

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

SPEAKERS

<u>Name</u>	<u>Page</u>
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

<p>Sheet 1 Page 1</p> <p>1 MR. LEE STARKLOFF: 2 Good evening, ladies and gentlemen. 3 My name is Lee Starkloff, I am the District 4 Engineer for the State Highway District 5, 5 which includes Anne Arundel, Calvert, Charles, 6 and St. Mary's Counties. 7 I will be the hearing officer this 8 evening. Tonight's hearing is being held 9 jointly by the State Highway Administration, 10 Anne Arundel County, Fort George G. Meade, the 11 Federal Highway Administration, and the U.S. 12 Army Corps of Engineers. 13 On behalf of these agencies, I would 14 like to welcome you to this Location/Design 15 Public Hearing for the MD 198 Project Planning 16 Study. 17 The purpose of this hearing is to 18 acquaint you with the project and provide an 19 opportunity to present your views regarding the 20 proposed Location and Design and the 21 Alternatives that are under consideration. 22 Please direct your attention to the 23 Project Brochure that has been prepared for</p>	<p>Page 3</p> <p>1 any elected officials to stand for recognition. 2 I didn't see any elected officials. Are any 3 here? No. Okay. 4 To notify individuals of tonight's 5 hearing and encourage their participation, the 6 State Highway Administration published a formal 7 notice in the newspapers listed in the 8 brochure; also distributed brochures to persons 9 on the Project Mailing List; and provided 10 Public Service Announcements to radio stations 11 serving this area. 12 Interested groups and individuals who 13 are not already on the mailing list are 14 encouraged to submit their names to our 15 receptionist. This list will be used to notify 16 you of any subsequent public involvement and 17 for the distribution of project information. 18 This evening's proceedings are being 19 recorded. The official transcript of this 20 public hearing will become part of the project 21 record. Written comments, including e-mail and 22 materials for inclusion in the transcript will 23 be accepted until Monday, December 19th 2011.</p>
<p>Page 2</p> <p>1 your information. If you have not yet received 2 a copy, brochures are available from the 3 receptionist. 4 The brochure summarizes information 5 related to this project and includes 6 descriptions of the proposed improvements and 7 an Environmental Study. Please review the 8 brochure to aid your understanding of tonight's 9 presentation. 10 I will now introduce representatives 11 from the State Highway Administration who will 12 participate in this evening's hearing. 13 Ms. Kameel Hall, the Project Manager; 14 Ms. Karen Arnold, the Environmental Manager; 15 Ms. Melody Bright, the District 5 Real Property 16 Manager; and Ms. Sharon Lynn Holmes, the Equal 17 Opportunity Officer. 18 To contact members of the Project 19 Team, please refer to the brochure. The 20 Project Team is also available tonight to 21 answer questions or provide information to 22 individuals or groups. 23 At this time I would like to invite</p>	<p>Page 4</p> <p>1 Comments may still be submitted after 2 this date for consideration in the decision- 3 making process for this project. Approximately 4 eight weeks after the hearing, the transcript 5 will be available to review and copy at the 6 locations listed within the brochure. To 7 confirm the availability of the transcript, 8 please contact Kameel Hall as noted in the 9 brochure. 10 The State Highway Administration's 11 Project Development Process consists of four 12 distinct phases: Project Planning, Engineering 13 or Final Design, Right-of-Way Acquisition, and 14 Construction. 15 This project is currently in the 16 detailed study stage of Project Planning. 17 During Project Planning the location and 18 general design features and environmental 19 impacts are identified. With current 20 activities including engineering and 21 environmental studies, coordination with local, 22 state and federal agencies, and also public 23 involvement.</p>

Sheet 2 Page 5

1 The results of our studies will be
 2 summarized for you this evening. Following
 3 Project Planning is Engineering or Final
 4 Design, during which Construction drawings are
 5 prepared and the final Right-of-Way
 6 requirements are determined.
 7 Right-of-Way Acquisition usually
 8 begins about halfway through the design phase.
 9 Right-of-Way impacts for this project are
 10 limited to properties adjacent to the Corridor.
 11 SHA Office of Real Estate representatives are
 12 available tonight to answer questions.
 13 Construction can only begin after
 14 Final Design is completed and Right-of-Way has
 15 been acquired. This project is listed in the
 16 primary development and evaluation section of
 17 the fiscal years 2011-2016, Consolidated
 18 Transportation Program or CTP.
 19 It is also included in SHA's long-
 20 range plan or the Highway Needs Inventory, the
 21 Baltimore Metropolitan Council's 2007 Long-
 22 Range Transportation Plan, and also the
 23 Baltimore Regional Transportation Outlook 2035

Page 6

1 Plan.
 2 MD 198 is in the state's secondary
 3 system of highways and is functionally
 4 classified as an urban other principal arterial
 5 under the Federal Functional Guidelines. It is
 6 a high-traffic-volume road that connects major
 7 highways and urban areas. It is also
 8 identified as a priority highway improvement
 9 corridor and is included in the Anne Arundel
 10 County Executive's May 15th 2011 Transportation
 11 Priority Letter as a top priority on SHA's
 12 Secondary Highway System.
 13 The project is currently funded for
 14 Project Planning only. If the study concludes
 15 with the selection of a Build Alternative, the
 16 project would become a candidate for future
 17 funding for Final Design, Right-of-Way
 18 Acquisition, and Construction.
 19 Kameel Hall will describe the MD 198
 20 Project Planning Study and the Alternatives and
 21 Options that are being considered. Kameel?
 22 MS. KAMEEL HALL:
 23 Thank you, Lee. The study limits of

Page 7

1 the MD 198 Project Planning Study extend from
 2 west of MD 295 at Russett Green East to MD 32,
 3 a distance of approximately 3.5 miles.
 4 PURPOSE OF PLANNING STUDY
 5 The purpose of the study is to improve
 6 existing capacity and traffic operations;
 7 enhance access to Fort Meade; and to increase
 8 the safety of drivers, bicyclists, and
 9 pedestrians along MD 198, while supporting
 10 existing and planned development in the area.
 11 MD 198 provides direct access to Fort
 12 Meade from MD 32, MD 295, and points south and
 13 west of the study area.
 14 EXISTING CONDITIONS
 15 Within the project limits, MD 198 is
 16 primarily a two-lane open section roadway with
 17 10-foot wide shoulders and no access controls.
 18 Approaching the MD 295 and MD 32 interchanges
 19 at the projects western and eastern limits, the
 20 roadway widens to four lanes.
 21 At the western end of the study
 22 limits, a partial cloverleaf interchange
 23 connects MD 198 to MD 295. Through the

Page 8

1 interchange area, MD 198 is a four-lane divided
 2 roadway. West of the MD 295 interchange, MD
 3 198 is a six-lane divided closed-section
 4 roadway.
 5 At the eastern limit, a diamond
 6 interchange connects MD 198 to MD 32.
 7 Roundabouts are located at the end of each ramp
 8 on MD 198. From just west of Airfield Road, to
 9 the roundabout at the intersection with the MD
 10 32 eastbound ramps, MD 198 is a four-lane
 11 divided roadway. A three-lane bridge carries
 12 traffic over MD 32 to the roundabout at the
 13 intersection with the westbound MD 32 ramps.
 14 PROJECT NEED
 15 The area around Fort Meade is one of
 16 the fastest-growing areas of Anne Arundel
 17 County. Fort Meade and the surrounding area
 18 expect considerable growth in population,
 19 employment, housing, commercial activity and
 20 vehicular traffic as a result of BRAC. This
 21 study will address projected operational and
 22 safety deficiencies resulting from that growth.
 23 The corridor also serves as a local

<p>Sheet 3 Page 9</p> <p>1 connector to major regional corridors. Traffic 2 from the Odenton area uses MD 198 to travel to 3 MD 295 (especially southbound) toward the 4 Capitol Beltway and the Washington Metropolitan 5 area. 6 TRAFFIC OPERATIONS 7 Existing average daily traffic or ADT 8 volumes along MD 198 between MD 295 and MD 32 9 are relatively even throughout, ranging from 10 21,600 to 24,000 average daily traffic. At the 11 west end of the study area, the existing ADT is 12 considerably higher at 42,850 to the west of MD 13 32. At the east end of the study area, the ADT 14 drops to 7,900 just east of the MD 32 15 interchange at the entrance to Fort Meade. 16 By 2030 the projected ADT in the study 17 area is expected to increase by over 100 18 percent within the majority of the MD 198 19 corridor, due to BRAC and related residential 20 employment and commercial growth in the study 21 area. 22 Future volumes are projected to range 23 from 67,500 ADT west of MD 295 to 16,000 ADT</p>	<p>Page 11</p> <p>1 characteristics such as delays, speed, or 2 traffic density. 3 The existing Level of Service Analysis 4 shows that the study area intersections have 5 LOS that range from A to F. With five 6 intersections operating at failing LOS in 7 either the a.m. or p.m peak hours. In the 2030 8 design year, nine intersections are projected 9 to operate at a failing LOS in either the a.m. 10 or the p.m. peak hours, and the main line 11 roadway segment of MD 198 between MD 32 and MD 12 295 is also projected to operate at a failing 13 LOS in both peak periods. 14 A Level of Service Analysis was also 15 conducted for Design Year 2030 conditions for 16 each of the Build Alternatives. Alternative 2 17 is projected to operate by consolidating access 18 points along the corridor. However, the 19 analysis results indicate that five 20 intersections would still operate at failing 21 LOS in the year 2030, and the mainline section 22 of MD 198 would operate at LOS F during peak 23 periods.</p>
<p>Page 10</p> <p>1 east of MD 32. 2 A Level of Service, or LOS, analysis 3 was conducted for existing and forecasted 4 (2030) No-Build and Build conditions for the 5 study area intersections and roadway segments. 6 LOS is a scale measuring the freedom 7 of mobility or severity of congestion 8 experienced by drivers. The LOS scale ranges 9 from A to F. LOS A represents free-flow 10 movements of traffic with little or no 11 congestion, while LOS F represents failure, 12 with stop-and-go conditions and long queues of 13 traffic. 14 LOS D occurs where traffic flows 15 become unstable and is generally considered 16 acceptable during peak hours of traffic on 17 street and highways in urban and suburban 18 areas. At LOS E the roadway is operating near 19 capacity with unpredictable delays. 20 LOS is normally determined for the 21 peak hours of a typical weekday. These levels 22 have been determined through traffic research 23 and are related to measurable traffic</p>	<p>Page 12</p> <p>1 Alternative 4 modified is projected to 2 improve operations along the mainline segment 3 of MD 198 between MD 32 and MD 295 to LOS D 4 during both the a.m. and p.m. peak hours in the 5 design year 2030. Alternative 4 modified is 6 also projected to improve all intersections 7 within the study area to LOS E or better. 8 The MD 198/MD 32 interchange 9 improvement options were also analyzed to 10 determine the LOS for each intersection under 11 year 2030 conditions. The results indicate 12 that all intersections are projected to operate 13 at LOS E or better for each of the three 14 interchange options. 15 SAFETY 16 SHA completed a crash analysis for the 17 three-year period from January 1, 2003 through 18 December 31, 2005. Rates for all crash types 19 on MD 198 from west of MD 295 to the Little 20 Patuxent River fall within parameters for 21 similar types of highways. 22 A total of 155 crashes, resulting in 23 one fatality and 87 injuries, were reported</p>

<p>Sheet 4 Page 13</p> <p>1 within the limits of the crash analysis. 2 Except for the fatality which occurred in the 3 MD 295 interchange area, most of these crashes 4 occurred at the western end of the study area 5 where traffic volumes are much higher. 6 ALTERNATIVES 7 The Project Team has identified 8 transportation alternatives that address the 9 project need while minimizing impacts on the 10 social, cultural and natural environment. 11 Based on information from project stakeholders, 12 three alternatives -- including the No-Build -- 13 and three interchange options have been 14 retained for detailed study. Alternatives not 15 retained for detailed study are identified in 16 the brochure. 17 After evaluating the project's impacts 18 and considering comments from the public and 19 the review agencies, SHA will choose a 20 Preferred Alternative and Option. 21 ALTERNATIVE 1-THE NO-BUILD 22 Alternative 1, the No-Build 23 Alternative, includes no major capital</p>	<p>Page 15</p> <p>1 MAINLINE MD 198 BUILD ALTERNATIVE 2 The mainline MD 198 Build Alternative, 3 Alternative 4 modified, consists of a four-lane 4 divided roadway with sidewalks and an off-road 5 shared-use facility. 6 This Alternative provides two lanes in 7 both directions (eastbound and westbound) 8 divided by a grass median that varies from six 9 feet to 20 feet in width, throughout the 10 corridor. On-road bicycle accommodations are 11 provided. 12 In the eastbound direction, a five- 13 foot-wide sidewalk would be provided from just 14 west of the bridge over MD 295 to Gateway 15 Boulevard. From Gateway Boulevard to the ball 16 fields located adjacent to Bald Eagle Drive, an 17 eight-foot-wide shared-use path would be 18 provided. East of Bald Eagle Drive, the 19 shared-use path becomes a five-foot-wide 20 sidewalk that extends to the eastern limits of 21 the project. 22 In the westbound direction, a five- 23 foot-wide sidewalk extends from Bald Eagle</p>
<p>Page 14</p> <p>1 improvements. Minor short-term improvements 2 would occur as part of routine maintenance and 3 safety operations. This Alternative does not 4 address the purpose and need for the project. 5 However, it serves as a baseline of comparison 6 for the impacts and benefits of the Build 7 Alternatives and Options. 8 ALTERNATIVE 2-TRANSPORTATION SYSTEMS MANAGEMENT 9 Alternative 2, the Transportation 10 System's Management, or TSM Alternative, 11 consists of spot improvements and access 12 management along the corridor to address public 13 concerns at specific locations. TSM 14 improvements can usually be constructed with 15 relatively low cost and few environmental 16 impacts but would provide no substantial 17 improvements or operations to address future 18 concerns or needs. 19 TSM strategies being considered for 20 this corridor include improving the off-ramps 21 from MD 295, providing left-turn lanes, 22 combining several driveways and access points, 23 and adding traffic signals.</p>	<p>Page 16</p> <p>1 Drive to Gateway Boulevard. From Gateway 2 Boulevard, an eight-foot-wide shared-use path 3 is provided over MD 295 to the western limit of 4 the project area. 5 From the northbound on/off ramps from 6 MD 295, to the second access point of Arundel 7 Gateway, this Alternative proposes a 12-foot- 8 wide eastbound auxiliary lane to provide for 9 entrance and exit of the Arundel Gateway 10 Development. 11 Based on reports of flooding, 12 Alternative 4 modified proposes to replace the 13 existing bridges over the Little Patuxent River 14 with a single bridge that is higher and longer. 15 Access to the water and sewer- 16 treatment facility will be provided by a full 17 movement intersection with exclusive left 18 turns. Trucks leaving the facility are 19 prohibited from using the Baltimore-Washington 20 Parkway. Therefore, this Alternative provides 21 an exclusive left-turn acceleration lane that 22 allows trucks to merge onto mainline MD 198 23 in the direction of MD 32. The signal at MD 198</p>

1 and Airfield Road will remain under all
 2 interchange option except Option D.
 3 If Alternative 4 modified is selected
 4 as the Build Alternative, an interchange option
 5 will be selected with it. This mainline Build
 6 Alternative is compatible with all of the
 7 following three interchange options at MD 198
 8 and MD 32.
 9 MD 198/MD 32 INTERCHANGE OPTIONS
 10 Option A, the flyover ramp, maintains
 11 the existing configuration of the MD 198/MD 32
 12 interchange and introduces a flyover ramp that
 13 allows traffic to flow from northbound MD 32 to
 14 westbound MD 198, completely separating that
 15 traffic from the roundabouts. The option also
 16 proposes widening the bridge over MD 32. All
 17 other traffic moving through the interchange,
 18 including trucks entering Fort Meade, would
 19 operate as it does today.
 20 Option C. The diamond interchange at
 21 the existing bridge, reconfigures the existing
 22 MD 198/MD 32 interchange from two roundabouts
 23 to two signalized intersections and requires

1 widening the existing bridge to accommodate the
 2 appropriate number of lanes. Truck traffic
 3 entering Fort Meade would operate as it does
 4 today.
 5 Option D, two bridges. Reconfigures
 6 all traffic movements through the area by
 7 adding a second bridge over MD 32. The new
 8 bridge will create a one-way crossing of MD 32
 9 for westbound MD 198 traffic. The existing MD
 10 198 bridge over MD 32 would also become a one-
 11 way crossing for eastbound traffic toward Fort
 12 Meade. The existing bridge would not be
 13 widened.
 14 The ramp from MD 32 north toward
 15 Laurel would be widened to two lanes. Two turn
 16 lanes would be provided for right turns into
 17 Fort Meade. All other vehicles would have a
 18 free-flow movement toward Laurel over the new
 19 bridge. The new bridge over MD 32 will provide
 20 a ramp connecting back to eastbound MD 198 to
 21 provide access to Airfield Road and eastbound
 22 MD 32. Due to the one-way circulation of the
 23 interchange, Airfield Road becomes a right

1 in/right out and does not include a signal.
 2 Following the public hearing, the
 3 Project Team will perform further analyses on
 4 these Alternatives to address comments received
 5 from the agencies, local officials, and the
 6 public.
 7 Karen Arnold will now provide an
 8 Environmental Overview. Karen?
 9 MS. KAREN ARNOLD:
 10 Thank you, Kameel. Good evening,
 11 ladies and gentlemen. The detailed analysis of
 12 the Alternatives retained for detailed study
 13 was performed to identify the extent of impacts
 14 on natural, cultural, and socio-economic
 15 environmental resources within the study area.
 16 A comparison of impacts is included in the
 17 brochure.
 18 The proposed MD 198 improvements are
 19 consistent with the 2009 Anne Arundel County
 20 General Development Plan, the 2004 Jessup/
 21 Maryland City Small Area Plan, and the 2003
 22 Odenton Small Area Plan. Both the Anne Arundel
 23 County and the Jessup/Maryland City Plans

1 recommend capacity improvements along MD 198
 2 through the Study Area.
 3 The intent of Maryland's Smart Growth
 4 legislation is to limit sprawl and direct state
 5 funding for growth-related projects toward
 6 county-designated priority funding areas. The
 7 project is located entirely within the priority
 8 funding area designated by Anne Arundel County.
 9 No residential relocations would be
 10 required for any alternative or interchange
 11 option. Alternative 4 modified would require
 12 one commercial displacement.
 13 Depending upon the Alternative and
 14 interchange option chosen between 3.1 and 19.7
 15 acres of commercial right-of-way may be
 16 required.
 17 No disproportionately high or adverse
 18 impacts on minority or low-income populations
 19 would occur with this project. The project is
 20 consistent with Executive Order 12898, "Federal
 21 Actions to Address Environmental Justice in
 22 Minority Populations and Low-Income
 23 Populations."

1 MD 295 or the Baltimore-Washington
 2 Parkway is listed on the National Register of
 3 Historic Places. Both Build Alternatives
 4 propose modification and expansion of the
 5 southbound exit ramp from the Parkway onto MD
 6 198. The Maryland Historical Trust has
 7 reviewed the proposed action and concurred that
 8 the project will have no adverse effect on
 9 historical properties, including standing
 10 structures and archeological resources.
 11 This section of the Parkway is owned
 12 by the National Park Service. Options to avoid
 13 or minimize park impacts have been developed in
 14 accordance with the Section 4(F) regulations of
 15 the United States Department of Transportation
 16 Act. Under Alternatives 2 and 4 modified, ramp
 17 improvements would result in 3.6 to 6 acres of
 18 impact on the Parkway.
 19 This hearing and the circulation of
 20 this Section 4(F) evaluation is part of the
 21 Environmental Assessment, will allow the
 22 Federal Highway Administration to obtain public
 23 comments.

1 The Patuxent Research Refuge Ballfield
 2 parking lot might be impacted. In order to
 3 maintain the overall number of parking spaces,
 4 SHA proposes to restripe the parking lot so
 5 that no parking spaces would be lost.
 6 The U.S. Fish and Wildlife Service,
 7 the Patuxent Research Refuge, and Fort Meade
 8 have concurred that the project would have no
 9 adverse effect on the activities, features and
 10 attributes of the ball fields.
 11 Therefore, SHA has requested that the
 12 Federal Highway Administration make a Section
 13 4F de minimis, or minimal impact, finding on
 14 these changes to the ballfield parking lots.
 15 This hearing provides the public an opportunity
 16 to review and comment on the proposed de
 17 minimis determination.
 18 The study area is within the Little
 19 Patuxent River Watershed. Stream impacts range
 20 from 71 to 711 linear feet, depending on the
 21 Build Alternative and interchange option. The
 22 Department of Natural Resources has set an in-
 23 stream work prohibition period from March 1 to

1 June 15th, inclusive.
 2 Permits from the U.S. Army Corps of
 3 Engineers and/or the Department of the
 4 Environment are required for wetland and stream
 5 impacts. Adverse impacts on water quality
 6 during construction would be minimized through
 7 strict adherence to SHA sediment and erosion
 8 control procedures. SHA has submitted a permit
 9 application to the Corps requesting Department
 10 of the Army authorization to impact waters of
 11 the U.S.
 12 Up to 2.4 acres of the 100-year Flood-
 13 plain associated with the Little Patuxent
 14 River, up to four acres of wetlands, and up to
 15 711 linear feet of streams could be impacted.
 16 This public hearing provides the
 17 opportunity to present views, opinions, and
 18 information which would be considered by the
 19 Corps of Engineers in evaluating the Department
 20 of the Army permit.
 21 A representative from the Corps is
 22 present at this evening's hearing. The Corps
 23 regulates discharges of dredged through fill

1 material into wetlands and streams, or waters
 2 of the United States. All comments received
 3 will become part of the formal project record
 4 and of the formal public hearing. In addition,
 5 a water quality certification in accordance
 6 with Section 401 of the Clean Water Act, will
 7 be required from the Maryland Department of the
 8 Environment.
 9 Written statements expressing concern
 10 for aquatic resources may be submitted to Mary
 11 Frazier in writing or by e-mail in the project
 12 brochure. The Corps public notice closes
 13 December 19, 2011. Between 4.5 and 25.3 acres
 14 of woodland impacts are anticipated. Forest
 15 acreage will be replaced within the project
 16 limits or off-site within the same watershed.
 17 An air quality analysis indicates that
 18 no violations of the state and national ambient
 19 air quality standards would occur within any of
 20 the proposed alternatives, and that the project
 21 meets the transportation conformity
 22 requirements of the Clean Air Act.
 23 Six noise-sensitive areas were

1 identified. None qualify for a sound barrier
 2 under SHA's 2011 Noise Policy.
 3 This includes the Environmental
 4 Overview. Please refer to the brochure for
 5 additional information.
 6 Melody Bryant, the District 5 Real
 7 Property Manager, will now describe the
 8 procedures by which right-of-way is acquired
 9 for highway projects. Melody?
 10 MS. MELODY BRYANT:
 11 Thank you, Karen. Good evening,
 12 ladies and gentlemen. The acquisition of
 13 right-of-way and relocation assistance for this
 14 project cannot be undertaken until funds are
 15 programmed and included in the Consolidated
 16 Transportation Program.
 17 SHA's procedures for acquiring
 18 properties differ somewhat from the normal real
 19 estate transaction between individuals. SHA is
 20 required to secure at least one appraisal on
 21 each affected property, and to offer the owners
 22 the amount determined by the appraisal to be
 23 just compensation for the property rights to be

1 acquired. Each property owner will be provided
 2 an opportunity to accompany the appraiser
 3 during the inspection of the property.
 4 After just compensation is
 5 established, a real estate officer will meet
 6 with the affected owners or contact them by
 7 letter to discuss the acquisition and explain
 8 how the construction will affect their
 9 property.
 10 At that time our representatives will
 11 also answer questions and explain the offer.
 12 If the state and the property owner cannot
 13 reach an agreement through negotiations, the
 14 right of the property owner will be protected
 15 by acquiring the property rights through the
 16 eminent domain process.
 17 This process provides a means for the
 18 property owner's point of view to be heard, and
 19 permits the amount of just compensation to be
 20 established by either a board of property
 21 review, a judge, or a jury based on the
 22 testimony given on behalf of both, the owner
 23 and the state. I assure you that we will make

1 every effort to keep our negotiations on
 2 friendly terms.
 3 Brochures entitled "Your Land and Your
 4 Highways" and "Relocation, Your Rights and
 5 Benefits" are available from the receptionist
 6 and at the right-of-way station. These
 7 brochures address the procedures used by SHA to
 8 acquire rights-of-way and explain the rights
 9 and benefits provided through the Relocation
 10 Assistance Program.
 11 The brochures should answer many of
 12 your questions regarding the acquisition
 13 process and the Relocation Assistance Program.
 14 Right-of-way requirements for each Alternative
 15 are shown in the summary of Alternatives in the
 16 project brochure.
 17 SHA representatives are available at
 18 the map displays to answer any project-related
 19 questions. I will be available after the
 20 meeting to answer questions about the Right-of-
 21 Way Acquisition Program.
 22 If at a later date questions arise,
 23 please contact me at the District 5 Right-of-

1 Way Office in Annapolis, using the contact
 2 information listed in the project brochure.
 3 Sharon Lynn Holmes, Deputy Director of
 4 the SHA Office of Equal Opportunity will now
 5 explain SHA's Title VI Program as it relates to
 6 this project. Sharon?
 7 MS. SHARON LYNN HOLMES:
 8 Thank you, Melody. Good evening. As
 9 the Title VI Office Director for tonight's
 10 public hearing, I will explain the significance
 11 of Title VI Executive Order 12898 on
 12 Environmental Justice, and Executive Order
 13 13166, on Limited English Proficiency. Title
 14 VI is an amendment to the Civil Rights Act of
 15 1964, which prohibits discrimination on the
 16 basis of race, color, or national origin in any
 17 program receiving federal financial assistance.
 18 Supplemental legislation also prohibits
 19 discrimination on the basis of sex, age, or
 20 physical or mental disability.
 21 To ensure compliance with this
 22 important mandate, SHA established a Title VI
 23 Unit. To date, each of the SHA offices

Sheet 8 Page 29

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

Page 31

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

Page 30

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

Page 32

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,

Sheet 9 Page 33

1 it's similar to what's over at Tipton right
 2 now. We feel that that would be appropriate as
 3 long as there's a signalization there at that
 4 intersection in the future.
 5 MR. LEE STARKLOFF:
 6 Okay.
 7 MR. KEVIN McCORMICK:
 8 Thank you, sir.
 9 MR. LEE STARKLOFF:
 10 Yes, sir.
 11 MR. DENNIS TRUMP:
 12 If I could speak. The name is Trump,
 13 T-R-U-M-P.
 14 COURT REPORTER:
 15 If you would please come up to the
 16 mic.
 17 MR. DENNIS TRUMP:
 18 Yeah, fine.
 19 COURT REPORTER:
 20 Thank you.
 21 MR. DENNIS TRUMP:
 22 The last name is Trump, T-R-U-M-P. No
 23 relation. I also work for American Water. I'm

Page 34

1 the Safety Officer.
 2 MR. LEE STARKLOFF:
 3 Okay.
 4 MR. DENNIS TRUMP:
 5 I have a distinct unpleasantness with
 6 having at least one to two near misses reported
 7 every day with the increased traffic we're
 8 already seeing. So I need to second Mr.
 9 McCormick's response and request that you very
 10 heavily consider putting in some form of stop
 11 light.
 12 MR. LEE STARKLOFF:
 13 Okay.
 14 MR. DENNIS TRUMP:
 15 Thank you.
 16 MR. LEE STARKLOFF:
 17 Thank you, Mr. Trump.
 18 COURT REPORTER:
 19 What is your first name?
 20 MR. DENNIS TRUMP:
 21 Dennis, D-E-N-N-I-S.
 22 COURT REPORTER:
 23 Thank you.

Page 35

1 MR. LEE STARKLOFF:
 2 Yes, sir. Could you come to the mic?
 3 MR. KENNETH HELMER:
 4 The name is Kenneth Helmer. Welsh's
 5 Court Trailer Park.
 6 COURT REPORTER:
 7 Spell your last name.
 8 MR. KENNETH HELMER:
 9 H-E-L-M-E-R, Helmer.
 10 COURT REPORTER:
 11 Thank you.
 12 MR. STARKLOFF:
 13 Thank you.
 14 MR. KENNETH HELMER:
 15 I have verified since the earthquake,
 16 the bridge, both bridges overpassing 198 to
 17 Baltimore-Washington Parkway are no longer
 18 where they belong. They're like weavy and they
 19 sunk. Somebody's got to check it out.
 20 MR. LEE STARKLOFF:
 21 Okay.
 22 MR. KENNETH HELMER:
 23 Thank you.

Page 36

1 MR. LEE STARKLOFF:
 2 Thank you for your comments. Yes?
 3 MS. KAY SMITH:
 4 My name is Kay Smith, S-M-I-T-H. I
 5 live in Laurel. I wrote a little speech, so
 6 here we go.
 7 MR. LEE STARKLOFF:
 8 Okay.
 9 MS. KAY SMITH:
 10 I'm really encouraged by the inclusion
 11 of facilities for cyclists and pedestrians.
 12 I'm a cyclist. I'm a cyclist, if that wasn't
 13 obvious.
 14 It's really nice to see. I've been a
 15 cycle commuter for about 21 years, so
 16 personally I've rode the section under study
 17 for 8 years every day. And I have friends who
 18 do the same. So this issue is really important
 19 to us. And I also think the proximity to the
 20 Fort are a population of people who are in
 21 shape and who ride their bicycles, increases
 22 the cyclists' population in the area.
 23 I'm very excited to see today SHA and

1 MDOT reaching out, not only to educate drivers
 2 about how to deal with cyclists, but to educate
 3 cyclists about how to safely ride on the roads.
 4 So that's really good to see too.
 5 I do like to see the inclusion of on-
 6 road cycling facilities. Subjectively it makes
 7 cyclists more visible to traffic, especially at
 8 intersections. It makes them more a part of
 9 traffic and my statistics are a couple years
 10 old, but the last I heard, 75 to 85 percent of
 11 cycle crashes happen at intersections.
 12 So it's very important to have that
 13 visibility, especially at intersections and
 14 that's where sidewalks -- specifically you get
 15 cyclists off the road and that's where you
 16 start to have problems.
 17 So existing concerns, the big one
 18 right now is, of course, the bridges between
 19 the ball fields and the water treatment plant
 20 and so I would very much like to see right now
 21 you have to get on the road in the lane of
 22 traffic, have cars wait for you. Thank you all
 23 for your patience in waiting for us as we get

1 is backed up or because 295 is backed up. And
 2 so I would like you to continue to consider as
 3 you evaluate the cost of this project, what the
 4 real potential for improvement is in this area.
 5 So thank you very much.
 6 MR. LEE STARKLOFF:
 7 Thank you. Anyone else wish to
 8 comment? Let the record show that no further
 9 spoken comments were offered tonight. As
 10 mentioned earlier and as stated in the public
 11 notice, we will hold the formal record open
 12 until December 19th of 2011 for your written
 13 comments.
 14 Thank you for attending tonight's
 15 public hearing. We appreciate your interest in
 16 this project very much, and the hearing is now
 17 adjourned. Good evening.
 18 (Whereupon, at 7:40 p.m. the evening
 19 public hearing was adjourned.)

1 in the middle of traffic and folks, you either
 2 have to wait or you pass us illegally, and that
 3 happens a lot too.
 4 And so improvement to those bridges
 5 specifically for allowing room for cyclists and
 6 room for pedestrians is very important to us.
 7 I'd like to include a note about use during
 8 construction.
 9 This is the only path for cyclists to
 10 get from Laurel and points west to Odenton and
 11 points east, and so detours tend to be in the
 12 area of 10 miles. That is not tractable for a
 13 pedestrian and it's not comfortable for a
 14 cyclist, and so it's important to have this
 15 access road open as much as possible during
 16 construction.
 17 I want to leave you with one final
 18 and fundamental consideration about this
 19 project. I have asked this question a couple
 20 times and I know you guys are considering it
 21 and I would like you to continue considering.
 22 Subjectively, the problems on 198 are not
 23 because 198 is too small. They are because 32

1	1 39:1	a.m [3] 11:7,9 12:4	15:16	am [2] 1:3 30:5	4 30:2,7 31:3,18,21,
1 [3] 12:17 13:22 22:	2-transportation	ability [1] 29:21	adjourned [2] 39:	ambient [1] 24:18	23 35:17 36:20,20
23	[1] 14:8	about [8] 5:8 27:20	17,19	amendment [1] 28:	37:9 38:20,22,23
10 [1] 38:12	3	31:21 36:15 37:2,3	administration [6]	14	area [28] 3:11 7:10,
100 [1] 9:17	3.1 [1] 20:14	38:7,18	1:9,11 2:11 3:6 21:	american [2] 32:14	13 8:1,15,17 9:2,5,
100-year [1] 23:12	3.5 [1] 7:3	acceleration [1] 16:	22 22:12	33:23	11,13,17,21 10:5 11:
10-foot [1] 7:17	3.6 [1] 21:17	21	administration's	amount [2] 25:22	4 12:7 13:3,4 16:4
12898 [3] 20:20 28:	31 [1] 12:18	accept [1] 30:22	[1] 4:10	26:19	18:6 19:15,21,22 20:
11 29:9	32 [28] 7:2,12,18 8:	acceptable [1] 10:	adt [6] 9:7,11,13,16,	an [16] 1:18 2:7 6:4	2,8 22:18 36:22 38:
12-foot [1] 16:7	6,10,12,13 9:8,13,	16	23,23	15:4,16 16:2,21 17:	12 39:4
13166 [2] 28:13 29:	14 10:1 11:11 12:3,	accepted [1] 3:23	adverse [5] 20:17	4 19:7 22:15,22 24:	areas [5] 6:7 8:16
15	8 16:23 17:8,9,11,	access [11] 7:7,11,	21:8 22:9 23:5 29:	17 26:2,13 28:14 29:	10:18 20:6 24:23
155 [1] 12:22	13,16,22 18:7,8,10,	17 11:17 14:11,22	10	12	arise [1] 27:22
15th [2] 6:10 23:1	14,19,22 38:23	16:6,15 18:21 30:2	affect [1] 26:8	analyses [1] 19:3	army [4] 1:12 23:2,
16,000 [1] 9:23	332 [1] 32:16	38:15	affected [2] 25:21	analysis [8] 10:2	10,20
19 [1] 24:13	4	accommodate [1]	26:6	11:3,14,19 12:16 13:	arnold [3] 2:14 19:7,
19.7 [1] 20:14	4 [7] 12:1,5 15:3 16:	18:1	after [7] 4:1,4 5:13	1 19:11 24:17	9
1964 [1] 28:15	12 17:3 20:11 21:16	accommodations	13:17 26:4 27:19	analyzed [1] 12:9	around [1] 8:15
198 [38] 1:15 6:2,	4[f] [2] 21:14,20	[1] 15:10	31:5	and/or [2] 23:3 29:	arterial [1] 6:4
19 7:1,9,11,15,23 8:	4.5 [1] 24:13	accompany [1] 26:	age [1] 28:19	20	arundel [9] 1:5,10 6:
1,3,6,8,10 9:2,8,18	401 [1] 24:6	2	agencies [4] 1:13 4:	annapolis [1] 28:1	9 8:16 16:6,9 19:19,
11:11,22 12:3,19 15:	42,850 [1] 9:12	accordance [2] 21:	22 13:19 19:5	anne [7] 1:5,10 6:9	22 20:8
1,2 16:22,23 17:7,	4f [1] 22:13	14 24:5	agreement [1] 26:	8:16 19:19,22 20:8	as [25] 4:8 6:4,8,11
14 18:9,10,20 19:18	5	acquaint [1] 1:18	13	announcements	8:20,23 11:1 14:2,5
20:1 21:6 29:4 32:	5 [4] 1:4 2:15 25:6	acquire [1] 27:8	aid [1] 2:8	[1] 3:10	17:4,19 18:3 28:5,8
16,21 35:16 38:22,	27:23	acquired [3] 5:15	air [3] 24:17,19,22	answer [6] 2:21 5:	29:18,20 32:10 33:2,
23	6	25:8 26:1	airfield [4] 8:8 17:1	12 26:11 27:11,18,	3 37:23 38:15,15 39:
198/md [4] 12:8 17:	6 [1] 21:17	acquiring [2] 25:17	18:21,23	20	2,9,10
9,11,22	67,500 [1] 9:23	26:15	all [12] 12:6,12,18	anticipated [1] 24:	asked [1] 38:19
19th [2] 3:23 39:12	7	acquisition [7] 4:13	17:1,6,16 18:6,17	14	assessment [1] 21:
1-the [1] 13:21	7,900 [1] 9:14	5:7 6:18 25:12 26:7	24:2 29:3 30:6 37:	any [11] 3:1,2,2,16	21
2	7:40 [1] 39:18	27:12,21	22	20:10 24:19 27:18	assistance [5] 25:
2 [3] 11:16 14:9 21:	71 [1] 22:20	acreage [1] 24:15	allow [1] 21:21	28:16 30:15 32:4,7	13 27:10,13 28:17
16	711 [2] 22:20 23:15	acres [5] 20:15 21:	allowing [1] 38:5	anyone [3] 31:12	30:5
2.4 [1] 23:12	75 [1] 37:10	17 23:12,14 24:13	allows [2] 16:22 17:	32:6 39:7	assisted [1] 30:4
20 [1] 15:9	8	act [4] 21:16 24:6,	13	application [1] 23:9	associated [1] 23:
2003 [2] 12:17 19:	8 [1] 36:17	22 28:14	along [6] 7:9 9:8 11:	appraisal [2] 25:20,	13
21	85 [1] 37:10	action [1] 21:7	18 12:2 14:12 20:1	22	associations [1] 31:
2004 [1] 19:20	87 [1] 12:23	actions [1] 20:21	already [3] 3:13 31:	appraiser [1] 26:2	23
2005 [1] 12:18	A	activities [3] 4:20	6 34:8	appreciate [1] 39:	assure [1] 26:23
2007 [1] 5:21	a [77] 2:2 3:6 6:6,8,	22:9 30:4	also [18] 2:20 3:8 4:	15	at [42] 2:23 4:5 7:2,
2009 [1] 19:19	11,15,16 7:3,16,22	activity [1] 8:19	22 5:19,22 6:7 8:23	approaching [1] 7:	19,21 8:5,7,9,12 9:
2011 [5] 3:23 6:10	8:1,3,5,10,11,20,23	actual [1] 29:6	11:12,14 12:6,9 17:	18	10,12,13,15 10:18
24:13 25:2 39:12	10:2,6,9,9,21 11:5,9,	adding [2] 14:23 18:	15 18:10 26:11 28:	appropriate [2] 18:	11:6,9,12,20,22 12:
2011-2016 [1] 5:17	12,14 12:16,22 13:	7	18 32:3 33:23 36:19	2 33:2	13 13:4 14:13 16:23
2030 [7] 9:16 10:4	19 14:5 15:3,8,12,	addition [2] 24:4 31:	alternative [27] 6:	approximately [2]	17:7,20 23:22 25:20
11:7,15,21 12:5,11	19,22 16:7,14,16 17:	17	15 11:16 12:1,5 13:	4:3 7:3	26:10 27:6,17,22,23
2035 [1] 5:23	10,12 18:7,8,10,17,	additional [1] 25:5	20,21,22,23 14:3,8,	aquatic [1] 24:10	30:13 31:1,3 33:1,3
21 [1] 36:15	20,23 19:1,16 22:12	address [15] 8:21	9,10 15:1,2,3,6 16:7,	archeological [1]	34:6 37:7,11,13 39:
21,600 [1] 9:10	23:8,21 24:5 25:1	13:8 14:4,12,17 19:	12,20 17:3,4,6 20:	21:10	18
24,000 [1] 9:10	26:5,17,20,21,21 27:	4 20:21 27:7 29:10	10,11,13 22:21 27:	are [43] 1:21 2:2 3:	attending [1] 39:14
25.3 [1] 24:13	22 28:22 29:5,21 32:	30:16 31:2,4 32:4,	14	2,13,13,18 4:19 5:4,	attention [1] 1:22
295 [18] 7:2,12,18,	8 33:3 34:5 36:5,12,	11,16	alternatives [14] 1:	6,9,11 6:21 8:7 9:9,	attributes [1] 22:10
23 8:2 9:3,8,23 11:	12,14,20 37:8,9 38:	addresses [1] 29:	21 6:20 11:16 13:6,	22 10:23 11:8 12:12	authorization [1]
12 12:3,19 13:3 14:	3,7,12,13,19	15	8,12,14 14:7 19:4,	13:5,15 15:10 16:18	23:10
21 15:14 16:3,6 21:		adherence [1] 23:7	12 21:3,16 24:20 27:	19:18 23:4 24:14	auxiliary [1] 16:8
		adjacent [2] 5:10	15	25:14 27:5,15,17 29:	availability [1] 4:7

available [9] 2:2,20 4:5 5:12 27:5,17,19 31:3,19 average [2] 9:7,10 avoid [1] 21:12	bicyclists [1] 7:8 big [1] 37:17 board [1] 26:20 both [7] 11:13 12:4 15:7 19:22 21:3 26: 22 35:16 boulevard [4] 15:15, 15 16:1,2 brac [2] 8:20 9:19 bridge [13] 8:11 15: 14 16:14 17:16,21 18:1,7,8,10,12,19, 19 35:16 bridges [5] 16:13 18:5 35:16 37:18 38:4 bright [1] 2:15 brochure [15] 1:23 2:4,8,19 3:8 4:6,9 13:16 19:17 24:12 25:4 27:16 28:2 30: 18 31:19 brochures [5] 2:2 3: 8 27:3,7,11 bryant [2] 25:6,10 build [10] 6:15 10:4 11:16 14:6 15:1,2 17:4,5 21:3 22:21 but [3] 14:16 37:2, 10 by [19] 1:9 9:16,17 10:8 11:17 15:8 16: 16 18:6 20:8 21:12 23:18 24:11 25:8,22 26:6,15,20 27:7 36: 10	11:1 charles [1] 1:5 check [1] 35:19 choose [1] 13:19 chosen [1] 20:14 circulation [2] 18: 22 21:19 city [2] 19:21,23 civil [3] 28:14 30:9, 11 classified [1] 6:4 clean [2] 24:6,22 closed-section [1] 8:3 closes [1] 24:12 cloverleaf [1] 7:22 color [1] 28:16 combining [1] 14: 22 come [5] 32:1,8,10 33:15 35:2 comfortable [1] 38: 13 comment [2] 22:16 39:8 comments [13] 3: 21 4:1 13:18 19:4 21:23 24:2 31:1,16, 18,20 36:2 39:9,13 commercial [4] 8: 19 9:20 20:12,15 communities [1] 29:17 community [1] 31: 22 commuter [1] 36: 15 comparison [2] 14: 5 19:16 compatible [1] 17:6 compensation [3] 25:23 26:4,19 completed [3] 5:14 12:16 29:4 completely [1] 17: 14 compliance [2] 28: 21 30:6 complied [1] 29:1 concern [2] 24:9 32: 18 concerning [1] 30: 9 concerns [5] 14:13, 18 30:16 31:1 37:17 concludes [2] 6:14 30:21	concluded [2] 21:7 22:8 conditions [5] 7:14 10:4,12 11:15 12:11 conducted [2] 10:3 11:15 configuration [1] 17:11 confirm [1] 4:7 conformity [1] 24: 21 congestion [2] 10: 7,11 connecting [1] 18: 20 connector [1] 9:1 connects [3] 6:6 7: 23 8:6 consider [2] 34:10 39:2 considerable [1] 8: 18 considerably [1] 9: 12 consideration [3] 1: 21 4:2 38:18 considered [4] 6:21 10:15 14:19 23:18 considering [3] 13: 18 38:20,21 consistent [2] 19: 19 20:20 consists [3] 4:11 14:11 15:3 consolidated [2] 5: 17 25:15 consolidating [1] 11:17 constructed [1] 14: 14 construction [9] 4: 14 5:4,13 6:18 23:6 26:8 29:7 38:8,16 contact [6] 2:18 4:8 26:6 27:23 28:1 30: 17 continue [2] 38:21 39:2 control [1] 23:8 controls [1] 7:17 coordination [1] 4: 21 copy [2] 2:2 4:5 corps [7] 1:12 23:2, 9,19,21,22 24:12 corridor [8] 5:10 6: 9 8:23 9:19 11:18	14:12,20 15:10 corridors [1] 9:1 cost [2] 14:15 39:3 could [3] 23:15 33: 12 35:2 council's [1] 5:21 counties [1] 1:6 county [6] 1:10 6: 10 8:17 19:19,23 20: 8 county-designated [1] 20:6 couple [2] 37:9 38: 19 course [1] 37:18 court [9] 31:15 32:9 33:14,19 34:18,22 35:5,6,10 crash [3] 12:16,18 13:1 crashes [3] 12:22 13:3 37:11 create [1] 18:8 crossing [2] 18:8, 11 ctp [1] 5:18 cultural [2] 13:10 19:14 current [1] 4:19 currently [3] 4:15 6: 13 32:20 cycle [2] 36:15 37: 11 cycling [1] 37:6 cyclist [3] 36:12,12 38:14 cyclists [6] 36:11 37:2,3,7,15 38:9 cyclists' [1] 36:22 cyclists [1] 38:5	21 34:4,14,20,21 d-e-n-n-i-s [1] 34: 21 density [1] 11:2 department [6] 21: 15 22:22 23:3,9,19 24:7 depending [2] 20: 13 22:20 deputy [1] 28:3 describe [2] 6:19 25:7 descriptions [1] 2: 6 design [10] 1:20 4: 13,18 5:4,8,14 6:17 11:8,15 12:5 designated [1] 20:8 detailed [5] 4:16 13: 14,15 19:11,12 determination [1] 22:17 determine [1] 12:10 determined [4] 5:6 10:20,22 25:22 detours [1] 38:11 developed [1] 21: 13 development [5] 4: 11 5:16 7:10 16:10 19:20 diamond [2] 8:5 17: 20 didn't [1] 3:2 differ [1] 25:18 difficult [1] 32:21 direct [3] 1:22 7:11 20:4 direction [3] 15:12, 22 16:23 directions [1] 15:7 directly [1] 32:3 director [2] 28:3,9 disability [1] 28:20 discharges [1] 23: 23 discrimination [2] 28:15,19 discriminatory [1] 30:15 discuss [1] 26:7 displacement [1] 20:12 displays [2] 27:18 31:4 disproportionately [2] 20:17 29:10
back [3] 18:20 30: 18 31:19 backed [2] 39:1,1 bald [3] 15:16,18,23 ball [3] 15:15 22:10 37:19 ballfield [2] 22:1,14 baltimore [2] 5:21, 23 baltimore-washingt on [3] 16:19 21:1 35:17 barrier [1] 25:1 based [3] 13:11 16: 11 26:21 baseline [1] 14:5 basis [2] 28:16,19 be [34] 1:7 3:15,23 4:1,5 5:1 14:14 15: 13,17 16:16 17:5 18: 12,15,16 20:9,15 22: 2,5 23:6,15,18 24:7, 10,15 25:14,22,23 26:1,14,18,19 27:19 33:2 38:11 because [3] 38:23, 23 39:1 become [5] 3:20 6: 16 10:15 18:10 24:3 becomes [2] 15:19 18:23 been [7] 1:23 5:15 10:22 13:13 21:13 30:14 36:14 begin [1] 5:13 begins [1] 5:8 behalf [2] 1:13 26: 22 being [4] 1:8 3:18 6: 21 14:19 believe [1] 30:14 belong [1] 35:18 beltway [1] 9:4 benefits [4] 14:6 27: 5,9 30:3 better [2] 12:7,13 between [7] 9:8 11: 11 12:3 20:14 24:13 25:19 37:18 bicycle [1] 15:10 bicycles [1] 36:21	c [1] 17:20 call [1] 31:9 called [1] 32:2 calvert [1] 1:5 can [4] 5:13 14:14 31:15 32:7 candidate [1] 6:16 cannot [2] 25:14 26: 12 capacity [3] 7:6 10: 19 20:1 capital [1] 13:23 capitol [1] 9:4 carried [1] 30:8 carries [1] 8:11 cars [1] 37:22 certification [1] 24: 5 changes [1] 22:14 characteristics [1]	charles [1] 1:5 check [1] 35:19 choose [1] 13:19 chosen [1] 20:14 circulation [2] 18: 22 21:19 city [2] 19:21,23 civil [3] 28:14 30:9, 11 classified [1] 6:4 clean [2] 24:6,22 closed-section [1] 8:3 closes [1] 24:12 cloverleaf [1] 7:22 color [1] 28:16 combining [1] 14: 22 come [5] 32:1,8,10 33:15 35:2 comfortable [1] 38: 13 comment [2] 22:16 39:8 comments [13] 3: 21 4:1 13:18 19:4 21:23 24:2 31:1,16, 18,20 36:2 39:9,13 commercial [4] 8: 19 9:20 20:12,15 communities [1] 29:17 community [1] 31: 22 commuter [1] 36: 15 comparison [2] 14: 5 19:16 compatible [1] 17:6 compensation [3] 25:23 26:4,19 completed [3] 5:14 12:16 29:4 completely [1] 17: 14 compliance [2] 28: 21 30:6 complied [1] 29:1 concern [2] 24:9 32: 18 concerning [1] 30: 9 concerns [5] 14:13, 18 30:16 31:1 37:17 concludes [2] 6:14 30:21	concluded [2] 21:7 22:8 conditions [5] 7:14 10:4,12 11:15 12:11 conducted [2] 10:3 11:15 configuration [1] 17:11 confirm [1] 4:7 conformity [1] 24: 21 congestion [2] 10: 7,11 connecting [1] 18: 20 connector [1] 9:1 connects [3] 6:6 7: 23 8:6 consider [2] 34:10 39:2 considerable [1] 8: 18 considerably [1] 9: 12 consideration [3] 1: 21 4:2 38:18 considered [4] 6:21 10:15 14:19 23:18 considering [3] 13: 18 38:20,21 consistent [2] 19: 19 20:20 consists [3] 4:11 14:11 15:3 consolidated [2] 5: 17 25:15 consolidating [1] 11:17 constructed [1] 14: 14 construction [9] 4: 14 5:4,13 6:18 23:6 26:8 29:7 38:8,16 contact [6] 2:18 4:8 26:6 27:23 28:1 30: 17 continue [2] 38:21 39:2 control [1] 23:8 controls [1] 7:17 coordination [1] 4: 21 copy [2] 2:2 4:5 corps [7] 1:12 23:2, 9,19,21,22 24:12 corridor [8] 5:10 6: 9 8:23 9:19 11:18	14:12,20 15:10 corridors [1] 9:1 cost [2] 14:15 39:3 could [3] 23:15 33: 12 35:2 council's [1] 5:21 counties [1] 1:6 county [6] 1:10 6: 10 8:17 19:19,23 20: 8 county-designated [1] 20:6 couple [2] 37:9 38: 19 course [1] 37:18 court [9] 31:15 32:9 33:14,19 34:18,22 35:5,6,10 crash [3] 12:16,18 13:1 crashes [3] 12:22 13:3 37:11 create [1] 18:8 crossing [2] 18:8, 11 ctp [1] 5:18 cultural [2] 13:10 19:14 current [1] 4:19 currently [3] 4:15 6: 13 32:20 cycle [2] 36:15 37: 11 cycling [1] 37:6 cyclist [3] 36:12,12 38:14 cyclists [6] 36:11 37:2,3,7,15 38:9 cyclists' [1] 36:22 cyclists [1] 38:5	21 34:4,14,20,21 d-e-n-n-i-s [1] 34: 21 density [1] 11:2 department [6] 21: 15 22:22 23:3,9,19 24:7 depending [2] 20: 13 22:20 deputy [1] 28:3 describe [2] 6:19 25:7 descriptions [1] 2: 6 design [10] 1:20 4: 13,18 5:4,8,14 6:17 11:8,15 12:5 designated [1] 20:8 detailed [5] 4:16 13: 14,15 19:11,12 determination [1] 22:17 determine [1] 12:10 determined [4] 5:6 10:20,22 25:22 detours [1] 38:11 developed [1] 21: 13 development [5] 4: 11 5:16 7:10 16:10 19:20 diamond [2] 8:5 17: 20 didn't [1] 3:2 differ [1] 25:18 difficult [1] 32:21 direct [3] 1:22 7:11 20:4 direction [3] 15:12, 22 16:23 directions [1] 15:7 directly [1] 32:3 director [2] 28:3,9 disability [1] 28:20 discharges [1] 23: 23 discrimination [2] 28:15,19 discriminatory [1] 30:15 discuss [1] 26:7 displacement [1] 20:12 displays [2] 27:18 31:4 disproportionately [2] 20:17 29:10

distance [1] 7:3 distinct [2] 4:12 34:5 distributed [1] 3:8 distribution [1] 3:17 district [5] 1:3,4 2:15 25:6 27:23 divided [5] 8:1,3,11 15:4,8 do [3] 29:19 36:18 37:5 does [4] 14:3 17:19 18:3 19:1 domain [1] 26:16 don't [1] 32:6 drawings [1] 5:4 dredged [1] 23:23 drive [3] 15:16,18 16:1 drivers [3] 7:8 10:8 37:1 driveways [1] 14:22 drops [1] 9:14 due [2] 9:19 18:22 during [10] 4:17 5:4 10:16 11:22 12:4 23:6 26:3 32:20 38:7,15	elected [2] 3:1,2 else [1] 39:7 e-mail [2] 3:21 24:11 eminent [1] 26:16 employment [2] 8:19 9:20 encourage [2] 3:5 29:13 encouraged [2] 3:14 36:10 end [5] 7:21 8:7 9:11,13 13:4 engineer [1] 1:4 engineering [3] 4:12,20 5:3 engineers [3] 1:12 23:3,19 english [4] 28:13 29:19,20,22 enhance [1] 7:7 ensure [3] 28:21 30:1,6 entering [3] 17:18 18:3 32:19 entirely [1] 20:7 entitled [1] 27:3 entrance [2] 9:15 16:9 environment [3] 13:10 23:4 24:8 environmental [14] 2:7,14 4:18,21 14:15 19:8,15 20:21 21:21 25:3 28:12 29:8,11 30:10 equal [2] 2:16 28:4 erosion [1] 23:7 especially [4] 9:3 32:20 37:7,13 established [3] 26:5,20 28:22 estate [3] 5:11 25:19 26:5 evaluate [1] 39:3 evaluating [2] 13:17 23:19 evaluation [2] 5:16 21:20 even [1] 9:9 evening [10] 1:2,8 5:2 19:10 25:11 28:8 31:7 32:20 39:17,18 evening's [3] 2:12 3:18 23:22 every [3] 27:1 34:7	36:17 except [2] 13:2 17:2 excited [1] 36:23 exclusive [2] 16:17,21 executive [6] 20:20 28:11,12 29:9,15,23 executive's [1] 6:10 existing [15] 7:6,10,14 9:7,11 10:3 11:3 16:13 17:11,21,21 18:1,9,12 37:17 exit [2] 16:9 21:5 expansion [1] 21:4 expect [1] 8:18 expected [1] 9:17 experienced [1] 10:8 explain [5] 26:7,11 27:8 28:5,10 expressing [1] 24:9 extend [1] 7:1 extends [2] 15:20,23 extent [1] 19:13	F f [4] 10:9,11 11:5,22 facilities [2] 36:11 37:6 facility [3] 15:5 16:16,18 failing [4] 11:6,9,12,20 failure [1] 10:11 fall [1] 12:20 fastest-growing [1] 8:16 fatality [2] 12:23 13:2 features [2] 4:18 22:9 federal [7] 1:11 4:22 6:5 20:20 21:22 22:12 28:17 federally [1] 30:3 feel [1] 33:2 feet [4] 15:9,9 22:20 23:15 few [1] 14:15 fields [3] 15:16 22:10 37:19 fill [1] 23:23 final [6] 4:13 5:3,5,14 6:17 38:17 financial [1] 28:17	finding [1] 22:13 fine [1] 33:18 first [1] 34:19 fiscal [1] 5:17 fish [1] 22:6 five [4] 11:5,19 15:12,22 five-foot-wide [1] 15:19 flood [1] 23:12 flooding [1] 16:11 floor [1] 31:2 flow [1] 17:13 flows [1] 10:14 flyover [2] 17:10,12 folks [1] 38:1 following [3] 5:2 17:7 19:2 foot-wide [2] 15:13,23 for [68] 1:4,15,23 3:1,17,22 4:2,3 5:2,9 6:13,16,17 10:3,4,20 11:15,15 12:10,13,16,18,20 13:2,14,15 14:4,6,19 16:8 18:9,11,16 19:12 20:5,10 23:4 24:10 25:1,4,9,13,17,23 26:17 27:14 28:9 30:8 31:14,17,18 33:23 36:2,11,15,17 37:22,23,23 38:5,5,6,9,12,13 39:4,12,14 forecasted [1] 10:3 forest [1] 24:14 form [1] 34:10 formal [5] 3:6 24:3,4 30:22 39:11 forms [1] 31:18 fort [13] 1:10 7:7,11 8:15,17 9:15 17:18 18:3,11,17 22:7 32:16 36:20 four [3] 4:11 7:20 23:14 four-lane [3] 8:1,10 15:3 frazier [1] 24:11 freedom [1] 10:6 free-flow [2] 10:9 18:18 friendly [1] 27:2 friends [1] 36:17 from [43] 2:2,11 7:1,12 8:8,22 9:2,9,23 10:9 11:5 12:17,19	13:11,18 14:21 15:8,13,15,23 16:1,5,5,19 17:13,15,22 18:14 19:5 21:5 22:20,23 23:2,21 24:7 25:18 27:5 29:5 30:3 31:2,21 32:22 38:10 full [1] 16:16 functional [1] 6:5 functionally [1] 6:3 fundamental [1] 38:18 funded [1] 6:13 funding [4] 6:17 20:5,6,8 funds [1] 25:14 further [2] 19:3 39:8 future [4] 6:16 9:22 14:17 33:4	G g [1] 1:10 gateway [6] 15:14,15 16:1,1,7,9 general [2] 4:18 19:20 generally [1] 10:15 gentlemen [3] 1:2 19:11 25:12 george [1] 1:10 get [5] 32:21 37:14,21,23 38:10 give [1] 32:11 given [1] 26:22 go [1] 36:6 good [6] 1:2 19:10 25:11 28:8 37:4 39:17 got [1] 35:19 grass [1] 15:8 green [1] 7:2 groups [3] 2:22 3:12 29:14 growth [4] 8:18,22 9:20 20:3 growth-related [1] 20:5 guess [1] 32:7 guidelines [1] 6:5 guys [1] 38:20	H hadn't [1] 31:13 halfway [1] 5:8 hall [4] 2:13 4:8 6:19,22 happen [1] 37:11	happens [1] 38:3 has [9] 1:23 5:14 13:7 21:6 22:11,22 23:8 29:1 31:11 have [24] 2:1 10:22 11:4 13:13 18:17 21:8,13 22:8,8 29:21 30:14 31:6,10 32:6 34:5 35:15 36:17 37:12,16,21,22 38:2,14,19 having [2] 29:19 34:6 health [1] 29:11 heard [2] 26:18 37:10 hearing [21] 1:7,8,15,17 2:12 3:5,20 4:4 19:2 21:19 22:15 23:16,22 24:4 28:10 30:18 31:20 32:1 39:15,16,19 heavily [1] 34:10 held [1] 1:8 helmer [6] 35:3,4,8,9,14,22 h-e-l-m-e-r [1] 35:9 here [2] 3:3 36:6 high [2] 20:17 29:10 higher [3] 9:12 13:5 16:14 high-traffic-volume [1] 6:6 highway [12] 1:4,9,11 2:11 3:6 4:10 5:20 6:8,12 21:22 22:12 25:9 highways [5] 6:3,7 10:17 12:21 27:4 historic [1] 21:3 historical [2] 21:6,9 hold [1] 39:11 holmes [3] 2:16 28:3,7 hour [1] 32:21 hours [5] 10:16,21 11:7,10 12:4 housing [1] 8:19 how [3] 26:8 37:2,3 however [4] 11:18 14:5 30:14 31:3 human [1] 29:11
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7,14 33:12,23 34:5, 8 35:15 36:4,5,17, 19 37:5,10,20 38:17, 19,20,21 39:2 i'd [1] 38:7 identification [1] 29:16 identified [6] 4:19 6: 8 13:7,15 25:1 29: 18 identify [3] 19:13 29:9 30:1 if [1] 2:1 6:14 17:3 26:12 27:22 30:14 31:6,16 33:12,15 36: 12 illegally [1] 38:2 i'm [5] 33:23 36:10, 12,12,23 impact [3] 21:18 22: 13 23:10 impacted [2] 22:2 23:15 impacts [14] 4:19 5: 9 13:9,17 14:6,16 19:13,16 20:18 21: 13 22:19 23:5,5 24: 14 important [6] 28:22 29:12 36:18 37:12 38:6,14 improve [3] 7:5 12: 2,6 improvement [4] 6: 8 12:9 38:4 39:4 improvements [9] 2:6 14:1,1,11,14,17 19:18 20:1 21:17 improving [1] 14: 20 in [70] 2:12 3:7,7, 22 4:2,8,15 5:15,19 6:2,9 7:10 8:18 9: 16,20 10:17 11:6,7, 9,13,21 12:4,22 13: 2,15 15:6,9,12,22 16:22 19:16 20:21 21:13,17 22:2,22 23: 19 24:4,5,11,11 25: 15 27:15,15 28:1,2, 16 29:1,5,14 30:3, 16,17 31:9,9,16,19, 20 33:4 34:10 36:5, 20 37:21,23 38:1, 11 39:4,10,15 in/right [1] 19:1 include [3] 14:20	19:1 38:7 included [4] 5:19 6: 9 19:16 25:15 includes [4] 1:5 2:5 13:23 25:3 including [5] 3:21 4: 20 13:12 17:18 21:9 inclusion [3] 3:22 36:10 37:5 inclusive [1] 23:1 increase [2] 7:7 9: 17 increased [1] 34:7 increases [1] 36:21 indicate [2] 11:19 12:11 indicates [1] 24:17 individually [1] 31: 4 individuals [5] 2:22 3:4,12 25:19 31:21 information [11] 2: 1,4,21 3:17 13:11 23:18 25:5 28:2 30: 9,11,17 initial [1] 29:6 injuries [1] 12:23 inspection [1] 26:3 intent [1] 20:3 interchange [21] 7: 22 8:1,2,6 9:15 12:8, 14 13:3,13 17:2,4,7, 9,12,17,20,22 18:23 20:10,14 22:21 interchanges [1] 7: 18 interest [1] 39:15 interested [2] 3:12 31:20 intersection [6] 8:9, 13 12:10 16:17 32: 23 33:4 intersections [11] 10:5 11:4,6,8,20 12: 6,12 17:23 37:8,11, 13 into [3] 18:16 24:1 32:3 introduce [1] 2:10 introduces [1] 17: 12 inventory [1] 5:20 invite [1] 2:23 involved [1] 29:1 involvement [2] 3: 16 4:23 is [74] 1:3,8,17 2:	20 4:15 5:3,14,15, 19 6:2,3,5,7,9,13 7: 5,15 8:1,3,10,15 9: 11,17 10:6,15,18,20 11:12,17 12:1,5 16: 3,14 17:3,6 19:16 20:4,7,19 21:2,11, 20 22:18 23:21 25:8, 19 26:4 28:14 29:2, 9,13,23 30:23 31:12 32:2,13,16,18,23 33: 12,22 34:19 35:4 36: 4,18 37:18 38:6,9, 12,23 39:1,1,4,16 issue [1] 36:18 it [14] 5:19 6:5,7 14: 5 17:5,19 18:3 28:5 29:2 31:11 35:19 37:6,8 38:20 it's [6] 32:21 33:1 36:14 37:12 38:13, 14 i've [2] 36:14,16 <hr/> J <hr/> january [1] 12:17 jessup [1] 19:20 jessup/maryland [1] 19:23 jointly [1] 1:9 judge [1] 26:21 june [1] 23:1 jury [1] 26:21 just [6] 8:8 9:14 15: 13 25:23 26:4,19 justice [4] 20:21 28: 12 29:8 30:10 <hr/> K <hr/> kameel [6] 2:13 4:8 6:19,21,22 19:10 karen [5] 2:14 19:7, 8,9 25:11 kay [3] 36:3,4,9 keep [1] 27:1 kenneth [5] 35:3,4, 8,14,22 kevin [3] 32:12,13 33:7 know [1] 38:20 <hr/> L <hr/> ladies [3] 1:2 19:11 25:12 land [1] 27:3 lane [3] 16:8,21 37: 21 lanes [6] 7:20 14:21 15:6 18:2,15,16	language [1] 29:20 last [5] 32:11,13 33: 22 35:7 37:10 later [1] 27:22 laurel [6] 18:15,18 32:16,17 36:5 38:10 least [2] 25:20 34:6 leave [1] 38:17 leaving [2] 16:18 32:19 lee [15] 1:1,3 6:23 30:19,20 33:5,9 34: 2,12,16 35:1,20 36: 1,7 39:6 left [1] 16:17 left-turn [2] 14:21 16:21 legislation [3] 20:4 28:18 30:10 lep [1] 29:17 let [1] 39:8 letter [2] 6:11 26:7 level [3] 10:2 11:3, 14 levels [1] 10:21 light [1] 34:11 like [10] 1:14 2:23 31:12 32:8 35:18 37:5,20 38:7,21 39: 2 limit [3] 8:5 16:3 20: 4 limited [4] 5:10 28: 13 29:19,21 limited-english-prof icient [1] 29:16 limits [7] 6:23 7:15, 19,22 13:1 15:20 24: 16 line [1] 11:10 linear [2] 22:20 23: 15 list [3] 3:9,13,15 listed [5] 3:7 4:6 5: 15 21:2 28:2 listen [1] 30:23 little [6] 10:10 12: 19 16:13 22:18 23: 13 36:5 live [1] 36:5 local [3] 4:21 8:23 19:5 located [3] 8:7 15: 16 20:7 location [2] 1:20 4: 17 location/design [1]	1:14 locations [2] 4:6 14: 13 long [4] 5:19,21 10: 12 33:3 longer [2] 16:14 35: 17 los [18] 10:2,6,8,9, 11,14,18,20 11:5,6, 9,13,21,22 12:3,7, 10,13 lost [1] 22:5 lot [3] 22:2,4 38:3 lots [1] 22:14 low [1] 14:15 low-income [3] 20: 18,22 29:12 lynn [3] 2:16 28:3,7 <hr/> M <hr/> mailing [2] 3:9,13 main [1] 11:10 mainline [6] 11:21 12:2 15:1,2 16:22 17:5 maintain [1] 22:3 maintains [1] 17:10 maintenance [1] 14: 2 major [3] 6:6 9:1 13: 23 majority [1] 9:18 make [4] 22:12 26: 23 29:3 32:8 makes [2] 37:6,8 making [1] 4:3 management [3] 14:8,10,12 manager [4] 2:13, 14,16 25:7 mandate [2] 28:22 29:2 manner [1] 29:5 many [1] 27:11 map [1] 27:18 march [1] 22:23 mary [1] 24:10 maryland [4] 19:21 21:6 24:7 32:17 maryland's [1] 20:3 mary's [1] 1:6 material [1] 24:1 materials [1] 3:22 may [6] 4:1 6:10 20: 15 24:10 30:16 32:5 m-c-c-o [1] 32:13 mccormick [3] 32: 12,13 33:7	mccormick's [1] 34: 9 md [77] 1:15 6:2,19 7:1,2,2,9,11,12,12, 15,18,18,23,23 8:1, 2,2,6,6,8,9,10,12,13 9:2,3,8,8,8,12,14,18, 23 10:1 11:11,11,11, 22 12:3,3,3,8,19,19 13:3 14:21 15:1,2, 14 16:3,6,22,23,23 17:7,8,9,11,13,14, 16,22 18:7,8,9,9,10, 14,19,20,22 19:18 20:1 21:1,5 29:4 mdot [1] 37:1 me [2] 27:23 30:17 meade [12] 1:10 7: 7,12 8:15,17 9:15 17:18 18:3,12,17 22: 7 32:16 meaningful [1] 30: 2 means [1] 26:17 measurable [1] 10: 23 measuring [1] 10:6 median [1] 15:8 meet [1] 26:5 meeting [2] 27:20 31:5 meets [1] 24:21 melody [5] 2:15 25: 6,9,10 28:8 members [2] 2:18 31:3 mental [1] 28:20 mentioned [1] 39: 10 merge [1] 16:22 metropolitan [2] 5: 21 9:4 mic [3] 32:10 33:16 35:2 microphone [2] 32: 2,3 middle [1] 38:1 might [1] 22:2 miles [2] 7:3 38:12 minimal [1] 22:13 minimis [2] 22:13, 17 minimize [1] 21:13 minimized [1] 23:6 minimizing [1] 13:9 minor [1] 14:1 minority [3] 20:18,
--	--	---	---	--	--

22 29:11 misses [1] 34:6 mobility [1] 10:7 modification [1] 21: 4 modified [7] 12:1,5 15:3 16:12 17:3 20: 11 21:16 monday [1] 3:23 more [3] 30:8 37:7, 8 most [1] 13:3 movement [2] 16: 17 18:18 movements [2] 10: 10 18:6 moving [1] 17:17 mr [27] 1:1 30:20 32:12 33:5,7,9,11, 17,21 34:2,4,8,12, 14,16,17,20 35:1,3, 8,12,14,20,22 36:1, 7 39:6 ms [10] 2:13,14,15, 16 6:22 19:9 25:10 28:7 36:3,9 much [5] 13:5 37: 20 38:15 39:5,16 my [3] 1:3 36:4 37: 9 <hr/> N <hr/> name [12] 1:3 31:8 32:2,4,11,13 33:12, 22 34:19 35:4,7 36: 4 names [1] 3:14 national [4] 21:2,12 24:18 28:16 natural [3] 13:10 19: 14 22:22 near [2] 10:18 34:6 need [4] 8:14 13:9 14:4 34:8 needs [2] 5:20 14: 18 negotiations [2] 26: 13 27:1 new [3] 18:7,18,19 newspapers [1] 3:7 nice [1] 36:14 nine [1] 11:8 no [15] 3:3 7:17 10: 10 13:23 14:16 20:9, 17 21:8 22:5,8 24: 18 31:11 33:22 35: 17 39:8 no-build [4] 10:4	13:12,21,22 noise [1] 25:2 noise-sensitive [1] 24:23 non-discriminatory [1] 29:5 none [1] 25:1 normal [1] 25:18 normally [1] 10:20 north [1] 18:14 northbound [2] 16: 5 17:13 normal [1] 25:18 normally [1] 10:20 north [1] 18:14 northbound [2] 16: 5 17:13 not [14] 2:1 3:13 13:14 14:3 18:12 19:1 29:19 31:2,6, 14 37:1 38:12,13,22 note [1] 38:7 noted [1] 4:8 notice [3] 3:7 24:12 39:11 notified [1] 31:6 notify [2] 3:4,15 now [10] 2:10 19:7 25:7 28:4 30:18,22 33:2 37:18,20 39:16 number [2] 18:2 22: 3 <hr/> O <hr/> objective [1] 29:13 obtain [1] 21:22 obvious [1] 36:13 occur [3] 14:2 20: 19 24:19 occurred [2] 13:2,4 occurs [1] 10:14 odenton [3] 9:2 19: 22 38:10 off [2] 32:21 37:15 offer [2] 25:21 26: 11 offered [1] 39:9 office [4] 5:11 28:1, 4,9 officer [4] 1:7 2:17 26:5 34:1 offices [1] 28:23 official [1] 3:19 officials [3] 3:1,2 19:5 off-ramps [1] 14:20 off-road [1] 15:4 off-site [1] 24:16 okay [6] 3:3 33:6 34:3,13 35:21 36:8 old [1] 37:10 on [39] 1:13 3:9,13 6:11 8:8 10:16 12:	19 13:9,11 16:11 19: 3,14 20:18 21:2,8, 18 22:9,13,16,20 23: 5 25:20 26:21,22 27: 1 28:11,13,15,19 29: 11 30:11,12 32:15, 21,23 37:3,5,21 38: 22 on/off [1] 16:5 one [9] 8:15 12:23 18:10 20:12 25:20 31:11 34:6 37:17 38:17 one-way [2] 18:8, 22 only [4] 5:13 6:14 37:1 38:9 on-road [1] 15:10 onto [2] 16:22 21:5 open [3] 7:16 38:15 39:11 operate [9] 11:9,12, 17,20,22 12:12 17: 19 18:3 32:15 operating [2] 10:18 11:6 operational [1] 8: 21 operations [5] 7:6 9:6 12:2 14:3,17 opinions [1] 23:17 opportunity [6] 1: 19 2:17 22:15 23:17 26:2 28:4 option [11] 13:20 17:2,2,4,10,15,20 18:5 20:11,14 22:21 options [8] 6:21 12: 9,14 13:13 14:7 17: 7,9 21:12 or [38] 2:21,22 4:13 5:3,18,20 9:7 10:2,7, 10 11:1,7,10 12:7, 13 14:10,17,18 20: 10,17,18 21:1,13 22: 13 24:1,11,16 26:6, 21 28:16,19,20 29: 10,12,17,21 38:2 39: 1 order [10] 20:20 22: 2 28:11,12 29:9,13, 15,23 31:9 32:7 organization [1] 32: 4 organizations [1] 31:22 origin [1] 28:16	other [3] 6:4 17:17 18:17 our [11] 3:14 5:1 26:10 27:1 30:6,21, 23 31:15 32:16,18, 22 out [4] 19:1 30:8 35: 19 37:1 outlook [1] 5:23 over [11] 8:12 9:17 15:14 16:3,13 17:16 18:7,10,18,19 33:1 overall [1] 22:3 overpassing [1] 35: 16 overview [2] 19:8 25:4 own [1] 32:14 owned [1] 21:11 owner [4] 26:1,12, 14,22 owners [2] 25:21 26:6 owner's [1] 26:18 <hr/> P <hr/> p.m [4] 11:7,10 12: 4 39:18 pamphlet [1] 30:12 parameters [1] 12: 20 park [3] 21:12,13 35:5 parking [5] 22:2,3,4, 5,14 parkway [6] 16:20 21:2,5,11,18 35:17 part [5] 3:20 14:2 21:20 24:3 37:8 partial [1] 7:22 participate [2] 2:12 29:14 participation [2] 3: 5 30:3 pass [1] 38:2 path [4] 15:17,19 16:2 38:9 patience [1] 37:23 patuxent [6] 12:20 16:13 22:1,7,19 23: 13 peak [7] 10:16,21 11:7,10,13,22 12:4 pedestrian [1] 38: 13 pedestrians [3] 7:9 36:11 38:6 people [3] 31:9 32:	7 36:20 percent [2] 9:18 37: 10 perform [1] 19:3 performed [1] 19: 13 period [2] 12:17 22: 23 periods [2] 11:13, 23 permit [2] 23:8,20 permits [2] 23:2 26: 19 personally [1] 36: 16 persons [2] 3:8 29: 18 phase [1] 5:8 phases [3] 4:12 29: 3 30:7 physical [1] 28:20 places [1] 21:3 plain [1] 23:13 plan [6] 5:20,22 6:1 19:20,21,22 planned [1] 7:10 planning [12] 1:15 4:12,16,17 5:3 6:14, 20 7:1,4 29:4,6,14 plans [2] 19:23 32: 23 plant [4] 32:15,19, 22 37:19 please [10] 1:22 2: 7,19 4:8 25:4 27:23 31:7,23 32:1 33:15 point [2] 16:6 26:18 points [5] 7:12 11: 18 14:22 38:10,11 policy [1] 25:2 population [3] 8:18 36:20,22 populations [6] 20: 18,22,23 29:12,17 30:1 possible [1] 38:15 potential [1] 39:4 prefer [1] 31:17 preferred [1] 13:20 prepared [2] 1:23 5: 5 present [3] 1:19 23: 17,22 presentation [2] 2: 9 30:22 primarily [1] 7:16 primary [2] 5:16 29:	20 principal [1] 6:4 priority [5] 6:8,11, 11 20:6,7 privately [1] 31:16 problems [2] 37:16 38:22 procedures [4] 23: 8 25:8,17 27:7 proceedings [1] 3: 18 process [7] 4:3,11 26:16,17 27:13 29: 14 30:7 proficiency [2] 28: 13 29:19 program [7] 5:18 25:16 27:10,13,21 28:5,17 programmed [1] 25: 15 programs [1] 30:4 prohibited [1] 16: 19 prohibition [1] 22: 23 prohibits [2] 28:15, 18 project [53] 1:15, 18,23 2:5,13,18,20 3:9,17,20 4:3,11,12, 15,16,17 5:3,9,15 6: 13,14,16,20 7:1,15 8:14 13:7,9,11 14:4 15:21 16:4 19:3 20: 7,19,19 21:8 22:8 24:3,11,15,20 25:14 27:16 28:2,6 29:1,4, 7,18 38:19 39:3,16 projected [9] 8:21 9:16,22 11:8,12,17 12:1,6,12 project-related [1] 27:18 projects [4] 7:19 20: 5 25:9 31:21 project's [1] 13:17 properties [3] 5:10 21:9 25:18 property [12] 2:15 25:7,21,23 26:1,3,9, 12,14,15,18,20 propose [1] 21:4 proposed [7] 1:20 2:6 19:18 21:7 22: 16 24:20 32:23 proposes [4] 16:7,
---	---	---	--	---	---

12 17:16 22:4 protected [1] 26:14 provide [8] 1:18 2: 21 14:16 16:8 18:19, 21 19:7 32:3 provided [10] 3:9 15:11,13,18 16:3,16 18:16 26:1 27:9 30: 2 provides [6] 7:11 15:6 16:20 22:15 23:16 26:17 providing [1] 14:21 proximity [1] 36:19 public [19] 1:15 3: 10,16,20 4:22 13:18 14:12 19:2,6 21:22 22:15 23:16 24:4,12 28:10 30:22 39:10, 15,19 publicly [1] 31:15 published [1] 3:6 purpose [8] 1:17 7: 4,5 14:4 29:8,23 30: 23 31:18 putting [1] 34:10	4 24:2 receiving [1] 28:17 receptionist [4] 2:3 3:15 27:5 31:8 receptionist's [1] 30:12 recipient [1] 30:15 recognition [1] 3:1 recommend [1] 20: 1 reconfigures [2] 17: 21 18:5 record [5] 3:21 24:3 31:15 39:8,11 recorded [1] 3:19 recording [1] 32:1 refer [3] 2:19 25:4 30:11 refuge [2] 22:1,7 regarding [2] 1:19 27:12 regional [2] 5:23 9: 1 register [2] 21:2 31: 8 registered [1] 31: 10 regulates [1] 23:23 regulations [1] 21: 14 related [3] 2:5 9:19 10:23 relates [1] 28:5 relation [1] 33:23 relatively [2] 9:9 14: 15 relocation [4] 25:13 27:4,9,13 relocations [1] 20:9 remain [1] 17:1 remember [1] 31: 23 replace [1] 16:12 replaced [1] 24:15 reported [2] 12:23 34:6 reporter [8] 31:15 32:9 33:14,19 34:18, 22 35:6,10 reports [1] 16:11 represent [2] 32:5, 14 representative [1] 23:21 representatives [5] 2:10 5:11 26:10 27: 17 31:22	represents [2] 10:9, 11 request [1] 34:9 requested [1] 22:11 requesting [2] 23:9 30:5 require [1] 20:11 required [5] 20:10, 16 23:4 24:7 25:20 requirements [3] 5: 6 24:22 27:14 requires [1] 17:23 research [3] 10:22 22:1,7 residential [2] 9:19 20:9 resources [4] 19:15 21:10 22:22 24:10 response [1] 34:9 responsibility [1] 29:3 restripe [1] 22:4 result [2] 8:20 21: 17 resulting [2] 8:22 12:22 results [3] 5:1 11: 19 12:11 retained [3] 13:14, 15 19:12 review [5] 2:7 4:5 13:19 22:16 26:21 reviewed [1] 21:7 ride [2] 36:21 37:3 right [6] 18:16,23 26:14 33:1 37:18,20 right-of [2] 27:20, 23 right-of-way [11] 4: 13 5:5,7,9,14 6:17 20:15 25:8,13 27:6, 14 rights [7] 25:23 26: 15 27:4,8 28:14 30: 9,12 rights-of-way [1] 27:8 river [4] 12:20 16: 13 22:19 23:14 r-m-i-c-k [1] 32:14 road [10] 6:6 8:8 17:1 18:21,23 32:17 37:6,15,21 38:15 roads [1] 37:3 roadway [9] 7:16, 20 8:2,4,11 10:5,18 11:11 15:4	rode [1] 36:16 room [2] 38:5,6 roundabout [2] 8:9, 12 roundabouts [3] 8: 7 17:15,22 routine [1] 14:2 rush [1] 32:20 russett [1] 7:2	S	safely [1] 37:3 safety [6] 7:8 8:22 12:15 14:3 32:18 34:1 same [2] 24:16 36: 18 scale [2] 10:6,8 scope [1] 29:18 second [3] 16:6 18: 7 34:8 secondary [2] 6:2, 12 section [9] 5:16 7: 16 11:21 21:11,14, 20 22:12 24:6 36:16 secure [1] 25:20 sediment [1] 23:7 see [6] 3:2 36:14,23 37:4,5,20 seeing [1] 34:8 seems [1] 31:11 segment [2] 11:11 12:2 segments [1] 10:5 selected [2] 17:3,5 selection [1] 6:15 separating [1] 17: 14 serves [2] 8:23 14: 5 service [6] 3:10 10: 2 11:3,14 21:12 22: 6 services [1] 30:4 serving [1] 3:11 set [1] 22:22 several [1] 14:22 severity [1] 10:7 sewer [1] 16:15 sex [1] 28:19 sha [14] 5:11 12:16 13:19 22:4,11 23:7, 8 25:19 27:7,17 28: 4,22,23 36:23 shape [1] 36:21 shared-use [4] 15:5, 17,19 16:2	sharon [5] 2:16 28: 3,6,7 30:21 sha's [5] 5:19 6:11 25:2,17 28:5 short-term [1] 14:1 should [1] 27:11 shoulders [1] 7:17 show [1] 39:8 shown [2] 27:15 32: 23 shows [1] 11:4 sidewalk [3] 15:13, 20,23 sidewalks [2] 15:4 37:14 signal [2] 16:23 19: 1 signalization [1] 33: 3 signalized [1] 17: 23 signals [1] 14:23 signed [3] 31:11,13 32:6 significance [1] 28: 10 similar [2] 12:21 33: 1 since [1] 35:15 single [1] 16:14 sir [3] 33:8,10 35:2 six [2] 15:8 24:23 six-lane [1] 8:3 small [3] 19:21,22 38:23 smart [1] 20:3 smith [3] 36:3,4,9 s-m-i-t-h [1] 36:4 so [16] 22:4 32:6,6 34:8 36:5,15,18 37: 4,12,17,20 38:4,11, 14 39:2,5 social [1] 13:10 socio-economic [1] 19:14 some [1] 34:10 somebody's [1] 35: 19 somewhat [1] 25: 18 sound [1] 25:1 south [1] 7:12 southbound [2] 9:3 21:5 spaces [2] 22:3,5 speak [8] 29:20,21 31:7,12,12,15 32:2	33:12 specific [2] 14:13 30:8 specifically [2] 37: 14 38:5 speech [1] 36:5 speed [1] 11:1 spell [2] 32:10 35:7 spoken [1] 39:9 spot [1] 14:11 sprawl [1] 20:4 st [1] 1:6 staff [1] 31:3 stage [1] 4:16 stages [1] 29:6 stakeholders [1] 13:11 stand [1] 3:1 standards [1] 24:19 standing [1] 21:9 starkloff [15] 1:1,3 30:19,20 33:5,9 34: 2,12,16 35:1,12,20 36:1,7 39:6 start [1] 37:16 state [10] 1:4,9 2: 11 3:6 4:10,22 20:4 24:18 26:12,23 stated [2] 21:15 39: 10 statement [1] 32:8 statements [1] 24:9 states [1] 24:2 state's [1] 6:2 station [2] 27:6 30: 13 stations [1] 3:10 statistics [1] 37:9 still [2] 4:1 11:20 stop [1] 34:10 stop-and-go [1] 10: 12 strategies [1] 14:19 stream [3] 22:19,23 23:4 streams [2] 23:15 24:1 street [1] 10:17 strict [1] 23:7 structures [1] 21: 10 studies [2] 4:21 5:1 study [28] 1:16 2:7 4:16 6:14,20,23 7:1, 4,5,13,21 8:21 9:11, 13,16,20 10:5 11:4 12:7 13:4,14,15 19:
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12,15 20:2 22:18 29: 4 36:16 subjectively [2] 37: 6 38:22 submit [2] 3:14 31: 17 submitted [3] 4:1 23:8 24:10 subsequent [1] 3: 16 substantial [1] 14: 16 suburban [1] 10:17 successfully [1] 30: 8 such [1] 11:1 summarized [1] 5:2 summarizes [1] 2:4 summary [1] 27:15 sunk [1] 35:19 supplemental [1] 28:18 supporting [1] 7:9 sure [1] 29:3 surrounding [1] 8: 17 system [2] 6:3,12 systems [1] 14:8 system's [1] 14:10	them [2] 26:6 37:8 there [2] 31:12 33:3 therefore [2] 16:20 22:11 there's [1] 33:3 these [8] 1:13 10: 21 13:3 19:4 22:14 27:6 29:13 30:1 they [5] 30:2 31:10 35:18,18 38:23 they're [1] 35:18 think [1] 36:19 this [49] 1:7,14,17 2:5,12,23 3:11,15, 18,19 4:2,3,15 5:2,9, 15 8:20 14:3,20 15: 6 16:7,20 17:5 20: 19 21:11,19,20 22: 15 23:16,22 25:3,13 26:17 28:6,21 29:1 30:21 31:1,7,18 32: 1 36:18 38:9,14,18, 19 39:3,4,16 those [3] 31:14,17 38:4 three [4] 12:13 13: 12,13 17:7 three-lane [1] 8:11 three-year [1] 12: 17 through [13] 5:8 7: 23 10:22 12:17 17: 17 18:6 20:2 23:6, 23 26:13,15 27:9 29: 6 throughout [2] 9:9 15:9 time [3] 2:23 26:10 31:1 times [1] 38:20 tipton [1] 33:1 title [8] 28:5,9,11,13, 22 29:2 30:9,13 today [3] 17:19 18: 4 36:23 tonight [4] 2:20 5: 12 30:23 39:9 tonight's [5] 1:8 2: 8 3:4 28:9 39:14 too [3] 37:4 38:3,23 top [1] 6:11 total [1] 12:22 toward [5] 9:3 18: 11,14,18 20:5 tractable [1] 38:12 traffic [29] 7:6 8:12, 20 9:1,6,7,10 10:10,	13,14,16,22,23 11:2 13:5 14:23 17:13,15, 17 18:2,6,9,11 32: 22 34:7 37:7,9,22 38:1 trailer [1] 35:5 transaction [1] 25: 19 transcript [4] 3:19, 22 4:4,7 transportation [10] 5:18,22,23 6:10 13: 8 14:9 21:15 24:21 25:16 30:7 travel [1] 9:2 treatment [5] 16:16 30:16 32:15,19 37: 19 truck [1] 18:2 trucks [3] 16:18,22 17:18 trump [9] 33:11,12, 17,21,22 34:4,14,17, 20 t-r-u-m-p [2] 33:13, 22 trust [1] 21:6 tsm [3] 14:10,13,19 turn [2] 18:15 30:18 turns [2] 16:18 18: 16 two [7] 15:6 17:22, 23 18:5,15,15 34:6 two-lane [1] 7:16 type [1] 30:15 types [2] 12:18,21 typical [1] 10:21	unstable [1] 10:15 until [3] 3:23 25:14 39:12 up [10] 23:12,14,14 31:11,13 32:6,8 33: 15 39:1,1 upon [1] 20:13 urban [3] 6:4,7 10: 17 us [6] 31:6 32:11 36:19 37:23 38:2,6 use [1] 38:7 used [2] 3:15 27:7 uses [1] 9:2 using [3] 16:19 28: 1 30:17 usually [2] 5:7 14: 14	31:1,8,23 32:6,7,14 33:2 36:6 37:23 39: 11,15 weavy [1] 35:18 weekday [1] 10:21 weeks [1] 4:4 welcome [1] 1:14 welsh's [1] 35:4 were [4] 12:9,23 24: 23 39:9 we're [2] 31:20 34:7 west [10] 7:2,13 8: 2,8 9:11,12,23 12: 19 15:14 38:10 westbound [5] 8:13 15:7,22 17:14 18:9 western [4] 7:19,21 13:4 16:3 wetland [1] 23:4 wetlands [2] 23:14 24:1 what [2] 34:19 39:3 what's [1] 33:1 when [1] 32:2 where [5] 10:14 13: 5 35:18 37:14,15 whereupon [1] 39: 18 which [8] 1:5 5:4 13:2 23:18 25:8 28: 15 31:10 32:4 while [3] 7:9 10:11 13:9 who [10] 2:11 3:12 31:12,14,17,21 32:8 36:17,20,21 wide [2] 7:17 16:8 widened [2] 18:13, 15 widening [2] 17:16 18:1 widens [1] 7:20 width [1] 15:9 wildlife [1] 22:6 will [38] 1:7 2:10,11 3:15,20,22 4:5 5:1 6:19 8:21 13:19 16: 16 17:1,5 18:8,19 19:3,7 21:8,21 24:3, 6,15 25:7 26:1,5,8, 10,14,23 27:19 28:4, 10 30:18,22 31:2,9 39:11 wish [3] 31:7,16 39: 7 with [33] 1:18 4:19, 21 6:15 7:16 8:9,13	10:10,12,19 11:5 14: 14 15:4 16:14,17 17: 5,6 19:19 20:19,20 21:14 23:13 24:6 26:6 28:21 29:1 30: 5 31:8 32:18 34:5,7 37:2 38:17 within [13] 4:6 7:15 9:18 12:7,20 13:1 19:15 20:7 22:18 24:15,16,19 29:17 woodland [1] 24:14 work [2] 22:23 33: 23 would [33] 1:13 2: 23 6:16 11:20,22 14: 2,16 15:13,17 17:18 18:3,10,12,15,16,17 20:9,11,19 21:17 22: 5,8 23:6,18 24:19 31:12,14 32:8 33:2, 15 37:20 38:21 39:2 write [1] 29:21 writing [2] 24:11 30: 17 written [4] 3:21 24: 9 31:18 39:12 wrote [1] 36:5
T	T	U	V	W	Y
table [1] 30:12 take [1] 32:7 team [4] 2:19,20 13: 7 19:3 tend [1] 38:11 terms [1] 27:2 testify [1] 31:9 testimony [2] 26:22 30:23 thank [18] 6:23 19: 10 25:11 28:8 30:21 33:8,20 34:15,17,23 35:11,13,23 36:2 37: 22 39:5,7,14 that [40] 1:21,23 6: 6,21 8:22 11:4,5,19 12:12 13:8 15:8,20 16:14,21 17:12,14 21:7 22:5,8,11 24: 17,20 26:10,23 29:1, 3 30:1,6 31:7,11,23 33:2,2,3 34:9 36:12 37:12 38:2,12 39:8 that's [3] 37:4,14, 15 their [5] 3:5,14 26:8 29:20 36:21	through [13] 5:8 7: 23 10:22 12:17 17: 17 18:6 20:2 23:6, 23 26:13,15 27:9 29: 6 throughout [2] 9:9 15:9 time [3] 2:23 26:10 31:1 times [1] 38:20 tipton [1] 33:1 title [8] 28:5,9,11,13, 22 29:2 30:9,13 today [3] 17:19 18: 4 36:23 tonight [4] 2:20 5: 12 30:23 39:9 tonight's [5] 1:8 2: 8 3:4 28:9 39:14 too [3] 37:4 38:3,23 top [1] 6:11 total [1] 12:22 toward [5] 9:3 18: 11,14,18 20:5 tractable [1] 38:12 traffic [29] 7:6 8:12, 20 9:1,6,7,10 10:10,	u.s [4] 1:11 22:6 23: 2,11 under [7] 1:21 6:5 12:10 17:1 21:16 25:2 36:16 understand [1] 29: 22 understanding [1] 2:8 undertaken [1] 25: 14 unit [1] 28:23 united [2] 21:15 24: 2 unit's [1] 29:2 unpleasantness [1] 34:5 unpredictable [1] 10:19	varies [1] 15:8 vehicles [1] 18:17 vehicular [1] 8:20 verified [1] 35:15 very [8] 32:21 34:9 36:23 37:12,20 38:6 39:5,16 vi [8] 28:5,9,11,14, 22 29:2 30:10,13 view [1] 26:18 views [2] 1:19 23: 17 violations [1] 24:18 visibility [1] 37:13 visible [1] 37:7 volumes [3] 9:8,22 13:5	wait [2] 37:22 38:2 waiting [1] 37:23 want [1] 38:17 was [4] 10:3 11:14 19:13 39:19 washington [1] 9:4 wasn't [1] 36:12 wastewater [1] 32: 15 water [7] 16:15 23: 5 24:5,6 32:14 33: 23 37:19 waters [2] 23:10 24: 1 watershed [2] 22: 19 24:16 way [4] 18:11 27:21 28:1 32:22 we [13] 26:23 30:22	yeah [1] 33:18 year [5] 11:8,15,21 12:5,11 years [4] 5:17 36: 15,17 37:9 yes [3] 33:10 35:2 36:2 yet [1] 2:1 you [49] 1:14,18 2: 1 3:16 5:2 6:23 19: 10 25:11 26:23 28:8 30:11,14,14,16,21 31:6,7,14,16,17 32: 5,10 33:8,15,20 34: 9,15,17,23 35:2,11, 13,23 36:2 37:14,15, 21,22,22 38:1,2,17, 20,21 39:2,3,5,7,14 your [25] 1:19,22 2: 1,8 27:3,3,4,12 30:5, 9,11,16 31:1,8,16 32:2,4,10,11 34:19 35:7 36:2 37:23 39: 12,15

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

Sheet 1 Page 1

1 COURT REPORTER:
 2 Before you speak, would you give your
 3 name, spell it, and give me your address for
 4 the record.
 5 MR. RAY SMALLWOOD:
 6 My name is Ray Smallwood. R-A-Y
 7 S-M-A-L-L-W-O-O-D. My address is 231
 8 Ironshire, I-R-O-N-S-H-I-R-E. South, S-O-U-T-
 9 H. Maryland City, Maryland, zip 20724.
 10 I'd like to talk in regards to the
 11 options that we have in regard to the flyover
 12 ramps at 32 and 198. Maryland City Civic
 13 Association, which I am president of, had voted
 14 favorably for Option A for the main reason that
 15 it has no traffic lights and it doesn't impede
 16 traffic, where the other options do.
 17 Option D, which was their second
 18 choice, has a traffic light at Meeks Road and
 19 we believe that that will step more traffic up
 20 also.
 21 The second thing we'd like to talk
 22 about is 198 itself. Our organization took
 23 Alternative 2 Transportation System mainly

Page 2

1 because instead of having five traffic lights
 2 along that stretch of road, it would only give
 3 us three. It would cut down a lot of the
 4 stopping and starting and I think it would move
 5 traffic a little faster. And it would make for
 6 safer intersection locations because it would
 7 eliminate two intersections, one at Woodland
 8 Job Corps Center and the other at D.C.
 9 Children's Center, and put one intersection at
 10 the Welsh's Court, and the other two combining
 11 into it.
 12 So we would be in favor of those two.
 13 We think it would be better for the community.
 14 It would be better for traffic flow and better
 15 for everyone in general.
 16 Thank you.
 17 COURT REPORTER:
 18 Can you state and spell your name,
 19 please?
 20 MR. HARRY SINCLAIR, JR.:
 21 Harry Sinclair, J-R. That's H-A-R-R-Y
 22 S-I-N-C-L-A-I-R, J-R. Address 7710 Buckingham
 23 Nursery Court, Severn MD, 21144.

Page 3

1 COURT REPORTER:
 2 Go ahead.
 3 MR. HARRY SINCLAIR, JR.:
 4 Phone number?
 5 COURT REPORTER:
 6 Sure.
 7 MR. HARRY SINCLAIR, JR.:
 8 443-223-8855. My email is
 9 hsinclairjr@gmail.com.
 10 This is absolutely incredible.
 11 Nobody's here. I mean it just shows a total
 12 lack of concern and interest in something that
 13 from my perspective is why I'm leaving
 14 Maryland.
 15 There's a total lack of interest, of
 16 concern, and we've got a crisis and nobody
 17 cares to include the Governor. The Governor,
 18 all he's going to do is to add on 15 cent on a
 19 gallon of gas and then they're going to have a
 20 front-foot frontage thing or something else.
 21 But those fees or whatever you want to
 22 call them, they're not taxes. They're just
 23 fees. So there must be a difference that I

Page 4

1 don't understand. You know. I'm just a
 2 redneck from downtown Gambrills, all right.
 3 I've been here 68 years and this state is
 4 absolutely on its buns. The only thing that's
 5 saving this state is the federal government.
 6 The federal government is saving this
 7 state because of cyberspace and NSA and DSSA
 8 and all that other stuff, because the state has
 9 done a miserable job, okay, of supporting
 10 itself, of getting the right amount of revenues
 11 and then the right amount of expenditures.
 12 Another great one that I've read
 13 about. We're going to have civil marriages.
 14 Well, wait a minute. What kind of, hey, a
 15 civil relationship I can understand, but if any
 16 moron looks in a dictionary, Webster, unless he
 17 was incorrect, said a marriage is between, and
 18 I think even the Lord said that, marriage is
 19 between a man and a wife. Not between a donkey
 20 and an elephant. That ain't a marriage. That
 21 might be a relationship. But it ain't a
 22 marriage. And this state is absolutely, are
 23 you with the State Highways? Oh, you can't

Sheet 2 Page 5

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

Page 6

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

Page 7

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

<p>\$</p> <p>\$500,000 [1] 7:1</p> <p>\$700,000 [1] 6:22</p> <hr/> <p>1</p> <p>15 [1] 3:18</p> <p>198 [2] 1:12,22</p> <hr/> <p>2</p> <p>2 [1] 1:23</p> <p>20 [1] 5:8</p> <p>20724 [1] 1:9</p> <p>21144 [1] 2:23</p> <p>231 [1] 1:7</p> <hr/> <p>3</p> <p>32 [1] 1:12</p> <hr/> <p>4</p> <p>443-223-8855 [1] 3:8</p> <hr/> <p>6</p> <p>6:30 [1] 7:7</p> <p>68 [1] 4:3</p> <hr/> <p>7</p> <p>7710 [1] 2:22</p> <hr/> <p>9</p> <p>95 [1] 6:16</p> <hr/> <p>A</p> <p>a [29] 1:14,18 2:3,5 3:11,15,16,18,19,23 4:1,9,14,14,16,17, 19,19,19,20,21,21 5: 2,4,5 6:4,22,23 7:3</p> <p>about [3] 1:22 4:13 6:3</p> <p>absolutely [5] 3:10 4:4,22 5:17 7:6</p> <p>add [1] 3:18</p> <p>address [3] 1:3,7 2: 22</p> <p>again [1] 7:7</p> <p>agree [1] 7:13</p> <p>ahead [1] 3:2</p> <p>ain't [2] 4:20,21</p> <p>all [3] 3:18 4:2,8</p> <p>almost [1] 6:20</p> <p>along [1] 2:2</p> <p>already [1] 5:11</p> <p>also [1] 1:20</p> <p>alternative [1] 1:23</p> <p>always [1] 5:19</p> <p>am [2] 1:13 7:5</p> <p>amount [2] 4:10,11</p> <p>an [2] 4:20 7:11</p> <p>and [39] 1:3,12,15, 18 2:4,4,5,8,9,10,14, 18 3:12,16,16,19 4:</p>	<p>3,7,7,8,11,17,19,20, 22 5:10,23 6:1,6,8, 14,15,22,23 7:2,7,8, 12,13</p> <p>another [1] 4:12</p> <p>any [2] 4:15 5:18</p> <p>anybody [2] 6:10, 11</p> <p>anyhow [1] 7:14</p> <p>anything [1] 7:5</p> <p>april [1] 6:1</p> <p>are [3] 4:22 5:22 7: 2</p> <p>arundel [1] 6:15</p> <p>as [2] 6:20,20</p> <p>ask [1] 5:2</p> <p>association [1] 1: 13</p> <p>at [7] 1:12,18 2:7,8, 9 5:23 6:2</p> <hr/> <p>B</p> <p>bad [1] 6:20</p> <p>be [7] 2:12,13,14 3: 23 4:21 5:10,23</p> <p>because [9] 2:1,6 4: 7,8 5:8,12,21 6:1,4</p> <p>been [2] 4:3 5:13</p> <p>before [2] 1:2 7:4</p> <p>believe [1] 1:19</p> <p>better [4] 2:13,14, 14 7:1</p> <p>between [3] 4:17, 19,19</p> <p>brains [3] 5:19,20, 22</p> <p>bring [1] 6:8</p> <p>buckingham [1] 2: 22</p> <p>budget [1] 6:23</p> <p>bunch [1] 7:3</p> <p>buns [1] 4:4</p> <p>but [3] 3:21 4:15,21</p> <hr/> <p>C</p> <p>california [3] 6:21 7: 2,3</p> <p>call [1] 3:22</p> <p>can [2] 2:18 4:15</p> <p>can't [4] 4:23 6:6,9 7:13</p> <p>care [1] 6:5</p> <p>cares [1] 3:17</p> <p>cars [1] 5:11</p> <p>casino [1] 6:14</p> <p>cent [1] 3:18</p> <p>center [2] 2:8,9</p> <p>children's [1] 2:9</p>	<p>choice [1] 1:18</p> <p>city [2] 1:9,12</p> <p>civic [1] 1:12</p> <p>civil [2] 4:13,15</p> <p>colleges [1] 5:15</p> <p>combining [1] 2:10</p> <p>come [1] 5:13</p> <p>community [1] 2: 13</p> <p>concern [2] 3:12,16</p> <p>concerns [1] 6:3</p> <p>concluded [1] 7:16</p> <p>contractor [1] 5:5</p> <p>corps [1] 2:8</p> <p>court [7] 1:1 2:10, 17,23 3:1,5 5:3</p> <p>crisis [1] 3:16</p> <p>cut [1] 2:3</p> <p>cyberspace [1] 4:7</p> <hr/> <p>D</p> <p>d [1] 1:17</p> <p>d.c [1] 2:8</p> <p>democrats [1] 6:5</p> <p>developed [1] 5:14</p> <p>development [1] 5: 12</p> <p>dictionary [1] 4:16</p> <p>difference [1] 3:23</p> <p>disagree [1] 7:13</p> <p>disputed [2] 7:6,7</p> <p>do [5] 1:16 3:18 5:2 6:6,7</p> <p>does [2] 6:10,11</p> <p>doesn't [1] 1:15</p> <p>dollars [1] 6:23</p> <p>done [1] 4:9</p> <p>donkey [1] 4:19</p> <p>don't [7] 4:1 5:18 6: 13,16,17 7:10,10</p> <p>down [5] 2:3 5:16, 23,23 6:2</p> <p>downtown [1] 4:2</p> <p>dssa [1] 4:7</p> <hr/> <p>E</p> <p>earthquake [1] 7:11</p> <p>education [2] 6:12, 17</p> <p>elephant [1] 4:20</p> <p>eliminate [1] 2:7</p> <p>else [2] 3:20 7:5</p> <p>email [1] 3:8</p> <p>end [1] 7:14</p> <p>even [1] 4:18</p> <p>every [1] 6:2</p> <p>everybody [1] 6:6</p> <p>everyone [1] 2:15</p>	<p>everything [1] 5:16</p> <p>expenditures [1] 4: 11</p> <p>expressway [2] 5: 11,12</p> <hr/> <p>F</p> <p>faster [1] 2:5</p> <p>favor [1] 2:12</p> <p>favorably [1] 1:14</p> <p>february [1] 6:1</p> <p>federal [2] 4:5,6</p> <p>fees [2] 3:21,23</p> <p>five [1] 2:1</p> <p>flooding [1] 7:12</p> <p>flow [1] 2:14</p> <p>flyover [1] 1:11</p> <p>for [8] 1:3,14,14 2:5, 13,14,15 6:12</p> <p>from [3] 3:13 4:2 7: 2</p> <p>frontage [1] 3:20</p> <p>front-foot [1] 3:20</p> <p>fully [1] 5:13</p> <p>fund [1] 6:10</p> <hr/> <p>G</p> <p>gallon [1] 3:19</p> <p>gambrills [1] 4:2</p> <p>gas [1] 3:19</p> <p>general [1] 2:15</p> <p>getting [2] 4:10 5:8</p> <p>give [3] 1:2,3 2:2</p> <p>go [6] 3:2 6:5,9,16, 18,19</p> <p>going [8] 3:18,19 4: 13 5:22 6:12,14,18, 19</p> <p>goofball [1] 6:8</p> <p>goofs [1] 7:3</p> <p>got [7] 3:16 5:15,15, 16 6:7 7:3,4</p> <p>government [2] 4:5, 6</p> <p>governor [2] 3:17, 17</p> <p>great [1] 4:12</p> <p>guy [1] 6:21</p> <hr/> <p>H</p> <p>h [1] 1:9</p> <p>had [5] 1:13 5:20 6: 4,23 7:11</p> <p>harry [5] 2:20,21 3: 3,7 5:6</p> <p>h-a-r-r-y [1] 2:21</p> <p>has [4] 1:15,18 4:8 6:7</p> <p>hasn't [2] 5:13,13</p>	<p>have [5] 1:11 3:19 4:13 5:18 6:14</p> <p>having [1] 2:1</p> <p>he [1] 4:16</p> <p>hearing [1] 7:9</p> <p>here [9] 3:11 4:3 5: 7,8,21 7:1,7,8,12</p> <p>he's [1] 3:18</p> <p>hey [1] 4:14</p> <p>highways [1] 4:23</p> <p>hospital [1] 5:16</p> <p>house [2] 5:23 6:2</p> <p>hsinclairjr@gmail.com [1] 3:9</p> <hr/> <p>I</p> <p>i [16] 1:13 2:4 3:11, 23 4:15,18 5:17,19, 21 6:12,15,17,17 7: 5,10,10</p> <p>i'd [1] 1:10</p> <p>if [1] 4:15</p> <p>i'll [1] 5:23</p> <p>i'm [5] 3:13 4:1 5:5, 8 6:2</p> <p>impede [1] 1:15</p> <p>in [16] 1:10,11 2:12, 15 3:12 4:16 5:11, 18,19,20 6:1,8,15, 21,21 7:2</p> <p>include [1] 3:17</p> <p>incorrect [1] 4:17</p> <p>incredible [2] 3:10 5:17</p> <p>instead [1] 2:1</p> <p>interest [2] 3:12,15</p> <p>intersection [2] 2:6, 9</p> <p>intersections [1] 2: 7</p> <p>into [2] 2:11 6:18</p> <p>ironshire [1] 1:8</p> <p>i-r-o-n-s-h-i-r-e [1] 1:8</p> <p>is [23] 1:6,7,22 3:8, 10,13,18 4:3,5,6,17, 18,22 5:9,11 6:7,12, 16,19 7:3,5,7,9</p> <p>it [18] 1:3,15,15 2:2, 3,4,5,6,11,13,14 3: 11 4:21 5:9,13 6:7 7:7,10</p> <p>its [1] 4:4</p> <p>it's [6] 5:17 6:3,4,18, 19,20</p> <p>itself [2] 1:22 4:10</p> <p>i've [2] 4:3,12</p>	<p>J</p> <p>january [1] 6:1</p> <p>job [2] 2:8 4:9</p> <p>jr [4] 2:20 3:3,7 5:6</p> <p>j-r [2] 2:21,22</p> <p>just [6] 3:11,22 4:1 5:4 7:6,6</p> <hr/> <p>K</p> <p>kind [2] 4:14 7:9</p> <p>know [7] 4:1 6:6,9, 10,11,16,17</p> <hr/> <p>L</p> <p>lack [2] 3:12,15</p> <p>late [1] 5:8</p> <p>leaving [1] 3:13</p> <p>light [1] 1:18</p> <p>lights [2] 1:15 2:1</p> <p>like [3] 1:10,21 6:12</p> <p>little [2] 2:5 6:21</p> <p>live [2] 5:21 6:15</p> <p>locations [1] 2:6</p> <p>looks [1] 4:16</p> <p>lord [1] 4:18</p> <p>lot [1] 2:3</p> <p>lotto [1] 6:12</p> <hr/> <p>M</p> <p>main [1] 1:14</p> <p>mainly [1] 1:23</p> <p>make [1] 2:5</p> <p>making [3] 5:4 6:22, 22</p> <p>man [1] 4:19</p> <p>march [1] 6:1</p> <p>marriage [4] 4:17, 18,20,22</p> <p>marriages [1] 4:13</p> <p>maryland [6] 1:9,9, 12 3:14 5:19,20</p> <p>md [1] 2:23</p> <p>me [2] 1:3 5:2</p> <p>mean [1] 3:11</p> <p>medical [1] 5:16</p> <p>meeks [1] 1:18</p> <p>might [1] 4:21</p> <p>mills [1] 6:15</p> <p>minute [1] 4:14</p> <p>minutes [1] 5:8</p> <p>miserable [1] 4:9</p> <p>money [2] 6:12,15</p> <p>more [3] 1:19 5:19, 20</p> <p>moron [1] 4:16</p> <p>move [1] 2:4</p> <p>mr [5] 1:5 2:20 3:3, 7 5:6</p> <p>must [1] 3:23</p>
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<p>my [7] 1:6,7 3:8,13 5:22 6:3 7:2</p> <hr/> <p style="text-align: center;">N</p> <p>name [3] 1:3,6 2:18 needs [1] 6:9 no [4] 1:15 5:11 7:1,11 nobody [3] 3:16 7:8,12 nobody's [1] 3:11 not [3] 3:22 4:19 5:9 now [5] 5:7,17,22 6:14 7:9 nsa [1] 4:7 number [1] 3:4 nursery [1] 2:23</p> <hr/> <p style="text-align: center;">O</p> <p>obvious [1] 6:3 obviously [1] 5:21 of [25] 1:13 2:1,2,3,12 3:12,15,15,19 4:7,9,10,10,11,14 5:8 6:2,4,5,23 7:1,3,4,9,14 oh [3] 4:23 5:5,7 okay [4] 4:9 5:1,5,7 on [4] 3:18,18 4:4 5:12 one [3] 2:7,9 4:12 only [2] 2:2 4:4 option [2] 1:14,17 options [2] 1:11,16 or [4] 3:20,21 5:13 7:13 organization [1] 1:22 other [5] 1:16 2:8,10 4:8 7:4 our [1] 1:22 out [3] 5:7 6:20 7:4</p> <hr/> <p style="text-align: center;">P</p> <p>people [4] 5:18,19,20 6:20 percent [1] 6:16 perspective [2] 3:13 7:2 phone [1] 3:4 please [1] 2:19 pocket [1] 6:18 politician's [1] 6:18 president [1] 1:13 private [2] 5:5 7:15 problem [1] 6:4 public [1] 7:9 put [1] 2:9</p>	<hr/> <p style="text-align: center;">Q</p> <p>question [1] 5:2</p> <hr/> <p style="text-align: center;">R</p> <p>ramps [1] 1:12 ray [2] 1:5,6 r-a-y [1] 1:6 read [1] 4:12 reason [1] 1:14 record [1] 1:4 redneck [1] 4:2 regard [1] 1:11 regards [1] 1:10 relationship [2] 4:15,21 reporter [5] 1:1 2:17 3:1,5 5:3 revenue [1] 6:8 revenues [1] 4:10 richmond [1] 5:10 right [7] 4:2,10,11 5:7 6:17 7:7,14 road [2] 1:18 2:2 run [1] 7:3</p> <hr/> <p style="text-align: center;">S</p> <p>safer [1] 2:6 said [2] 4:17,18 saving [2] 4:5,6 second [2] 1:17,21 severn [1] 2:23 should [1] 5:10 shows [1] 3:11 sinclair [5] 2:20,21 3:3,7 5:6 s-i-n-c-l-a-i-r [1] 2:22 smallwood [2] 1:5,6 s-m-a-l-l-w-o-o-d [1] 1:7 snowed [1] 7:10 so [3] 2:12 3:23 6:13 some [4] 6:8,18,21 7:4 somebody [1] 6:7 something [2] 3:12,20 s-o-u-t [1] 1:8 south [1] 1:8 speak [1] 1:2 spell [2] 1:3 2:18 spend [1] 6:9 staff [1] 6:22 starting [1] 2:4 state [10] 2:18 4:3,5,7,8,22,23 5:23 6:2</p>	<p>7:4 statement [2] 5:4 7:14 step [1] 1:19 stopping [1] 2:4 stretch [1] 2:2 stuff [1] 4:8 supporting [1] 4:9 supposed [1] 6:16 sure [1] 3:6 system [1] 1:23</p> <hr/> <p style="text-align: center;">T</p> <p>take [1] 6:5 talk [3] 1:10,21 5:1 taxes [1] 3:22 testimony [1] 7:15 than [2] 5:19 7:1 thank [1] 2:16 that [16] 1:11,14,19,19 2:2 3:12,23 4:8,12,18,20,20 6:6,11,15 7:10 that's [5] 2:21 4:4 5:9,10,21 the [40] 1:4,10,11,14,16,21 2:3,8,10,10,13 3:17,17 4:4,5,6,8,10,11,18,23 5:8,9,11,12,12,16,18,20,23 6:2,4,8,9,11,20,21,22,23 7:15 their [1] 1:17 them [1] 3:22 then [3] 3:19 4:11 6:8 there [5] 3:23 5:17,23 7:4,5 there's [5] 3:15 5:11 7:8,11,12 they [4] 5:16 7:1,3,4 they're [3] 3:19,22,22 they've [2] 5:15,15 thing [3] 1:21 3:20 4:4 think [8] 2:4,13 4:18 5:18 6:13,17 7:10,10 this [5] 3:10 4:3,5,6,22 those [2] 2:12 3:21 thought [1] 5:20 thousands [1] 6:23 three [1] 2:3 to [24] 1:10,10,11,21 3:17,18,18,19,21</p>	<p>4:13 5:2,22 6:5,7,7,7,9,11,12,14,16,16,18,19 today [2] 7:11,12 tonight [1] 5:7 took [1] 1:22 total [2] 3:11,15 totally [2] 7:6,6 town [2] 6:21,23 traffic [8] 1:15,16,18,19 2:1,5,14 5:9 transportation [2] 1:23 6:10 two [3] 2:7,10,12</p> <hr/> <p style="text-align: center;">U</p> <p>understand [2] 4:1,15 unless [1] 4:16 up [2] 1:19 6:15 us [1] 2:3</p> <hr/> <p style="text-align: center;">V</p> <p>virginia [3] 5:10,18,22 voicing [1] 6:3 voted [1] 1:13</p> <hr/> <p style="text-align: center;">W</p> <p>wait [1] 4:14 want [3] 3:21 5:2 6:5 was [5] 1:17 4:17 6:21,22 7:15 way [1] 5:9 we [7] 1:11,19 2:12,13 6:4,9 7:11 webster [1] 4:16 we'd [1] 1:21 well [3] 4:14 6:3,9 welsh's [1] 2:10 went [1] 6:11 we're [3] 4:13 6:14 7:1 we've [1] 3:16 what [4] 4:14 6:7,7 7:9 whatever [1] 3:21 where [4] 1:16 6:10,11,19 whereupon [1] 7:15 which [3] 1:13,17 5:9 who [1] 6:5 why [3] 3:13 5:10 6:4 wife [1] 4:19 will [1] 1:19 with [1] 4:23</p>	<p>woodland [1] 2:7 would [9] 1:2 2:2,3,4,5,6,12,13,14</p> <hr/> <p style="text-align: center;">Y</p> <p>yeah [2] 6:17 7:5 year [2] 6:2,22 years [1] 4:3 yet [1] 5:13 you [13] 1:2,2 2:16,18 3:21 4:1,23,23 5:2 6:6,6,9 7:13 your [3] 1:2,3 2:18 you're [1] 5:4</p> <hr/> <p style="text-align: center;">Z</p> <p>zip [1] 1:9</p>
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PUBLIC NOTICE

MD 198

PROJECT PLANNING STUDY

- Newspaper Advertisements
(Published in the following newspapers)
 - Baltimore Sun
 - Laurel Leader
 - Sound Off
 - Crofton-West County Gazette

- Post Card

- Brochure

PUBLIC NOTICE



MARYLAND DEPARTMENT OF TRANSPORTATION - STATE HIGHWAY ADMINISTRATION, ANNE ARUNDEL COUNTY, FORT GEORGE G. MEADE, FEDERAL HIGHWAY ADMINISTRATION, AND THE US ARMY CORPS OF ENGINEERS WILL CONDUCT A LOCATION/DESIGN PUBLIC HEARING FOR MD 198 FROM MD 295 TO MD 32 IN ANNE ARUNDEL COUNTY

Thursday, November 17, 2011

**Meade Middle School
1103 26th Street, Fort Meade, MD 20755
6:00 PM – Displays
7:00 PM – Presentation/Testimony**

Endangered Species Act, as amended. As the evaluation continues, additional information may become available that could modify this preliminary determination.

The SHA, in consultation with the Maryland Historical Trust (MHT) and other interested parties, has identified two historic properties in the area of potential effects that are on or eligible for the National Register of Historic Places. These resources, identified in the EA prepared for the project, are the Baltimore-Washington Parkway and the D.C. Children's Center - Forest Haven District. The MHT has concurred with SHA's determination that the project will have no adverse effect on either resource. Consistent with the Section 106 procedures of the National Historic Preservation Act, public comments are requested regarding effects on historic properties. For additional information on SHA's effect determination, contact the Environmental Manager.

Alternatives 2 and 4 Modified will have minor impacts on a publicly owned public recreation area - the Patuxent Research Refuge ball fields parking lot. SHA will request that the FHWA make a Section 4(f) de minimis (minor impact) determination that the proposed action, which maintains the same number of parking spaces but reconfigures and resurfaces the parking lot, does not adversely affect the activities, features, and attributes of the ball fields. SHA requests public comment on this determination.

The Parkway, which is owned by the National Park Service, is the only other publicly owned public park in the study area. Permanent impacts on the Parkway from ramp improvements range from 3.6 – 6 acres under Alternatives 2 or 4 Modified. Options to avoid or minimize park impacts have been developed in accordance with the Section 4(f) regulations found at 23 CFR 774. The extent of park impacts was minimized by using narrow shoulder and travel lanes, shifting storm water management facilities outside the park boundary, and adding native plants for screening. This Hearing and the circulation of the Section 4(f) Evaluation as part of the EA will allow FHWA to obtain public comments on the avoidance and minimization options and impacts.

Individuals and representatives of organizations may submit a request to testify at the Hearing by writing to Ms. Kameel Hall, Project Manager, Project Management Division, Maryland State Highway Administration, 707 N. Calvert Street, MS C-301, Baltimore, MD 21202; calling 410-545-8542 or toll-free 1-800-548-5026; or emailing KHall1@sha.state.md.us no later than five days before the hearing (November 12, 2011). Attendees may sign the Speakers List at the registration desk on the date of the Hearing. Submit written statements and other exhibits for inclusion in the Public Hearing transcript to the Project Manager at the address listed above until December 19, 2011.

Elected officials will be given the opportunity to speak first. Persons on the Speakers List will be called to testify in the order in which their requests were received, and those who did not pre-register will be invited to speak before oral testimony concludes. SHA may set a time limit for each speaker if a large number register to testify. Private and written testimony will also be accepted.

If you received a copy of this notice in the mail you are included on the project mailing list and will receive information about project developments and opportunities for public involvement as the study progresses. Persons not on the mailing list may add their contact information by phoning, writing, or emailing the Project Manager. Brochures and comment forms will be available at the Hearing.

Beginning on **October 18, 2011**, the EA describing the project will be available for inspection and copying during normal business hours at the following locations:

US Army Corps of Engineers
Regulatory Branch, 8th Floor
10 S. Howard Street
Baltimore, MD 21201
(410) 962-4252

State Highway Administration
District 5 Office
138 Defense Highway
Annapolis, MD 21401
(410) 841-1000 or (800) 331-5603

Anne Arundel County Public Library
Maryland City at Russett Library
3501 Russett Green
Laurel, MD 20742-1810
(301) 275-2390
Monday, Tuesday, Thursday,
1:00 PM – 9:00 PM
Friday, 1:00 PM – 5:00 PM
Wednesday and Saturday, 9:00 AM – 5:00 PM

State Highway Administration
District 5 Glen Burnie Shop
910 Stewart Avenue
Glen Burnie, MD 21061
(410) 766-3770, (410) 766-3779,
or (410) 766-3757

Anne Arundel County Government
Planning and Zoning Office
Heritage Office Complex
2664 Riva Road, 4th Floor
Annapolis, MD 21401
(410) 222-7450
Monday-Friday 8:00 AM - 4:00 PM

State Highway Administration
3rd Floor, 707 N. Calvert Street,
Mail stop C-301
Baltimore, MD 21202
(410) 545-8522 or (800) 548-5026

REQUESTS FOR ASSISTANCE

The Maryland Relay Service can assist teletype users at 711. Persons requiring special assistance to participate should contact the Project Manager. Whenever possible, SHA will provide an interpreter for persons with hearing/speech disabilities or who need assistance with the English language. To request special assistance or an interpreter, please contact the Project Manager **no later November 10, 2011**.

For more information on this and other SHA projects, visit <http://www.roads.maryland.gov> and click on Projects & Studies, SHA Projects Page, and Anne Arundel County.

October 20, 2011
A-605

Darrell B. Mobley
Acting State Highway Administrator

The project consists of improving existing capacity and traffic operations along MD 198 to enhance access to the Fort George G. Meade Military Reservation (Fort Meade) and increase vehicular, bicycle, and pedestrian safety along this corridor, 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.

The study proposes widening MD 198 to two lanes in both directions (eastbound and westbound), divided by a grassy median that varies throughout the corridor from 6 feet to 20 feet in width. On-road bicycle facilities would be provided in both directions adjacent to the outside travel lane. A five-foot-wide sidewalk and an eight-foot-wide shared-use path would be provided throughout the corridor, where appropriate. From the northbound on/off ramps for the Baltimore-Washington Parkway (Parkway), to the second access point of Arundel Gateway, this alternative proposes a 12-foot-wide eastbound auxiliary lane to accommodate projected traffic due to planned development. Based on reports of flooding, Alternative 4 Modified proposes to raise the elevation and extend the length of the bridge over the Little Patuxent River.

The purpose of this Hearing is to provide all interested persons the opportunity to comment on the project's location, general design, and associated social, economic, cultural, and natural environmental impacts of the proposed alternatives before an alternative is selected.

Beginning at 6:00 pm, the project alternatives and other information will be on display. Public hearing displays will be available on the SHA website at <http://www.roads.maryland.gov>. Click on Projects & Studies, SHA Projects Page, and Anne Arundel County, then MD 198, Laurel Fort Meade Road under Preconstruction. Representatives of the State Highway Administration (SHA), Anne Arundel County, the Federal Highway Administration (FHWA), Fort Meade, and the US Army Corps of Engineers - Baltimore District (Corps) will be available to discuss the project and record comments.

A formal presentation beginning at 7:00 pm and lasting approximately 20 minutes will include a description of the project alternatives, a summary of environmental impacts, information on right-of-way acquisition and relocation assistance procedures, and an explanation of Title VI of the Equal Opportunity Program. The presentation will be followed by public testimony.

Depending on the build alternative and interchange option, stream and wetland impacts would range from 164-711 linear feet and 1.6 – 4 acres, respectively. SHA, in consultation with the Corps, has identified Waters of the United States (US), including jurisdictional wetlands, which are regulated by Section 404 of the Clean Water Act. This public hearing provides the opportunity to present views, opinions, and information which will be considered by the Corps in evaluating a Department of the Army permit for impacts on wetlands and Waters of the US. All comments will become part of the formal project record. Copies of written statements expressing concern for aquatic resources may be submitted to Mary Frazier, US Army Corps of Engineers, Attn: CENAB-OP-RMN P.O. Box 1715, Baltimore, MD 21203-1715; or emailed to Mary.A.Frazier@usace.army.mil until December 19, 2011.

The Environmental Assessment (EA) may serve as the application for a Corps permit pursuant to Section 404 of the Clean Water Act (33 USC 1344). Coordination with the Maryland Department of the Environment (MDE) also ensures that the document includes alternatives analysis for the state's wetland permit review. Application of the state permit will be made after the alternative selection process is completed.

The decision to issue the Section 404 permit will be based on the evaluation of the probable impacts of the proposed project on the public interest, including direct, indirect, and cumulative impacts. This decision will reflect the national concern for the protection and use of important resources. The benefits that may reasonably be expected to accrue from the proposed project must be balanced against the reasonably foreseeable detriments. All factors that may be relevant to the proposed project will be considered, including cumulative effects. Among these factors are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplains values, land use, navigational concerns, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, considerations of property ownership, and, in general, the needs and welfare of the people.

The evaluation that the work described above will have on the public interest will include an application of the Clean Water Act Section 404(b) (1) promulgated by the Administrator, US Environmental Protection Agency, under authority of Section 404 of the Clean Water Act.

The Corps is soliciting comments from the public; federal, state, and local agencies and officials; Native American Indian Tribes; and other interested parties in order to consider and evaluate the impacts of the proposed activity. The Corps will consider the comments when determining whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, the Corps takes into account public hearing comments regarding the assessment of impacts on endangered species, historic property, and other public-interest factors listed above.

The SHA is required to obtain water quality certification for the project from MDE in accordance with Section 401 of the Clean Water Act. Any written comments concerning the work described above which would relate to water quality certification should be sent to Mr. Steve Hurt, Maryland Department of the Environment, Wetlands and Waterways Program, 1800 Washington Boulevard, Baltimore, MD 21230.

The preliminary review of the application indicates that the proposed work will have no effect on federally listed species or their critical habitat pursuant to Section 7 of the



Maryland Department
of Transportation

MARYLAND DEPARTMENT OF TRANSPORTATION -
STATE HIGHWAY ADMINISTRATION, ANNE ARUNDEL
COUNTY, FORT GEORGE G. MEADE, FEDERAL HIGHWAY
ADMINISTRATION AND US ARMY CORPS OF ENGINEERS
WILL CONDUCT A LOCATION/DESIGN PUBLIC HEARING

MARYLAND
198

MD 198 Project Planning Study

The Maryland State Highway Administration (SHA), in conjunction with the Federal Highway Administration (FHWA), Anne Arundel County, Fort George G. Meade (Ft. Meade), and the US Army Corps of Engineers, is conducting a project planning study along MD 198 from west of MD 295 (Baltimore-Washington Parkway) to MD 32 in Anne Arundel County. The project consists of improving existing capacity and traffic operations along MD 198 to enhance access to Fort Meade and increase vehicular, bicycle, and pedestrian safety along this corridor, 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.

The purpose of this hearing is to provide all interested persons the opportunity to comment on the project's location and general design and the associated social, economic, cultural, and natural environmental impacts of the proposed alternatives before an alternative is selected.

Beginning at 6:00 p.m., the project alternatives and other information will be on display. Representatives of SHA, Anne Arundel County, FHWA, Fort Meade, and the US Army Corps of Engineers - Baltimore District will be available to discuss the project and record your comments.

A formal presentation lasting approximately 20 minutes will begin at 7:00 p.m. and will be followed by public testimony. SHA may set a time limit for public testimony if a large number of persons wish to speak. Testimony can also be provided privately to a court reporter or in writing.

PUBLIC HEARING

Thursday, November 17, 2011

Meade Middle School

1103 26th Street

Fort Meade, Maryland 20755

Open House – **6:00 PM**

Formal Presentation – **7:00 PM**

Public testimony to follow presentation



MD 198 Project Planning Study

QUESTIONS? **Kameel Hall**, Project Manager
State Highway Administration
410-545-8542 or 1-800-548-5026
khall@sha.state.md.us

The Maryland Relay Service can assist teletype users at 711.

**TESTIFY?
ASSISTANCE?** Please contact Ms. Hall by
November 16, 2011 to add your
name to the speakers' list or
request assistance, including
spoken, sign-language, or
non-English-language interpreters.

MORE INFO? For information on this and other
SHA projects go to our website at
www.roads.maryland.gov and click on
[Projects and Studies/Public Meetings](#).

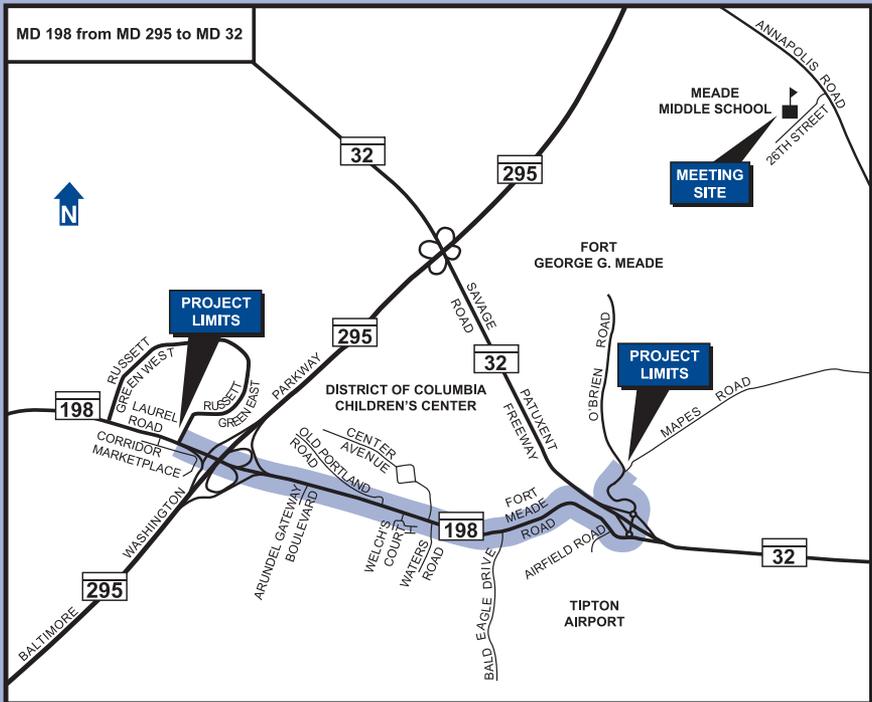


**707 N. Calvert Street
MS C-301
Baltimore, MD 21202**

MD 198 Project Planning Study

from MD 295 (Baltimore-Washington Parkway) to MD 32

LOCATION/DESIGN Public Hearing



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

Project No. AA510M11



Maryland Department of Transportation
State Highway Administration



US Department of Transportation
Federal Highway Administration



US Army Corps of Engineers

Project Planning Team

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

Mr. Gregory I. Slater, Director
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Baltimore, MD 21202

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Ms. Martha Arzu-McIntosh
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Anne Arundel County
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Mr. Lee Starkloff, District Engineer
District 5
Maryland State Highway Administration
138 Defense Highway
Annapolis, MD 21401
Telephone: (410) 321-2810
Toll-free within Maryland: 1-800-962-3077
MD Relay Service for teletype users at 711

Mr. Ian Cavanaugh, Area Engineer
Federal Highway Administration
City Crescent Building
10 S. Howard Street, Suite 2450
Baltimore, MD 21201

Introduction

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

Purpose of the Study

The purpose of the MD 198 Project Planning Study is to improve existing capacity and traffic operations; to enhance access to the Fort George G. Meade Military Reservation (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.

Purpose of the Hearing

The purpose of the Location/Design Public Hearing is to formally present the results of the detailed engineering and environmental studies that have been conducted for this project. The public hearing will provide an opportunity for interested individuals, associations, citizen groups, and government agencies to offer spoken or written comments for the project record before an alternative is selected.

Hearing Format

Maps and other exhibits depicting the study's alternatives and other information will be on display for public viewing beginning at 6:00 p.m. Representatives from SHA and FHWA will be available to answer questions related to this project and receive comments. A formal presentation lasting approximately 20 minutes will begin at 7:00 p.m. and will be followed by public testimony. Testimony may also be given privately to a court reporter. All proceedings will be recorded and a transcript will be prepared. The transcript will be available for public review within approximately eight weeks after the hearing, at project-area libraries and government facilities listed at the back of this brochure.

How To Comment On The Study

The public is encouraged to participate in the public hearing to ensure citizen input during the Project Planning process. The postage-paid return mailer included in this brochure will enable interested persons to submit their comments.

Additional copies of these mailers will be available at the receptionist's desk during the hearing. Written comments for inclusion in the project record and the hearing transcript may be submitted until Monday, December 19, 2011.

Project Mailing List

You may add your name to the project mailing list by completing the enclosed mailer or giving your information to the receptionist at the hearing. If you have previously submitted your name and address by postcard or other means, or if you have received this brochure in the mail, you are already on the project mailing list.

Project Status

The MD 198 Project Planning Study is included in the Maryland Department of Transportation (MDOT) Development and Evaluation Program of the Fiscal Year 2011-2016 Consolidated Transportation Program (CTP) and is funded by Anne Arundel County for Project Planning only. This study is also included in the SHA Long-Range Plan (called the 2010 Highway Needs Inventory). If a build alternative is selected and the project receives Location/Design approval from FHWA, the project may become eligible for funding for Final Design, Right-of-Way Acquisition, and Construction.

Project History

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

MD 198 provides a continuous connection between the City of Laurel and Fort Meade. The Laurel area has traditionally served the Fort Meade area by offering housing and services to Fort Meade. This relationship will continue as Fort Meade and its various tenant organizations increase in population and employment. Traffic from the Odenton area uses MD 198 to travel to the Baltimore-Washington Parkway (especially southbound) toward the Capital Beltway and the Washington Metropolitan Area.

In addition to job growth, the study area expects substantial increases 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.

In a letter dated June 27, 2006, the Anne Arundel County Executive requested that SHA initiate a Project Planning Study for MD 198, noting the need to address these BRAC-associated traffic impacts. The letter noted that funding for the planning study has been allocated in the County's Capital Improvement

Program. Subsequently, SHA and the County reached an agreement that the County would fund 100 percent of the Project Planning costs, and the project was initiated.

The MD 198 project is consistent with the goals and objectives of state, regional, and local planning documents. Improvements to MD 198 within the study area are included in MDOT's six-year capital program - the Consolidated Transportation Plan (CTP); SHA's Long-Range Plan - the Highway Needs Inventory (HNI); and the Baltimore Metropolitan Planning Organization's 2007 Long-Range Plan - Transportation Outlook 2035 – The Baltimore Regional Transportation Plan. MD 198 is identified in the County's Functional Classification Plan as a principal arterial—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.

In Fall 2007, SHA mailed study-area residents and businesses project-initiation letters explaining that the MD 198 Project Planning Study had started and identified the project limits as west of MD 295 to MD 32. An Informational Newsletter was also mailed in Fall 2007 introducing the project and asking for public comment. An Informational Workshop was held on November 7, 2007, at Meade High School. On June 24, 2008, SHA conducted an Alternatives Public Workshop at the high school to accomplish the following actions:

- familiarize the public with the Project Planning process and the project's Purpose and Need;
- present the current findings of the environmental studies; and
- receive comments on the preliminary alternatives.

Existing Conditions

Within the project limits, MD 198 is primarily a two-lane open roadway with 10-foot-wide shoulders and no access control. Approaching the MD 295 and MD 32 interchanges at the project's 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 interchange area, MD 198 is a four-lane divided roadway. West of the MD 295 Interchange, MD 198 is a six-lane divided closed section.

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

(continued on page 5)

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

Table 1

** Relates to bicycle compatibility*

Average Daily Traffic (ADT) Along MD 198			
MD 198 Segment	Existing (2006) ADT	Projected (2030) ADT	Percent Growth
West of MD 295 Interchange	42,900	67,500	57%
East of MD 295 Interchange	24,000	57,500	140%
West of Arundel Gateway Boulevard	22,700	52,400	131%
West of MD 216B	22,700	48,400	113%
West of Welch's Court	21,900	48,400	121%
West of Center Avenue	21,900	48,100	120%
West of Bald Eagle Drive	21,600	47,800	121%
West of Airfield Road	21,600	47,800	121%
West of MD 32 Interchange	21,800	47,900	121%
East of MD 32 Interchange	7,900	16,000	103%

Table 2

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

Project Need

Background

Very little development occurred in the study area until 1917, when the United States War Department acquired 19,000 acres west of Odenton and built Fort Meade. The focus of Fort Meade expanded in the 1950s with the establishment of the National Security Agency (NSA). Originally a training and deployment center, Fort Meade is currently transitioning to an information and administrative center and has experienced recent employment growth as a result of the new Environmental Protection Agency (EPA) and Library of Congress buildings located on the base. Approximately 5,695 new on-base jobs are expected to relocate to Fort Meade, along with 4,000 new jobs at NSA. At least 20,000 private-sector jobs are anticipated as a result of the new jobs at Fort Meade and NSA. Those private-sector jobs will be located on and in the vicinity of Fort Meade.

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

This study will investigate a number of approaches to address anticipated traffic volumes from planned and future development in and around the study area and will attempt to enhance the safety of drivers, bicyclists, and pedestrians along MD 198. In addition, the study will focus on traffic operations through the two interchanges at the project limits.

Traffic Operations

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

By 2030, the projected ADTs in the study area are expected to increase by over 100 percent within the majority of the MD 198 corridor, due to the implementation of BRAC and as residential, employment, and commercial growth occurs 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 (**See Table 2**).

A Level of Service (LOS) analysis was conducted for existing (2006) 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 near a critical boundary where traffic flows become unstable. This level is generally considered acceptable during peak hours of traffic flow on streets 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, speeds, or traffic density.

The existing LOS analysis shows that the study area intersections have LOS that ranges from A to F, with five intersections operating at failing LOS in either the AM or PM peak hours. In the 2030 design year, nine intersections are projected to operate at a failing LOS in either the AM or PM peak hours, and the mainline roadway segment of MD 198 between MD 295 and MD 32 is also projected to operate at a failing LOS during both peak periods (**See Table 3**).

A Level of Service analysis was also conducted for future (year 2030) conditions for each of the build alternatives. Alternative 2 (TSM) is projected to improve operations by consolidating access points along the corridor. However, the analysis results indicate that five intersections would still be projected to operate at failing LOS in the year 2030 under Alternative 2, and the mainline segment of MD 198 would also be projected to continue to operate at LOS F during both peak periods (**See Table 4**).

Alternative 4 Modified (Four-lane Divided Roadway) is projected to improve operations along the mainline segment of MD 198 between MD 295 and MD 32 to LOS D during both the AM and PM 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 (**See Table 5**).

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 retained interchange options (**See Table 6**).

Safety

SHA completed a crash analysis for the three-year period from January 1, 2003 – December 31, 2005. Rates for all crash types on MD 198 from west of MD 295 (Clay Road/Russett Green West) to the Little Patuxent River (2.5 miles) fall within acceptable parameters for similar types of highways. Wet-surface crashes occur at a rate slightly higher than the statewide average for similar

(continued on page 9)

Existing and No-Build Level of Service (LOS) and Volume-to-Capacity Ratio				
Mainline	2006 AM	2006 PM	2030 AM	2030 PM
MD 198 – from MD 295 to MD 32	E (0.77)	E (0.87)	F (1.57)	F (1.68)
Intersections with MD 198	2006 AM	2006 PM	2030 AM	2030 PM
Corridor Market Place/Russett Green East	B (0.63)	C (0.78)	E (0.98)	E (1.00)
MD 295 Southbound Ramp*	F	F	F	F
Tischer Entrance*	F	F	F	F
Ourisman Entrance*	F	F	F	F
Arundel Gateway Boulevard*	A	B	F	F
MD 216B (Old Portland Road)*	E	D	F	F
Welch's Court*	E	F	F	F
Center Avenue (Woodlands Job Corps Center)*	B	D	F	F
Bald Eagle Drive*	A	F	F	F
Airfield Road	A (0.28)	A (0.49)	A (0.56)	C (0.76)
MD 32 Eastbound Ramps (Roundabout)*	A	A	B	C
MD 32 Westbound Ramps (Roundabout)*	B	A	F	F

Table 3 * Note: For unsignalized intersections, LOS is based on delay, and V/C ratio is N/A.

2030 Build Alternative 2 (TSM) Level of Service (LOS) and Volume-to-Capacity Ratios		
Mainline	AM LOS	PM LOS
MD 198 – from MD 295 to MD 32	F (1.57)	F (1.68)
Intersections with MD 198	AM LOS	PM LOS
Corridor Market Place/Russett Green East	E (0.98)	E (1.00)
MD 295 Southbound Ramp	F (1.20)	F (1.16)
Arundel Gateway Boulevard / Tischer / Ourisman	F (1.63)	F (1.74)
MD 216B / Welch's Court / Center Avenue	F (1.42)	F (1.37)
Bald Eagle Drive	F (1.37)	F (1.37)
Airfield Road	A (0.56)	C (0.76)
MD 32 Eastbound Ramps (Roundabout) *	B	C
MD 32 Westbound Ramps (Roundabout) *	F	F

Table 4 * Note: For unsignalized intersections, LOS is based on delay, and V/C ratio is N/A.

2030 Build Alternative 4 Modified Level of Service (LOS) and Volume-to-Capacity Ratios		
Mainline	AM LOS	PM LOS
MD 198 – from MD 295 to MD 32	D (0.70)	D (0.69)
Intersections with MD 198	AM LOS	PM LOS
Corridor Market Place/Russett Green East	E (0.98)	E (1.00)
MD 295 Southbound Ramp	D (0.83)	D (0.82)
Arundel Gateway Boulevard	E (0.95)	E (0.93)
Arundel Gateway – Second Access	D (0.90)	D (0.89)
MD 216B (Old Portland Road) / Welch's Court	D (0.81)	C (0.76)
Center Avenue / Liberty Valley Access	D (0.82)	D (0.81)
Bald Eagle Drive	C (0.75)	C (0.77)
Airfield Road	A (0.56)	C (0.76)

Table 5

2030 Build Interchange Options Level of Service (LOS) and Volume-to-Capacity Ratios		
Option A (Flyover)	AM LOS	PM LOS
MD 198 at MD 32 Eastbound Ramps (Roundabout)*	B	D
MD 198 at MD 32 Westbound Ramps (Roundabout)*	A	A
Option C (Diamond Interchange)	AM LOS	PM LOS
MD 198 at MD 32 Eastbound Ramps (Signal)	E (0.96)	B (0.70)
MD 198 at MD 32 Westbound Ramps (Signal)	E (0.97)	D (0.90)
Option D (Two Bridge)	AM LOS	PM LOS
MD 198 at MD 32 Eastbound Ramps (Roundabout)*	C	B
MD 198 Westbound at Mapes Road (Signal)	D (0.88)	D (0.86)

Table 6

* Note: For unsignalized intersections, LOS is based on delay, and V/C ratio is N/A.

types of highways. Other crash types include rear-end, sideswipe, fixed-object, left-turn, angle, and parked vehicles. One crash resulting in pedestrian injury occurred near Russett Green West.

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, from the Clay Road/Russett Green West intersection through the MD 295 Interchange area, where volumes are much higher.

Intermodal Connectivity

Currently, no bus service is available along MD 198, between MD 295 and MD 32. The Central Maryland Regional Transit (CMRT) provides bus-transit service along the MD 198 corridor, west of MD 295 in Maryland City.

Tipton Airport, located along the south side of MD 198 near the interchange with MD 32, is a former U.S. Army airfield designated for privatization by the 1988 BRAC. The airport closed in 1995 and reopened in 1999 and is operated today by the Tipton Airport Authority (Authority members are appointed by the Anne Arundel County Executive). The Authority plans to convert the airport to a state-of-the-art general aviation facility that will have a strong community presence and serve as a home to sport, recreational, private, and business aircraft.

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

Context Sensitive Solutions

As part of this project, the project team will consider suggestions received from the public at the Location/Design Public Hearing and from comment cards, letters, and emails. SHA will continue to coordinate with representatives from Anne Arundel County, the FHWA, the National Park Service, the US Fish and Wildlife Service, and Fort Meade to further develop or refine the alternatives to incorporate Context Sensitive Solutions (CSS) concepts, wherever possible. This effort is an SHA initiative to preserve and enhance the community's character while improving transportation in the area.

CSS concepts address the following:

- Safety
- Pedestrian and bicycle circulation
- Local residential and business traffic circulation
- Access to mass transit
- Reduction of right-of-way impacts
- Effects on response times of police, fire, and other emergency services providers
- Aesthetics/landscape/streetscape opportunities

Your comments will help ensure that the proposed alternatives for improvements to the study area reflect the community's local character and aesthetic preferences. We encourage you to comment on CSS issues using the comment card in the back of this brochure.

Alternatives Retained for Detailed Study *(See mapping packet)*

Alternative 1 – No-Build

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. It serves as a baseline for comparing the impacts and benefits of the build alternatives.

Alternative 2 – Transportation Systems Management (TSM)

The 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 costs and few environmental impacts, but would provide no substantial improvements or operations to address future concerns. TSM strategies being considered for this corridor include the following:

- Improvements to the off-ramp from MD 295 northbound to MD 198 eastbound to alleviate driver confusion and increase merge distance.
- Improvements to the off-ramp from MD 295 southbound to MD 198 eastbound and westbound. A channelized free-right turn is proposed in the eastbound direction. An exclusive left-turn lane, a through left-turn combined lane, and a signal are proposed in the westbound direction at this location.
- Extension of the channelized left-turn lane at Russet Green East/Corridor Marketplace.
- Access management solutions combining several driveways and access points along MD 198 to provide for fewer turn lanes off the main road.
- Proposed signals at MD 198 at Arundel Gateway Drive and MD 198 at Welch's Court.
- Left-turn lanes that combine access points to separate left turns from the through movement.

Alternative 4 Modified: Divided Roadway with 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. In the eastbound direction, a five-foot-wide sidewalk would be provided from just east 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 the businesses located just east of Center Avenue 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 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. Based on reports of flooding, Alternative 4 Modified proposes to raise the elevation and 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 signal at MD 198 and Airfield Road will remain under all interchange options except Option D. This mainline build alternative is compatible with all three interchange options described below. If Alternative 4 Modified is selected as the build alternative, an interchange option will be selected with it.

MD 198/MD 32 Interchange Options

The three options under consideration for the improvement of the MD 198/MD 32 Interchange are summarized below:

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. 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: Diamond Interchange at Existing Bridge

Option C 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 Bridge

Option D reconfigures all traffic movements through the area by creating a second one-way crossing of MD 198. The existing MD 198 bridge over MD 32 would become a one-way crossing toward Fort Meade and would not be widened. The ramp from MD 32 west toward Laurel would become a second one-way crossing, and two turn lanes would be provided for right turns into Fort Meade. All other vehicles would have a free-flow movement toward Laurel. This option does not include a signal at MD 198 and Airfield Road.

Alternatives And Options No Longer Under Consideration

Following the Alternatives Public Workshop, the project team dismissed MD 198 Mainline Alternative 3 Divided Roadway with Off-Road, Shared-Use Facility because this alternative did not provide a sidewalk. Alternative 4 – Divided Roadway with Off-Road, Shared-Use Facility and Sidewalk was dismissed and was replaced by Alternative 4 Modified. Alternative 4 Modified has been developed to better address the projected traffic needs. MD 198/MD 32 Interchange Option B – Loop Ramp has been dismissed because it is not compatible with Alternative 4 Modified improvements along MD 198. MD 198/MD 32 Interchange Option E – Diamond Interchange with New Bridge has been dismissed because it does not provide increased transportation benefits when compared to Option C - Diamond Interchange at Existing Bridge. Option E has a higher cost than Option C.

Environmental Summary

Detailed analyses were performed on the Alternatives Retained for Detailed Study to identify potential impacts on natural, cultural, and socioeconomic resources within the study area. A comparison of potential impacts for each alternative and interchange option is included in **Table 7**.

Land Use

The proposed MD 198 improvements are consistent with the Anne Arundel County General Development Plan (GDP) (2009), the Jessup/Maryland City Small Area Plan (2004), and the Odenton Small Area Plan (2003). Both the Anne Arundel County GDP and the Jessup/Maryland City Small Area Plan recommend capacity improvements along MD 198 through the study area.

Existing land use in the study area is primarily composed of forested areas and institutional facilities, in addition to smaller commercial, industrial, and residential uses. The institutional land uses in the study area include Fort Meade to the east, land owned by the US General Services Administration to the north, and the District of Columbia Children's Center north 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. Future land use is generally consistent with existing land uses, although the proposed Arundel Gateway development, which was rezoned during the County's comprehensive zoning process, will add residential and commercial land use immediately adjacent to the MD 198 corridor.

Socioeconomic Resources

No residential relocations would be required for any of the alternatives or interchange options. 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.

(continued on page 14)

Summary of Environmental Impacts						
Category	MD 198 Mainline Alternatives			MD 198/MD 32 Interchange Options		
	1	2	4 Modified	A	C	D
Potential Displacements (number)						
A. Residential	0	0	0	0	0	0
B. Commercial	0	0	1	0	0	0
Properties Affected (number)						
A. Residential	0	0	1	0	0	0
B. Commercial	0	7	35	2	2	2
C. Other*	0	1	2	4	4	4
Right-of-Way Required (acres)						
A. Residential	0	0	0.1	0	0	0
B. Commercial	0	3.1	19.3	0.4	0.4	0.4
C. Other*	0	7.7	17.1	12.4	11.3	11.5
Wetlands (acres)	0	0.7	1.4	1.9	0.9	2.6
Stream Crossings (number)	0	1	1	3	3	3
Stream Impacts (linear feet)	0	71	459	93	190	252
100-Year Floodplain (acres)	0	0	0.1	2.4	2.4	2.4
Woodland (acres)	0	4.5	19.4	5.1	4.6	5.9
Baltimore-Washington Parkway (acres)	0	3.6	6	0	0	0
Potential Hazardous Waste Sites (number)	0	6	33	4	4	4
Total Cost Range in Millions**	\$ 0	\$ 18.5 - \$ 24.1	\$ 92.1 - \$ 122.5	\$ 105.2 - \$ 135.0	\$ 98.8 - \$ 126.7	\$ 83.6 - \$ 107.4

Table 7

*Note: Fort Meade, Tipton Airport, Federal Lands, U.S. Fish and Wildlife Service, and historic properties

**Note: Total Cost Range includes Final Design, Right-of-Way, and Construction and an inflation adjustment through 2020.

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 (PFAs). The alternatives and interchange options retained for detailed study are located entirely within the PFA designated by Anne Arundel County.

No minority or low-income populations have been identified within the project area. Consistent with Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," no disproportionately high or adverse effects on minority and low-income communities are expected to result from any of the alternatives or interchange options.

Emergency response times in the study area are expected to improve as a result of the implementation of any of the proposed build alternatives. SHA will continue to coordinate with emergency services providers to identify potential traffic delays during construction and detour routes that could affect response times.

Parkland

The Patuxent Research Refuge, a publicly owned public wildlife refuge with associated ball fields, is located in the study area. Each of the interchange options would require approximately 0.41 acre from a Fort-Meade-owned gravel parking lot adjacent to MD 198 that is used for ball field parking. In order to maintain the overall number of parking spaces, SHA is proposing to expand and improve the parking lot on the Refuge property, replacing the same number of parking spaces that would be lost due to the acquisition of the gravel lot. The US 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 FHWA make a Section 4(f) *de minimis* (minimal impact) finding on the proposed changes that would affect the ball field parking lot. This hearing provides members of the public the opportunity to review and comment on the project's effect on the activities, features, and attributes of the ball field and associated parking.

The Baltimore-Washington Parkway, owned by the National Park Service (NPS), is the only other public parkland or recreation facility in the study area. Options to avoid or minimize park impacts have been developed in accordance with the Section 4(f) regulations at 23 CFR 774. Permanent impacts on the Parkway, ranging from 3.6 to 6 acres, would be required due to ramp improvements proposed under Alternatives 2 and 4 Modified. The amount of NPS property being impacted by roadway improvements was minimized through the use of narrow shoulders and travel lanes, the shifting of stormwater-management facilities outside the park's boundary, and the addition of native plants for screening. This hearing and the circulation of the Section 4(f) Evaluation as

part of the Environmental Assessment (EA) will allow FHWA to obtain public comments on the avoidance and minimization options.

Cultural Resources

The Baltimore-Washington Parkway (Parkway) is a significant historic resource listed on the National Register of Historic Places. Both build alternatives propose the 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 historic resources. In accordance with the Section 106 procedures of the National Historic Preservation Act, this hearing provides the opportunity for public comment regarding impacts on historic properties.

Natural Resources

The MD 198 study area is located within the Little Patuxent River watershed, which is classified as Use I waters (Water Contact Recreation and Protection of Nontidal Warmwater Aquatic Life) by the Department of Natural Resources (DNR), with an in-stream work prohibition period of March 1 through June 15, inclusive. Stream impacts range from 71 to 711 linear feet, depending on the build alternative and interchange option. In general, the impacts of the build alternatives and interchange options on study area streams are the result of pipe and culvert extensions and grading for highway fill slopes. As many as 2.4 acres of the 100-year floodplain associated with the Little Patuxent River could be impacted under any of the interchange options.

SHA, through consultation with the US Army Corps of Engineers (COE), has identified Waters of the United States, including jurisdictional wetlands, which are regulated by Section 404 of the Clean Water Act. Depending on the build alternative and interchange option, wetland impacts could range up to 4 acres. A portion of the Little Patuxent River within the study area contains a Nontidal Wetland of Special State Concern. None of these impacts occur within the Nontidal Wetland of Special State Concern.

This public hearing provides the opportunity to present views, opinions, and information which will be considered by the COE in evaluating a Department of the Army permit. The COE regulates discharges of dredged or fill material into wetlands and streams (Waters of the United States). All comments received will become part of the formal project record. In addition, a water quality certification, pursuant to Section 401 of the Clean Water Act, will be required from the Maryland Department of the Environment (MDE). Written statements expressing concern for aquatic resources may be submitted to Ms. Mary Frazier, U.S. Army Corps of Engineers, CENAB-OP-RMN, P.O. Box 1715, Baltimore, Maryland 21203, until December 19, 2011, or by email at Mary.A.Frazier@usace.army.mil.

Permits from the COE and/or MDE 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 which will be developed in accordance with MDE criteria.

Coordination with the US Fish and Wildlife Service and the DNR indicates that no federally listed rare, threatened, or endangered plant or wildlife species are known to exist in the project area. However, DNR's records indicate that the Little Patuxent River immediately below the Fort Meade Dam at MD 198 contains the Glassy Darter, a State-listed threatened species. White perch and herring are also known to spawn in the Little Patuxent River. All fish species should be adequately protected by the use of the instream work prohibition period, sediment and erosion control methods, and other Best Management Practices typically used during highway construction projects.

Between 4.5 and 25.3 acres of woodland impacts are anticipated if a build alternative and interchange option are selected. In accordance with the State Reforestation Law, impacted forest acreage as a result of project improvements will be replaced within the project limits or off-site within the same watershed.

Air and Noise Impacts

Detailed air quality and noise analyses have been conducted for this project. The air quality analysis indicated that no violations of the applicable State and National Ambient Air Quality Standards are expected, and that the project meets the transportation conformity requirements of the Clean Air Act.

Six Noise Sensitive Areas (NSAs) were identified along MD 198 within the project limits. A noise model was built to predict the future noise levels from the build improvements and to establish a 66-decibel noise-impact contour line. However, none of the areas of frequent human use within any of the NSAs studied qualify for a sound barrier under SHA's 2011 Noise Policy criteria.

Related Transportation Projects

The MD 175 Project Planning Study, which extends from just west of MD 195 to MD 170, will accommodate future transportation needs in and around Fort Meade, improve connectivity between Odenton and MD 295, and assist in revitalizing the commercial district in North Odenton. A Preferred Alternative, identified in July 2010, consists of:

- Alternative 4 Modified from Brock Bridge Road to west of MD 295,
- Option F at the MD 175/MD 295 Interchange,
- Alternative 6 with the 21 ½ Street Option from MD 295 to MD 32, and
- Alternative 2A (Enhanced TSM) from MD 32 to MD 170.

The project is fully funded for Project Planning and partially funded for Final Design. We anticipate completion of the MD 175 Project Planning phase in Winter 2012.

Remaining Steps in the Project-Planning Process

- Evaluate and address public hearing comments and coordinate with State and Federal environmental review and regulatory agencies (*December 2011*)
- Identify the SHA Preferred Alternative (*Spring 2012*)
- Obtain Location/Design Approvals (*Winter 2013*)

Non-Discrimination in Federally Assisted and State-Aid Programs

For information concerning non-discrimination, please contact:

Ms. Sharon Lynn Holmes, Deputy Director
Office of Equal Opportunity
Maryland State Highway Administration
707 N. Calvert Street
Baltimore, MD 21202
Telephone: (410) 545-0317
Toll-free within Maryland: 1-888-545-0098
Email: sholmes@sha.state.md.us

Right-Of-Way and Relocation

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

Ms. Melody Bryant, Chief
District 5, Office of Real Estate
Maryland State Highway Administration
138 Defense Highway
Annapolis, MD 21401
Telephone: (410) 841-1062
Toll-free within Maryland: 1-800-331-5603
Email: mbryant@sha.state.md.us

Media Used for Meeting Notification

An advertisement appeared in the following newspapers to announce the Location/Design Public Hearing:

- The Baltimore Sun
- West County Gazette
- Laurel Leader
- Sound Off

Your Opinion Matters

This hearing offers members of the public the opportunity to discuss their thoughts and concerns about the project and provide spoken and/or written comments. The Project Team will carefully review and consider the concerns and preferences expressed at the hearing. To assist you in providing comments, we have included in this brochure a pre-addressed, postage-paid mailer and the names, addresses, telephone numbers, and email addresses of members of the Project Planning Team.

Documents Available for Review

The EA is available for review at the locations listed below. The Location/Design Public Hearing Transcript will be available for review within approximately eight weeks of the hearing. To confirm availability, please call ahead, Monday through Friday, at:

Maryland State Highway Administration
District 5 Office
138 Defense Highway
Annapolis, MD 21401
Telephone: (410) 841-1000
Toll-free within Maryland: 1-800-331-5603

Maryland State Highway Administration
District 5 Glen Burnie Shop
910 Stewart Avenue
Glen Burnie, MD 21061
Telephone: (410) 766-3770, (410) 766-3779, or (410) 766-3757
Fax: (410) 766-1430

Maryland State Highway Administration
Public Involvement Section
707 N. Calvert Street, Mailstop C-301
Baltimore, MD 21202
Telephone: (410) 545-8522
Toll-free within Maryland: 1-800-548-5026

Anne Arundel County Government
Planning and Zoning Office
Heritage Office Complex
2664 Riva Road, 4th Floor
Annapolis, MD 21401
Telephone: (410) 222-7450
8:00 AM - 4:00 PM, Monday-Friday

Anne Arundel County Public Library
Maryland City at Russett Library
3501 Russett Green
Laurel, MD 20742-1810
Telephone: (301) 725-2390
Monday, Tuesday, Thursday, 1:00 PM – 9:00 PM
Friday, 1:00 PM – 5:00 PM
Wednesday and Saturday, 9:00 AM – 5:00 PM

Thank You

Thank you for participating in the MD 198 Project Planning Study Location/ Design Public Hearing. Your comments are greatly appreciated! Please direct your questions or concerns to project team members by mail, telephone, or email. For more information about this project and others, visit our internet site at <http://www.roads.maryland.gov>. Click on **Projects & Studies, SHA Projects Page**, and **Anne Arundel County**, then **MD 198, Laurel Fort Meade Road** under **Preconstruction**.

The Corps of Engineers has issued a public notice:
http://www.nab.usace.army.mil/Wetlands%20Permits/public_notices.htm



Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
Office of Planning and Preliminary Engineering
707 North Calvert Street
Mail Stop C-301
Baltimore, MD 21202

Martin O'Malley,
Governor

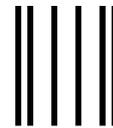
Anthony Brown,
Lieutenant Governor

Beverley K. Swaim-Staley,
Secretary

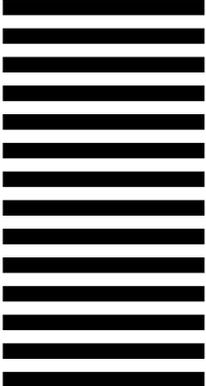
Darrell B. Mobley,
Acting Administrator



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UNITED STATES



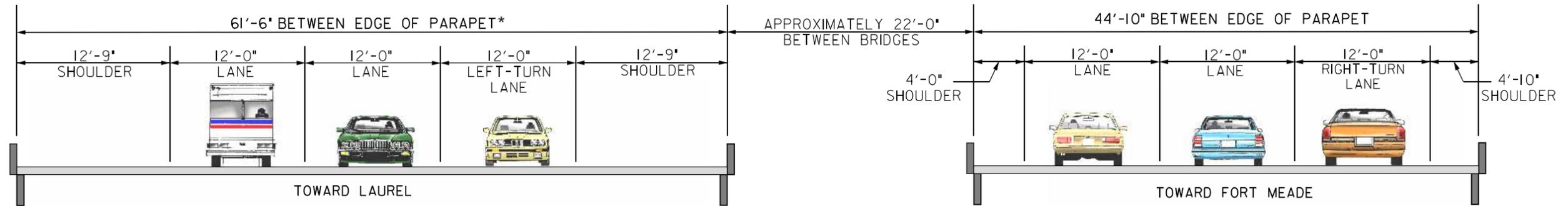
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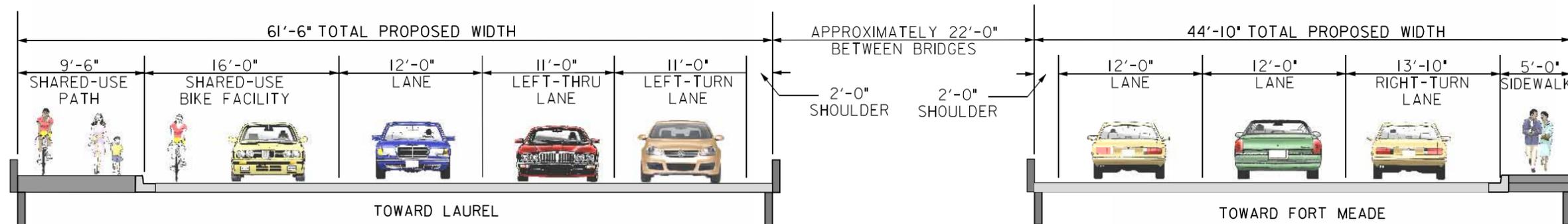
ATTN PUBLIC INVOLVEMENT SECTION
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING
MD STATE HIGHWAY ADMINISTRATION
707 N CALVERT STREET MS C-301
BALTIMORE MARYLAND 21298-6521



EXISTING MD 198: BRIDGE OVER BW PARKWAY



PROPOSED MD 198: BRIDGE OVER BW PARKWAY



* Parapet: a low protective wall or railing

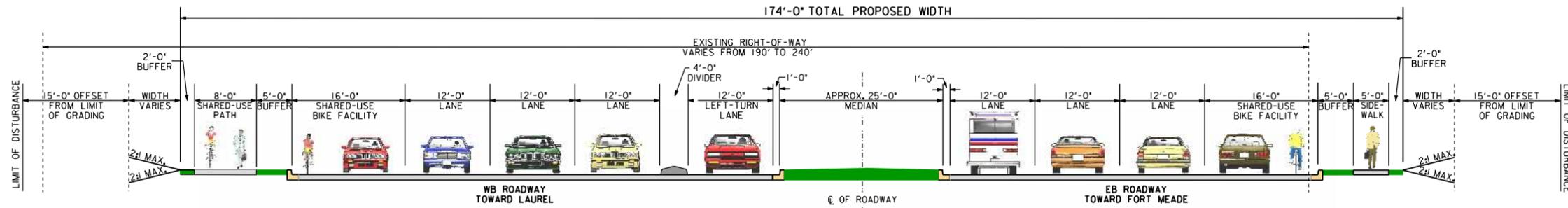
MD 198 PROJECT PLANNING STUDY Alternative 4 Modified Typical Sections Over Baltimore-Washington Parkway

MARYLAND DEPARTMENT OF TRANSPORTATION
SHA STATE HIGHWAY ADMINISTRATION
Project Management Division
SCALE = NOT TO SCALE

MD SHA

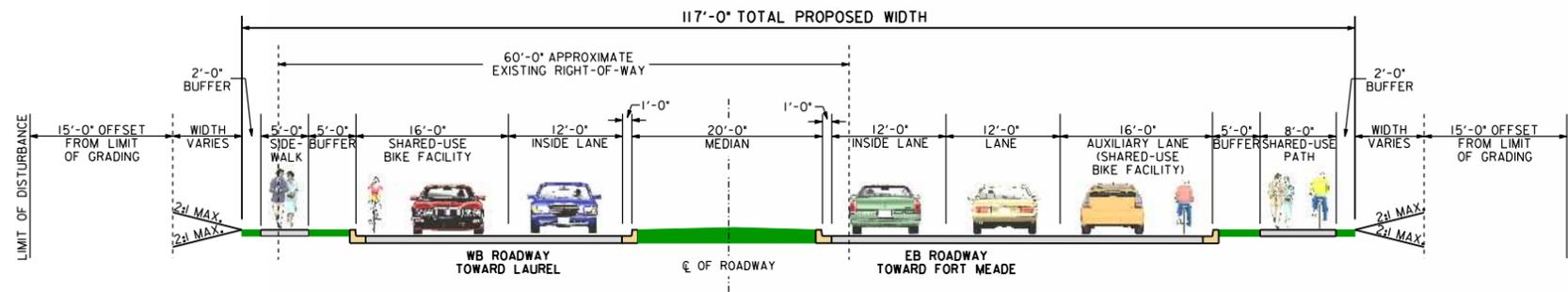
November 2011

Russett Green East to West of BW Parkway

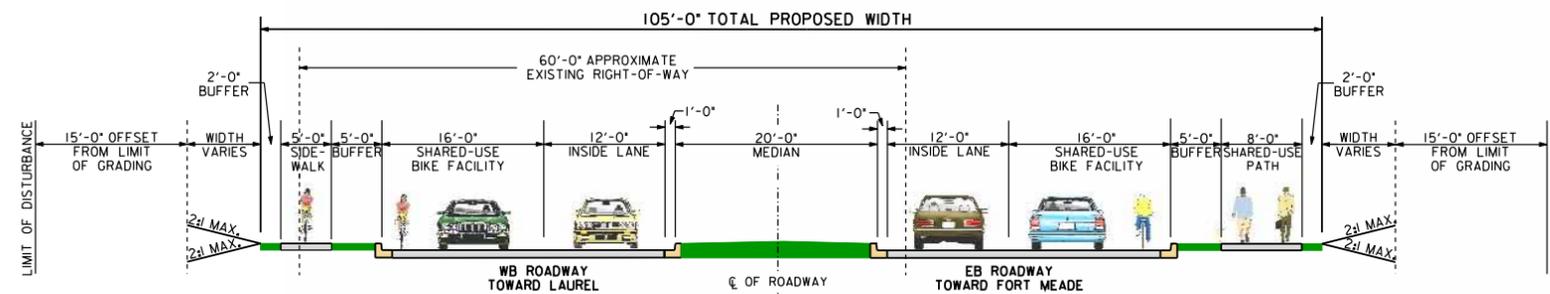


* See MD 198 : Bridge over BW Parkway for Typical Section

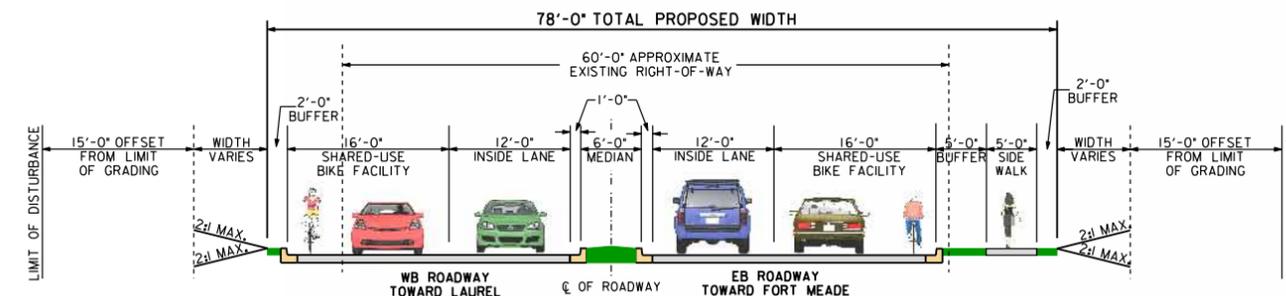
East of BW Parkway to Gateway 2nd Access



Gateway 2nd Access to Bald Eagle Drive



Bald Eagle Drive to Fort Meade



MD 198 PROJECT PLANNING STUDY Proposed Typical Sections Mainline Alternative 4 Modified



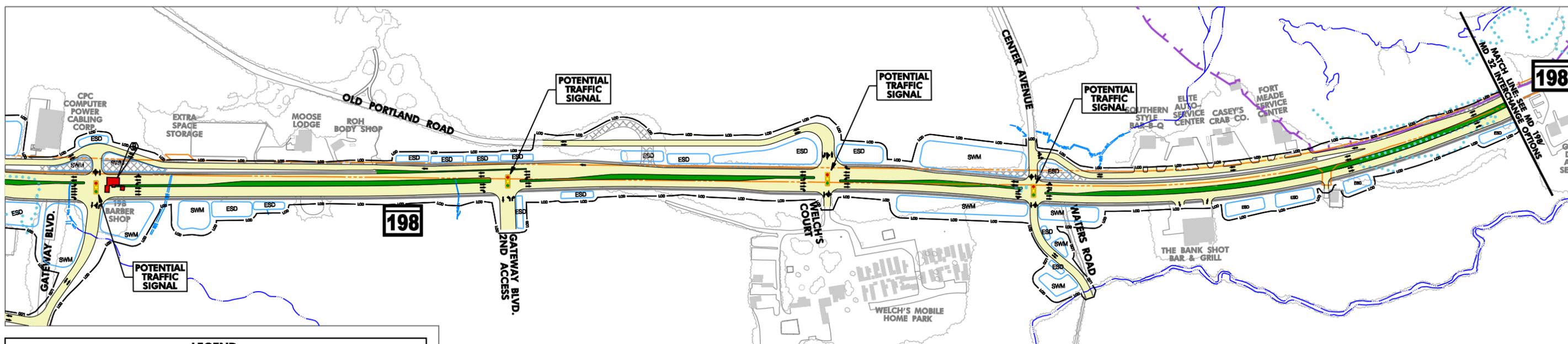
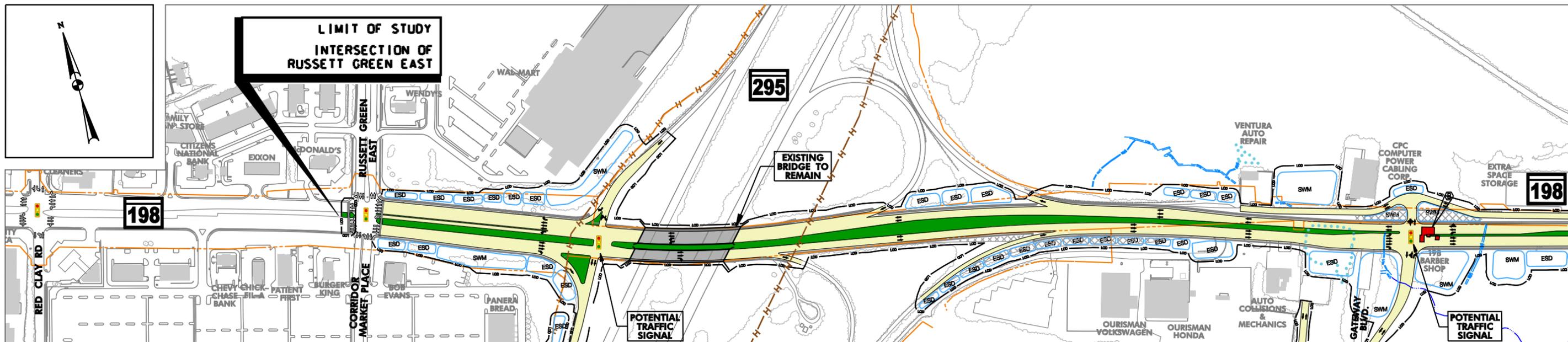
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION

MD SHA

SCALE = NOT TO SCALE

November 2011

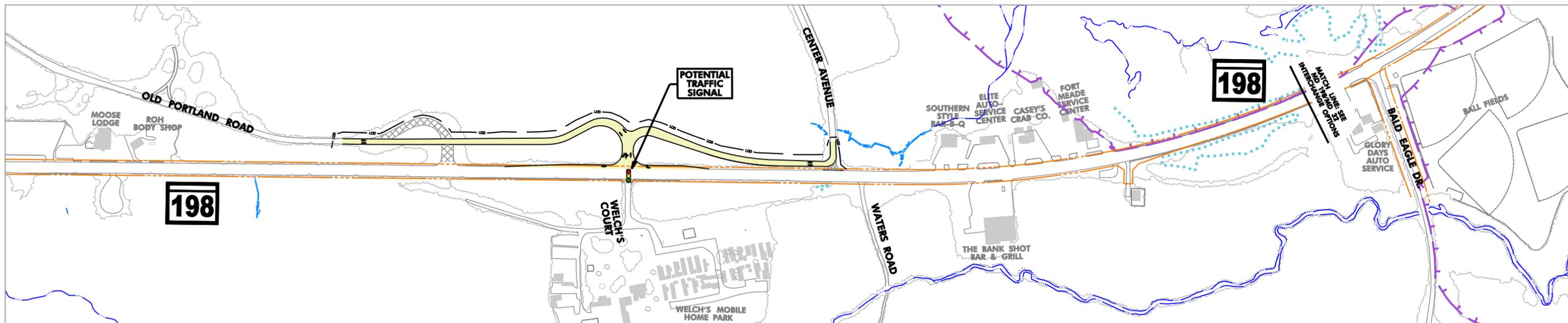
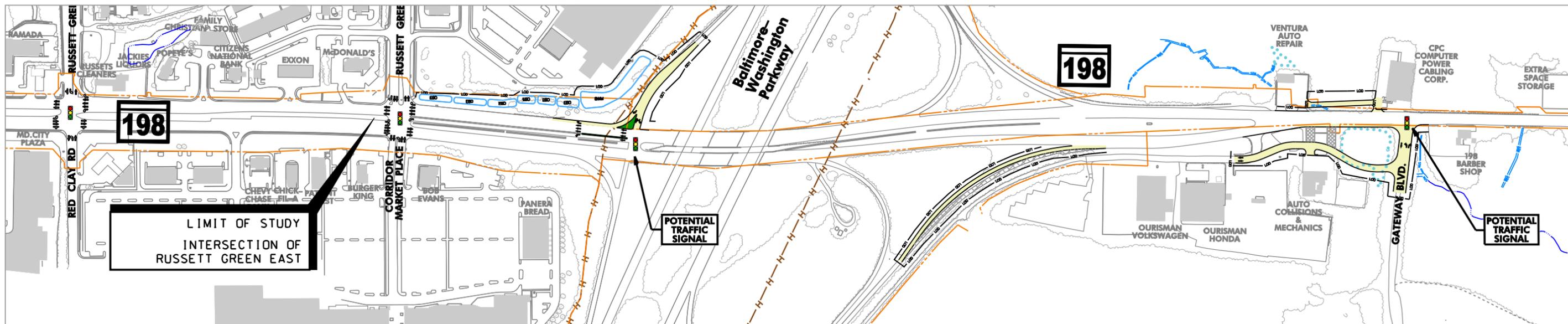
MD 198 Mainline Alternative 4 Modified: Divided Roadway with Off-Road Shared-Use and a Sidewalk



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

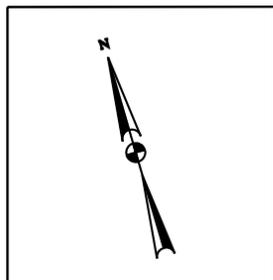
MD 198 PROJECT PLANNING STUDY Alternative 4 Modified		
 MARYLAND STATE HIGHWAY ADMINISTRATION	DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT MANAGEMENT DIVISION	BACKGROUND MAPPING SOURCE MD SHA (FLOWN 2004)
	SCALE 1" = 400'	

Alternative 2: Transportation Systems Management (TSM)



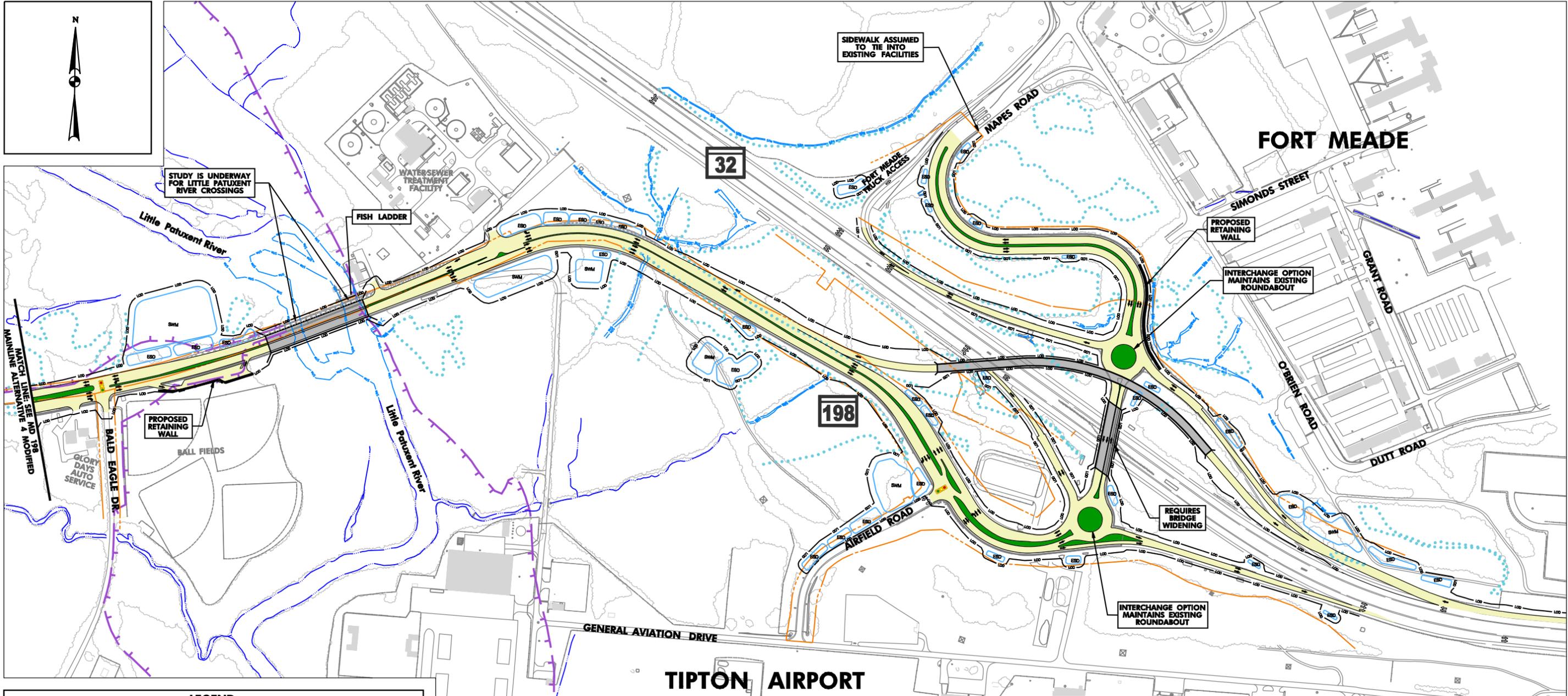
LEGEND

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



MD 198 PROJECT PLANNING STUDY Alternative 2: TSM		
 MARYLAND STATE HIGHWAY ADMINISTRATION <small>Administration of</small> State Highway <small>The Road Department of Transportation</small>	DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT MANAGEMENT DIVISION	BACKGROUND MAPPING SOURCE MD SHA <small>(FLOWN 2004)</small>
	SCALE 1" = 400'	

MD 198 / MD 32 INTERCHANGE OPTION A: FLYOVER RAMP



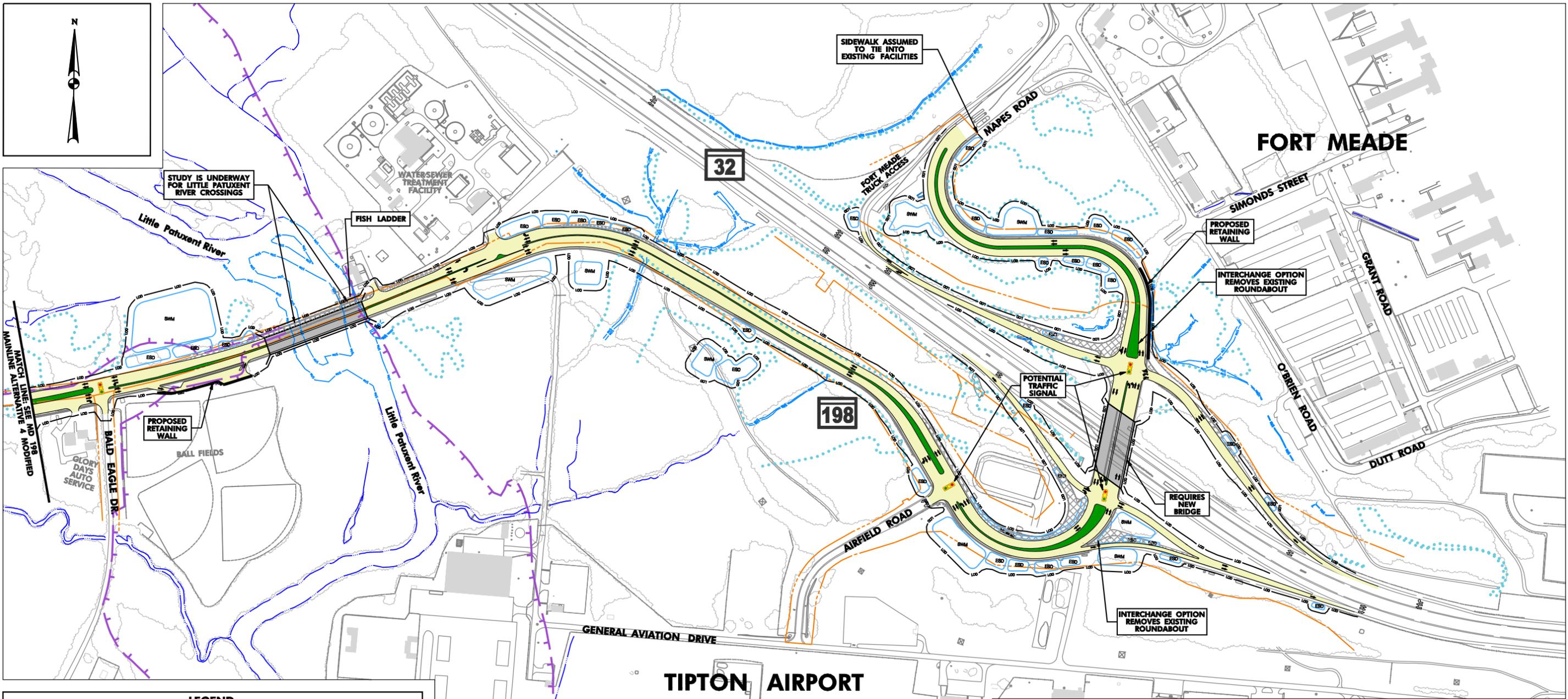
LEGEND

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

MD 198 PROJECT PLANNING STUDY
Option A: Flyover Ramp

 MARYLAND SHA State Highway Administration	DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT MANAGEMENT DIVISION	BACKGROUND MAPPING SOURCE MD SHA (FLOWN 2004)
SCALE 1" = 400'		November 2011

MD 198 /MD 32 INTERCHANGE OPTION C: DIAMOND INTERCHANGE AT EXISTING BRIDGE



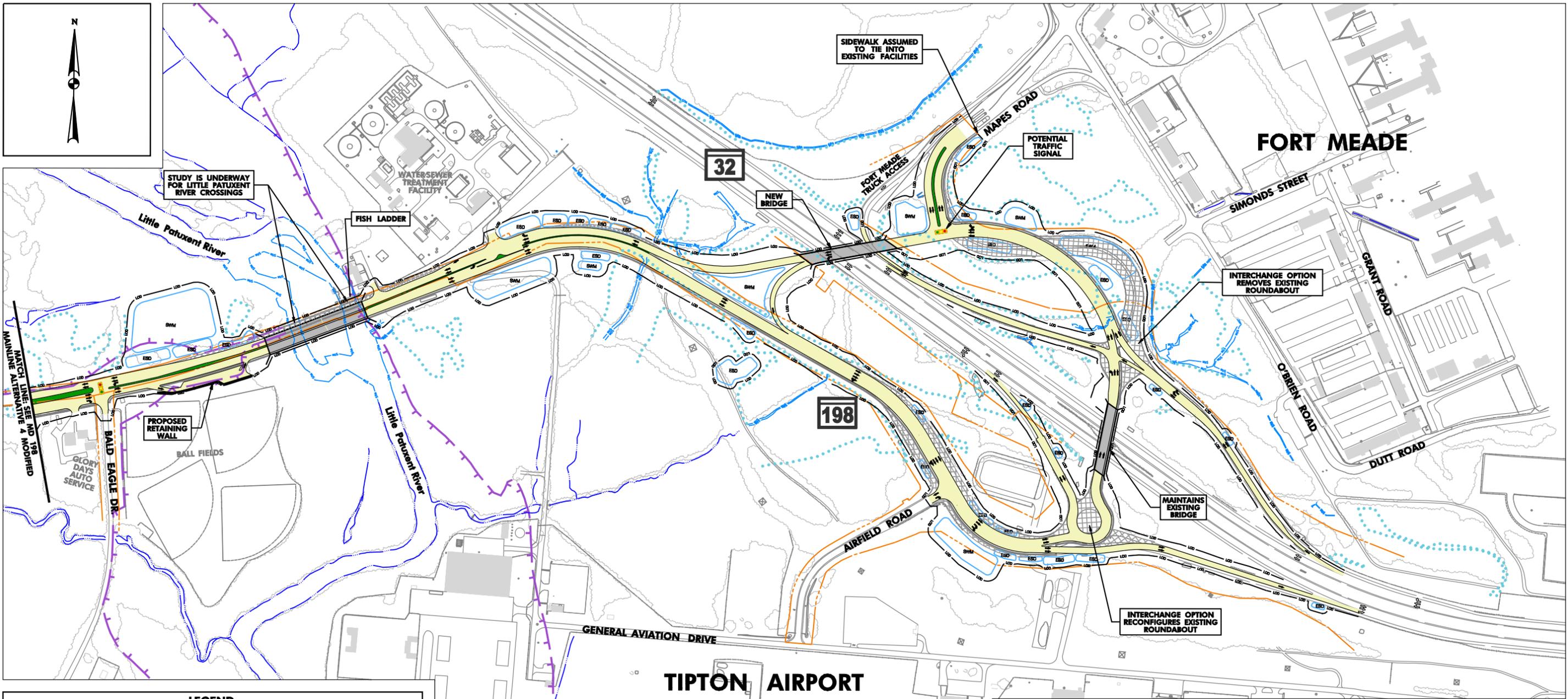
LEGEND

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

MD 198 PROJECT PLANNING STUDY
Option C: Diamond Interchange at Existing Bridge

<p>MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT MANAGEMENT DIVISION</p>	<p>BACKGROUND MAPPING SOURCE MD SHA (FLOWN 2004)</p>	<p>SCALE 1" = 400'</p> <p>November 2011</p>
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MD 198 /MD 32 INTERCHANGE OPTION D: TWO BRIDGE



LEGEND

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

MD 198 PROJECT PLANNING STUDY
Option D: Two Bridge Option

 MARYLAND SHA State Highway Administration	DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT MANAGEMENT DIVISION	BACKGROUND MAPPING SOURCE MD SHA (FLOWN 2004)
SCALE 1" = 400'		November 2011

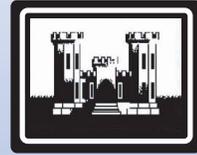


MD 198 PROJECT PLANNING STUDY MAPPING PACKET

DISPLAY BOARDS & WALL MAPS

MD 198

PROJECT PLANNING STUDY



US Army Corps
of Engineers®

Welcome



**Location/Design
Public Hearing**



What is Level of Service (LOS)?



Level of Service is a quantitative measure of traffic operational conditions. Ranges of operation are defined for each type of roadway section (signalized intersections, freeways, ramp junctions and weaving sections) and are related to the amount of traffic demand at a given time as compared to the capacity of that type of roadway section.

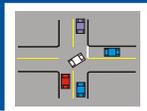
Six levels of service are defined for each type of roadway section and are given letter designations from A to F, with A representing good operating conditions and F representing unsatisfactory operating conditions.

Intersection

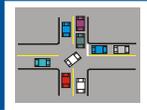
- Highly stable, free-flow condition with little or no congestion
- Delay: <10 seconds/vehicle



- Stable, free-flow condition with little congestion
- Delay: 10 to 20 seconds/vehicle



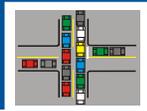
- Free-flow condition with moderate congestion
- Delay: 20 to 35 seconds/vehicle



- Approaching unstable condition with increasing congestion
- Delay: 35 to 55 seconds/vehicle



- Unstable, congested condition
- Delay: 55 to 80 seconds/vehicle



- Stop and go
- Delay: >80 seconds/vehicle



Roadway

LOS A



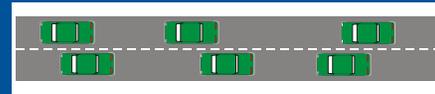
- Free flowing
- Uninterrupted vehicle

LOS B



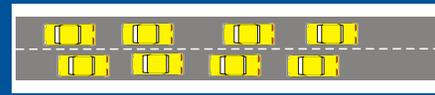
- Stable flow
- Other vehicles are more noticeable

LOS C



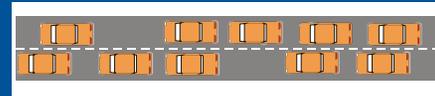
- Stable flow
- Vehicle operations affected by other vehicles

LOS D



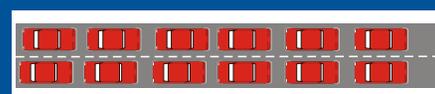
- High density free flow
- Operation of vehicle is affected by other vehicles

LOS E



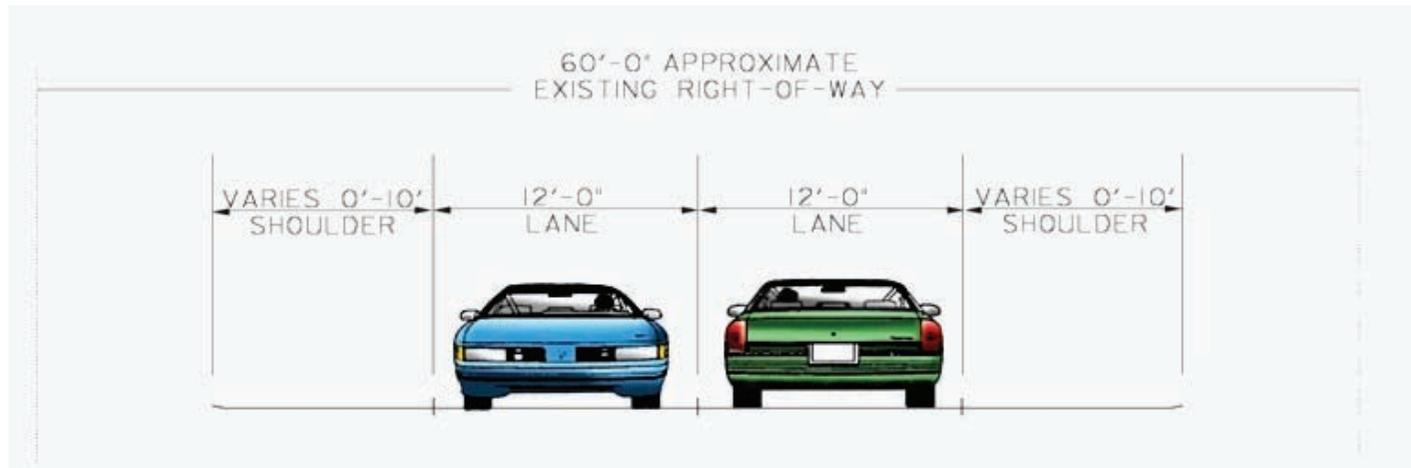
- High density traffic flow, nearing capacity
- Operating conditions are extremely poor

LOS F



- Forced or breakdown flow
- Amount of traffic exceeds capacity

ALTERNATIVE 1: NO-BUILD

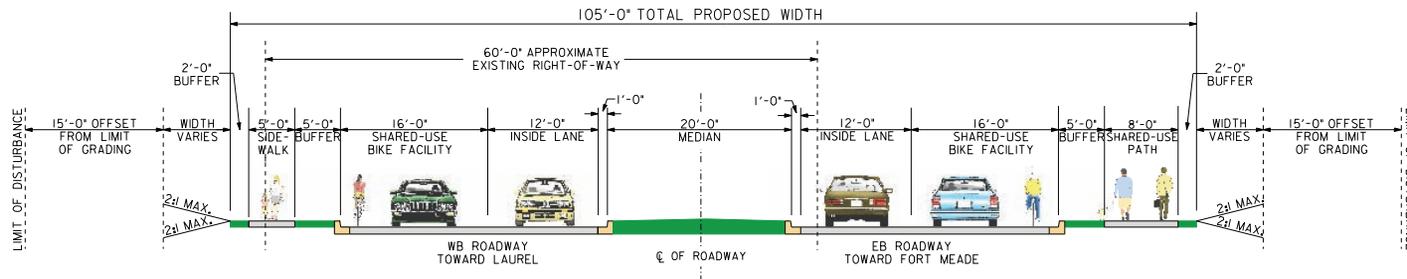


- No major improvements
- Minor, short-term improvements would occur as part of normal maintenance and safety operations
- Serves as a baseline for comparison with other proposed build alternatives

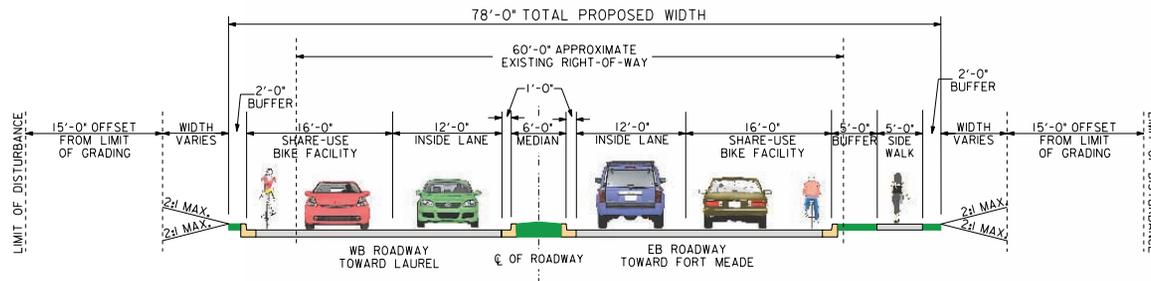
ALTERNATIVE 4 MODIFIED

Typical Sections: Roadway Portion

Gateway 2nd Access to Bald Eagle Drive



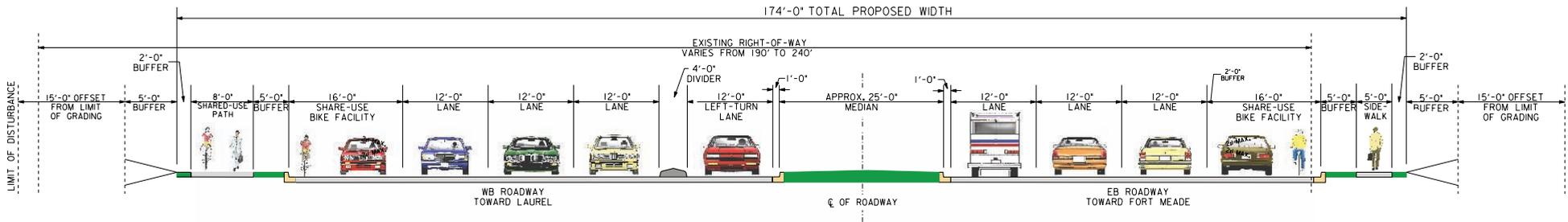
Bald Eagle Drive to Fort Meade



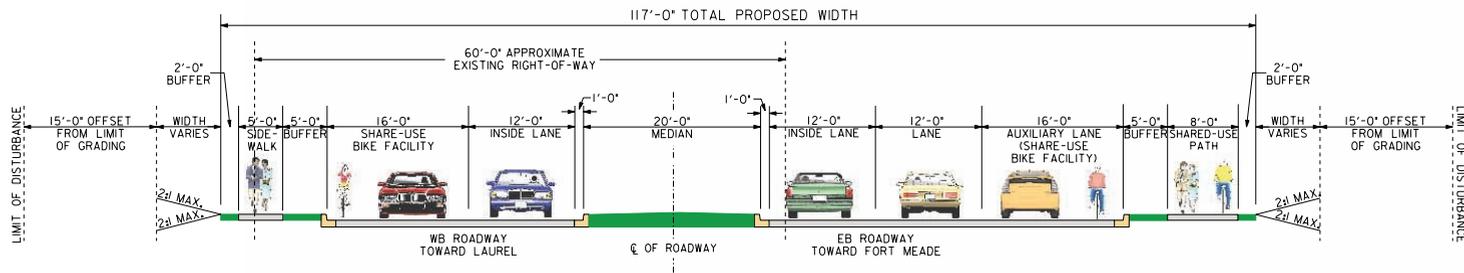


ALTERNATIVE 4 MODIFIED Typical Sections: Roadway Portion

Russett Green East to West of BW Parkway



East of BW Parkway to Gateway 2nd Access





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TRAFFIC VOLUMES

Average Daily Traffic (ADT) Along MD 198			
MD 198 Segment	Existing (2006) ADT	Projected (2030) ADT	Percent Growth
West of MD 295 Interchange	42,900	67,500	57%
East of MD 295 Interchange	24,000	57,500	140%
West of Arundel Gateway Boulevard	22,700	52,400	131%
West of MD 216B	22,700	48,400	113%
West of Welch's Court	21,900	48,400	121%
West of Center Avenue	21,900	48,100	120%
West of Bald Eagle Drive	21,600	47,800	121%
West of Airfield Road	21,600	47,800	121%
West of MD 32 Interchange	21,800	47,900	121%
East of MD 32 Interchange	7,900	16,000	103%

* Note: Volumes include current estimates of projected BRAC growth

PURPOSE OF THE MEETING

- **To formally present the results of the engineering and environmental studies**
 - **No-Build Alternative**
 - **TSM Alternative**
 - **Mainline Alternative**

MD 198/MD 32 Interchange Options
- **To receive your written and/or spoken comments before a preferred alternative is selected**



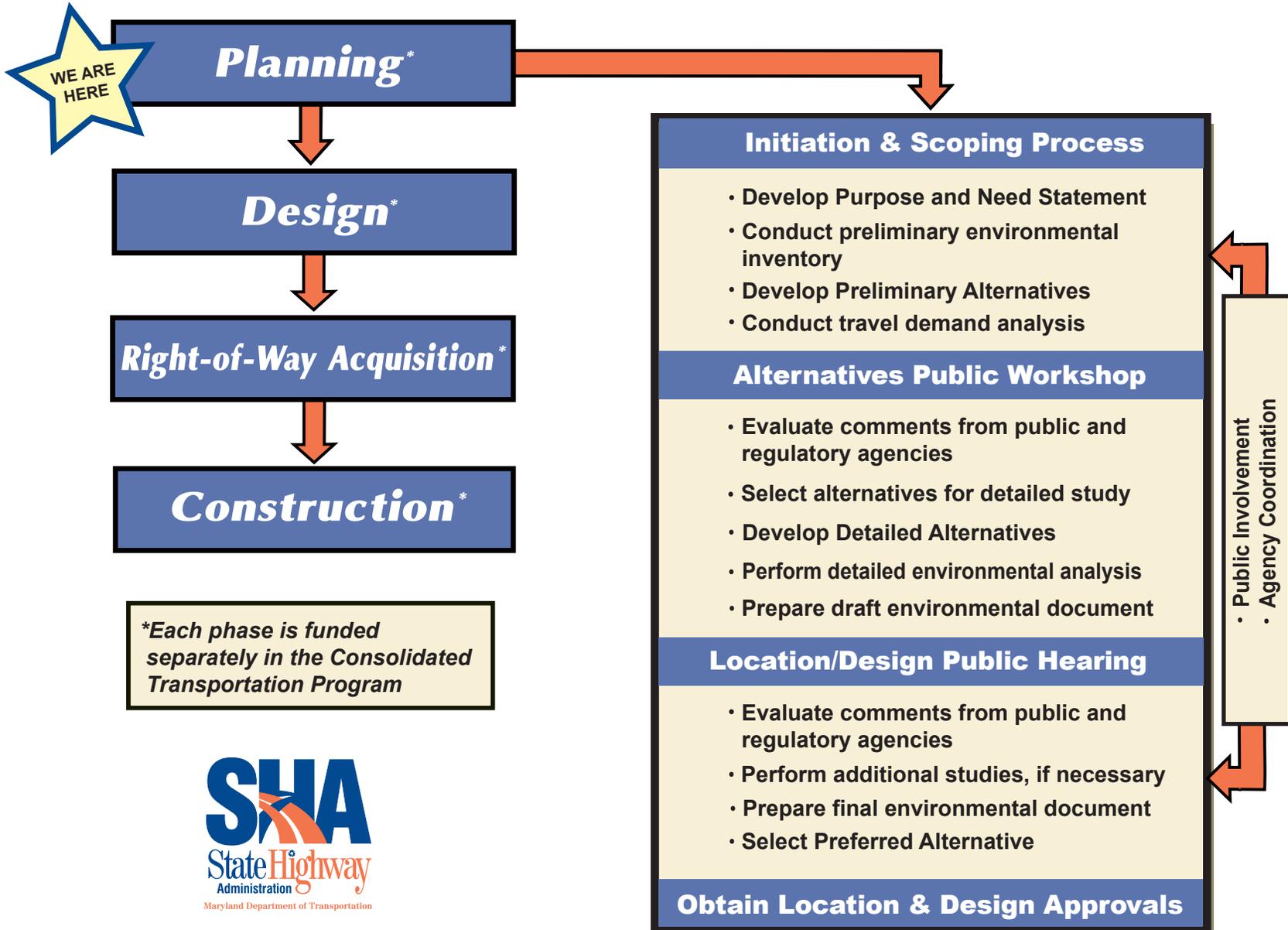
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PURPOSE AND NEED SUMMARY

- **Improve existing capacity and traffic operations**
- **Increase vehicular, bicycle, and pedestrian safety**
- **Support existing and planned development in the area**
- **Enhance access to Fort Meade to accommodate BRAC-related traffic**

PROJECT DEVELOPMENT PROCESS



ENVIRONMENTAL



CONSIDERATIONS

National Environmental Policy Act (NEPA)

Requires that we do everything possible to protect and enhance the natural, cultural and human environment. A complete study of all reasonable alternatives (including measures to avoid and minimize impacts) must be prepared, and the results must be made available to public officials and citizens before decisions are made.

Natural Environment

- Geology/Groundwater Resources • Soils • Surface Water
- Floodplains • Wetlands • Aquatic Life • Wildlife

Section 404 of the Clean Water Act, Nontidal Wetlands Protection Act

Regulates dredge and fill of Waters of the United States. Guidelines published by the Environmental Protection Agency for evaluating alternatives require that the Corps of Engineers evaluate the proposed project for environmental impacts (including historic and rare/threatened/endangered species impacts) and select the least environmentally damaging, practicable alternative.

Endangered Species Act

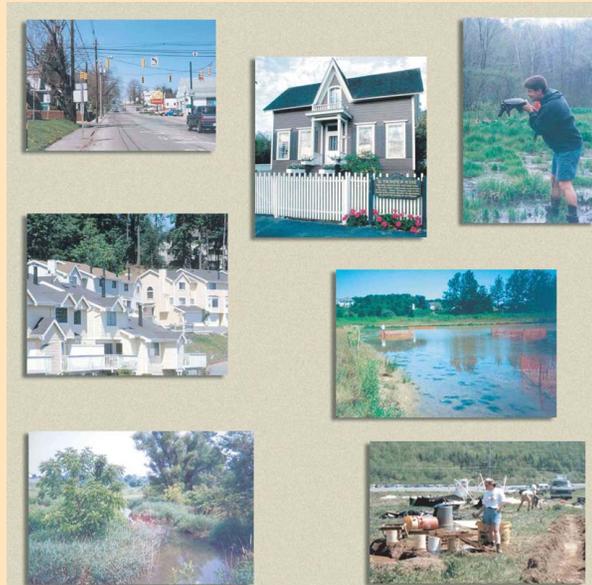
Ensures that actions are not taken to jeopardize the continued existence of endangered or threatened species or result in the destruction or adverse modification of the critical habitat of such species.

Cultural Environment

- Historic Structures • Archaeological Sites

Section 106 of the National Historic Preservation Act

Requires that agencies take into account the effects of a project on properties that are included in or eligible for the National Register of Historic Places.



Socio-Economic Environment

- Demographics • Community Facilities
- Economic Setting and Land Use • Noise • Air

Section 4(f) of the US Department of Transportation Act

Requires that special effort be made to preserve publicly owned public parks and recreation areas, wildlife/waterfowl refuges and historic sites. No project which requires land from these resources may be approved unless 1) there is no feasible and prudent alternative to the use of the land and 2) the action includes all possible planning to minimize harm to the property resulting from such use.

Clean Air Act and Clean Air Act Amendments

A microscale air quality analysis must be performed to determine if there are violations of the State or National Ambient Air Quality Standards for carbon monoxide. Also, a conformity analysis must be completed by the Metropolitan Planning Organization to make sure the Transportation Improvement Plan conforms to the State Implementation Plan.

Farmland Protection Policy Act

Requires that federal programs minimize conversion of farmland to non-agricultural uses (does not apply to farmland that is zoned or committed (planned) for urban development).

Executive Order 12898 (Environmental Justice)

Requires that agencies identify and address disproportionately high and adverse human health or environmental effects on minority or low-income populations.



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NEXT STEPS

- **Public Comments- Open until December 19, 2011 for inclusion in the hearing transcript**
- **Location/Design Approval- Winter 2013**



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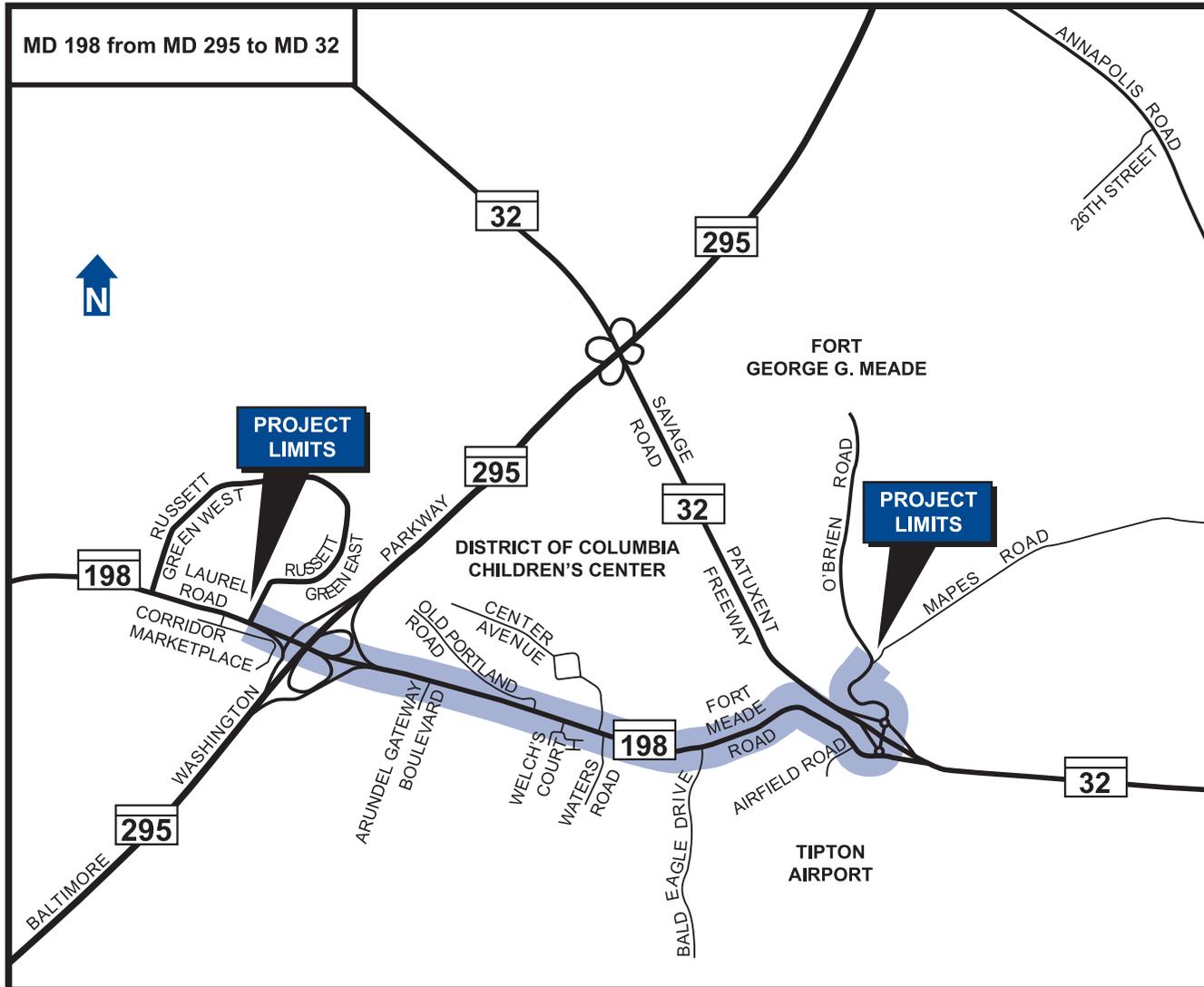
MAINLINE TRAFFIC ANALYSIS

Locations (MD 198 and...)	Intersection Control	Existing 2006 AM LOS	Existing 2006 PM LOS	No-Build 2030 AM LOS	No-Build 2030 PM LOS	Alt.4 Mod 2030 AM LOS	Alt 4. Mod 2030 PM LOS
MD 198 Corridor	Entire Corridor	E	E	F	F	D	D
Market Place Corridor / Russett Green East	Signal	B	C	E	E	E	E
MD 295 Southbound Ramp	Stop Control	F	F	F	F	D	D
Tischer Entrance	Stop Control	F	F	F	F	E (consolidated access)	E (consolidated access)
Ourisman Entrance	Stop Control	F	F	F	F		
Arundel Gateway	Stop Control	A	B	F	F		
Arundel Gateway- Second Access	Signal	—	—	—	—	D	D
MD 216 B (Old Portand Rd)	Stop Control	E	D	F	F	D (consolidated access)	C (consolidated access)
Welch's Court	Stop Control	E	F	F	F		
Center Avenue	Stop Control	B	D	F	F	D	D
Bald Eagle Drive	Stop Control	A	F	F	F	C	C
Airfield Road	Half -Signal	A	A	A	C	A	A
MD 32 Eastbound Ramps	Roundabout	A	A	B	C	See next table	
MD 32 Westbound Ramps	Roundabout	B	A	F	F		

* Note: For unsignalized intersections, LOS is based on delay, and V/C ratio is N/A.



LOCATION MAP





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INTERCHANGE TRAFFIC ANALYSIS

Locations (MD 198 / MD 32 Interchange)		Intersection Control	Alt. 4 Mod 2030 AM LOS	Alt. 4 Mod 2030 PM LOS
2030 No-Build Option	Eastbound Ramps	Roundabout	B	C
	Westbound Ramps	Roundabout	F	F
Option A : (Flyover Ramp)	Eastbound Ramps	Roundabout	B	D
	Westbound Ramps	Roundabout	A	A
Option C : (Diamond at Existing Bridge)	Eastbound Ramps	Signal	E	B
	Westbound Ramps	Signal	E	D
Option D : (Two Bridge)	Eastbound Ramps	Roundabout	C	B
	Westbound Ramps	Intersection	D	D

* Note: For unsignalized intersections, LOS is based on delay, and V/C ratio is N/A.



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IMPACT SUMMARY

Summary of Environmental Impacts					
Category	Alt.1 No Build	Alt.2 TSM	Alt.4 Modified with Option A	Alt.4 Modified with Option C	Alt.4 Modified with Option D
Potential Displacements (number)					
A. Residential	0	0	0	0	0
B. Commercial	0	0	1	1	1
Properties Affected (number)					
A. Residential	0	0	1	1	1
B. Commercial	0	7	37	37	37
C. Other*	0	1	6	6	6
Right-of-Way Required (acres)					
A. Residential	0	0	0.1	0.1	0.1
B. Commercial	0	3.1	19.7	19.7	19.7
C. Other*	0	7.7	29.5	28.4	28.6
Wetlands (acres)					
	0	0.7	3.3	2.3	4.0
Stream Crossings (number)					
	0	1	4	4	4
Stream Impacts (linear feet)					
	0	71	552	649	711
100-Year Floodplain (acres)					
	0	0	2.5	2.5	2.5
Woodland (acres)					
	0	4.5	24.5	24.0	25.3
Baltimore-Washington Parkway (acres)					
	0	3.6	6	6	6
Potential Hazardous Waste Sites (number)					
	0	6	37	37	37
Total Cost Range in Millions**					
	\$ 0	\$ 18.5 - \$ 24.1	\$ 197.3 - \$ 257.5	\$ 190.9 - \$ 249.2	\$ 175.7 - \$ 229.9

*Note: Fort Meade, Tipton Airport, Federal Lands, U.S. Fish and Wildlife Service, and historic properties

**Note: Total Cost Range includes Final Design, Right-of-Way, and Construction and the inflation adjustment through 2020



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MD 198 PROJECT PLANNING STUDY JOINT LOCATION/DESIGN PUBLIC HEARING

PUBLIC HEARING PROCEDURES

Public Testimony

- For public testimony, speakers will be called in the order in which they are registered. You may add your name to the speakers' list at the registration table.
- The Study Team will receive statements only – no questions will be addressed from the floor. Staff members are available in the Auxiliary Gym to answer questions during the workshop.
- To ensure that everyone has the opportunity to speak, public testimony is limited to 3 minutes per person. One person may not transfer time to another.

Others Ways to Testify

- Individuals may speak privately to a court reporter outside the cafeteria to provide testimony or add to their public testimony. Written statements are also welcomed.
- There are no limits on the length of private and written testimony. Written statements must be received by December 19, 2011 for inclusion in the hearing transcript.
- Public, private, and written testimony will receive equal consideration in project matters.



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FUTURE LAND USE AND ECONOMIC DEVELOPMENT

- **Growth in the region to include BRAC, NSA, and Cyber-Command has brought approximately 30,000 additional direct and indirect jobs to the region.**
- **The National Park Service has a signed FONSI for water and sewer extension under the Baltimore-Washington Parkway to the east.**
- **A plan for commercial and residential development has been proposed for the Arundel Gateway Business Park.**

EXISTING CONDITIONS

- **Within the project limits, MD 198 is a two-lane roadway that connects the Baltimore-Washington Parkway, MD 32, and Fort Meade.**
- **The corridor is approximately 3.5 miles long.**
- **MD 198 provides access to Laurel and major commercial and high-density residential areas to the west, and Fort Meade and MD 32 to the east.**
- **Signalized intersections along MD 198 within the study limits are located at :**
 - **Corridor Marketplace/Russett Green East- west of MD 295**
 - **Airfield Road (half-signal)- near MD 32**



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EXISTING LAND USE AND ECONOMIC DEVELOPMENT

- **The project area is located entirely within an Anne Arundel County designated Priority Funding Area.**
- **Existing land use along the corridor consists of:**
 - **Commercial and residential (west)**
 - **Institutional (north): District of Columbia Children's Center, Woodlands Job Corps Center**
 - **Industrial**
 - **Resource Agencies (National Park Service, Fish and Wildlife Service)**
- **Study area (census tract) population increased 81% from 1990 to 2000.**

BICYCLE FAQ

Why are bicyclists allowed on the road?

Bicyclists are vehicle drivers, too. By law, “vehicle” means “any device in, on, or by which any individual or property is or might be transported or towed on a highway.” (Section 11-176, Annotated Code of Maryland) Every person operating a bicycle in a public area has all the rights granted to and is subject to all the duties required of the driver of a vehicle. (Section 21-1202, Annotated Code of Maryland)

Why are bicyclists allowed to ride next to cars that are going fast?

Bicyclists are prohibited on roadways with a posted maximum speed greater than 50 mph unless a continuous paved shoulder or bicycle lane is provided. In addition, a person may not ride a bicycle on an expressway or on any controlled-access highway with signs stating that bicycles are prohibited.

There’s a hiker/biker trail right next to the road. Shouldn’t bicyclists be riding there?:

Maryland law requires SHA to include bicycle accommodations in roadway construction projects whenever appropriate and feasible. That’s because not everyone who rides a bicycle does so for the same purpose. Hiker/biker trails are shared-use paths suitable for joggers, pedestrians, dog-walkers, children, babies in strollers, inexperienced or recreational cyclists, and others who enjoy exercising and spending time outdoors. Individuals who use a bicycle as their primary means of transportation may find that on-road bicycle accommodations better suit their needs. By removing themselves from the “mix” of hiker/biker trail-users, on-road bicyclists can reach their destinations more efficiently and lessen the risk that trail-users will find themselves in the path of bicyclists focused on getting from Point A to Point B as quickly as possible.

Shouldn’t bicyclists ride on sidewalks?

The law allows bicyclists to ride on sidewalks only in Montgomery County. Not permitting bicycles on sidewalks minimizes conflicts between bicyclists and pedestrians.

Isn’t it a law that bicyclists have to wear a helmet?

In Maryland, everyone under age 16 is required to wear a helmet when riding a bicycle on public property. Some local jurisdictions have requirements for helmet use that are tougher than State law. Wearing a helmet is a good safety measure for everyone who rides a bike: 85 percent of head and brain injuries resulting from bicycle crashes could be prevented if riders wore bicycle safety helmets.

Every day as I drive downtown I see bicyclists and motorists behaving in rude and dangerous ways. Whatever happened to common courtesy?

Motorists and bicyclists who share the road—especially in heavily traveled urban and suburban areas—need to look out for one another. Motorists should leave at least three feet between their vehicles and any bicycles they pass, and bicyclists should leave at least three feet between themselves and parked cars. By law, bicycles are vehicles: motorists should treat them as such, and bicyclists should obey all traffic laws, including those that govern left- and right-turns, lights and stop signs, right-of-way, and proper lane position.

I bike—where can I get more information on bicycling in Maryland?

Additional information is available on SHA’s website at www.marylandroads.com, click on Bicycling under EXPLORE MD, or by telephone at 1-888-204-4828.

Handout materials are also available at the bicycling station during today’s meeting.

AS VEHICLE OPERATORS ON MARYLAND ROADS BICYCLISTS HAVE RIGHTS AND RESPONSIBILITIES

It's the law:
Section 21-1202 Annotated Code of Maryland

"Vehicle" means any device in, on, or by which any individual or property is or might be transported or towed on a highway.

Annotated Code of Maryland

It's MDOT Policy:
Twenty-Year Bicycle and Pedestrian Access Master Plan

As part of roadway construction projects, SHA provides on-road features like these:



wide outside lane for bicycle compatibility



minimum four-foot-wide shoulder



bicycle lane/pocket bike lane markings



Bicycle Route & Share the Road signage

And off-road features like:



shared-use path (hiker/biker trail)



Bicycles provide a valuable transportation option for many people and will help Maryland meet our state's long-term transportation needs.



Project Development Process



Traffic



Right-of-Way



Purpose and Need



Next Steps



Alternatives Under Consideration

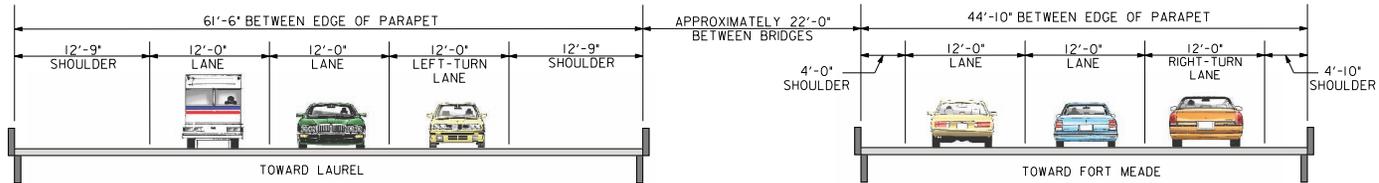
ALTERNATIVES CURRENTLY UNDER CONSIDERATION

- **Alternative 1: No-Build**
- **Alternative 2: Transportation Systems Management (TSM)**
- **Alternative 4 Modified: Divided Roadway with Off-Road Shared-Use Facility and a Sidewalk**
 - **Interchange Option A: Flyover Ramp**
 - **Interchange Option C: Diamond Interchange over Existing Bridge**
 - **Interchange Option D: Two Bridge**

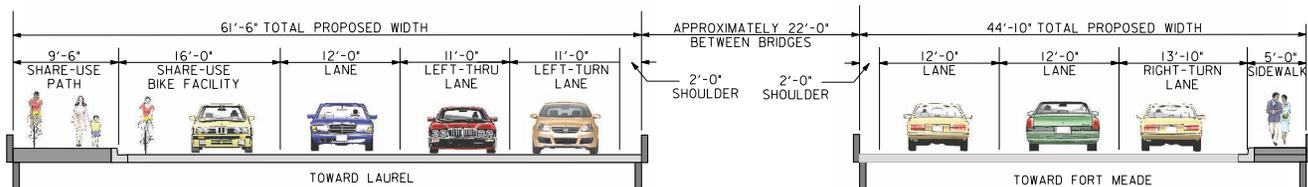
ALTERNATIVE 4 MODIFIED

Typical Sections: Bridge Portion

EXISTING MD 198: BRIDGE OVER BW PARKWAY



PROPOSED MD 198: BRIDGE OVER BW PARKWAY



CORRESPONDENCE

MD 198

PROJECT PLANNING STUDY

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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 Metacornet 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*



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,

A handwritten signature in black ink that reads 'Kameel Hall'.

Kameel Hall
Project Manager
Project Management Division

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

My telephone number/toll-free number is _____

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

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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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 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.

<i>Please circle the most appropriate number.</i>	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 fearless leaders.

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

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



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,

A handwritten signature in black ink that reads 'Kameel Hall' in a cursive script.

Kameel Hall
Project Manager
Project Management Division

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

My telephone number/toll-free number is _____

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

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

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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 Freda McDonald DATE 11/15/2011
ADDRESS 3529 Pine Woods PL #110, ~~1100000000~~
CITY WALLEN 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*



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,

A handwritten signature in black ink that reads 'Kameel Hall'.

Kameel Hall
Project Manager
Project Management Division

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

My telephone number/toll-free number is _____

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

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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DP*

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

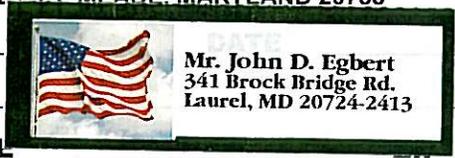
NAME

ADDRESS

CITY

STATE


Kathleen Egbert
341 Brock Bridge Rd.
Laurel, MD 20724



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
Ourisman, 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. east. 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.

<i>Please circle the most appropriate number.</i>	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? *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.

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



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,

A handwritten signature in black ink that reads 'Kameel Hall'. The signature is fluid and cursive, with the first name 'Kameel' being larger and more prominent than the last name 'Hall'.

Kameel Hall
Project Manager
Project Management Division

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

My telephone number/toll-free number is _____

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

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

*Scanned
52*

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 Lauvel 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 reavy 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.

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

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



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,

A handwritten signature in black ink that reads 'Kameel Hall' in a cursive script.

Kameel Hall
Project Manager
Project Management Division

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

My telephone number/toll-free number is _____



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

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

Maryland Department of Transportation

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,

A handwritten signature in black ink that reads 'Kameel Hall'.

Kameel Hall
Project Manager
Project Management Division

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

My telephone number/toll-free number is _____

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

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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

*Scanned
KPH*

PLEASE PRINT

NAME BROCK BOLLOCK DATE 11/16/11

ADDRESS D301 3515 PINEY WOODS PLACE

CITY LADREL 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 (RE: TODAY'S 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.

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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
<u>Was each part of the brochure easy to understand?</u>				4
Purpose of the Study	1	2	3	4
Purpose of the Hearing	1	2	3	4
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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? _____

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.

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



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,

A handwritten signature in black ink that reads 'Kameel Hall'.

Kameel Hall
Project Manager
Project Management Division

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

My telephone number/toll-free number is _____

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

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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

Scanned
Kjet

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 ~~lot~~ 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
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? 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.



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

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,

A handwritten signature in black ink that reads 'Kameel Hall'.

Kameel Hall
Project Manager
Project Management Division

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

My telephone number/toll-free number is _____

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

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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

*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 or 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	2	3	4	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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Maps of Alternatives	1	2	3	4	4
Tables and Charts	1	2	3	4	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.



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

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,

A handwritten signature in black ink that reads 'Kameel Hall'.

Kameel Hall
Project Manager
Project Management Division

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

My telephone number/toll-free number is _____

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

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

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
KRT

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 QUESTIONNAIRE AND REQUEST FOR COMMENTS FORM, TOGETHER WITH VERY DETAILED PLAN FOR MD 198, 295 AND MD 32.

I HAVE GONE EVERY PAGE OF THIS EXCELLENT 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?				4
Purpose of the Study	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

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



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,

A handwritten signature in black ink that reads 'Kameel Hall'.

Kameel Hall
Project Manager
Project Management Division

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

My telephone number/toll-free number is _____

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

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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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

*Mildred
Scanned*

PLEASE PRINT

NAME Brandon Katz DATE 11/23/2011
 ADDRESS 3503 Filling Run Pl
 CITY Laurel STATE MD ZIP 20724

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

This cant 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.

<i>Please circle the most appropriate number.</i>	Poor	2	3	Excellent
Overall, was the brochure useful and informative?	1	2	3	④
<u>Was each part of the brochure easy to understand?</u>				
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	②	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 get 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.



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

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,

A handwritten signature in black ink that reads 'Kameel Hall' in a cursive script.

Kameel Hall
Project Manager
Project Management Division

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

My telephone number/toll-free number is _____

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

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.

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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.

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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.

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December 22, 2011

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

Dear Mr. Trump:

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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.

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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.

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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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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.

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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.

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December 22, 2011

Ms. Kay Smith

Dear Ms. Smith:

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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*



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

December 22, 2011

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allen@pulsifer.us

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