boundary of the Parkway has also been corrected to match the description within the National Register nomination. The changes to the project will not impact any eligible portions of the NRHP eligible Fort Meade (AA-5/AA-295) or DC Children's Center – Forest Haven Historic District (AA-2364), which remain within the project APE.

The SWM facilities were removed from the historic property of the Baltimore-Washington Parkway at the request of the NPS. This action has drastically reduced the impacts to the trees within the historic boundary of the Baltimore-Washington Parkway at the intersection with MD 198 that were coordinated in SHA's letter dated April 14, 2014. Although these impacts have shrunk, the size of SHA's 1.7 landscape mitigation plan remains consistent. SHA previously proposed landscape mitigation within the median between the ramp from southbound MD 295 to MD 298 and southbound MD 295. At a meeting on September 15, 2014, NPS informed SHA of an existing Anne Arundel County landscaping mitigation project at this location. SHA is currently proposing mitigation plantings within the median of MD 295, south of MD 198 in addition to other locations selected by NPS.

The goal of this mitigation remains to maintain the overall quantity of vegetation at the intersection, create a healthy ecosystem through the use of native plant species and preserve the historic viewshed of the parkway. As concurred upon during previous consultation and

requested most recently by the NPS in a letter dated May 8, 2014, final landscape plans will be coordinated with NPS and MHT when they are available.

The proposed changes to the SWM design of the project will reduce the amount of impacts the Baltimore-Washington Parkway. Conditioned upon implementation of the landscaping plan, SHA continues to find that the proposed roadway and intersection improvement project along MD 198 between MD 295 and MD 32 will have no adverse impacts on historic standing structures. An Effects Table indicating SHA's finding is enclosed as **Attachment 3**

Upon your concurrence that there will be no adverse impacts to the Baltimore-Washington Parkway conditioned upon implementation of the landscaping plan, SHA intends to request that FHWA make a *de minimis* impact finding for the minor Section 4(f) use of the Baltimore-Washington Parkway.

The project will continue to require temporary construction easements from the Baltimore-Washington Parkway in order to complete some elements of the scope of work. Given that this impact will occur by temporary occupancy, the requirements of Section 4(f) would not apply for these activities, based on your agreement with the following criteria as the official with jurisdiction.

- The duration of the impact will be temporary, i.e., less than the time needed for construction of the project;
- There will be no change in the ownership of the land;
- The scope of work will be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) resource are minimal;
- There are no anticipated permanent adverse physical impacts; and
- The land being used will be fully restored, i.e., the resource will be returned to a condition which is at least as good as that which existed prior to the project.

Archaeology: SHA Archaeologist April Fehr assessed the potential of the revised LOD through consultation of project files, previous archaeological investigations, the SHA-GIS Cultural Resources Database, the county soil survey, and historic maps. The revised plans have altered the LOD by placing two SWM facilities adjacent to the off-ramp from west bound MD 198 to north bound MD 295. This location was included in two prior archeological investigations (Curry 1978, Hopkins et al. 1992) and no sites were identified. A review of aerial maps (1980, 1970, 1964, and 1957) and USGS topographic quadrangles (1984, 1979, 1963, 1954, 1943, 1926, 1918, 1907, and 1892) revealed no structures in this location, suggesting a low potential for historic period archaeological resources. A number of prehistoric archeological sites have been identified in the vicinity (18AN1408, 18AN734, 18AN732, 18AN733). However, the LOD has been disturbed through highway construction throughout the twentieth century. Soils are mapped as Udorthents (UoE), which represent cut and fill soils. Given the prior negative survey and the degree of disturbance, archaeological potential is low and no additional investigation is recommended for the revised ESD locations.

Review Request

Please examine the attached plan, map and Effects Table. We request your concurrence by October 28, 2014 that there would be no adverse effect on historic properties by Project AA510M11, MD 198 from MD 295 to MD 32. We also request your acknowledgement of SHA's intent to request that the FHWA make a *de minimis* impact finding and your agreement with the criteria of temporary use as detailed above. By carbon copy, we invite the Anne Arundel County Office of Environmental and Cultural Resources and the National Park Service to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR §800.2(c)(3) and (5), and §800.3(f) for information regarding the identification and participation of consulting parties, and §800.4, and §800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by October 28, 2014 we will assume that these offices decline to participate. Please call Jon Schmidt at 410-545-2899 (or via email at jschmidt3@sha.state.md.us) with questions regarding standing structures for this project. April Fehr may be reached at 410-545-8848 (or via email at afehr@sha.state.md.us) with concerns regarding archaeology.

Very truly yours,

April Fehr
For

Digitally signed by April Fehr
DN: cn=April Fehr, o=MD SHA, ou=Cultural Resources Section, email=afehr@sha.state.md.us, c=US
Date: 2014.09.24 13:43:06 -04'00'

Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

Attachments: 1) Project Plans
2) APE Map
3) Effects Table

cc: Ms. Karen Arnold, SHA-EPLD (w/Attachments)
Mr. William Carver, SHA-PPD
Ms. April Fehr, SHA-EPLD (w/Attachments)
Mr. Jon Schmidt, SHA-EPLD (w/Attachments)
Mr. Gopaul Noojibail, National Capital Parks – East
Ms. Tammy Stidham, National Capital Region of the National Park Service
Dr. Julie M. Schablitsky, SHA-EPLD
Ms. Darian Beverungen, Anne Arundel County, Office of Environmental & Cultural Resources (w/Attachments)

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

Project Number: AA510M11 **MHT Log No.** 201405074
Project Name: MD 198 from MD 295 to MD 32
County: Anne Arundel
Letter Date: September 25, 2014

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

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

[ ] Concur
[ ] Do Not Concur

Effect (as noted in the Effects Table [Attachment 3]):

[ ] No Properties Affected
[X] No Adverse Effect
[ ] Conditioned upon the following action(s) (see comments below)
[ ] Adverse Effect

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

[X] Agree

Acknowledgment of FHWA's intent to make a *de minimis* impact finding (as detailed in the referenced letter, if applicable):

[X] Acknowledge

Comments:

By: _____ 10/9/2014
MD State Historic Preservation Office/ Date
Maryland Historical Trust

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

Effects Table

Attachment #3

Project Name: MD 198 from MD 295 to MD 32 **September 24, 2014**

Resource	Type	Impact	SHPO Concur	Attachment	Remarks
Baltimore-Washington Parkway (AA-5/PG:69-26)	**HD**	**No Adverse**	**Requested 10/2014**		
DC-Forest Haven Historic District (AA-234)	HD	No Adverse	5/8/2014		
Fort Meade (AA-5/AA-2095)	HD	None	5/8/2014		
Effect		**NAE**	**Requested 10/2014**		

Codes:

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

200' 0 200' 400'

SCALE: 1" = 200'

2014 CONDITIONS	
PERM. ROADWAY IMPACTS, AC	0.84
PERM ESD /SWM IMPACTS, AC	0.00
TEMP. ROADWAY IMPACTS, AC	5.82
LANDSCAPING MITIGATION	2.25

LEGEND

- PERM. ROADWAY IMPACTS
- TEMP. ROADWAY IMPACTS
- LIMIT OF DISTURBANCE
- HISTORICAL BOUNDARY
- LANDSCAPING MITIGATION
- PB 1A — MICROSCALE FACILITY ID
- MICRO-BIORETENTION (MBR) AND BIORETENTION (BR) FOOTPRINT
- GRASS SWALE (GS) AND BIO-SWALE (GB) CENTERLINE
- M.C.W. STORM WATER MANAGEMENT (SWM) FACILITIES
- PLANTER BOX (PB) FOOTPRINT

SHA 1" = 100'

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

MD 198
ALTERNATIVE 4 MODIFIED

NPS HISTORICAL BOUNDARY IMPACTS

SCALE _____ ADVERTISED DATE _____ CONTRACT NO _____

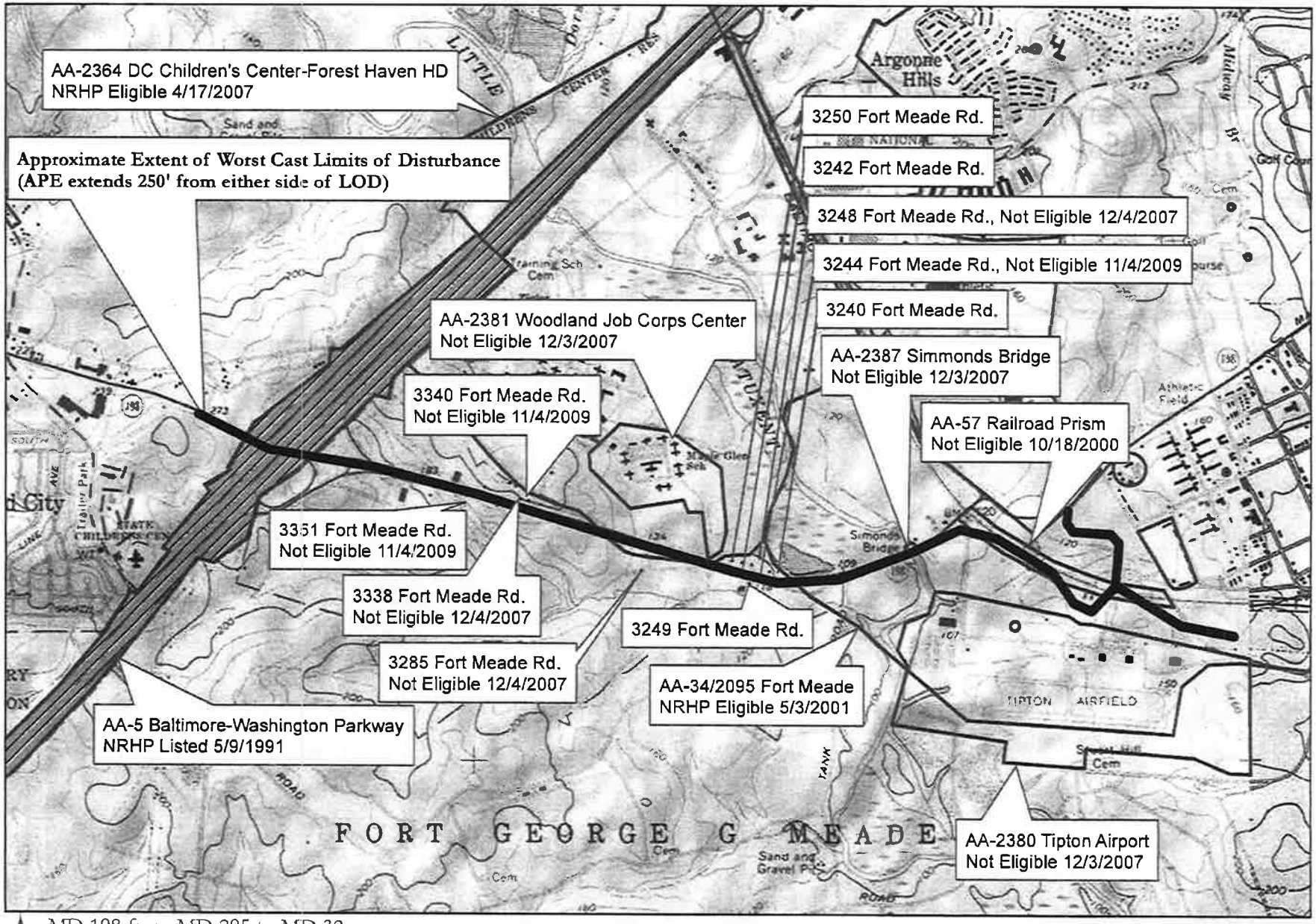
DESIGNED BY _____ COUNTY ANNE ARUNDEL
DRAWN BY _____ LOCATION _____
CHECKED BY _____ HORIZONTAL SCALE _____
F.A.P. NO _____ VERTICAL SCALE _____

DRAWING NO. SW-02 OF 02 SHEET NO. OF

BY: rdbernardo

Attachment 2

Cultural Resources Map

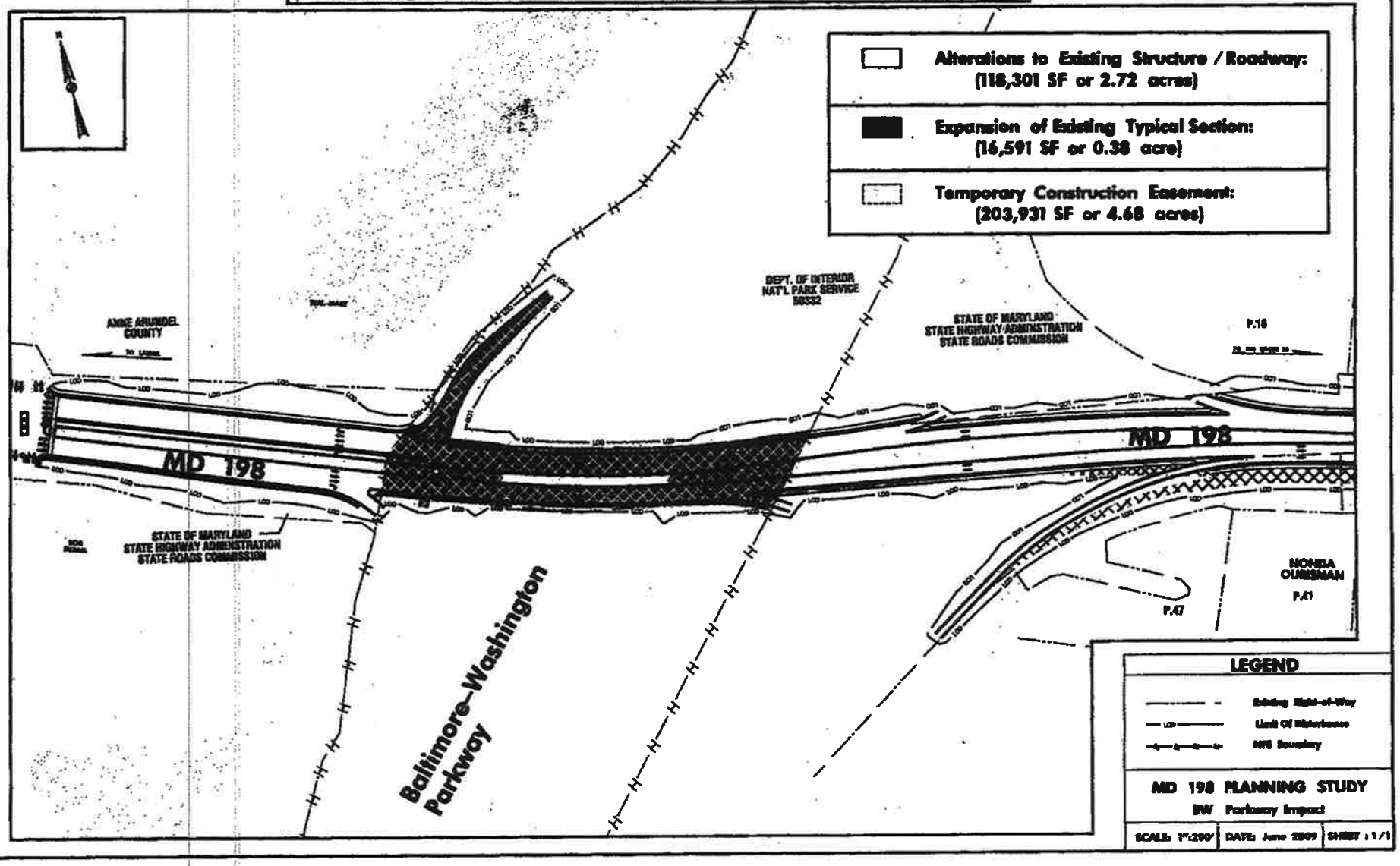


MD 198 from MD 295 to MD 32
Widening and Interchange Improvements
Anne Arundel County
USGS Laurel Topo Quad

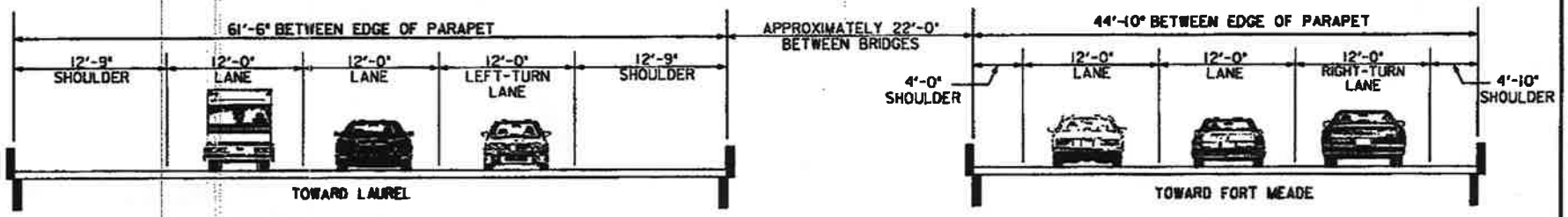
Sept. 24, 2014
1:24,000

0 950 1,900 3,800 Feet

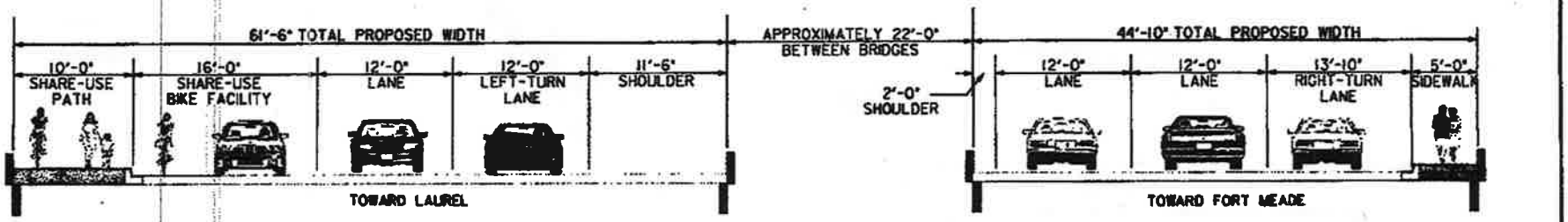
Alternative 4 Mainline: Divided Roadway with Off-Road Shared-Use Facility and a Sidewalk



EXISTING MD 198: BRIDGE OVER BW PARKWAY



PROPOSED MD 198: BRIDGE OVER BW PARKWAY



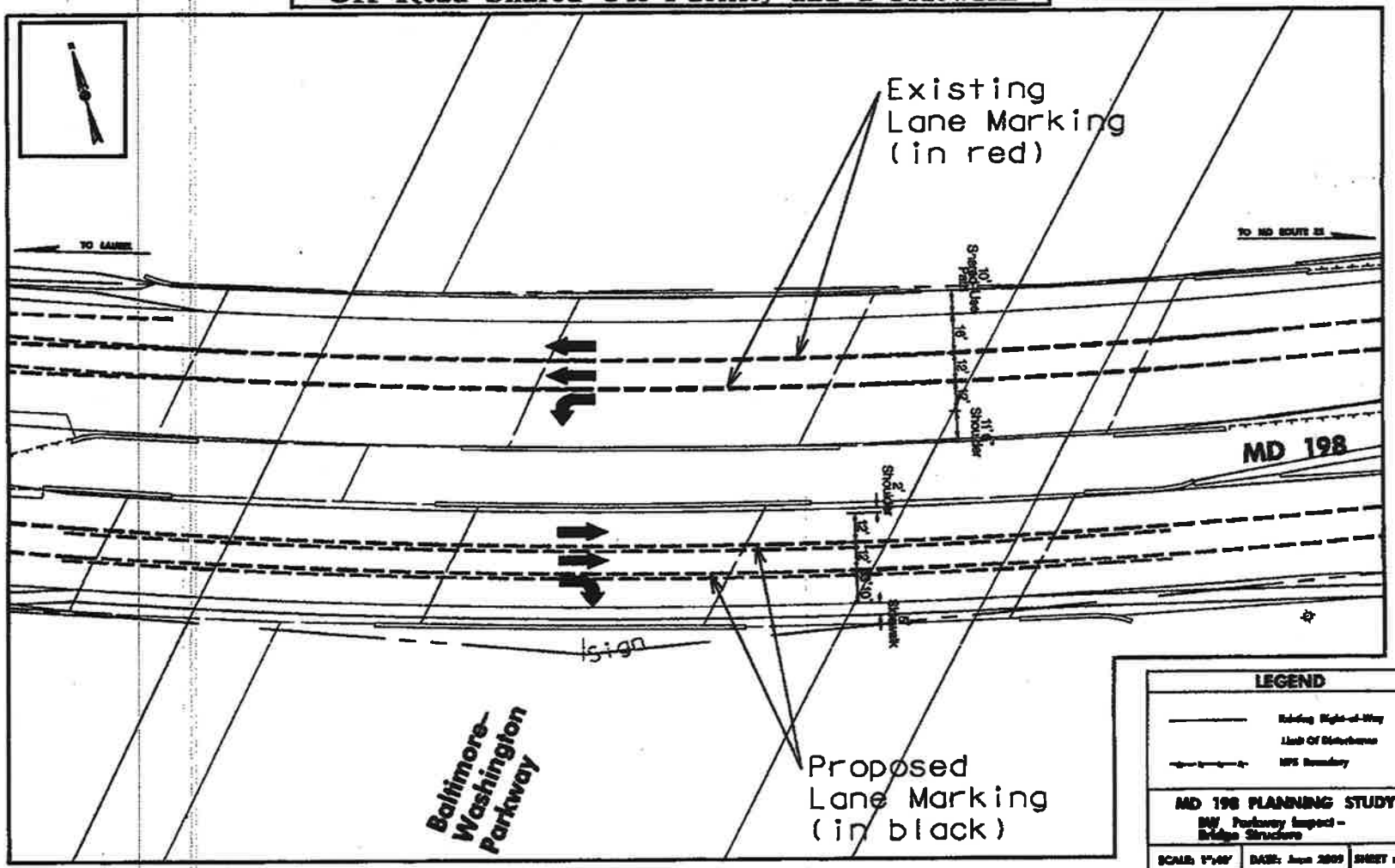
MD 198 PLANNING STUDY
TYPICAL SECTIONS
OVER BALTIMORE-WASHINGTON PARKWAY

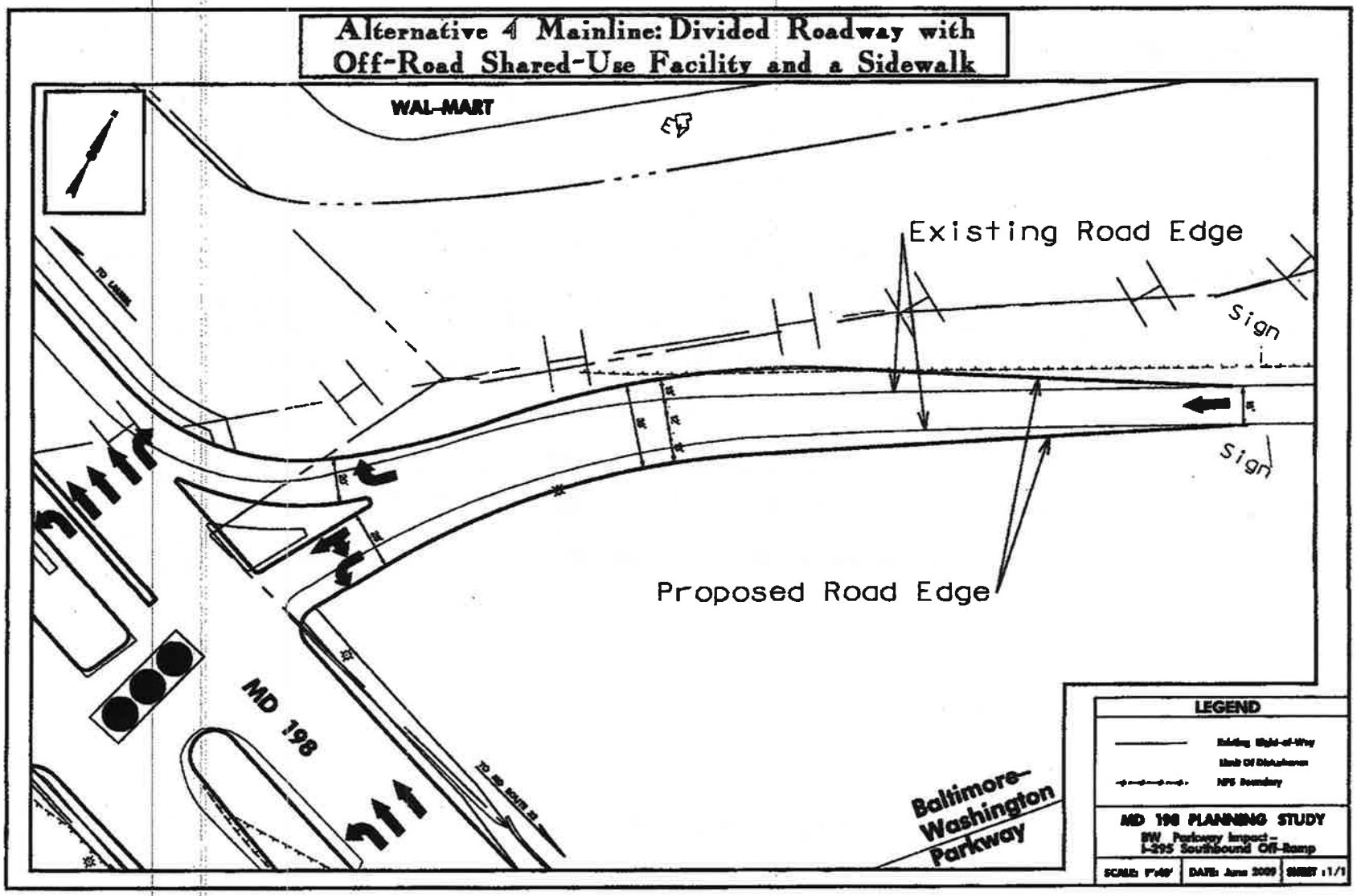
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT PLANNING DIVISION
SCALE = NOT TO SCALE

BACKGROUND MAPPING SOURCE
MD SHA

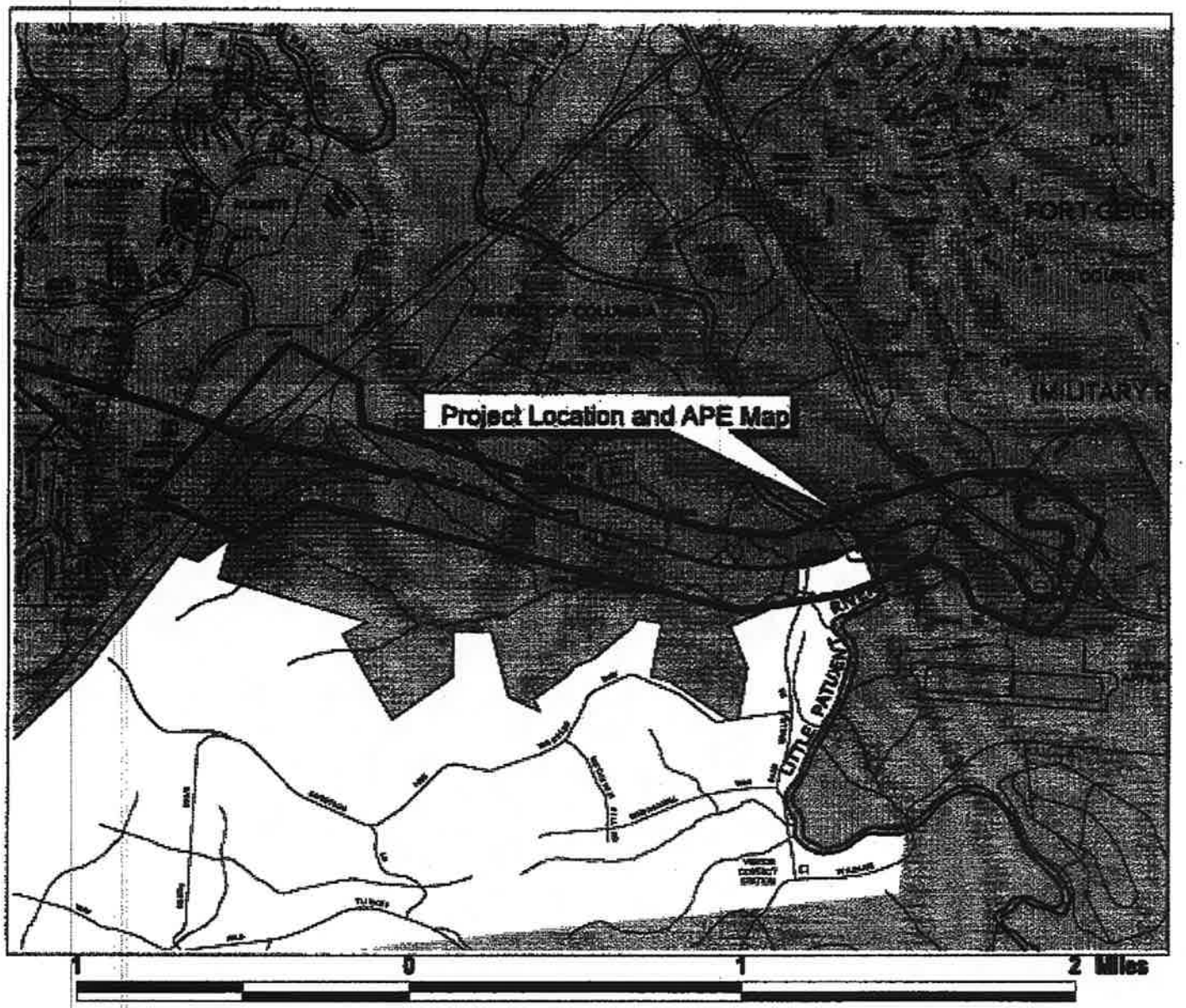
June 2009

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




Alternative 4 Mainline: Divided Roadway with Off-Road Shared-Use Facility and a Sidewalk
WAL-MART
Existing Road Edge
Sign
Sign
Proposed Road Edge
MD 198
TO LAUREL
TO BELTSVILLE
Baltimore-Washington Parkway
LEGEND
MD 198 PLANNING STUDY
BW Parkway Impact – I-295 Southbound Off-Ramp
SCALE: 1"=40'
DATE: June 2009
SHEET 1/1

Attachment 2
Project Location and APE Map



Attachment 4

AA-2364

Hybrid Eligibility/Effects Table

Attachment 5

Project Name **October 21, 2009**

				Alternative 2-TSM		Alternative 4-Divided Roadway			
Resource	**Type**	**SHA NR Det.**	**SHPO Opinion**	**Impact**	**SHPO Concur**	**Impact**	**SHPO Concur**	**Attachment**	**Remarks**
Baltimore Washington Parkway(AA-5/PG: 69-26)	**HD**		**NRL 5/9/1991**	**No Adverse**	**Requested 10/2009**	**No Adverse**	**Requested 10/2009**		
D.C-Forest Haven District (AA-2364)	**HD**		**NRL 4/17/2007**	**None**	**Requested 10/2009**	**None**	**Requested 10/2009**		
3244 Fort Meade Road	**S**	**X**	**Requested 10/2009**	**N/A**	**Requested 10/2009**	**N/A**	**Requested 10/2009**	**3**	
3340 Fort Meade Road	**S**	**X**	**Requested 10/2009**	**N/A**	**Requested 10/2009**	**N/A**	**Requested 10/2009**	**3**	
3351 Fort Meade Road	**S**	**X**	**Requested 10/2009**	**N/A**	**Requested 10/2009**	**N/A**	**Requested 10/2009**	**3**	
Effect				**NAE**	**Requested 10/2009**	**NAE**	**Requested 10/2009**		

Codes:

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

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

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

April 16, 2014

Re: Project No. AA510M11
MD 198 from MD 295 to MD 32
Anne Arundel County, MD
USGS *Laurel* 7.5' Quadrangle

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

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of changes to Project No. AA510M11, MD 198 from MD 295 to MD 32 in Anne Arundel County. The Maryland Highway Administration (SHA) continues to find that there will be no adverse effect to historic properties by the proposed project.

This project was previously coordinated with MHT by letters dated October 16, 2007; October 23, 2009; October 27, 2009; and March 16, 2011. These letters, along with correspondence received from the National Park Service (NPS) are enclosed collectively as **Attachment 1**. In the letter of October 23, 2009, SHA determined that the project would have no adverse effect on historic properties. MHT concurred with this finding on November 4, 2009. In the letter dated March 16, 2011, SHA described Alternative 4 Modified and determined that there continued to be no adverse effect on historic properties, conditioned on implementing a landscaping plan at the intersection of MD 198 and I-295. MHT concurred with this finding on April 14, 2011.

The project provides for two lanes along eastbound and westbound MD 198 divided by a grassy median that varies in width throughout the corridor from twenty-feet to six-feet. On-road bicycle facilities will be provided in both directions adjacent to outside travel lane. A five-foot grass buffer along the south side curb separates the on-road bicycle lane from the shared-use pedestrian/bicycle path. The shared-use path extends from east of MD 295 to the ball-fields east of Bald Eagle Drive, where it tapers into a five-foot sidewalk. Another five-foot grass buffer along the north side of the curb separates the on-road bicycle lane from a five-foot sidewalk. This sidewalk extends from the western limits of the project area to east of relocated Old

Portland Road. Reductions have been made to travel lane width and to the buffer between the shoulder and the sidewalk to accommodate an increase in the widths of both the on-alignment bike lane and the shared use path. The ramp from southbound MD 295 to MD 198 will be widened to facilitate a free-flowing right turn onto westbound MD 198 and to accommodate an additional left turn lane onto eastbound MD 198. A traffic signal will be installed at the top of this off-ramp. The ramp from westbound MD 198 onto southbound MD 295 will be widened to two lanes that will merge back to the existing single lane over the length of approximately 400 feet. Additionally, two new structures will be constructed on MD 198: a new bridge over the Little Patuxent River and a flyover ramp at MD 32. The scope of work also includes stormwater management, grading, full depth road reconstruction in some areas, resurfacing, new signage and roadway striping. In order to complete the scope of work, the project will require new right-of-way acquisition as well as temporary and perpetual easements.

This letter presents changes to the type and location of stormwater facilities within the Environmental Site Design (ESD) plans for Alternative 4 Modified. Changes in ESD from the 2011 plans are the result of new regulations and an evolution in the stormwater management (SWM) design methodology. Developed under the new regulations, the proposed micro-scale ESD features will minimize visual and physical impacts on the historic Baltimore-Washington Parkway. The new ESD design has created changes to the Limits of Disturbance (LOD) along the length of the project. Plans are included as **Attachment 2**. Areas where the LOD has decreased are shown as a hatched pattern while areas where the LOD has increased are shown as solid. The callouts on the plans identify the area in square feet of these changes.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

In determining the Area of Potential Effects (APE) for this project, SHA considered direct, indirect and cumulative impacts to historic properties. The APE remains as defined in 2009 and 2011: it encompasses the LOD and extends 250 feet from the outermost edge of the LOD as indicated on the attached SHA quadrangle map for Laurel enclosed as **Attachment 3**. Although the LOD has changed, the overall impact to the APE is negligible. The archaeological survey area remains defined as the worst cast LOD.

Identification Methods and Results

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

Architecture: SHA Consultant Architectural Historian Jon Schmidt reviewed the SHA-GIS Cultural Resources Database, Maryland Inventory of Historic Properties (MIHP) forms, National Register of Historic Places (NRHP) nominations, historic maps and photographs, aerial photos,

land records, prior correspondence and as-built plans. A site visit was made on March 21, 2014 during which the project area was walked and photographs were taken.

Historic structures eligibility was previously coordinated with MHT via letters dated October 16, 2007 and October 23, 2009. MHT concurred on December 4, 2007 and November 4, 2009 that the only historic properties within the APE are the D.C. Children's Center-Forest Haven Historic District, determined eligible for the NRHP on April 17, 2007, and the Baltimore-Washington Parkway (AA-5/P.G: 69-26), listed on the NRHP on May 9, 1991. Although the project extends within the historic boundary of Fort Meade (AA-34), on December 4, 2007 MHT concurred that no NRHP eligible portions of the fort are located within the APE.

Since 2011, four additional properties within the APE have reached fifty years of age: 3250 Fort Meade Road, 3249 Fort Meade Road, 3242 Fort Meade Road, and 3240 Fort Meade Road. Each of these properties was evaluated for NRHP eligibility on a DOE short form and determined not eligible. These forms are enclosed as **Attachment 4**.

A portion of the project involves reconfiguring the entrance to the D.C. Children's Center – Forest Haven Historic District from MD 198. As coordinated in 2009 and 2011, the entrance is not located within the property's historic boundary. The proposed project will not impact NRHP eligible portions of the D.C. Children's Center - Forest Haven Historic District.

The Baltimore-Washington Parkway is a 1,353 acre linear resource eligible for the NRHP under Criteria A and C. It is significant for its association with transportation as well as for its landscape architecture. The federal portion of the property maintained by the NPS is coterminous with its historic right-of-way boundary that extends from the eastern border of the District of Columbia through Prince George's and Anne Arundel counties. The irregularly shaped right-of-way is between 400 and 800 feet wide comprising a dual lane roadway, variable width median, flanking buffer of natural forest and cultivated native landscaping, twenty-two bridges and scores of culverts. The character defining features are the "high-speed elements of modern freeway design" and "natural topography and vegetation for scenic purposes." No right-of-way will be acquired from the Baltimore-Washington Parkway, however temporary easements are needed to complete aspects of the scope of work.

Previously Coordinated Improvements: Elements of the current project previously coordinated in 2009 are: altering the travel surface of the MD 198 bridge over the parkway to include sidewalks, constructing sidewalks on the bridge approaches along MD 198, and widening the off-ramp from southbound MD 295 to MD 198. The proposed off-ramp widening would add 0.38 acres of new pavement. Along with the new sidewalks and anticipated slope improvements, the 2009 scope required approximately 4.7 acres of temporary construction easements from NPS property.

The project scope was expanded in 2011 to include: widening the existing onramp from westbound MD 198 onto southbound MD 295 to accommodate a second travel lane; constructing

ESD and SWM features; and landscaping around the interchange of MD 198 and MD 295 as a measure to preserve the character defining features of the Baltimore-Washington Parkway. The area of the temporary construction easements required from NPS property increased to approximately 6 acres, composed of 3.8 acres related to corridor improvement activities such as new pavement, resurfacing, sidewalks, bike path, ESD and grading; and 2.25 acres for the landscape mitigation plan. MHT's concurrence with the no adverse effect finding in 2011 was contingent upon coordinating with MHT and NPS to implement the landscaping plan.

Revised Improvements: The ESD plans have been revised to accommodate changes to the regulations. The current design calls for ESD and SWM facilities to be located within and adjacent to the parkway's historic boundary. Five micro-scale stormwater features are proposed within the boundary of the Baltimore-Washington Parkway: two micro-bioretention facilities, a bio-swale, a planter box and a grass swale. These features are smaller, more efficient, and less impactful than those proposed in 2011. In an effort to shrink the footprint of the project within the historic boundary, the ESD facilities are located adjacent to the southbound MD 295 ramp and within the median of MD 198 on the westbound approach to MD 295. Making use of organic materials and native plantings, the new ESD features are designed to integrate into the existing landscape. The new ESD plan results in a general reduction of permanent impacts to the historic boundary from the 3.8 acres coordinated in 2011 to 3.1 acres.

A new ESD facility has been added to the northeast quadrant of the intersection within the cloverleaf between northbound MD 295 and westbound MD 198. The proposed facility will be constructed at grade in a cleared area beneath high-tension power lines that is outside the historic boundary of the Baltimore-Washington Parkway. Within the historic boundary, a thick stand of trees to the east will shield the parkway from the proposed facility. No visual or physical impacts to the Baltimore-Washington Parkway's character defining features will occur.

Changes to the ESD and SWM design have also affected impacts to the existing buffer of trees along the west side of MD 295 at the intersection with MD 198. The use and location of smaller facilities requires fewer tree removals. As a result forest impacts have decreased from 1.98 acres to .94 acres. Decreasing the amount of impacts to the buffer accomplishes two goals: it conceals the adjacent commercial development from view and preserves the historic viewshed along the parkway.

Since more of the existing tree buffer along the west side of MD 295 will remain, fewer new plantings are needed within the parkway to mitigate impacts to the historic viewshed. As a result, the landscaping mitigation plan has been reduced from 2.25 acres to 1.7 acres. The landscape mitigation remains located within the medians between southbound MD 295 and the on and off-ramps. The goal of this mitigation is to maintain the overall quantity of vegetation at the intersection, create a healthy ecosystem through the use of native plant species and preserve the historic viewshed of the parkway. As concurred upon during previous consultation and

requested most recently by the NPS in a letter dated April 7, 2011, final landscape plans will be coordinated with NPS and MHT when they are available.

The current changes to the project involve constructing five smaller, more efficient ESD features within the historic boundary of the Baltimore-Washington Parkway. These features will be integrated into the landscape directly adjacent to the roadway, requiring fewer changes to the extant "high speed elements of modern freeway design" that contributes to the significance of the parkway. Impacts to the existing tree buffer that contributes to the significance of the parkway have also been reduced. While the installation of these ESD facilities will cause visual and physical impacts to the parkway, the landscape will be restored and the impacts will be temporary. The proposed changes reduce the amount of impacts from those previously coordinated and will not adversely impact any of the characteristics that qualify the Baltimore-Washington Parkway for listing in the National Register of Historic Places.

In 2011, NPS requested that SHA consider cumulative impacts to the Baltimore-Washington Parkway. Because the current scope of work decreases the amount of impacts to the parkway from the previous design, SHA has determined that cumulative impacts are not a concern at this time.

Conditioned upon implementation of the landscaping plan, SHA continues to find that the proposed roadway and intersection improvement project along MD 198 between MD 295 and MD 32 will have no adverse impacts on historic standing structures. An Eligibility and Effects Table indicating SHA's finding is enclosed as **Attachment 5**.

Upon your concurrence that there will be no adverse impacts to the Baltimore-Washington Parkway conditioned upon implementation of the landscaping plan, SHA intends to request that the Federal Highway Administration make a *de minimis* impact finding for the minor Section 4(f) use of the Baltimore-Washington Parkway.

The project will require temporary construction easements from the Baltimore-Washington Parkway in order to complete some elements of the scope of work. Given that this impact will occur by temporary occupancy, the requirements of Section 4(f) would not apply for these activities, based on your agreement with the following criteria as the official with jurisdiction.

- The duration of the impact will be temporary, i.e., less than the time needed for construction of the project;
- There will be no change in the ownership of the land;
- The scope of work will be minor, i.e., both the nature and the magnitude of the changes to the Section 4(f) resource are minimal;
- There are no anticipated permanent adverse physical impacts; and
- The land being used will be fully restored, i.e., the resource will be returned to a condition which is at least as good as that which existed prior to the project.

Archaeology: SHA Archaeologist April Fehr assessed the potential of the revised survey area through consultation of project files, previous archaeological investigations, the SHA-GIS Cultural Resources Database, the county soil survey, and historic maps. A site visit was made by SHA Archaeologist Carol Ebright on March 27, 2014 and map notations made during the site visit also informed this assessment.

Numerous prior investigations have been conducted in or adjacent to the MD 198 corridor (Conrad 1975, Curry 1978 and 1985, Cunningham and Gardner 1979, Epperson 1980, Wesler et al. 1981, Decicco 1987, Collier et al. 1990, Rutherford and Petraglia 1990, Hopkins et al. 1992, and Barse and Scheerer 2000. SHA also conducted an investigation of the LOD in 2009 (Child et al. 2009). This survey found only modern artifacts and recorded no archaeological sites.

Most of the proposed ESD locations are within the previously surveyed LOD, are disturbed, or are located on poorly drained soils. Two expanded ESD facilities have small portions in undisturbed and better drained soil. The first is an approximate 20 x 150 foot sliver (0.09 acre) located in Parcel 49 on Map Sheet 2 of **Attachment 2**. This is adjacent to two prior surveys with negative results (Child et al. 2009; Wesler et al. 1981). It is unlikely that additional testing would find significant archaeological resources. The second expanded ESD location is along Waters Road on Parcel 70 on Map Sheet 3 of **Attachment 2**. Most of this expansion has been previously surveyed or is in poorly drained soils. An approximately 60 x 60 foot (0.08 acre) area is on better drained soils. This location is partly disturbed by the prior construction of Waters Road and is adjacent to two negative prior surveys (Child 1009; Wesler et al. 1981). It is unlikely that additional testing would locate significant archaeological resources.

The proposed new work will occur in areas that have been previously surveyed, are on poorly drained or disturbed soils, or are small slivers adjacent to prior negative surveys. It is unlikely that significant archaeological resources will be impacted by the revised ESD locations and no additional investigation is recommended.

Review Request

Please examine the attached letters, plans, map, DOE short forms and Eligibility and Effects Table. We request your concurrence by May 15, 2014 that there would be no adverse effects on historic properties by Project AA510M11, MD 198 from MD 295 to MD 32. By carbon copy, we invite the Anne Arundel County Office of Environmental and Cultural Resources and the National Park Service to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR §800.2(c)(3) and (5), and §800.3(f) for information regarding the identification and participation of consulting parties, and §800.4, and §800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's

website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by May 15, 2014 we will assume that these offices decline to participate. Please call Jon Schmidt at 410-545-2899 (or via email at jschmidt3@sha.state.md.us) with questions regarding standing structures for this project. April Fehr may be reached at 410-545-8848 (or via email at afehr@sha.state.md.us) with concerns regarding archaeology.

Very truly yours,

April Fehr
For

Digitally signed by April Fehr for
DN: cn=April Fehr for, o=SHA, ou=EPLD-CRS, email=afehr@sha.state.md.us, c=US
Date: 2014.04.16 08:50:06 -04'00'

Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

Attachments:
1) Previous Section 106 Correspondence
2) Project Plans
3) APE Map
4) DOE short forms
5) Eligibility and Effects Table

cc: Ms Karen Arnold, SHA-EPLD (w/Attachments)
Mr. William Carver, SHA-PPD
Ms. April Fehr, SHA-EPLD (w/Attachments)
Mr. Jon Schmidt, SHA-EPLD (w/Attachments)
Mr. Gopaul Noojibail, National Capital Parks – East
Ms. Tammy Stidham, National Capital Region of the National Park Service
Dr. Julie M. Schablitsky, SHA-EPLD
Ms. Darian Beverungen, Anne Arundel County, Office of Environmental & Cultural Resources (w/Attachments)

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

Project Number: AA510M11 **MHT Log No.** 201401851
Project Name: MD 198 from MD 295 to MD 32
County: Anne Arundel
Letter Date: April 16, 2014

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

Eligibility (as noted in the Eligibility and Effects Table [Attachment 4]):

[X] Concur
[ ] Do Not Concur

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

[ ] No Properties Affected
[X] No Adverse Effect
[ ] Conditioned upon the following action(s) (see comments below)
[ ] Adverse Effect

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

[X] Agree

Acknowledgment of FHWA's intent to make a *de minimis* impact finding (as detailed in the referenced letter, if applicable):

[X] Acknowledge

Comments:
We look forward to reviewing the final landscaping plans, when available.

By: _____ 5/8/2014
MD State Historic Preservation Office/ Date
Maryland Historical Trust

Section 4(f) Criteria of Temporary Occupancy and *de minimis* Finding Approval, if applicable:

Federal Highway Administration **Printed Name** **Date**

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

Hybrid Eligibility/Effects Table
Attachment 5

MD 198 from MD 295 to MD 32 **April 11, 2014**

Resource	Type	SHA NR Det.	SHPO Opinion	Impact	SHPO Concur	Attachment	Remarks
3250 Fort Meade Road	**S**	**X**	**Requested 5/2014**	**None**	**Requested 5/2014**	**3**	
3249 Fort Meade Road	**S**	**X**	**Requested 5/2014**	**None**	**Requested 5/2014**	**3**	
3242 Fort Meade Road	**S**	**X**	**Requested 5/2014**	**None**	**Requested 5/2014**	**3**	
3240 Fort Meade Road	**S**	**X**	**Requested 5/2014**	**None**	**Requested 5/2014**	**3**	
Baltimore-Washington Parkway (AA-5/PG: 69-26)	**HD**	**NRL**	**5/9/1991**	**No Adverse**	**Requested 5/2014**		
DC -Forest Haven Historic District (AA-2364)	**HD**	**NR**	**4/17/2007**	**No Adverse**	**Requested 5/2014**		
Fort Meade (AA-5/AA-2095)	**HD**	**NR**	**5/3/2001**	**None**	**Requested 5/2014**		
3244 Fort Meade Road	**S**	**X**	**11/4/2009**	**None**	**Requested 5/2014**		
3340 Fort Meade Road	**S**	**X**	**11/4/2009**	**None**	**Requested 5/2014**		
3351 Fort Meade Road	**S**	**X**	**11/4/2009**	**None**	**Requested 5/2014**		
3338 Fort Meade Road	**S**	**X**	**12/4/2007**	**None**	**Requested 5/2014**		
3285 Fort Meade Road	**S**	**X**	**12/4/2007**	**None**	**Requested 5/2014**		
3248 Fort Meade Road	**S**	**X**	**12/4/2007**	**None**	**Requested 5/2014**		
Effect				**NAE**	**Requested 5/2014**		

Codes:

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

United States Department of the Interior
U.S. Fish & Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401
410/573 4575

Online Certification Letter

Today's date: 04/02/14

Project: MD 198: MD 32 - MD 295

Dear Applicant for online certification:

Thank you for using the U.S. Fish and Wildlife Service (Service) Chesapeake Bay Field Office online project review process. By printing this letter in conjunction with your project review package, you are certifying that you have completed the online project review process for the referenced project in accordance with all instructions provided, using the best available information to reach your conclusions. This letter, and the enclosed project review package, completes the review of your project in accordance with the Endangered Species Act of 1973 (16 U.S.C. 1531-1544, 87 Stat. 884), as amended (ESA).This letter also provides information for your project review under the National Environmental Policy Act of 1969 (P.L. 91-190, 42 U.S.C. 4321-4347, 83 Stat. 852), as amended. A copy of this letter and the project review package must be submitted to this office for this certification to be valid. This letter and the project review package will be maintained in our records.

Based on this information and in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.), we certify that except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project area. Therefore, no Biological Assessment or further section 7 consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. For additional information on threatened or endangered species in Maryland, you should contact the Maryland Wildlife and Heritage Division at (410) 260-8540. For information in Delaware you should contact the Delaware Natural Heritage and Endangered Species Program, at (302) 653-2880. For information in the District of Columbia, you should contact the National Park Service at (202) 535-1739.

The U.S. Fish and Wildlife Service also works with other Federal agencies and states to minimize loss of wetlands, reduce impacts to fish and migratory birds, including bald eagles, and restore habitat for wildlife. Information on these conservation issues and how development projects can avoid affecting these resources can be found on our website (www.fws.gov/chesapeakebay)

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interest in these resources. If you have any questions or need further assistance, please contact Chesapeake Bay Field Office Threatened and Endangered Species program at (410) 573-4527.

Sincerely,

Genevieve LaRouche
Field Supervisor

From: Ray, Devin
To: Karen Arnold
Subject: Re: Project Review - URGENT - MD 198: MD 32 - MD 295 bat surveys from Patuxent Research Refuge
Date: Tuesday, June 30, 2015 2:42:11 PM

I confirm that based on present data no further work is needed at this time. We may need to explore options at a later date with regards to the entire corridor, based on new data on the NLEB. The break away project we discussed already and based on the project details there would be no effects to the NLEB based on project activities and scope.

On Tue, Jun 30, 2015 at 9:14 AM, Karen Arnold <karnold@sha.state.md.us> wrote:

Good morning Devin,

Because widening the ~ 4 miles of MD 198 between MD 32 and MD 295 (MD 198 Planning Project) could remove 37 acres of trees (~29 acres from the roadway widening and ~8 acres from the interchange work near Fort Meade), we coordinated with your office to determine the potential to impact rare species. This month we received notification that this project could impact the Northern Long-eared bat. However, your office suggested that we use the Patuxent Research Refuge bat surveys (collected from Sandy Spencer in 2014, attached) as proof of species presence/absence. These surveys were conducted within one mile of MD 198 and no Long-eared bats were detected.

Could you please respond to this e-mail confirming that no further work is needed *at this time*, to document that the MD 198 Planning Project will not negatively impact the Northern long-eared bat. This confirmation will be used to complete the National Environmental Policy Act coordination for the MD 198 Planning Project this July.

A smaller, breakout project – the ~ 1 mile western intersection – will move into design. The proposed work there will impact less than a half acre of tree edge around the ramps to the Baltimore-Washington Parkway. We have discussed how to address the potential for Northern long-eared bat in this situation.

SHA will re-coordinate when the remainder of the MD 198 Planning Project moves into design to ensure that the ~36 acre forest impact does not negatively the Northern long-eared bat habitat/species.

Please contact me with any questions. I look forward to hearing from you,

Karen Arnold

Environmental Manager

MARYLAND
DEPARTMENT OF
NATURAL RESOURCES

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*
Joseph P. Gill, *Secretary*
Frank W. Dawson III, *Deputy Secretary*

Coordination Sheet for Maryland Department of Natural Resources, Environmental Review Unit information on fisheries resources, including anadromous fish, related to project locations and study areas

DATE OF REQUEST: 04/02/14 NAME: Karen Arnold PHONE: 410-545-8510

PROJECT NAME / LOCATION / DESCRIPTION:
MD 198: MD 32 – MD 295
The Maryland State Highway Administration is proposing to add additional capacity travel lanes and to replace the existing bridge over the Patuxent River along this corridor. A grassy median, shared bicycle/pedestrian path and environmental site design facilities ares included

NAME OF STREAM(S) (and MDE Use Classification) WITHIN THE STUDY AREA:Little Patuxent River Use I with spawning activities of both white perch and herring (previous coordination about this project)
SUB-BASIN (6 digit watershed):

DNR RESPONSE (sections below to be completed by MD DNR):

__√__Where presence of yellow perch has been documented in the vicinity of an instream project area, generally no instream work is permitted in Use I and Certain Use II waters during the period of February 15 through June 15, inclusive, during any year.

ADDITIONAL FISHERIES RESOURCE NOTES:
Anadromous fish species, including yellow perch, herring species, including Blueback Herring and Hickory Shad, and white perch have been documented near this project site. The Little Patuxent River also supports a number of resident warmwater fish species including Swallowtail Shiner, Fallfish, White Sucker, Tessellated Darter, Common Shiner, Satinfin Shiner, Longnose Dace, Redbreast Sunfish, Eastern Mudminnow, Sea Lamprey, American Eel, Bluegill, Pumpkinseed, and Redfin Pickerel.

There are records for the highly state rare, threatened Glassy Darter, *Etheostoma vitreum*, and American Brook Lamprey, *Lampetra appendix*, immediately downstream from this project in the main stem of the Little Patuxent River. There is also a record for Shield Darter, *Percina peltata*, which is a state watch list species.

There are Nontidal Wetlands of Special State Concern adjacent to this project.

ADDITIONAL COMMENTS ON BEST MANAGEMENT PRACTICES:
The fisheries resources in the above area should be adequately protected by the instream work restrictions referenced above, stringent sediment and erosion control methods, and other Best Management Practices typically used for protection of stream resources.

MD DNR, Environmental Review Unit signature

Martha Stauss

DATE: 6/2/2014

Environmental Planning Division

State Highway Administration

707 North Calvert Street, Mailstop C-301

Baltimore, Maryland 21202

Email: karnold@sha.state.md.us

Phone: 410-545-8510

1-800-548-5026 (toll free)

Fax: 410-209-5004

www.roads.maryland.gov

From: Spencer, Sandy [mailto:sandy_spencer@fws.gov] **Sent:** Tuesday, June 16, 2015 2:52 PM **To:** Li, Ray
Cc: Brad Knudsen; Devin Ray; Allison Grooms; Karen Arnold **Subject:** Patuxent Bat data 2014 (Re: MD 198 - request for bat surveys)

Hi Ray,

We just batch classified our 2014 data using a Sonobat program. It produced two calls that it thought were Northern Long-eared (MYSE), but when we manually vetted the call and compared with known reference calls, we didn't accept it.

Now 2015 might be a lot different, we're sampling at a different setting and with better microphones. so stay tuned.....

On Tue, Jun 16, 2015 at 8:40 AM, Spencer, Sandy <sandy_spencer@fws.gov> wrote:

Yes we have done bat surveys (passive acoustic detections) in the northern part of the refuge withing 1 mile of 198, no presence of No Long-eared bat detected, but this year we have better, more sensitive microphones, the settings for the detectors in the new protocols are more appropriate for detecting high frequency species.

I'm sending you a copy of our Section 7 consultation for NLEB required for our prescribed fire plans. This document provides the data results of 2012, 2013 surveys. We don't have our 2014 data vetted yet, but we can provide the batch summaries of those 2014 runs, an automatic software analysis. It'll take me a little time thought to copy and paste the results from all the files into one spreadsheet though.

Sandy Spencer

Supervisory Wildlife Biologist

Patuxent Research Refuge

12100 Beech Forest Road, Gabrielson 138

Laurel, MD 20708-4036

Office: 301/497-5587

Cell: 240/882-1077

Fax: 301/497-5577

---------- Forwarded message ----------
From: **Karen Arnold** <karnold@sha.state.md.us> Date: Mon, Jun 15, 2015 at 4:48 PM
Subject: MD 198 - request for bat surveys To: Ray Li <ray_li@fws.gov> Cc: "Ray, Devin" <devin_ray@fws.gov>

Hi Ray,

I spoke with Devin about how to address the Long-Eared bat hit for the MD 198 planning project. He suggested using the survey data that Brad Knudsen has at the Refuge for our 'absence' data. Unfortunately, I do not have Brad/s e-mail address. Could you please forward this request to him?

The ~ 4 mile long dualization project, on MD 198 between MD 32 and MD 295, will have 37 acres of tree impacts when constructed. However, SHA will be constructing the project in phases, with the first phase currently only having design funds. The breakout project is on MD 295, and will have less than an acre of potential tree impact (the design stage determines how significantly the root zones will be effected). We will be using the PA for that impact, but are requesting the Refuge bat surveys to show a pattern of species absence for the majority of the impacts.

Thanks, ***Karen Arnold***

Maryland now features 511 traveler information!
Call 511 or visit: www.md511.org

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--
Devin Ray
Biologist
U.S. Fish and Wildlife Service
Chesapeake Bay Field Office
117 Admiral Cochrane Drive
Annapolis, Maryland 21401
(410) 573-4531 Office

MARYLAND
DEPARTMENT OF
NATURAL RESOURCES

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*
Joseph P. Gill, *Secretary*
Frank W. Dawson III, *Deputy Secretary*

April 29, 2014

Mr. Bruce M. Grey
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

RE: Environmental Review for Project No. AA510, MD 198: MD 32 – MD 295, Capacity Improvement, Including New Structure over Patuxent River, Anne Arundel County, Maryland.

Dear Mr. Grey:

The Wildlife and Heritage Service has determined that there are records for the following rare, threatened or endangered species documented downstream of the project site in the Little Patuxent River:

Scientific Name	Common Name	State Status
Stylurus laurae	Laura's Clubtail	Rare/watchlist
Gomphaeschna antilope	Taper-tailed Darner	Rare
Gomphus rogersi	Sable Clubtail	In Need of Conservation
Ophiogomphus incurvatus incurvatus	Appalachian Snaketail	Endangered
Nehalennia integricolis	Southern Sprite	Highly Rare
Lampetra appendix	American Brook Lamprey	Threatened
Etheostoma vitreum	Glassy Darter	Threatened

As these species are considered extremely vulnerable to the effects of siltation during their aquatic larval stages, we would encourage the applicant to adhere stringently to all appropriate best management practices for sediment and erosion control during all work at this project site. In-stream work should be avoided if possible.

Our analysis of the information provided also suggests that the forested area on or adjacent to the project site contains Forest Interior Dwelling Bird habitat. Populations of many Forest Interior Dwelling Bird Species (FIDS) are declining in Maryland and throughout the eastern United States. The conservation of FIDS habitat is strongly encouraged by the Department of Natural Resources. The following guidelines will help minimize the project's impacts on FIDS and other native forest plants and wildlife:

1. Avoid placement of new roads or related construction in the forest interior. If forest loss or disturbance is absolutely unavoidable, restrict development to the perimeter of the forest (i.e., within 300 feet of the existing forest edge), and avoid road placement in areas of high quality FIDS habitat (e.g., old-growth forest). Maximize the amount of remaining contiguous forested habitat.

2. Do not remove or disturb forest habitat during April-August, the breeding season for most FIDS. This seasonal restriction may be expanded to February-August if certain early nesting FIDS (e.g., Barred Owl) are present.
3. Maintain forest habitat as close as possible to the road, and maintain canopy closure where possible.
4. Maintain grass height at least 10" during the breeding season (April-August).

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,

Lori A. Byrne

Lori A. Byrne,
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER# 2014.0470.aa
Cc: M. Stauss, DNR
K. McCarthy, DNR

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

TAKE PRIDE IN AMERICA

IN REPLY REFER TO:

November 29, 2011

9043.1
ER 11/952

Gregory Murrill
DelMar Division Administrator
Federal Highway Administration
10 South Howard Street Suite 2450
Baltimore, MD 21201

Dear Mr. Murrill:

The Department of the Interior (Department) has reviewed the Environmental Assessment (EA) and the Draft Section 4(f) Evaluation for the MD 198 Planning Study (from MD 295 to MD 32 in Anne Arundel County) and offers the following comments for your consideration.

The Department understands that the purpose of the MD 198 project is to improve the existing capacity and traffic operations, and to increase vehicular and pedestrian safety along MD 198, while supporting existing and planned development in the study area. MD 198 provides direct access to the Fort George G. Meade Military Reservation (Fort Meade) from MD 32, MD 295, and generally points south and west of the study area. The Federal Highway Administration (FHWA) and the Maryland State Highway Administration (SHA) are the lead agencies for the project.

The Section 4(f) property being affected by this proposal is the Baltimore-Washington Parkway (Parkway). The Parkway is a significant historic resource listed on the National Register of Historic Places (NRHP). This segment of the Parkway extends from the eastern border of the District of Columbia to just south of MD 175 and achieves state and local significance in the areas of transportation and landscape architecture. The Parkway is associated with urban development of the National Capital as a federal center, and is the only fully developed parkway of its kind in Maryland. It is a contributing element to the National Capital Park and Parkway system developed during the first half of the 20th century. The Parkway maintains original integrity of setting, design and associations characteristic of the earliest parkways designed for pleasure motoring, the preservation of natural topography and vegetation for scenic purposes coupled with "high-speed" elements of modern freeway design. Currently, the Parkway consists of a four-lane divided highway in a linear park boundary 400 to 800 feet wide, connecting the two metropolitan regions of Baltimore and Washington D.C. The resource is listed on the NRHP under Criteria A and C for its association with events that have made a significant contribution to the broad patterns of our history and it embodies distinctive characteristics of a type, period, or method of construction.

The two proposed build alternatives for this project, specifically the improvements associated with the mainline widening of MD 198, would require the use of the Parkway. The two

alternatives being considered in the EA/Draft Section 4(f) include Alternative 2, which would permanently impact 1.0 acre of Section 4(f) properties, and Alternative 4, which would permanently impact 3.4 acres. As a result, SHA and FHWA prepared a Section 4(f) evaluation to determine whether there were any feasible and prudent alternatives to the use of the aforementioned property, and whether the action includes all possible planning to minimize harm to the property resulting from use. Based on the findings of this evaluation, SHA and FHWA determined that there was no feasible and prudent alternative to the use of the land.

The Department acknowledges that FHWA has evaluated a wide range of alternatives that meet the project's purpose and need. Given that the Section 4(f) properties are directly located within the project area, the Department concurs with the FHWA finding that there is no feasible and prudent alternative to the proposed use of 4(f) property. At this point, however, the Department cannot provide concurrence on this proposal since FHWA/SHA has not identified a preferred alternative in either the EA or Draft Section 4(f). It is understood that, as written in the Section 4(f) Evaluation, Alternative 2 would have less temporary and permanent impacts on this Section 4(f) property than Alternative 4. However, it is unclear in this draft whether any of the five proposed interchange options that were presented in the EA, as part of the larger planning effort, would affect Section 4(f) properties. In addition, we acknowledge FHWA and SHA's commitment to preserving the character-defining features of the Parkway (i.e., landscaping/vegetative screening). To that end, the Department would appreciate the opportunity to participate early in the planning process when these measures to minimize and mitigate impacts to the Parkway are being developed.

These comments represent an indication of the Department's thoughts about the findings of the EA and Draft Section 4(f) property information and involvements, but concurrence or non-concurrence by the Department requires more information on alternatives, mitigation, and minimization. Comments specific to the EA are enclosed.

For continued coordination, please contact David Hayes, Regional Planner and Transportation Liaison, National Park Service National Capital Region, at 1100 Ohio Drive S.W., Washington, D.C. 20242. Mr. Hayes can be reached by phone at (202) 619-7277 or email at david_hayes@nps.gov. The Department appreciates the opportunity to provide these comments.

Sincerely,

Michael T. Chezik

Michael T. Chezik
Regional Environmental Officer

Enclosure (1)

cc:
FHWA (ian.cavanaugh@dot.gov)
MD-SHA (bgrey@sha.state.md.us)
MD-SHPO (rlittle@mdp.state.md.us)
NPS-WASO (waso_eqd_extrev@nps.gov)
NPS-NCR (joel_gorder@nps.gov)

COMMENTS ON THE MD 198 PROJECT PLANNING STUDY EA

- The fact that the Baltimore-Washington Parkway is an administrative unit of the National Park Service needs to be emphasized. The first three chapters of the EA make little reference to this relationship.
- The narrative of the EA, where appropriate, needs to more clearly articulate that it is the Parkway's historic viewshed that would be impacted by project actions occurring on NPS land and adjacent SHA land (i.e., removal of critical screening vegetation for a Stormwater pond).
- We are pleased that the alternatives include vegetative screening as mitigation; however, it is unclear as to the process by which FHWA/SHA and NPS will come to agreement on the extent of these necessary mitigative plantings. Coordination with NPS should occur early in the planning process on all decisions regarding this issue. Consideration should also be given to minimizing the overall clearing of native vegetation inherent to this project whenever possible.
- Tree loss on NPS administered properties was not sufficiently quantified.
- Figure II-5B - identify the "fly-over" as a new bridge, similar to note on II-6B;
- Page 111-15, 3rd paragraph - is missing some elements of this option - expand description;
- Page III-16, 4th paragraph, 3rd sentence - replace parkway with Study Area, and delete "encompassed by a historic boundary and is";

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

Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

January 20, 2012

Mr. Michael T. Chezik
Regional Environmental Officer
United States Department of the Interior
Office of the Secretary
Office of Environmental Policy and Compliance
Custom House, Room 244
200 Chestnut Street
Philadelphia, Pennsylvania 19106-2904

Dear Mr. Chezik:

Thank you for your letter commenting on the Environmental Assessment and Draft Section 4(f) Evaluation (EA/D4(f)) for the MD 198 Planning Study (from MD 295 to MD 32) in Anne Arundel County. The State Highway Administration (SHA) will continue our coordination efforts with National Park Service (NPS) representatives throughout the development of the planning study, and appreciates the continuing participation of the Department of the Interior (Department). Your comments have been included in the project record.

We acknowledge your concurrence with the Federal Highway Administration-DelMar (FHWA) finding that there is no feasible and prudent alternative to the proposed use of the Baltimore-Washington Parkway (Parkway) since this Section 4(f) resource is impacted by the both of the proposed build alternatives. SHA understands that the Department cannot concur with the Section 4(f) Evaluation findings until, a preferred alternative and associated impacts are identified in the Final Section 4(f) Evaluation document. Therefore, the comments that you have provided on the EA/D4(f) will be more fully addressed in the Finding of No Significant Impact /Final Section 4(f) Evaluation (FONSI/F4 (f))document.

As stated in your November 29, 2011 letter, the Department has the authority to comment only on impacts to the Parkway, which is located at the western limits of the project. As described in the letter, the Parkway will be impacted by both Alternative 2 and Alternative 4 Modified, with Alternative 2 having reduced temporary and permanent impacts as compared with Alternative 4 Modified. We wish to clarify that none of the proposed MD 32/MD 198 interchange options, which would provide access to Fort Meade, at the eastern limit of the project, will require the use of property from the Baltimore/Washington Parkway, which is owned and administered by the NPS.

SHA agrees with the Department's description of the importance of the Section 4(f) resource and is committed to including Department representatives in the development of the measures to minimize and mitigate visual impacts to the Parkway. This portion of the planning study will begin in the spring of 2012, after the Preferred Alternative is selected. The NPS staff has consistently asked to participate in the development of the screening and landscaping design, and SHA will coordinate with NPS representatives early and often in that process.

The remaining comments provided on the EA, as an attachment to the letter, appear to be text corrections that SHA will address when preparing the FONSI/F4(f) document. These include:

- Describing the Parkway as 'an administrative unit of the NPS',
- Articulating that the historic view-shed of the Parkway would be impacted by the removal of screening vegetation and/or introducing stormwater management facilities inside and outside of the historic boundary,
- Clarifying that the amount of tree loss in the Parkway, which was reported as an 'impact,' is described as a 'tree impact,'
- Replacing 'parkway' with 'study area' and deleting the phrase 'encompassed by a historic boundary and is' on page III-16, and
- Clarify the description of the Interchange Option C in the Environmental Consequences Section so that readers understand that the bridge is being widened and not replaced.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8542 or toll free at 1-800-548-5026, or via e-mail at khall1@sha.state.md.us. I'll be happy to assist.

Very truly yours,

Kameel Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Manager, Environmental Planning Division, SHA [w/Attachment]
Mr. Bruce M. Grey, Deputy Director, Office of Planning and Preliminary Engineering, SHA
Ms. Allison Grooms, Team Leader, Environmental Planning Division, SHA
Ms. Kameel Hall, Project Manager, Project Management Division, SHA [w/Attachment]
Mr. Joseph R. Kresslein, Assistant Division Chief, Environmental Planning Division, SHA
Mr. Barrett Kiedrowski, Division Chief, Project Management Division, SHA
Ms. Jeanette Mar, Environmental Program Manager, FHWA, DelMar Division
Mr. Jitesh Parikh, Project Delivery Team Leader, FHWA, DelMar Division
Mr. Donald H. Sparklin, Division Chief, Environmental Planning Division, SHA
Ms. Nicole Washington, Assistant Division Chief, Project Management Division, SHA

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

02 DEC 2011

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

RE: MD 198 Project Planning Study From MD 295 to MD 32 Environmental Assessment and Draft Section 4(f) Evaluation, Anne Arundel County, Maryland, September 2011

Dear Mr. Grey:

In accordance with the National Environmental Policy Act of 1969 (NEPA) and Section 309 of the Clean Air Act the U.S. Environmental Protection Agency (EPA) has reviewed the Environmental Assessment (EA) and Draft 4(f) Evaluation for the MD 198 Project Planning Study from MD 295 to MD 32 located near Laurel, Anne Arundel County, Maryland. The proposed project involves widening MD 198 from a two-land roadway to a four-lane divided roadway and ramp improvements to MD 295 and MD 32, as well as a median, on-road bicycle lanes, and a shared use pedestrian /bicycle path. The purpose of the project is to improve existing capacity and traffic operations, and to increase vehicular and pedestrian safety along MD 198 to address rapid growth and traffic volumes, especially as a result of the 2005 Base Realignment and Closure (BRAC) process at Fort Meade.

Three alternatives were proposed, including the no action, Alternative 2, and Alternative 4 modified. Alternative 2 involves the implementation of transportation systems management (TSM) strategies to optimize the existing transportation system by providing improvements with minimal capital cost. Alternative 4 Modified involves the widening of MD 198 to a four-lane divided roadway with a median, on-road bicycle lane, and a shared use pedestrian/bicycle path, as well as improvements to the MD 295 (Baltimore-Washington Parkway) ramps. Three MD 198/MD 32 interchange options were proposed, including option A, option C, and option D. Option A involved a flyover ramp; option C proposed a diamond interchange at the existing bridge; option D proposed adding a second bridge crossing MD 32 with access into Fort Meade.

EPA has identified several areas that could be clarified with additional information, including environmental justice (EJ), aquatic resources, forests, hazardous sites and cumulative impacts. Avoidance and minimization of resources, including wetlands, streams, floodplains and forests, should be continued. Please find additional detailed comments as an enclosure to this letter.

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Thank you for allowing EPA the opportunity to review and comment on the EA for the MD 198 Planning Project. If you have questions regarding these comments, the staff contact for this project is Ms. Alaina DeGeorgio; she can be reached at 215-814-2741.

Sincerely,

Barbara Rudnick
NEPA Team Leader
Office of Environmental Programs

Enclosure

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Detailed Comments on the MD 198 Planning Study EA

- Several stormwater pond and ESD's are included in the project, many of which are shown on the outsides of the roadway. Consider the possibility of placing some of these structures in the roadway median. This could help reduce the width of the section and possibly reduce impacts to forests. Discuss impacts to forests resulting from ESD and BMP's proposed. EPA encourages the avoidance and minimization of resources, including forests, wetlands, streams and floodplains.
- Please clarify the amount of existing forest buffer that currently exists near the mobile home park. How much buffer will be remaining at this location should the proposed project be constructed?
- EPA understands that sewer and water service will be extended east of MD 295 to the proposed Anne Arundel Gateway project. Please clarify if this extension will continue to the adjacent mobile home park.
- Please clarify if there are any 303(d) listed stream in the study area or if the study area watershed has an approved TMDL
- Page III-29 discusses imperviousness, which will increase as a result of the proposed project. What is the percent change in imperviousness in the subwatershed and study area? How much impervious surface will be removed as a result of this project and associated interchange options?
- Additional discussion of avoidance and minimization measures taken to reduce wetland impacts is needed. The EA briefly discusses how impacts to wetlands will be reduced as the project progresses through design. Describe any measures taken at the planning level that have reduced impacts to wetlands and Waters of the United States. It would be helpful if wetland impacts were also categorized by impact type, for example construction of ESD or BMP, expansion of roadway, construction of shared use path. ESD and stormwater BMP's should not be located in wetlands or in other Waters of the U.S. Consider adding information about wetland functions and values to the EA. Sensitive or high quality resources may need to be identified for additional avoidance and minimization of impacts.
- Please provide the acreage of lands that will be reforested as part of the mitigation for the proposed project. Discuss any preliminary mitigation sites that may have been identified.
- The EA includes an evaluation of impacts to wildlife, and concludes that the widened roadway "will not affect the passage of wildlife in or out of good habitat areas" (Page III-42.) Please clarify what is meant by good habitat areas, and how these were identified. Widening the roadway is likely to make it more difficult to wildlife to cross from one side to the other. While crossing may still be possible, it may result in greater animal/vehicle collisions or strikes. Will passage be possible under the proposed bridge over the Little Patuxent River; what will the height of this bridge be? Are any other proposed wildlife passages as part of the proposed project?
- EPA appreciates that an assessment of green infrastructure in the project area was included in the EA. EPA encourages the use of this information to better inform decisions for mitigation purposes.
- Noise barriers were evaluated for use in several locations, including the ball fields. It was concluded that adding noise walls in this location was not feasible because it would restrict pedestrian access to the fields. It is not clear if users or owners of the ball fields

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were coordinated with respect to noise. It is not clear if these users/owners agree with SHA's determination that noise walls are not feasible in these locations. Please include a summary of discussions/coordination with properties that were evaluated for noise barriers, including the ball fields and Bank Shot Bar and Grill.

  - The EA notes that noise walls were not feasible at the ball fields location due to complications of visual impacts to a 4(f) resource. Please clarify this point.

- There are several sites that have been identified as having medium to high severity for hazardous materials. Although no areas have been identified with known UXO's, EPA strongly encourages that a UXO handling plan be developed in the event that previously unknown UXO areas are discovered. Investigations for UXOs and other hazardous materials continue to be ongoing. EPA suggests that information be updated prior to conclusion of the NEPA process and/or prior to construction as new information continues to become available. Continue to coordinate with Fort Meade's Environmental Restoration Manager and USEPA Superfund group's remedial project manager. EPA recommends that particular attention for UXOs and hazardous materials be given in the areas in the vicinity of the proposed interchange with MD 32, where inactive landfill 4 is located.

Cumulative Impacts

- EPA is aware of several projects being proposed or planned in the project area, including the Anne Arundel Gateway project and the BGE Tipton Substation. While EPA appreciates that the ICE established a historic timeframe and study area of analysis, and a lengthy table of development that may occur in the near future, the ICE did not fully assess the potential amount of impact these project would have alone, or in combination with the proposed project. EPA is concerned that indirect or cumulative impacts to resources may be occurring in the project area. However, the evaluation and assessment of indirect and cumulative impacts in this EA does not necessitate SHA to mitigate or take sole responsibility for these impacts. The EA notes that future development impacts will be minimized by existing environmental regulations, and growth will be determined by state and county development plans. While plans and regulations may exist, they may be changed or ineffective at fully avoiding, minimizing, and mitigating impacts to resources, particularly if several activities are planning in the watershed. It is essential that indirect and cumulative effects be evaluated in this EA. It may aid in the identification of resources that are likely to be adversely affected by multiple projects, and sensitive resources that could require additional measures. EPA strongly encourages a thorough ICE analysis.
- It is not clear to what extent BRAC influencing expansion Fort Meade was included in the ICE. The BRAC is noted to be one of the driving factors behind the need for this project. BRAC related improvements are likely to be an important factor in the ICE analysis. Although, the EA states that BRAC will be guided by land use plans and effects associated with BRAC will be minimized, it should not be assumed that there are no effects for the purposes of this analysis.

Environmental Justice

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- The EJ analysis included in the document asserted that there are no areas of EJ concern in the study area. Data provided seems to contradict this assumption. The study area has a minority population of 48.9%, which greatly exceeds the county and state average. Census block group 7411/1 has a minority population of 71% and all of the census blocks have minority populations exceeding the county average, many of which also exceed the state average as well. This data seems to document that there is a presence of an area of Potential EJ concern.
- Based on the data provided, it also appears that there may be low-income populations living in the study area. Census block group 7406.03/3 has a population that is 32.8% below poverty, which is well above the county and state averages. No data was presented for Census block group 7406.03/1.
- The EA states that coordination with churches and schools in the vicinity of the study area was conducted. Please describe in greater detail this coordination as well as outreach to potential EJ communities. Consideration should be given to meaningful and timely community involvement, public outreach, and access to information.
- The document should provide justification for the determination that the project will have no adverse impacts upon populations of EJ concern.
- Consideration of all potential impacts to at-risk populations should be given, including those from construction, truck traffic, fugitive dust, noise, vibration, relations, disruptions of service, and any other resulting adverse or disproportionate impacts.
- Consideration should also be given to sensitive subpopulations, possibly including elderly, children and others.

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

March 20, 2012

Ms. Barbara Rudnick
NEPA Team Leader
Office of Environmental Programs
United States Environmental Protection Agency
Region III
1650 Arch Street
Philadelphia, Pennsylvania 19103-2029

Dear Ms. Rudnick:

Thank you for your letter commenting on the Environmental Assessment (EA) and Draft Section 4(f) Evaluation for the MD 198 Planning Study (from MD 295 to MD 32) in Anne Arundel County. The State Highway Administration (SHA) has coordinated with United States Environmental Protection Agency (EPA) representatives throughout the development of the planning study, and appreciates your continuing participation in the National Environmental Policy Act (NEPA) and Clean Air Act review process.

The EPA letter providing comments on the MD 198 Planning Study EA has been included in the project record. Our responses to your comments are provided in the attachment to this letter. A conference call between EPA and SHA was held on January 11, 2012, to seek clarification on the intent of certain EPA questions and establish the level of detail required in the SHA responses.

Generally, the comments requested: a) additional clarification/information regarding potential environmental justice, aquatic resources, forest, hazardous sites and cumulative impacts, and b) that avoidance and minimization efforts to reduce impacts to wetlands, streams, floodplains, and forest be continued. Both the refinement of information on impacts and the continuation of minimization techniques are part of project development process. The Finding of No Significant Impact (FONSI), that will document the decision making process, will include further assessment of impacts for the preferred alternative in response to your comments and questions. Additional avoidance/minimization design/techniques will also occur as part of the next phase in the project development process.

Thank you again for your participation in the NEPA process. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8542 or toll free at 1-800-548-5026, or via e-mail at khall1@sha.state.md.us. I'll be happy to assist.

Very truly yours,

Kameel R. Hall

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Manager, Environmental Planning Division, SHA [w/Attachment]
Mr. Bruce M. Grey, Deputy Director, Office of Planning and Preliminary Engineering, SHA
Ms. Allison Grooms, Team Leader, Environmental Planning Division, SHA
Ms. Kameel Hall, Project Manager, Project Management Division, SHA [w/Attachment]
Mr. Joseph R. Kresslein, Assistant Division Chief, Environmental Planning Division, SHA
Mr. Barrett Kiedrowski, Division Chief, Project Management Division, SHA
Ms. Jeanette Mar, Environmental Program Manager, FHWA, DelMar Division
Mr. Jitesh Parikh, Project Delivery Team Leader, FHWA, DelMar Division
Mr. Donald H. Sparklin, Division Chief, Environmental Planning Division, SHA
Ms. Nicole Washington, Assistant Division Chief, Project Management Division, SHA

SHA Responses to EPA's Comments on the MD 198 Planning Study EA/Draft 4[f]
[SHA's responses are in **Bold**.]

- Several stormwater ponds and ESD's are included in the project, many of which are shown on the outsides of the roadway. Consider the possibility of placing some of these structures in the roadway median. This could help reduce the width of the section and possibly reduce impacts to forests. Discuss impacts to forests resulting from ESD and BMP's proposed. EPA encourages the avoidance and minimization of resources, including forests, wetlands, streams and floodplains.
  Initially, Environmental Site Design (ESD) features were added in the median; however, SHA relocated all ESDs to the outside edge of the roadway to maintain a more conservative, worst-case approach for conceptual impact analysis during the Project Planning Phase. Once the project moves into the design phase, ESD locations and practices will be considered within the median as appropriate under current MDE guidance.

  The worst-case of permanent forest impacts, including impacts from ESDs and BMPs on the outside of the roadway, would be 25.3 acres. Detailed forest impacts resulting from ESDs and BMPs will be recalculated for the Preferred Alternative and presented in the Preferred Alternative/Conceptual Mitigation (PACM) package, as well as in the Finding of No Significant Impact (FONSI). The Interagency Review Group (EPA, MDE, DNR, etc.) staff will have the opportunity to review and comment on the PACM.

- Please clarify the amount of existing forest buffer that currently exists near the mobile home park. How much buffer will be remaining at this location should the proposed project be constructed?
  The current forest buffer width between the Welch's Mobile Home Park internal road system and MD 198 ranges from 80 feet at the eastern end of the mobile home park to 160 feet at the western end, totaling approximately 1.8 acre forest buffer. Roadway and stormwater management improvements associated with Alternative 4 Modified would remove approximately 1.4 acres, leaving a 75-100 foot wide buffer, approximately 290 feet long.

- EPA understands that sewer and water service will be extended east of MD 295 to the proposed Anne Arundel Gateway project. Please clarify if this extension will continue to the adjacent mobile home park.
  SHA understands that Welch's Mobile Home Park has recently been rezoned, but that <u>no</u> upgrade to the existing water and sewer system was included in that application.

- Please clarify if there are any 303(d) listed stream in the study area or if the study area watershed has an approved TMDL.
  The Little Patuxent River is a 303(d) listed stream; however, the Little Patuxent River Watershed was approved for TMDLs on September 30, 2011.

- Page III-29 discusses imperviousness, which will increase as a result of the proposed project. What is the percent change in imperviousness in the sub-watershed and study area? How much impervious surface will be removed as a result of this project and associated interchange options?
  The amount of impervious surface in the Little Patuxent sub-watershed in Anne Arundel County is estimated at approximately 4,836 acres (17.3 percent of the 27,958 total land acres). This includes the 34 acres of imperviousness from the existing pavement on MD

198 between MD 32 and MD 295. The maximum impervious surface that the proposed project alternatives would add to the sub-watershed is 21.2 acres (or an increase of 0.07 percent imperviousness to the sub-watershed).

The amount of impervious surface currently within the study area is as follows: Mainline – 20.4 acres and the Interchange Area – 13.6 acres. With the proposed Alternative 2 (which isn't associated with any interchange options), the amount of impervious surface will increase by 1.5 acres, an increase of 4.4% within the study area. Alternative 4 Modified mainline will add 13.9 acres of impervious area, and the associated interchange options will add 2.4 acres to 7.3 acres of impervious area. Therefore, the percentage increase for the complete build option for Alternative 4 Modified (mainline and interchange) would increase the amount of impervious surface area from 47.9% to 62.4 % within the study area.

- Additional discussion of avoidance and minimization measures taken to reduce wetland impacts is needed. The EA briefly discusses how impacts to wetlands will be reduced as the project progresses through design. Describe any measures taken at the planning level that have reduced impacts to wetlands and Waters of the United States. It would be helpful if wetland impacts were also categorized by impact type, for example construction of ESD or BMP, expansion of roadway, construction of shared use path. ESD and stormwater BMP's should not be located in wetlands or in other Waters of the U.S. Consider adding information about wetland functions and values to the EA. Sensitive or high quality resources may need to be identified for additional avoidance and minimization of impacts.
Minimization efforts at this stage of the planning process have included decreasing right-of-way impacts through reducing shoulder widths from 12 feet to 4 feet, where feasible, and reducing the median width from 20-25 feet to six feet at the east end of the corridor, the area of greatest floodplain and wetland impacts. In addition, a request made by the COE and MDE that the interchange option alignments to the south along MD 198, east of the Little Patuxent River crossing, are maintained has been incorporated into the project design. (This alignment position will minimize impacts to the higher quality wetlands to the north of MD 198.) Finally, a single span design was used for the proposed bridge over the Little Patuxent River to minimize impacts to Waters of the U.S. Prior to these changes, wetland impacts from the interchange options ranged from 8.5 to 10.5 acres. As a result of these changes, wetland impacts now range from 1.7 to 2.9 acres.

Wetland impacts were quantified in Appendix A of the EA. This appendix contained a matrix that showed the alternative/option and its impact by wetland type and whether it was a temporary or permanent impact. Categorizing wetland impacts by cause of impact (i.e., whether from ESD, roadway widening, sidewalk, etc.) will be addressed in the PACM and FONSI as will additional avoidance and minimization efforts. ESD and BMPs will be located outside wetlands and Waters of the U.S.

The Wetland Identification and Delineation Report found 30 wetlands within 200 feet north and south from the edge of pavement and over 18 acres of wetlands (those over 0.5 acre in size) were assessed for functions and values. The hydrology for the identified wetlands ranged from seeps, seasonally high ground water tables, highway drainage, and surface water runoff. The Non-Tidal Wetland of Special State Concern and the associated 100-buffer are sensitive areas were identified in the EA (Page III-32; zero impacts).

- Please provide the acreage of lands that will be reforested as part of the mitigation for the proposed project. Discuss any preliminary mitigation sites that may have been identified.
  The forest impacts range from 4.5 acres (Alternative 2) to approximately 25 acres (Alternative 4 Modified with an interchange option). In general, SHA will mitigate on a 1:1 ratio for these impacts with a 2:1 ratio for impacts on the Patuxent Research Refuge. Under the Maryland Reforestation Law SHA will mitigate on-site if possible, and in the same county and/or watershed, if off-site. The process of looking for mitigation sites begins during the design phase once preliminary investigation plans are available. Currently, the only identified mitigation site is within the Baltimore-Washington Parkway (Alternative 4 Modified Section 4(f) impacts: approximately 2.25 acres).

- The EA includes an evaluation of impacts to wildlife, and concludes that the widened roadway "will not affect the passage of wildlife in or out of good habitat areas" (Page III-42.) Please clarify what is meant by good habitat areas, and how these were identified. Widening the roadway is likely to make it more difficult to wildlife to cross from one side to the other. While crossing may still be possible, it may result in greater animal/vehicle collisions or strikes. Will passage be possible under the proposed bridge over the Little Patuxent River; what will the height of this bridge be? Are any other proposed wildlife passages as part of the proposed project?
  'Good habitat' is loosely used to describe all undeveloped land. The proposed replacement of the bridge over the Little Patuxent River will be a larger structure (in both height and length) and will provide approximately five additional feet (totaling twelve feet) of clearance underneath the structure for animal passage. Animals would be channeled naturally by the roadway embankment to cross under the bridge in the area of the Little Patuxent River floodplain. The practicality of including wildlife passage features, especially for small animals, to the design of the culverts to the west along MD 198 will be analyzed further later in the project.

- EPA appreciates that an assessment of green infrastructure in the project area was included in the EA. EPA encourages the use of this information to better inform decisions for mitigation purposes.
  SHA will use the green infrastructure information for mitigation purposes in this sensitive project area.

- Noise barriers were evaluated for use in several locations, including the ball fields. It was concluded that adding noise walls in this location was not feasible because it would restrict pedestrian access to the fields. It is not clear if users or owners of the ball fields were coordinated with respect to noise. It is not clear if these users/owners agree with SHA's determination that noise walls are not feasible in these locations. Please include a summary of discussions/coordination with properties that were evaluated for noise barriers, including the ball fields and Bank Shot Bar and Grill.
  Public notification of the noise analysis results occurred during the review period for the EA/4(f) Evaluation, public hearing, and in all general community outreach efforts. Neither FHWA nor SHA Noise Policies require public outreach targeted to property owners who do <u>not</u> qualify for noise barriers.

As a Section 4(f) protected property, coordination was initiated with the owner of the ball fields, Patuxent Research Refuge (9/09-4/10) regarding impacts to their parking lot. They concurred with Fort Meade that the impact met the requirements for a de minimis determination. As a result of this inquiry, SHA did contact both the owner and the user of the ball fields. and neither party indicated that they wanted a barrier.

SHA met with the local business owners (11/09) to discuss the potential impacts from the MD 198 improvements. The owner of Bank Shot Bar and Grill attended and requested information about how many parking spaces would be lost (and if replacement parking would be provided) and when construction would occur. The results of the noise analysis were available at that time, but the noise/noise abatement issue was not a concern raised by this business owner.

- The EA notes that noise walls were not feasible at the ball fields location due to complications of visual impacts to a 4(f) resource. Please clarify this point.
  The phrase 'potential negative visual impacts' was a third justification why the barriers were not found to be feasible under the current SHA Noise Policy. The primary reasons included access constraints, and limited use of the ball fields by NSA staff (permit only, weekdays for approximately five months) during non peak traffic noise levels. Upon further review, it was determined that the noise barrier location (between the parking lot and the field of play) would also result in a Section 4(f) impact.

UXO

- There are several sites that have been identified as having medium to high potential for hazardous materials. To date, although no locations within the study area have been confirmed with known UXO's, EPA strongly encourages that a UXO handling plan be developed in the event that previously unknown UXO areas are discovered. Investigations for UXOs and other hazardous materials continue to be ongoing. EPA suggests that information be updated prior to conclusion of the NEPA process and/or prior to construction as new information continues to become available. Continue to coordinate with Fort Meade's Environmental Restoration Manager and USEPA Superfund group's remedial project manager. EPA recommends that particular attention for UXOs and hazardous materials be given in the areas in the vicinity of the proposed interchange with MD 32, where inactive landfill 4 is located.
  SHA appreciates the suggestions and agrees that a UXO handling plan should be developed prior to construction, that Fort Meade's and EPA's Superfund staff are important resources, and notes the location of landfill 4 (with the potential for UXOs and hazardous materials) at the interchange with MD 32.

Cumulative Impacts

- EPA is aware of several projects being proposed or planned in the project area, including the Anne Arundel Gatetway project and the BGE Tipton Substation. While EPA appreciates that the ICE established a historic timeframe and study area of the analysis, and a lengthy table of development that may occur in the near future, the ICE did not fully assess the potential amount of impact these projects would have alone, or in combination with the propose project. EPA is concerned that indirect or cumulative impacts to resources may be occurring in the project area. However, the evaluation and assessment of indirect and cumulative impacts in this EA does not necessitate SHA to mitigate or take sole responsibility for these impacts. The EA notes that future development impacts will be minimized by existing environmental

regulations, and growth will be determined by state and county development plans. While plans and regulations may exist, they may be changed or ineffective at fully avoiding, minimizing, and mitigation impacts to resources, particularly if several activities are planned in the watershed. It is essential that indirect and cumulative effects be evaluated in this EA. It may end in the identification of resources that are likely to be adversely affected by multiple projects, and sensitive resources that could require additional measures. EPA strongly encourages a thorough ICE analysis.
Arundel Gateway was included in the ICE report, but the BGE Tipton Substation was not, as it did not have a permit application at the time of the report. Its proposed location in the northwest quadrant of the MD 198 and MD 216B intersection could have minimal natural environmental impacts (no streams, wetlands and few trees) and, as a utility improvement project, little traffic. However, the upgrade in service that this substation represents as well as Arundel Gateway will be looked at in more depth in the FONSI.

Conclusions from the ICE are that:

a) Anne Arundel and Howard Counties expect continued growth regardless of the improvements associated with the MD 198 project. There are no development projects that are dependent upon the MD 198 project for completion. And the MD 198 improvements are consistent with <u>Anne Arundel County GDP</u>, <u>Howard County General Plan</u> and <u>Jessup/Maryland City Small Area Plan</u>.

b) Direct impacts from the build alternatives may indirectly impact surface water, forest/terrestrial habitat, floodplains, wetlands, communities and businesses and recreational and historic structures in the ICE boundary.

c) Cumulative effects from the build alternatives could occur to the same resources. However, development is expected to be concentrated in zones which will decrease the amount of impacts to environmentally sensitive resources. While the build alternatives could contribute to adverse cumulative effects to parks and recreational facilities, the planned development and population could potentially increase business and result in beneficial cumulative effects to other socioeconomic resources.

SHA provided copies of the ICE and CEA technical reports to EPA (1/18/12) for additional details of the proposed project's impact analysis. It was agreed that EPA would resubmit any remaining questions after reading the reports.

- It is not clear to what extent BRAC including expansion Fort Meade was included in the ICE. The BRAC is noted to be one of the driving factors behind the need for this project. BRAC related improvements are likely to be an important factor in the ICE analysis. Although the EA states that BRAC will be guided by land use plans and effects associated with BRAC will be minimized, it should not be assumed that there are no effects for the purposes of this analysis. **What we know about BRAC is limited due to security concerns. SHA used the following readily available information from multiple sources to form a generalized range of buildup potential for planning horizons:**
    - **Anne Arundel County planners, in Rounds 7A-7C in the Air Quality Conformity Model for 2035, assigned 75,000 jobs (the maximum that water, sewer and land can currently handle) to Fort Meade for a growth of about 25,000 jobs (across the Defense Information System Agency, Defense Media**

Activity, Defense Adjudication Agency, Cyber Command, and National Security Agency),

- **Traffic assumptions used for Fort Meade in the traffic model were verified. As of November 2011, Fort Meade personnel totals 56,852. The Cyber Command expansion (included in BRAC) will total around 2,800 personnel when they are completely built-out. NSA is adding between 6,500 and 11,000 jobs over the next decade, but only 3,500 jobs are funded.**

Thus, the Anne Arundel County Planners (through their air quality conformity modeling) and the Fort Meade planning staff (through their traffic model) both set the BRAC build-up on Fort Meade at 60-75,000 jobs. To handle this projected growth, SHA is building intersection improvements at MD 175/MD 713, private developers have constructed a five-lane section from the Baltimore-Washington Parkway to MD 713 (matching SHA's typical section), and SHA is paying Fort Meade to reconstruct its gate at Rockenbach Road (MD 713 inside the base) and the signal at Rockenbach Road and MD 175. These funded improvements combine to improve access between the interstate and Fort Meade for the commuting work force and to minimize impacts caused by traffic congestion on the surrounding neighborhoods.

Environmental Justice

- The EJ analysis included in the document asserted that there are no areas of EJ concern in the study area. Data provided seems to contradict this assumption. The study area has a minority population of 48.9%, which greatly exceeds the county and state average. Census block group 7411/1 has a minority population of 71% and all of the census blocks have minority populations exceeding the county average, many of which also exceed the state average as well. This data seems to document that there is a presence of an area of Potential EJ concern.
- Based on the data provided, it also appears that there may be low-income populations living in the study area. Census block group 7406.03/3 has a population that is 32.8% below poverty, which is well above the county and state averages. No data was presented for Census block group 7406.03/1.

  This apparent discrepancy is due to the size of the census blocks used as the minimal data gathering unit in the study area, and the project area. The block groups in the study area are large and extend beyond the study area boundaries. The project area contains only one area of residences - Welch's Mobile Home Park. Investigations indicated that this community did not qualify as being of EJ concern, regardless of the data trends of the larger census block data in the study area.

The census block data (Table III-2, page III-9) for the study area contain the following land uses (Figures III-1 and III-3):

Census Block #	Land Use within Study Area
7405/1	Commercial properties in Project Area, residential properties in Project area (25 units in Welch's Mobile Home Park), and residential properties in the Study Area (condominiums, townhouses, single- and multi-family homes in Summitt Russett and Russett Green communities)
7405/4	Corridor Marketplace and Maryland City residences
7406.03/1	Fort George Mead Military Reservation
7406.03/3	Patuxent Research Refuge and Tipton Airport

7411/1	District of Columbia Children's Center

The census block that contains the majority of the project area is 7405/1. This census block is mostly commercial/retail with the exception of the communities of Summitt Russett/Russett Green and Welch's Mobile Home Park. The higher population and density at Summitt Russett/Russett Green skews the data shown in the comparison for racial distribution and median household income when applied to the smaller population of Welch's Mobile Home Park. To ensure that Welch's Mobile Home Park and any other population were not potential EJ populations, SHA consulted with Anne Arundel County Office of Planning and Zoning and the Maryland Department of Planning, coordinated with churches and schools (for information on the free lunch program), and met with the owners of Welch's Mobile Home Park. No minority or low-income communities were found within the project area.

- The EA states that coordination with churches and schools in the vicinity of the study area was conducted. Please describe in greater detail this coordination as well as outreach to potential EJ communities. Consideration should be given to meaningful and timely community involvement, public outreach, and access to information.
    - The document should provide justification for the determination that the project will have no adverse impacts upon populations of EJ concern.

The statement in the EA that no churches were contacted was an error. With so few residential properties in the project area, the direct outreach to the schools, businesses, home owners, and public described below was deemed sufficient to demonstrate the lack of EJ populations in the project area.

Census data on the Block Group level that extends beyond the study area and project area boundaries, therefore the data presented organized by study area in the EA does not represent the actual ethnic make-up of the project area. A field review February 15, 2007 verified the diverse ethnic make-up of the study area and did not identify any minority or low-income populations within the study area boundary. The Anne Arundel County Office and Planning and Zoning, the Maryland Department of Planning, and the Anne Arundel Public School System did not identify low-income populations within the study area. Over 7,000 newsletters were mailed in Fall 2007 to all potentially affected populations about the project. Informational Public Meetings were held November 2007 and June 2008, with public hearing postcards sent Fall 2011 and a public hearing held November 2011. To date, no environmental justice (EJ) populations have contacted SHA.

The SHA project team met with the owners of Welch's Mobile Home Park December 8, 2008 to discuss the project, including questions to determine if they met the definition of an EJ populations; they did not. Other public outreach mailing and meetings, including another meeting with Welch's Mobile Home Park November 2009, have been held as described in the previous paragraph. Through this series of outreach, research, and field verification work, SHA has shown that no EJ populations exist within the project area. Therefore, it was determined that the project would not have an adverse impact on EJ populations. Since there are no residential displacements and only one minor right-of-way impact (0.1 acre), the standard for an adverse impact would not be reached even if populations of EJ concern did exist within the project area.

- Consideration of all potential impacts to at-risk populations should be given, including those from construction, truck traffic, fugitive dust, noise, vibration, relations, disruptions of service, and any other resulting adverse or disproportionate impacts.
- Consideration should also be given to sensitive subpopulations, possible including elderly, children and others.

  Potential impacts to at-risk and sensitive populations are usually considered during the final design and construction stages of the project development process. Practices, such as notifying the community/local officials of the maintenance of traffic routes in advance of construction, coordinating construction times to avoid/minimize impacts on school activities, limiting construction to non-rush hour periods, etc., are in place to provide minimal impact to the project area population during construction.

MARYLAND DEPARTMENT OF THE ENVIRONMENT

1800 Washington Boulevard • Baltimore, Maryland 21230
410-537-3000 • 1-800-633-6101 • http://www.mde.state.md.us

Martin O'Malley
Governor

Anthony G. Brown
Lieutenant Governor

Robert M. Summers, Ph.D
Secretary

December 15, 2011

Result of COE's P.N. for planning

Mr. Todd Nichols
State Highway Administration
Mail Stop C-306
707 N. Calvert Street
Baltimore, MD 21202

COE # CENAB-2058-04-119-M24

RE: State Application Identifier: MD20111028-0826
Project: Discharge Dredged or Fill Material into the Waters of the U.S. MD 198 Corridor - 295-32 & MD ~~295~~ 198/32 Interchange

Dear Mr. Nichols:

Thank you for the opportunity to review the above-referenced project. The document was circulated throughout the Maryland Department of the Environment (MDE) for review. MDE's Wetlands and Waterways Program is handing this project through its existing process. In addition, the project is consistent with our plans, programs and objectives ***contingent*** up certain actions being taken as noted in Comment #1 below:

1. If a project receives federal funding, approvals and/or permits, and will be located in a nonattainment area or maintenance area for ozone, carbon monoxide, or fine particulate matter (pm 2.5), the applicant should determine whether emissions from the project will exceed the thresholds identified in the federal rule on general conformity. If the project emissions will be greater than these thresholds, contact the Planning Division of the Air Quality Planning Program, Air and Radiation Management Administration, at (410) 537-3240 for further information regarding threshold limits.

Lastly, the following comment is offered for your considerationas noted in #2 below:

2. Any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. Contact the Solid Waste Program at (410) 537-3318 for additional information.

Again, thank you for giving MDE the opportunity to review this project. If you have any questions or needadditional information, please feel free to call me at (410) 537-4120.

Sincerely,

Joane D. Mueller
MDE Clearinghouse Coordinator
Office of Communications

cc: Bob Rosenbush, State Clearinghouse

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

Beverley K. Swaim-Staley, *Secretary*
Melinda B. Peters, *Administrator*

January 20, 2012

Ms. Joane D. Mueller
MDE Clearinghouse Coordinator
Office of Communications
Maryland Department of the Environment
1800 Washington Boulevard
Baltimore, MD 21230

Dear Ms. Mueller:

Thank you for your letter commenting on the Environmental Assessment and Draft Section 4(f) Evaluation for the MD 198 Planning Study (from MD 295 to MD 32) in Anne Arundel County. The State Highway Administration (SHA) has coordinated with Maryland Department of the Environment (MDE) representatives throughout the development of the planning study, and appreciates the continuing participation of your agency. Your comments have been included in the project record.

This project falls within the Baltimore metropolitan region which is classified as a nonattainment for ozone and particulate matter (PM2.5) and a maintenance area for carbon monoxide. In response to the comment about determining whether emissions from the project will exceed the federal thresholds for conformity, SHA provided an Air Quality report, to MDE for review on March 7, 2011, which addresses that issue.

The Air Quality report concluded that:

- The project will not create conditions that exceed the federal threshold for ozone at any intersection under the build conditions,
- This is not a project of air quality concern as defined under 40 CFR 93.123(b)(1)(i)&(ii) because it is not expected to cause/contribute to a new violation of the PM2.5 standards, or increase the frequency/severity of a violation, since the 2030 heavy duty diesel truck traffic is estimated at 554 vehicles per day (vpd) and 753 vpd under the No-Build and Build conditions, and
- Mobile Source Air Toxics (MSATs) impacts are difficult to accurately quantify, due to deficiencies in current models. The localized level of MSAT emission could be higher for receptors close to the widened roadway, however, these emissions could be offset due to increases in speeds and reductions in congestion. Furthermore, the Environmental Protection Agency's (EPA's) vehicle emission and fuel regulations will decrease MSAT concentrations in the future.

Upon the determination of a Preferred Alternative and inclusion of the project in the Baltimore Regional Transportation Board regional emission analysis, the PM2.5 discussion will be updated and provided to the Interagency Consultation Group (ICG, consisting of Federal Highway Administration-DelMar, EPA, MDE, and the Baltimore Metropolitan Council staff) for their review, comment and approval. After the ICG approves the report, and since the project is not a project of air quality concern, it will be posted on the SHA Project Website for a 15-day public comment period.

SHA appreciates the information sharing represented in the second comment. Any solid waste generated from the subject project will be properly disposed of at a permitted solid waste facility and SHA will contact the Solid Waste Program at MDE at the phone number provided with any questions.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8542 or toll free at 1-800-548-5026, or via e-mail at khall1@sha.state.md.us. I'll be happy to assist.

Very truly yours,

Kameel Hall
Project Manager
Project Management Division

cc: Ms. Karen Arnold, Environmental Manager, Environmental Planning Division, SHA [w/Attachment]
Mr. Bruce M. Grey, Deputy Director, Office of Planning and Preliminary Engineering, SHA
Ms. Allison Grooms, Team Leader, Environmental Planning Division, SHA
Ms. Kameel Hall, Project Manager, Project Management Division, SHA [w/Attachment]
Mr. Joseph R. Kresslein, Assistant Division Chief, Environmental Planning Division, SHA
Mr. Barrett Kiedrowski, Division Chief, Project Management Division, SHA
Ms. Jeanette Mar, Environmental Program Manager, FHWA, DelMar Division
Mr. Jitesh Parikh, Project Delivery Team Leader, FHWA, DelMar Division
Mr. Donald H. Sparklin, Division Chief, Environmental Planning Division, SHA
Ms. Nicole Washington, Assistant Division Chief, Project Management Division, SHA

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

Maryland Department of Planning

Richard Eberhart Hall
Secretary
Matthew J. Power
Deputy Secretary

March 1, 2012

Mr. Bruce Grey
Deputy Director, Office of Planning and Preliminary Engineering
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

STATE CLEARINGHOUSE RECOMMENDATION

State Application Identifier: MD20111018-0812
Applicant: State Highway Administration
Project Description: Environmental Assessment, E.A.F., and Draft Section 4(f) Evaluation: MD 198 (Laurel-Fort Meade Road) Project Planning Study from MD 295 to MD 32
Project Location: Anne Arundel County
Approving Authority: U.S. Department of Transportation (FHWA)
Recommendation: Consistent with Qualifying Comments and Contingent Upon Certain Actions

Dear Mr. Grey:

In accordance with Presidential Executive Order 12372 and [Code of Maryland Regulation (COMAR) 34.02.01.04-.06], the State Clearinghouse has coordinated the intergovernmental review of the referenced project. This letter constitutes the State process review and recommendation based upon comments received to date. This recommendation is valid for a period of three years from the date of this letter.

Review comments were requested from the Maryland Departments of Agriculture, Business and Economic Development, Natural Resources, Transportation, the Environment, the Maryland Military Department, Anne Arundel County, the Baltimore Metropolitan Council, and the Maryland Department of Planning, including the Maryland Historical Trust. As of this date, the Maryland Departments of Agriculture, Business and Economic Development, Natural Resources, and Anne Arundel County have not submitted comments. **This recommendation is contingent upon the applicant considering and addressing any problems or conditions that may be identified by their review. Any comments received will be forwarded.**

301 West Preston Street • Suite 1101 • Baltimore, Maryland 21201-2305
Telephone: 410.767.4500 • Fax: 410.767.4480 • Toll Free: 1.877.767.6272 • TTY Users: Maryland Relay
Internet: Planning.Maryland.gov

The Maryland Department of the Environment found this project to be generally consistent with their plans, programs, and objectives, but included these qualifying comments summarized below.

1. For demolition, any above ground or underground petroleum storage tanks that may be on site must have contents and tanks removed. Contact the Oil Control Program at (410) 537-3442 for additional information.

2. Any solid waste including construction, demolition and land clearing debris, generated from the subject project, must be properly disposed of at a permitted solid waste acceptance facility, or recycled if possible. Contact the Solid Waste Program at (410) 537-3318 for additional information.

3. Any contract specifying "lead paint abatement" must comply with Code of Maryland Regulations (COMAR) 26.16.01 - Accreditation and Training for Lead Paint Abatement Services. If a property was built before 1950 and will be used as rental housing, then compliance with COMAR 26.16.02 - Reduction of Lead Risk in Housing; and Environment Article Title 6, Subtitle 8, is required. Additional guidance regarding projects where lead paint may be encountered can be obtained by contacting the Environmental Lead Division at (410) 537-3825.

The Maryland Department of Transportation, the Maryland Military Department, the Baltimore Metropolitan Council, and the Maryland Department of Planning, including the Maryland Historical Trust found this project to be consistent with their plans, programs, and objectives.

The Maryland Historical Trust has determined that the project will have "no adverse effect" on historic properties.

Any statement of consideration given to the comments should be submitted to the approving authority, with a copy to the State Clearinghouse. The State Application Identifier Number must be placed on any correspondence pertaining to this project. The State Clearinghouse must be kept informed if the approving authority cannot accommodate the recommendation.

Please remember, you must comply with all applicable state and local laws and regulations. If you need assistance or have questions, contact the State Clearinghouse staff person noted above at 410-767-4490 or through e-mail at brosenbush@mdp.state.md.us.

Thank you for your cooperation with the MIRC process.

Sincerely,

Linda C. Janey, J.D., Assistant Secretary

LCJ:BR

cc: Beth Cole - MHT
Gloria Chambers - MDA
Tammy Edwards - DBED
Greg Golden - DNR
Melinda Gretsinger - MDOT
Joane Mueller - MDE
Lawrence Leone - MILT
John Dodds - ANARP
Todd Lang - BMC

11-0812_CRR.CLS.doc

From:	Butler, Mick CIV USA
To:	Kameel Hall; Kenya Lucas; Elizabeth Habic
Cc:	Cardon, Steve C CTR USA
Subject:	Fort George G. Meade Ordnance Survey (1400 acre parcel) June 1994 (UNCLASSIFIED)
Date:	Monday, May 11, 2009 1:10:51 PM
Attachments:	ZONEBFIG5.1.pdf TIPTONZONEBSUB12.pdf TIPTONZONEBSUB11.pdf TIPTONZONEBSUB1.pdf ZONEBFIGB12.2.pdf ZONEBFIBB12.1.pdf ZONEBFIGB11.2.pdf ZONEBFIGB11.1.pdf ZONEBFIGB1.2.pdf ZONEBFIGB1.1.pdf ZONEBFIG5.2.pdf

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Classification: **UNCLASSIFIED**
Caveats: NONE

All,

Please find attached the requested pages of the above report for Zone B, B1, B11 and B12 discussed at our Friday, 8 May meeting. Unfortunately, our scanner could only handle 8.5 x 11 so the fold-out pages are in two sections, a point 1 and point 2, that will need to be taped together. If you have any questions, please don't hesitate to contact Steve Cardon of the Army's BRAC program (301-677-9178) or me for the active Installation. Please let me know that you have received this email as the size is supposed to be 3 MB which I recall being okay.

<<ZONEBFIG5.1.pdf>> <<TIPTONZONEBSUB12.pdf>> <<TIPTONZONEBSUB11.pdf>> <<TIPTONZONEBSUB1.pdf>> <<ZONEBFIGB12.2.pdf>> <<ZONEBFIBB12.1.pdf>> <<ZONEBFIGB11.2.pdf>> <<ZONEBFIGB11.1.pdf>> <<ZONEBFIGB1.2.pdf>> <<ZONEBFIGB1.1.pdf>>

V/R, <<ZONEBFIG5.2.pdf>>

Michael P. Butler 'Mick'

Chief, Environmental Division

Fort George G. Meade

301-677-9188 (Desk)

301-787-6309 (Cell)

301-677-9001 (Fax)

Classification: **UNCLASSIFIED**
Caveats: NONE

Ft. George G. Meade, MD UXO Survey
IT Project Number 529496

Tipton Army Airfield

Zone B Subarea 1

Start Date: 11/30/92 Completion Date: 1/20/93

Surface Survey 0" - 6":	Total Acreage Surveyed: 22.81
UXO Surface 0"	9
UXO Surface 1" - 6"	607
Ordnance Related Items	232
Metallic Contacts Remaining Below 6"	119
Non-Ordnance Items	1483
Total Contacts	2450

Subsurface Survey (10%) 7" - 60":	Total Acreage Surveyed: 2.62
UXO	3
Ordnance Related Items	11
Non-Ordnance Related Items	58
Total Contacts	72

Quality Assurance 0" - 6":	Total Acreage Surveyed: 2.62
UXO (1st Evaluation)	14
Q/A Pass or Fail	FAIL
UXO (2nd Evaluation if Required)	0
Q/A Pass or Fail	PASS

Quality Assurance 7" - 60":	Total Acreage Surveyed: .4
UXO (1st Evaluation)	0
Q/A Pass or Fail	PASS
UXO (2nd Evaluation if Required)	NOT REQUIRED
Q/A Pass or Fail	NOT REQUIRED

Ft. George G. Meade, MD UXO Survey
IT Project Number 529496

Tipton Army Airfield

Zone B Subarea 11

Start Date: 5/15/92 Completion Date: 4/28/93

Surface Survey 0" - 6":	Total Acreage Surveyed: 29.5
UXO Surface 0"	0
UXO Surface 1" - 6"	22
Ordnance Related Items	102
Metallic Contacts Remaining Below 6"	360
Non-Ordnance Items	3095
Total Contacts	3579

Subsurface Survey (10%) 7" - 60":	Total Acreage Surveyed: 2.67
UXO	0
Ordnance Related Items	0
Non-Ordnance Related Items	40
Total Contacts	40

Quality Assurance 0" - 6":	Total Acreage Surveyed: 2.67
UXO (1st Evaluation)	0
Q/A Pass or Fail	PASS
UXO (2nd Evaluation if Required)	NOT REQUIRED
Q/A Pass or Fail	NOT REQUIRED

Quality Assurance 7" - 60":	Total Acreage Surveyed: .4
UXO (1st Evaluation)	0
Q/A Pass or Fail	PASS
UXO (2nd Evaluation if Required)	NOT REQUIRED
Q/A Pass or Fail	NOT REQUIRED

PAI - ASI
GPS Mapping & UXO Data Collection

Ft. George G. Meade, MD UXO Survey IT Project Number 529496

Subarea: B-1 Total Acreage: 26.30

TERRAIN DESCRIPTION 50% OPEN GRASS AREA (ATHLETIC FIELDS)
50% WOODED,ALONG RIVER BANKS

WETLANDS: ONE, EASTERN AND SOUTHWESTERN BOUNDARIES JOIN ON LITTLE PATUXENT RIVER & SMALL STREAM.

HISTORICAL SITES: NONE

ENDANGERED SPECIES: NONE

LANDFILLS: NONE

IMPASSABLE AREAS: NONE

UNCHARACTERIZED SITES: ONE

B-1-U-1 SEVERAL HUNDRED ROUNDS OF SMALL ARMS AMMUNITION

Summary of UXO Discoveries

Type	Quantity	Depth Located
PROJECTILE:		
BAZOOKA 2.36:	629	SURFACE: 9 1" - 6" 621 7" - 24" 3
GRENADE:		
RIFLE M-9	3	
FRAG MK-2	1	
TOTAL UXO	633	

PAI - ASI
GPS Mapping & UXO Data Collection

Ft. George G. Meade, MD UXO Survey IT Project Number 529496

Subarea: **B-11** Total Acreage: **31.00**

TERRAIN DESCRIPTION: 80% WOODED, 20% OPEN AREA

WETLANDS: TWO, ACTIVE STREAMS

HISTORICAL SITES: NONE

ENDANGERED SPECIES: NONE

LANDFILLS: ONE, N.W. CORNER (CONSTRUCTION DEBRIS)

IMPASSABLE AREAS: NONE

UNCHARACTERIZED SITES: TEN SEPARATE AREAS (SHOWN ON B-11-4 MAP)

SEE ATTACHED SHEET FOR DETAILED DESCRIPTIONS OF EACH SITE.

Summary of UXO Discoveries

Type	Quantity	Depth Located	
PROJECTILE:			
BAZOOKA 2.36:	5	SURFACE:	0
60MM MORTAR	1	1" - 6"	22
		7" - 24"	0
GRENADE:		25" -60	0
M-9 RIFLE	4		
MK-2 FRAG	12		
TOTAL UXO	22		

PAI-ASI
GPS MAPPING AND UNCHARACTERIZED SITE DATA
SUPPORTING DOCUMENTATION ON SPECIFIC SITES.

SUB-AREA B-11 DESCRIPTION OF SITE CONTENTS.

B-11-U-1	Railroad ties, steel cable, and layer of slag, which make it unsweepable. (40 x 40 meters).
B-11-U-2	A mound with numerous metallic readings indicating metal. Circle with a radius of approximately 3 meters.
B-11-U-3	A mound with numerous metallic readings indicating metal. Circle with radius of approximately 3 meters.
B-11-U-4	A mound with numerous metallic readings indicating metal. Circle with radius of approximately 3 meters.
B-11-U-5	Mounds with numerous metallic readings indicating metal.
B-11-U-6	A mound with numerous metallic readings indicating metal.
B-11-U-7	An area with numerous reading indicating metal. Objects found on the surface include rebars, banding material, and trash bags. Approximately 4 x 4 meters.
B-11-U-8	An area with numerous reading indicating metal. Banding materials, and other pieces of metal were found on the surface. Circle with 3 meter radius.
B-11-U-9	Metal rods sticking out of the ground and rolls of barbed wire. 10 meter radius.
B-11-U-10	Area is saturated with metallic contacts. 4 Meter radius.

Ft. George G. Meade, MD UXO Survey
IT Project Number 529496

Tipton Army Airfield

Zone B Subarea 12

Start Date: 5/19/92 Completion Date: 8/26/92

Surface Survey 0" - 6":	Total Acreage Surveyed: 16.7
UXO Surface 0"	0
UXO Surface 1" - 6"	0
Ordnance Related Items	2
Metallic Contacts Remaining Below 6"	239
Non-Ordnance Items	1823
Total Contacts	2064

Subsurface Survey (10%) 7" - 60":	Total Acreage Surveyed: 1.32
UXO	0
Ordnance Related Items	0
Non-Ordnance Related Items	31
Total Contacts	31

Quality Assurance 0" - 6":	Total Acreage Surveyed: 1.32
UXO (1st Evaluation)	0
Q/A Pass or Fail	PASS
UXO (2nd Evaluation if Required)	NOT REQUIRED
Q/A Pass or Fail	NOT REQUIRED

Quality Assurance 7" - 60":	Total Acreage Surveyed: .2
UXO (1st Evaluation)	0
Q/A Pass or Fail	PASS
UXO (2nd Evaluation if Required)	NOT REQUIRED
Q/A Pass or Fail	NOT REQUIRED

PAI - ASI
GPS Mapping & UXO Data Collection

Ft. George G. Meade, MD UXO Survey IT Project Number 529496

Subarea: B-12 Total Acreage: 17.30

TERRAIN DESCRIPTION: 40% OPEN GRASS AREA, 60% WOODLANDS AND LANDFILL

WETLANDS: YES, LITTLE PATUXENT RIVER ALONG WESTERN BOUNDARY.

HISTORICAL SITES: NONE

ENDANGERED SPECIES: NONE

LANDFILLS: ONE, ALONG NORTHERN BOUNDARY (CONSTRUCTION DEBRIS)

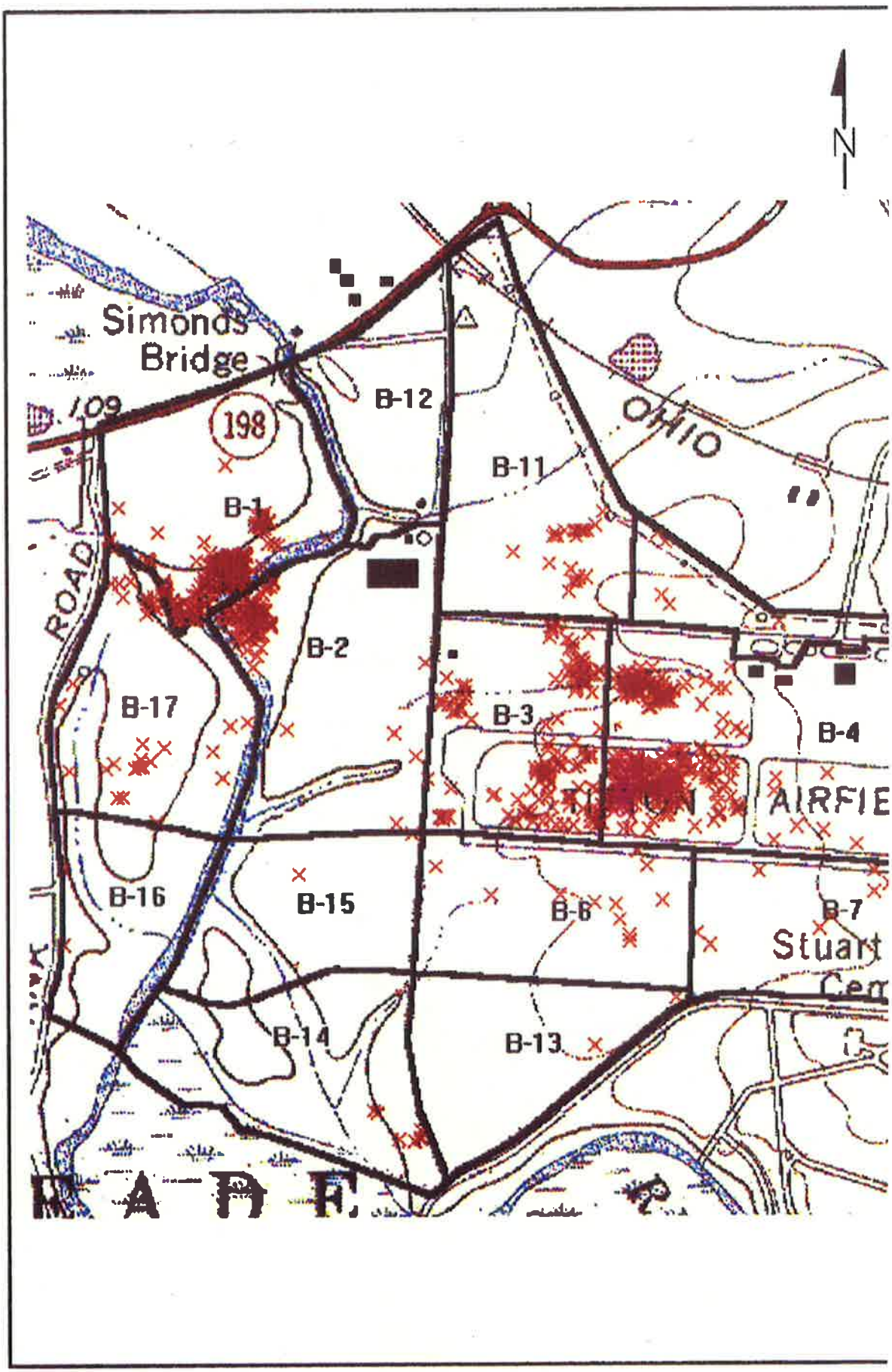
IMPASSABLE AREAS: NONE

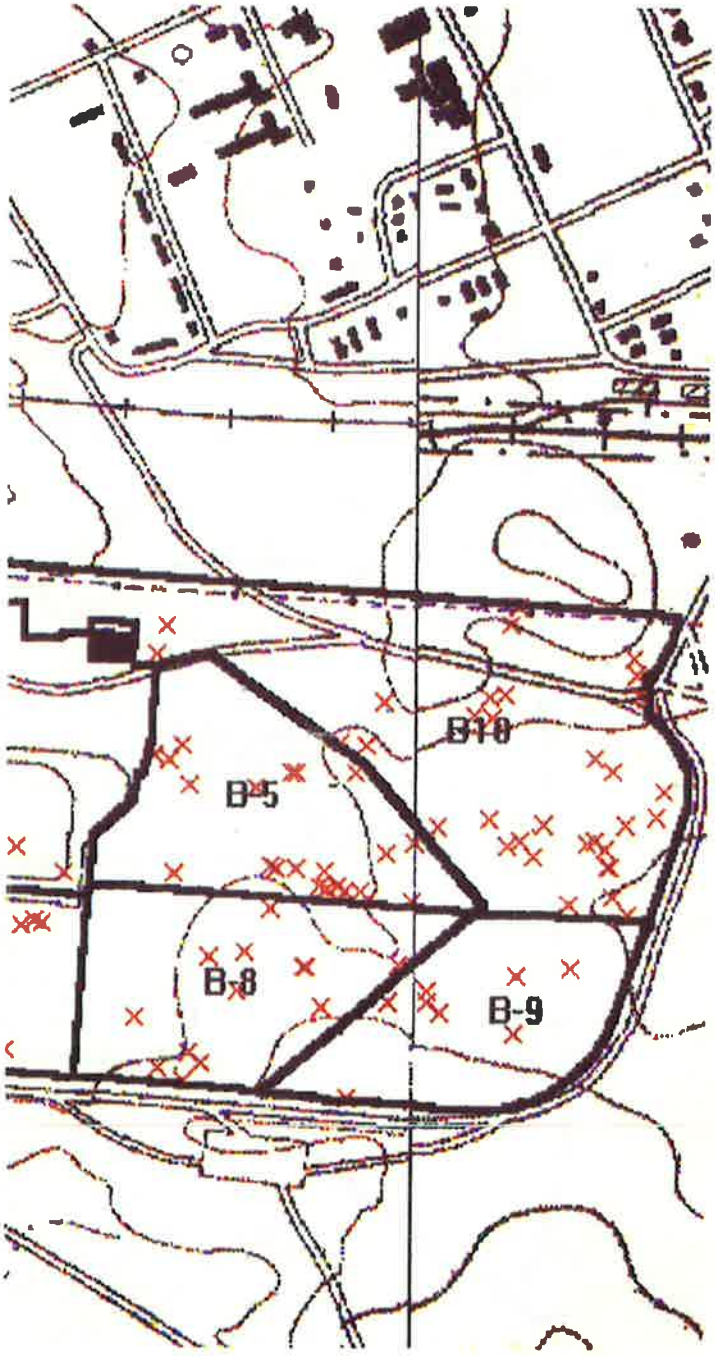
UNCHARACTERIZED SITES: FOUR

B-12-U-1 BARB WIRE, METAL BANDINGS, METAL RODS (12-6 METERS)
B-12-U-2 BARB WIRE, METAL SHEETS, BANDINGS (6 METERS)
B-12-U-3 METAL PIECES, BANDINGS, BROKEN CHINAWARE (5 METERS)
B-12-U-4 CONCRETE WASTE, CONSTRUCTION DEBRIS, DIRT BERM IS 5' WIDE AND 700' LONG.

Summary of UXO Discoveries

Type	Quantity	Depth Located
NO UXOs WERE LOCATED IN THIS SUBAREA		


N
Simonds
Bridge
109
198
B-12
OHIO
B-11
B-1
ROAD
B-2
B-17
B-3
B-4
AIRFIE
B-16
B-15
B-6
B-7
Stuart
B-14
B-13



UNEXPLODED ORDNANCE (UXO) LOCATIONS

UXB INTERNATIONAL, INC. CHANTILLY, VA 22021
14800 Conference Center Drive, Suite 100
(703) 803-8904

UXO Survey & GPS Mapping Productions
Ft. Meade, MD (Tipton Army Airfield)
from the

ENVIRONMENT & SAFETY SYSTEM (ESS)

PAI-ASI

PAI ADVANCED STUDIES, INC.
4502 CARLBY LANE, ALEXANDRIA, VA 22309
(703) 799-7231 (703) 968-3549

DATE: JUNE 1993	COMPILED BY: G.H. TURLEY

Subarea Boundary
UXO
Wetlands
Historical Sites
Endangered Species Areas

REVIEWED: CHECKED: APPROVED:
PROJECT MANAGER: J. PASTORICK

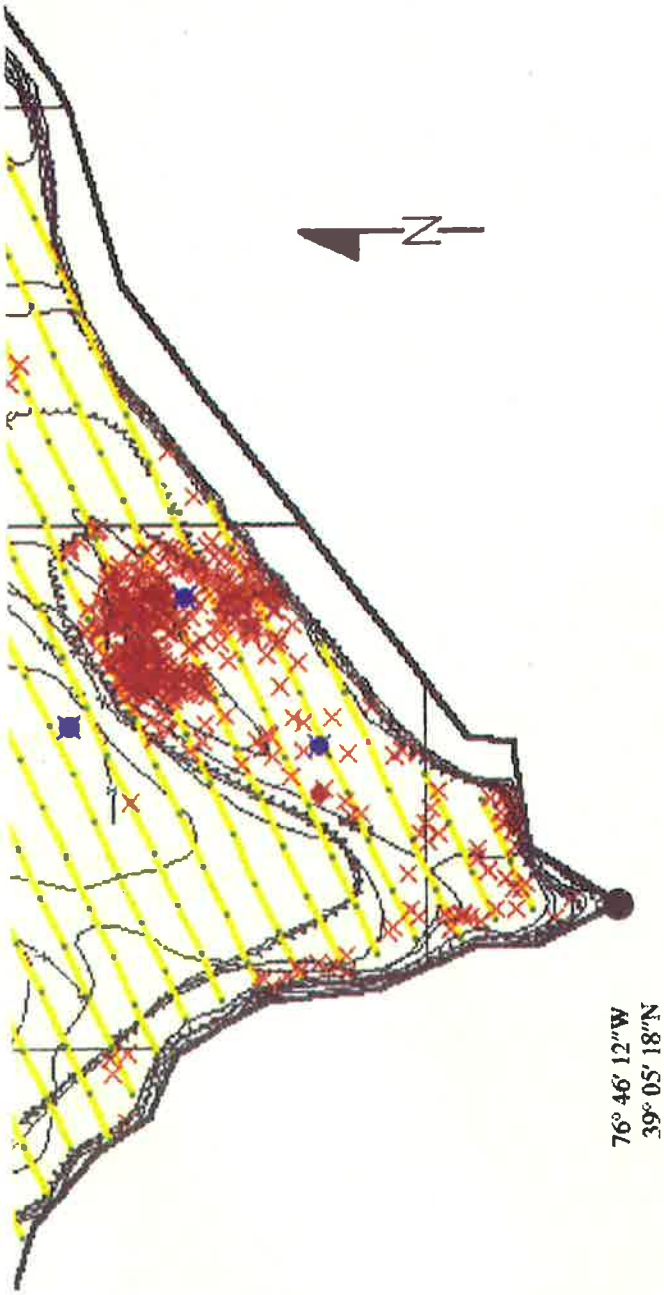
US ARMY
ENVIRONMENTAL CENTER

IT

FIGURE 5
GLOBAL OVERVIEW OF UXO DISCOVERIES, FT MEADE, MD
ZONE B

Prepared For:

FORT GEORGE G. MEADE, MD
UXO SURVEY OPERATION
PROJECT No. 529496
JUNE 1993



MAP #1. UNEXPLODED ORDNANCE (UXO) LOCATIONS & BOUNDARIES

UXB INTERNATIONAL, INC. CHANTILLY, VA 22021
14800 Conference Center Drive, Suite 100
(703) 803-8904

UXO Survey & GPS Mapping Productions
Ft. Meade, MD (Tipton Army Airfield)
from the
ENVIRONMENT & SAFETY SYSTEM (ESS)

PAI-ASI
PAI ADVANCED STUDIES, INC.
4502 CARLBY LANE, ALEXANDRIA, VA 22309
(703) 799-7231 (703) 968-3549

DATE: JUNE 1993 | COMPILED BY: G.H. TURLEY

- Subarea Boundary
- Subsurface Survey Lanes
- Quality Assurance Points
- UXO Surface
- UXO Subsurface 1" - 6"
- UXO Subsurface 7"—24"
- UXO Subsurface 25"—60"
- High Concentration Areas of Ordnance Related Items Recovered
- High Concentration with Count of Unidentified Contacts Deeper than 6"
- Uncharacterized Sites and Special Areas
- Wetlands
- Historical Sites
- Endangered Species Areas
- Landfills
- Impassable Areas
  - Debris
  - Vegetation
  - Standing Water

SCALE 1" = 170 FEET

REVIEWED: CDM CHECKED: DP APPROVED: GVG
PROJECT MANAGER: J. PASTORICK

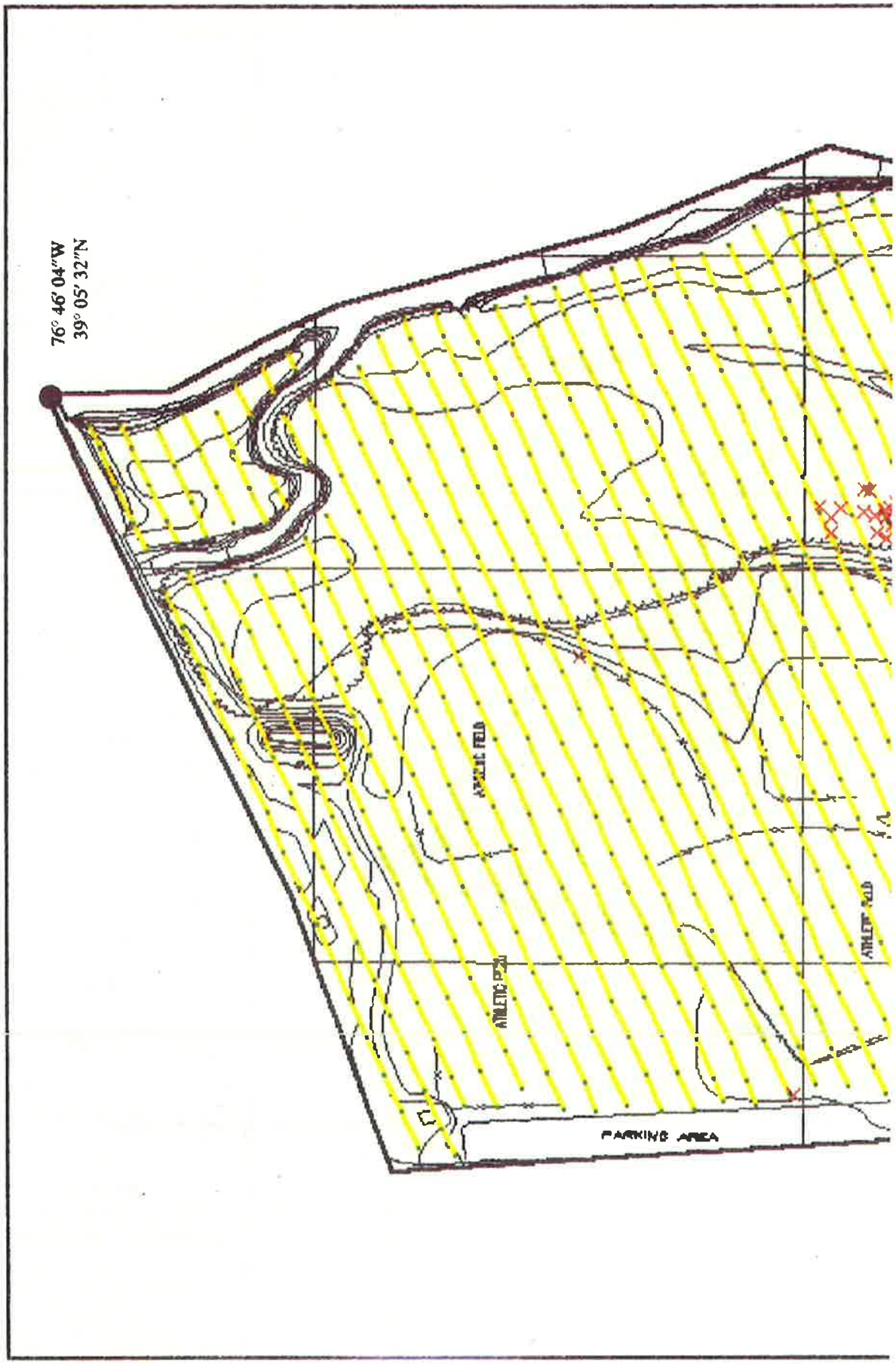
US ARMY
ENVIRONMENTAL CENTER

IT

FIGURE B-1-1
ZONE B SUBAREA B-1 MAP 1
UXO LOCATIONS, SUBSURFACE SURVEY LANES, Q.A. POINTS, IMPASSABLE AREAS, LANDFILLS

Prepared For:

FORT GEORGE G. MEADE, MD
UXO SURVEY OPERATION
PROJECT No. 529496
JUNE 1993


76° 46' 04"W
39° 05' 32"N
ATHLETIC FIELD
ATHLETIC FIELD
ATHLETIC FIELD
PARKING AREA

MAP #1. UNEXPLODED ORDNANCE (UXO) LOCATIONS & BOUNDARIES

UXB INTERNATIONAL, INC. CHANTILLY, VA 22021
14800 Conference Center Drive, Suite 100
(703) 803-8904

UXO Survey & GPS Mapping Productions
Ft. Meade, MD (Tipton Army Airfield)
from the

ENVIRONMENT & SAFETY SYSTEM (ESS)

PAI-ASI

PAI ADVANCED STUDIES, INC.
4502 CARLBY LANE, ALEXANDRIA, VA 22309
(703) 799-7231 (703) 968-3549

DATE: JUNE 1993 | COMPILED BY: G.H. TURLEY

- Subarea Boundary
- Subsurface Survey Lanes
- Quality Assurance Points
- UXO Surface
- UXO Subsurface 1" - 6"
- UXO Subsurface 7"—24"
- UXO Subsurface 25"—60"
- High Concentration Areas of Ordnance Related Items Recovered
- High Concentration with Count of Unidentified Contacts Deeper than 6"
- Uncharacterized Sites and Special Areas
- Wetlands
- Historical Sites
- Endangered Species Areas
- Landfills
- Impassable Areas
  - Debris
  - Vegetation
  - Standing Water

SCALE 1" = 215 FEET

REVIEWED: CM CHECKED: DP APPROVED: GVG
PROJECT MANAGER: J. PASTORICK

US ARMY
ENVIRONMENTAL CENTER

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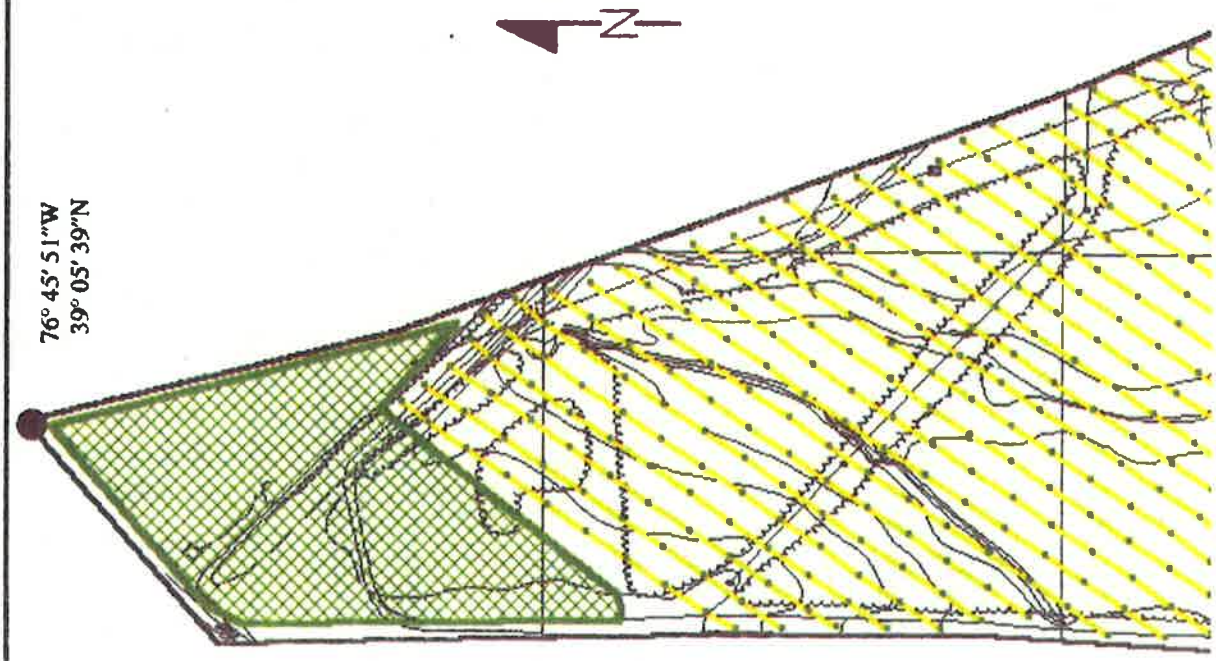
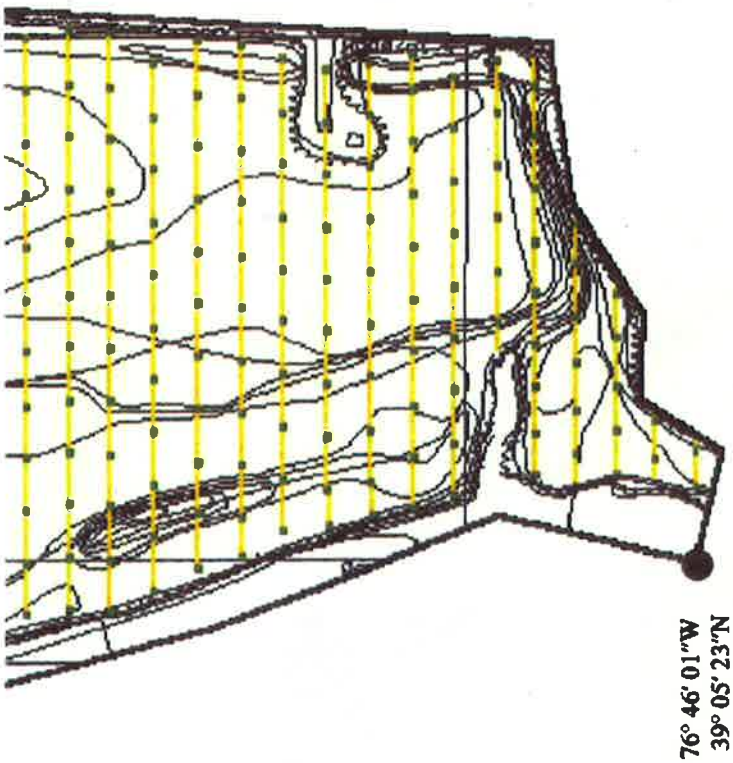
FIGURE B-11-1
ZONE B SUBAREA B-11 MAP 1
UXO LOCATIONS, SUBSURFACE SURVEY LANE
Q.A. POINTS, IMPASSABLE AREAS, LANDFILL

Prepared For:

FORT GEORGE G. MEADE, MD
UXO SURVEY OPERATION
PROJECT No. 529496
JUNE 1993


76° 45' 51"W
39° 05' 39"N
N



MAP #1. UNEXPLODED ORDNANCE (UXO) LOCATIONS & BOUNDARIES

UXB INTERNATIONAL, INC. CHANTILLY, VA 22021
14900 Conference Center Drive, Suite 100
(703) 803-8904

UXO Survey & GPS Mapping Productions
Ft. Meade, MD (Tipton Army Airfield)
from the
ENVIRONMENT & SAFETY SYSTEM (ESS)

PAI-ASI
PAI ADVANCED STUDIES, INC.
4502 CARLBY LANE, ALEXANDRIA, VA 22309
(703) 799-7231 (703) 968-3549

DATE: JUNE 1993 | COMPILED BY: G.H. TURLEY

- Subarea Boundary
- Subsurface Survey Lanes
- Quality Assurance Points
- UXO Surface
- UXO Subsurface 1" - 6"
- UXO Subsurface 7"–24"
- UXO Subsurface 25"–60"
- High Concentration Areas of Ordnance Related Items Recovered
- High Concentration with Count of Unidentified Contacts Deeper than 6"
- Uncharacterized Sites and Special Areas
- Wetlands
- Historical Sites
- Endangered Species Areas
- Landfills
- Impassable Areas
  - Debris
  - Vegetation
  - Standing Water

SCALE 1" = 155 FEET

REVIEWED: CM CHECKED: DP APPROVED: GVG
PROJECT MANAGER: J. PASTORICK

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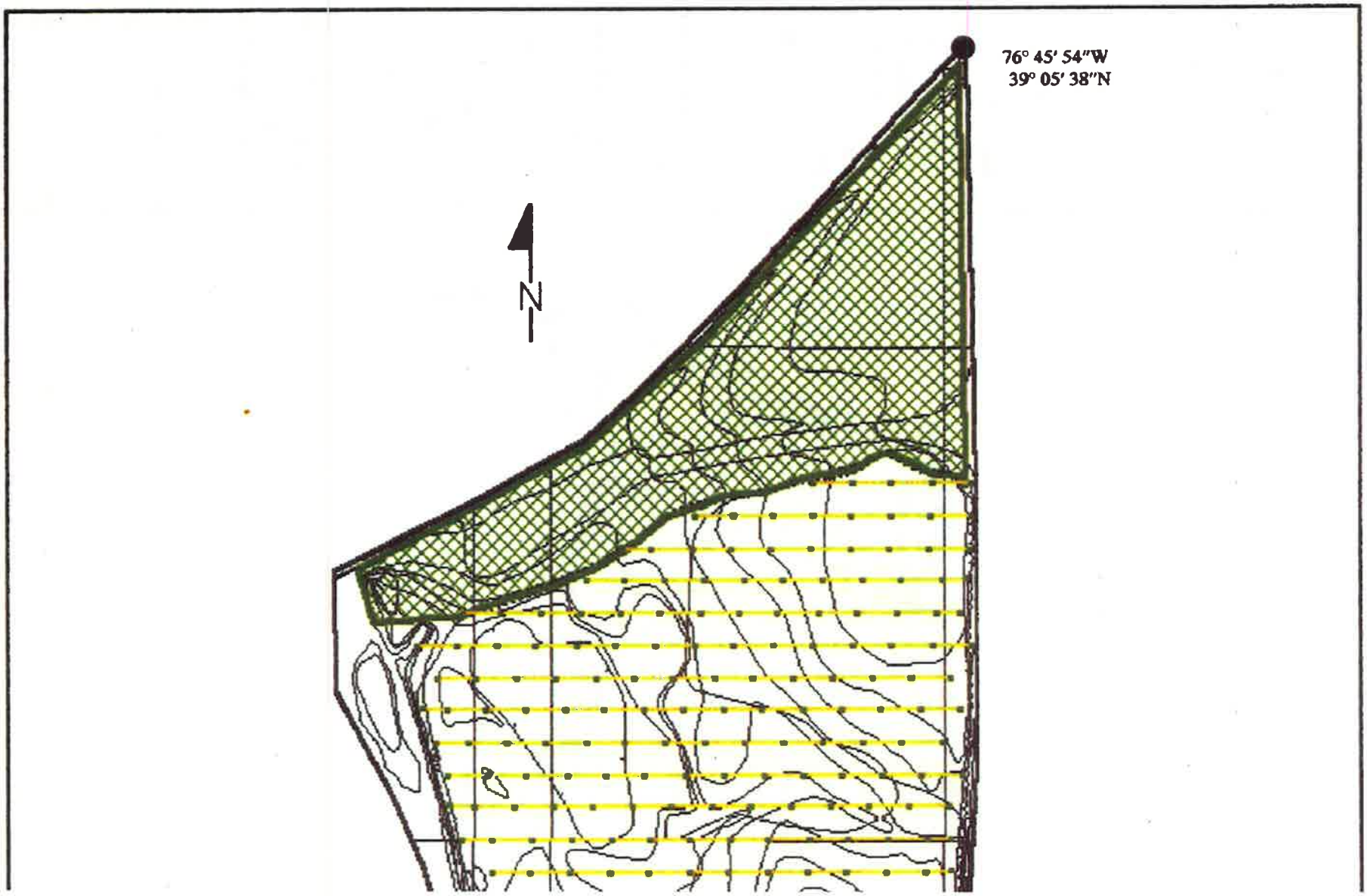
FIGURE B-12-1
ZONE B SUBAREA B-12 MAP 1
UXO LOCATIONS, SUBSURFACE SURVEY LANES, Q.A. POINTS, IMPASSABLE AREAS, LANDFILLS

Prepared For:

FORT GEORGE G. MEADE, MD
UXO SURVEY OPERATION
PROJECT No. 529496
JUNE 1993


76° 45' 54"W
39° 05' 38"N
N